

JANUARY 2018

NORCAL NEWS



Ride to Camp

Camp to Ride

This month featuring:

Party Pictures

Plaskett Creek Campout

Tech Clinic at Moto Guild

Nick Gloyd rides Baja solo

Lithium battery experiences
and more



BMW Motorcycle Club of Northern California

Happy New Year NorCAL

I hope Santa was good with the Gerbing Jackets, new tires, and possibly new bikes this year! This year's Christmas Party lasted a little longer than usual but that because we had a great turnout and some great gifts were passed back and forth, plus the social hour at the beginning just didn't want end. The feedback I've gotten is that the food and location were great and everyone had a lot of fun. Kudos for Nick for picking a perfect spot...and the view from the restaurant across the Bay to the Gate on a clear night was just the right way to end the evening.

Just looking at this year's agenda so far, we should be making some tracks all over the place. I know I'm looking forward to a nice ride up the coast on my way to the next club meeting, and then the big kahuna of our first Sister Club joint event ending up in Death Valley for March.. These rides should give everyone the chance to break out their new presents and try them out. Of

course with the current weather patterns, who can tell whether we're using heated vests or our summer gear?

It's also time to start thinking of this year's 49er. All new members who like to get involved and really get to know the other members should send an email to [Joe Luthy 49erchair@bmwnorcal.org](mailto:Joe.Luthy@bmwnorcal.org) and ask him about the various volunteer positions. This is always fun and a way to get acclimated to the Club and what we do. We already have some great speakers lined up and Joe is on target to make sure all attendees have lots of choices to watch learn, engage and relax.

Till the next meeting, keep enjoying the strange (or new normal) weather. I keep sending pictures of lunch on the Pacific to friends on the east coast...interesting replies. most unprintable ;-)

Greg Hutchinson President

Captain's Log

Say goodbye to a GREAT year and say hello to an EPIC year! Happy 2018 BMW NorCal! 2017 was great year for the Club. We had successful rallies, and we rode some great rides to some great camping, on some great roads all over California. And we're seeing more folks and lots of new faces turning out for the monthly Member Meetings as well as the Second Sunday Breakfast Rides.

For those members that couldn't make it, the Club had a great Holiday Party at Skates on the Bay. There was a great turn-out. The ambience and food were great, and that view of the sun setting over the City and the Golden Gate Bridge was nothing short of spectacular. At the party we presented member Lance Harrison with a special edition "Wingman" club cap, for hanging tough with member breakdowns on two occasions this year. One was me catching a bolt in Hornitos, (see my article "Getting Screwed in Hornitos" in the June 2017 newsletter), and the other was the breakdown of a member's bike on Day 1 of the ROL Gypsy Tour. Lance stuck around for many hours on that one, then finishing the ride to Auburn in the dark. Even with those experiences Lance remains one of the most jovial and good-natured people you can find at our outings, and a great wingman. So when you see the Wingman cap at an event, buy him a drink and offer a toast to the great BMW NorCal camaraderie.

Looking ahead to 2018, we are getting ready for a truly epic year for the Club! Expect more enhanced (epic even) benefits for the BMW NorCal membership, including more and better Member

Only Clinics. And we've got some epic destinations picked out for both the monthly Member Meetings as well as the Second Sunday Breakfast Rides. This month's Member Meeting is at Salt Point State Park on the gorgeous Sonoma Coast, with an epic open house and lunch planned at the BMW dealership in Santa Rosa. Do you have ideas for epic rides in 2018? We are always looking for members to submit ideas for the SSBRs, or even better, the right person to become the next epic SSBR Coordinator. It's a fun, rewarding position so why not step up and help out in 2018?

New for 2018 is our first Club ride with our International Sister Club in Queretaro, Mexico. We are introducing a new riding rally for the Club, The Cross-Border Rally. The premise is meeting up with our Sister Club somewhere near the Mexican border, celebrate some, and ride and epic ride. So in March we are meeting Moto Club QTO in Loreto, Baja Mexico and touring up to the BMW dealership at Long Beach, where we will have a great celebration. From Long Beach we will head out to for our annual Death Valley Member Meeting /Campout. (go to bmwnorcal.org/cross-border-rally for details and registration) Members of any BMW club are welcome.

Also coming up is this year's 49er Rally. Rally Chair Joe Luthy has been hard at work getting some epic stuff lined up. He's also looking for volunteers, folks to throw in and help out. Reach him at 49erchair@bmwnorcal.org.

Thanks and join me in saying hello to an Epic 2018!

Nick Gloyd Tour Captain

Anniversaries

10 Years
Wynne Benti
Tom Connolly

5 years
Jack Webb

Editors Corner

This months newsletter was a real challenge as it covered November and December which were packed with club events; one campout, two SSBRs, Christmas Party and a member only Tech Clinic. In addition we have picked up two new advertisers including Wunderlich in Watsonville where we stopped on our last camp out. Please support out advertisers - a click on an ad will take you to their web page. The downside of all these club activities and new ads is that I found it necessary to reduce font size to fit everything in. For those with vision issues I suggest is that you treat yourself to a new 28 inch monitor.

This month I would particularly like to thank Steve Kesinger for writing about his experience with Lithium batteries and his ride to Plaskett Creek. Nick for writing up his Baja adventures and his Captain's column, and Jorgen for a write up and pictures from the tech day. Thanks to Mini and other who sent me their photos.

Good news is that the Junction on Mines has reopened with new owners- Friday, Saturday and Sunday. Burger, fries and coffee haven't changed so I'm happy.

Looking forward to The 49er

Winter may have just officially gotten started, but it's the time of year we all get anxious for warm weather riding and looking forward to the 49er Rally Weekend. In case you haven't seen it yet, the 49er page already has a preview of what's coming, so check it out.

As this years' 49er chair, I'm fortunate to be able to take the excellent planning and execution that prior event Chairs have prepared, and more or less just repeat the process. The 49er is once again back at the Mariposa Fairgrounds along with awesome activities for all and new routes for street and adventure riders alike.

The 49er has truly become the "Best Rally in the West" in terms of what it has to offer. Our goal this year is to build on prior years' success, plus boost attendance and grow our sponsors and vendors. We've already started getting the word out about the rally — to other BMW clubs across the country, the MOA and BMW dealers to build momentum.

Of course, making The 49er great takes a team, and we're part of the way there, but there are still key positions that are in need

of someone (like you) to provide oversight and organize a team of volunteers. It doesn't matter whether you've been a member for a just few months or many years, it's what you bring to the team that's important. Plus, it's great to get better acquainted with more of the club members.

I encourage each of you to take a look at the list of activities that need a chair and see where you can make a difference. If an area interests you, give me call to find out about the details, and hopefully get involved. My number is 925 336 7822.

Open Chair Positions for The 49er	
Company Store	Volunteer Coordinator
English Trials Event	50 / 50 Raffle
Security Coordinator	GS Giants Coordinator

In case you haven't seen it yet, the 49er page already has a preview of what's coming, so check it out.

Joe Luthy – 2018 49er Chair



Pictures from 2017 Party
By Mini McMahon and Richard Klain



Member Clinic Nov 18 2017

First off, thank you very much for coming out to our Member Clinic held at Moto Guild San Francisco. We had a great turnout as about 40 members attended the Clinic that covered basic brake maintenance and tire change. Thanks to Moto Guild, we also had 3 bike lifts at our disposal.

At 8:45, there were coffee, bagels and homemade muffins served while waiting for the garage to open. Thanks to Helena and Mylene Larsen, who assisted in making the registration process quick and swift. Members were given their name tags and waivers were signed by those who did not register online.

This Member Clinic was all about learning how to work on our own bike. Thanks to Buddy Scauzzo, Ted Crum, Chris Dailey, Kevin Coleman, and Ed Perry who volunteered their time and tools to show us how to flush the brake fluid, replace brake pads, and change tires.

Buddy Scauzzo demonstrated how to change tires using tire irons and a portable bead breaker. Nine tires were replaced and wheels were balanced only using basic hand tools. Everybody did an amazing job!

Ted Crum headed up the brake flush session with his pneumatic brake bleeder. With the assistance of the riders, Ted was able to flush over a dozen brakes.

Chris Daily showed us all how to plug a tire using various tire plugs. This is a very important task to learn, as it is a fairly inexpensive way to fix a flat tire. However, please keep in mind a plugged tire is just a temporary fix and should be fully replaced as soon as possible.

Kevin Coleman replaced tubes and tires on his F800 during the event. This was a great opportunity to see how this was done in person. Kevin also advised us to be very careful when mounting the tires to not pinch the inner-tube.

By 1pm, the Clinic was over and we all left. Again, I want to say a big thank you to everybody who helped out and participated. Ed Perry, thank you for helping out everywhere. Mini McMahon and John Ellis, thank you for the pictures and thank you to everybody else who pitched in.

Our next Member Clinic will be on the topic of First Aid and how to help fellow riders in emergency situations. Please make sure to follow through with the steps of becoming a BMWNorcal member, if you have not done so already. As you can tell, the clinic's are such a large benefit of being apart of the club.

Happy Holidays, and best wishes for 2018.

Jorgen Larson



EUROCYCLE
SONOMA

(707) 838-9100
800 American Way | Windsor, CA 95492



Eurocycle's exclusive Ace Riders Club provides

- Discounts on accessories and parts
- Front-of-line service scheduling
- Free loaner or pickup & drop off on major services
- \$49/day anytime rentals
- \$500 cash back credit on your next bike

Just purchase a new or certified bike from Eurocycle

Contact Us

800 America Way, Windsor CA 95492

(707) 838-9100

www.eurocyclesonoma.com

Hours 9.00am to 5.00pm Tues-Sat

CLICK HERE FOR MORE INFORMATION



Ted Porter's BeemerShop

Suspension Specialists & Unique Motorcycle Products



Power to Manage your accessories!

Add Horns, Brake Lights & Driving Lights Safely!

**Warranty safe
No splicing
No switches
No relays**

Works with your Multi-Controller

GS-911wifi

Diagnostic Tool for BMW Motorcycles



A powerful diagnostic tool that communicates with the control units of your bike and empowers you to do various maintenance & diagnostic tasks

- Read and clear fault codes
- View real-time sensor values
- Re-set service reminders
- Do component function tests
- Calibrations and much more!

Your Source for

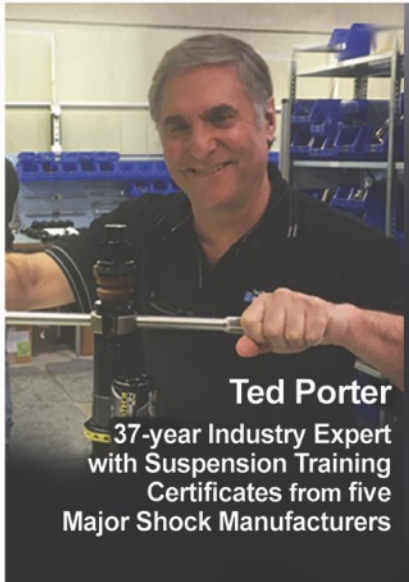
Ei Parts & Accessories

- Omega Charging Systems
- Alpha Ignition Systems
- Rebuildable Driveshafts for:
 - R100GS, R100R
 - R1200GS '05-'12
 - R1200GSA '06-'13
 - R1200R & R1200RT
 - R1200S, R1200ST
 - RnineT & RnineT Scrambler
 - HP2 Sport
- ND Starters
- /2 Ignition Coils

See all the Ei Replica Parts & Accessories at beemershop.com

TRUST ...we earn it!

More Training - More Experience - More Brands



Ted Porter
37-year Industry Expert with Suspension Training Certificates from five Major Shock Manufacturers




Jeff Favorite
25 years Tuning & Designing Suspension Systems at Fox Racing Shocks

Ted Porter's BeemerShop Suspension Masters

visit www.beemershop.com 831-438-1100

CLICK HERE FOR MORE INFORMATION

CELEBRATING 45 YEARS
UNDER SAME OWNERSHIP



FUN AND FRIENDLY STORE TO COME AND BROWSE AROUND
THREE MASTER CERTIFIED TECHNICIANS TO SERVE YOU
WE DO MONTHLY RIDES - BOTH ON AND OFF ROAD

SPYDER



can-am



TRIUMPH

Store hours - Tuesday through Saturday from 9:00am until 6:00pm

[CLICK HERE FOR MORE INFORMATION](#)

BMW Motorrad
USA

Authorized Dealer



The Ultimate
Riding Machine

A&S BMW Motorcycles

Parts

Free Freight, Price Match Guarantee, We Pay the Sales Tax,
Online Microfiche at www.ascycles.com

Service

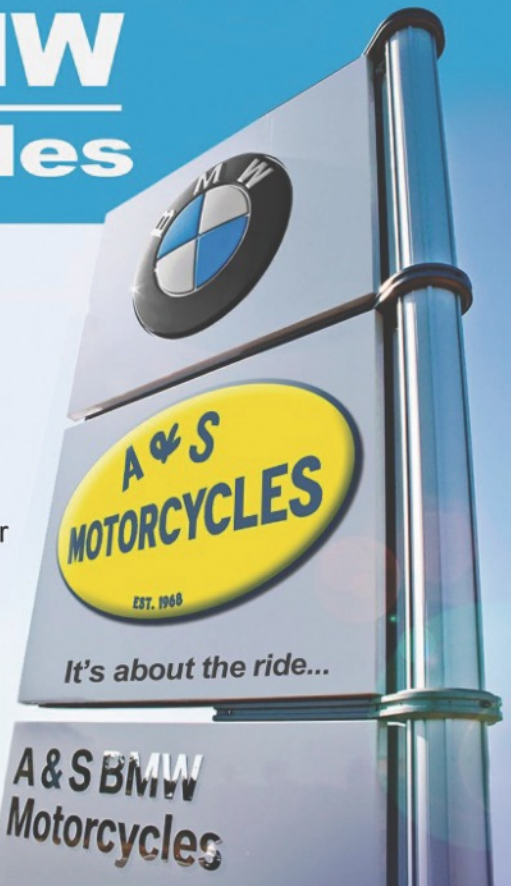
Free One Day Rental car, Tire Changes as Low as \$21.00,
Full Motorcycle Inspection with Every Service

Sales

Huge Inventory of New & Used Motorcycles; access to Financing for
Challenged Credit, we take Automobiles on trade



A&S BMW Motorcycles, 1125 Orlando Avenue, Roseville California 95661



[CLICK HERE FOR MORE INFORMATION](#)

JANUARY 2018 Plaskett Creek Campout - Two Takes

Nov.'s campout tour done on Dec. 2-3 was a must for me as I missed it the last time the club went there. This year it started right here in Fremont near my home so had breakfast with the rest of the riders at Black Bear Diner, but had already made plans with my friend and fellow member Gene Austin to take a different route. Roger Rapp joined us there, and when Russ Drake heard us talking about it decided to come along as well.

So I led a merry band of four down I-880 and Hwy 87 past San Jose, where we got on Almeden Express. By following it to the very end it's an easy connect to McKean Rd which goes by Calero Res., then Uvas Rd passed Uvas Res. Both reservoirs are down some from last winter, but still have a considerable amount of water left. Continuing south we hit Hwy 152 West, and rode over Hecker Pass. As we entered Watsonville we caught Nick's official tour and merged in so that we all got to Wunderlich America together!

After a great lunch and tour, Roger turned back North, and Russ joined the official tour, so it was just Gene and myself. We wanted to ride Nacimiento-Fergusson Rd though Fort Hunter Liggett from the east side toward the Pacific. We let the GPS pick some back roads between Watsonville and Salinas which worked out well. There we jumped onto 101 south to King City for gas and a short break. From here on it would be just two lane, or narrower, roads the rest of the way! Jolon Rd to Mission Rd and onto Nacimiento-Fergusson Rd. Many of the trees were out in color and dropping leaves beside the road, and there was still water in the creeks we went by, and deer in the fields. Along with a perfectly blue sky, and nearly vacant roads, it made for a very picturesque ride!

We got into Plaskett Creek Campground not five minutes before the official tour arrived, so perfect timing once again! Although I do enjoy the group rides, sometimes it's fun to "go our own way!"

Steve Kesinger

The ride started off at the Black Bear Diner in Newark. There were around 20 riders. We set off down the freeway to Summit Road off Hwy 17. A good ride down gnarly roads with the usual Californian artfully patched and repaired asphalt until we reached Watsonville where we were welcomed at Wunderlich America headquarters by the owner William Plam and his son Edward. The open house included an excellent lunch. I think its time we amended our club motto to Ride to Eat - Eat to Ride.

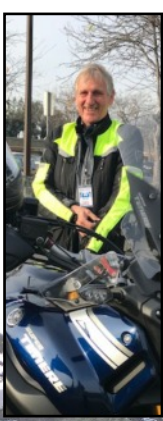
Wunderlich, based in Germany, manufactures high quality parts and accessories for all BMW motorcycles made after 1970. The Wunderlich factory was certified under standard DIN/ISO 9001 which was instrumental in acquiring certification to DIN/EN/ISO 9001:2000 (German Federal Motor Transport Authority compliant) standards. This provided a significant competitive advantage in Germany where adding accessories or making modification is prohibited unless the part has been previously tested to the compliance standards.

Wunderlich America maintains a very complete inventory of Wunderlich parts, and Liqui Moli lubricants. Recently they have expanded their inventory to include Air Head (2 valve) parts and they now will do complete restorations or rebuilds of major components such as gearboxes and engines. Edward proudly showed us their recently acquired Vapor Blaster for the restoration of aluminum castings to better than new appearance.

Leaving Watsonville we headed down Hwy 1 across the new Pfeiffer Canyon Bridge to the camp site at Plaskett Creek. Plaskett Creek is just north of the rock slide that has closed Hwy 1 until at least 2018. Considering the ride took place in December there was a fair amount of traffic, many cars from out of state, driven by people that don't understand the concept of turnouts.

John Ellis





First time Attendees
Dan Paolini
Phillip Teresi
Chris Macek
Bob Stallard
Joel Ward





European Motorcycles

Mountain View 650.966.1183



European Motorcycles

Livermore 925.583.3300

Shop Rides & Newsletters

Experience Shared



SHOP BY BRAND:

BMW Motorrad USA

Authorized Dealer



BMW Motorrad USA

Authorized Dealer



The Ultimate Riding Machine

SHORTCUTS NEVER LEAD TO PLACES WORTH GOING. MAKE LIFE A RIDE.

Go where you've never been. Even if it takes a little longer - because that's where it gets exciting. bmwmotorcycles.com

CalMoto

BMW OF TRI-VALLEY
952 North Canyons Parkway
Livermore, California 94551
925-583-3300
calbmw.com

CALIFORNIA BMW
2490 Old Middlefield Way
Mountainview, California 94043
650-966-1183
calbmw.com

©2013 BMW Motorrad USA, a division of BMW of North America, LLC. The BMW name and logo are registered trademarks.

CLICK HERE FOR MORE INFORMATION

SJBMW Exclusive

Everybody loves the cool BMW RnineT Racer ..til they try to ride it. For many riders the stock clip-on bars are just too low and too far forward. SO.. we developed a complete solution to fit a Superbike style handlebar.

Looks great, works great and makes the Racer a much more comfortable ride



STOCK



BAR KIT



DEMO RIDES AVAILABLE

Call Today to arrange your personal test ride



We Offer
Consignment
Sale Service
&
We Buy BMW's

San Jose BMW
m o t o r c y c l e s

San Jose BMW

The Bay Area

BMW Enthusiast's Choice . . . Ride By Soon!

- Great Selection of 2016 BMWs
- Choice Pre-Owned Bikes
- Outstanding Service Department
 - Routine Maintenance
 - Warranty Work
 - Expert Repairs
- Select Riding Gear & Accessories
- Tires, Mounting & Balancing

Personal Attention

Straight Talk - In-Depth Experience

Dedicated to Excellence in Customer Service



Schuberth

ALSO FREEDOM TECHNOLOGY



Get Your Gear Here!

BMW Riding Apparel

KLIM Adventure Gear

Schuberth Charter Dealer

Sidi Boots

& Much More



SHOP OUR GREAT SELECTION OF GENUINE BMW RIDING GEAR
Jackets
Suits
Boots
Gloves

San Jose BMW

1990 West San Carlos Street

San Jose, CA 95128

408 295.0205

www.sjbmw.com

Follow
SJBMW on
facebook!

San Jose
BMW

Authorized Dealer



The Ultimate
Riding Machine®

[CLICK HERE FOR MORE INFORMATION](#)

November SSBR - Tri Valley Ramble

Big thanks to Kevin for organizing the November SSBR. The ride started at Country Waffle and ended at Sauced BBQ in Livermore. I am starting to think we are becoming too food focused, maybe taking a page from the BMW Central Cal play book. I arrived at Country Waffle at 8.00am I was greeted with the sight of maybe 20 bikes in the parking lot. Many riders were milling about in the parking lot, not venturing into the restaurant, maybe saving themselves for Sauced BBQ lunch.

It was nice to see several new faces including the following first-timers; Larry Arcadi, Dan Monge, Jackson Answorth and Ashok Subbarama. The route itself started on Mines Road. I must

have ridden this road over 250 times to my weekly hamburgers, fries and a coffee at the Junction Bar and Grill. I am so well-known there that they put the coffee on when they see me arrive outside. The sad news is that the Junction is temporarily closed due to yet another change of ownership.

After a short stop we took Del Puerto Canyon to Hwy 33 and then north to Corral Hollow Rd where we stopped at Carnegie Recreation Area. Although I have ridden by it many times I have never stopped before. I was surprised to see, hear and smell many screaming two strokes. They brought back happy memories of my youth when every other bike on the road was a two stroke. Ashok told me that this is still the case in India. No wonder they have problems with air quality.

I AM AN IDIOT !

Riding back from the Plasket Creek Camp out on the Plasket Ridge Road it occurred to me that I am a total idiot. Two years ago, riding out of a campout on Sunday morning at 7.45am on a road heading due east and rising, I crashed off the road after rounding a corner and being blinded by the sun. Now I was riding Plasket Ridge Road under very similar circumstances, but with not the same result because I was far more cautious looking carefully at the shadows to determine what I was likely to face round the next corner. However, it was so bad that after 5 miles I nearly turned back.

Why am I an idiot? Because two years after falling off I had done nothing to deal with this situation. I don't like wearing sun glasses, because coming out of the sun into the shade leaves me blind. I won't wear a tinted visor for the same reason. I also think sun glasses impairs one's ability to see changes in the road surface.



The day after arriving home I did what I should have done 2 years (or maybe 50 years ago) and ordered a Helmet Sunblocker. A Helmet Sunblocker is a bit of darkened plastic that can be attached to the top of your visor. Follow the instruction that come with it or check out a youtube video for installation instructions. Arai or standard visor options are supported. The effect is similar you using a sun visor in a car. The Sunblocker allows unimpaired views of the road in front but blocks the sky.

I have not yet used it on an 8.00am Plasket Ridge Road equivalent but I am pleased with the effect. Definitely reduces eye strain riding in the winter when the sun is low in the sky. The only real downside is that it costs around \$15, for something that can't cost more than 10 cents to make. Maybe that's why I didn't buy one 2 years ago. Don't be an idiot like me. Buy one now and install it straight away.

John Ellis



Wunderlich America

complete your BMW.

Gear up for your next *adventure!*



Comfort & Ergonomics

- Seats
- Windscreens
- Sidestand Enlargers
- Handlebar Risers
- Footpeg Lowering Kits & much more!

Protection

- Engine Bars
- Skid Plates
- Frame Sliders
- Fender Extenders
- Handguards & much more!

Luggage

- Tank Bags
- Handlebar Bags
- Sidecases
- Luggage Racks
- Frame Bags / Pockets & much more!

In March of 2017 I embarked on a solo moto tour through Baja California. I was a new rider, having been riding less than a year, and I was craving my first adventure tour trip. I was after the seduction of the open road with a little bit of off-road, some great weather and beaches, some great food and experiencing a bit of another culture; basically that south of the border adventure

Baja California is known for. My plan was to head down Baja, explore, and return to San Diego to meet my wife, who was flying down with her riding and camping gear. Then from San Diego we would ride two-up to the annual BMW



NorCal Death Valley campout, and back home from there. I packed camping gear for Baja, but I knew that I would also be staying at little motels along the way. I also knew there was a high likelihood that I would run into other GS riders on the road, and that maybe I would fall in with them for a bit. My wife was nervous that I was heading off alone, but she's a trooper and knows I'm a capable guy, so luckily this trip wasn't a real problem for her. I am truly lucky to have her as my wife. Our agreement was that I would check in whenever possible, but she also knew there could be stretches of several days where I might not have cell signal.

So I set out on my mighty 2001 F650GS, intentionally without an itinerary or reservations, open to whatever adventure presented itself. I had only one place to be in the next 12 days, San Diego in time to meet my wife. I left my home in Santa Rosa at 4:30 PM on a Saturday, timing my ride to the border so I would cross early to mid-day, with the intention of getting as far into the interior of Baja as possible the first day. I rode for about 4 hours, through a chunk of the least appealing part ride at night, stopping at the Harris Ranch Restaurant for my last stateside meal, a huge Porterhouse steak, and I flopped at a hotel there. The next day I was up early and charging for the border, fueled by that big old Porterhouse. Just before the border I stopped to buy some Pesos. Now for this trip I had done plenty of research over the months prior. I had maps and possible routes, popular adventure touring destinations, chatted on adventure riding forums, had an idea of places to go for the best whale watching, some nice beach areas, etc... And I also had my Mexican insurance, and pre-applied / pre-paid * for my FMM "tourist card" that is necessary when traveling into Mexico. I wanted to avoid the busy Tijuana crossing, so I crossed instead at Otay Mesa. There the INM office that issues the FMM "tourist cards" is inside the Tijuana airport. After circling a couple times it was clear that the only parking is inside the paid parking structure and it was here that I started to experience how the

motorcycle culture in Mexico differs from here. In the parking structure is a specific motorcycle section, right next to the manned booth at the payment kiosks, where they keep a watchful eye on the parked bikes. And when I returned with my stamped FMM the attendants came over and wanted to look at my bike and see what I was up to. My Spanish isn't that great but we had a great conversation nonetheless. The average bikes you see in Mexico are little 125cc street bikes and next to those my F650GS looked like a beast! And because my bike was loaded down with hard cases and a dry bag it got the name "El Burro Rapido". And they were very interested in my journey through Baja. Here I was, just barely across the border and I was finding common ground with total strangers. And my BMW motorcycle was the icebreaker, the common denominator that started it.

From the airport I pointed south and opened up the throttle. The weather was great and traffic wasn't bad. As I approached the coast it got cool, the fog was in. I pushed through Ensenada, down the coast on Hwy 1, eager to get out of the city, and eager to

get off the Pacific side and away from the fog. I continued to push, stopping only for gas and military checkpoints, and that big Harris Ranch Porterhouse kept me going all day.



Dusk found me rolling into a little town called San Vicente. The restaurant where I ate didn't serve beer, so after I checked in to a spartan little motel I went out and bought a "Ballena". Ballena translated is whale, it's a big bottle of beer. At the motel I experienced another cultural nod to the adv traveler, in Baja (and probably all of Mexico and maybe Latin America) it's customary to allow motorcyclists to park their bikes inside the courtyard, off the street or parking areas. For this place it meant my bike was parked just

outside my window. I walked around a little bit and took in the local scene. There were street vendors selling food and trinkets, cars parked blasting their stereos, and cars cruising up and down the main road. San Vicente was alive with sights, sounds, smells, and all sorts of people. But, given that I had just ridden some 500 miles or so, I was ready to call it a day.



I awoke early again, and again there was fog. I hit the road, eager to get to the warmth of the Sea of Cortez. After a couple of hours I came to El Rosario, home of Mama Espinosa's

Applying and paying for the FMM "tourist card" online totally streamlines the border crossing process. The INM "Tourist Office" at the border doesn't accept the payment for their FMM "tourist card". Instead you have to leave and find a bank to pay the fee, and return with the receipt. It's way easier online. You still need to visit the office for the stamp, it just cuts out the extra steps. Worth noting, when traveling in Baja the temporary vehicle import permit (TIP) is not required. All of Baja California is a free zone.



restaurant and a stop for some of the Baja races. The place is a museum dedicated to the Baja racing scene, covered with pictures, posters, jerseys, and even a retired race motorcycle. It's a cool spot and worth checking out. I made sure to top off my gas and spare containers at El Rosario, it's a stretch to the next gas station.

Although, there is a guy part way down that sells gas, siphoned out of 55 gallon drums in the back his truck. It's a little more expensive but well worth it for a thirsty GS. Higher capacity GSA bikes, and I with my spare gas containers, would have probably



make it to the next station without this stop, but why risk it? Leaving El Rosario, Hwy 1 snakes inland for a bit, and I was finally able to get away from the coastal fog. This is a really nice section of road. You get into the rocky desolate desert, littered with giant cacti. This is Baja! I stopped here for pictures but again, I mainly settled in for a run to the Sea of Cortez, stopping only for gas and military checkpoints. The checkpoints, by the way, aren't a big deal. Most just wave the adv tour bikes through. Once I was asked to open a side case, I didn't even have to dismount. Another time I had to dismount and open both cases. I was joking with the soldier as I pulled out my tent and camping gear, "esta es mi casita y esta es mi cocina" (this is my little house and this is my kitchen). We had a laugh and I was on my way in no time.



As you approach Guerrero Negro you cross from Baja Norte into Baja Sur. I'm not sure why there is a difference, but there clearly is. At the "border" between the two Bajas there is another military checkpoint and a larger military installation, complete with a roundabout with one of the largest Mexican flags I've ever seen. It's a cool sight as you're cruising down the Highway. Oh, and Hwy 1 is back along the coast at this point so the temperatures dropped again. At Guerrero Negro Hwy 1 makes the cross over the Baja peninsula to the Sea of Cortez. Just minutes out of Guerrero Negro the geology changed to back more rocky desert and the temperature jumped. Finally, this is the Baja I was after! By this point it was mid afternoon and I was thinking of stopping inland, somewhere between the Pacific side and the Sea of Cortez. But as I was riding with the sun on my back and the open road to myself, I just pushed on. I knew I could hit the Sea of Cortez before dusk. And I'm glad I did. I rolled into Santa Rosalia in the late afternoon, and I had time to tour through the town, from the fisheries to the north to the old part of town to the south, as I looked for a decent (and cheap) place to stay. The sun was dropping, it was a nice time of day. I found a really neat, old hotel perched upon a hill overlooking town and the Sea of Cortez. But it was pretty spendy so I moved on. I ended up at a motel just on the outskirts of town, Hotel El Morro. Being Monday evening, the hotel restaurant was closed so I unpacked, changed, and rode back into town for dinner. Having just ridden another 500 miles or so, I wanted a sit-down meal, this time with cold beer. I found a great place, overlooking the sea. I sat out on the open-air patio over the water, with my cold beer and since I had signal I was able to check in with my wife. Then as I watched a full, blood red moon rise over the Sea of Cortez, I had a really great meal. With the meal was a nice salad and as I ate it I chuckled to myself, Richard wouldn't believe this. Richard Burton is my riding buddy and he's always commenting that I need to eat more fruit and vegetables, and here I was eating my salad. After I finished I sat back with a full belly, had another beer, and took in the moon over the Sea of Cortez with a warm breeze and the lapping sounds of the sea on the beach. Life was good! Up until 2 AM that is...

Tune in for Part 2 next month!

Nick Gloyd

For travel in Mexico I have developed three rules.

Rule #1: Don't dawdle in border towns. This is where drugs and traffickers converge before trying to cross into the US so they can be dangerous places.

Rule #2: Don't travel at night. There are stories of travelers being waylaid at night. But a more likely threat to those moto touring in Baja, is the many free range animals seeking nighttime warmth on the paved roads.

Rule #3: Don't keep all your cash in one place. In the event of a robbery or shakedown by a policeman, keep a small amount of cash separate and handy. That way they don't get greedy for more.

John Ellis put a very informative article about Lithium batteries for motorcycles in our July newsletter and his personal experience with one. There is also a good article on the difference between "Gel", "AGM", and "LFP" (Lithium) in the Oct. issue of BMW ON, so I won't go into that. But I thought I'd share my experience with them here.

A couple years ago when I got my K100RS all back together I needed a new battery for it so started shopping. I was interested in the new technology of Lithium batteries, and after reading a review in one of the motorcycle magazines I subscribe to, and with their recommendation, I ordered one. It included the special charger required for them, and good instructions for mounting. The first thing I noticed of course is the very light weight. The second was that it had terminals on all four corners so it could be installed either way depending on which side the power leads were on. It seemed to work as well as any other battery for almost one year and died! I contacted the manufacturer and as it was still under warranty, I returned it and got a full refund as opposed to a new one because I'd lost confidence in that manufacturer.

Part of the reason I was interested in them is because of the projected life span of about 10 years and the claim they can go through thousands of charge cycles. If this turns out to be true, that would make it about half the cost of a standard battery assuming a life span of 5 years.

Now I was back to looking for a new battery again, but kept the charger, so all I needed was the battery. Amazon.com to the rescue! I found that Deltron, the maker of the Battery Tenders that we all know and love is now selling Lithium batteries too! I also found that the prices there were about the same, or even a bit less, than some of the name brand sealed gel, or agm batteries. Deltron sells their chargers separately, but I didn't need one.

I checked my bikes owner's manual to be sure of the Amp/Hour rating that I'd need and ordered one. It came with more packing material than needed in the form of foam rubber blocks of different sizes to line the stock battery box with so one can get a good fit. It also has terminals on all four corners, so that seems to be the new standard. I'll have to report back on the life span of the Deltron, but so far the bike starts and runs just as it always did. So when the battery in my R100GS died, I went back to Amazon.com and bought another Deltron for it! This time I wanted to compare the two, so when I got the old "Westco" gel battery out I weighed it on a digital scale at 22.2 lb. The new lithium battery weighed in at 2.2 lb.! That's right: 20 pounds lighter! I've been asked if I can feel a difference, but no, I can't. But it's got to help a little!

Now I've got one in my K1200GT as well. I did have one issue with it that I should report. I did my own service 2 on it last winter and spent about 3 months doing it. I was lax in keeping the battery charged, and when I got finished it was down to about 6 volts. I was afraid I'd ruined it, but plugged the charger in and let it do its thing, which was to charge it very slowly in small pulses until it got up to where it could be charged normally. The next morning the green light was on and it's been fine ever since. I have read now that they can be brought back from as little as 1 volt!

Since then I've made it a garage rule that if the bike isn't ridden at least once a week, it gets charged! It only takes a day, or an overnight, so I can do all three in a couple days. I'll have to report back on the longevity, or lack thereof, but for now I'm happy with their performance.

Steve Kesinger

December SSBR - Peninsular Ride



Around 12 riders showed up at the Main Street Grill in Half Moon Bay for the December SSBR – not too many, not too few - just right. To partially make up for not riding a BMW I ordered a bratwurst for breakfast.

I have been in this club long enough to have covered most of the best riding roads in the Bay Area, but I knew of a couple road in the Peninsular that existed but I hadn't actually ridden. I spent some time with the map and then scouted the area a couple of times to figure out which of the roads were public and which ones unfortunately are not. The "new to me" roads that I found were Higgins Canyon, Tunitas Creek and Coverdale Road. I put these together with Skyline, La Honda, Stage Road, Jamison Creek, Hwy 9 and a section of Hwy 1 to create

what turned out to be a great morning ride (even if I say it myself). For me the best bit was a clear shot (no traffic) at Hwy 9. I love that road. The ride ended at a very busy Alice's which on a Sunday at 1.0pm which perhaps wasn't the greatest idea. The weather was clear and sunny, with big temperature changes as we when from sea level to 1500 feet, but everyone finished it without getting lost, falling off or booked for speeding, Excellent result. For those that didn't make the SSBR, check out the route. Well worth the effort.

John Ellis



BMW Motorcycle Club
of Northern California



BMW Club of Northern California, Inc.
P.O. Box 2472
Santa Clara,
CA 95055

Contacts

PRESIDENT* (415) 205-7829

Greg Hutchinson
(president@bmwnorcal.org)

VICE-PRESIDENT* (707) 704-8504

Chris Dailey
(vicepresident@bmwnorcal.org)

SECRETARY*
Constance Swinton
(secretary@bmwnorcal.org)

TREASURER* (925) 890-8449
Kevin Coleman
treasurer@bmwnorcal.org

TOUR CAPTAIN* (707) 849-5582
Nick Gloyd
(tourcaptain@bmwnorcal.org)

SAFETY/TECH DIRECTOR* (870) 273-4746
Jorgen Larson
(safetytech@bmwnorcal.org)

HISTORIAN* (707) 494-6629
Richard Burton
(historian@bmwnorcal.org)

NEWSLETTER EDITOR (925) 461-8462
John Ellis
newseditor@bmwnorcal.org

MEMBERSHIP DIRECTORY
Russ Drake

ADVERTISING CHAIR
Buddy Scauzzo Adchair@norcal.org

SECOND SUNDAY BREAK-
FAST
Open

**Board Member*

Events

Board of Directors Meeting
07 Jan 2018, 7:00 PM 9:00 PM
Noodles Fresh, 10042 San Pablo Ave., El Cerrito

January SSBR - West Marin Tour
14 Jan 2018 8:00 AM
Bayside Cafe, 1 Gate 6 Road, Sausalito

January Member Meeting - Salt Point SP Plus
BMW Santa Rosa open house
27-28 Jan 2018 8:00 AM
Napa Black Bear Diner, 303 Soscal Ave. Napa

Board of Directors Meeting
04 Feb 2018, 7:00 PM 9:00 PM
Noodles Fresh, 10042 San Pablo Ave., El Cerrito

February SSBR - East Bay Extravaganza!
11 Feb 2018 8:00 AM
Cafe Soleil, 3550 San Pablo Dam Rd., El Sobrante

February Member Meeting - Hidden View
Campground!
24-25 Feb 2018 8:00 AM
Jim's Country Style, 5400 Sunol Blvd. Pleasanton

Pre-registering for events at
www.bmwnorcal.org is highly
recommended. Avoirds need to
sign waiver at the event.



www.bmwnorcal.org