

MAY 2020

NORCAL NEWS



Ride to Camp

Camp to Ride



BMW Motorcycle Club of Northern California

Presidents Column

Another month down with the Statewide Shelter in Place order. I used my motorcycle to take some groceries to my parent's house a week ago and then made a delivery in the middle of San Francisco. I was really rusty when I first got on the bike but the cob webs were dusted off quickly. While the ride was mostly freeway and urban streets it was still a nice ride as there were just a few cars out. It was the first time I had been back to San Francisco in a month and was shocking to see all the shops and hotels boarded up. I managed to see a red-tailed hawk eating a rat on a sidewalk downtown. However, even with this doom and gloom, I can see a light at the end of the tunnel for some level of loosening of our orders, even though we won't be back to the old ways for a long time.

As you know we canceled the 48th Annual 49er Rally last month. We managed the financial planning carefully ahead of the cancellation to minimize the financial impact so most of our expenditures will support the 49th 49er next year. I am thankful we have such a strong financial position. This will not impact our club in any material way.

Before we processed refunds to all our early bird registrants, we provided the opportunity for folks to donate their \$65 registration fee to the Sierra Golden Grapplers, the youth wrestling club that mans the Redbud room at our 49er. I will definitely miss the

outstanding breakfasts and the world-famous double grappler this year. We produced a very limited Covid-19 edition of the 49er poster as a thank-you to all those that donated to the Grapplers. I am happy to report that we sold out of all 50 of the posters and raised more than \$3,000 for the Grapplers! It's truly inspiring to see our BMW community come together like this and represents our club very positively. We finished processing all refunds. It was a manual process so if you think we missed please let us know and we'll figure it out.

As far as when the Club gets back to regular operation, your guess is as good as mine but safe to say we will likely be limited in the size of any one group for a while which may necessitate limits on attendees or the need to have multiple locations. In addition, it will require maintaining social distance and probably face masks. The Board will be reviewing all County and State guidance and requirements to make the most appropriate go forward decisions. I know everyone is itching to get back to riding and camping and rest assured we will be reposting our events just as soon as we get the green light from the Governor's office.

Stay Safe and keep your mask on and hands clean!

Kevin Coleman

Editors Corner

Last month's desperate appeal for content was answered by the persons listed on the left. I couldn't fit it all in this month but it will appear in the coming months. I added four extra pages of photos to the on line edition. Hope you enjoy. Thank you all for your support.

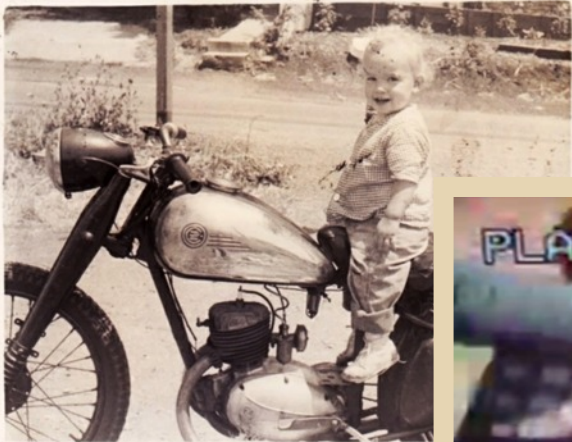
John Ellis

Newsletter Contributor Honor Role

Ken Kastle	Fred Montano	Adrian Pineda
Terry Burns	Vincent Crivello	Alan Huntzinger
William Frick	Don Allison	
Patrick Carew	Russ Drake	
B Jan	Richard Klain	

New Challenge - First picture of you on a motorcycle

Ken Kastle suggests that club members should dig out their earliest picture of themselves on a motorcycle. Even better would be early recollections growing up surrounded by motorcycles. To get things going below are a couple of pictures of Ken, and a picture (from a video) of him sitting on the tank of a Harley. In Ken's own words. "I will never forget when I was 5 years old, my uncle placed me on the gas tank of his Harley and let me twist the throttle as we sped down Highway 50. My mother was not happy. They did have me wear a toy football helmet."



Ken 52"



BMW NorCal mobilizes for the community

While the current shelter in place orders are affecting all of us, some of the hardest hit are the folks that are home-bound and relying on food and grocery deliveries for their day to day meals. And these numbers are increasing as the covid virus continues to be a threat to our communities. BMW NorCal is helping meet this challenge with volunteer riders stepping up to help heavily burdened food banks and charitable organizations deliver throughout the Bay Area. These meal and grocery deliveries are vital, giving volunteers an opportunity to provide an essential service in the community, but also an opportunity to get out on their bikes.

We are currently working with Mercy Brown Bag in Alameda County and we are working with Meals on Wheels to adopt a delivery route in the Peninsula. We are also looking to expand our volunteer efforts to other areas. The San Francisco / Marin

Meals on Wheels is interested in the motorcycle delivery option, but we are waiting to get our Peninsula route going first as a "proof of concept" for them.

I have also been contacted by folks wanting to volunteer outside the Bay Area, but we haven't made contacts with charities in those areas yet. If NorCal riders are reading this and want to help, contact me at the email below or reach out directly to organizations in your areas. And while we are looking at primarily using our bikes for deliveries, volunteers with cars are every bit in demand as well. This is a great opportunity for NorCal members to contribute to your community.

And let's give a huge shout out to all the volunteers that are currently running deliveries!

Thank you!

Nick Gloyd TourCaptain@BMWNorCal.org

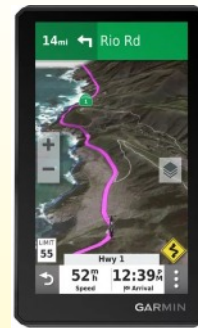
New GPS from Garmin - zūmo® XT - \$499.99 list

Garmin have just introduced a new motorcycle navigator the - zūmo® XT. The claim is that the unit has a very bright bright 5.5" display easily seen during day and night, and of course can be used in any weather. The \$499.99 price includes NA maps and handlebar mounting and power kit. It can be rotated between horizontal and vertical axis like the TomTom Rider

Interesting and novel features include

- Supports inReach satellite technology from Garmin. This is a subscription service but allows messaging communications via Iridium communication satellites for tracking and emergencies. Looks like this will perform similarly to a SPOT device. Cool.
- BirdsEye Satellite Imagery provides an 3D map viewing option
- Preloaded off-road topographic maps featuring for North and Central America. Public land boundaries, 4x4 roads and more.
- Garmin Drive phone app to access real-time services such as live traffic, basic weather and live parking. Display smart notifications from your phone, including text messages, calendar reminders and app alerts

Unfortunately there is no new route creation app to replace BaseCamp,



Click here for very useful article describing the actions to take in case of accident



Crash Scene Field Reference by Rich Morin

“what3words” An application to aid navigation

In the latest issue of Motorcycle Sport and Leisure I noticed that Triumph motorcycles have now incorporated an app called “what3words” with its “My Triumph Mobile App”. It looked interesting so I checked it out.

The app is available at Apple App Store and Google Store. The app works by dividing the world up into 10 ft x 10 ft squares, and allocating each square a three word address such as ///gourmet.onto.camera. The app may allocate different words depending on the language selected at the initial app configuration. The location does not need to be a street address. In fact, it could be a 10-foot patch of ground in to middle of a desert. When using the what3words App a square is selected using a background satellite image.

The three word address can be shared and, provided everyone in the shared group is using the same language, entering the word group in the app will allow everyone to identify the exact same 10 x 10 location.

The app does not include navigation but will export the longitude and latitude of the 10 x 10 square to a routing app

on your phone such as Google maps, and Apple Maps. You can also share a what3word location by messaging or email.

How might this be of use to the Norcal Club? I can think back to several times when I have had difficulty locating a camp site. For some reason the GPS routing does not take me to the correct entrance of a site or I have difficulty finding the actual group site location when inside the campground. Maybe it could be used to identify intermediate stops on a route. Anyone who has a cell phone could enter a three word location and navigate there if they were lost. It could be potentially used to message the location of a broken bike.

This three word locator is easier to enter than an 18 digit longitude/latitude identifier, and certainly less error prone when relaying information over a voice call. In the UK for example, it is used by breakdown services to locate the exact position of a disabled vehicle.

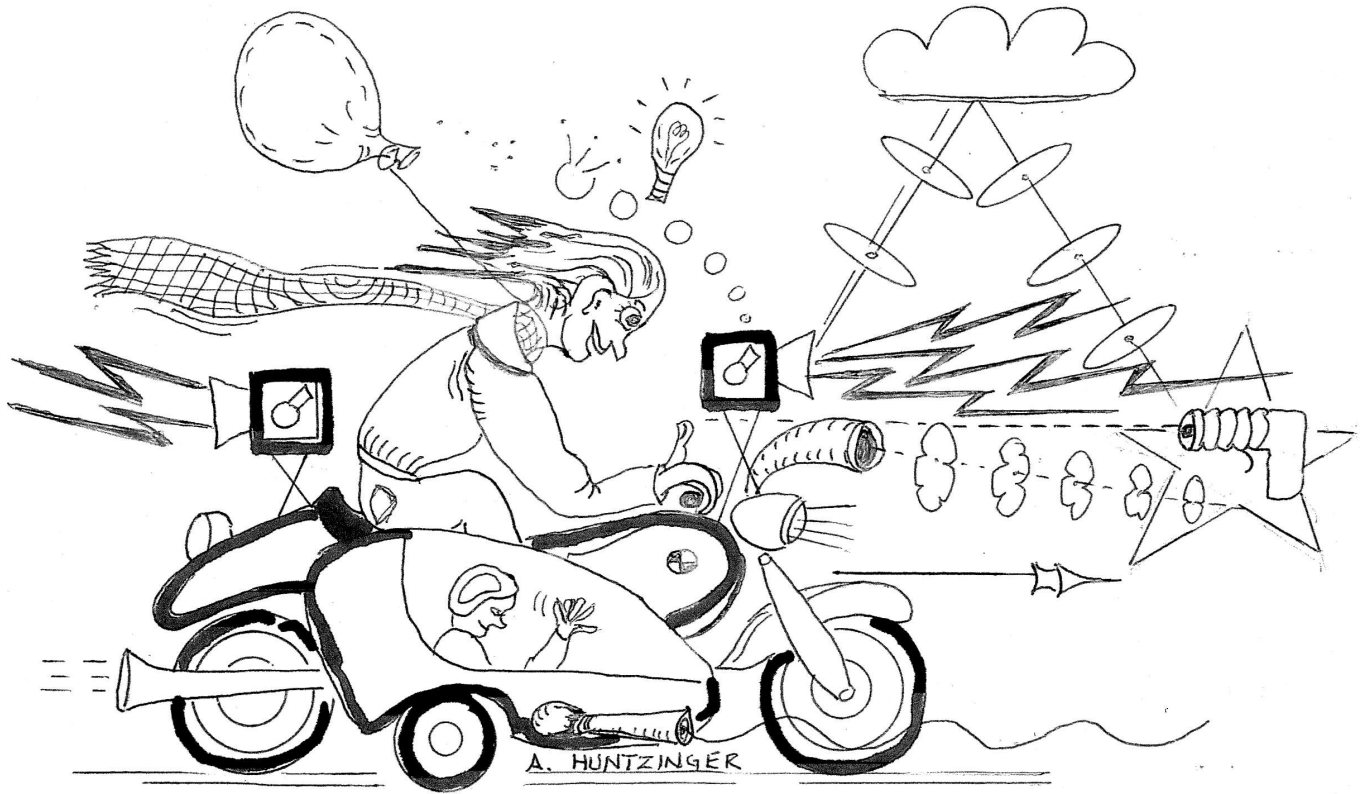
Maybe in the future Garmin and TomTom will support these 3 word addresses as destination.

This is an interesting app. Download and play with it!



Dr Seuss and the Radar Detector - by Alan Huntzinger

I dedicate this with admiration to Dr. Seuss, one of our greatest humorists. He had the clarity of mind, when asked how the world could be made better, to say "...Life would be improved were there less Tookery and Zookery." I also dedicate this to all people who thought they would avoid traffic tickets if they just had a radar detector, to every person who thought they would die unless they had that one perfect toy, and to all motorcyclists who plan an afternoon at Alice's.



Michael J. Flexible, a charging eagle,
Was terribly tired of speeding illegal.
He had to, just had to, find some other way
To get fewer tickets while he was at play.

Going slower was out, that never would do,
Who could even suggest it, now tell me, just who?
A Device! A Device! He shouted with glee,
I just need a device to ride fast for free!

So he went to the fast shop, a grandiloquent store,
Where they used to sell C.B. stuff some years before.
Up on the shelves stacked row upon row,
Were lots of fun things to help Flexible go.

There were Gasdooks and Fleebers and Snitcherts that flew!
There were Quackdarts and Chaffsticks and the old Jamaroo,
Smackerters and Quizzerts and a great Goombaw.
Just wonderful things to help break the law.

But there was one little gizmo...- Just one, only one,
That spinkled and spanked and shone like the sun.
It was up on the highest and tallest shelf there.
It was up there so high Flexible stood on a chair.

A new device made just for a speeder
To help Michael J. be all that much fleeter.
A smashing humdinger a real fast heartbeater,
It was Tweedle Dum Tweeter, The great Radar Beater..

They said it would sparkle and beep and buzz,
Should Michael J. Flexible encounter the fuzz.
Flares would go up, Kerloo, what a sight!
Especially, if you should use it at night.

"I must have this toy!" cried young Michael J.
"It's just what I need, Oh Yea and Hooray!"
And he went to where Santa was holding his court,
And asked to old gent to please be a sport.

"Bring me a Tweeter, oh Please, please say yes,
I've been such a good boy, much more than the rest."
And so, Christmas Morn, as bright as could be,
Lay cute little Tweeter, under the tree.

Off to Alice's rode this plugged-in young squid,
"Cause that's where the fast guts all did what they did".
He flew up even quicker, he pulled out the stops,
After all he was now immune to the Cops.

But not all cops were baffled by Flexible,
There was one who lived to catch the illegal.
She was Officer Grinkus, alone in her car,
With an itchy finger upon her Radar.

Alan Huntzinger

THE MOST IMPRESSIVE BRAKE LIGHT SYSTEM YOU CAN BUY...



OEM

weiser
UltraBRIGHTS 2-in-1

weiser

DRIVING LIGHTS/BRAKE LIGHTS/TURN SIGNALS

weisertechnik.com



www.weisertechnik.com for details



BMW Motorrad

A&S BMW Motorcycles

Parts

Free Freight, Price Match Guarantee, We pay Sales Tax
Rider Rewards Program - earn points for every dollar you spend on parts, sales and service
Online Microfiche at www.ascycles.com

Service

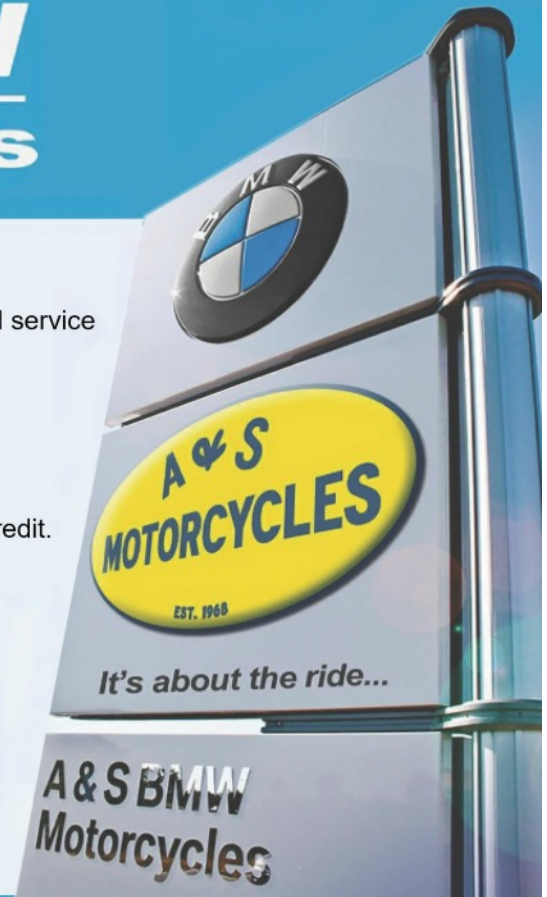
Free one day rental car or Lyft/Uber reimbursement. Trailer rental reimbursement
Full motorcycle inspection with every service

Sales

Huge inventory of New and Used motorcycles; access to financing for challenged credit.
We take motorcycles *and* automobiles in trade.



A&S BMW Motorcycles, 1125 Orlando Ave., Roseville CA 95661
916-726-7334





EXPERIENCE SHARED
PASSION, INSIGHT, COMMUNITY

LIVERMORE, CA
925.583.3300



STOP DREAMING.
START RIDING.
MAKE LIFE A RIDE.

**SHOP BY
BRAND:**



SALES, FULL SERVICE PLUS A MASSIVE PARTS AND ACCESSORIES INVENTORY
WE CARRY THE NEWEST BMW, KLIM AND KTM APPAREL
OVER 100 HELMETS IN STOCK AND 14000 SQ FT OF SHOWROOM SPACE
MONTHLY SUNDAY SHOP RIDES
CHECK OUT CALMOTO ON-LINE STORE FOR SPECIAL DEALS ON PARTS AND CLOTHING

CalMoto
952 North Canyons Parkway
Livermore, CA 94551
Phone: (925) 583-3300

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

www.cyclespecialties.com for details



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!

Fred Montano rides South America

John Ellis placed my blog of riding in Central America in the Newsletter a few months ago. So I will continue where the blog left off from Panama City, Panama. I am home now after riding five months & three weeks in Latin America. The journey was fantastic, so much so that I continued riding solo from Buenos Aires back to Oakland California. I have separated the story into three sections; (Central America, South America to Buenos Aires, & Solo - Buenos Aires to Oakland.

On Thursday October 25, 2019 in Panama City, we prepared the Moto's and arranged air freight via a freight broker named Teofilo Cargo that was suggested to us by a gentleman named Luis at the Costa Rica/Panama border. After checking around we learned that he was the cheapest at \$925 per bike. The bikes were shipped via DHL Air Freight, so we felt better about giving our bikes and paperwork to the freight forwarders. While we were there we met another rider from Peru who was riding from the U.S. to visit his girlfriend back home. We had a good conversation and he helped interpret the technical language and rules of importing to Colombia. All three bikes, two Africa Twins & a 1200GS, were strapped to a pallet for shipping. We did not have to remove luggage, handlebars, or fluids. After the bikes were secure and the paperwork was complete, we went to the airport terminal and caught a taxi back to the hotel. We went on line and purchased air flight tickets to Bogota the next day. The bikes were secure and would be shipped the following day. We could pick them up in Bogota on Monday.

Colombia

Ed and I arrived in Bogota via Copa Airlines on October 26th. We



Ed Perry and Fred in Bogota with the entrance to the funicular in the background

arranged to have the same cab driver that took us from the airport, take us on a tour of the city the next day. Bogota is a big city of 7 million people. Like most of the Latin American countries there is a modern section with skyscrapers and wide streets. And the old section of town around a plaza with a beautiful church and government buildings with narrow streets. We rode around the old part of town and enjoyed the Spanish colonial architecture with conservative exterior and a beautiful interior paddock and living area. Then we went to the funicular (or tram) that

goes up the mountain to Monserrate. This is a church that is built at the top of a mountain overlooking Bogota. It is beautiful at the top. We could look down on the entire city of Bogota. There is an old church built in the 1700's and other old buildings and vendors. We rode the funicular down and walked back through the city to our hotel and bought grilled corn on the cob. It was a beautiful day and a beautiful city.

On Monday October 28th, we went to pick up our bikes at the DHL Cargo terminal. After two hours of paperwork and waiting, we finally got to see our bikes. The bikes were in perfect shape. No scratches or bumps. They were just as we left them in Panama. As we unstrapped the bikes and got them ready to ride, Ed could not find the key to the lock on the cable he put around his helmet. After trying to cut the cable with our tools the DHL guys found a tool that finally cut through. It was good service and really nice guys. We headed back to the San Francisco de Asia Hotel and got ready to ride to Medellin in the morning.

In the morning we took off and headed to Medellin. I was leading but due to the traffic Ed had stopped at a stop light. I pulled over on the left side of the road and waited. As I looked in the mirror Ed quickly rode past me on the right side of the road. He was trying to catch me and did not see me waiting. I got going but could not find him. I decided to follow the GPS route and thought I would probably meet up with Ed along the way. While going through the traffic, that is really congested with Moto's zooming on my right and left and any space possible, I realized my bike was overheating and leaking antifreeze. The traffic was thick and when I was stopped the bike would heat up. When I got out of town and rode in the mountains, the temperature would be normal. So I kept going. The ride over the mountains was spectacular. Very curvy mountainous roads, thick green forest, and little construction zones. The day was clear and mild and the scenery was amazing. I did not see Ed at any of the gas stops or restaurants along the way. We had an understanding that if we get separated we will meet at the destination point. So I was not worried that we would not hook up. I arrived in Medellin at dusk and the traffic was backed up, congested, and confusing. There was a protest in the main plaza that was backing up the commute. I made my way to a large hotel and went into the lobby and asked if I could use their WiFi. The hotel concierge captain agreed. I emailed Ed and found out that his GPS took him south and he was about seven hours away. He was safe at a hotel and would ride to Medellin the next day. I went on Hotels.com and found a guest house, "Prada 61 Guesthouse".

The hotel turned out to be a great place to stay. The next day I found a Honda dealership to fix the radiator fans on my Africa Twin Moto. I took a cab back to the hotel and waited for Ed to arrive. He arrived that afternoon. The next day Ed took his bike to the same dealership and had them change oil. That night Ed bought dinner and we celebrated my seventy-fifth birthday at Prada 61. It was a great day that I will never forget. After dinner we walked around and saw kids and adults dressed in Halloween costumes that were trick or treating. It was good to see the fun and enjoyment people were having with their family's. The next day my bike was ready to pick up. We got ready to continue our journey south through Colombia and Peru.



We left Medellin, a beautiful city built between two hills on either side. It is really unique and people are warm and helpful. We rode to a small town named Jardin. The town is in the mountains and grows coffee and bananas. This is an amazing picturesque old town. Ed had reserved a hotel room at Finca Jardin that we could not find even though we rode up and down the mountain dirt roads in the dark. We turned around and went into town and found Hotel Dianna that was close to the main plaza. Jardin was terrific, very clean, plenty of local activity, and good restaurants. It was a good surprise and a pleasant stop. We left Jardin after a pleasant stay. We were going to a tourist town named Salento, Colombia. Little did we know that Highway 3 would turn into a dirt, gravel, muddy, potholed, curvy, up & down, ride for 40km. This was a challenge! However the scenery was spectacular. We arrived in Salento, which is the second most visited town after Cartagena. The town was packed with tourists for a three day weekend. We could not find a vacant hotel. An older guy noticed that we were looking around and approached us. He had a friend that runs a hostel and assisted us in renting a room for the night. It was a neat old place that was like staying in a cabin. We walked around the town. There were many tourists and a lot of retail stores selling all kinds of crafts, clothes, and libation. It was an active scene. We stopped at the "Market Restaurant" for dinner. We had the worst service & meal up to that point. The town is attractive and it is located in the mountains surrounded by tropical

vegetation and coffee trees. This is an active tourist town with music, vendors, and a good plaza. Well worth a visit...

We left Salento and rode good roads over mountain passes and around fields of green pastures. In the evening we checked into the "El Volcany Hotel". We met a fellow rider from Humboldt, California, (although he was wearing a Canadian cap thinking that would save him from any bad hombres that do not like the U.S.). He was also traveling to Ushuaia. We had dinner together and enjoyed the company. The next day we continued our ride to the Ecuadorian border. Russ, our new acquaintance, dropped back and soon was not riding with us. We arrived at the border which took a couple of hours to leave Colombia and enter Ecuador. It was getting late when we arrived in Tulcan, Ecuador. Currency is the U.S. Dollars in Ecuador that makes it easier to navigate. We checked into a nice hotel across from the bus terminal and parked our Moto's in a secured parking lot. After walking around we returned to the hotel for the night.

Ecuador

November 5th rolled around as we left early toward Quito, Ecuador. We rode past the Equator. It is not very well marked and Ed had visited the Equator on another trip, so we kept going to Quito. We passed Quito and rode until dusk. We arrived in a little town named "Guemole". This is an old town with cobblestones and very narrow streets. Some people were dressed in indigenous Indian clothing. People were cordial and helpful. On our way we rode on four lane highways and at times eight lanes in good condition. The drive is curvy and goes up and down steep mountains. The gentleman who owned the hotel was really interesting. His daughter works in the U.S. and he has visited her. In the morning we packed up and headed to Cuenca, Ecuador. The road and scenery was fabulous it was difficult to keep my eyes on the road. It was a short ride to Cuenca. It is a beautiful old city that is one of the most visited in Latin America. After checking into a nice hotel close to the old city center we walked around. In the morning we took a city tour bus. As I sat waiting for the tour to begin a man approached me and asked if I was Fred from NorCal BMW Club. To my amazement it was Tim Demetris who is from Placerville. I met him at last year's 49er Rally in Mariposa. Small world! He was traveling in South America on a KLR he purchased here and plans to ride to Urshuaia. He works for an airline so he travels a while then goes back home then returns and continues his trip. We spent the day together. We all jumped off the bus to buy Panama Hats that are made in Cuenca. Go figure! The store manager showed us the process of making a hat. There were hats worth up to one-thousand dollars. We bought hats in the \$100 dollar range. Ed bought one for Chia. Ed & Tim went to dinner and I returned to the hotel to rest for the night.



Peru

After spending a couple days in Cuenca we crossed the frontier to Peru. The first town is Las Lomas. It looks dirty and shabby from the Pan Am Highway. The streets are dirt except one paved road

into town. Once you get into town it becomes interesting. It had a nice plaza and store area. We arrived with no Peruvian Sols. So we went to a store and the manager exchanged some currency. We found the only hotel in town. That evening we stopped at a cantina where Ed had a beer and we conversed with three locals. This is a working man's town and everything is at that level, very basic. I think we were the only tourists in town. Our Moto's were parked in a secure paddock where there were peacock's, chickens, rabbits, and ducks. It was November 10th as we packed our trusty steeds, Moto's, and headed south toward Lima. The road was flat, windy, with sand dunes on both sides of the road like a desert with no plant growth. The problem was the many topes (speed bumps) appear randomly before I could react. Thump Thump "Oh I hope my wheels are not bent!". The landscape is very different from Colombia and Ecuador. The Peruvian desert is long and stark and

windy. We arrived in Trujillo, a large city in the middle of the desert. This city was very busy and had a lot of tourists. It is an intersection of commerce, tourism, and travel. On Sunday morning there was a military gathering/parade with a band in the beautiful plaza where the church and government buildings are located. Ed and I walked around town and had breakfast at McDonalds before leaving and riding to Huaraz in the Andes. On our way out of town we decided to visit the oldest walled in "Adobe City" ruins in the world. Chan Chan is located on the north western side of the city of Trujillo. The city origins date back to the powerful Chimu kingdom, (900 AD). The economy was focused on agriculture, fishing, and handicrafts. They also focused on working the gold, silver, and copper. They worshiped the moon, sea, earth and stars. Chan Chan was invaded and conquered by the Incas around 1465. It was interesting to view and learn how ancient Indian cultures lived and managed their lives.



As I rode throughout Peru there were cattle, dogs, pigs, sheep, on the side of the roads. I saw two herds of sheep being driven on the highway. The dogs run loose but don't seem to get run over. Sometimes they chase motorcycles. Ed was good at fending them off with his boot. We reached the turn off to Huaraz. The road started off through flat fields of green vegetation and good pavement at sea level. It climbed to over 4000 meters (13,000 feet) of curvy, steep, mountain passes. We started in good weather but as the road began to twist and quickly climb, it started to rain. Then fog came in and then quickly got thick. The road continued up and up and around curves with drop offs on either side. There were moments the road was clear then the fog would return. As the sun went down it became a real challenge. I could hardly see the road and there were no lines on the road to follow. The pace became slow and challenging. It was dark, cold, and frightening but we finally arrived in Huaraz. It was still raining so we stopped at the first hotel we came to. I was just glad we arrived in one piece with no incident. We checked into the hotel and went across the street to eat the worst Chinese meal I have ever had. What a day! I was ready to rest for the night. In the morning we found a decent deli and had breakfast, then walked around this town that is at about 3,020 meters (10,000 feet) high. There were women dressed in traditional alpaca clothing and people selling food, plants, clothing, and crafts on the sidewalk. This is a simple way of life. People have discovered economic methods of obtaining currency to pay for their daily living needs. One thing that amazed me was the fact that although people seemed to be very basic in their daily life they had smartphones in their hands and they were connected to the world. WiFi is available everywhere. Huaraz was a very interesting place that was remote and way up in the Andes. This is what I came here to see and feel. A very different culture.

The weather cleared and was cool. We left Huaraz with our destination being Lima, Peru. As we headed down the Andean mountains we encountered rain and fog and a sprinkling of snow flakes. However we had daylight and lines on the road. I could not see the huge Andean mountains through the clouds and fog. When I could see them they were massive and snow capped. It was a beautiful scene! The Pan Am Highway was dry, clear, flat, with good pavement. Our ride



quicken and we arrived at the outskirts of Lima. We did not want to go into Lima at commute time. So we checked into a hotel 26km from Lima. Monday November 11th, I woke up at four in the morning to ride into Lima due to heavy traffic. There was still heavy congestion as we entered the city of nine million people. We arrived in Lima and located the hotel that Ed had reserved online. After checking in we had breakfast then caught a taxi to the city tour bus location in the upscale and affluent Miraflores District. It is attractive with high rise apartments, restaurants, old and new buildings, churches, and it overlooks a wonderful coastline filled with pleasure boats. We walked around the malecon and took pictures. It was time to board the tour bus and see the city. The main plaza is beautiful with a cathedral that was built by Francisco Pizarro in 1536. The huge plaza and surrounding government buildings were built later. The newer part of Lima is modern with skyscrapers and modern architecture. It is an old, modern, very busy city. Lima is one of the biggest and important Latin American cities. However, there is a lot of traffic, exhaust fumes, dust, and poverty. I appreciated the historic and economic value of the city.

We left Lima early to avoid the traffic. It worked. There was very little traffic leaving the city. We turned off the highway to visit Pisco where the "Pisco Sour" cocktail was invented. Unfortunately we could not find a place to have a Pisco Cocktail, so we continued on our way to Cusco and Machu Picchu. The road climbed into the Andes. It was good to be back in the mountains. We reached the Andean town of Puaca, Peru. It was

getting dark and the sun was retreating. We were lucky to find a hotel. We went for a walk after having dinner at a small restaurant by the hotel. The next day we headed to Cusco. The road was fantastic with rock walled canyons, valleys, and herds of llamas. We reached the center of Cusco before dark. As we rode



around the center of town by the plaza two German guys approached Ed. They suggested a hotel that had good moto parking that they had negotiated a reduced price if we mentioned we were with the KTM group. We found the hotel and received the reduced price of 80 sols. It was close to the main plaza, a good room, and secure parking. After dinner we walked around this



fabulous old city. I registered with a tourist agency to take the train to Machu Picchu in the morning. Ed did not go since he had already been there a few years ago. On November 15th, the tour guide picked me up early. We walked to the plaza where I



caught the bus that would take me to the

train station and go to Agua Calientes for an overnight stay. In the morning I caught a bus at 5am to Machu Picchu. This was very exciting! The new rules from UNESCO, is that visitors can only stay at the site for four hours and must have a guide. I arrived at Agua Caliente and checked into the Thais Hostel. After walking around town I went to the hot springs. Oh, what a good feeling on these old bones. I was in the water for over an hour. It was restful and relaxing. I strolled back to town and had a great dinner and a Pisco Sour Cocktail (finally). The drink was tasty and very strong. I was a bit looped after drinking the cocktail. I woke up at 4:30 in the morning to catch the bus to Machu Picchu. There was already a line to take the bus. The bus ride up the mountain is not a very well



maintained road; it is rock, gravel, and very twisty. The road is barely wide enough for one bus but they manage to pass by each other within inches. We arrived at the drop off location in fog. I could not see the famed Inca ruins. I walked up the narrow rock path. At the top there were llamas grazing on the grounds. The fog would blow in and out. I could not see the ruins for one and a half hours. The fog finally lifted and I saw the fabulous Inca ruins. It is amazing to view how this ancient culture built an entire city at the top of a mountain at over 15,000 feet, in an effort to protect itself and survive. The engineering of the city is mind boggling. Machu Picchu was constructed around 1449.



Cusco is a wonderful old city and was the capital of the Inca Empire. There is



much to see and do. We left Cusco with our destination to Puno and Lake Titicaca. It was an easy but scenic ride to over 4550 meters (15,000 feet). We checked into the Arequipa Hotel in Puno. The next day I took a boat tour of Lake Titicaca that included three islands. I saw the floating islands, rode on a reed boat, and learned about the food and the daily life of the Quichawa Indians. After a couple of days in Puno we were off to Tacna, Peru. It was November 17th, we were informed that we could not travel to Bolivia due to political unrest. So we changed our



destination to Tacna, Peru that is located close to the border with Chile. The road over the Andean Mountains topped off at over 15,000 feet. Once again there was rain, snow, and plenty of steep climbs and curves. We

arrived in Tacna in the afternoon and found a nice hotel. That evening we walked around town and saw many retail shops of all sorts. We could only guess that people from Chile shop here since the border is so close and merchandise is less expensive.

Chile

The following day we continued our journey. The Chilean border was the best organized we had experienced. I even gave the Aduana my pen because hers ran out of ink. I got a smile in return. We rode through Arica to get currency then continued to the bare, high mountainous desert of



northern Chile. It is windy and other worldly looking. As we approached Iquique the highway twists and turns steeply downhill while the view of the entire city stretches beneath us between the mountains and the sea. The flat area is narrow so much of the buildings are built on the hill. We located a hotel and walked to the beach. There was plenty of activity like soccer,



volleyball, skateboarding, biking, and plenty of kids running around. As we walked back to the hotel there was a protest march coming toward us taking up the entire street. The next day we rode back to Highway 5 only to find the road was blocked by protesters. I spoke with the police and learned that Highway 1 by the coast was open. We

turned around, went back to Iquique and caught Hwy 1. This was a longer ride but I think it was a much prettier drive. The coastline was beautiful and a refreshing sight after riding so long in the mountains. We reached Antofagasta, Chile. This is a big city with skyscrapers and very modern looking. It is a busy port city with a beautiful beach and coastline. Another protest was going on in the center of town. They were burning tires and tearing things down. The police used tear gas to control the crowd. Ed got too close and got a bit of irritation from the smoke. The following day we continued our ride into the desert and arrived at the famous "Hand Sculpture" that sticks out of the desert sand. We stopped and took photos then continued to Vallenar for an overnight stay. From here we ventured on divided freeways to Valparaiso. This is the San Francisco of Chile. We rode up and down the narrow streets looking for a small hotel. Went the wrong way on one way streets and ended up on a dead end street on a steep hill. The cobble stone surface made it a little more challenging. The good news was that we saw a lot of the city. We finally settled into the Ibis Hotel on the edge of the Malecon. We had dinner at a classic port restaurant with boats anchored in the harbor.

Sunday November 24th, we rode into the center of Santiago, Chile. This is a big beautiful modern capital city of Chile. There was a protest in progress, (this is unusual for Chile). We circled the main plaza square and parked. The plaza is very attractive with a very old cathedral and government buildings and is surrounded by retail stores and restaurants. There are wide boulevards and parks and freeways that cross the city. People drive much like in California, not like the unorganized aggressive driving in other Latin American countries. We located a great Airbnb condo on the 13th floor of a high rise and stayed a couple days. During this time we put new tires on the Moto's. We could not go on the city tour bus due to the protests. The roads were blocked with burning tires. We stayed at the condo until the protests calmed down and until we felt safe to exit the city. We finally left the city after a few good days in Santiago and rode our bikes south. We pulled off the road at Temuco as it was time to find a hotel. As we were looking around, a couple of motorcycle cops stopped and talked to us. One said he would help us find a hotel. He led us all over town looking for a hotel. As we stopped at a hotel a man (Ruy Barbosa) overheard Ed saying he wanted to clean the air filters on his bike. The man stopped and talked to us. It turned out that he was the owner of the Honda dealership in Santiago. Ruy said he had a friend in Villimar, a few miles down the road, that would put us up for the night. He called his friend Carlos Diaz. Carlos said



yes we could stay at his place. Carlos is a big time moto rider that has ridden in the U.S., Canada, Alaska and other countries. He is the manager of a large organic blueberry farm. He is a very interesting guy. His home looks like it is out of "The Lord of the Rings". He took time to show us the farm and took us to dinner at a local restaurant. This was a special stop with a very nice and interesting person.

On our way to the border with Argentina the scenery was reminiscent of southern Germany. Trees, lakes, rivers & streams. Houses built with wood and half timbered, yards are clean and organized. The ride through the mountains was through green forests that were cool with rain and snow at higher elevations. We arrived at the frontera and completed our paperwork. As we got back to our bikes another Africa Twin was parked by us. Soon we met Markus Kersten from Germany. He asked if he could join us on our ride to Bariloche. He joined us for the next ten days. He is a police officer/inspector from Trier, Germany. Ed and Marcus had much in



common. It was interesting to hear their conversation. Markus was a good rider and photographer, we enjoyed his companionship. Bariloche is a beautiful tourist town where we ate the best steak ever. The next day we rode to another tourist town, San Miguel de los Andes. It was another wonderful ride along forests, streams, and hills. We stayed in Bariloche for three days. One of the best stops of our trip.

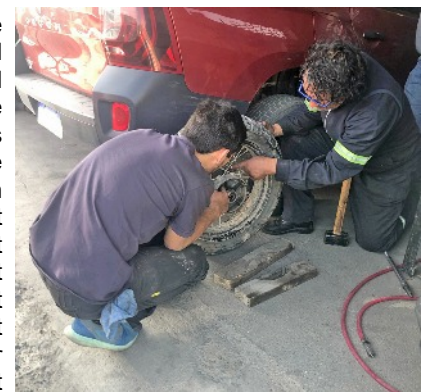
We left Bariloche and rode to Puyuhuapi where we would travel on a gravel road to Chili Chico. The stop at Puyuhuapi was really nice. It is on the side of a lake. We stayed in an old wooden cabin and had a fish dinner. We were joined by Elan, another rider from Germany. In the morning we left to ride the gravel road. But to our surprise it was closed due to a landslide that covered the entire road. We stayed another night and enjoyed the small town that had a number of moto riders pausing before heading south. In the morning we rode to Chile Chico on the gravel road that had many tight curves and steep climbs. It was a challenge for me but I hung onto the bars and made it through. My reward was beautiful scenery. We crossed into Argentina again. We took a ferry across the lake and stayed in Esquel. We rode the world renowned Carretera Austral, highway 7, for 70km. From here we rode to El Chalten, Argentina where the famous Mt. Fritz Roy is located. In the middle of the Patagonian steppe was a restaurant made of rock. The owner was a very "with it" guy that was



worldly and well informed. The scene is stark with strong winds. We had a good lunch and continued our ride. As we got close to Chelten the impressive and dramatic Mt. Fritz Roy was visual. We stayed here two nights. We rode into the national park about sixty km's where Ed saw a restaurant sign that pointed to a sandy, narrow dirt road. I was hesitant at first but Ed headed down the road to investigate. He found a beautiful wood structure built of tree trunks and large branches. The family that manages this beautiful place in the summer is from Buenos Aires and very accommodating. Markus went down the trail and I followed. It was a good lunch and an amazing experience. Another lucky find on our trip. As we arrived back in town Ed discovered that his rear wheel bearing was making noise. The next day we rode slowly to El Calafate and found a parts store that had a bearing. We searched and searched for a shop to put the bearing on. We were at our wits end when we spotted a garage where guys were working on cars. They had the right equipment and could help us. It took awhile but they finally got the bearing on and Ed felt better. Meanwhile Markus went to Perito Moreno Glacier National Park. He left the next day on his journey back to Germany. Ed and I booked a bus tour to visit Perito Moreno the morning. It was an hour ride to the Nat'l Park and Glacier. We boarded a boat to view the glacier up close. What an experience! There are huge chunks of ice that break off with a loud crack and splash as it hits the water. It is so dramatic and absolutely incredible. We will visit Punta Natales and Torres del Paine National Park, another amazing geographic wonder, tomorrow.



worldly and well informed. The scene is stark with strong winds. We had a good lunch and continued our ride. As we got close to Chelten the impressive and dramatic Mt. Fritz Roy was visual. We stayed here two nights. We rode into the national park about sixty km's where Ed saw a restaurant sign that pointed to a sandy, narrow dirt road. I was hesitant at first but Ed headed down the road to investigate. He found a beautiful wood structure built of tree trunks and large branches. The family that manages this beautiful place in the summer is from Buenos Aires and very accommodating. Markus went down the trail and I followed. It was a good lunch and an amazing experience. Another lucky find on our trip. As we arrived back in town Ed discovered that his rear wheel bearing was making noise. The next day we rode slowly to El Calafate and found a parts store that had a bearing. We searched and searched for a shop to put the bearing on. We were at our wits end when we spotted a garage where guys were working on cars. They had the right equipment and could help us. It took awhile but they finally got the bearing on and Ed felt better. Meanwhile Markus went to Perito Moreno Glacier National Park. He left the next day on his journey back to Germany. Ed and I booked a bus tour to visit Perito Moreno the morning. It was an hour ride to the Nat'l Park and Glacier. We boarded a boat to view the glacier up close. What an experience! There are huge chunks of ice that break off with a loud crack and splash as it hits the water. It is so dramatic and absolutely incredible. We will visit Punta Natales and Torres del Paine National Park, another amazing geographic wonder, tomorrow.



needed. On December 10th, we traveled to Torres del Paine that is wonderful and lived up to its billing. The mountains, lakes and animals are picturesque. It is another one of the natural breathtaking geologic venues in the world. The next day we woke up to rain. So we decided to wait until midday to ride to Punta Arenas. We rode in the rain half the way to Punta Arenas then it cleared up. We turned onto a gravel road



Punta Natales is located on an inlet that big ships travel to and from the Pacific Ocean. This town is attractive, clean, with all the services and accommodations

needed. On December 10th, we traveled to Torres del Paine that is wonderful and lived up to its billing. The mountains, lakes and animals are picturesque. It is another one of the natural breathtaking geologic venues in the world. The next day we woke up to rain. So we decided to wait until midday to ride to Punta Arenas. We rode in the rain half the way to Punta Arenas then it cleared up. We turned onto a gravel road

for 70km. There was a gas station at the end of the gravel road. Thank God because I had already put my extra gas into the tank. We stopped and had coffee, snacks and filled our gas tanks. We arrived in Punta Arenas and located the La Guardia Motorcycle Shop where we will get



our bikes worked on. I needed a chain and Ed need a back tire, and he wanted to clean air filters. We changed oil and adjusted brakes. They let us use their facility to due the work. Point Arenas is a port city where many goods from all over the world come into Southern Chile. We walked around and stayed two nights. We visited the National Park and saw the "Straits of Magellan". This is the real end of the continent since Urshuaia is located on an island.

Ushuaia !

On our ride to Ushuaia we arrived at the Argentina border and met two guys and a lady at a gas station stop. As we talked I found out they were from Brazil and riding scooters. Wow, what an adventure! They were on the way back to Brazil. We parted after a visit with them and continued the ride. Highway 3 was paved and was in good condition but very very windy. Garibaldi Pass is twisty, and steep, but really fun to ride. We came down the pass and saw the sign "Ushuaia". Of course we stopped for photos. I could not help thinking "I accomplished my goal". The dream is over - I've done it ! Now what?

It was December 14th as we entered the medium size town of Ushuaia of 200,000 people. It was larger then I imagined. The port is very active with ships, private boats, and cruise ships. There were many tourists in town. We found a great hostel and parked our Moto's in Ricardo's garage, who I think owned the hostel that his daughter managed. We walked the town and enjoyed our stay. The next day we ventured to the end of the continent which is in the National Park. We enjoyed the restaurant and shop there. On the way back we visited the Penitentiary & Navel Museum. I learned that Ushuaia was a location for a jail in the late 1800's, much like Alcatraz. The inmates worked and built the town. The Argentine Navy established a port and base in the early 1900's. In 1926 the Garibaldi Pass was built. The first car over the pass was driven by an American on a Willys Jeep.

After three days we left Ushuaia on Ruta 3 North to Rio Gallegos. This is a major city on the way to Buenos Aires. Ruta 3 was very windy and was a challenge to ride. The two lane road was in good condition, flat, with mild curves and rolling hills. We stayed the night in the windy town of Rio Gallegos. On our way to Comodoro



Rivadavia (another major city), we decided to visit the Tombo Penguin Colony. This colony is the largest in Latin America and the third largest in the world. This was a wonderful stop and totally not planned. However the road into the park was treacherous and very challenging. But seeing the Penguin Colony was worth the effort. We continued north to a little town of Gaiman. This town was settled by Welsh people from Britain. It is a beautiful place to visit.



We met Diego, a fellow rider and who owned a hotel in Gaiman. He did not have a vacancy but called a lady that had a vacancy at her hotel. She was a real character and kept a very clean and comfortable hotel. The next day we traveled to Trelew and checked into the famous "Touring Club Hotel". This was a rest day that I appreciated. The hotel dates back to 1896 and over time has been visited by dignitaries including Butch Cassidy. We walked around

and met a family that owned a local motorcycle shop. On the outskirts of Trelew we stopped at one of the largest, and supposedly, actual size Dinosaur statue. We left the statue on our way to Mar del Plata, a seaside resort town. This is a big city that is supported by a large port and the petroleum industry. The beaches are wide, long, and beautiful. The sky was overcast and rainy so we did not enjoy the beaches.

Buenos Aires

On December 22nd, Ed & I arrived in Buenos Aires. We located a nice hotel and booked a city tour. This is a beautiful city with wide boulevards, parks, restaurants, theaters, museums, skyscrapers, sports stadiums, and a vibrant sea port. It is obvious that the economic engine is strong. The culture of the city is slanted to Europe, (Italy & Spain). The streets are clean and well marked. The people are helpful and friendly. This is certainly a city to visit in a person's lifetime. As Ed and I were walking around the city there were street musicians and a couple dancing the tango. I stopped to watch. At the end of their dance Lourdes, (the lady dancer), asked me if I wanted to dance. I said "yes". I had a fun time dancing with her on the street. On Christmas Eve I attended mid-night mass at the Cathedral. This is the church where Pope Francis is from. The church is magnificent and amazing. The choir and organ was the best I have ever heard. To say that I enjoyed the experience is an understatement. On Christmas Day I took time to enjoy the city. Ed went to the Uruguayan border to correct his moto paperwork so he could export his motorcycle back to San Francisco. Ed made the decision to return home due to family needs. I decided to continue my journey to Montevideo, Uruguay and Iguazu Falls.

NOTE: The next section "Solo - Buenos Aires to Oakland" will appear in a newsletter in following month's. Stay tuned !

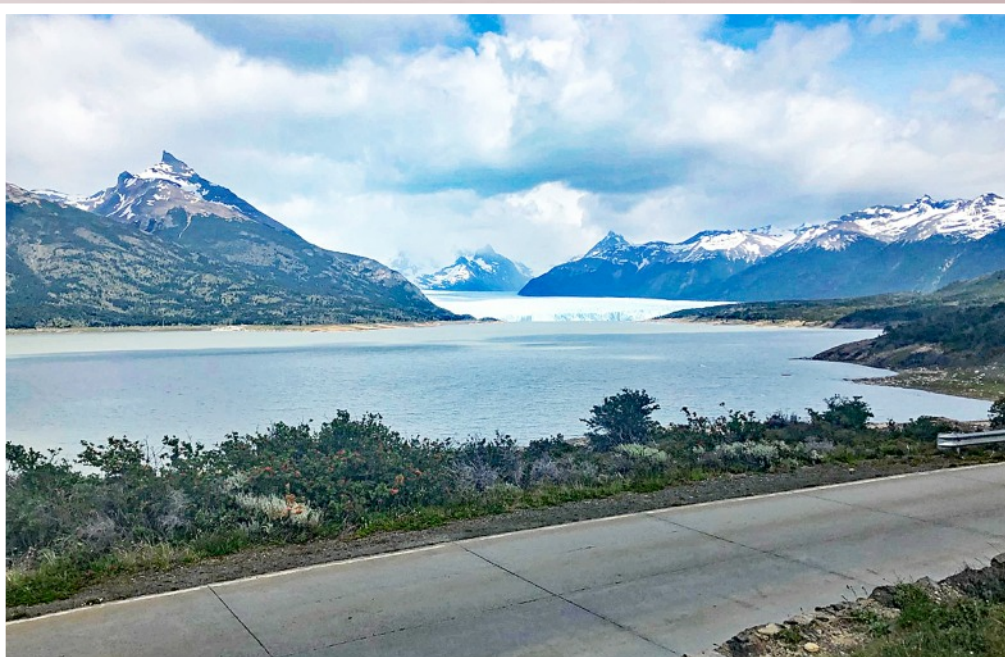


Fred Montano

Fred Montano rides South America - Bonus Pictures



Fred Montano rides South America - Bonus Pictures





Here's a recent picture from the Oakland Hills. Three proud owners of BMW Motorrad bikes-- all acquired in the past year:

- Eric Taylor, R1200C
- Janice Borrelli, F750GS
- Vince Crivello, F850GS

And what about the guy in the blue sweatshirt with the Italian Sled? He's my son, Ryan Crivello, and would love to buy/customize an RNine-T at some point after college.

BMW is truly the best brand for multiple generations across different styles.

Vince Borrelli



Annual Brother's trip up the California Northern Coast each year - From Stinson Beach SF, up the Coast (Tour thru Murder Mountain) sometimes into Oregon along the Coast R1200 GS, R1250 GS Adventure E and African Twin

Patrick Carew





Death Valley, end of February 2020 - March when temps were in the 80's down at the hot spring. That road is likely snowed in again now. William Frick



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

Suspension Masters

visit www.beemershop.com 831-438-1100

San Jose BMW

motorcycles

**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



San Jose BMW

1990 West San Carlos Street
San Jose, CA 95128
408 295.0205
www.sjbmw.com

Follow
SJBW on
facebook!

www.sjbmw.com for details

**San Jose
BMW**

Authorized Dealer



The Ultimate
Riding Machine®



BMW Motorcycle Club
of Northern California



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

www.bmwnorcal.org

Contacts

- PRESIDENT*** (925) 890-8449
Kevin Coleman
(president@bmwnorcal.org)
- VICE-PRESIDENT*** (415) 948-4329
Jeff Zane
(vicepresident@bmwnorcal.org)
- SECRETARY*** (310) 497-0618
Mike Murphy
(secretary@bmwnorcal.org)
- TREASURER*** (650) 534-8739
Hugo Bonilla
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@bmwnorcal.org
- SECOND SUNDAY BREAKFAST** (650) 213-6253
Mark Rodda
ssbr@bmwnorcal.org

**Board Member*

Events

Check bmwnorcal.org for latest information

Anniversaries

April	Buddy Scauzzo	10
May	Puck Ananta	5
	Harry Bahlman	5
	Terry Burnes	30
	Suresh Chandrasekaran	10
	Donald Condon	10
	Lee Damico	10
	Marlena Govaars	5
	Kevin Harms	5
	Clayton Jolley	5
	David LaPoint	10
	Ed Perry	15
	Roger Rapp	10
	Laurent Vailly	10
June	Bill Hall	15
	Steven Palmer	20
	Robert Tsang	5

Printed by

