

# NORCAL NEWS



Ride to Camp

Camp to Ride





# PRESIDENTS COLUMN

Another great Octoberfest is in the books! We had a huge response with over 160 people signed up. This made for a significant logistical effort to get all the food, beer, and equipment to the campground. Many thanks to Tom and Phillipa Short for tracking down and transporting a jockey box, Buddy Scauzzo for bringing tables and propane, Kevin Harms for bringing firewood and propane, and Ted Crum for picking up the pretzels. Also, a big shout out to Linda and Mark Rodda for making the Spätzle and Paul Bosco, Oscar Corona, and Olaf Maas for organizing the food prep and cooking. These guys are impressive with chef knives! There were also many others who volunteered which made the job pretty manageable. It was fun making the mustard, relish, and pickles, and way better than store-bought for sure. I was glad there were no reports of botulism from the pickles. Finally, despite plenty of beer and Jägermeister, there were no casualties of major proportions! It was a really fun event with close to a third of the members signing up. Not sure we can top it next year but we will try.

We had a mid-year election for the tour captain and safety director. I would like to thank both Dave Fliehr and Bert Lankins for their service to the club over the past year and a half. The Club cannot run without dedicated volunteers and both Dave and Bert were great assets to the Board and

will be missed as work and family commitments for both of them take up a good amount of their free time. Be sure and thank them the next time you see them.

A big thanks to Tresha Holloway for stepping up to serve as our new Tour Captain. Tresha adds welcome diversity to our Board and has lots of great ideas for campsites and routes. Delf Hedde is our new Safety Director. Aside from being an MSF Instructor, he recently completed a Road Guardian Accident Scene Management course so he is well qualified!

Next up is our December campout at Fremont Peak State Park Southwest of Hollister. The last time we were there it was a rip-roaring good time but very cold so pack your best camping gear! With the change of the season and ending of Daylight Savings time take note that our monthly member's meetings now take place at 4 PM.

We also have our annual members' Holiday Party on December 10th at the Oakland Yacht Club in Alameda. Be on the lookout for sign-ups shortly.

I wish you and your family a Happy Thanksgiving.

Be Safe

*Kevin Coleman President*

## BMW NorCal Holiday Party

10 Dec 2022 5:30 PM at the Oakland Yacht Club,  
1101 Pacific Marina, Alameda, CA 94501

We will have a private room and no host bar for the event. Meet as early as 5:30 for drinks and chit chat, and dinner at 6:30

And don't forget to bring a White Elephant gift! Some go goofy, some go practical - and while we say to try to keep the cost to about \$25, folks just do whatever they want.

Since this is limited to members and your guests, you MUST login to your member account on [bmwnorcal.org](http://bmwnorcal.org) in order to see the Holiday Party registration. (Find under "Events"). All attendees MUST pre-register

## EDITORS CORNER

This is the last newsletter of 2022. Thanks to all that contributed over the past year, and particularly Kevin Coleman who has been reliably writing presidents column and plus many other articles for over the past four years.

This month's pride of place goes to Michael Murphy for the second part of his Trans America Trail. From the feedback, I know that Part 1 (Sept 2022) was very well received and I can assure you that Part 2 was well worth the wait.

Thanks goes to Jeff Zane and Ravi Verma for sending me more Oktoberfest pictures than I could use. I picked the best and added a few of mine.

During my recent visit to Germany I visited the BMW Museum in Munich. I took lots of pictures of the BMW bikes with the streamlined pre-war record breaker being of particular interest. I realized how little I knew about the early record breaking bikes or the man who rode them. Remember, BMW started this record braking era less than 10 year after they produced their first motorcycle. The Ernst Henne article captures what I discovered.

Looking back over the last year is clear that the less I write the better the newsletter is. January 2023 is the next one. My New Year wish is that I am overwhelmed with your contributions.

*John Ellis*

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## The Bent Rod Perpetual Trophy Calling for nominations!

At our holiday party in December the Bent Rod Perpetual Trophy will be awarded for a second year. The Board will award this trophy to a Club member demonstrating the most amusing ineptitude in the past year. The awardee will hold the trophy for one year until the next annual award.

The Bent Rod is actually a bent connecting rod from a BMW boxer engine, tastefully mounted so it can be displayed with pride.

This is your chance to set your riding buddy up for a roasting. Bike maintenance gone horribly wrong? Embarrassing navigational error? Camping snafu that would be funny if it wasn't so awkward? We want to hear from you. The only rules are that nominees must be fully paid Club members and stories must be G-rated.

Please email all nominations to [secretary@bmwnorcal.org](mailto:secretary@bmwnorcal.org). The deadline for submissions is November 30<sup>th</sup>.



## India by Motorcycle – Looking for Interested Parties.....

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

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

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

Please email me, if you are sure you would love to come with us.

Email address – [ravivermanasikse@hotmail.com](mailto:ravivermanasikse@hotmail.com)

Thank you,  
Ravi Verma

## DUNLOP TRAILMAX MISSION

Arriving at last years MOA rally in Montana, my rear Shinko 705 was looking dangerously worn. This was surprising since everyone had told me these tires last 10,000 miles. Mine had done around 5,000. (This was the radial version). Fortunately, Dunlop were on site and offering an incredible deal on a pair of Trailmax Missions (\$350 fitted) which I gratefully purchased.

Previously I have rarely got more than 6500 miles out of a set of tires. However, these Trailmax tires appeared indestructible and at a glance did not show any sign of wear even after over 10,000 miles. I was seriously thinking that these maybe the last set of tires I ever need to buy – my forever tires. Just take a look at the pictures at the either side. 10,457 miles - so much tread left.

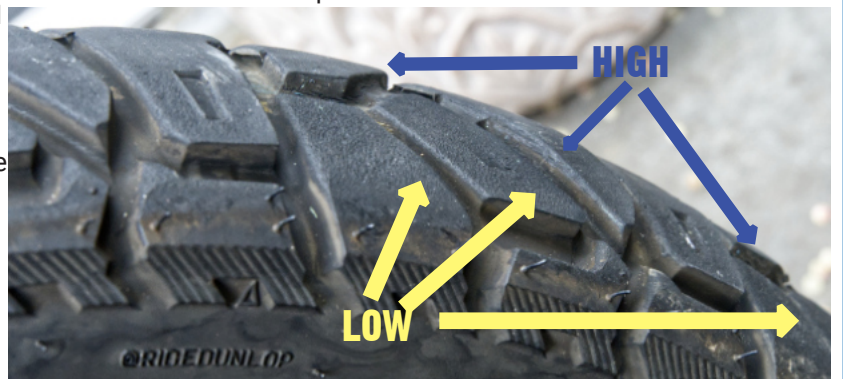
For some reason when I got back from Oktoberfest I took a really close look at the front tire, and to be honest I was shocked. My previous tires were typically made up of two or even three different compounds – usually hard in the middle (for long life and soft at the edge for grip). However, the way Dunlop uses multiple compounds on these tires is completely different. The design uses different rubber compounds on adjacent tread blocks. In the middle of the tire on every third tread block there was a square inch area that was higher than the rest of the same block (by 1/16th inch). Obviously the hardest compound. Some side tread blocks had worn significantly more (soft compound). Other side blocks wore less. In all cases the wear pattern



followed the tread blocks and carried on all round the tire. I took a picture to try to illustrate the point. For the past couple of months had noticed certain roads felt like there were ridged. Maybe I had discovered the cause.

Good tires on bikes are incredibly important. I have been really happy with these tires, they worked well right from the start and I am going to replace them with another pair of the same. However, if others out there are running Dunlop Trailmax tires, don't just look at the tread depth to decide when the tires are finished. Look closely for unusual wear patterns.

John Ellis





# ACROSS AMERICA ON THE TRANS AMERICA TRAIL PART 2 – THE MISSISSIPPI DELTA AND THE CENTRAL STATES

*In the September newsletter we traveled from North Carolina into Georgia and Tennessee, covering 1700 miles in 8 days. We pick up the trail after a rest day in Chattanooga.*

We followed the Tennessee Valley from Chattanooga through beautiful rolling country for half a day, then detoured south into Alabama to visit the Muscle Shoals Sound Studio. Lynyrd Skynyrd mentioned the studio and its house band, The Swampers, in their 1974 song "Sweet Home Alabama" so we had to see it.

Starting in 1969 the crew of this nondescript little building turned out hits for more than a decade. The artist roster includes Aretha Franklin, the Rolling Stones, Paul Simon, Bob Seger, Rod Stewart, Willie Nelson and Cat Stevens. The original equipment, instruments and recording desk (which was state of the art in 1969) are still used for recording today. We got to peek inside the small restroom where Keith Richards wrote "Wild Horses".

Here's an interesting fact: Helen Keller's home is less than a mile from the studio. It's now a national monument, and well worth a tour. What are the odds of finding two icons of American history in the same modest town in the middle of nowhere?



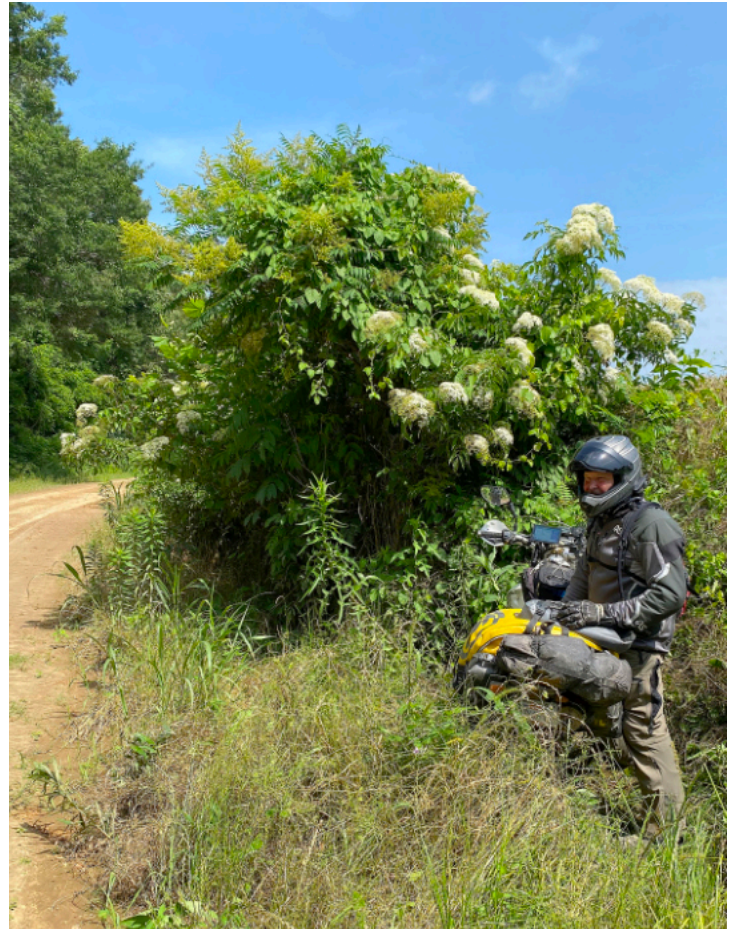
The weather became oppressive as we entered Mississippi. We had to keep moving to avoid overheating. We spent a night in a fancy hotel on the campus of Ole Miss at Oxford, then followed back roads through the Mississippi Delta to Clarksdale - "birthplace of the delta blues". There was talk of seeing a blues band but, as usual, my ride buddy Hugh was asleep by 8 pm. Next day we crossed the big river at Helena on our way to Little Rock, Arkansas. The old Delta towns have been in decline for many decades. We saw street after street of abandoned buildings but, surprisingly, there was no trash and no graffiti. The towns are just quietly falling down.







Shortly after crossing into Arkansas, I had my only crash of the trip. I lost control in a muddy wheel rut, plowed into a ditch and came to rest in a prickly bush. No harm done. The heat and humidity was immediately overwhelming as I worked the bike free. A few hours later, as we merged onto a freeway into Little Rock, my new Garmin XT popped off its mount and skated down the road. Any hope of recovery was crushed along with the GPS as it disappeared beneath the wheels of an 18-wheeler. Boy it was hot. We welcomed an air-conditioned rest day at a friend's house in Little Rock.



Caught in a heat wave for the next week, we started before dawn and tried to finish the day's ride by mid-afternoon. We followed unpaved trails through the Ozarks in western Arkansas into Oklahoma. The Ozark roads were better maintained than the forest trails of the Appalachians. We felt like we were making faster progress westwards.

Deep in hill country we came upon the Oark Café, a remote general store run by a couple of TAT enthusiasts. Everything was closed when we arrived, but they opened their store just to help us out.





Shortly after leaving Oark we crossed the state line into Oklahoma. We were warned that Oklahoma would be boring. To our surprise there was plenty to hold our interest. The endless plains were starkly beautiful and there was always a big sky overhead. With his background in agriculture, Hugh brought me up to date with the latest developments in plowing and seeding.

I have a particular interest in the Dust Bowl so I wanted to visit its epicenter at Boise City. In the 1890s developers lured immigrants to the town with lies about the region's farming potential. The town flourished for a few years then collapsed after a decade of drought and fearsome dust storms. The wind blows without respite through this hardscrabble country. I doubt there has been any good news in a generation. With some trepidation we ate at the most run down cafe of our trip. Even the flies looked faded. But to our surprise the food was surprisingly good!



We over-nighted at the Great Plains Bunkhouse, a mandatory rest stop for TAT riders located just a few miles from the state line. As the sun rose the great plains of Oklahoma gave way to the buttes and washes of northern New Mexico. And just like that, we were in "The West".

*Michael Murphy*







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# ERNST JAKOB HENNE 1904 –2005

During my recent visit to Germany, I visited the BMW Museum in Munich. Unfortunately, right now they are in the process of doing some significant remodeling but there was still plenty of great stuff to drool over. Of particular interest to me was the display of the egg shaped 1937 motorcycle world land speed record machine, ridden by Henne, along with his famous streamlined helmet.

A few months back I included a picture of Henne at speed with a white leather suit with a butt streamlining attached. Looks amusing now, but this guy was hitting serious speeds (134.6 mph in 1929) riding a bike with a rigid rear end and leaf spring front fork, down a tree lined two-lane public road (obviously closed for the attempt). An incredibly brave and talented rider.

Ernst Henne trained as a mechanic and then ran a small motorcycle dealership for two locally built cycles, Megola and Mabeco. He started racing in 1923 in Mühldorf finishing third on a Megola in his first race. The Medolia motorcycle was interesting in that its 5-cylinder engine was actually fitted inside its front wheel. (I know this sounds too incredible to be true but just check out the picture).

In 1925 he competed in the Monza Grand Prix on a borrowed bike, his first major international event. He placed sixth in the 350cc class and was spotted by three visitors from the BMW factory who offered him a place in the BMW works racing team. At this point the BMW racing team were using a 500cc racer derived from the recently released production R37, which was designed by Rudolf Schleicher as a development of the original R32.

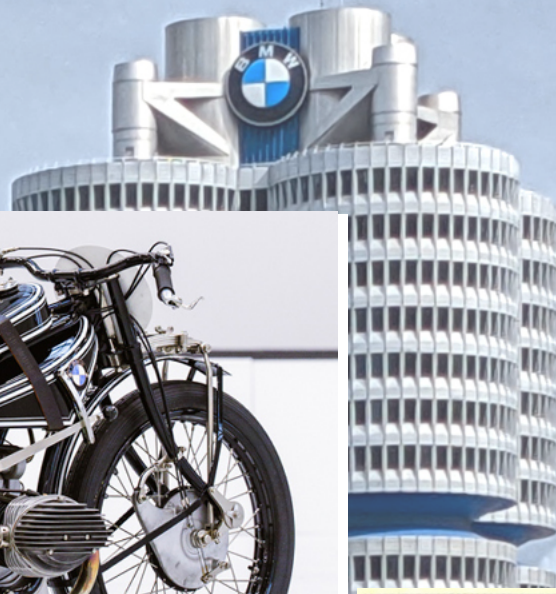


**BMW R37**

Ernst won a number of victories in motorcycle races and was the German Motorcycle Championship in the 500cc class in 1926 and in the 750cc class in 1927. In 1928 he scored an outright win in the 9th edition of the Targa Florio Motociclistica, held at the 107.8-kilometer Madonie circuit. The Sicilian spectators called him the "White Ghost" because he ran with immaculate white leathers, which became his trademark.

By the end of the 1920s, he was regarded as one of the best, and most versatile motorcyclists in Germany. He had proven that he was able to master both road to dirt tracks. He even took part in the International six-day races at the beginning of the 1930s. In 1933, 1934 and 1935 he won the team event with the national team, which was in fact a pure BMW team.





**BMW WR750 KOMPRESSOR**

Ernst's big ambition was to take the absolute world speed record for motorcycles for Germany. In 1929 BMW introduced the BMW WR 750 Kompressor racer, a development of the R37 with enlarged engine and supercharger. The BMW Board of Management gave Henne the go-ahead for the record attempts using the engine from a 1929 BMW WR 750. The frame and the fairing were made in Henne's own workshop.



From 1929 and until 1937 Ernst Henne broke the World Land-Speed Record for motorcycles seven times. By 1937 he had also broken a World record for sidecar with a BMW 750cc machine, clocking in at 118 mph.

The 750cc engines used for the first five of Henne's seven successful sorties were all supercharged derivatives of BMWs R37 500cc street push-rod engines. Although revved well beyond the original design limits they were reliable enough for in the short record bursts.

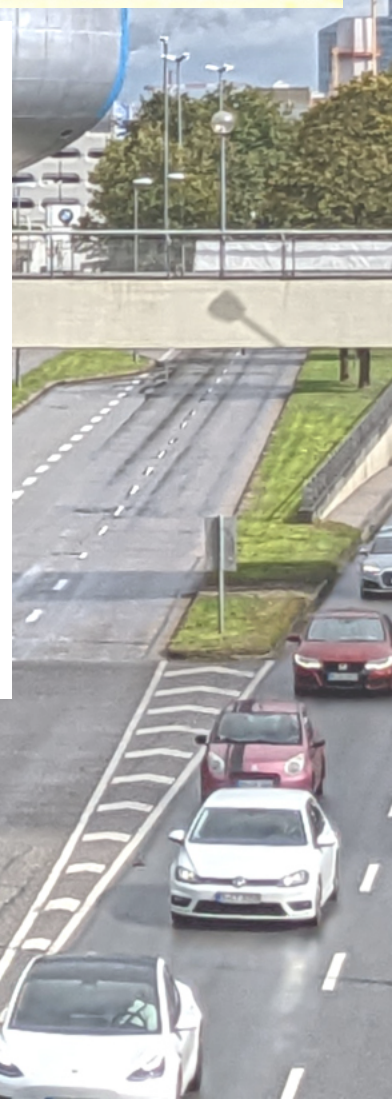
As raced in 1929, it was square at 78 by 78 mm, 740 cc output was 50 bhp at 6000 rpm, using an eccentric vane Zoller supercharger. The engine used by Ernst for his 151.53-mph mark in 1932, was way over-square at 83 by 68 mm, (735 cc) with a BMW eccentric vane blower make, and developed up to 75 bhp, again at 6000.

In 1934 and 1935 blowers were again BMW designed supercharger with power outputs were up to 90 bhp in 1934 and 102 bhp the following year. Increases in power can be partially attributed to exotic fuel mixtures including nitro-methane which was introduced in 1934.

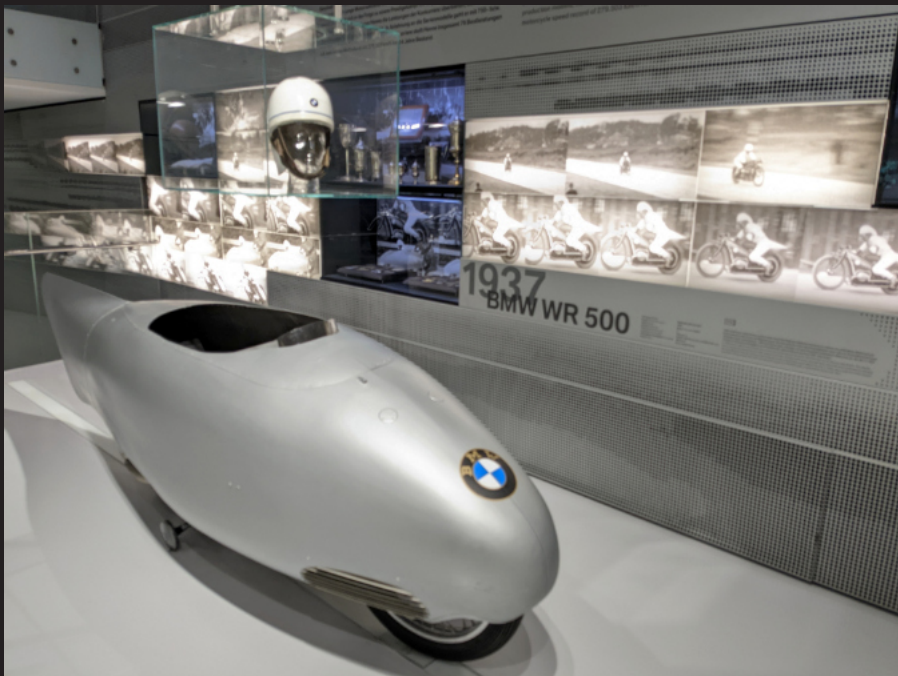
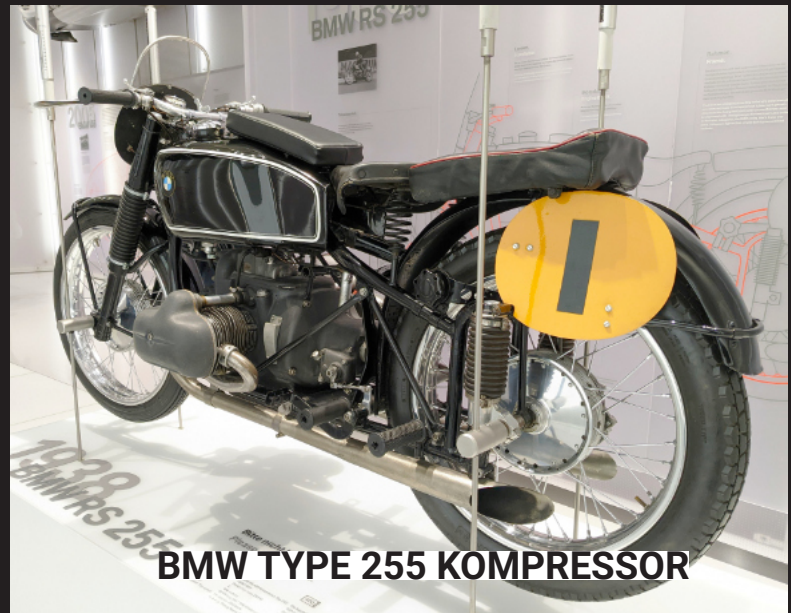
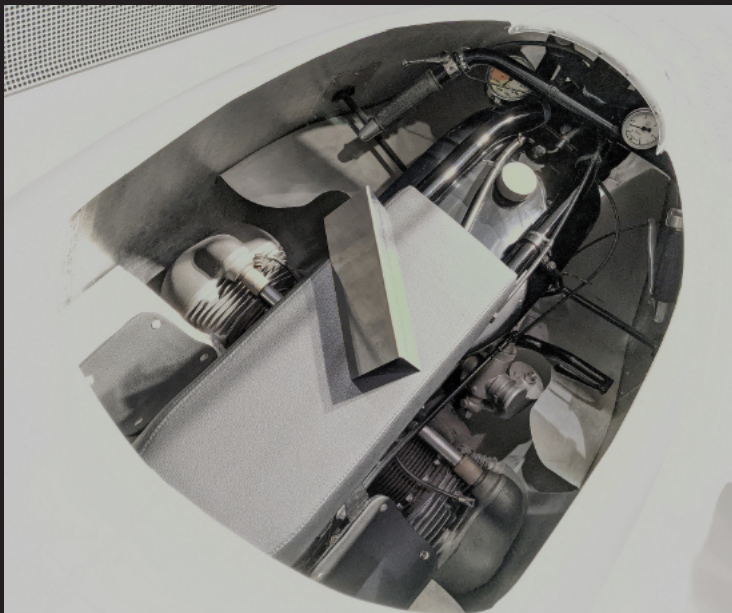
In 1936 the switch then made a 500cc version of the special OHC BMW engine developed for the BMW Type 255 Kompressor road racer. In record breaking trim this engine could put out 108 bhp at 8000 rpm. The 1936 stream-liner was developed in the wind tunnel by the big German aviation firm Messerschmidt. The leaf spring front fork was replaced with a telescopic fork but the rigid rear end remained.

On 28 November 1937 he set the World speed record of 173 mph riding a streamlined BMW which would be held until 1951. Including absolute speed records. Henne captured a staggering 76 land speed records between 1929-1937.

| Date        | Location             | Speed over one mile |
|-------------|----------------------|---------------------|
| 19 Sep 1929 | Schleifheim, Germany | 134.68              |
| 21 Sep 1930 | Ingolstadt, Germany  | 137.66              |
| 2 Nov 1932  | Tat, Hungary         | 151.87              |
| 28 Oct 1934 | Tat, Hungary         | 152.904             |
| 27 Sep 1935 | Frankfurt, Germany   | 159.104             |
| 12 Oct 1936 | Frankfurt, Germany   | 169.021             |
| 28 Nov 1937 | Frankfurt, Germany   | 173.68              |







In addition to racing motorcycles Henne also raced cars and actually signed up as a Mercedes-Benz works driver in 1934 and drove that firm's W25 (with over 400hp) racing cars in three 1934 events, at Monza, Brno and Pescara.

Even though he held a pilot's license, racing head injuries kept him out of active war service so he and his well-equipped workshops switched to vehicle maintenance during World War II. In 1949, at which time BMW wasn't even within sight of resuming production of either cars or bikes, Mercedes offered him a regional agency for its passenger vehicles and trucks and he took it. He grew it into the biggest dealership in Germany.

*John Ellis*





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# 2022 NORCAL OKTOBERFEST

Oktoberfest 2022 at Eastman Lake was oversubscribed, with only the the lucky 140 making the cut. Kevin “Chief Cook and Culinary Artist” Coleman pulled all the strings regarding the menu and food preparation. He was ably assisted by the Bottle Washers and the Choppers. The function of the Bottle Washers is self explanatory. The Choppers were a carefully selected group of NorCal members who were deemed safe when handling sharpened implements. The Choppers responsibility was to reduce a huge mount of vegetables into small pieces suitable for cooking on a grill. The extremely safety conscious Board of Directors judged the task so dangerous that it forbid the group from imbibing alcohol until they finished. One Chopper was so upset with this restriction that he was seen with tears in his eyes (although it’s equally possible that this was because he was chopping onions).



## BRAKE FREE TECH DONATE RAFFLE PRIZE



Brake Free Tech kindly donated the prize for the Oktoberfest raffle. The lucky winner was Paul Roundtree seen here receiving his prize from Bert Lankins. The Brake Free light is an extremely cool piece of technology with 100 bright LEDs that attaches to the back of your helmet. Built-in sensors detect slowing down and this causes the LEDs to flash. It is completely self-contained with a rechargeable battery. Check out Brake Free Tech’s web site at <https://www.brakefreetech.com/>





# A&S BMW Motorcycles

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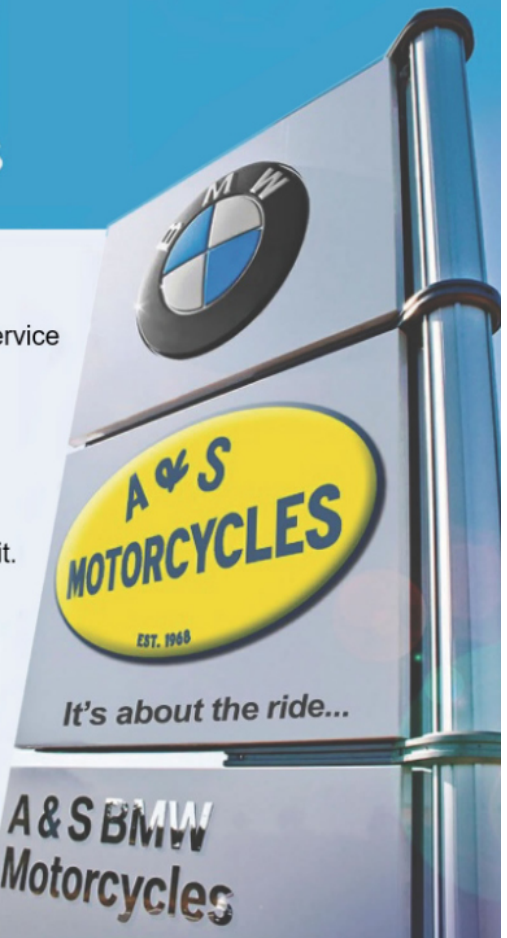
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\*Board Member

## EVENTS

### Club Meeting-Fremont Peak State Park

03-04 Dec 2022

Breakfast at 8am. Shark Park Restaurant, Pacifica  
Pre-registration required

### BMW NorCal Holiday Party

10 Dec 2022 5:30 pm. at the Oakland Yacht Club,  
1101 Pacific Marina, Alameda, CA 94501  
Pre-registration required

## ANNIVERSARIES

|            |                         |           |
|------------|-------------------------|-----------|
| <b>Oct</b> | <b>Pamela King</b>      | <b>5</b>  |
|            | <b>Ken Clark</b>        | <b>5</b>  |
|            | <b>Dennis Szelestey</b> | <b>5</b>  |
|            | <b>Leni Johns</b>       | <b>20</b> |
| <b>Nov</b> | <b>Richard Baum</b>     | <b>5</b>  |
|            | <b>Joel Ward</b>        | <b>5</b>  |
|            | <b>Kevin Mckenney</b>   | <b>5</b>  |
|            | <b>Micheal Riachy</b>   | <b>5</b>  |
| <b>Dec</b> | <b>Heike Schmitz</b>    | <b>5</b>  |
|            | <b>John Clement</b>     | <b>15</b> |

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