

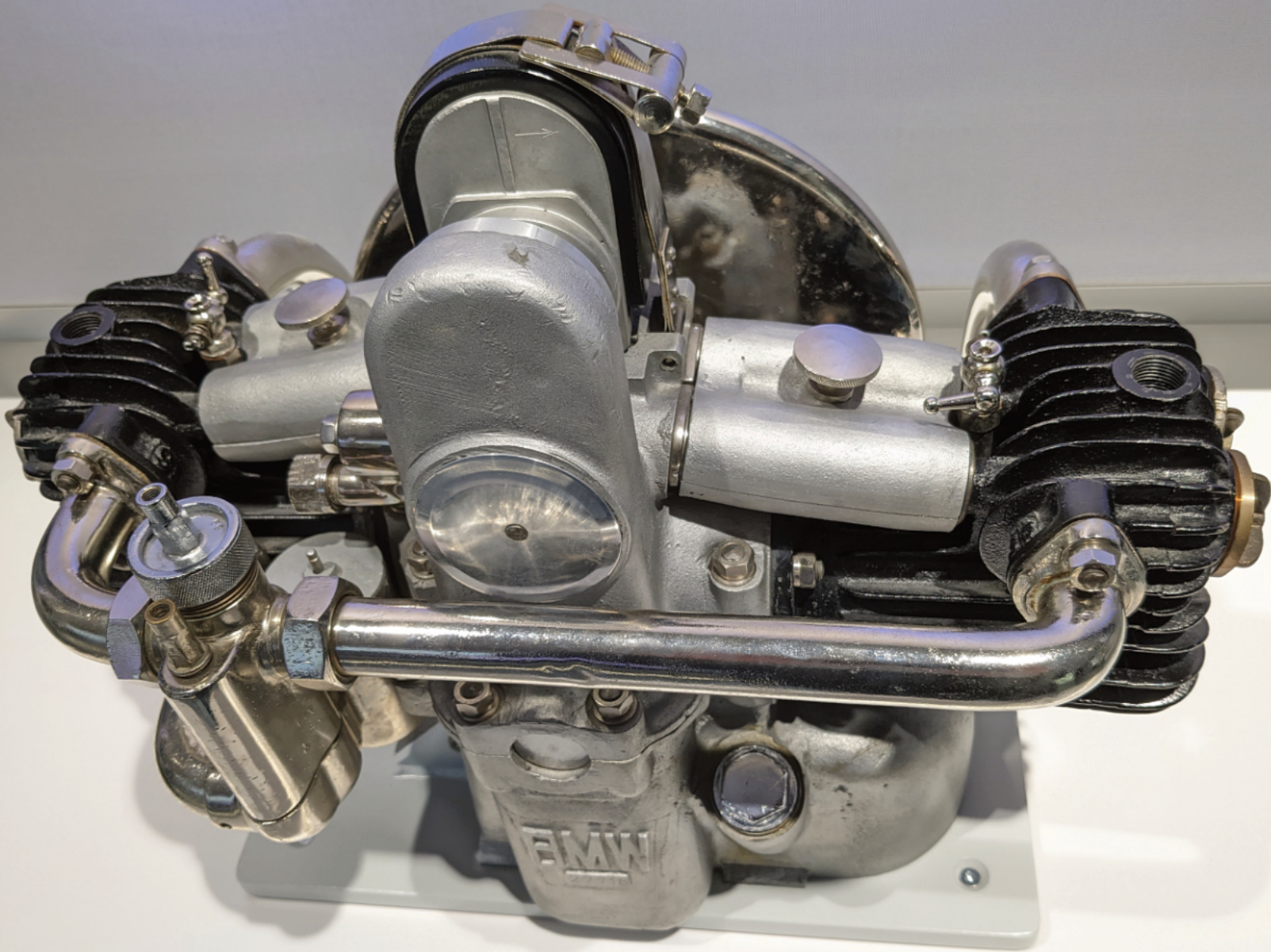
JANUARY 2023

# NORCAL NEWS



Ride to Camp

Camp to Ride



**BMW MOTORCYCLE CLUB OF NORTHERN CALIFORNIA**

# PRESIDENTS COLUMN

I hope everyone had a great holiday and a happy new year. It's great we are getting much-needed rain but it has impacted our riding time. We waited until the last minute hoping the weather forecast was wrong but ultimately canceled the December campout at Fremont Peak. I am so glad we did cancel as it was a pretty big rainstorm and would not have been a fun night. We did manage to have a really fun holiday party this year with more than 80 people hosted at Ted Crum's Oakland Yacht Club. The food, drink, gift exchange and hospitality didn't let us down. It's a perfect venue for the party. Thanks also for Mark Rodda setting up his photo booth and Buddy and Mini taking great photos. Congratulations to Tom Short for his much-deserved Bent Rod Award recognizing his stellar riding at the 49er.

Our next campout is at the Napa Bothe Group site just outside of Calistoga. Tresha has planned an outstanding ride. I am betting there will be some excellent wine being served at dinner. Signups are now open.

With the new year comes commitments to new resolutions and I'd like to offer up a few to consider. Recommit to riding safely including keeping a safe distance to the rider in front of you and always riding within your limits. Commit to speaking up if you see someone not riding safely. Think about getting some additional training. I know from my own experience you can develop bad habits and quality training helps break you of those habits. Also, commit to giving back to the Club by volunteering your time and experience. Help us find great campsites, provide your ideas, or volunteer for one of our big events such as the 49er, RoL, or the Octoberfest. The more support we have the easier it is to keep up the great traditions of BMW Norcal.

Stay Safe

*Kevin Coleman President*

# EDITORS CORNER

This issue could have been a difficult one to fill after the camp out cancellation but fortune smiled and we have in my view a very decent newsletter.

First to arrive was a nicely written description of a visit by Kevin Kelly to Grimes Point Archaeological Site in Nevada. Kevin is not a club member but is obviously familiar with the newsletter. Looks to be an interesting site well worth visiting.

Russ Drake, perhaps inspired by Mike Murphy's Trans America Trail (Sept and Nov 2022 newsletter) offered a couple of articles he wrote some time ago covering a similar path. His timing was perfect, and I was happily able to include the first part in this month's newsletter.

Delf Hedde took over the role as Safety/Tech Director in October and wearing that hat submitted an article describing how to ride safely in a group. To be honest I was thinking of writing something similar on the same subject, but I am really pleased that I didn't because Delf's article is so much better than anything I envisaged. I would encourage everyone to carefully read this article, irrespective of how long you have been riding, or how experienced you are. Motorcycling is a great hobby, but it is potentially dangerous. Riding with others (even a group of 2), requires everyone to follow the same set of rules.

Jorgan Larsen provided me with an update on new members who joined over the last couple of months. He also persuaded Fred Neely and Peter Cervantes to write a short paragraph introducing themselves, and also providing photos. It's a great idea, perhaps some others might take the time to introduce yourselves too.

Lastly, I would like to thank Buddy Scauzzo and Mini McMahon for sending me pictures taken at the party in December. In the past Buddy has been really helpful to me by giving me pointers to help improve my photographic efforts. His pictures at the party look so good and I was really impressed and wondered how. After discovering his secret, I was forced to buy a new diffuser for my flash unit.

*John Ellis*

## India by Motorcycle - Looking for Interested Parties.....

The journey would take us from jungles where the tiger roars, to the Taj Mahal, the symbol of love. We might sleep on the warm sands of beaches on the Arabian Sea and wake up to the cool hills of the Western Ghats Mountain range.

The idea was proposed to me over campfire chats at the Cedar Flats campout. When I traveled to India last month, I made sure that it was feasible to get the whole journey together with Enfield Himalayan.

Before going any further, I need to gauge the level of interest in joining me to ride India by motorcycle. This will help me see if there are enough interested parties to make such a trip worthwhile. I anticipate the journey would take three weeks excluding flights. Likely Dates either November 2023 or January 2024 & February 2024.

Please email me, if you are sure you would love to come with us. Email address - [ravivermanasikse@hotmail.com](mailto:ravivermanasikse@hotmail.com)

Thank you, Ravi Verma



Front Cover - 1920 BMW M2B15 Engine at BMW Museum Munich  
The BMW M2B15 was BMW's first flat-twin engine and was manufactured from 1920 to 1923. The M2B15 was intended to be a portable industrial engine but was supplied to motorcycle maker Victoria Werke, and also to a former aircraft maker Bayerische Flugzeugwerke for use in its Helios motorcycle model. BMW acquired Bayerische Flugzeugwerke in 1922 along with its poorly designed Helios which was quickly discarded in favor of what would become the first true BMW, the R32 of 1923.

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# BIG WELCOME TO NEW BMW NORCAL MEMBERS

I would like to welcome our new members to the Club and hope they will join us on our great club rides and camping trips. We currently have 363 members.

New members who joined the club in November 2022 were Christian Ferri, Eric Hare, Fred Neely, James Zachary, Nick Rountree, Roger J. Paquette and Peter Cervantes.

*Jorgen Larsen VP*

## Fred Neely

I was born in Northern California and I've lived here all my life. My dad was a BMW motorcycle enthusiast and started to attend the 49er rallies while I was in high school.

I went to my first 49er rally in 1999 in Auburn with my dad. I have owned 3 BMW motorcycles one of them I've put over a hundred thousand miles on and I rode it (R1100 rt) for 19 years. I've been married to the same wonderful woman for 38 years. Last year I was able to attend the national rally in Springfield Missouri and completed the trip visiting family in Arkansas and Texas. That trip was far and long and lasted 47 days, 29 of those days spent camping in KOA campsites with my riding Buddies. I have owned over 50 motorcycles from all makes and manufacturers except for Harley-Davidson. I've never owned one. I thought it was time I joined the 49er Club after attending the rallies for the last 22 years. I've missed a few, but for the last 10 years I've been to them all. My favorite is by far the Gypsy tour and I will be attending on a regular basis both club events now that I'm a member.



## Peter Cervantes

I've been riding for about 2 years. I grew up in Marin county riding dirt bikes with my dad up in the mountains, where I learned the basics. I live in San Francisco now. My first road bike was a 2011 Kawasaki Versys 650. Which I've had for two years. My new bike is a 2016 BMW R1200RS.



## BMW U.S. RIDER ACADEMY

The club organized a group training program with the BMW Rider Academy in Spartanburg, South Carolina from April 10 to 12. The original email invite went out to all members on 22nd November and it was such a great deal that all 12 places were taken up within a couple of days.

There is a possibility of organizing other similar sessions later in the year. If interested send Delf Hedde an email at [safety.director@bmwnorcal.org](mailto:safety.director@bmwnorcal.org) to allow him to gauge the level of interest.

## BMW NORCAL - FINANCIAL AUDIT

BMW Club of Northern California financial audit for the 2020-21 and 2021-22 fiscal years is now available on the club web site and is accessible to club members

The examination was conducted by BMW Norcal Members David Gluss, Jonathan Jefferies, and Greg Hutchinson.

The audit can be found here [Audit Report for 2021 and 2022.pdf](#) (log-on first)

If anyone has questions about the procedure or its findings, that they should contact Greg Hutchinson for details.

# GROUP RIDING

## By Delf Hedde - Safety Director

When I took over the role as safety director, I conducted an informal survey about which safety topics our members were most interested to hear about. To my surprise, "Riding in a group" came our way on top of the list.

For a lot of motorcyclists riding in a group with other bikers is one of the greatest pleasures of riding. The pure pleasure it brings to enjoy their beloved machines, in beautiful surroundings, and in companionship with like-minded folks is a reason many people join motorcycle clubs.

On the other hand, group rides can be annoying or even outright scary. Few things annoy me more, than riding with someone, who has no idea about group riding etiquette. We all have been behind that person that randomly rides on the right, then on the left, then in the middle, lets the distance to the rider in front grow longer and longer, and then rapidly accelerates to catch up – doing all this completely oblivious to the chaos he creates behind him.

Group riding does not always mean riding in perfect formation, handlebar to handlebar in long lines. Every time you share the roads with other motorcyclists on your way to a common destination, you are on a group ride. Your group might be as small as two riders, or as big as several hundred (ever done a charity ride?).

Unfortunately, I find it extremely hard to talk to other riders about their lack of group riding skills. When I try to bring the topic up, 90% of the time the other rider turns defensive: "What are you trying to tell me? I have been riding for XX years. I know what I am doing!"

Group rides are a very fun experience as long as everyone is prepared and aware of their surroundings. Make sure you know your group's plans and procedures before you take off and you'll have a blast! If you're new to group riding, talk to an experienced group rider to answer any questions you may have. The more prepared you are, the safer you will be.

So, perhaps this is not a bad place to review some basic rules for group rides. There are a ton of examples to be found on the web. They all pretty much state the same set of rules. Let's have a look at the rules we have posted on the club website (<https://bmwnorcal.org/Safety>).

You or other riders in your group may be new to group riding and might feel unsure about the rules and expectations of the group ride. Knowing how to ride with others will help keep everyone safe.



Photo By Buddy Scauzzo

### **It is your responsibility to act and ride prudently; be alert, be safe.**

Giving up some of your autonomy is part of the price of joining the group. That does not mean, that you can turn your brain off. YOU are still responsible for your own safety. Be aware of what's going on around your (Environment, traffic, etc). Ride within your own skill level! If the group rides too fast for you – leave the group and find one that suits own riding skill.

### **Be aware of other riders; ride consistently, ride considerably**

Act as a responsible team member. Consider the impact your actions have on the other riders. Don't get distracted by your coms, phone, music, maps, etc. We have had bad accidents when a distracted rider crashed into the rider in front of them. Don't be that rider!

### **Ride with a 2/1 second gap between motorcycles; try to keep the group together**

Keep a sufficient safety gap – but keep the group together. I have witnessed a bad accident, when a gap appeared in the group and a car driver took that as an invitation to overtake and try to get into the gap. This was not pretty!! Keep the gap consistent. Letting the gap grow and then speeding up to close it, creates a really annoying rubber band effect behind you.

### **Ride staggered formation when safe to do so (lead bike left), avoid "wandering"**

As mentioned above, this is one of the most annoying things "bad" group riders do: Instead of holding their position in the group, they wander left, right, spend some time in the middle of the lane, .... Completely oblivious to the chaos they create behind them. Don't be this guy!!

Riding in a staggered formation increases your safety effectively doubles your distance to the rider directly in front of you while still allowing the group to ride relatively close together.

### **Increase gap and ride single file in tight turns**

In situations where you need the full width of the lane, you obviously can't ride staggered. Increase the gap, ride single file and move back to staggered once the road straightens out.

### **Check your mirror for the rider behind you and pause at turns, pass hand signals back**

Ride as a team! Be aware of what is going on around you. As hand signals are passed through the group to you continue to pass them to the group behind you. This should require no explanation – but again and again, I see riders so busy with "other things" that they don't notice signals and therefore don't pass them on....

## Stay in your lane, especially on blind curves, and watch for oncoming traffic

Basic safe riding rules still apply when riding in a group. There is no safety in numbers.

Don't be stupid! If the groups pace to fast for you and you notice that you run wide on turns – get into another group!

## Close up in towns, 2 thru stop signs/signals, don't block intersections or roads

Speed up the process of getting through intersections with stop signs by closing the gap and riding next to each other (2 at a time) though stop signs. Apply common sense: Do not block intersections! Do not run red lights!

## Allow faster riders to pass. Don't crowd a slower rider, don't overlap wheels

This is a difficult one. A group ride is not a race! In general, you should keep your position in the group. Just because you ride further up front, you will not move faster. If the group moves to slow for you, get out at the next stop and find a faster group. On the other hand: If the group pace is to fast for you and the gap to the rider in front opens, then when safe move to the right and wave on following riders. Fall into the rear of the group and find a slower group at the next stop.

## Ride Leader will change freeway lanes approximately 1 mile in advance of exit when possible

There will be plenty of time to get into the right lane when getting to the exit. No reason to make unsafe lane changes on the freeway

## Visual head-check when changing lanes

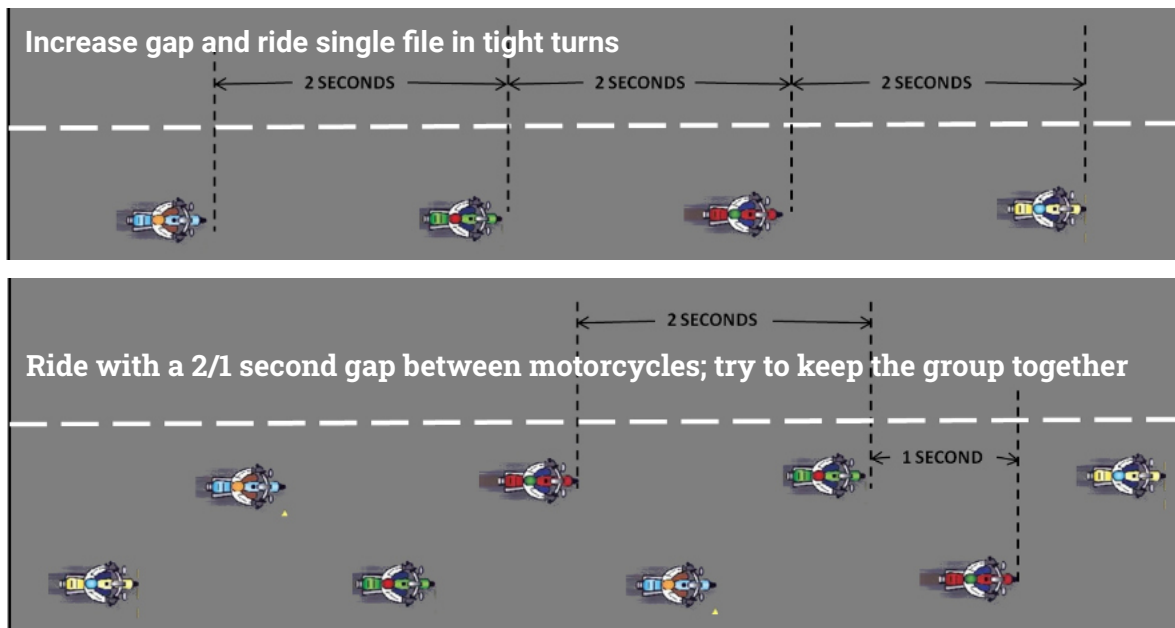
Once again: You are responsible for your own safety. Maintain safe riding habits

## Sweep will stop with a breakdown, other riders follow the ride leader to the next stop

Every group ride should have a dedicated sweep rider. This should be one of the most experienced riders. The sweep rider should have some basic mechanical knowledge, at least basic First Aid skills and be equipped to handle communications.

## Relax, don't panic, have fun, be considerate; and remember - you can say anything as long as it stays inside your helmet.

Or at least wait until the next scheduled stop ;-)



### For the Group Leader:

1. The group leader leads not because he is the fastest rider. He leads because he knows the route, has the riding skills to lead a group and is aware of his responsibilities. It is critical that the group leader when on a straight piece of road must maintain a steady position on the left-hand side of the lanes so the followers can maintain the staggered formation. If the leader starts moving across the lane, then it's a signal to those following that they should spread out, increase distance between riders and fall out of the staggered formation for a curvy section.
2. The leader should maintain a steady pace and not perform any necessary lane changes.
3. On a 3 lane freeway, the leader needs to move out of the right-hand lane. Staying in the right-hand lane is a problem for those following with traffic entering at junctions.
4. The group leader should follow traffic rules and never cross a double yellow line.

### For the following riders in the group:

1. There should be no reason for you to overtake the rider in front of you. If you absolutely have to: **Never, ever**, overtake a motorcycle ahead on right side.
2. On a turn, if the rider behind is not visible, wait until he/she catches up and can see which direction you turn. This way people don't get lost.
3. If the rider in front starts moving across the lane to take corners it is a signal to drop out of the staggered formation and increase the distance to the rider in front. Maintain the distance and avoid closing in on corners.

Group rides are a very fun experience as long as everyone is prepared and aware of their surroundings. Make sure you know your group's plans and procedures before you take off and you'll have a blast! If you're new to group riding, talk to an experienced group rider to answer any questions you may have. The more prepared you are, the safer you will be.

# THE TRANSAMERICAN TRAIL TALE

## Part 1 - Jellico, TN to Trinidad, CO - Off-Road (Almost)

Russ Drake wrote this two part essay back in 2009 after riding the TransAmerican Trail with a group of friends. Its a great story and is particularly interesting following Micheal Murphy's recent TAT article which covered a similar path in 2022.

This ride begins, as a lot of rides do, as emails sent back and forth between riding buddies. Club member Chuck Brown (passed away in 2020) and I have been riding with a bunch of great guys for a couple of years now. They usually plan in the winter time, since most of them are from Alaska. This year the plan was a little-known route called the TransAmerican Trail.

The TransAmerican Trail (TAT) was laid out by a gentleman in Cleveland, Mississippi by the name of Sam Correro at least 10 years ago. The trail, about 90-95% dirt road, gravel roads, and two track, currently runs from Jellico, TN all the way to the Pacific Ocean, near Gold Beach, OR. You can log on to his website ([www.transamtrail.com](http://www.transamtrail.com)) and purchase a complete package, including maps, route sheets, and GPX files or just buy the states in which you would like to travel.

After many notes back and forth with the group, loosely called the "Born to be Mild Gang", we came up with a plan. Gather all the bikes together in Williams, AZ, May 3, 2009, leave our trucks at my Uncle's cabin, rent a Penske 24 foot van and transport the bikes to TN. We planned to ride for 10 days and end up in Trinidad, CO since the passes in CO would be impassable until the snow had melted. There were 10 bikes all together: Bob, Pat, John, Guy and Dan from Alaska; Jack from Sedona, AZ; Roger, Bill, Chuck and myself from California. John and Guy work for UPS in Alaska and arranged to have their bikes shipped directly down to the States. That left eight bikes to load in Williams, AZ. We had two 690 KTM's, one 525 KTM, one R100GS BMW, one F800GS BMW, one F650 GS BMW, two 650 KLR Kawasaki's, and two 650 Suzuki's along for the ride.

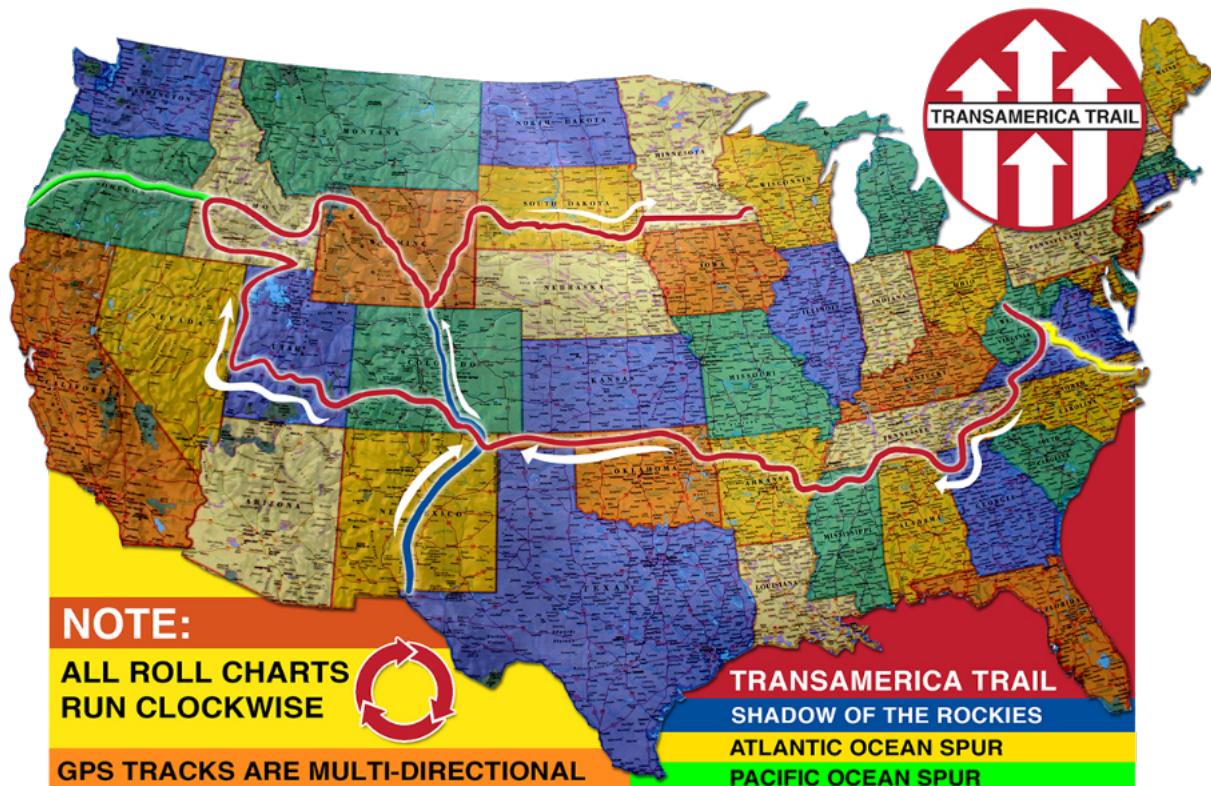
Bob and Pat traded off driving the Penske van. Chuck and I rented a car to drive to Oklahoma City to meet Steve from Texas, who was going to drive his Jeep, pulling a bike trailer, along with us on the trail and act as our "Mother Ship". We dropped off the rental car and rode with Steve to Knoxville, TN where we arrived



to meet up with the rest of the riders and unload the van. Enter Ken from Minnesota, the 12th member of our team, who would be riding in the Jeep and become our "go-to-guy" for snacks and water along the route.

On Sam's route sheets, he specifically plans for riding approximately 200 miles per day with a list of motels for you to choose ahead of time. With our requirements for six rooms with two beds each, it was a challenge sometimes to find rooms in the smaller towns.

The first morning (5-7-09) of riding was spent packing everything we would use for about 10 days in our little saddlebags, top



cases, backpacks or tank bags; everyone had different combinations and methods of packing. Getting a late start meant that that it would be dark if we had to ride to the designated stopping point in Sparta, TN. We wound up spending the night in Crossville, TN after riding some very nice hard packed gravel and dirt roads. I was amazed at the quality of the "dirt" roads which I found out later were mostly maintained by



**Guy waiting for the next rider in TN**

the coal companies in the area. At this point Dan decided to lose the rest of the group and take his own tour. Luckily for him there was cell service and, after a couple of hours of waiting, he joined the group at the motel. The greenery was spectacular during this time of the year; everything was green and moist. We had a little rain that first day, and more was to come. Everyday meant crossing small creeks that were not too deep but sometimes slippery.

Second night was spent in Selbyville, TN. We were to be in Columbia, TN, but we hadn't caught up to the designated stops yet and this was another small town to rest for the night. Third day was spent on many small gravel and dirt roads way back in the country where not too many people live or travel. While passing small ramshackle homes or farms, people, especially the children, would wave to us as we passed by. This is the "real" America!

Third day out we headed for Savannah, TN about 200 miles away. As I remember reading on the Adventure Rider website, "on the third day, look out for a slippery stream crossing". Sure enough, as we came around the bend, Bob slipped out and went down on the algae-coated creek bottom. I feathered the clutch and throttle while keeping my feet sliding in the wet slippery creek. Yes! I made it across without getting wet. I looked back and Chuck had fallen just at the exit of the creek. I got off my bike and went back to help him and, just as I entered the water, down I went into the water, soaked! You couldn't even stand up in the water, the algae was so slick.



**Russ crossing a slippery stream**



**Roger wondering where the road went?**

Onwards to the next obstacle, we came around the corner and found that, with all the rain that the South had had, the lakes were larger than their banks. We stopped at the end of a road that seemed to dive under the water. Quickly, the ones with their GPS units started looking for a way around the disappearing road. After several miles on pavement, we found ourselves back on the TAT track again. Savannah, TN, sits right on the Tennessee River and we found a great little restaurant with a piano bar where the bartender was having a hard time remembering and making our drink orders. The drinks finally arrived about the time that our meal was served. Great food though.



**John trying not to fall down in MS**

The next day we crossed into Mississippi and found more water and more mud. The trail goes down along muddy roads that border the cotton fields. The further South we went, the muddier the roads became and some of the riders were having trouble with wheels packing up and not rolling. John, Jack and Chuck all took mud samples and Chuck had to get off several times to clean out his fenders (maybe his pants too!). Back on the pavement and we all rode fast and hard to try and sling the mud off of the wheels and the fenders.



**Muddy Mississippi**

Since we were back on schedule, we could take it a little easier riding through Mississippi. It rained off and on through here but most of us were fairly dry with the gear that we were wearing. I thought that I would bring a cheap \$3.98 rain suit to cover my old Kilimanjaro jacket since, from previous experience; I found that it was rain resistant for approximately 5 minutes. In one particularly heavy rain I pulled on the thin little rain cover and, after about 50 miles with the wind and rain blowing, much to my dismay, the thing was shredded. Oh well, you get what you pay for. I did find out though that my old Malcolm Smith boots were the best for crossing streams. Some of the riders had "real waterproof boots", mostly plastic, and found that, when the water went over the tops and into the boots, they never would dry out. It was fun to watch them take their boots off and pour out a pint of muddy water. My boots are so old, and leak so badly, that the water runs out just as fast as it comes in, so my feet were fairly dry most of the time.

Steve and Ken in the Jeep were sliding around in the mud but, with 4-wheel drive, it looks like no problem. On the whole trip, as we would negotiate a difficult section, we would pull over and plan on waiting for the Jeep. Sure enough just a couple of minutes later here would come Steve and Ken around the bend.

The 200 miles of the TAT that runs in Mississippi seemed mostly wet and we were glad to cross the mighty Mississippi River and roll into West Helena, AR. Now Arkansas looked to be pretty muddy also, but the sky was blue and a nice dry motel room with a hot shower sounded welcoming. To top of a long day, a Mexican restaurant was across the parking lot from the motel. "Kickstands up at 0800" is the last thing we hear from Bob before turning in each night.

On the morning of the fifth day, we headed north and west up towards the northern end of the state. This day we saw mostly flat field roads and, further north, we started to get into rolling hills. We arrived in Clinton, AR in the late afternoon and had a fine gourmet meal at the Pizza Hut across the street.

Clinton, AR is just east of the Ozark National Forest and we spent most of the sixth day traveling through the mountainous and forested gravel roads. At a marked gas stop, we stopped in Oark, AR where we found a quaint little gas station/café, the Oark General Store. We filled up our bikes from the one pump and walked into the store where the lady simply asked us how much the gas was. Seems the whole family works the store and serves



the best fresh baked pies and homemade soups. The gentleman sitting on the front bench added to the atmosphere. Inside, the café was decorated with all kinds of farm implements, old handsaws, and old kitchen tools.

We finished up this very nice traveling day in Alma, AR, just north of Fort Smith, AR and very near the Oklahoma border.

All the bikes were running well; only one flat tire and one slow leak, fixed with some slime found at a hardware store along the way. We squirted a shot of chain lube on the chains once in a while -- about the only thing that needed attention.

Most all the bikes carried a small GPS unit on the handle bars and followed along with a pre-installed track that Bob entered each night from the notebook computer that he carried in a backpack. I chose not to bring my big GPS and instead used a roll chart holder and installed each day's chart and followed along as a supplement to the GPS's. The roll charts told when we were nearing a gas stop and in which direction the evening motel was located. When we hit roads that disappeared into lakes, the roll chart was useless.

Eastern Oklahoma consists of nice rolling hills, lots of farm roads

where the condition can go from hard packed gravel to two track, soft sand. The clouds were looking very threatening as we rolled into Bartlesville, OK for the night. After having dinner a short distance from the motel, we hung out around the lobby of the Best Western and found out on the news channel that a tornado, with heavy rain and golf-ball-size hail, was expected to pass through town within the hour. Now most of us are from Alaska, California or Arizona, so we don't normally see tornados. We moved the bikes under the overhang by the lobby and hung out watching for the twister. Everything went very still for a while, then the heaviest rain I've ever seen came down, along with fierce winds. We were all disappointed that we never got to see the twister, and we retired for the evening.

The next morning brought sunshine and a clear sky as we headed across the Osage Indian Reservation. We picked up another rider in Bartlesville, Bob from Colorado Springs, who rode with us to Trinidad. The 13 of us exited the reservation and found lots of gravel farm roads on which we could travel 60-70 mph and cover lots of ground.







**Steeper than it looks**



We dipped into Kansas, just over the line, and stayed in Liberal, KS for the night. The motel we elected looked like it was remodeled by adding cement walls out from the old balconies. The effect reminded us of a prison cell block.

The motel had a restaurant, and all 13 of us gathered around a large table set up in a side room. After a few libations, for medicinal use only, we became very loud telling lies to each other. A couple of older gentlemen (older than us) at the bar noticed our ruckus and came over to see what was going on. After explaining our trip to them, we found out that they are councilmen in Liberal and very proud of their little town. They asked us if they could call their friend at the town newspaper so that he could come over and interview us for an article. Lots of questions and laughing and joking about Jack being our only "Liberal" made for great fun. The article was later found on the newspaper's website with a picture of us standing next to our bikes.

Our 10th and last day on the trail found us finishing up our ride down the panhandle of Oklahoma and entering New Mexico. We were only in NM for about 60 miles as we hit the very northeast corner of the state. As soon as we crossed the state line from Oklahoma into New Mexico, the land changed considerably from lush green fields of grain to scrub brush and rocks.

A very rocky, switch backed, uphill brought us into Colorado and to the town of Trinidad for the final night.

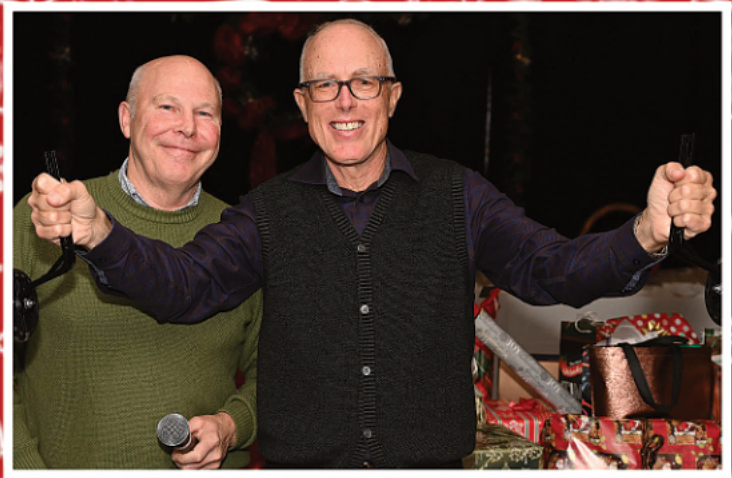
We traveled about 2400 miles from TN to CO without any major injuries or major bike issues. Some of the riders changed tires in Bartlesville, but my TCK80's still had some small knobs on them for the trip back to Williams, AZ to pick up the trucks. Most of the route back to Williams was on pavement, but the roads were very beautiful on the way through Cimarron, Taos, Cuba and down to Grants where some of us caught I-40 and headed for the barn in Williams.

Part 2 of the TAT, Trinidad, CO to Medford, OR story to follow in an upcoming newsletter.

*Russ Drake*



**All 13 together in Oklahoma**



# BMW Norcal Holiday Party 2022





**Photos by Buddy Scauzzo and Mini McMahon**

# SHELTER BY AN ANCIENT SEA

by Kevin Kelly



I found the Grimes Point Archaeological Site quite by accident while driving Highway 50 in Nevada. It wasn't very far off the road so I decided to take a break from driving and just take a look. I didn't expect to spend much more than a few minutes just looking around. Little did I know then I would spend the next three days of my ultimate 3500-mile journey hiking this wonderful historical area devoted to the petroglyphs left behind by a long ago forgotten people.

There is a well-marked trail from the parking area that leads to wonderful examples of petroglyphs created by people we know almost nothing about. There are about 150 petroglyphs made over hundreds and hundreds of years that are easily viewable. The reasons why the people made them is as much a mystery as they are. All that's known is they lived, fished, hunted and cultivated a marshy verdant land that supported plant life and attracted many kinds of animals more than 6,000 years ago. Today, it looks much different and there are few artifacts that survive to tell their story.

As I continued my exploration beyond the petroglyphs I came across well-worn trails leading to ancient places of shelter. The image above shows one such shelter in the rocky outcropping that once was very near a shallow sea about 600 feet deep. The sea was the result of glacial melting ten thousand or more years ago. Where I was standing when taking this image would likely have been under ten feet of water. The shoreline would have been further up the the trail in the foreground. Off to the left and following the trail is an overhang and shallow cave where the soot of ancient fires for cooking can still be seen on the cave walls. They left the outline of their hands and other marks in the soot to show or perhaps celebrate special events.

Grimes Point is just one of many such locations in Nevada so I plan to continue my exploration of these mysterious Native Americans. That's because I'm struck in awe of the challenges these peoples faced and as I review the images they left I'm reminded of how much has happened then to now.



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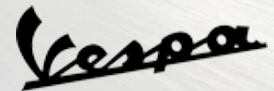


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## EVENTS

**Board of Directors Meeting**  
7 Jan 2023 MotoGuild SF,  
849 13Th St. San Francisco, 10:00 am-12:00 pm

**Club Meeting Napa Valley Bothe State Park**  
28 -29 Jan 2023  
Breakfast is at Black Bear Diner, Oakley.  
Registration required

**Board of Directors Meeting**  
4 Feb 2023 MotoGuild SF,  
849 13Th St. San Francisco, 10:00 am-12:00 pm

## ANNIVERSARIES

<b>Jan</b>	<b>Dan Paolini</b>	<b>5</b>
	<b>Bob Stallard</b>	<b>5</b>
	<b>Wynne Benti</b>	<b>15</b>
<b>Feb</b>	<b>Tom Connolly</b>	<b>15</b>
	<b>Brian Mucke</b>	<b>5</b>
	<b>Robin Matsumoto</b>	<b>10</b>
	<b>John Kabala</b>	<b>20</b>
<b>Mar</b>		



**BMW MOTORCYCLE CLUB OF NORTHERN CALIFORNIA**