

MARCH 2023

NORCAL NEWS



Ride to Camp

Camp to Ride



BMW MOTORCYCLE CLUB OF NORTHERN CALIFORNIA

PRESIDENTS COLUMN

We tried to wish the snow and rain away for the February Meeting in Clearlake but that was not to be. Not only were the fairgrounds covered in a blanket of snow but it ultimately closed due to storm damage and fallen trees. While this is great news for our drought, the record-breaking rains and snow in March will surely have an impact on high mountain riding and GS routes for a large part of the summer. No matter what, we will continue to manage as best we can to bring great riding and camping to our Club members.

We have two outstanding campouts before the 49er. First is our annual trek to Furnace Creek. We have plenty of space and plenty of days booked with various group sites overlapping to provide up to four nights of camping for our members. Then the ever-popular Song Dog where we have organized an excellent catered dinner and breakfast option. Given the distance to these locations, there are no organized rides. If you are looking for riders send an email to Tresha at tourcaptain@bmwnorcal.org and she will help get you connected

A big thanks for Delf organizing a nicely attended tech day at Motoguild. We got a few tires changed, some oil refreshed and a great lunch provided by Paul Bosco's Lucca Deli in San Francisco. It was a great time to socialize with the members outside of campouts.

Our 49er Rally was opened for registration and we are off to a good start this year. The Committee is working hard to organize the event. We are back at Mariposa this year as Quincy was not available. The availability of fairgrounds and event space to hold a camping rally is increasingly difficult to find with many fairgrounds no longer offering tent camping. Private sites are limited and when available very costly. Going forward this is an area of risk for both the 49er and ROL that the Board will be exploring. If you have ideas for locations that could host our big events, please share them with me.

I hope to see many of the members at our Furnace Creek and SongDog campout. With all the rain cancellations and my absence from the January meeting, it's been far too long, and really looking forward to some extended riding and camping in March and April

Stay Safe

Kevin Coleman President

EDITORS CORNER

Big thanks to Michael Murphy for documenting for us all the Thailand off road trip undertaken by several NorCal club members. From all accounts it was a real adventure – it is a great read accompanied by spectacular pictures.

I would have a really tough time filling this monthly newsletter without the help of Delf Hedde. This time he documents his experiences with "Kevin GPS", which is a ride planning resource that is completely new to me. Interestingly the company supports all types of riders ranging from street to serious dual sport dirt rides.

Jorgen Larsen in his role as Vice President has been contacting new members and suggesting that they introduce themselves to other members by writing a short introduction. This month Mark Miller and Gilbert Molas accepted his request. Thank you Mark and Gilbert. Look forward to getting to know you.

Unfortunately, the wet and cold winter weather resulted in the cancellation of the planned February campout. As newsletter editor this was doubly unfortunate since I was depending on the campout to fill a couple of pages. However, with brilliant timing Ken Castleman sent me an autobiographic piece describing his experiences and the comradeship he had experienced since joining the club.

This left me with just one page to fill with a bit of BMW history. This time the 1952 ISDN Special.

Thanks to all who contributed to this month's newsletter. As is typical the cupboard is now bare so, please send me content. Trips, products or experiences are all equally welcome.

John Ellis

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

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

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

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

Please email me, if you are sure you would love to come with us. Email address – ravivermanasikse@hotmail.com

Thank you, Ravi Verma



The 51th 49er will continue the tradition of the West's best rally, this year with the Club returning to the Mariposa County Fairgrounds in beautiful Mariposa.

You can look forward to four nights of grassy tent camping (or RV hookups if tents are not your thing) along with hot showers, cold beverages, live bands, a beer garden, great speakers and moto-centric vendor booths.

In addition we are bringing back our Saturday night dinner for all attendees this year which is included in your early bird registration

BMW NorCal believes in safety through continuous rider training. This year's Rally will offer several important programs

1. Rawhyde will run beginner and intermediate offroad training programs.
2. We are finalizing plans for a road training program from StreetMasters!

In addition there will be opportunity to test your rider skills in the English Trials, or step up to the next level with the GS Challenge

Self-guided route directions (paper or GPX) will be available at the Club Store. Reverb will have a challenge and there will be a Poker Run with increased cash prizes. Don't forget to take pictures of your ride... there will be daily prizes for the best photos of the day posted to Facebook as voted by Rally attendees.

49er Rally

The 51st year of the best rally in the west

Mariposa County Fairgrounds
May 25th to May 29th

Register today at www.BMWnorcal.org

GS Challenge

Hot showers

Great camping

Rawhyde Training

Seminars

RV Parking

Skills Courses

Self Guided Rides

Poker Runs

Street Training

Food and Beverage





BMW RIDERS OF OREGON INVITE YOU TO OUR 43RD ANNUAL CHIEF JOSEPH RALLY. JUNE 22-25

‘Go West Young Rider’ the old-timer said; “To the Oregon Country. There are lands of blue mountains, sun kissed prairies and rugged ocean beaches to behold.”

Registration is strongly encouraged will begin March 1 and June 15.
No meals included with onsite registration.

Held at the Grant County Fairgrounds, in the friendly city of John Day.

Your entry includes on site camping and showers. Dinner both Friday and

Saturday evening. With live music, seminars, moto movies, door prizes, vendors, a beverage garden, big campfire (restrictions may apply) and our warm Oregon welcome to those traveling from far and near.

Oregon offers you blue mountains, conifer forests, clear rivers, sun kissed prairies and rugged ocean shores. Some of the best riding in the west. Outstanding paved and off-road adventures await you. Motels, RV parks, restaurants and groceries are within a few blocks walking distance. Team Oregon will be offering some of their popular riding skill classes. Planned activities will include guided road and GS rides, Self-guided ride maps and on-site activities will be available at our rally information booth.

Come West Young Rider!

Oregon is for Riders

Details @ website; www.BMWRO.org



Special offer from the BMW Motorcycle Owners of America

If you own a BMW motorcycle, it makes a lot of sense to become a member of the BMW MOA (BMW Motorcycle Owners of America).

If you never have been a member, the MOA has a great offer for you:

The MOA is offering new, never members one year of FREE membership! To take advantage of this offer use the code 50YRSON when prompted. Check it out here

<https://airtable.com/shrPT7yA9hWiUM9XV>

LEARN FIX RIDE

MOTO GUILD

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A DO-IT-YOURSELF MOTORCYCLE REPAIR SHOP

NEW MEMBERS THIS MONTH

Please welcome Norcal's newest members Robert Cutright, Gilbert Molas and Mark Miller

Funny story, when I was a kid, I always wanted a dirt bike, but my parents never would allow it. I was always reading motorcycle magazines and dreaming of the day I could buy my own. When I turned 19 and moved out, I fell in love with the Yamaha Seca 750 that was coming out. I went to the local dealer and put a deposit on one before they came in and I believe I had the first one in Sacramento.

The rest they say is history. I've been hooked on motorcycle riding and camping ever since. In 2000 I bought my first GS and rode to Baja for the first time. I've been riding to Mexico almost every year since... and I'm on my 6th GS. When I retire in a few more years I want to ride from the Arctic Ocean in Alaska all the way to Argentina. I started attending the Range of Light in the early 2000s. I missed several years, but have attended the last 3 and don't plan on missing any more.

Mark Miller



If you have ridden up Mt. Hamilton Road towards the observatory, very likely you noticed cyclists pedaling up at 5 mph. One of them might have been me. Oddly enough, my motorcycle journey started years back while watching the Tour de France on TV. As I saw the peloton pass through quaint French towns and picturesque switchbacks up the mountains, I thought I'd like to do the same, but not on a bicycle. Fast forward to mid-2021 and starting to get out of the lockdown. Like many people, I had wanted to learn a new skill since the lockdown. When the restrictions were eased and with my yearning for the open space, I thought that it's high time to learn how to ride a motorcycle. I enrolled in an MSF course and got my endorsement. I then bought a 2013 BMW F700GS I named Gandalf the Grey (a trusted and dependable travel companion for epic adventures!)

I practiced in empty parking lots and side streets, and gradually transitioned to riding back roads and twisties around La Honda Rd (34) and Skyline Blvd (85). To develop my group riding skills, I started looking for a club. I found a YouTube video of a 49ers Rally, which led me to the club's website with its newsletters and write ups of group rides and campouts. I was also drawn to the photos of the club's fun and interesting activities, so I applied for membership. I finally joined a meeting/campout last year for Oktoberfest! and last month in Bothe-Napa Valley State Park. Everyone was very friendly and supportive and I had a really enjoyable time!

Originally from the Philippines, I stayed in Japan for five and a half years for graduate school in engineering. After graduating, I came to the U.S. to work in a catastrophe risk modeling company in the Bay Area, where I have been for more than 25 years. I'm a newbie in terms of motorcycling and moto-camping and still have much to learn and hone my riding skills. I look forward to doing so with rides with the club. I like to tinker with my motorcycle and have added accessories myself. I still enjoy riding my bicycle, but maybe someday, I'll get to ride up the Pyrenees and the Alps on a motorcycle.

Gilbert Molas



JUNE MEMBER MEETING AND CAMPOUT - ELECTION MEETING

The 2023 election meeting will be held on 24 June 2023 at the June campsite - 15630 Wentworth Springs Road, Georgetown, CA 95634

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

If you require more information on the on roles and responsibilities check out the club by-laws at

[Norcal Bylaws](#)

or contact and ask a current board member

MOTO MENTORS BY KEN CASTLEMAN

I haven't been riding big-boy motorcycles for all that long. A little dirt biking as a kid, a Vespa in high school, and a Montgomery Wards (Benelli 125) briefly in college, but that's it until 7 or 8 years ago. Upon retirement I decided to put my bonus check towards a high-end mountain bike, but when I saw how much they cost I decided I could get a used motorcycle. After hours of looking at bikes on Craigslist, and only leaning towards BMWs since my friend had one, I decided on the bike that to me had the very best lines and looks- a 1987 K75S (black). It was a fortuitous decision except that it biased me against any bike with too much vibration.

So, feeling like the newbie I was, I approached this new hobby with a bit of trepidation. My apprehensions, uncertainties, and questions have been assuaged by the acquaintances I have found along the way. Maybe unique to the motorcycling community, or maybe just a feature of any niche interest or hobby, I have met numerous people who have been so open, friendly, and reassuring that the rewards of the human aspect of motorcycling have become almost equal to the fun and adventure of the pure riding experience.

I initially needed to get the new K75 serviced and found a man named Dick Sullivan, a retired BMW tech working out of his place in Oakland. Not only did he do a great job on the bike, but when I mentioned I was about to embark on a ride he said he had lots of extra gear if I needed anything like jacket or pants - this from a guy I had just met. (At that point I was riding in my old Letterman's jacket from college and hiking boots).

Then I met, by responding to a Craigslist ad, the guy I consider to be my first K-bike mentor, Lee Fulton. As some of you know, he knows a thing or two about the K75 platform. After a meticulous refurb on the 75 he invited me to the 49er Rally. I had never heard of the rally or the BMW Norcal Club - thanks Lee. After brunch at the Ahwahnee, and after parking our bikes at the top of the loop, I proceeded to experience the friendliness of the 49er. I was a bit perplexed, wondering if somehow I had previously met these folks I was talking with. This familiarity, I now have learned, was camaraderie-a welcome feature seemingly built-in to this community.

Now a club member, I was persuaded by Nick Gloyd (gotta give credit there) to join the first Baja club ride. (see: YouTube "[Baja Adventure 3/18](#)"). By this time I was on the K1200GT, not the best bike for 20 miles of dirt roads, but I made it, not without help and support from others on the trip. Looking out for me was the guy I consider my second K-bike mentor, Steve Kesinger. Captain Steve wrote with his handy marker "K1200

GS" on the road rash I put on my bike when I dumped it in the sand. During the trip and since, Steve has been a resource and support as I continue to learn. We've put in quite a few enjoyable miles together, me usually following.

I had the pleasure of having my first and second mentor together the other day when I took this picture, and the concept of their mentoring became more defined in my thinking. As happens to me often, when the conversation becomes technical in the mechanical sense, I stand there feeling dumb, understanding very little. That seems to be OK with motorcycle folks. The fact that you are there, riding a motorcycle, in this case a BMW, puts you in the "club" and brings a healthy measure of acceptance and friendliness. Thanks to all the mentors and all the friendlies on two wheels.

Ken Castleman



FEBRUARY 2023 SECOND SUNDAY BREAKFAST RIDE

The Second Sunday Breakfast Ride has been missing for the NorCal calendar for some time now. Due to liability issues the new format is slightly different than before. Yes, we meet on the second Sunday of the month at 8.00am and eat breakfast in a carefully selected location. The talk and chatter is much like before. The only thing that has changed is that there is not a pre-published ride. Instead people stand around in the car park and discuss possibilities. Some suggestions didn't work out as many mountain roads are still closed (and likely to be for some months) due to damage caused by the January rains. Further complications for this particular day were the Superbowl (whatever that is), and the weekend closure of the northbound 680.

In the end, while conversations continued, Ed Perry announced he had figured out a route over roads he regularly rides, with the added bonus it ended at Alice's which was perfect for me. Setting off from the Country Inn Café on Camden we first looped past the New Almaden and Guadalupe reservoirs, which were both disappointingly low. The ride took us through Las Gatos to Skyline. It was a relatively short ride but it was over roads not normally selected when riding out to a campout. The SSBR ride offers a great excuse to check out these back roads again.

John Ellis



Inflatable Bum Protection

Motorcycle jackets with Airbag protection have been around for some time and have been purchased by many club members. The jackets do a great job of protecting shoulders and back but for those that wish to achieve the ultimate Michelin man look inflatable pants have recently been announced.

The first one is over-pant by CX Air Dynamics named CX EASYRIDER. It is made from Cordura and claims to be both rain and abrasion proof. A custom-made airbag to protect vulnerable areas is triggered by a rechargeable compressed air cartridge attached to the bike with a with trigger cable.

Not sure when they will be available in the USA.



A second option is by Mo'Cycle with its Airbag Jeans. Before inflation they provide reasonable impression of a regular pair of jeans except for a big Velcro flap down each side which blows out when inflated. These are still in Gofundme mode right now

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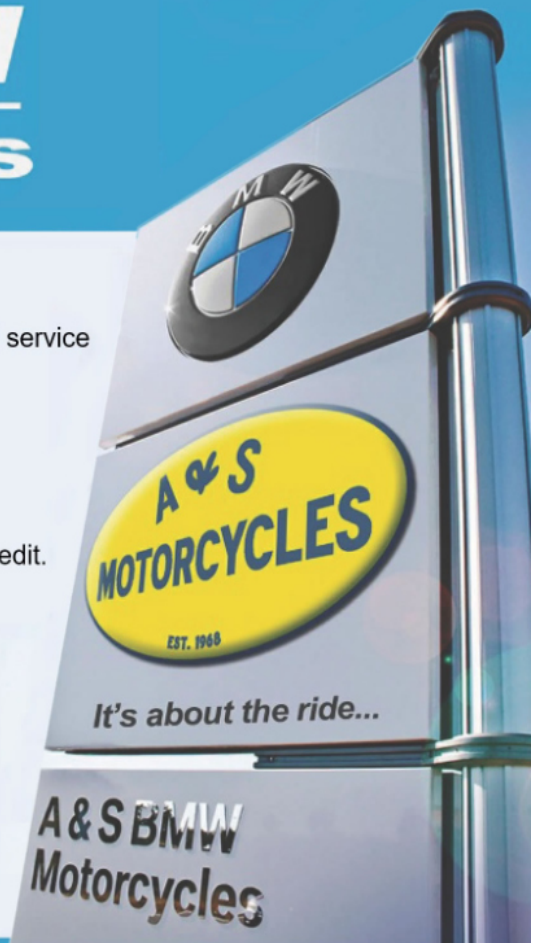
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THAILAND AND THE GOLDEN TRIANGLE BY MOTORCYCLE

By Michael Murphy

In January NorCal club members John Vashon, Michael Murphy, Ed Perry, Steve Lawton, Manny Rubio and Jason Risica flew to Chiang Mai for a six day dual sport ride through the remote north western region of Thailand. Buddy Scauzzo planned to ride but had to bail at the last moment. John organized the trip (thanks John!) with a Chiang Mai based motorcycle tour operator called TBB Tours.

As this was our first visit, Manny and I arrived several days early to explore Thailand's famous buddhist temples and other attractions. January is the best of the dry season with moderate temperatures, low humidity and no malaria-carrying mosquitoes. We wasted no time experiencing our first Thai massages, some great Thai food, a couple of yoga classes and several of the most famous temples.

Duncan Green was our tour leader. Duncan specializes in offroad trips while his partner Jeff leads pavement-only tours. For offroad trips, Duncan maintains a fleet of Honda CRF250L bikes uprated to 300cc. We quickly appreciated the advantages of light weight dual sports for this kind of riding. Larger machines would have been all but unrideable in the rugged mountain terrain of northern Thailand.

Riding sweep was a retired Australian Air Force F111 pilot named Phil (G'day, Phil). Phil's wife Viv and Duncan's wife Bo drove the sag wagon. The whole team were outstanding when the buffalo juice hit the fan, but more on that later.

Duncan loves to work on bikes and ride. Talking, not so much. His only guidance for day 1 was that we would go "west". After leaving Chiang Mai we entered Doi Inthanon National Park. We followed increasingly tight dual track, single track, billy goat track and ferret trails. We emerged late afternoon in a place that was, indeed, west of where we started. We stayed at a beautiful riverfront hotel in Mae Sariang on the Sariang River. Beers, a swim and a great dinner capped a tiring but exciting first day.

Day 2 was another long day of tight trails requiring focus. Per Duncan, the route would be: "North, Khun Yuam". Following two river systems, we were in and out of stream crossings all day. We soon became comfortable plowing through deep sand in the river washes. We passed through many villages with no running water or electricity. Village housing was generally open to the elements so we could see that the villagers lead simple lives with few possessions to clutter their homes.

Our route guidance for Day 3 was "Pang Oun". The trails were less challenging than previous days but still kept us busy as we passed through hand-tilled rice fields and forests of new-growth teak interspersed with banana, mango, coconut and paw paw. Pang Oun proved to be a delightful mountain village less than a mile from the Myanmar border.

It is a harsh fact of dual sport riding that any lapse in attention can have severe consequences. On the fourth day Jason fell while negotiating an easy turn and broke his lower leg. Sweep rider Phil, an experienced medic, sprang into action to stabilize Jason's condition while Duncan found a local villager with a pickup truck to take Jason to a hospital in Mae Song Hon. He had surgery to pin his leg the same night, and (courtesy of Bo and Viv in the sag wagon) was back with the group in Pai the next day. We were amazed to see him crutching around the local market in search of dinner only 24 hours after his accident.



Next day we added some spice to the trip with a brief foray into Myanmar. Duncan led us in tight formation past an inattentive Thai military checkpoint ('don't look at them, don't slow down'). After a brief ridge-ride on the Myanmar side of the border we were halted at a Myanmar military checkpoint. Duncan negotiated passage after a few minutes' discussion. From there he planned to take an obscure trail to bypass the next military checkpoint into Thailand, only to find that the trail was blocked. We were forced to approach the checkpoint. After circling like lost ducklings for a few minutes, Duncan led us back up the trail, barely out of sight, where we bushwhacked our way down the hillside to pick up a trail inside Thailand. We were all a little surprised that we got away with this, since our intentions must have been obvious to the guards at the checkpoint.

That afternoon we stopped in a small village to buy fuel. We ate some fried pork skins. This was a big mistake. That night I came down with food poisoning. Manny, Ed and John were also affected but not as badly as me. As the others left for the final day's ride to Chiang Mai I stayed in my hotel in Pai, wishing for a merciful death. Feeling better after 24 hours, I rejoined the group in Chiang Mai the following day.

Duncan and his team were great. The route and scenery were great. The Thai people are great. I had heard that they are friendly and generous but it took me several days to relax my traveler's defenses and appreciate that kindness is part of Thai culture. This dual sport adventure was the perfect way to explore the Thai portion of the golden triangle.

Michael Murphy



A GREAT RESOURCE FOR RIDE PLANNING – GPS KEVIN

While looking for some inspiration for an upcoming trip to Mexico, I came across a series of articles in Upshift magazine, describing a guided group ride to the Cooper Canyon. This ride had been organized by a guy called GPS Kevin (as far as I know, no relationship to our esteemed President). Looking at this guy's website, I found an enormous treasure trove of ride planning information. I might be the last guy in the club to learn about GPS Kevin, but just in case I am not, I am sharing some of what I found.

GPS Kevin offers a huge number of guided rides through all kinds of terrain, in all kinds of vehicles, in the US, Europe and Asia. If you are interested in that, you should check out his website. His approach to guided rides is somewhat unique and his prices are amazingly reasonable.

But that's not what I was looking for. I was more interested in things that would make planning my own trip easier. What I found was really exciting!

GPS Kevin's philosophy stated in his own words:

"There are a limited number of rides in life, make sure that every ride is great"

Below you will see some spectacular rides that I have ridden and helped develop. I believe in an open sharing world so I have posted these rides so that others can get the information necessary to ride them. You can study each ride, purchase the GPS chip and plan your own adventure. I get that some riders are not good with downloading and computers and GPS, so for you all, for a small fee to cover my costs, I can make you a custom chip to install into your Garmin GPS so you too can enjoy the adventure



In the "Self Guided Rides" section of his website, he offers materials for all kinds of rides: Street, Adventure, Dual Sports, Side by Sides, Jeeps,.

Just the Adventure Ride Section has more than 50 rides listed; one of them was the material for the ride to Cooper Canyon, that I had read about in Upshift.

The free information on the website is comprehensive, it would have been pretty easy to just use that data (hotel information, distances, route description and maps) and create my own trip. But looking at the price for his package (\$69) I decided to be lazy and order his stuff.

Here is what I got:

- A Folder with general and route information (Hotels, Gas stations, ...)
- A set of large custom maps (17*11), one map per day
- A set of smaller (8.5*5.5) waterproof maps, perfect for tank bags
- The "custom chip": A micro-SD card with the route (actually tracks) specific for my GPS



The Route Information Folder

This folder contains several pages with general information about the riding area, **The ride**, and how to use the GPS chip (Micro-SD card).

The routes provided by GPS Kevin are color coded:

Green routes are main paved roads.

Blue routes are a mix of paved and dirt.

Red routes are dirt of unknown conditions (expert routes).

It is important to remember that road conditions in Mexico (and elsewhere) can change with the weather and lack of maintenance. Even green routes might have washouts, dirt construction zones, etc. All part of the adventure...

Another item special to Kevin's maps are the meetup Donuts. These are predefined meetup points where riders that are riding separately can meet up with the rest of a group.

For each of the riding days, there is one page in the folder with a mini version of the daily map, Address and contact information for a recommended Hotel, Restaurants, Gas Stations and a short description for each for the different colored routes.

The Large Custom Maps

There is one large custom printed map for each riding day.

The maps are high quality color printed showing the days riding area and the different route options in good detail. Hotels, gas stations, food options as well as the proposed meetup donuts are clearly marked and distances between town and waypoints are given in miles.

These maps are beautifully created and are very helpful for route planning.

The Small (tankbag) Maps

These are just smaller versions of the route planning maps that easily fit into a tank bag map window. They are printed on high quality, tear resistant waterproof paper. They are great for checking progress and confirming directions while riding.

The Custom Chip

When ordering a "package" from GPS Kevin, you are asked to provide information about the specific GPS you are using – either selecting it from a (long) list or providing manufacturer and model information. In case of my BMW Navigator V, he provided me with a micro-SD card with basically had the tracks, waypoints, and points of interest on it in form of a GPX file. I popped the card in the slot in my Garmin and the GPS imported all the information.

It is worth noting, that the chip actually contains "Tracks" and not "Routes". Tracks do have the benefit of not being subject to rerouting and in general are easier to use – you just follow the yellow (or blue, or red, or green) brick road. If you prefer routes (and know how to switch of automatic re-routing), or GPS should be able to convert the track into a route.

User Experience

Theoretically, you can just install the custom chip, load the GPX file, make it to the start point of the first day – and you are set for a fun adventure. Could not be easier!

Naturally, that is not what I am doing...

The material provided. By GPS Kevin is also a great starting point for more individual route planning. The maps and info sheets were very helpful in getting a feeling for distances and infrastructure (accommodations, gas stations) and for known scenic routes. This was a great basis for using other sources (travel guides, google maps, websites) to identify other places worth visiting. For most off the overnight stops, I selected different accommodations that better fit my budget, I found quite a few places along the route that I wanted to visit. But identifying these was so much easier after having a place to start from.

The GPS chip is fairly small (just 128MB), as I also store other stuff on my SD card (mostly music), I just copied the content from the small card to my bigger card. No problem – there is no annoying copy protection on GPS Kevin's chip.

I also converted the "green" tracks to routes. When on pavement, I like the turn by turn directions – and I know how to deal with automatic rerouting. I modified these routes to include the accommodations and points of interest that we choose for the trip. Again – no problem at all

Overall, I think that starting with GPS Kevin's package has saved me numerous hours in trip planning. Instead of starting from scratch, I just had to make some modifications to a very good base. Well worth the money!

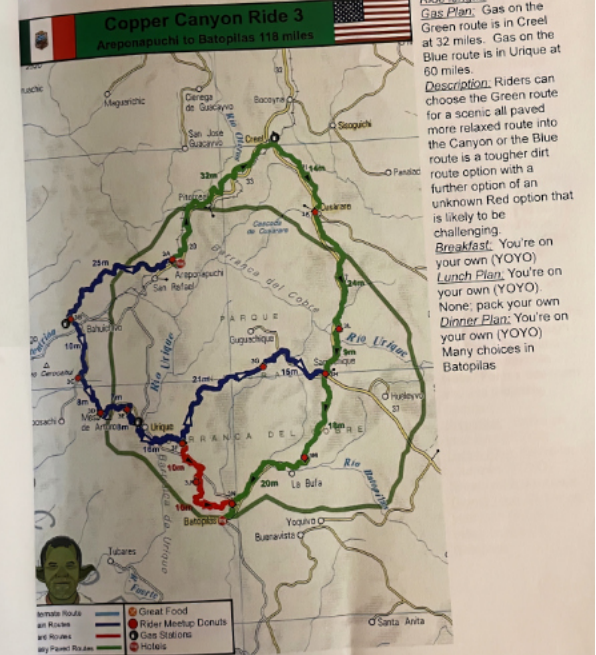
If you like to plan your trips, I highly recommend that you Check out GPS Kevin's Website at

<https://www.gpskevinadventurerides.com>. You'll find everything from fun rides in Northern California (I checked some of his routes in Mendocino Forrest that I am familiar with, and I was amazed by what he put together) to complete materials for the Trans America Trail, do fun rides in Baja.

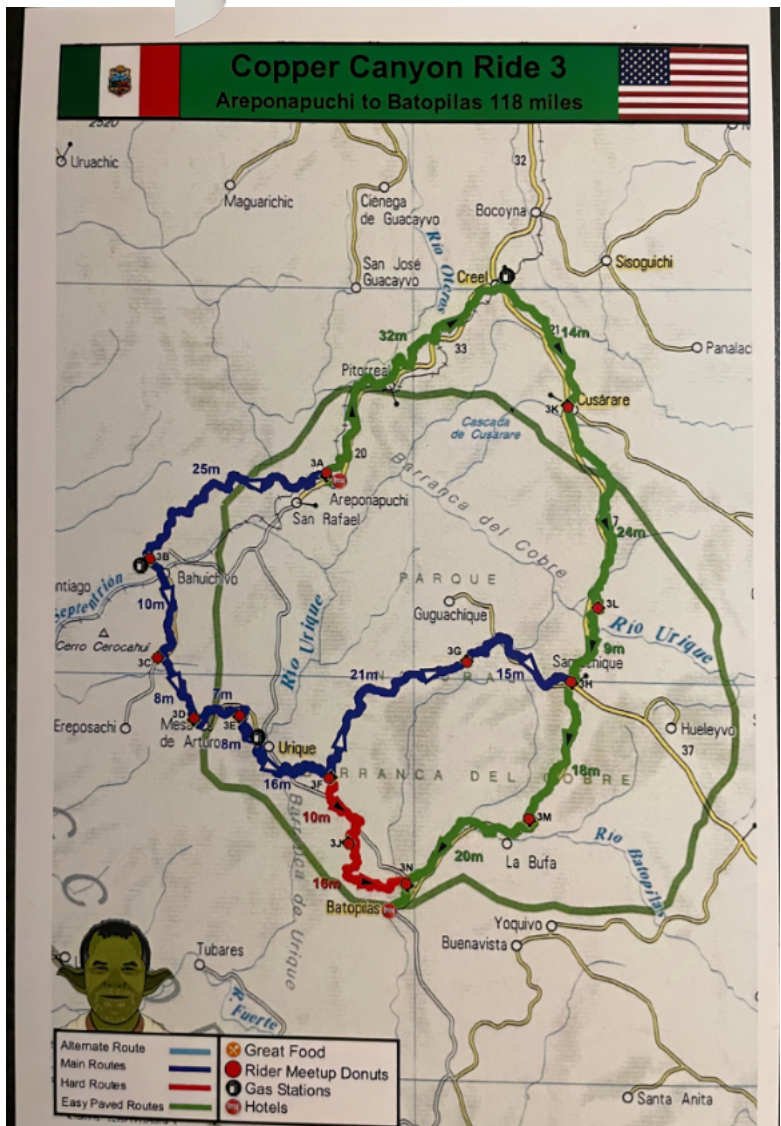
As you may have noticed, I am really happy with the material I got. I'll let you know how this worked out in "real live" in Mexico in a future article.

Delf Hedde

Friday: Ride 3 Batopilas: Choice of hard or easy routes (As short as 118 miles)
 lodging: **Hotel Casa Real de Minas de Acanasaina**, Calle Donato Guerra 1, Zona Centro, 33400 Batopilas, Chih., Mexico +52 614 427 3097
 Note: we stay 2 nights in this lodge



Ride length: 118 miles
Gas Plan: Gas on the Green route is in Creel at 32 miles. Gas on the Blue route is in Urique at 80 miles.
Description: Riders can choose the Green route for a scenic all paved more relaxed route into the Canyon or the Blue route is a tougher dirt route option with a further option of an unknown Red option that is likely to be challenging.
Breakfast: You're on your own (YOYO)
Lunch Plan: You're on your own (YOYO)
None: pack your own Dinner Plan: You're on your own (YOYO)
Many choices in Batopilas



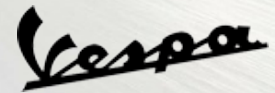


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BMW R68 ISDT Special

The 600 cc R67, and its 500cc sister model the R51/3 was introduced in 1951. A year later BMW introduced R68 as "The 100-mph motorcycle". When BMW displayed its prototype R68 at the Frankfurt motorcycle show in October 1951, it was presented in factory-racer ISDT trim, with a high-level exhaust, quick-release wheels, a shorter rear fender, a 21-inch front wheel, old-style fishtail mufflers, an engine bash plate, wider handlebars and a tiny Bosch tail lamp. However, most of the R68 production was for the road model.

R68 sales volume was limited by the price. At 4,000DM it was one of the most expensive motorcycles in post-WWII Germany. Only 1,452 examples were sold between 1952 and 1954.

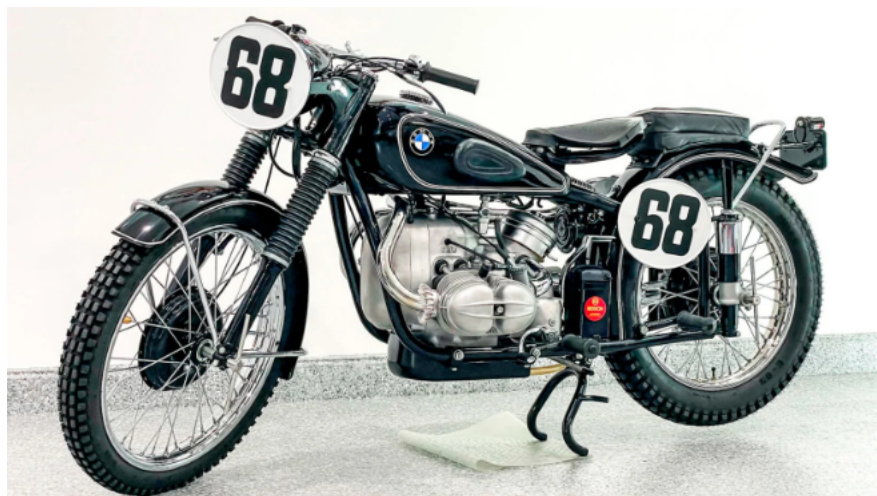
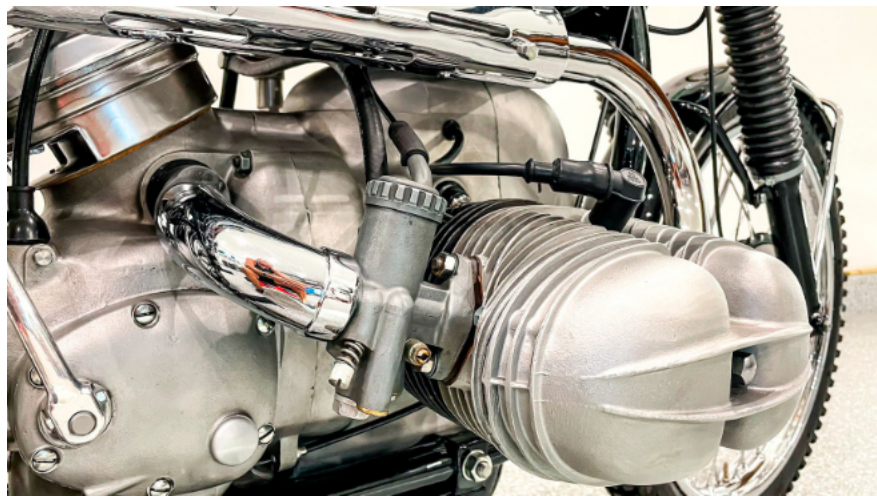
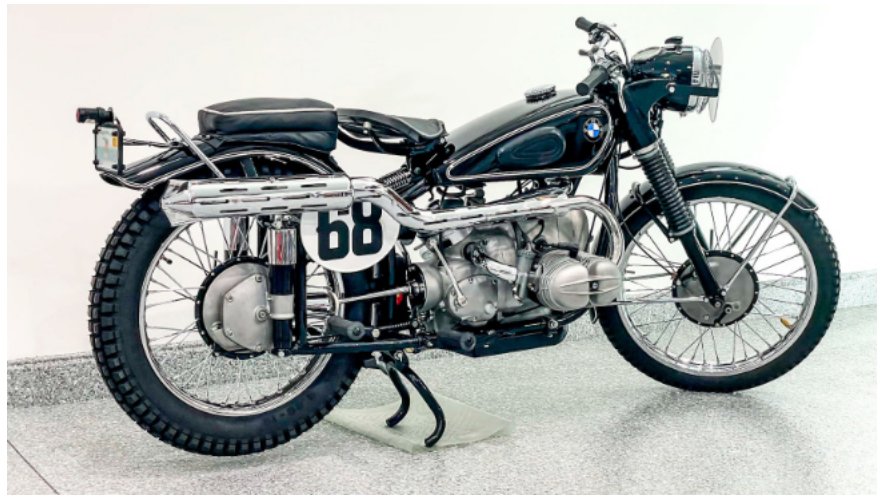
Dimensions of the new R68 engine were identical to the R67, with the same bore and stroke. However, the compression ratio was raised to 7.7:1, and a revised cylinder head with larger valves and needle-roller rocker bearings was added, along with higher performance camshaft and larger 26mm Bing carburetors. Internally the rear main bearing which was fully floating, which allowed for a little crankshaft flexibility. A reinforced crankshaft housing was also used. All of which contributed to a maximum power output of 35bhp. A competition magneto with manual advance was used along with improved twin leading-shoe front brakes. A R68 engine can be easily identified by its two fins on the rocker covers.

The "Gelandesporte" or cross-country versions were produced by the factory to compete in 1952 and 1953 ISDT trials. It is not clear whether the factory supplied any of these completed Gelandesporte models directly to customers. The factory did offer optional racing accessories, which included most of those parts seen on its factory ISDT racers, and a few riders converted road based R68 for trials and enduros. Factory-built R68 racers were used in ISDT competitions.

BMW entered three official works R68 ISDT Specials in the 1952 ISDT that was held in Austria. Hans Roth on the Silver Vase Team had a perfect score card and nearly won the event. Unfortunately, on the final day he suffered a mechanical failure during the speed trials – after reaching 104 mph.

In 1953 West Germany's five-man Trophy Team was made up of two Maico riders (U Pohl and K L Westphal) and three entered on 594cc BMWs (G Meier, H Roth and W Zeller). Of the BMW riders, Hans Roth and Georg Meier (winner of the 1939 Isle of Man Senior TT for BMW) won FIM Gold Medals while the unfortunate Walter Zeller suffered a broken transmission bevel box – a previously unheard-of failure

This particular bike shown here was offered for sale at the Mecum Auctions Los Vegas 2023



The ISDT (International Six Day Trial) was first held in 1913 at Carlisle, England. Since this date it has been held annually, apart from interruptions due to World War I and World War II. The early events were a true test of machine, rider skill and reliability using the 'roads' of that era. Today most of the routes are truly 'off-road'. Up until 1973 the contest was always held in Europe. In 1973 it went outside continent for the first time, to the United States. In 1983 the name was changed to ISDE (with E standing for Enduro)

The event is held over the six days and for upwards of 1250 miles, a rider must contend with strict rules about time allowances and restrictions on mechanical replacements, carrying out his or her own motorcycle repairs. The ISDE can attract entries of more than 500 riders,

Trophies are awarded for best four-rider national, three-rider junior national, three-rider women's national, three-rider club national and three-rider manufacturing teams. Gold, silver and bronze medals are awarded on an individual level.

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EVENTS

**March Member Meeting and Campout -
Death Valley!**

18-19 Mar 2023
Furnace Creek Campground
Registration required

Board of Directors Meeting

01 April 2023 2023 MotoGuild SF,
849 13Th St. San Francisco, 10:00 am 12:00 pm

**April Member Meeting
and Campout Song Dog**

(2 Nights 21 -23 Apr 2023)
680 Ballinger Canyon Road,
off of Hwy 33 in the Cuyama Valley of California.
Catered meal option for Dinner Saturday
and Sunday breakfast – additional cost is \$45.00
Registration required

BMW Norcal 49er Rally -

Mariposa County Fairgrounds,
26-29 May 2023.
5007 Fairgrounds Road, Mariposa, CA 95338
Registration now open

ANNIVERSARIES

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

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