

DAILY PLANET

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May 31, 2000

Official and proper newsletter of the Great and Powerful San Francisco Northstars Motorcycle Club Incorporated

Editor at large Alan Macias. 415-731-3692, call me with your complaints thou I will ignore you like a good editor should.

Events Up Coming

28 MEETING at San Francisco Brewing Co.

JULY

8-9 RACES: Laguna Seca AMA and WSB

22-23 STREET RIDE: Eureka Ride. Roozbeh Chubak

26 MEETING at San Francisco Brewing Co.

AUGUST

3-7 DIRT and STREET RIDE: Loon Lake Chalet rental. Dirt and camping Mike Chaplin 3-7, Street ride Roozbeh Chubak 5-6. Saturday night potluck dinner.

12-13 DIRT: Donner Hill Climb call René 415-883-9092

19 STREET RIDE: Ukiah – Boonville - Manchester ride. Roozbeh Chubak

30 MEETING at San Francisco Brewing Co.

SEPTEMBER

16-17 STREET RIDE: Dardanells Sierra Ride. Roozbeh Chubak.

27 MEETING at San Francisco Brewing Co.

30 DIRT RIDE: Carnegie Dirt Ride. Joel Buck.

OCTOBER

8 STREET RIDE: Mark Anderson's Memorial Delta Ride. Earl Minkler.

20-21 STREET RIDE: Death Valley Ride. Matt Brockway.

Minutes Of The Meeting Of May 31

8pm, and only seven members and one guest, (Francis, you think he took any kidding in school?).

Joe Volpe blew up the bike he just bought from Mat Brockway.

The Kings Canyon ride, that didn't go to Kings Canyon ride, was discussed, please read all about it in the exhaustive excerpt that follows. By Francis, the guest.

René is selling stickers at \$5.00 per, for a father who is paying off a huge medical bill for a son that was killed while track racing. After a gruesome story about the kid disemboweling himself on the Armco along the side of track, and then the tremendous bills that followed. So the father is left with no son and millions in bills and René is helping with selling stickers to the fund set up. See René and help out.

Jole Buck went up to the mountains again and rolled around in the dirt, he had a good time and plans to do it again.

LOON LAKE IS COMING UP

4 days in the dirt and a street ride tossed in for spice. Be sure to mark your calendar and join in the manly fun, uh, that's manly fun for the girls as well as the boys.

... And right after the Loon Lake festivities is the Donner Hill Climb. Call René to book your place on the floor of the luxurious condo he will rent,

- 25 MEETING at San Francisco Brewing Co.
- 29 DIRT RIDE: Carnegie Dirt Ride. Joel Buck
- NOVEMBER**
- 12 STREET RIDE: President's Ride and Dinner. Mike Chaplin.
- 18-19 DIRT RIDE: Stonyford Dirt Ride and Camping. Joel Buck.
- 29 MEETING at San Francisco Brewing Co.
- DECEMBER**
- 10 STREET RIDE: Southbay Day Ride.
- 18-22 DIRT RIDE: Pismo Beach Party.
- 27 MEETING at San Francisco Brewing Co.

(right on the slopes where the action is happening), running water and everything.
 Stupid people on crazy ass motorcycles making noise and raising a shit load of dust, man it doesn't get any better than this. HURRY, call RENÉ and book your spot on the floor, not too close to the bathroom, but not too far either. René 415-883-9092, leave message if you want to go.

Mark W. just added another bike to his collection, the total is now 11 bikes, come on you slackers what's wrong with you, get shopping.

Treasury report:

\$1021.53

The Yosemite Ride

May 20 & 21 2000

by Francis Gondouin

The Yosemite ride is a creation of Ruzbah; it is designed as a two-day ride of challenging twisties of mostly well paved roads. The route covers over 600 miles that takes the riders from close to sea level up to 7600 feet in altitude. The ride goes through a variety of terrain which includes the barren hills of the San Francisco East Bay dominated by the wind mills of Patterson pass, the plain of the central valley with its unique smells of strawberries and stockyards, the foothills of the sierra in Gold rush country complete with the saloons and cowboys with six shooters and ten gallon hats, and the coolness of the higher elevations with its idyllic mountain lakes scattered among the tall pines and left over snow from the past winter.

Starting up bright and early, on this exceptionally hot weekend was a group of seven riders, which included:

North Star members:

Ruzah	BMW 1150 GS "The Leader of the Pack"
Steve Sherman	BMW 1150 GS
Patrick Moriarty	Triumph Tiger
John Mulvahill	Kawasaki KLR 650
Lisa	Honda VFR 800

Guests:

Kami	BMW 1200 RT
Francis Gondouin	Ducati 851 "Yours truly"

As one can expect the variety of the bikes in attendance reflects their owners uniqueness. Our leader's machine a superbly equipped BMW 1150 GS with all the toys, the only thing missing being a stereo and cup holder, was closely matched by the superclean and polished 1150 GS belonging to Steve Sherman, these over-engineered machines can be said to reflect their owners dedication and sense of precision, the Triumph Tiger fully equipped for long distance touring and with a flavor for the dirt, is as every British product I know of, different from all others and unique in character reflecting the tenacity and dedication of its owner Patrick Moriarty. John Mulvehill and its unique KLR 650 with its brown and army green survivalist colors, its forward highway footrests, custom plush seat and its engine and suspension performance upgrades, is truly different. It either represents the fine tuning of the bike by its unconventional owner marching to the beat of his own drummer without regards for what anyone might think, or it was an accident. From my limited knowledge of its owner I feel quite sure that it was not an accident but a well-conceived upgrades to meet its owner's unique needs. Lisa's Honda VFR reflects her needs of predictable, modern, good performing machine, something to live with for a multitude of use ranging from commuting to canyon carving. In other words practical with a sense of fun. It must be noted that Lisa was experimenting at the time on the effects of dirt as a protective coat for the paint and metal components, hoping it might prevent fading of the paint and metal corrosion, then again maybe I am imagining things and she was only planning on getting her money's worth at the detail shop. To round up the group we cannot forget the heavy BMW 1200RT, more a cruiser that seem a little lost on the canyon roads owned by Kami. This was a new bike for him and I am not so sure he had it under full control yet. Finally my Ducati 851, with performance, sound, and maybe still a little exotic while still fitting in the budget.

While each rider and his bike were unique, all the bikes were in excellent conditions, and I can comfortably say all were experienced and able to enjoy a good pace without undue strain. It was a pleasure to ride in such an eclectic group.

The ride, started from the Shell Gas station off 580 in Livermore. Meeting time was 8:00AM. Patrick Moriarty and I left early around 7:00, as usual his Triumph started right up while the Ducati always a little reluctant to get going after a week or two of inactivity, for a few minutes I thought I may either have to miss the ride or have to get a jump start or a

push start, fortunately Patrick had the magic touch and was able to start it up. Even early in the morning it was already getting warm with a forecast for temperatures above 100F in the Central Valley. This was quite unseasonable to say the least. The ride to the meeting point was uneventful at that time in the morning; we did however miss the exit and had to backtrack to finally meet up with the rest of the group at the Shell station. As we arrived everyone was already there ready to go, some had even had time for that extra boost of caffeine by the time we got there. Ruzbah the ride leader was superbly prepared, handing out color map print outs of the roads we were going to take for the day and the anticipated stops. One of the limiting factors on how long we could continuously ride was the limited range of the Ducati which is only about 130 miles, as it turns out this was never a real problem since if the other bikes did not need any gas their riders sure appreciated the stop to drink something in the hot weather.

The itinerary from Livermore at 580 for the first day was:

Mines Road South
Del Puerto Canyon Road East, pass under Interstate 5
Gas available at I-5 intersection
J16 East towards Snelling (where rte 59 intersects J16)
J16 East towards Merced Falls, this road is also known as Merced Falls road
Merced Falls road North to Rte 132 (Yosemite Highway)
Rte 132 East (Yosemite Highway) to Coulterville (intersect Rte 49)
Coulterville - Lunch
Rte 49 South to Mariposa,
Gas at Mariposa
Continue South to Mormon Bar
Ben Hur Road South to Raymond
Rd 600 (Grub Gulch rd) North-East to Ahwahnee, elevation 2321ft
Rte 49 South to Oakhurst continue to Coarsegold elevation 2200ft
Raymond Rd East the return to Oakhurst
Gas at Oakhurst
Oakhurst - lodging at Best Western Yosemite Gateway

Mines Road is a familiar road to many, at that time of the day little traffic was encountered, only a few pickup trucks taking most of the road. The road is narrow but still a 2 lane road and it is well paved, however a few spots had loose sand and gravel, and there are many blind corners, caution is always advisable (ie. pickup trucks). This road has a variety of turns with most being smooth wide turns, there are very few sharp turns or hairpins. The turn off to Del Puerto Canyon Rd is easy to miss: someone must pay attention or know the roads well. We regrouped at the turn off to make sure everyone was accounted for. This was a time to shed some layers of clothing to stay cool, as the early morning coolness was no longer. This road is a favorite of many other sportbike riders as we encountered several at the turnoff. This section is narrower with coarser pavement. There are some fallen rocks. A few potholes and we had to cross 2 or 3 water crossings with water running a few inches deep. This road is narrower with sharper turns. Much of these roads were allowed a reasonable pace which was not so easy for the most cruising oriented bike of the group the BMW 1200 RT. These roads run on the eastern side of the hills populated by the windmills, which could at times be seen in the distance. This is hilly terrain without too many sharp drops off the side of the road. Upon reaching the proximity of Interstate 5 our leader (Ruzbah) detected a waiting sheriff looking for speedsters. Thanks to Ruzbah's trusty and state of the art detector no one was tagged. Thank goodness for technology.

During this preliminary section of road some sense of order among the riders established themselves, with the Ruzbah in the lead followed by the other BMW 1150 GS, the Triumph, the Kawasaki, the Ducati, the Honda, and bringing up the rear in comfort and style the BMW 1200RT. This order would remain without too many changes throughout the weekend.

A gas for the bikes and water stop for the riders was made at the Union 76 gas station by rte 99. The uninteresting portion was now upon us, as we had to traverse the Central Valley. Proceeding East on J16 we again stopped for gas after crossing rte 99, this was more of a misunderstanding as I had refilled with gas on the Ducati at the previous stop in order not to hold anyone up. However our leader did not notice and many other riders were in need of refueling and water. It was getting Really Hot !!!

With all the charm travelling across the valley can bring with it leveled fields, and in particular the smells, which went from ripening strawberries to overheated stockyards we had the "pleasure" of experimenting with extremes until we reached Snelling (elevation 259ft), then Merced Falls. The travel through the valley is the price one has to pay to reach more interesting terrain. The roads are straight, wide, with truck RV and tractor traffic, however the surface is smooth and passing slower traffic does not present any problem. The road to Coulterville (Merced Falls rd followed by Yosemite Highway - rte 49) was where the fun began. The road was uncrowded in excellent condition, with lots of turns; embankments were usually wide and in good condition. We were now going into the gold country, with rolling hills, trees along little streams, cattle crossings that forced us to slow down 3 or 4 times unless one was inclined to start a stampede. Our leader always kept his cool and was able to stare down any uncooperative bovine, to let us proceed without further delays. Upon reaching Coulterville we found out it was a popular stopping point not only for the sportbike riders but also for the Harley crowd where several examples of the brand full of chrome and leather and traditionally attired riders were having lunch in many of the local establishments.

We stopped at the Coulterville saloon (if I can remember correctly) for lunch, the food was good and abundant, drinks were cold, and spirits were high. This is the time our leader decided to finalize sleeping arrangements. Considering there was 7 people, with 2 suites having 3 beds in each and a separate room with 2 beds the question was who was going to have either a separate bed, a separate room, or would share. Fortunately, only John Mulvehill wanted to be in a separate room. This was easily accomplished as I had a confirmed reservation for such accommodation, as I only knew about the ride too late to make early reservation. The remaining room assignment was going to be made by bid, however this turned out to be unnecessary. The flavor of Coulterville is definitely Gold Rush, with historic buildings and saloons decorated with various gold mining artifacts from the era and with dead animals hanging on the walls. During our visit there must have been a high noon shoot out re-enactment as we saw the cowboys from the movies with six shooters, spurs and ten gallon hats walk through the restaurant while we were having lunch.

Coulterville is a place that may deserve another visit and a pedestrian stroll to get a feel for what it might have been a century or two ago, unfortunately we did not take the time to do it. Leaving Coulterville on Rte 49, there was some concern it might be overcrowded with RV and other slow moving traffic, this turned to be unfounded. This road is wide, well paved and easy to ride at a good pace. This was a great ride into Mariposa. We made a gas and water stop in Mariposa, on our way to Ben Hur rd. While we were not riding chariots, this is a narrow road with some rough spots and loose sand/gravel and a steep embankment going down several hundred feet as the road runs along the side of mountains at from approximately elev. 2000ft down to elev. 500ft. This is a very good road for dual sport types. This road runs for 20 miles without any town or village to cross, you are in the middle of the sierra foothills. As the road runs into Green Mountain road going east towards Raymond. We regrouped before proceeding. We were making good time. We then went Northeast on Grub Gulch road towards Oakhurst. This is another Sierra foothills road, typically in good condition with some gravel or sand, and almost no traffic. This road climbs from 500ft to 2300ft. and offers opportunities for spirited riding. We were making such good time that we reached Oakhurst before 3:00PM, we kept going along rte 49 South then Raymond rd. It took approximately one hour to go around the loop going through Raymond to Oakhurst, Being still ahead of schedule it was decided to take the time and do the loop in the other direction before finally reaching the Best Western in Oakhurst (Yosemite Gateway) around 5:00PM.

The hotel is located on the main road in Oakhurst along rte 49. The rooms are set further back in the middle of the trees among gardens, this is a place to go and recommend to others it is close to the southern entrance to Yosemite, and has excellent accommodations and it also has a restaurant. On site there are a covered pool and 2 hot tubs. After settling in the first thing every one of us did was to cool off, shower and change into cooler outfits than riding gear. It was still over 85F!!! It was now time to relax and enjoy a few cold beers, and cigars for some. Note that on the later there was some discussion whether pipe tobacco cigars were true cigars or a flavored facsimile. A few other hot topics were debated however their significance have faded from my memory. All I could say is that every one was having a good time. Dinner was within walking distance as no one was particularly anxious to suit up again to find a restaurant for dinner. Mexican food was the menu of choice, food was plentiful unfortunately too salty for most of us, but the service was great. After further discussing highly significant topics with such

deep meaning i cant remember everyone retired for a well deserved rest.

Following a good night sleep we all gathered at the hotel's restaurant for breakfast and to discuss the days itinerary, this is also the time John Mulvehill. decided to leave the group to go further south and spend another day riding in the sierra. The goal was to be on the return trip by 3:30PM in order for every one to be home around 6:30PM. The weather forecast was for even warmer temperatures which would eventually exceed 100F. Staying cool for as long as possible was a definite priority for the day. This only meant that we would need to go to higher altitude.

The itinerary for the day from Oakhurst was:

Crane Valley rd / rd 426 East joining into Teaford saddle rd / rd 223 South
North Fork rd South as far as O'Neals elev. 1313
Rte 206 South the connector to Friant Expressway to the connection to Millerton rd East
Auberry rd to Auberry continuing to Pine Ridge elev. 4649ft, crossing Highway 168 North
Highway 168 to Huntington lake road North
Rte 80 North to elev. 7600ft
Return begins down Rte 80 South
Huntington lake rd
Highway 168
Toll house road
Lodge road
Auberry road
Millerton road to rte 206
Highway 145
Highway 99
Highway 132
Intersate 580

The ride started with a good omen as Ruzbah saw Elvis getting gas for his pick up truck at our first gas stop of the day in Oakhurst, that truly made him a happy man and put a smile on his face. The pace was a little quicker today, as there was still little traffic on most roads, however on the main thoroughfare traffic was becoming more of a problem along with a higher police presence.. This required added vigilance. We were saved by Ruzbah's early warning coming into Friant as a patrol car was monitoring traffic and actively using its radar. Once again we were spared, thanks Ruzbah. The ride through the higher elevation was a true relief from the heat. The roads were all in excellent condition or warning signs were posted for gravel and loose sand. The high sierra with its thick pine forest and alpine lakes was spectacular as usual. We could even find some snow on the ground in spite of the high temperatures lower in the valley. We stopped on our way back for a quick lunch. I think for future rides it might be nice to maybe take advantage of the spectacular scenery surrounding us in the sierra and stopping along one of the many small alpine lakes to have a pic-nic as opposed to the standard hamburger and fries. The return was made at a good pace but there definitely was a sense the fun was over. The return to the Central Valley along Rte 99, rte 132, I-580 was long, hot, boring and crowded with week end travelers. We were all glad to be coming home.

This was a very successful ride, every one had a good time, the weather was hot but ok. the food was fair, the roads were great, the company was spirited, and the riding was fun. Perhaps we had a little too much time in the saddle, and maybe not enough to enjoy the scenic beauty and attractions of the of the gold rush towns. While the hotel was great in Oakhurst, it might have been easier to go further south the first day for an easier return. This rider will definitely be looking forward to the next ride ... Thanks for the opportunity to participate

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