

# The Southcoaster



The Official Newsletter of the South Coast BMW Riders Club



*This is the way it was. Will it ever be this way again?*

## Inside This Issue

2001-2002 Leadership .....	2
SCBMWRC Treasurers Report .....	2
Presidents Message .....	3
September 9 Board Meeting Minutes .....	4
Who Are These Guys Anyway? .....	6
Chicago 2 L.A. & Beyond .....	7
Calendar .....	12
Rocky Mountain High .....	17
UnClassified Ads .....	19

# 2001-2002 Leadership

## Officers

President ..... Ralph Dutra  
(949) 597-0745  
[RalphDutra@earthlink.net](mailto:RalphDutra@earthlink.net)

Vice-President ..... Mike Davis  
(949) 650-7095  
[coastrdr@aol.com](mailto:coastrdr@aol.com)

Secretary ..... Werner von Hartmann  
(949) 642-4970  
[wernervh@earthlink.net](mailto:wernervh@earthlink.net)

Treasurer ..... Doug Merker  
(949) 249-9552  
[dmerk@earthlink.net](mailto:dmerk@earthlink.net)

## Board of Directors

Jim Wyatt ..... (714) 778-4151  
Jim Bollingmo ..... (949) 495-8886  
[suejimb@home.com](mailto:suejimb@home.com)

Ted Taylor ..... (949) 413-4100  
[ted.taylor@gte.net](mailto:ted.taylor@gte.net)

Jon Taylor ..... (310) 544-4215  
[JTaylor@sempra.com](mailto:JTaylor@sempra.com)  
Bill Battle ..... (626) 969-8672  
[billbattle@earthlink.net](mailto:billbattle@earthlink.net)

## Committee Chairs

Membership ..... Eric Ham  
562-229-0684  
[ericham@csulb.edu](mailto:ericham@csulb.edu)

Fiesta Rally ..... Open  
Ride Captain ..... Open  
Experienced Rider Course Organizer      Open

King of Web-dom....Bill Allen  
(949) 249-1899  
[T.W.Allen@home.com](mailto:T.W.Allen@home.com)

Newsletter Editor . Michael Moon  
(949) 574-5510  
[mmoon1@mediaone.net](mailto:mmoon1@mediaone.net)

# SCBMWRC Treasurers Report

BEGINNING BALANCE	\$ 4492.30
INCOME:	
Dues, 50/50, clothing	\$ 82.00
PAID OUT:	
Engraving	\$ 46.26
Postage	68.00
Office supplies	33.41
<u>Clothing</u>	<u>406.58</u>
TOTAL OUT	\$ 554.25
ENDING BALANCE	\$ 4020.05

## South Coast BMW Riders Club

This newsletter is published by the South Coast BMW Riders Club. Publication date is the week following the board of directors meeting - usually the 2<sup>nd</sup> week of the month. Contact us at:

SCBMWRC  
P.O. Box 11521  
Santa Ana, CA 92771

Submissions to the newsletter should be sent via e-mail to: [mmoon1@mediaone.net](mailto:mmoon1@mediaone.net)

This newsletter is prepared using with Adobe Pagemaker™. Send submissions in electronic form (preferably a Word document) without a lot of formatting. Pictures should be in .tif, .jpg or .gif format.

Submissions made in hard copy require retyping and cause delay in publication.

*Submissions you wish returned must be clearly marked as such and author should include a SASE.*

Send hard copy submissions to:

**SCBMWRC**  
**c/o Michael Moon**  
**321 Broadway**  
**Costa Mesa, CA 92627**

*The opinions of the authors are their own and are not necessarily those of the editor or the SCBMWRC. Neither the editor nor the SCBMWRC shall take responsibility for the author's submissions.*

## Presidents Message

Well, Labor Day has come and gone. Wow. For the civilians it may signal the end of summer. But, for us it just means that we shift the focus to other areas to ride and new places to explore. At some point it may mean that we get to wear those winter gloves again and make a change to that fuzzy warm clothing that has been at the bottom of the apparel pile.

First, I want offer kudos to those that contributed to the last newsletter. Like the club, last month's issue was diverse and interesting. We got to meet new members and hear about the travels and activities of fellow 'Cosaters. I'm still thinking about that "light on the grips, steer with the hips" thing. So far, it only works for me on the dance floor and it's gotta be a slow dance. I certainly have a long way to go before I become a canyon carver. Or, maybe I can ask Teresa if I can lead.

In my opinion, the newsletter is the primary means to keep in touch with each other. The web site supports it. To keep things interesting I would encourage each of you to contribute to the newsletter and /or event planning. How can I contribute you ask? The best way is to offer to setup and plan an event in your area. A local "bash" in your area, a tech session at your location – tire repair clinic, throttle body sync, clutch adjustment, brake fluid change. Or, lead us to visit to a point of interest near you. You can even contribute to the newsletter with a Consumer Corner article. What have you

purchased that may be unique that you can share? Just ask Bill Allen about a reversible sleeping bag.

On to business. In the last issue I mentioned a survey that would be coming your way. Due to circumstances beyond the control of the management the survey did not go out according to our announced schedule. The purpose of the survey is to solicit communication from our members regarding basic club direction and activities including the Fiesta Rally. So, please stay tuned for details.

The creative juices are flowing at the BOD Meetings. You can tell by the diversity of the events with more to follow in early 2002. We all look to forward to hearing about the Range of Lights Gypsy Tour attended by a small but adventuresome contingent from our club. Many of us are looking forward to the more sedate Beemer Bash coming up soon. October will again be the Kernville Overnighter. This year we have an option to the motel experience. It's called camping. Regardless of the option you choose it will be fun. Several routes are planned to reach Kernville. I personally have made it my mission to see the Tehachapi Loop as part of my adventure.

Jon Taylor's Mexico ride is planned so that you can join in at one of several points. The conclusion will be a BOD and General Meeting at Barrett Junction. Join Barry Rudaitis and I. We are planning a day ride to "B.J." for this inaugural event.

Membership renewals have slowed to a trickle. But, we are well ahead of last year. We expect the usual rush in October. **If you haven't renewed - after this newsletter that's all folks.** Nearly all of our new club gear has been distributed. You can still order. Let me know and I'll send you the "secret link" to view gear and download an order form.

The BOD agreed to plan a ride after each General Meeting. To accomplish this, responsibility will be rotated among the members of the BOD. One of us may ask for your help. Please step up if to help. Or, if you have a suggestion for meeting location let us know. I guess I'm the first volunteer to plan a ride after the October General Meeting. I'm looking at the roster right now.

The October 7<sup>th</sup> General Meeting is planned for 10:00 am at the Country Garden Restaurant in Temecula. The BOD Meeting starts at 8:00 AM. Arrive early to see democracy in action. Later, Ralph

## **September 9 Board Meeting Minutes**

Ralph Dutra called the meeting to order. He wondered aloud why more members had not yet ordered club gear.

Eric Ham presented an update on the membership survey. Eric explained the revised timetable and mechanics of the survey. The BOD expects to have a recap of responses for review at the next BOD meeting.

BOD voted to extend the grace

period for renewals through September before finalizing the database and revising the contact information on our web site.

The question of charitable donations was discussed. The BOD will investigate several options and plan a ride to make our donation. This is a tough task with so many worthy causes. The final choice will be mine.

No discussion took place regarding the Fiesta Rally. Instead, the discussion centered on planning an event that would be free to members. Last year's picnic at Big Bear was sited as an example or even a campout with meals. Initially, we will have a Turkey Trot in November that will be a free event. Jim Bollingmo will be the POC. Consideration will also be given to an event in April to welcome spring. Members will have a chance to offer suggestions in the survey.

December event schedule was scaled back because of the holiday season. As yet, no location has be offered for the Xmas Event. Events for the 1<sup>st</sup> Quarter of 2002 were penciled in. There's even a General Meeting planned for Holtville, CA.

The decision was made to consolidate the October BOD and General Meeting. Meeting so that more members would be able to participate.

In short, there were motions, seconds and votes taken. It was a regular Parliamentary Event.

**MARSEE**  
**MOTORCYCLE GEAR**

# ADVENTURE GLOVE

DESIGNED TO GO ANYWHERE, ANYTIME



**Outer glove: waterproof ripstop cordura keeps out wind and rain, light enough for hot weather wear**  
**Inner glove: insulated fleece keeps out cold, easy grip palm**

**PART OF THE MARSEE ADVENTURE GEAR COLLECTION**

**[www.marseeproducts.com](http://www.marseeproducts.com)**  
**Ph: 800.293.2400 Fx: 909.600.9441**

## Who Are These Guys Anyway?

Ever wonder who the board members and club officers are? Wonder why they do it? I did too. So I asked them to write something about themselves and their reason to do what they do.

**Jon Taylor:** You reap what you sow. For me this has been true of the South Coasters. Several years ago I was looking for a club where I could indulge my passion for motorcycles, camping, and exploration. I've been on numerous club campouts, ridden roads I probably would never have found myself and best of all, shared it with friends. What a club!

I'm pretty much the typical BMW rider, enjoying riding later in life after my children have grown. Southern California has been my home for 14 years, moving to Los Angeles from West Virginia, having grown up in Indiana and spending time in Ohio. By any measure, these are not top

motorcycle states. Since joining the club I've ridden much of the southwest and fortunately these roads are best experienced on a motorcycle - mine is a 1998 R1100R.

Incidentally, my favorite rides have been in Mexico, speaking of which, we have another trip planned for November 2-4 (!Hola Mexico 2!) so hold the date and stay tuned for further details.

My goals for the club are to get more members involved in club functions and support a cause where we can give back to those less fortunate than ourselves, perhaps helping an orphanage?

So let's pitch in, volunteer, participate and you'll soon find out what a great club you belong to and how much better your involvement can make it. You'll get back many times your investment-guaranteed! "The ride is the journey" (Jerry Garcia)

tel. (720) 331-5009



FROM **\$695.00**  
R100GS

*Made in the  
USA*

**moto-sportpanniers.com**

# Chicago 2 L.A. & Beyond

*By Steve Smith – SCBMWRC Chicago Bureau*

For those of you who don't remember the name, last summer my employer decided they "needed me" in the Chicago area ASAP (I'm still wondering if it was something I said). I arrived just in time to put a charger on the bike batteries, buy a snow shovel and a windshield scraper. Southern California born and raised, I can now say I know what winter is. Our December was particularly snowy, even by local standards. And, as expected, neither of my bikes (the "other" is a 98 Honda VTR) saw much action for a good 4+ months. So I don't think I have to explain what I was feeling like when the temperatures started approaching the 50's.

My employer is based in the Santa Clarita Valley where I moved from. The marketing department was kind enough to schedule our May sales meeting in the South Lake Tahoe area this year. Fallen Leaf Lake Resort to be exact, at the Stanford Sierra Camp. I'd known for quite some time where the meeting was going to be, but the plan to ride out on my R11RS didn't materialize 'till about the third month without a ride. I started packing.....in March!

I'm not real good about planning routes in advance and this trip was no exception. Other than a Monday dinner to start our sales conference, I didn't have to be anywhere at any specific time. My only plan was to

ride.....and that I did.

## Monday day 1

I left Chicago the Monday before I was due in Tahoe. I got on the tollway (eventually Interstate 80) about 10:30 Monday morning after picking up a new face shield for my helmet ( didn't want to miss a thing). Got about 3 miles down the road and traffic stopped due to funneling 3 lanes down to 1. No problemo, I'm on vacation. By the way, the great state of Illinois has deemed lane splitting (sharing) an unsafe and illegal activity. However, the state does not require a helmet as part of the motorcycling experience. When I figure it out, I'll let you all know. So, traffic speed picks up and the cars start thinning out just in time for the rain. No problemo, I'm on vacation. It wasn't raining hard and thought I'd just ride it out, but looking in the direction of travel changed my mind. I pulled under an overpass to don my rain suit, lost my footing and dropped my bike.....on it's right side. My bike was loaded and I hadn't been keeping up with my Wheaties consumption, so let's just say it was challenging to get it back to a more vertical position. Anyway, back on the road, the rain lightens and eventually stops. Fewer and fewer buildings, less traffic, more open space and the wind starts picking up. And a good cross wind it was, coming from the south and west about 40 mph. The kind of wind that blows your tank bag off to one side, the kind that gives your neck muscles a work out attempting to keep your helmet

pointed straight ahead. This stretch of highway was two lanes each direction separated by a **wide** grass median. You could feel gaps in the wind left by trucks travelling the other direction! The wind remained strong through eastern Illinois, all of Iowa and started diminishing as I approached the Nebraska border. Temps warmed up a bit too. Spent my first night in Lincoln Nebraska.

## **Tuesday day 2**

Still had a bit o' the plains to go through before arriving at the Rockies. A little less wind than yesterday and as morning eased into afternoon, the wind disappeared. I was searching the horizon for the mountains all morning and when I saw the eastern slope, I knew the ride would only get better. At the foot of the Rockies I was topping of the tank and a gentleman stopped to chat from his car as he was leaving the station. Said he owned an LT and was rather envious of me out riding on such a beautiful day. He wished me a safe and enjoyable journey and I responded, "I hope I don't see you later" as I noticed the Colorado State Trooper uniform on the hook over the rear passenger door.

I'd never been in the Rockies on a motorcycle. Many times in a variety of cars. Colorado was the eastern boundary of the sales territory I had before I was "sent away." Anyway, it was a real thrill to start the climb. Not too long into it, I had to put on my jacket as the temp started to drop. A few miles past Idaho Springs on I-70,

I decide on a detour, which in this case, was Hwy 40. It takes you over Berthoud Pass and into Winter Park. Not too long into Hwy 40 I hit some construction traffic ( bad luck ) and while it slowed traffic down and I could enjoy the scenery, I didn't exit the Interstate to ride a curvy road in a group of slow moving cars and trucks. So, with a quick check for my buddy from the gas station, and oncoming cars of course, I extricated myself from the pack and proceeded along the highway without obstruction. Stayed on 40 for a while enjoying the fresh air and scenery and hung a left on route 9 out of Kremmling which took me back to I-70 around Silverthorne. I'm not a real fan of the riding the interstate highway system on a motorcycle, but you sure can do worse than I-70 through the Rockies. I ended up in Eagle, CO for the night. Found a nice pub in the older part of town, had a beer and a burger, both of which hit the spot. I had an extra hour of daylight due to the time change, so I had time and light to cover a little more ground. My odometer in Eagle says I've ridden 1305 miles so far.

## **Wednesday day 3**

Grabbed a cup of coffee and a couple of muffins at the breakfast bar, then hit the road. Once again I had to exit the interstate as I was in no hurry to leave the Rockies. It was a nice time of year and I didn't know when I might be back. This detour left I-70 at Silt on county road 331 ( I think ) and headed south towards Grand Mesa in, of all places, Grand Mesa

National Forest. Climbed quite a bit on this route into an area peppered with many small lakes and plenty of snow still on the ground. Crisp might be a good word to describe the temperature. As I dropped out of the mountains again I ended up on route 65 going through Cedaredge, down to route 92 briefly, then picking up 50 which took back towards I-70 via Grand Junction. Out of the mountains now and starting to pick up a little desert in eastern Utah. I think I could spend a couple of weeks just in Utah. I didn't veer from I-70 again until I got to Richfield where I picked up 89 and rode that down through Panguitch and Hatch. I'd seen Zion a couple of times, so I bypassed it to the south via 389 through Hurricane and back to I-70. Parked it for the night in St. George. 2025 miles at the end of today.

#### **Thursday day 4**

Before leaving home, I committed to joining a conference call early this morning with an account I'm working with in Florida. I almost cancelled my ride out because these guys wanted to meet in person. Last year I had a ticket to ride the 3 Flags Classic and ended up not going because of my impending move to Chicago. So, once the call was out of the way, I had breakfast at Denny's. After puzzling over the bug zapper hanging by the restroom doors, I hopped on the interstate for a few miles before exiting south towards Lake Mead on Hwy 169. I was looking for a place along the lake side to have lunch and enjoy the view but every road leading

to the lakes edge terminated in a boat launch and a casino, not what I had in mind so I kept rollin'. Missing Vegas to the south, I came into Henderson and picked up Hwy 95 south towards Searchlight. In Searchlight I picked up 164 and headed back to Interstate 15. I was only on the freeway for a few miles before getting off and heading south in the Mojave National Preserve. I thought the upper half of the preserve was pretty but as I headed further south to Interstate 40, it started getting warmer and less scenic. It was certainly warming up in the desert and I was looking forward to hitting Interstate 15 and dropping down into the metropolis where it was cooler. I realized the night I spent in St. George that I'd be needing service on the bike and called Brown's in Pomona. I was informed my service bay would be ready first thing in the morning. One of the good things about not having an itinerary is you don't have to be anywhere....one of the bad things is not having a place to stay. For those of you familiar with the area surrounding Browns, you know the hotel pickings are pretty slim. After getting directions from a couple of very friendly ladies on Mission Bl., I eventually found a room off the 57 Freeway. 2559 trip miles so far.

#### **Friday day 5**

Service was successful!! I spent my morning wait going back and forth between the new R and RT. I like the looks of the new R bike, but with the kind of riding I seem to be doing, I think the RT is a better candidate for

me.....at least today. I won't bore you with the details, but I spent the next couple of days visiting friends and family in the LA area.

### **Monday day 8**

Not having done much riding over the past couple of days, it wasn't difficult to get up before the sun and hit the road to Tahoe. I'd been looking forward to this part of the ride since the planning stages. I've always been a fan of the eastern slope of the Sierras and the stretch of 395, say north of Bishop, is hard to beat. I had to be in Fallen Leaf Lake and ready for dinner at seven. I left Los Angeles via 14, connected with 395 and started enjoying the scenery. A little past Coleville on 395, I hung a left on 89 and headed towards Markleeville.....mountains, curvy roads, beautiful country. I enjoyed 89, the most curves I'd been on since leaving southern California last year. I pulled into Fallen Leaf Lake around 4pm and settled into my room, showered, got ready for dinner and attempted to mentally prepare for the week ahead. ARRGH!!!

### **Friday day 12**

YAHOO! Time to hit the road again. I was scheduled to meet Jon Taylor and Mike Davis around noon where 89 intersects 50 and ride the 90 miles or so to Auburn and the 49er rally. After several days of meetings, BS sessions (that's brain storming) and talking work, I was more than ready to hit the pavement. I arrived at our meeting point a little early and made a few more notes of things I remem-

bered from the meeting. Well, here comes my crew.....Jon and.....but wait, that looks an awful lot like Bill Allen. Sure enough, it was Bill. Bill quickly pointed out I was not at the designated meeting spot, which was the intersection of the two roads. And he was right: I was about 50 feet away under a shade tree.....I knew I was with friends now. I guess Mike had a bit of "car trouble" and would meet us in Auburn later today. After exchanging more pleasantries, we left for Auburn via Highway 50 towards Placerville. Had a quick bite for lunch in Placerville then picked up Highway 49 to finish the ride to Auburn. At lunch Bill commented that the lack of mountains and curvy roads in the Midwest must have dulled my canyon riding abilities because I was having a bit of difficulty keeping up with him on the mountain roads. I haven't had this much grief since I left Los Angeles several months ago.

It was warm in Auburn and setting up tents and getting settled was not fun. However, after the chores were done and I found the liquid bread dispenser (beer), things started to improve. Mike showed up late afternoon and being the helpful kind of people we are, provided supervision as he set up camp, and of course, had another beer in honor of his arrival. We walked around checking out the machinery, with another beer (remembering how important it is to keep oneself hydrated when it's warm out) then headed downtown Auburn for dinner, Pizza and, you guessed it. We

finished off the evening with a little speedway racing at the fairgrounds.

### **Saturday day 13**

If I recall correctly, we spent most of the day checking out the vendors and bikes at the fairgrounds and I think we had lunch and dinner downtown Auburn. It was a very strenuous day and I had to nap. I didn't bring my chair this trip and the tent was too warm, so I found a comfortable spot on my bike and.....relaxed. I think you've seen the photo.

### **Sunday day 14**

We were up with the sun, packed and hit the road down to Cool for an enormous breakfast. It was a morning with mixed emotion: while I was starting the prettiest part of my ride, I was going alone as my friends were heading back to southern California. Well, Bill, Jon and Mike headed south (adios my friends) and I headed north. I've always liked going north for some reason. From Cool, I rode back to Auburn, picked up Interstate 80 and headed towards Reno. It felt really good to be on the road again, feeling the miles go by hour after hour, even if it was the interstate. INTERSTATE??? WHAT AM I SAYING?? I got off 80 in Truckee to hit some 2 lane for a while. I headed up 89 towards Sierraville where I picked up 49 to 70, skirting Reno and picking up 395 again. Almost got to Susanville, but stayed on 395. A few miles up the road, I stopped at Likely for rest and a drink. Likely was an old general store frequented by the locals (mostly cowboys) and people

passing through. My red beemer stood out in the dirt parking lot of pickups coming and going. While I was finishing my soda and stretching my legs, I had a nice visit with a local gentleman and his grandson on their way home from church. Continuing up 395 by Goose Lake, I entered Oregon. Pretty, pretty country up here and not many people. It was warm, dry and clear and I was headed north on my motorcycle. It seemed like the further north I traveled, the prettier it became. It's a good thing I had a full face helmet on because my mouth was open in awe of the scenery I was witnessing. I spent the night in John Day Oregon in a room with a Jacuzzi tub that was most appreciated after a 600 mile day. 3972 total trip miles.

### **Monday day 15**

Departed John Day OR at the crack o' dawn and headed east on Hwy. 26 a little ways to pick up Hwy. 7 which took me through part of the Umatilla National Forest. Leaving the forest, I picked up Hwy 86 out of Baker towards Hells Canyon Wilderness Area, just about as north and east as you can get in Oregon. I had to take this snaky road to get to an overlook I saw on my map. No cars, great surface, mountain flowers in bloom, cool, clean, crisp air.....just delightful. Looking east from the overlook is Idaho. I took a few pictures and started back down the lovely road I just came up. I meandered towards

---

## **Calendar - September**

**28th-30<sup>th</sup> (Fri-Sun) Guggenheim Museum** - The Art of the Motorcycle, Las Vegas, NV. at the Venetian Hotel. Free Registration at BMW Dealers. Michael Moon will have turned 50 by then and has offered to buy breakfast for club members that show up on Saturday morning. IF you get to L.V. for the show, contact him at the Venetian.

---

## **October**

**3rd(Wed.) Board of Directors Meeting** - 7:30 pm at the Dutra residence. Contact Ralph Dutra. His email address and phone number is listed in the Club Officer section on page 2.

**5th-7<sup>th</sup> (Fri-Sun.) Oktoberfest XXXII.** Sponsored by the BMW Club of San Diego. Coincides with the annual Bike Week West and AMA DelMar Mile, and is just 5 miles from the new, huge Pala Casino & Entertainment Center. The rally is at Rancho Corrido campground, 14715 Hwy 76 in beautiful Pauma Valley. Pre-registration fee postmarked before Oct 1st is \$35; the cost is \$40 at gate. Fee includes 2 nights of camping, door prize tickets, Sat. Night dinner, Dave Jones Band, CHP motorcycle officer, Tech sessions, swimming pool, vendors, swap meet, hiking, biergarten, and field events. Rally pins to the first 200 registrants. Dinner on Friday and cooked breakfast available Saturday & Sunday for a small additional fee or you can try one of the 6 new restaurants at the Pala Casino. Contact Ken Shortt at [pats1@pacbell.net](mailto:pats1@pacbell.net) with questions.

**7<sup>th</sup> (Sun.) General Meeting & Board of Directors Meeting** - 8:00 a.m. for the Board; 10:00 am for the General Meeting. At the Country Garden Restaurant in Temecula. 29000 Front St, Temecula, CA 92590 - (909) 695-2421.

**13th-14<sup>th</sup> (Sat.-Sun.) –Big Sur Campout.** Fall coastal ride and campout. We have two campsites that will accommodate four people each. A group ride will begin in Malibu Saturday morning and, as much as possible, follow the Coast Hwy all the way to the campsite. If you are interested in joining us, contact [Bill Allen](mailto:Bill.Allen@T.W.Allen@home.com) at [T.W.Allen@home.com](mailto:T.W.Allen@home.com) to R.S.V.P.

**20<sup>th</sup> – 21<sup>st</sup> (Sat. or Sun.) Kernville Overnite** – Stay with us at the Kernville Inn. We have reserved 5 rooms at the Kernville Inn (\$62 per night each).. If you are interested in going, call the Kernville Inn and take one of the reservations. Info: Kernville Inn, 11042 Kernville Road, Kernville, CA 93238, V (760) 376-2206; F (760) 376-3735. For those wishing to camp, a nearby facility is: River View Trailer Park, 24 Sirretta. Kernville, CA 93285., (760) 376-2345. No reservations have been made for camping – but if you wish to reserve and share a space, use the club website discussion page to share your intentions. Contact [Ralph Dutra](mailto:Ralph.Dutra) for questions or comments

---

## **November**

**2nd-4<sup>th</sup> (Fri.-Sun.) ¡Hola Mexico 2!** -It's that time of year for yet another expedition to Baja Mexico. Jon Taylor will lead us on the adventure which will include:

- Meeting in San Juan Capistrano at Diedrich's on the Ortega Highway on Friday morning November 2nd. Departing at 7:30 am.
- Ride to and camp in San Felipe Friday night.
- Ride to Ensenada on Saturday staying in a motel meeting SouthCoasters who just want a two day weekend to Mexico and want to stay in a motel.
- Ride home on Sunday via Hwy 3 through Tecate then Hwy 94 through San Diego county.

Make your reservations at the Best Western El Cid, 993 Ave. Lopez Mateos 22820, B.C. (P.O. Box 786, Chula Vista, CA 91910) F-617/8-3671; V 617/8-2401. Contact Jon Taylor at his email - JTaylor@Sempra.com and let him know if you are interested in the 3 day or 2 day alternative.

**4<sup>th</sup> (Sun.) General Meeting** - 2 pm at Barrett Junction Cafe and Mercantile (619) 468-3416 in Barrett Junction on Hwy 94 Northwest of Tecate to welcome home the Mexico expedition. Contact Michael Moon if you want more info.

**17<sup>th</sup> or 18<sup>th</sup> (Sat. or Sun.) Turkey Trot** – This is an annual event in memory of a club member, Don Newcomb, who died after a serious collision with a car that 'went wide' on a corner. Jim Bollingmo is organizing. If you'd like to help, give him a call (his number is listed in the front of the newsletter under the Officers section).

**24<sup>th</sup> (Sat.) Bates Nut Farm** - Event in Valley Center sponsored by the Lions club chapter that helped out with our last Fiesta Rally. Group ride to be organized by Ralph Dutra. Stay tuned for more details.

---

## **December**

**1st (Sat.) - Christmas Party, Board of Directors Meeting and Monthly Meet** (no...it won't be all business). Stay tuned for more details.

**2nd (Sun.) - Meet Me for...Bowling** (no kidding) 10 am Bowling Square - Arcadia, CA Contact Ralph Dutra for details. I've never carried a bowling ball on a bike before – but there's a first time for everything. This could be our very own "The Big Lebowski". Dude!

**7th-9th (Fri., Sat.-Sun.) - 2001 Cycle World International Motorcycle Show.** Long Beach Convention Center, Exhibit Halls A-C.

---

## **January**

**2<sup>nd</sup> – (Wed.) - Board of Directors Meeting** - 7:30 pm place TBD. All members are welcome to attend and observe the inner workings of the SouthCoasters.

**6<sup>th</sup> – (Sun.) – General Meeting** – 9:00 am at the Rainbow Café, Rainbow Oaks Restaurant, Old Hwy 395, Rainbow, CA 92028; (760) 728-8530. [Ralph Dutra](#) to organize. Stay tuned for more details.

**19<sup>th</sup> – 20<sup>th</sup> (Sat.-Sun.) - Joshua Tree Overnighter** Including a Sunday ride to Eagle Mine. Contact Doug Merker to reserve your spot. Stay tuned for more details.

---

## **February**

**3<sup>rd</sup> – (Sun.) General Meeting:** 12:00 noon in Holtville (just east of El Centro) - site of the Carrot Festival. Location of meeting TBD. Ralph Dutra to organize. Stay tuned for more details.

**15<sup>th</sup>-18<sup>th</sup> - (Fri.-Mon.) Death Valley Campout** Stay tuned for more details.

### **Continued from page 11**

the towns of Enterprise and Joseph and got on Hwy 3 to head a little further north. I entered Washington briefly and started my turn east on Hwy 12 at the border of Washington and Idaho in Clarkston / Lewiston. Now in the Nez Perce National Historic Park, I rode along side the Clearwater River for many miles in the late afternoon as the sun started its decent. I was really enjoying the scenery because I missed my turn south on 13 in Kooskia. I can't tell you why was going to turn there, but I'm glad I missed it. Staying on 12, I continued along the Middle Fork of the Clearwater. If you can believe it, the scenery continued to improve. It was getting close to dinner time and I'd been looking for a place to eat and spend the night. And as usual, I kept going and going because I'm sure "the next spot will be better". The further I went, the less there was with more empty space in between. Rounding a bend in the river, I came upon this collection of buildings that included a gas station (closing just as I arrive), a small diner and a single row building of about 6 motel rooms. This was Lowell, and a welcome site it was. I've noticed after several long days in the saddle how easily pleased I am with what ever accommodations I stumble upon. I filled the gas tank, then headed straight for the diner. Had dinner and got one of the 6 rooms and fell asleep listening to the river. 4460 total miles for the trip

## Tuesday day 16

I had coffee this morning in the same diner and over heard a guy at the counter talking about a gal that rode her Goldwing straight in to the river taking off the top of a tree in the process. Her bike didn't go too far but she apparently ended up a little further down river with a broken leg to show for it. According to the gentleman at the counter, her husband didn't notice she was missing for about 45 minutes. He must have been enjoying the scenery. My map says I'm now riding along the Loscha River. The flow is picking up a little speed the higher I climb. I'm also starting to see more deer signs. Two things make me very aware of deer. 1) I have this theory that deer like to hurl themselves at moving objects like cars and motorcycles. 2) When I picked up my bike in Salt Lake City, the sales guy took my out back to show this brand new R11RT that had recently t-boned a deer. I remember the front wheel had quite a bit of deer hair pinched between the rim and the wheel. Anyway, I've got my eyes peeled for Bambi and they're getting more plentiful as the air gets thinner. At the summit, I entered Montana and enjoyed the decent into Missoula. In Missoula, I picked up Interstate 90 in an easterly direction towards Sheridan WY where I spent the evening....5109 miles.

## Wednesday day 17

Had I been riding with someone, I probably would not have blasted the rest of the way home on the inter-

state. Oh, I took a couple of side trips, but other than stopping for gas and food, there weren't many sight seeing stops. (I'll realize after being home for several days that I must have been running out of steam. The consecutive long days in the saddle were catching up to me. It took several days around the house to get back to normal energy levels) I did exit Interstate 90 in Moorcroft to pickup state route 16 that shot me into the southern end of the Black Hills National Forest. It was actually a depressing ride through the forest. Besides being overcast and cool, much of the area I rode through had burned relatively recently. The forest is pretty, but to see so much of it burned was sad. I know it will take years and years for the burn scars to fade. I hopped back on the Interstate 90 at Rapid City SD for a few miles and exited in Wall (yes, home of the world famous Wall Drug) to head in the Badlands for a look see. The Badlands reminded me of a lot of country I've seen in Utah. Back on the Interstate, I continued east to Souix Falls S.D. where I spent the night. My notes say I rode till 10pm and total trip distance is 5791 miles.

## Thursday day 18

As I was having coffee this morning and listening to the news, I found out I might be getting into a little weather later today. A "little weather" turned into several hours of substantial rain and wind. I left Souix Falls on 94 heading into southern Minnesota and hung a sharp right in Albert Lea to head south on Interstate 35. It was

high 40's to low 50's most of the day and the rain started right after lunch as I head south on 35. I didn't realize how bad the rain was until I picked up Interstate 80 in Des Moines to head east. I still have the rain and now realize the wind had been at my back. Now it's a good rain accompanied by a stiff cross wind. My plan was to sleep in my own bed tonight but Mother Nature had other plans. I gave up the battle in Iowa City.....the rain showed no sign of lessening and I probably pushed my luck about as far I wanted to. Hello Holiday Inn and a warm shower. I have to comment on my First Gear riding suit. I road a good 4 to 5 hours in heavy, driving rain that even soaked my gloves through a pair of Bell-wether rain mittens. Keep in mind, the RS doesn't have loads of fairing either. When I peeled out of my riding suit, my clothes were as dry as when I put them on. Not the first

good rain I've ridden in, but certainly the heaviest for the longest period of time.

### **Friday and home**

Certainly nothing memorable about the remainder of the ride home. No rain though and I was grateful for that. I arrived at home around 1 PM only to realize I'm locked out of my house. I paid a little visit to the locksmith and \$65 and 6,237 miles later.....I'm home.

Thoughts.....would I do it again? You bet! I think next time I'll try to find somebody to ride with, shorten my days in the saddle, camp a little more, and take more pictures. Right now I'm planning a jaunt to Columbia S.C. in late September, I'll keep you all posted.....

**BIKES, PARTS, ACCESSORIES BOUGHT, SOLD, OR CONSIGNED.**



562-426-3558 - (562-426-3528 FAX)  
2700 Rose Ave. #J, Signal Hill, CA 90806.

# Rocky Mountain High

*by Dave Mishalof*

This year I wanted to do something special to celebrate my Birthday. The BMW Club of Colorado had their 2<sup>nd</sup> 100,000 Ft. Rally on August 4<sup>th</sup>, only a few days after my birthday so I registered to attend this rally.

The 100,000 ft. Rally is a special kind of BMW rally. Most rallies have a location where you can tent, drink beer, eat, and tell lies. Not this rally. This is an intensive riding rally through the beautiful Colorado Rocky Mountains. The idea behind the rally is to ride across ten mountain passes with a combined elevation of over 100,000 feet in one day.

When I mentioned to my friend Deb Lower that I wanted to ride the 100,000 ft. Rally, she invited to me to stay over at her house and ride the rally with her and some of her friends.

I left San Diego early Thursday morning and rode up interstate 15 through Las Vegas, up Utah to Interstate 70. That night was spent in Richfield, Utah, about 620 miles from home. It was a pleasant ride, not too hot and only a little rain. Actually the rain was a pleasant relief from the humidity.

The next day I rode the 480 miles to Denver where I met Deb and some of her friends for dinner.

Early Saturday morning we rode over to Foothills BMW Motorcycles in Lakewood, CO. to start the ride. The

registration fee includes breakfast, lunch and dinner plus a ride patch and pin. A real bargain! The Colorado Club (they also sponsor Top of the Rockies Rally) with help from the staff of Foothills BMW did a great job of registering the 285 ride participants.

We were told that this year's ride would cover 491 miles and ten mountain passes with a combined elevation of 102,983 feet. We were given ride instruction sheet 1 with detailed directions and a map to the first checkpoint on top of Berthoud Pass (elevation 11,315 ft.). We rode the first 52 miles across some freeway and up a steep, but well paved, twisty mountain road to the first checkpoint, where we received instructions and a map to checkpoint 2 plus a beautiful rally pin.

The second leg of the ride took us through the ski resort of Winter Park and Hot Sulfur Springs and over Gore Pass (elevation 9,527 ft.).

The third leg was a loop that took us 102 miles through Oak Creek, south of Steamboat Springs and across Rabbit Ears Pass (elevation 9,426 ft) and Muddy Pass (elevation 8,772 ft.). We were given box lunches with soda in Kremmling Town Park.

The fourth leg took us 87 miles through Silverthorne, Frisco, Copper Mountain, Leadville, and over Fremont Pass (elevation 11,318 ft.) and Tennessee Pass (elevation 10,424 ft.) to Camp Hale where there is a Memorial site to the 10<sup>th</sup> Mountain

Division training site. We were also given our Ride patch at this checkpoint.

The fifth leg was a 69 mile trip through Redcliff, Minturn and over Vail Pass (elevation 10,666 ft.) and Hoosier Pass (elevation 11,541 ft.). At this checkpoint we received our complimentary dinner ticket and instructions to the finish.

The last leg was 95 miles through Breckenridge, and Alma (this town is at 10,500 ft), over Red Hill Pass (elevation 9,993 ft.), Kenosha Pass (elevation 10,001 ft.) and home to Foothill BMW where they had BBQ ribs, chicken, beef, salads, and soda waiting for us. There were tables (with table cloths) and chairs in the parking lot. There were plenty of prizes given away and a good time by all.

We had a wonderful spirited ride through beautiful high country, and no

tickets. That evening we rode to Colorado Springs to visit Susanna and Matt Parkhouse to celebrate their wedding anniversary. Our host provided more food, friends and a good bed.

Early the next morning I began the 1,208 mile trip home. The directions were simple: south on Interstate 25 to Albuquerque, right on Interstate 40 to Flagstaff, left on Interstate 17 to Phoenix, right on Interstate 8 to San Diego. 18 hours and 35 min latter I pulled into my garage. A total of 2,847 miles was covered in this four-day birthday celebration. Wow! What a great way to celebrate my birthday.

As a famous motorcycle philosopher once said "Good friends, a fast bike, and twisty roads... it doesn't get much better than this! If you get a chance next year, I strongly recommend the Colorado 100,000 Ft. Motorcycle Ride. It's a lot of FUN!



*Helen TwoWheels at Berthold Pass*

# *unClassified Ads*



## **1983 R80RT - Dark Blue - Priced Right!**

Priced low to sell quick! Well broken in, this bike took me to Daytona, PITS Rally, Paonia and Redmond this year, also acting as my daily transportation. 128,000 miles - stock seat and windshield, and everything else. Comes with bags, luggage rack (missing backrest pad), fully serviced and ready to go! Reason for sale - bought an R100RT - pictures available by e-mail Price: \$2200.00 obo Location: Murrieta, CA (Southern Cal.) Contact Larry Stonestreet at <[larry\\_stonestreet@hp.com](mailto:larry_stonestreet@hp.com)> Telephone 858-655-4187

## **1996 BMW R1100GSA (ABS)**

Original owner, purchased new in Spring of 97'. Black, excellent condition, 18,300 miles, dealer maintained, garage kept, and never down. Additional accessories include: BMW system saddlebags, BMW 35L Trunk, BMW handguards, Lite-buddies (front and rear), Aeroflow headlight protector, Hella Micro FF Fog lights, Saeng fairing edging. Front and rear tire replaced recently, also just serviced. All oils synthetic. \$9000/or best offer. Contact Dave by calling 310-664-3377

## **Rare 1990 K1 FOR SALE!**

Only 19k miles. All BMW maintained. New Dunlop D207s, new battery, new never used soft touring luggage. Real head turner! Flagship model only produced for four years. ABS brakes and ahead of its time styling. Rear seat cowl easily removes for 2up riding. Bike is truly loved but home purchase induces sale. I will be buying another just as soon as possible. Please give this great bike a loving home. \$8,500 call Eric @ (818)558-3772

**1991 BMW K75S** - ABS, Corbin seat, BMW hard bags, new tires, battery charger and cover. Only 18,000 miles. \$5200. Dave at (661) 254-5345 or [sunker@scv.net](mailto:sunker@scv.net)

**1958 BMW R50/5** with a side car. new battery, new tires, new pipes, Recent tune-up at BMW dealer in Riverside. Runs well, no leaks, all original, paint is good but old. NO SPACE, toys must GO. Bike is in Palm Springs. have owned this bike since 1979. Good BMW Home Only!! (760) 774-3285. Bob McKee

### About the UnClassified Ads

If you are private owner and have something motorcycle related you want to advertise in the newsletter contact Mike Moon by Email at [mmoon1@mediaone.net](mailto:mmoon1@mediaone.net) or call at 949-547-5510.

***South Coast BMW Riders Club***

***P.O. Box 11521***

***Santa Ana, CA 92711***