

May 2024

# NORCAL NEWS



Ride to Camp

Camp to Ride

MAY 23-27

MARIPOSA COUNTY FAIRGROUNDS, CA

MEMORIAL DAY

2024

# THE 49<sup>TH</sup> RALLY

• 52<sup>ND</sup> ANNIVERSARY •



WOMENS GS CLINIC | GS CHALLENGE COURSE

AIRHEAD CENTRAL | GUEST SPEAKERS

GS CLINIC | ENGLISH TRIALS | RAWHYDE

BMW MOTORCYCLE CLUB OF NORTHERN CALIFORNIA



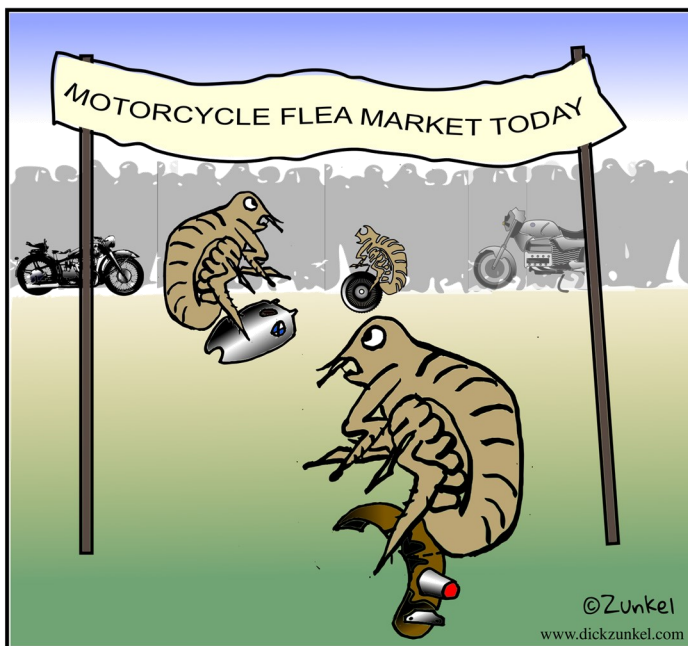
## President's Column



Dear Club Members,

As we came together once more to revel in our shared love for the great outdoors, I can't help but reflect on our recent adventure in Death Valley—a trip that truly put our passion to the test.

Death Valley greeted us with all its breathtaking beauty. The weather was pleasant, inviting us to explore and embrace the rugged landscape that surrounded us. However, as evening approached, nature reminded us of its raw power and unpredictability. Friday night descended upon us with a ferocity that caught us off guard. The wind, like a mischievous child, whipped at our tents with relentless fever, tossing them about as if they were mere rag dolls in its grasp. Despite our best efforts to secure them, the suits seemed determined to test our resolve.



I'll admit, there were moments when the chaos felt overwhelming, when the howling of the wind drowned out all other sounds and left us feeling small and vulnerable. But in those moments, as I huddled in my tent, listening to the symphony of nature's fury, I found solace in the knowledge that I was not alone. And so, we weather the storm, despite the challenging conditions everyone's spirits remained high.

Despite the challenging conditions, there were those among us who remained steadfast, undeterred by the howling winds and swirling sand. It's a testament to the resilience and spirit of our community that we persevered through such adversity. As I write this, I'm still finding traces of sand in my gear, a reminder of the trials we faced together.

However, amidst the disarray, it's important to remember the responsibility we have to the places we visit. As outdoor enthusiasts, we must always strive to leave no trace and minimize our impact on the environment. Cleaning up after ourselves is not only a sign of respect for nature but also ensures that our Club will be welcome back.

So, to all who weathered the storm with me, I extend my deepest gratitude. Your determination in the face of adversity was truly inspiring. And as we reflect on our adventure in Death Valley, let us also take a moment to clean up any remnants of our presence, leaving this majestic wilderness just as we found it—beautiful, untouched, and ready to be enjoyed by others.

Thank you for your dedication to our shared passion and for being stewards of the environment we hold dear.

Until our next adventure,

*Tresha Holloway, President*



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## Editor's Corner

With such little time left before the 49er, there seems like a mountain of work still to do before we pull off one of the largest logistical feats that the club undertakes each and every year for its membership (and guests) and in doing so making BMW NorCal one of the largest and most respected Moto-Adventure clubs in the country. Compounding this effort, is the Range-of-Light which is also, thanks to Tresha, deep in the planning stage.

Not enough can be said to commend those involved. It's a huge amount of work, and its very easy to take for granted the hours in which those folks put in to these projects. Its amazing how our membership and the volunteers continually manage to deliver such fantastic results even with the cost increasing and the budgets remaining tight.

The effort of BMW NorCal has also won huge respect from its numerous sponsors and exhibitors all of whom choose to dedicate time, money and effort to be apart of our family.

Sponsors are a massive help and this year's 49er rally, which celebrates its 52nd anniversary, we welcome a number of new and highly recognizable brands to our lineup. The new sponsors

## Membership Anniversaries



45 Years Dave Reimers

10 Years Tom Short

5 Years	Jeremy Bardell	Raymond Samaha
	Walter Bunning	Joel Sandler
	Delf Hedde	Barbara Schulze
	Lester Katz	Scottie Sharpe
	Mark Nakahara	Tom Witt



@thebritnickd

bring a good balance to all aspects of the club including travel, adventure, camping, and of course, the motorcycle. I hope, as an attendee of the 49er you will make the effort to welcome them, understand the value brought by their products and their interest in what we do. Furthermore, if you do many of them are offering killer deals to help you further your adventures.

*"Did you know... Dunlop is offering every single attendee that visits their 49er display, a \$100 rebate certificate. That certificate can be used for any Dunlop tires bought from the beginning of 2024 through to the end of the year". Put that together with the food and drink built into the registration fee and the 49er ticket basically pays for itself and more"*

- Quote: Kevin Coleman

I think the 49er is going to be a special event this year as I am lucky enough to know about some of the secrets that are planned but yet to be unveiled.....

Nick Dutton





**MARIPOSA COUNTY FAIRGROUNDS , CA**

Our “Field Events, the English Trials, and the GS Challenge, have always been very popular with both competitors and spectators. If you are a spectator who would like a better understanding of what is watching, or if you are interested in participating this year, but are not quite sure, what it is, that you would be signing up for – read on.

Both events are riding competitions that focus on riding ability and bike control off the pavement. They put no premium on speed whatsoever. The winner is simply the most skilled rider on the course. The format is like Moto Trials. The competitors must negotiate individual sections of obstacles or difficult terrain without putting their feet down. Penalty points are assessed for mistakes, and the rider with the lowest overall score at the end of the course wins.

Unlike MotoTrials, that are ridden on highly specialized, very light bikes, our field events are designed to be ridden on heavy Adventure bikes. The courses are great a great opportunity for developing (and showing off) safe, well-rounded riding skills that can make you a better on and off the pavement. We provide a safe environment for you to see (and show off) what you and your bike can do.

This year we are very lucky again, to have Dennis Godwin build both our courses. For those of you, who don’t know Dennis, he was a member of Team USA at the 2016 International GS Trophy in

## Fun ADV Rider Competitions

Thailand. After that experience, Dennis developed a passion for developing and building the most interesting and fun GS Challenge courses. He has been building the courses at our 49er Rally for many years, but he is planning to retire, so, this might be your last chance to ride on a course designed by him.

While the English Trials and GS Challenge are both off-pavement obstacle courses, the vary greatly in the level of difficulty.



**Penalties**  
*English Trials  
&  
GS Challenge*

Violation	Penalties
• One Foot on the Ground	1
• Both Feet on the Ground	2
• Cone Knocked Over	5
• Out of Bounds—1 Wheel	5
• Out of Bounds—2 Wheels	10
• Dropping the Bike	10
• Complete Obstacle Avoidance	20

## Judges Scoring Card

**The English Trials** are an opportunity for beginners and intermediate riders to hone their bike handling skills on a slow-speed off-pavement obstacle course. This is a low-pressure competition with a huge focus on FUN. If you have never ridden on pavement, this is a great opportunity to surprise yourself and see what you and your bike can do. We have had competitors who signed up on a whim, just to have some fun, that ended up winning the top trophy.

While off road capable tires (80/20) will help and your bike should have some basic protection, it is certainly not required to have a fully tricked out ADV bike to compete in the English Trials. While everyone is welcome to participate, in order to win a trophy, your bike needs to be street legal (plated) and have at least 300cc. Trophies will be awarded to the top three males and the top three females.

We will have to limit the number of competitors, so register early at Rally HQ to get your start number.

As Highlighted, the English Trials are really for beginners and intermediate riders. If you are an advanced rider, please show some consideration for the motivation of the beginners. You are welcome to ride the course – but let the judges know, that you ride outside the competition. The GS Challenge is the event for you!

**The GS Challenge** will be the opportunity for intermediate and advanced riders to test their off-road riding skills against some of the best riders in the West. The course will include difficult obstacles and “interesting” routing. On the course, there will be “advanced” and “expert” routing options. If you are intimidated by some of the expert obstacles, play it safe and chose the advanced option.

We highly recommend bikes with full protection (crash bars and skid plates) and ADV tires. Everyone is welcome to participate, but if you plan to win a trophy or prize, you’ll have to be on a plated bike with at least 700cc. You will also have to master all expert sections, and you cannot pre-ride the course (for example during one of our training classes).

Trophies and prizes (Yes! Prizes!!) will be awarded to the top three finishers but remember.... We will have to limit the number of competitors, so register early at Rally HQ to get your start number.



## Rules, Trophies & Prizes

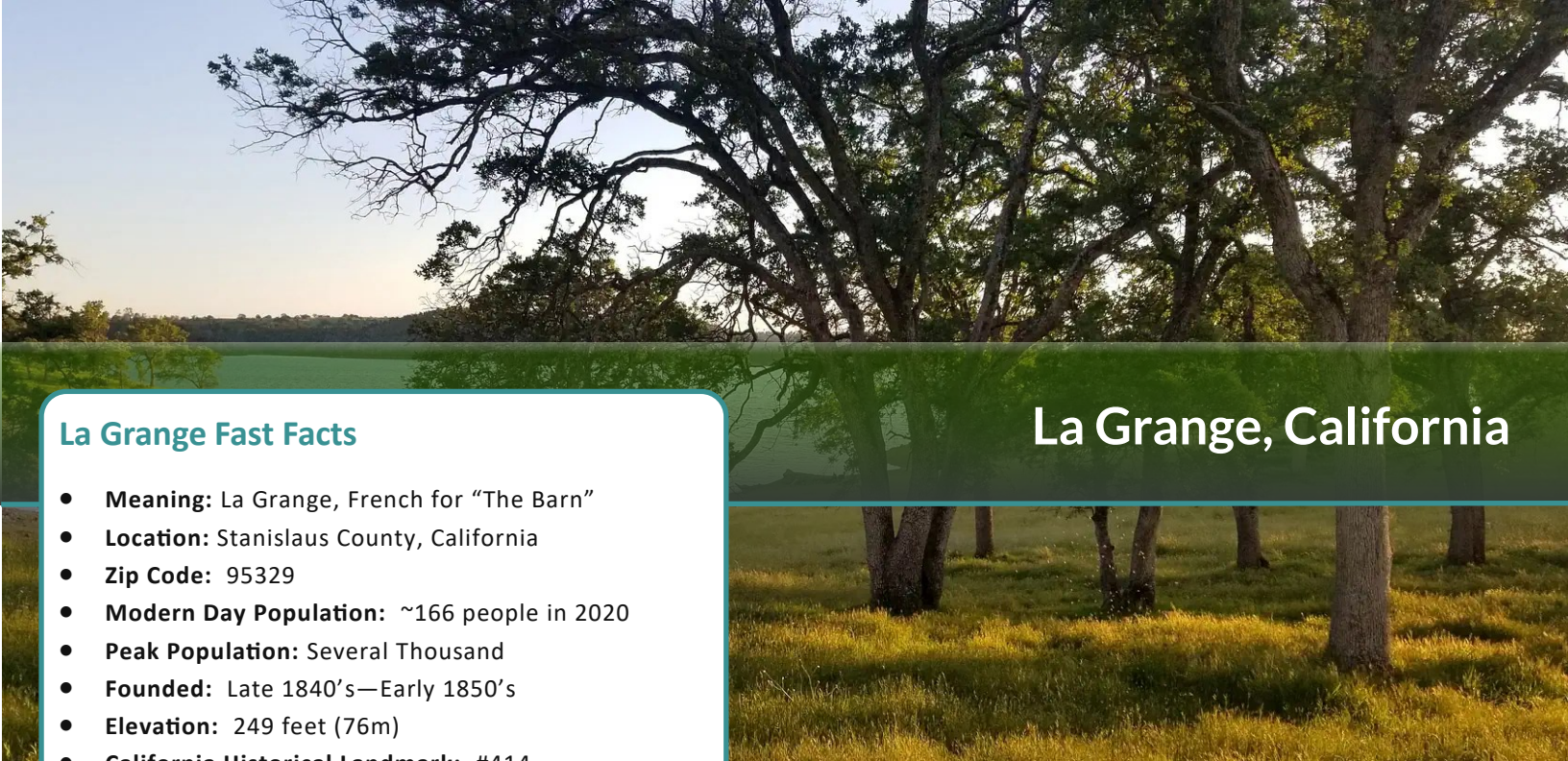
A rider may participate on the bike of their choice, but for consideration for trophies and prizes, there are some requirements are:

- **English Trials** : 6 Trophies  
1st, 2nd, 3rd places (Male)  
1st, 2nd, 3rd places (Female)
  - 300cc plated.
  - Only beginner/intermediate riders
- **GS Challenge** : 3 Trophies  
1st, 2nd, 3rd places
  - 700cc plated
  - Must not have ridden the course ahead of the competition
  - Must choose the “Expert” course options

In the case of a tie-break for any of the first 3 places, then the judges will determine the tie-breaking procedure.

## English Trials & GS Challenge Rules

1. The spirit of our competitions is FUN – act accordingly.
2. All participants need to register at Rally HQ to get their start number sticker. Wristbands need to be shown as proof that the Liability Waiver has been signed.
3. All participants must attend the MANDATORY RIDERS MEETING
4. Names and other information on the entry form must be legible, if we can't read it, you are not signed up
5. Please don't sign up if you don't intend to participate. Spaces are limited!
6. Unsafe behavior or disrespectful conduct towards the judges will lead to immediate disqualification.
7. **Safety First:**
  - After a run starts, only judges and authorized course marshals are allowed on the course.
  - Always follow the instructions of the judges. No exceptions.



# La Grange, California

- ### La Grange Fast Facts
- **Meaning:** La Grange, French for “The Barn”
  - **Location:** Stanislaus County, California
  - **Zip Code:** 95329
  - **Modern Day Population:** ~166 people in 2020
  - **Peak Population:** Several Thousand
  - **Founded:** Late 1840’s—Early 1850’s
  - **Elevation:** 249 feet (76m)
  - **California Historical Landmark:** #414

"French Settlers originally established the community of French Bar along the Tuolumne River in 1850. After the destructive floods of 1851-52, citizens of French Bar relocated one mile up stream above the flood plain."

"Renamed La Grange, the new town prospered as a mining and agricultural community, and served as the county seat of Stanislaus County from 1856 to 1862".

The town prospered, both as a mining and an agriculture community. By 1853, French, Chinese, Mexican, Spanish and Americans were here to mine gold, farm and ranch and the population swelled to an estimated 3,000 to 4,000 mostly young men. The town was the only area in all of the 11 western states to have mined gold using all 4 methods, hydraulic, underground, placer and dredging.

As the town grew it operated several boarding houses, three butcher shops, two restaurants, four blacksmith shops, numerous bars, livery stables, barber shops, billiard parlors, post office, churches and numerous other businesses. From 1854 to 1858 the town was extremely prosperous and the biggest town in the county.



La Grange lost the county seat to Knights Ferry in 1860, an event which ended the great prosperity of the town. It's population was diminished, but La Grange outlived most Gold Rush towns as a center of hydraulic mining, and later gold dredging.



Some of the largest dredges ever built worked the ground in this area.

La Grange is now a registered California Historical Landmark, dedicated to preserving its history. The Inmon Trading Post, built in 1850, houses a small museum and nearby is the famous adobe barn and stable, and a rustic jail. Up river is the La Grange Dam which was the tallest overflow dam in the world when built in 1893.



# ADVENTURE'S DYNAMIC DUO

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## Heading East

Moto adventurers heading out of the Bay Area have very few options when the fun zone destination is Eastbound. Typically, they will choose one of three options.

- Choose the Freeway boredom and head on up to 580 and travel around the mountains at the north-end,
- Commit to the time penalty and take the curvy option by heading up over the top and passing Lick observatory,
- Head along the southern route and San Luis Reservoir

The southern route can often build a little anxiety if the trucks and cars are driving erratically but the views from the road can be spectacular, particularly at this time of year while the grasses are green, and the reservoir is full. The problem is that after you have seen all those views, the only thing left is that traffic.

What many don't realize is that San Luis Reservoir is a state recreation area and it comprises of several state parks, campgrounds and wildlife areas dotted around the reservoir. Most of these have entrances directly off highway 152 and can in turn provide a midpoint destination before the desert in the central valley.



### THE RESERVOIR

Ground was broken for construction of the San Luis Reservoir in 1962. The reservoir stores runoff water from the Delta for the federal Central Valley Project and the California State Water Project. The water arrives through the California Aqueduct and the Delta-Mendota Canal, pumped from the O'Neill Forebay into the main reservoir during the winter and the spring. The Los Baños Creek Reservoir prevents storm runoff in Los Baños Creek from flooding the area separately.

Today, local farmers use water from San Luis Reservoir for high-tech drip irrigation and the area has become one of the most fertile, productive, and diverse farming regions in the whole nation with major crops including tomatoes and almonds.

### NATURAL HISTORY

Prior to European settlement, the valley had a diverse natural environment with a maze of creeks, rivers, vernal pools, tule marshes, and sloughs all supporting support large populations of wildlife. The extensive prairie grasslands sheltered tule elk, mule deer, and kangaroo rats.

By the 1920s, the California grizzly bear and the San Joaquin Valley pronghorn had been hunted to extinction, and only a few tule elk were left in the state. In the early 1930s, state and federal governments established the reserves and wildlife management areas in California to protect species in danger of extinction and indeed Tule elk are now making a comeback. Other wildlife including Opossums, grey foxes, coyotes, bobcats, and snakes (including rattlesnakes) can be seen at the reservoir, while also birds including impressive birds such as bald eagles, hawks, owls, white-tailed kites, and golden eagles along with various migratory waterfowl and several species of ducks.

### DINOSAUR POINT

While heading East on 152, look out for the signs to 'Dinosaur Point', they will take you down a long asphalt trail to the waters edge where you can see the boats launch while taking in the scenery for yourself. Dinosaur Point is named not because of the limitless amounts of bones discovered there, but because the region looks like a dinosaur from the air..... Does it though, determine for yourself..?





## The Tent Footprint

If you are new to the idea of camping or haven't done it in a few decades, there is a term you will come to hear, The Tent's Footprint. This footprint isn't the mark left in the dirt when you pack up and leave for home at the end of a weekend but is a sheet that many campers will put underneath their tent even though most tents have a built-in ground sheet. So why do these campers do this? Why do they go extend themselves to carry this extra weight and inherit the additional cost?

A tent footprint is an essential tool that ensures the longevity of a tent, so is a good investment towards the long-term health of your expensive camping gear but the footprint in itself is often remarkably expensive – so are their alternatives?

*Well, the answer is yes and visiting many campgrounds you will often see many moto-campers bringing tarps in place of these official 'vendor approved' tent footprints.*

Tent footprints and tarps protect the bottom of a tent while providing a highly appreciated insulation from moisture and chill, they also protect the bottom of the tent from rough ground, along with the sleep depriving rocks, thorns, and sticks that you missed when 'clearing' the ground before erecting the tent in your hurry to crack open that end of day beer.

Tent footprints are generally expensive but shaped for the tent and much lighter. By comparison, tarps tend to be heavier and may need

customizing to fit the shape of the tent, they are however cheaper, offer greater protection, highly durable. Moto-campers, unlike hikers, tend to have a lesser concern with respect to the weight.

So, what is best for you?

## Footprints

### PRO's

It is designed only for the tent you bought it for

Needs no DIY modifications

Water Resistant

Often has the 'hooks' to perfectly align it with the tent

No overhangs that may route rainwater under the tent's groundsheet

Lightweight

### CON's

Expensive

Cannot be re-purposed in the need arises

Not Waterproof

Minimal protection from the ground

Doesn't overhang the tent to provide a boot area or changing area in dusty or muddy ground

Not as durable

## Tarps

### PRO's

Cheap

Durable and typically waterproof

Better Protection and insulation

Often extent past the tent, offering a clean workspace outside the tent

Can be used for other purposes if needed

### CON's

May require some modification

Heavier

Bulkier

Can extend past the tent and act as a rain guide to under the tent

ADVENTURE AWAITS





# Delf's Safety Column

## Motorcycles & Helicopters

### Do you need more insurance?

Last year, at one of the campouts, the folks from SkyMed did a presentation on their offerings. For some of us, the information, that they provided, was eye-opening! This year, Sky med is one of the sponsors of our 49er Rally. A good opportunity to review, if you have an insurance gap that needs to be covered.

If you get injured in a motorcycle accident, there are basically two insurance related questions:

- 1) Is your helicopter ride to the nearest hospital covered?
- 2) How do you, your travel partner and your bike get home after the emergency is taken care of?

### Helicopter Medical Flights

When a ground ambulance can't reach a patient, or get there fast enough, an air ambulance is called. Air ambulances are often equipped with state-of-the-art medical equipment and staffed by paramedics, emergency medical technicians and sometimes doctors and nurses.

Air ambulances most commonly transport patients with traumatic injuries, pregnancy complications, heart attacks, strokes and respiratory diseases. The Association of Air Medical Services estimates that more than 550,000 patients in the U.S. use air ambulances each year. However, using air ambulances is expensive and might not be covered by the patient's health insurance policy.

The average air ambulance trip is 52 miles and costs between \$12,000 to \$25,000 per flight. The high price accounts for the initial aircraft cost which can reach \$6 million as well as medical equipment and maintenance. Also factoring into the price is the cost of round-the-clock availability for specially-qualified medical personnel and pilots to take flight at a moment's notice. If you undergo a medical emergency abroad, the cost of medical evacuation back to the U.S. can reach six figures.

Time is critical in a major medical emergency. Patients are usually not able to negotiate prices or refuse transport while requiring urgent medical care. Refusing service is not an easy choice when trained medical staff has determined an air ambulance is

a medical necessity. Many insurers will pay what they deem reasonable use of an air ambulance; however, sometimes the air ambulance company and the insurer disagree on the cost. Depending on circumstances, the remainder of the bill—which could run in the thousands of dollars—could be your responsibility.

There are several companies that offer insurance for this. Be aware that you may only be covered if you are within a certain number of miles from an airstrip or airport. Some policies will only provide coverage for a certain type of aircraft based on the type of medical emergency you experience. Some companies only have contracts with certain air ambulance providers (which may not operate in the area where your accident happened). [Read the small print!](#)

### Getting yourself, your travel partner, and your bike home

After the immediate emergency has been taken care off, you might find yourself in a hospital far away from home: in a different state, or even in a different country! Again, there are several companies that offer insurance to cover the cost of getting yourself, your travel partner and your bike home. And again, many of these policies come with many restrictions (no evacuation from Mexico, no bike coverage, evacuation only by regular scheduled airline service, ....). Again, reading the whole contract and understanding what will be provided is crucial.

Unfortunately, good insurance is not cheap. I personally have found that the offering from SkyMed is the best fit for my needs. I highly recommend, that you check them out at the Rally or online at <https://www.skymed.com>

Some of you might remember Randy Owens and his sidecar hack. Before he moved back to Texas, he was a long time resident of Clovis and attended over 40 of our 49er rallies. On the next page you'll find his story about his experience with SkyMed.

*Delf Hedde*



# Randy "Polar Bear" Owens

I never expected the unexpected. I was on an adventure in Alaska aboard my BMW motorcycle with a side car rig. An unfortunate accident occurred. I sustained very bad injuries that required an immediate para-

SkyMed has our respect and highest regard. We are forever grateful for the caring nature of SkyMed's staff and their quick response in our time of need!

I have told my story of the professional and caring people at SkyMed to many of my friends and family because I believe they should be covered by SkyMed's excellent service.

My recovery still continues. I know I will travel again and I know SkyMed will have my back.

*I know that day I signed up for SkyMed at the 49'er Rally in Mariposa, CA, it was a very wise choice.*



medic response. I was transported by ground ambulance to the Fairbanks hospital. I contacted my wife Gini and she contacted SkyMed.

After a short ER stay, I was moved to ICU. Upon discharge the doctor said I could not fly home because of my punctured lung. This did not deter SkyMed from finding a way to get me home to Clovis, CA.

Throughout this whole ordeal it was clear that SkyMed would do whatever it took to get me home safely.

SkyMed made all the arrangements for a cruise ship from Anchorage to Vancouver BC. Then a rental car to my home in CA. They also crated my BMW motorcycle to my home using several methods to get it back safely and securely.

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# SENA Mesh Reach Out

Sena launched an exciting feature, Mesh Reach-Out. Now you can ask your friends to turn Mesh Intercom on via audio invitation!

Sena's proprietary Mesh network system is touted as the easiest way for motorcycle riders to connect with each other via intercom. A single press of a dedicated Mesh Intercom button on Mesh equipped Sena device will automatically connect to an Open Mesh Intercom channel in the vicinity. If any rider leaves the Mesh mid-ride, the remaining group will remain connected. If a rider returns with their Mesh function still turned on, they'll rejoin the network automatically.

However, up until now, there was no way to ask a riding friend to turn Mesh Intercom on during a ride, however, with Mesh Reach Out you can send a "Mesh Intercom Requested" audio message by pressing the dedicated Mesh button three times. Fellow riders within in a 100m radius who are not connected to a Mesh network will receive the invitation to join. This is useful for riders who forget to turn their Mesh on at the beginning of ride, or come across a group who would like to connect with them somewhere along the way.

The "Mesh Reach-Out" feature is available via firmware update on Sena's Mesh equipped devices, including the 50S which was the model awarded to a member Steve Kesinger in the recent free to enter, MW NorCal/Sena sweepstake. The capability also works on the 50R, 50C, SRL-Mesh, SRL-EXT, Impulse, Stryker, SPIDER ST1/RT1, and 30K devices.

**Note:** The "Mesh Reach-Out" feature needs to be enabled through the Sena Motorcycles App or through the Sena Device Manager for the new function to work on the sender and on the receiver's device.



## Did you know?

In a recent survey of members, we asked a number of question regarding the newsletter here are some stats from that poll



- 95.7% YES | 4.3% NO : Do you think the newsletter is an important tool to keep you informed?
- 97.1% YES | 2.9% NO : Do you like the look-n-feel of the newsletter?
- 58.6% YES | 41.4% NO : Have you seen the physical printed version of the newsletter (as opposed to the digital version)
- 28.6% YES | 71.4% NO : Would you buy a \$99 per year physical print subscription option if it were offered in the club store?

Well, given nearly 30% of club members want it, we have made it happen, the physical print option is now available in the club store!

<https://www.bmwnorcal.org/store>

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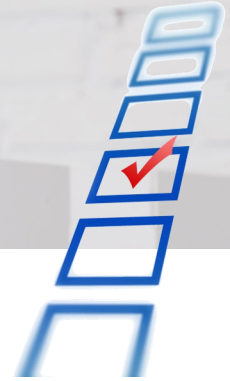

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# Election Time



**Heads up everyone** – we will have a big slate of open board positions at this year’s election meeting in June. Now is the time to think about how you can best contribute your unique flair to the Club.

This year we need to elect the **President, Secretary, Treasurer, Historian** (all for a 2-year terms) and **Tour Captain** (single year term to fill an existing vacancy). A summary of the principal responsibilities for each board position is below. Of course, these formal roles are only part of each board member’s contribution to the Club. As far as possible the board works as a team to get things done and deliver the best club events that we can. So don’t be bamboozled by the formalities; if you are willing to contribute we can find a role for you!

If you are interested in joining the Board, please reach out to our Club Secretary Mike Murphy ([secretary@bmwnorcal.org](mailto:secretary@bmwnorcal.org)) or any of the current Board members who can explain how things work in more detail.

## Summary of Key Responsibilities for Board Positions:

**The President** is the Club leader and the Chairman of the Board of Directors. The President has overall responsibility for all activities of the Club, including leading Board meetings and member meetings at the campouts. The President also signs contracts on behalf of the Club, appoints Rally Chairs for the 49er and Range of Light, and (working with the Treasurer) develops and proposes an annual budget for approval by the Board and members at the August General Meeting each year.

**The Secretary** maintains the Club’s Articles of Incorporation and By-Laws, and the minutes of Board meetings and the Annual General Meeting. The Secretary prepares the agenda for Board meetings, keeps the minutes of the meeting and uploads approved minutes to the Members-Only section of the Club’s website.

**The Treasurer** holds the Club’s corporate seal and books of account. The Treasurer’s regular duties include.

- Maintaining custody and control over Club funds and bank accounts
- Signing Club checks, issuing expense reimbursements and receiving dues and initiation fees
- Reconciling monthly bank statements and preparing monthly financial statements for Board review and approval
- Preparing the Club’s annual financial report and budget, and presenting it to the members at the August General Meeting
- Tracking membership payments for current members and following up unpaid dues.
- Filing tax returns and maintaining the Club’s non-profit status.

**The Historian** keeps a record of Club events and activities. In recent years this role has evolved to include presenting an entertaining historical narrative of the local area at each monthly campout.

**The Tour Captain** plans monthly campout locations and rides. Regular activities include identifying and reserving campgrounds, identifying the ride meetup location and creating a ride sheet or GPX for each ride. Ideally, the Tour Captain will be present at the start of each Club ride but this responsibility can be shared with others with appropriate planning. An important aspect of the Tour Captain’s role is ensuring that the Club’s policies regarding pre-ride briefings and liability waivers are satisfied at all events.



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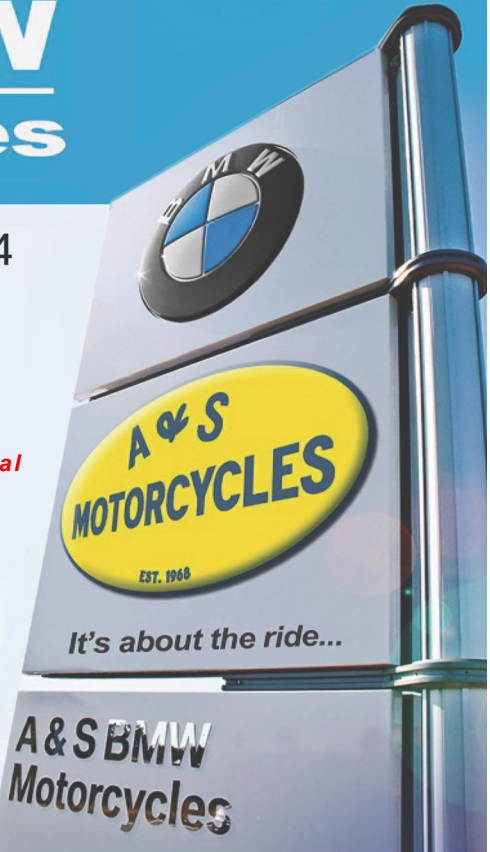
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# Upcoming Events

## Monthly Board of Director Meetings—May

07 May 2024 - Online

Virtual link sent upon request, email [Secretary@bmwnorcal.org](mailto:Secretary@bmwnorcal.org)

## May 2024 : THE 49er RALLY !!!

23 May – 27 May 2024 - Mariposa

Registration required *(or pay a premium at the gate)*

## June 2024 : THE BMW MOA National RALLY

13 Jun – 15 Jun 2024 - Redmond, Oregon

Registration required

## June 2024 : June Member Campout and Election Meeting

28 Jun – 30 Jun 2024 - Uncle Tom's Cabin

Registration required

For more information visit the club website: <https://www.bmwnorcal.org/Events>

The **BMW Motorcycle Club of Northern California** has been riding and camping since 1965! Join us on the last weekend of each month on our long tour, General Member Meeting, and overnight campout somewhere in the greater Northern California and Nevada areas. Membership is not required to participate

### Team NorcalBMW

President	Tresha Holloway	president@bmwnorcal.org	(707) 364-6869
Vice-President	Linda Rodda	vicepresident@bmwnorcal.org	(224) 622-5380
Secretary	Mike Murphy	secretary@bmwnorcal.org	(310) 497-0618
Treasurer	Chris Petlock	treasurer@bmwnorcal.org	(707) 721-6000
Tour Captain	Tresha Holloway	tourcaptain@bmwnorcal.org	(707) 364-6869
Safety/Technical Director	Delf Hedde	safetydirector@bmwnorcal.org	(408) 464-8094
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Advertising Chair	Manny Rubio	adchair@bmwnorcal.org	(925) 784-4856
49er Chair	Kevin Coleman	49erchair@bmwnorcal.org	(925) 890-8449
Second Sunday Breakfast	Edward Perry	edwardperryt@yahoo.com	(408) 206-6069



BMW MOA Charter 9 | AMA Charter 06083