

JUNE 2023

NORCAL NEWS



Ride to Camp

Camp to Ride



BMW MOTORCYCLE CLUB OF NORTHERN CALIFORNIA

PRESIDENTS COLUMN

Wow! What an excellent 49er Rally in Mariposa this year. The Club delivered its promise of the best rally in the West. We hosted almost 600 riders for four fun days, along with the ideal weather. I'd like to recognize the committee that planned and executed the rally this year. Mark Rodda was busy as a one-legged chicken in an ass-kicking contest all weekend, keeping the rally going. Jorgen Larsen amazed with booking some outstanding keynote speakers this year. Hugo Bonilla and Tresha Holloway ran an amazing registration booth. Delf Hedde and Chris King put on well-attended and organized field events. Manny did a great job with the prizes and vendors. Mike Murphy did a great job with the volunteers and food service. Buddy Scauzzo, Chris King, Mark Rodda, and Steve Lawton did an outstanding job with the rides. The RiverCity Beemers ran a memorable Poker Run. Plus, all the volunteers who put in some time at one or more positions needed to pull off the rally. What a small group of committed volunteers can do to keep the tradition going is truly amazing.

We now transition to the Range of Light and are so happy to report it is mainly planned and ready for the 250+ riders we expect this Labor Day Weekend starting in Elk Creek, California. Many thanks to Tresha Holloway and Wendy Purcell-Meyers for serving as the Chairs for this event. It's sure to be a good one. It's also amazing that the Club can put on another big event just three months after the 49er.

This is my last year serving on the Board after six years, with four of those years as President. I have truly enjoyed working with my fellow board members, present and past, supporting the Club. I especially want to recognize Jorgen Larsen, Hugo Bonilla, and Mike Murphy, who have been on the Board my entire time as President. I am confident we have served the Club well. The proof is in the growth of our Club and attendance at our events. We have almost doubled the size of our membership to 400 members. Our rallies have doubled, and attendance at our monthly campouts is routinely over 70 riders. During that time, we welcomed many newer riders to the outstanding BMW Norcal hospitality. This is no small task, with many motorcycle clubs struggling to maintain membership levels.

I consistently get comments from new members and guests about how down-to-earth and welcoming our events are, and that's a big reason why

EDITORS CORNER

I was seriously thinking about re-titling this month's newsletter, The Ellis Family Edition. My brother Ken in England who is a really serious motor-sport enthusiast and photographer sent me an article on BEARS sidcar racing. The BMW link is there, as most of the competitive machines are built around 1000cc K-bikes from the 1980's. Interestingly, the same formula has been adopted in the USA by American Historic Racing Motorcycle Association.

For my part I wrote an article about 6 or 7 years ago describing all the different ways I have fallen off a motorcycle over last 50 years. For each occurrence I added a lesson learnt. At the time I wrote it, thought it a bit presumptuous of me to advise others on how to ride since I am not a great rider. However, Delf Hedde, our Safety Director, prompted by a serious crash suffered by a member riding back from a club campout, put together well thought out checklists focused on making sure both your bike and yourself are in the best possible condition to safely ride. I really do not like to hear of someone getting hurt, so if my article causes anyone to think, (or maybe even learn from my mistakes), then it's worthwhile. Since it was written so long-ago insightful observers will notice it does not contain my latest faux pas.

Thanks goes to Ed Perry for sending me pictures and details of a Second Sunday Breakfast in May, and also to Fred Neely for his poem "Bruce on his BMW".

After another extremely successful 49er Rally, I would like to thank all involved. I would also like to thank and acknowledge the many great pictures from Mini McMahon, Wendy Myers, Ken Castleman, Jeff Zane and Chris Weld, plus I added a few pictures of mine

Assuming the Election meeting goes as planned, this will be the final month of Kevin Colman's four-year stint as Club President. As editor I am personally extremely grateful to Kevin for his monthly President's

I stayed with the Club after my first meeting on my first motorcycle in June of 2018 in Big Trees. I was intimidated by many of the riders with their tales of their worldly adventures. Thanks to the Club, I am now one of them with many great rides across the Western United States and Mexico. I didn't know exactly what I was doing when I joined the Board and jumped in to figure out our finances, our website, and the fine art of planning rides and rallies. One ask of the membership is to commit to volunteering some time to the Club. If every member contributed just 8 hours a year to an event or rally, it would make a massive difference in the workload of our Board, and I encourage you to consider running for one of the open Board positions. I am confident you will find it rewarding.

A few accomplishments during my time on the Board stick out. The first is turning the Oktoberfest Campout into a must-attend party. It's been fun putting that together and fine-tuning it over the year. Growing the 49er to a well-marketed and successful Rally is another. Keeping the Club going and managing through the pandemic wasn't fun, but glad we came out of it even stronger. I signed up to organize a Baja run right after the pandemic, which turned out more significant than I ever imagined, with more than 35 Riders. It was an incredible experience leading that ride, and it highlighted what great people we have in the Club. Finally, fulfilling our funding commitment to the MOA SafeMiles program that supports training programs that many of our members take advantage of through the Paul B Program. Supporting the SafeMiles Program provides a higher purpose for the Club beyond riding, camping, and having fun. I hope the Club continues to support the program or other worthy charities.

I am excited to see the new Board in action next year and how they will build upon our strong foundation and continue to organize outstanding rides, campouts, and rallies, and welcome new members into our wonderful group of BMW riders. I look forward to more Riding and Camping with the Club and accomplishing my goal of 100K miles next year.

Be Safe

Kevin Coleman President

column, as well many other newsletter contributions over the years. I think everyone in the club knows the dedication and commitment Kevin has shown as President, and previously as Treasurer. When others went AOL, Kevin stepped in and kept the club ticking over. Next time you see him buy him a beer. He definitely deserves it.

John Ellis



The positions of Vice President, Tour Captain, and Safety Director are all up for a full 2 year terms. The president position is also up for election but the term will be for 1 year only. Please consider running for a position or nominating a fellow member.

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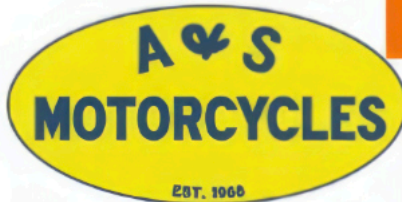
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“Bruce on his BMW” by Fred Neely from Susanville, CA

All his friends have four wheels all he needs is two, because Bruce is a mighty mighty man on his BMW,
he comes from the state of Florida a town called Cripple Creek,
he rides a BMW because the oils they don't leak,
he's headed to Montana road 212, the road name for the rally the Beartooth rendezvous,
he rode north to Montgomery to get on the interstate,
then to St Louis to see the arch that's so great,
it was a nice day in Kansas because the wind never blew,
that was the day he rode the farthest on his BMW,
when he arrived in Fort Collins the Rockies were in view,
he camped that night with a fire and the sky that looked brand new,
he crossed the North Platte River and on to Fort Laramie,
the first pioneer footprint in Wyoming history,
then it was on to Highway 191 and across the Great Divide,
the backbone of our continent that runs long and wide,
when he arrived in Grand Teton Valley
he had to swallow his pride,
he looked at those snow-capped mountains and he almost cried,
on through Yellowstone Park at first light the next day,
he wanted to Lolly gag that day, but there was no delay,
he had to ride through the park in one day,
he's arrived in Montana on road 212, headed in to the Beartooth rendezvous,
to see all of his buddies just like me and you, because Bruce is a mighty mighty man on his BMW.

MAY 2023 - SECOND SUNDAY BREAKFAST



Hard to compete with Mothers Day. Six showed up for breakfast . Russ Drake lead a scenic, though short ride along Skyline.

FRED MONTANO'S BUCKET LIST - PART THREE

Following on from previous buckets: One and Two (Alaska and South America) Fred's has embarked on his latest bucket - a 5-month vacation in Europe. Due to the incredible bureaucratic complexity involved in staying in the EU beyond 90 days in any 180, Fred had had to modify his original plans, forcing him to leave Spain to visit non-Schengen countries. (The Schengen Area is an area comprising 27 European countries that have officially abolished all passport and all other types of border control at their mutual borders).

He is in Spain right now and has rented a Piazzio scooter for a couple of months. You can follow his adventure through his blog at <https://spain2023fm.blogspot.com/>.

Hopefully Fred will be persuaded to capture his complete adventure in future newsletter article



PRE-RIDE CHECKLISTS

While it is sometimes very scary out there on the road with texting, TikTok watching and generally inattentive car drivers, it is important to remember that 55% of all motorcycle accidents in California are "single vehicle accidents" – no car involved. As this number is based on accidents that have been reported to the CHP, it stands to reason, that the real number is even higher.

This sad fact came to my mind, when one of our club members crashed, destroyed his bike and got injured on the way home from the campout at Songdog. While we will never know what exactly happened, there are a couple of simple things that you can do to reduce the chance of this happening to you.

Perform a quick check of your bike before every ride

Yes, our modern bikes are a lot more reliable than they were in the past. Mysterious oil leaks and failing components are not exactly common. But the same is true for airplanes, and can you imagine a pilot not going through a pre-flight checklist? Spending a few minutes, walking around your bike, and checking the basics can seriously reduce your chance of trouble on the road.

One of the best known checklist is TCLOCK

T- Tires and Wheels

Tires- Check tread depth, wear, and air pressure

A lot of riders attempt to save money by trying to get the last mile out of their tires. Given that the few square inches of rubber in the contact patch are all that keeps the "Shiny side up", that seems to be a dangerous way to save. A tire that has no profile left cannot do its job. Change your tires as indicated by the wear bars.

It always amazes me how many riders never check and adjust their tire pressure. Tire pressure has a major impact on the way your bike handles: Under-inflation may cause the motorcycle to handle less responsively and to feel "sluggish." Over-inflation makes your ride harsher and may cause changes in handling predictability. Both under-inflation and over-inflation can lead to rapid and/or uneven wear since the tire contact patch is not optimal.

Even if you have a TPMS system, make sure you know what your correct tire pressure is supposed to be (Look it up in the owner's manual!).

Wheels- See if any spokes are loose or if the rim is bent or cracked.

C- Control Levers

Inspect levers. Verify they are not bent or broken and move easily.

If your levers are adjustable, make sure they are adjusted to your hand size.

Check cables for fraying. If your hydraulic controls, check the hoses for cracks, leaks, bulges and chaffed areas

Make sure the throttle moves freely. Closes easily

L- Lights & Battery

Check the turn signals and brake lights for proper operation. Make sure the lenses are not cracked or broken

Headlight- Check for proper operation and alignment

O- Oil Levels

Perform a quick check engine oil level plus transmission and primary drive fluid levels.

Make sure there is no oil, where oil should not be (dripping on your tire...)

C- Chassis

Steering Head- Move handlebars back and forth to check for tight spots or binding.

Suspension- Check the front forks and the rear shocks for smooth travel.

Fasteners- Check for any loose nuts or bolts and tighten if needed.

K- Kickstand

Check for ease of operation and spring action. Have a quick look at the kickstand ignition interrupt (Kickstand Kill Switch). I have seen a few bikes that wouldn't start because of damage to the switch or loose connectors.

Perform a quick check of yourself before every ride

Safety is far more than mechanical reliability. While mechanical reliability is part of the safe operation, I would argue that mental preparation is the largest part of the overall safety picture.

Low hanging fruit. ATGATT (All the gear all the time) why? Because it works to minimize injuries. Most accidents occur within 2 miles of home why? Because our brain isn't warmed up either.

Most single vehicle accidents involve alcohol. If you decide not to drink while under the influence, you decrease your chance to end up in an accident by more than 30%!!

And keep in mind that driven under the influence of alcohol is not the only impairment that can influence your capability to handle your bike and deal with unexpected situations:

- -Prescription and OTC medicines. Even simple allergy medications can slow your reaction time, make it hard to focus or think clearly, and may cause mild confusion even if you don't feel drowsy.
- -Lack of sleep. Being tired can very much have the same effect as being drunk – at least this will slow down your reaction times.
- -Physical discomfort: Being too hot or too cold, or generally uncomfortable makes it very hard to concentrate on traffic.
- -Being stressed or distracted. If you can't give all your attention to your bike and the surrounding traffic, you can't ride at your best.

If you do a quick self-check and determine that you are not in a great condition to ride, there is absolutely no shame in skipping a ride, getting back into your tent, or checking into a hotel for a while. It might save your life!

Delf Hedde Safety Director

Falling off a Motorcycle, now let me count the ways...

If your name happens to be Marc Marquez don't read any further. This article only has relevance for normal humans. I started riding motorcycles over 50 years ago. During this time, I have fallen off many times but remarkably never for the same reason. I wrote this article some years ago but thought it was a good time to resurrect it to compliment Delf's article. It is always such fun reading about other people falling off, but maybe some of motorcycling newcomers who have not yet experienced the pain, may learn something.

I started riding a motorcycle back in England when I was 17 years old. My first motorcycle was an ex-Post Office telegram delivery rider's 1953 BSA Bantam 125cc. This was my only form of transport so naturally I used it year-round to get to work and for weekend "pleasure". In the North of England, it gets pretty cold in winter, and on this occasion the cold was accompanied by snow. Naturally I rode every day even when it snowed.

The route to work took me down a fairly steep road which had a cross road at the bottom, where I needed to make a left-hand turn. The challenge to the 17-year-old was to make the turn on snow and ice without falling off. I realize now this is impossible, but I was 17 with only a few months experience, how could I know? For three successive days I attempted the challenge without success. On the fourth day the weather warmed up and the snow melted

The lesson learnt: When riding a motorcycle in the snow - don't touch the brakes

I fell into the trap of assuming all motorcyclists actually know how to ride. After I became rich and purchased a 7 year old rust bucket with 4 wheels, I tended to use the motorcycle only for pleasure. This meant that I did not ride as regularly, and I had never before encountered the individual who only rode a motorcycle to work to save money. As a special treat I road my motorcycle to work one day, and at leaving time the whole campus, hundreds of people, left together. I was following a particular individual on a Honda 90 around a corner, when half way round he braked. Clearly anyone who rides a motorcycle knows does not brake going around a corner. To avoid running into him I fell off.

The lesson learnt: When riding a motorcycle assume motorcyclists around you don't know how to ride until proved otherwise. Naturally this applies all car drivers, without exception, all of the time.

The next memorable fall was when negotiating a roundabout (traffic island in USA speak) on the A1, a major north south arterial road in England. Straight roads as we all know are pretty boring. Think of freeways. The big benefit of using the A1 was the traffic islands. The technique was to look ahead to see what traffic is there and then take the island at speed without slowing. Clearly this required the use of a racing line, close to the corner apex on entry, the keep going and get as close to the traffic island as possible and then clip the exit corner apex to make the whole line as close as possible to a straight line. If done correctly the roundabout could be taken with no reduction in speed.

Everything was going to plan as I clipped the roundabout and set myself up for the exit apex when I saw a big patch of motor oil right on my racing line. I tried to straighten up by this simply resulted in me missing the apex, hitting the curb and ending up in a 6-foot-deep ditch. I can still see the faces of the passing motorists looking out of their windows at this strange being standing in the ditch. No one stopped. In the end I rode out.

The lesson learnt: When riding a motorcycle avoid oil patches, particularly on corners. 50 years on I went down on a metal bridge in Canada. It was wet and a few minutes previously a truck had deposited a few gallons of diesel fuel. Couldn't see it - no chance of staying up.

The next time I fell off was many years later, after raising a family and completion of my original motorcycle restoration. After a layoff of 25 years, when I rode my old bike, I imagined myself as the 25 old I was when I last rode. The red mist descended whenever I saw someone ahead of me. In my head I knew I was capable of being a great grand prix rider. One aspect of a grand prix rider's ability was being able take the correct line for a corner. I knew this because I had read Mike Hailwood's book. I was riding a torturous winding road climbing up a cliff face. This particular corner had a 5-mph warning sign. Clearly the correct racing line was to keep as close to the cliff face as possible. This is was I did, and failed to notice a stubborn chunk of rock that the road builders neglected to remove, and merely laid the asphalt around it. The solid rock hit the solid right foot rest, and I skidded across the road fortunately stopping before the 200-foot drop.

The lesson learnt: I never was and certainly am not now a grand prix rider, and playing at racers on a public road is not a good idea.

The next time I fell off I actually broke something, which was memorable in itself. Palomares Road is close to where I live in Pleasanton and my regular ride was along Foothill to Hwy 84 and then up Palomares. The loop was about 30 miles and I did it 3 times a week after restoring my bike. One day for some reason, I enjoyed it so much, I decided to turn round and do it from north to south. The road with which I was so familiar with suddenly became completely new. I had no idea what happened after each curve. This particular curve tightened unexpectedly and I ended up heading toward a tree on the other side of the road. Even though I had ridden for years I had never mastered the art of counter-steering. I fell making sure to protect the gas tank with a \$500 paint job. I broke my collar bone.

The lesson learnt: Learn how to counter-steer a motorcycle so you rapidly change direction in an emergency, or where a corner unexpectedly tightens up.

After purchasing my BMW I started riding longer and more often. For 7 years and covering 70,000 miles I did not fall off. Clearly my riding was improving. I was getting smoother and faster. On this particular occasion I was riding a single lane road where the road surface was reasonable, and I was riding well within myself. Maybe I was being too casual. With light and shadows, I missed a deep deposit of gravel in the center of the road left by the passage of cars. With both wheels on the gravel, I was down almost immediately.

The lesson learnt: Where the road is cut into the side of the hill expect rocks and gravel on the corners. The passage of cars clears the rock, so when taking a blind corner plan on following the tracks left by car tires.

I was riding a vintage motorcycle with a group. I was riding with one of the faster riders, and, given the machines we were riding were vintage, we achieved a good clip. I went into one corner and made the mistake of looking in my mirror to determine the position of my riding partner. When I looked up, I was going into a corner too fast, missed the corner and went straight on.

The Lesson learnt: Always focus attention of the road ahead, look as far as possible into the corner. Don't look down. Only look at mirrors on the straight - never on a corner.

Riding down the road from Mount Hamilton the road had been resurfaced for most of the way. It is a good road with a nice rhythm to it. Towards the end, the surface deteriorated and had been patched with the infamous tar snakes. Everyone knows tar snakes are deadly in the wet; however, on this particular day I found they are not much better in the dry. Going into a fairly tight corner at about 25 mph I hit a tire snake and was down before I had a chance to do anything.

The lesson learnt: Tar snakes can be deadly wet or dry.

The time was 7.45am and the sun was just rising. I was riding on my own enjoying curves. Everything was great until I hit this particular corner. The corner exit was rising and unfortunately was pretty much directly east. As I came out of the corner with my eyes looking as far up the road as possible, I suddenly found myself staring directly at the sun. I was totally blinded and ran off the road.

The Lesson learnt: In the early morning or late evening, be aware that you may end up looking directly at the sun. Ease off the pace and be prepared.

It seems obvious but just remember if the front wheel starts sliding out when you are leaning well over in a corner you are probably going to go down unless your name is Marc Marquez. There are many surface conditions that can initiate such a slide, and since it's a corner you might not see it until you hit it. One falling off that I didn't include was the time I had to deliberately drop the bike to avoid a head-on crash with a truck, complete with plow attached, that was driving on the wrong side of the road after I rounded a blind corner. Nobody, not even Marc, has X-ray vision.

Take care and always ride with plenty of safety margin.

John Ellis

India By Motorcycle - Only 8 Places left for February 2024

Once in a Lifetime trip with a local who grew up on these highways in India. 4000 miles - 6 States - 25 days

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 of Goa on the Arabian Sea and wake up to the cool hills of the Western Ghats Mountain range reaching the fabled small towns like Jaisalmer in Rajasthan covering 6 states.

I anticipate the journey will take 25 to 28 days excluding travel to and from India. This is not a commercial tour. I am organizing the ride to give riders an opportunity to see India as a local would see it, at a very reasonable cost. Expect to spend \$6,000 and \$7,000 for accommodation, breakfast and dinners (excluding any resort stays), Royal Enfield Himalyan motorcycle, fuel for participants, backup vehicle for bags and mechanic support, plus local support riders to help with the ride. Not included in the cost estimate are personal items, alcoholic drinks, and sightseeing fees.

We will also have an additional minivan following the tour in case your riding partner would prefer to travel in a car.

Please call me, if you are sure you would love to come with us. Only 8 places left.

Email - ravivermanasikse@hotmail.com

Thank you, Ravi Verma



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2023

BMWS AND BEARS

Sidecar racing – A potted history

After the war, motorcycles and sidecars were seen as a cheap means of transport, and were popular on the roads in Great Britain and Europe. It didn't take long for the motor sport community to decide that sidecars would be good to race on the circuits of the time, and in 1949 the first World Championship was held, and it's still going today.

Original bikes were based on road bikes with a platform for the passenger and something for him/her to hold onto. Very soon they developed fairings and then became purpose-built machines with ever lower centers of gravity. BMW RS54 engined outfits were the ones to have in the late 50's, through to the early 70's. Outfits using this engine won a total 19 world titles between 1954 and 1974 before two stoke engines and Japanese engines became the default.

In current world championship racing, there are F1 and F2 outfits and all are currently using Japanese engines. The F1 outfits are longer and allow the engine to be placed behind the driver, while the regulations for shorter wheel base, F2 outfits require the engine be placed in front of the driver. The 600cc F2 was created as a new formula in 1990, and F2 outfits have been used since this time at the Isle of Man sidecar races. F1 originally used 1000cc four strokes, but in 2017 they were limited to 600cc, in the hope that world championship would attract F2 entrants. This happened but were unsuccessful when challenging the F1 outfits.



B.E.A.R.S. sidecar regulations

The regulations for BEARS sidecar outfits are designed to keep expenses to a minimum by restricting engines and frames that can be used. The use of 17-inch wheels and minimal streamlining create sidecar outfits that mimic those raced in the 1950's prior to the introduction of specialized chassis. The key requirement is that the machine must be based on an over-the-counter motorcycle to which the sidecar is attached. It is a requirement that the machine can still be ridden solo if the sidecar is removed. Only motorcycles made before 31 December 1986 are allowed and must have been made in Europe or the USA.

The standard class requirements are

Engines – 1000cc limit although twins and triples can go to 1300cc. Any tuning can be used as long as it was available before the cutoff date.

Frames – Same manufacturer as the engine and although bracing is allowed the frame must be left intact.

Forks – Forks from any BEARS eligible bike allowed

Swing arm - must remain but can be made rigid

Exhaust – must use standard headers and conform with ACU noise regulations.

Wheels – minimum size 17 inch

Carburation – must be pre-1987, fuel tank in standard position

Brakes – any BEARS eligible disc/calipers

Battery – must be in original location

Fuel - Post 1972 outfits must use pump gas. Pre-1972 can use methanol

Sidecar specifications – minimum wheel size 17 inch. Sidecar must bolt onto bike, no sidecar brake allowed, all steel construction, track minimum 800mm maximum 1105mm, must be 65mm ground clearance on a fully loaded outfit

Tires -no slicks allowed, any molded tire with a maximum width of 140mm

BEARS (British European and American Racing Series)

In the early 2010's there was a slump in the numbers of competitors in the UK able to contest historic sidecar grids (pre-1973 and pre-1968 classes). A group of racers at the British Historic Racing club decided to get back to basics and proposed a new historic category. Part of the problem was the fact that the men and women were getting older, but so were the machines. It was once the norm that a bike would be passed from father to son, but it's hard to get interested in a bike that needs so much work. Engines from the fifties are in some cases very fragile and often expensive to restore. The BEARS formula allows bikes that are at of 'vintage' status but also modern enough to radically reduce cost, and bring heightened performance and reliability. BEARS SideCar championship was first held in 2014. In 2019 AHRMA (American Historic Racing Motorcycle Association) announced BEARS Sidecar Racing was coming to AHRMA road racing as an exhibition class.

The BEARS format was to be based on standard road bikes plus a sidecar "platform", but using non-Japanese bikes and

engines.

The majority of outfits in the UK use BMW K100 bikes as a basis, with the odd Moto Guzzi thrown in. The series has supported the International Sidecar Revival at Cadwell Park, where there was a mixture of modern and historic machinery. Cadwell Park is a 2.25mile undulating circuit with elevation changes, twisty sections and some fast straights and the BEARS winner managed an average speed of 65mph for last year's race. This compared to 85mph for current premier racing outfits but when you consider the differences in center of balance and aerodynamics it is to be expected. It is only the skill of the passenger and how has to constantly move depending on corner direction which keeps the balance of these upright bikes from toppling over.

Hopefully a few pictures will give you the idea and also curb your enthusiasm from volunteering as a passenger!

Ken Ellis



AHRMA
Classic
MotoFest
of
Monterey
Laguna Seca 14 - 16 July

2023 49er Poker Run

It's a few years since I last rode a Poker Run at the 49er. This time the route (along with all the other suggested rides) were available as GPX files prior to the event. Following the route on a GPS is so much better and a lot safer than trying to follow written turn by turn directions on a piece of paper. I choose to ride on Friday morning in ideal motorcycle weather. For the first time in a while, I was not hurried, so riding a relaxed pace I was able look round and enjoy the very special scenery. It occurred to me that I could take pictures at each stop to provide a visual

memory.

So, the questions and answers are below. If any of you reading this happens to be a time-traveler, go back to the 28 May 2023, and if you are lucky, you may win major bucks.

Huge thanks to the River City Beemers for planning this route



What type of facility?



What do you need before entering?



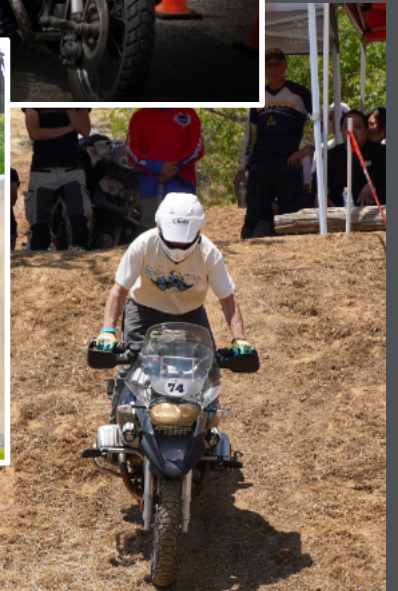
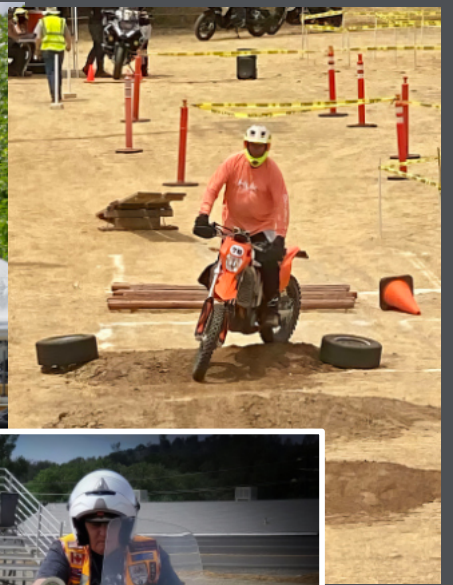
What is Lathy's Valley ZIP code



When was Jeffrey Hotel established?



What type of mobile homes are wanted?

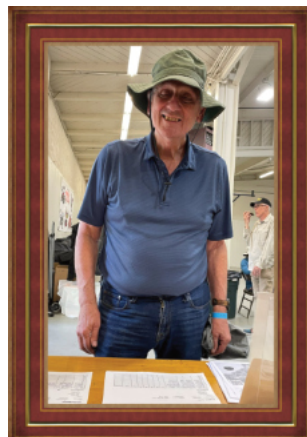






Hetch Hetchy waterfalls rival Yosemite





In response to members complaints that there is never a picture of their Editor
No thanks to Chris Weld





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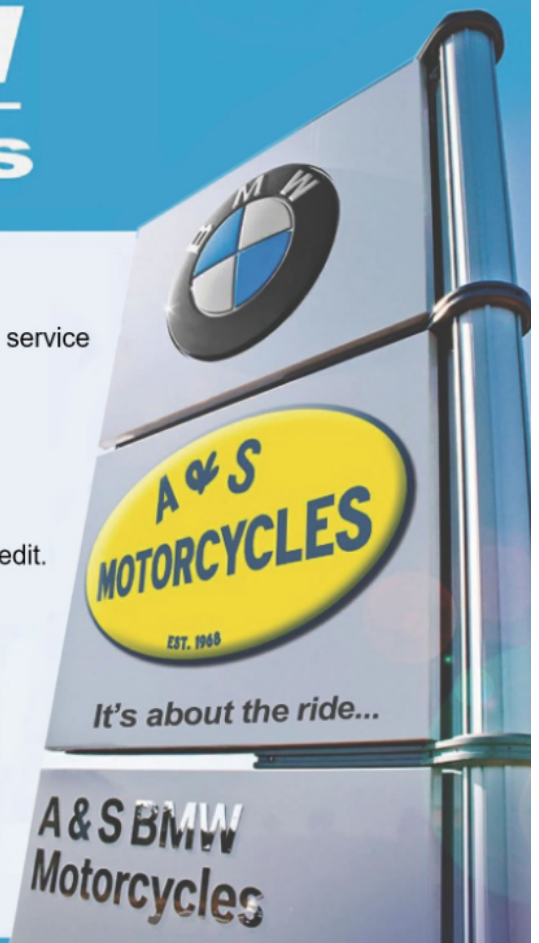
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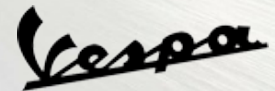


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*Board Member

EVENTS

June Member Meeting and Campout - Election Meeting

23-25 Jun 2023
Uncle Tom's Cabin
15630 Wentworth Springs Road,
Georgetown, CA 95634

Board of Directors Meeting

01 Jul 2023, 10:00 am-12:00 pm
at MotoGuild SF

ANNIVERSARIES

April	Ladd Carver	10
	Linda Rodda	5
May	David Hallwell	20
	Walt Famlasher	20
	Gino Musolino	30
	Mark Allen	5
	Eric Bishop	5
	Douglas Boss	5
	Ran Bush	5
	Oliver Coolidge	5
	William Cruz	5
	Kurt Davis	5
	Kenneth Fritz	5
	Mark Hanna	5
	Anthony Hurley	5
	Brian Jagger	5
	Rafael Lapizco	5
	Peter Lizdas	5
	Brant Miller	5
Gary Nelson	5	
Robert Ohannesian	5	
David Oleary	5	
Manny Rubio	5	
Andy Rzad	5	
Steven Zawalick	5	
Dan Carter	10	
Tim O'Lonnell	10	
Jose Pepe Vallejo	10	
Edward Hanson	15	
Javier Sanchez	15	
Stuart Sorkin	15	
Bob Lamott	30	
Dan Smith	10	
Mik Herman	20	
June	Ellan Castleman	5
	Tom Harris	15
	Markus Fromherz	20

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