

FEBRUARY 2019

NORCAL NEWS



Ride to Camp

Camp to Ride



This month featuring:
Greg's first Baja adventure
The Magic of Blue Sunglasses
Riding in SouthEast Asia

BMW Motorcycle Club of Northern California

Presidents Corner

Looking out at the snow on top of the mountains around the Bay is certainly something beautiful. One of the few times I'm not wishing for sunshine and dry roads for a ride over to the coast for lunch down in Davenport. But this is also a great time to attend to all the little things that have piled up because of all the rides.

Like the next section of By-Laws update to bring them up to current times and correct some past oversights. Nothing controversial in the changes but important to the Club going forward.

And now a laser focus on building momentum for the 49er! Venue set, food set, most of the speakers set, events set, programs pretty much set ..**Volunteers for some of the positions..not so set but getting better. Talk with Hugo to see how you can have fun and get involved.**

Plan on coming with a friend who's never been and introduce them to observe or participate in all the activities. Introduce yourself and meet riders that will expand your vision of what and where people ride. Learn basic off road techniques with some of the best instructors in the business. Meet a rider who can tell you what it feels like to ride over 200mph at Bonneville and then sign up to her class for off road riding. Possibly see one or two rare BMW racing machines worth almost \$150k each. In short, it's a fun and unique learning party for all.

The Club should make a historical milestone by the next meeting...over 300 members. While the Club has been larger in the past, it was always a short term blip caused by certain tax law rules around the 49er. This time membership growth is the result of a solid group of BoD members and Club volunteers who enjoy the riding and destinations we see almost every month. Our members make it fun - and new and returning members have commented on how welcome they feel. Thank you all.

Airheads in February, Club meeting down by Ouji, then Club meeting in Death Valley in March...each ride will certainly helping me reach the BMW 700K mile award in the near future. It's a great way to see the world.

See you on the road

Greg Hutchinson President

February Captain's Log

Happy February! I hope everyone kept warm during the cold snap at the beginning of the month, it's not often we get snow in the coastal hills like this. As spoiled as we are with winter riding, it's ok to take the once a decade snow day... Speaking of spoiled winter riding, those 50 or so riders at the January Member Meeting and Campout were certainly spoiled with some great riding and great weather! What a great turnout for the middle of winter. And the camping at Sargarloaf Ridge State Park could hardly have been better either. And the stop just down the street at Arrowood Winery was a fun touch too.

This month we have a great ride planned, weather permitting, culminating with the Maricopa Highway down near Ojai. Check this one out if you're up for a fun run down into Central California. It's a push so we'll be bumping up the breakfast and departure time 30 minutes. We leave from Hollister and there is also an adventure/GS option, again - weather permitting. Check the Event Page at www.BMWNorCal.org/events for more details.

And while you're at the Event Page, check out the rest of the line-up of rides on the calendar, you'll notice most of the months are booked for the year. March is the annual Club Death Valley campout so get some fresh tires ready for that. We are also working on coordinating a second Cross Border Ride with our Mexican Sister Club in Queretaro Mexico. Stay tuned for that.

We've also opened registration for the 49er, so be sure to get signed up for that. It's going to be a great one!

And just a reminder, we are still looking for folks to offer ideas for Second Sunday Breakfast Rides. Or, even better would be a volunteer to step up and coordinate the SSBRs. This person wouldn't need to lead the rides, mostly just coordinate where and when we hold them.

Thanks, and get out and enjoy our awesome California winter riding! (Even though you might need your plug-in gear.)

Nick Gloyd Tour Captain

Editors Corner

Big thanks this month to Greg Hutchinson and Rick Webb for answering my plaintive pleas for content. Greg sent me a the story behind his first Baja ride some fifteen or so years ago. He is absolutely right in asserting that the first time is always the best. Rick and I have discussed the problems of riding where the light quickly alternates between extreme light and shade. I crashed once when blinded by the rising sun. I use

the Helmet Sunblocker. Rick's preferred solution is to use blue sunglasses lens which he describes this month..

John Vashon has been a very committed club member since I joined the club 6 years ago. During the last year he has been organizing trips to South East Asia. This month he agreed to answer some questions about these tours (which btw are ridiculously cheap). Check it out. Thanks also to Jorgen for some of the January camp out pictures.

John Ellis

BMW Moto Club
Turismo Querétaro



2nd Annual BMW Cross-Border Rally

Nick Gloyd would like to find out who is interested in participating the next cross border ride. The plan is to leave around 16th March (roughly the two weeks prior to the Death Valley campout). If you are interested please contact Nick at tourcaptain@bmwnorcal.org.

BMW Motorcycle Club
of Northern California



THE
- 47TH ANNUAL -
49ER
RALLY

RIDE • CAMP • EAT • PLAY
MEET FRIENDS & MAKE FRIENDS
ARE YOU READY?

MEMORIAL DAY WEEKEND
MAY 23-27 2019
MARIPOSA COUNTY FAIRGROUNDS



EARLY BIRD REGISTRATIONS

Hurry for BIG discounts

As an EARLY BIRD registration you will receive

20% Discount on your entry fee

20% Discount on your Saturday Dinner

20% Discount on your Event T-Shirt

Early Bird Registration from now until March 31 2019

Pre-registration Apr 1 - May 19, 2010

Save 20%

REGISTER TODAY!

JUST CLICK ANYWHERE ON THIS AD

Have Blue - Will Travel

DEFCON ONE! That's how it felt on a sunny day. I couldn't see anything in any shadow-covered corner. Couldn't see lane markers, couldn't see small debris, couldn't see a pothole, couldn't see if there was a parked truck. The winding roads in the hills and mountains used to present a real challenge: Ride through the shadows blind, or slow down to a crawl.

It seemed that the high contrast between the sunlit areas and the shadows was too great. But cloudy days were no problem.

Neither clear nor polarized lenses in my glasses helped. Other riders claimed yellow or red lenses were the way to go. But those are used by pilots to increase, not decrease contrast. And red filters are used by photographers with black-and-white film for the same reason to bring out clouds against a blue sky.

I needed to let light in to my eyes from the shadowed areas and at the same time reduce the light from the bright areas. That led me to remember a photo taken in the '80's during an excursion to a narrow, elevated valley in the middle of Nevada. It was used by Navy aircraft for bombing and gun target practice. I was there to collect soil samples to test for radiation from nuclear tests that had taken place in the '50's.

The scene was a partially covered with snow. The snow in the sun was white. The snow in the shadows was blue. Well Watson, the snow in the shadows received light primarily from the blue sky, and not directly from the sun.

Perhaps blue lenses would tend to allow most of the light from the shadows and block a lot of the light from the areas in full sun.

I gambled hundreds of dollars on a pair of prescription eyeglasses. They worked. Now riding on bright days is fine and wonderful. If you want to try it yourself note that our eyes are most sensitive to blue light at a wavelength of 450 nanometers.

Rick Webb



January 2019 Ride and Campout

The January campout started at the Black Bear Diner in Suisun. I understand the need to select Black Bear Diners, simply because of the number of participants that show up each month, but I do miss the old days when each ride started family owned diners. May be I just need to find something that I really like on the Black Bear Menu. Send me details of your favorite dish and I will include a list next month. Amazingly for a January camp out over 30 riders showed up for breakfast. This club is really on fire and is going from strength to strength. Because of the numbers it was necessary to break up into 4 smaller groups for the ride to Sugarloaf Ridge state park. The

ride north from Suisun took in Wooden Valley and Monticello Road which are always excellent and this day were free of traffic. The route then took us through Pope Valley before stopping in Middletown for coffee and provisions. We then turned south on Hwy 29 over the mountain into Calistoga. The last part of the ride took use over Oakville Grade, Dry Creek to the gnarly Cavedale Road. Some members stopped at the Arrowwood Winery to sample and purchase their ware and then on to the camp site. There must have been at least 50 persons at the campsite a large proportion staying to eat and camp. After the previous cold and wet January we were extremely fortunate to enjoy mild and dry weather for the ride and camp out. An excellent time was had by all.



Here's a pic of three guys deflating an air mattress. One to hold open the one way valve, one to roll the mattress, and of course one to make sure they're doing it safely. Then, after they were done, the Safety Director casually pointed out that the one way valve mechanism was designed to detach so as to let the air out.





Russ Drake receives his 30 year pin



Advanced Superbike- BMW Norcal Class

Headcoach Can Akkaya wrapped up an 'Advanced Cornering & Survival' program for heavy touring bikes and their experienced owners. His cornering program is way beyond the typical class setup you use to know, and the subjects are huge eye-openers even for seasoned riders. Parking lot training doesn't go far, which is why even the US Air Force worked with Coach to train their riders 'real life' and matching coaching techniques, which is Coach Akkaya's strength. A balanced classroom/track ratio and a step-by-step strategy will give our students missions- motivation- and progress. Coach will keep you entertained off and on our challenging race track.

The subject list might sound familiar and that's why it don't sound so 'tempting'- but let us assure you that there are many things wrongly "interpreted" or wrongly taught out there. That is our experience with the thousands of riders we've made in many years. So if there is something you think you know already, then Superbike-Coach might surprises you.

The company

We offer programs for street as well as track riders of all levels and motorcycle categories. We are teaching specific MotoGP riding techniques to street riders. Our small race track is located in Stockton CA, where we can teach advanced subjects way better as any parking lot could possibly do.

[Can Akkaya](#), owner of the Superbike-Coach Corp, has spent a lifetime mastering the MotoGP riding techniques which can teach you correct ways to ride better, safer, and faster while avoiding costly and painful mistakes. This wide range of riding programs is designed to help every motorcyclist.

Our coaching principles are revolutionary- refreshingly different- and the first-hand program can help every rider category and skill level. Besides that, Coach Can will surprise you with straight forward language- humor, and a load of passion for teaching and riding.

More information online at <https://www.superbike-coach.com/>



Please visit www.superbike-coach.com/events/bmw-norcal-advanced-rider-class to sign up.

BmwNorcal will be applying for the Paul B. group scholarship from MOA. If we can get the scholarship funds we will distribute the funds back to the participants. So after registering on Superbike Coach's website please visit BMWNorCal's website and register there as well.

Please note, you should review your insurance policy carefully as your insurance may not cover incidents taking place on a racetrack.

This class is limited to 30 riders so it is first come first serve.

Any questions please email Jorgen Larsen, safetydirector@Bmwnorcal.org

Sugarloaf Ridge State Park History 1-26-19

The Wappo people were among the earliest to settle in California. And around 1,500 years ago they settled in the Alexander Valley. They would travel back and forth to the coast to collect salt, seashells, and seaweed, which they traded with the Pomo Indians. In the upper reaches of Sonoma creek their village was called Wilikos.

Around the year 4 BST, that is Before Snowshoe Thompson, they successfully resisted Spanish efforts to displace them. That victory, however, was short lived.

The present city of Kenwood was at one time called Guilicos, but the locals found it too difficult to pronounce. Eventually they called it Kenwood, but nobody knows for sure where that name comes from.

The World Pillow Fight Championships originated in Kenwood in 1970. A steel pole was placed across Los Guilicos Creek and then the creek was filled with mud. It became an annual event and was held every year up to 2006. Thereafter it was held at various locations around the U.S. The Championships are due to return to Kenwood this year, so mark your calendars.
Rick Webb Historian



1201 N CARPENTER RD MODESTO, CA 95351 209 524 2955

www.cyclespecialties.com

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](#)

Check out these Lights

Weiser became an advertiser and Norcal supporter back in January. The advert for this month changed to that shown below and really grabbed my attention. I love LED lights. They are brighter and use less power. Personally I try to avoid riding in the dark, and my lights are to make sure others see me. I am particularly neurotic about being hit from behind and fitted a Clearwater LEDs below my number plate. The Weiser alternative is to change out the indicators at the back for LEDs with brake/indicator function and at the front with brights/indicator dual function. The cool thing is that your viability improves without changing the looks and lines of your classic BMW. Weiser is the first company I have seen that supports both new and older BMWs. I suggest you check this web site out to find out what they have which will fit your bike.

John Ellis



weiser
CLASSICS
Legacy III for BMW 'AIRHEADS'
LED Turn Signal Upgrades R+K Series Motorcycles 1970-1995
Bringing the safety & conspicuity of LED lighting to classic
& new BMW motorcycles from the 1970s to present.
Weiser LED upgrades fit inside the OEM turn signal housings.
LED DRIVING LIGHTS / BRAKE LIGHTS / TURN SIGNALS
weisertechnik.com

[CLICK HERE FOR MORE INFORMATION](#)

FIX YOUR OWN

MOTO

WITH OUR **HELP**
OR ON YOUR OWN.

TOOLS • WORKSTATIONS
LIFTS • PARTS • ASSISTANCE
SELF RELIANCE | INDEPENDENCE

MOTO GUILD®

849 13TH ST. SAN FRANCISCO 94130

TREASURE ISLAND

415-624-3795

WWW.MOTOGUILD-SF.COM

FEBRUARY

SAT 2: MINOR SERVICE WORKSHOP

WED 6: OIL CHANGE WORKSHOP

THUR 7: INTRO TO MAINTENANCE CLASS

SAT 9: TIRE CHANGE WORKSHOP

SUN 10: VALVE ADJUSTMENT WORKSHOP

SUN 10: CHAIN & SPROCKETS WORKSHOP

WED 13: TIRE CHANGE WORKSHOP

SAT 16: INTRO TO MAINTENANCE CLASS

SAT 16: MINOR SERVICE WORKSHOP

SUN 17: BRAKES WORKSHOP

WED 20: OIL CHANGE WORKSHOP

THUR 21: INTRO TO MIG WELDING

THUR 21: INTRO TO MAINTENANCE CLASS

SAT 23: CHAIN & SPROCKETS WORKSHOP

SUN 24: ROADSIDE REPAIR

WED 27: TIRE CHANGE WORKSHOP

THUR 28: INTRO TO MAINTENANCE CLASS

MARCH

SUN 3: VALVE ADJUSTMENT WORKSHOP

WED 6: BRAKES WORKSHOP

WED 6: CARBURETOR & FI CLASS

SAT 10: INTRO TO MAINTENANCE CLASS

THUR 14: INTRO TO MIG WELDING

SUN 24: ROADSIDE REPAIR

BmwNorcal Member Clinic, Moto Guild March 2, 2019

On March 2nd, from 12:00pm to 3:30pm the club has reserved three lifts and plenty of work space at Moto Guild on Treasure Island. Consider this to be a "shop day" where you can do minor services to your bike (i.e. change oil/filter, brake fluid, brake pads, tires). We will ask some of our experienced members to help, but Moto Guild offered to have a mechanic on site who can assist you and get you familiar with the tire change and tire balancing machine. Tools are a part of the rented space but you may want to bring your own special tools and bike manual/specs, just in case.

Since Moto Guild has been extremely helpful in accommodating a space for our past events and for our monthly meetings, we ask to at least check for their parts and tire pricing.

Also, we will have sign ups for the upcoming 49'er Rally. The Rally Chair will be on site to answer questions of the various volunteering tasks.

Please sign up on BMWNorCal's website so we get an accurate headcount. (Mylene might just bring some of her "Killer Muffins" and you don't want to miss out!)

Any questions please email Jorgen safetydirector@bmwnorcal.org



Mountain View 650.966.1183



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

©2015 BMW Motorrad USA, a division of BMW of North America, LLC. The BMW name and logo are registered trademarks.

CLICK HERE FOR MORE INFORMATION

Greg Hutchinson's - Finally Back from the Land of Exposed Rebar!

An oldie but goodie. Back in 2001, my friend Michael and I decided to pack up our R80G/Ss and take some time riding down to Cabo. The following article was my first impression of the wonderful country, sights, and people. Each ride has gotten better with every trip back but now I only go as far as Mulege...and that's just fine for me.

I and Michael, a friend of mine from the China Lake Naval Weapons Lab in Ridgecrest, just spent the last 10 days on BMW R80G/S bikes wandering 3500+ miles all over the Mexican Baja peninsula.

As soon as you exit any of the border crossings into Baja, one of your first observations is that the country is half built. No matter where you go anywhere in the country, there are buildings of all sizes that may have the walls up or the first floor finished and occupied, and then the work just stopped! Just the walls or the shell of higher floors with no doors or windows, and ALL of them have an extra 10-15 feet of rebar sticking up everywhere. Found out later that buildings are taxed differently if there is "work in process"! But a quick look tells you that no work has been done in years if not decades...just some empty shells. Even in the middle of Cabo, on the waterfront, was a 12-story condo project that suffered terminal stoppage about 5 years ago. Talking to the expats Americans living in Baja, we learned an excellent economic lesson on what happens to an "emerging" country when the government abruptly switches ruling parties and political agendas.

never saw a single deer!. As we came around a curve heading towards Guerrero Negro, Michael started and I finished a short 40-yard sprint with a young bull with REAL long horns. We won but he had an eye on us daring for a rematch. I like my steak medium, not running after me.

Sobering reminders of just HOW dangerous driving is down there are all the little white crosses and memorials lining the roads...thousands of them. While the roads themselves are in great condition and the road signs are decent, the signage makes no distinction between how sharp a curve is going to be, how steep the decent down the hill might be, where there is a blind driveway, etc. You can almost guarantee that there will be at LEAST ONE and up to a dozen crosses or elaborate memorials right after or just before.

I had the rare opportunity of watching a tractor-trailer enter into the sharp right hand downhill curve the same time Michael was going uphill into the turn. Who would have guessed that something that big could do an 18-wheel drift through the turn?!? ALL the wheels were sliding a little and the top of the trailer was actually leaning over Michael as he passed. I saw the driver's eyes were buggin' out from that little stunt. Michael said later that it scared him silly. I told him I wish I had had the camera out! He wanted clean underwear.

Billions of cactus of all shapes and sizes..one rare type only found in a stretch south of Ensenada looks suspiciously like the role model for an old English science fiction film, "Day of the Triffids". Never saw one move - but then we weren't in England.

There was great food everywhere..even little one room shacks on the side of the road or along the beaches had good stuff. Michael's quest was always the search for the best lobster burrito. I stayed with shrimp (humongous) and steak (yummy)...and gained 10 lb..

Tacate, Corona, and Bardohl own 85% of the marketing budget - or so it seemed. All the chairs in the North State have Tacate labels, while in the South, it's Corona. Bright yellow Bardohl signs were painted on anything that didn't move. Even a shack 50 miles from ANYTHING was yellow and black. Of course it seems that all the cars had to be using Bardohl instead of regular oil. The EPA would have a coronary watching the pollution anywhere in the country. Black smoke streaming out the back - Bardahl in the crankcase. Talk about a planned monopoly for making money.

Cabo San Luca is way overbuilt and



Tecate Square

The Mexican people were wonderful and helpful....and poor. Same little kids still selling the same boxes of Chiclets from the last time I was down here 14 years ago. Same damn plaster burros too! The country is full of wonderful sights connected by hundreds of miles of sheer boredom and terror to get anywhere. As roadside attractions, we have cows, steers, horses, goats, cows, chickens, more horses, donkeys, steers, mules, a rattlesnake or two, more damn cows with protective bulls, more goats, and still more cows. BUT we



Breakfast in Mulege

now has a Costco...looks like San Diego. La Paz is a dream boardwalk next to the Sea of Cortez,, restaurants and shops on the boardwalk. Santa Rosalia was wonderful with a French twist, Tijuana you want to get out of as soon as possible for too many reasons. Ensenada had a fake Starbucks that Michael kept going back to. I think it was the waitress, and you could visit the ship from "Master and Commander" (but no Russell Crowe) at the movie studio just north of town...same big tank they used for "Titanic".

square and others in the middle of NOWHERE - what were they thinking!!

Fishing and sailing are heaven. Little coves with a half dozen huts (Americans!) who live on \$6K a year...and fish and sail and drink...and fish and sail and drink...and fish. Nothing else around so you fish and sail...you get the idea. Even Gilligan's Island can get boring after a while.

But to find ANY body of water, you had to go to the coast. The entire trip, we went over 1 bridge that went over water. All 2,000 + miles of Baja and just ONE. Dry country here cowboy!

The weather was wonderful even if we did have to turn on the electric vests each morning and take them off by noon. Roads were clean with good surface - when they had a surface. Dirt was...well...dirt. And that's what you had once you get away from the major roads. And Highway 1 is most of the paved stuff for the entire peninsula so lots of dirt.

Lots of great vistas and memories. Would I do it again??? Not this way on a bike - too much empty nothing and BTDT.

But fly into La Paz,,oh yeah....in a heartbeat.

What a trip

Greg Hutchinson



The Hotel California in Toto Santos is a complete juxtaposition from what you get used to down there. This place has class and would be fabulous in San Francisco or Napa...yet it's 1,800 miles south. That said, all the smaller towns were so much more interesting and friendlier. The Federales would occasionally hassle us to open a saddlebag but that's only because they're stuck at these checkpoints in the middle of nowhere. They're bored, don't speak English and smile a lot with a nice FNL automatic rifle hung on everyone's back.

The missions built by the first wave of Spanish are all different and scattered up and down the 2 States. Eiffel (of the Tower) has one down there. It's metal like his other stuff. There were some elegant missions still in use everyday while others have dwindled down to the foundation and dirt. Some on the town



CONSIDERING RIDING IN SOUTHEAST ASIA - JOHN VASHON ANSWERS YOUR QUESTIONS

Q. How long have you been a member of the BMW Club of Northern California?

A. I was invited to join in November, 2011, and served 4 years on the Board of Directors as Treasurer, VP and webmaster for a few years. I can't say enough good things about our club. I learned so much about riding, camping, working on a board and I've made some lifelong friendships.

Q. Riding motorcycles in Southeast Asia, that's a little crazy, yes?

A. It's a unique and exotic part of the world. The culture, history and religion are "180 degrees" from North America. Outside the cities it's like stepping back into a simpler time where rice is planted and cut by hand and water buffalo wallow in mud pits along the side of the road. I like that it's inexpensive, a bit unregulated and the locals genuinely welcome Americans. It might be a "stretch" for some riders to do these tours but the risks are manageable and the payoff, well, look at the photos!

Q. When did you first ride in Southeast Asia?

A. In 2013, an unexpected call from a friend who asked me to join him for a ride in Laos. My first reaction: too dangerous, too far from

home and way outside of my comfort zone. Then I started thinking about my father who was a passionate world traveler later in life. He'd passed a few months earlier and I thought, I gotta do this, life is short and I'll do this trip in



his honor.

Q. How many tours and to which countries?

Thailand, Vietnam and Laos multiple times, Cambodia and the Philippines. Maybe 10 total and if you look on the Motorcycle Southeast Asia Facebook page, there's a photo album of each tour. This year I'll visit Thailand in March, Vietnam in October and Myanmar for the first time, in December.



Q. Why do you organize these rides?

A. The first trip to Laos really changed my life. The authenticity of everything, the people, riding along the Mekong, the jagged karst mountains, the temples, the food, it was all just amazing. So amazing that I decided to share the experience with other riders. By organizing the tours and helping riders with travel plans, packing lists, etc., is all about making it easy a rider to say "yes!"

Q. What bikes do you use and where do you get them from?

A. I use local motorcycle tour companies that are licensed in-country, and they provide the bikes, routes, hotels, restaurants, and all of those fantastic out-of-the way places! Typically, we ride Honda CRF 250s off-road, and Honda CB 500X on the streets.

Q. Does a rider need to carry luggage on the bike or is there a backup vehicle?

A. We use a support vehicle for luggage if available. It's easier for the riders, and convenient if someone wants to rest for a day or there's a problem with a bike. I strap a dry bag to my rear rack for rain gear, snacks, personal items, etc...

Q. What sort of weather conditions?

A. I schedule tours from October to March, these are the dry months in Southeast Asia. The weather in these winter months is warm to hot with an occasional light rain shower and cool at higher elevations.



Q. What happens if a rider has an accident?

A. There's not inherently more dangerous about riding in Laos, for example, than at home. Most of the riders "dial it down" a notch and take a little extra time when riding in areas where medical facilities are primitive and inaccessible. Check with your health insurance provider on coverage outside the US and supplement where appropriate with additional policies.

Q. What about gear and clothing?

A. I recommend you bring all your own gear. In a country that you've never visited before, on a bike you don't know, and with a group of people you just met, you'll be safer and feel more confident in your own gear. Off-road I wear a protective vest and jersey, mesh pants, boots and shin guards (or off road boots.) On streets,

I swap the vest and jersey for a mesh jacket. I pack a couple of layers on the bike including a rain jacket in case the weather changes.

Q. What sort of mileage each day?

A. We are on the road 6-8 hours a day. We stop for coffee and lunch and sometimes a tourist activity like a



boat ride on the Mekong, a visit to a museum, or a bungee jump off of a bridge (ha-ha!)

Q. How are the accommodations and food?

A. Always local restaurants, lots of rice and noodles. Dinners typically include western options for those starved for burgers, fries or burritos. Accommodations range from homestays to local-style hotels or resorts. Each rider has a private room and bath (except at homestays) but you might be showering with a bucket in more remote destinations.



Q. About what do the rides cost?

A. It varies a bit by country and tour company but generally, \$200 a day, all inclusive (guide, support vehicle, bike, hotel, fuel and meals.) Myanmar is more expensive, perhaps \$250 a day. Round-trip flights from SFO to Bangkok plus connections to our start and end cities are inexpensive right now, around \$600.



Q. What's the typical tour duration and number of riders?

A. The tours are 6 to 8 days. I limit the group size to 6 riders, plus myself, the tour guide and the support vehicle driver.

Q. Is the off-road stuff real technical?

A. The guides do a great job of scaling the difficulty based on the skills of the riders and adjusting the routes. On more technical sections, riders wanting an easier or shorter day can take an alternate route to the hotel. On other days, if we arrive at the hotel early and some riders want to continue, we can do a loop into the mountains, ride to a waterfall, visit an interesting village, etc...

Q. What are the roads like?

A. Thailand has some of the world's most famous motorcycling highways. They are crazy twisty, well-engineered and deserted!



Q. Is the food OK, I mean do people get sick?

A. The food is excellent and we only drink bottled water (available everywhere.) Each rider should bring their typical medications

and I \ carry antibiotics, including an ointment and something for head colds and lower intestinal issues.

Q. Is this a business for you?

A. No. I organize rides just for friends and family. I'm not a travel agent. I do receive a discount from the tour company but this is all about just having fun!

Q. How about vaccinations?

A. Talk with your doctor or visit the Center for Disease Control (CDC) website for a list of recommended vaccinations. I get the shots at Costco, they are quick, easy and inexpensive.

Q. Do you want to go, but?

A. If you want to go but have concerns, call me and let's talk. My first time-around I had plenty of issues but was able to work them all through. The rewards are immeasurable, from what you'll see and experience to friendships you'll develop with everyone on the tour.



Q. Where can I get more information about your tours?

A. The schedule is on Facebook, the group is [Motorcycle Southeast Asia](#) and click on Photos and Albums to see photos from previous tours. Click on Events to see the dates, itinerary and schedule for 2019. If you don't have access to Facebook, check out www.motorcycleseasia.com and email me with any questions.



THE NEXT RIDE HAS 1 OPEN SPACE, IT'S IN AN OFF-ROAD RIDE IN NORTHERN THAILAND, MAE HONG SON LOOP, MARCH 2 TO MARCH 8, DEPARTING AND RETURNING TO CHIANG MAI, \$1,700.



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!

wunderlichamerica.com | 831-761-1070 | info@wunderlichamerica.com

BMW Motorrad
USA

Authorized Dealer



The Ultimate
Riding Machine

A&S BMW Motorcycles

A & S
MOTORCYCLES

1968 **50th** 2018
ANNIVERSARY

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](#)

Ted Porter's BeemerShop

Suspension Specialists & Unique Motorcycle Products

HEX ezCAN

EASY SWITCH SOLUTION

All **F800** Models
All **R1200** Models
All **K1600** Models



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

Don't leave home without it!



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

learn more @ BeemerShop.com

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
- 1/2 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

San Jose BMW

m o t o r c y c l e s

**DEMO RIDES
AVAILABLE**

Call Today
to arrange
your
personal
test ride



We Offer Consignment Sale Service & We Buy BMW's

San Jose BMW The Bay Area BMW Enthusiast's Choice

Come visit our new Gear Boutique & Customer Lounge . . . Ride By Soon!

- The Bay Area's Best Selection of new BMWs
- Choice Pre-Owned Bikes
- Outstanding Service Department
 - Routine Maintenance
 - Warranty Work
 - Expert Repairs
- Great Selection of Riding Gear & Accessories
- Tires, Mounting & Balancing

Personal Attention
Straight Talk - In-Depth Experience
Dedicated to Excellence in Customer Service



SCHUBERTH

New Styles



Get Your Gear Here!

BMW Riding Apparel
KLIM Adventure Gear
Schuberth Charter Dealer
Roland Sands Design Gear
BMW & 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



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*** (415)587-5158
Mike Morlin
(vicepresident@bmwnorcal.org)
- SECRETARY*** (510) 459-0008
Fred Montano
(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
Rick Webb
(historian@bmwnorcal.org)
- NEWSLETTER EDITOR** (925) 918 3106
John Ellis
newseditor@bmwnorcal.org
- MEMBERSHIP DIRECTORY** (510) 427-3309
Russ Drake
twobeemers@aol.com
- ADVERTISING CHAIR** (925)784-4856
Manny Rubio
Adchair@norcal.org
- SECOND SUNDAY BREAKFAST
Open

**Board Member*

Events

February 23-24: Member Meeting / Campout
Breakfast: Country Rose Cafe in Hollister 7:30am
Ride starts at 8:30 AM
Camp ground address;
Holiday Group site
17017 Maricopa Hwy, Ojai, CA 93023
The campground does not have running water so bring some or you can buy some along the way.
Please register online

Monthly Board of Director Meeting
March 2, 2019: 10:00 am-12:00 pm.
MotoGuild SF,
849 13th St. San Francisco

March 2, 2019: 12.00pm - 3.30pm.
Workshop Session at Moto-Guild

April 7, 2019: 9am to 4:30pm
Advanced Riders Class
Little 99 Raceway
1658 S Airport Way Stockton CA 95206

Anniversaries

November 2018 **Davis Opheim - 15years**
Lee Wolff - 25years

January 2019 **Steve Dabrowski 30 years**
Pat Holland 30 years

February 2019 **Russ Drake 30 years**



www.bmwnorcal.org