

APRIL 2023

NORCAL NEWS



Ride to Camp

Camp to Ride



BMW MOTORCYCLE CLUB OF NORTHERN CALIFORNIA

PRESIDENTS COLUMN

What a challenge the ride to Death Valley this year! The extensive rain and snow seemed to impact almost every good road to Furnace Creek. The group I was riding with chanced it, despite a warning from a gas station attendant, and took Calienta-Bodfish Road up to Lake Isabelle. It was an outstanding ride with little traffic, and we stayed off Highway 58. It was great to see Lake Isabelle full again. The ride home was a bit of an adventure. A few of us left camp around 5:15 AM and hit rain just outside Trona. After a stop for breakfast in Ridgecrest, we decided to take the recently opened 178 via Lake Isabella. The rain continued and got stronger until it turned to snow on Walker Pass. That was not fun, and I thought there was no way I would make it home in one day, as I was getting cold despite heated grips and jackets on high! Luckily the snow stopped just over the pass, and then the rain stopped. It was almost blue sky when we rode on 178 in the Kern River Canyon, and the roads were dry and uncrowded. What a nice ride down to Bakersfield. I understand many who left later than us hit a pretty continuous band of rain. The rest of the ride home via I-5 was uneventful, besides chatting it up on the Sena with Bert Lankins most of the Way.

We had an outstanding turnout, with about 80 people showing up. The weather was perfect, in the mid 70's during the day and 50s at night. The sky was spectacular, and we could see several planets and the space station.

Our cancellation process achieved its goal; we had very few no-shows and could accommodate the entire wait-list. Thanks for continuing to focus on actively managing your reservation so we can best manage our club. For reference, we had more than 40 people cancel for Death Valley, highlighting the need for a no-show policy for our most popular campouts.

The 49er planning is in full swing, and our early bird pricing is good until the end of the Month. We are off to a good start with registrations, and expect a great turnout to another outstanding NorCal Event. Be sure and thank the entire committee for their hard work and dedication. Better yet, offer to take on a role by contacting Mark Rodda at 49erchair@bmwnorcal.org. One issue we may face is road conditions, especially for the GS trails. With the significant rain and snow, many options east of Highway 49 will likely be impacted. Nevertheless, we will ride on. If you are interested in helping scout road and trail options in late April/Early May, contact Chris King at historian@bmwnorcal.org.

Unfortunately, I will miss the SondDog campout, so I won't see you until the 49er. We have an excellent campout planned with two days of camping and catered meals.

Stay Safe

Kevin Coleman President

JUNE MEMBER MEETING AND CAMPOUT - ELECTION MEETING

The 2023 election meeting will be held on 24 June 2023 at the June campsite - Uncle Tom's Cabin

15630 Wentworth Springs Road, Georgetown, CA 95634

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

If you require more information contact a current board member

BMW RIDERS OF OREGON INVITE YOU TO OUR 43RD ANNUAL CHIEF JOSEPH RALLY. JUNE 22-25
Details @ website; www.BMWRO.org

EDITORS CORNER

At Death Valley I made a plea for content for the April newsletter. At the time over half of the editorial pages were blank. Well, someone was listening because I needed to expand the web version of the newsletter to fit everything in. Double thanks go to Ran Bush. Earlier in the month Ran sent photos and a write up of an airhead tech day that was held last month. The big surprise to me was that our VP Jorgen Larson is now a member of this select club. The bonus arrived late in the month as I was trying to make everything fit. It is really strange how much enjoyment is possible reading about other person's misfortunes. In this case the misfortune struck club founding member, Chris Weld. Thankfully everything worked out fine. Take the time to read a great story.

Thanks goes to Delf Hedde for organizing a Tech Day at Moto Guild. Many thanks go to Craig Rogers, Moto Guild's owner, for allowing the club to use some of his facilities for free.

I am grateful to Tom Short, Ravi Verma, Manny Rubio and Michael Murphy for the Death Valley photos. The front cover picture of Wildrose Charcoal Kilns was taken by Tom Short.

I checked on Google maps how long it would take to ride a bicycle from the Bay Area to Furnace Creek campgrounds and the answer was 42 hours for 487 miles. I would imagine that a fit cyclist could manage it in 3 days, which happens to be the same time taken by Ravi Verma and friends riding 100hp, 120 mph motorcycles. Ravi sent photos to explain how they achieved this extraordinary feat.

I assumed the March SSBR was a wash out with heavy rains throughout the bay area. Steve Kesinger proved me wrong and he ended up very wet and surprised no other riders showed up. Fortunately for Steve a couple of our more sensible club members drove to the café to join him for breakfast. Check out how Edward Perry, the Second Sunday Breakfast coordinator, is planning to organize this event in the future.

While at Death Valley Fred Montano and I rode out to the date farm. We wandered around to see the growing dates. Back at the camp site an informal survey suggested many club members did not really know how dates grow. I wrote a bit of nonsense to address this shortcoming.

John Ellis




**APRIL MEETING
SONG DOG
RANCH**
April 21st - 22nd

- Catered meals
- Great riding
- Fire-side chats
- Club house hang-out



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

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

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

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

1. Rawhyde will run beginner and intermediate offroad training programs.
2. There will be street ride training by BeCrashFree

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

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

49er Rally
The 51st year of the best rally in the west

Mariposa County Fairgrounds
May 25th to May 29th

Register today at www.BMWnorcal.org

GS Challenge ● Rawhyde Training ● Skills Courses ● Street Training
Hot showers ● Seminars ● Self Guided Rides ● Food and Beverage
Great camping ● RV Parking ● Poker Runs

BMW Club of Northern California

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YOU NEED MORE TRAINING!

Sure, everyone in this club is an excellent rider! And doing the same thing over and over again without accident is a clear indicator for excellence. Right?!

In fact, continuous training is a great way to stay sharp and keep up with the evolving technology that our bikes offer (Slipper clutch, Lean angle sensitive ABS, Traction Control, shift assist pro,). And learning new stuff is just pure fun!

Why not see what the folks with knobbies are raving about and try out a little dirt? Or take a road riding class and have an instructor help you finetuning your canyon carving techniques?

At this year's 49er we have two outstanding training organizations offering fun classes to help you improve your riding!

BeCrashFree will be providing two sessions of their road training program on Saturday May 27.

The training program is built around a 4-hour loop that will go from 1000' to over 6000'. We will ride through Arch Rock and enjoy views of El Capitan and many other beautiful Yosemite vistas throughout the national park highway system. Towards the end of the ride, we will experience Wicked Hairpin and climb over 1000' in less than 3 miles. During the whole four hours, you will have the opportunity to be coached at a 3:1 student/teacher

ratio, providing you with techniques on line selection, braking, cornering, throttle application, and if interested, body position.

The signup for these classes is handled by BeCrashFree. After [signing up for the 49er Rally](#) head over to [BeCrashFree](#) to register for your road class.

Rawhyde is bringing their outstanding training curriculum to the 49er and offering two classes each day, a beginner/intermediate course suitable for riders with no off-road experience or minimal training who want to learn the skills necessary to ride in the dirt, as well as an intermediate/advanced course that is best for those that already know the basics and want to continue their development and build greater confidence as well as learn new skills to help you in more challenging areas.

You can sign up for the RawHyde classes on the 49er website. Unfortunately, quality training is not cheap.

If you hesitate to sign up because of the cost, please remember the [Paul Bachorz Rider Safety Training Grant](https://www.bmwmoa.org/page/paulb) (<https://www.bmwmoa.org/page/paulb>) from the MOA Foundation. MOA members can request up to \$250 to defray the training cost (and I am not aware of any grant applications that ever have been denied).

Not an MOA member? The MOA offers one year of free membership to new members (<https://airtable.com/shrPT7yA9hWiUM9XV>) code 50YRSON .

Delf Hedde Safety Director



AIRHEAD TECH DAY

The Airhead club had another Tech Day and Swap Meet at Ladd Carver's house in San Leandro last month. Various bikes had elective surgery, coffee and doughnuts were consumed, lies were told, and camaraderie took place.

The weather forecast was a little iffy, but we had a good turnout, with quite a few riders and bikes under blue skies and warm sun. Lucas said it was hammering rain when he left Vallejo, so he chose to ride his Moto Guzzi instead of his un-faired Airhead. Props to Lucas for riding.

We even had three riders under the age of Fifty! Greg Hutchinson has several younger customers that have discovered 70's and 80's vintage Beemers, and they are seeking Greg out for tech info and service. Greg is encouraging them to work on their bikes, and to come to the Airhead club's Tech Days for hands-on learning.

Kyle, one of Greg's younger customers rode his /5 and picked up a fairly-priced OEM seat to replace the shortie seat that came on his bike. Now his lady friend can join him for rides! Another happy Swap Meet customer. Kyle also brought his dad along, riding a newish KTM dual-sport. We made Dad park further up the block.

Jorgen Larson rode his immaculate R80GS to consult with Greg about a tech issue. The bike got a lot of attention all day long.

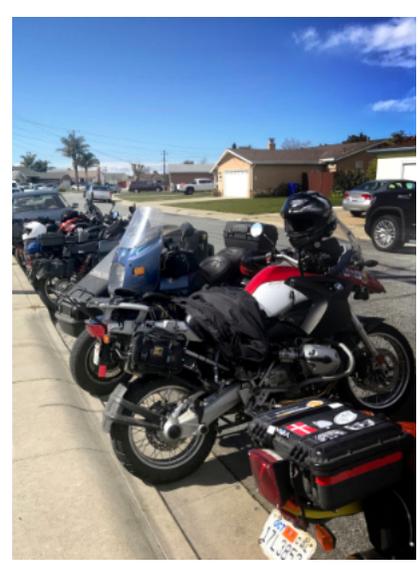
Another guy trailered his Airhead project down from the Santa Cruz mountains to get some tech advice. He said that he had to dig his trailer out from under a couple of feet of snow, and that the ride down Hwy 17 that morning was "exciting".

I heard on the radio that day that people were going up into the Santa Cruz mountains to play in the snow, and Cal Trans was having to delay clearing roads in order to rescue vehicles stuck in snow banks. Sheesh.

The Airhead club is planning another Tech Day and Swap meet at Greg's shop in Redwood City later this Spring. We're also going up to Scottie's Moto Farm again in Murphys this Summer. And we will repeat last Fall's outstanding Tech Day event at Monroe Bonfoey's place in Aromas.

All NorCal club members are welcome to join us, no matter if you're riding a Honda CBR or a 1250 GS.

Ran Bush



NEW MEMBERS THIS MONTH

Please welcome Norcal's newest members Kurt Dreger, Ray Hefner, Clark Deichler and Mark Stevens

So, I was asked to relate my riding past for the nesletter as a new member .

I'm an immigrant, came to the States with my family in the early sixties. Mum wouldn't let me have a motorcycle, so I rode my friends bikes frequently. No helmet laws or protective clothing, of course. I also rode my dad's B.S.A. 650 Lightning. We lived in San Jose and we were too young to drive, but we didn't let that stop us. Big fun.

I rode different bikes over the years following including a Yamaha rd 400, a Moto Guzzi ex-cop bike, Road King Harley, CBR 1000rr, a Gold wing (I found it bland, btw) ...raced in a national enduro and came in 7th in my class... love my GS. It combines all those historic rides and improves on each facet of them in a way that suits me just fine.

Enjoying the club so far.... Mark Stevens



MEMBER TUNEUP TECH DAY CLINIC -MOTOGUILD SF

Tech Day as well and most of the other planned events for January and February was impacted by the weather. Most Tech days have queues waiting to use the tire change machine or one of the motorcycle lifts. On this Saturday only two bikes turned up. Bert Lankins, arrived wet and cold (but still smiling) after riding through a cloud burst that included hail. One would expect attendance under these circumstances would be extremely limited. Not so. Delf Hedde our Technical and Safety Director who had arranged the event, had cleverly published the fact that food was to be provided by Paul Bosco. His sandwiches are so good over 20 club members turned up to enjoy the lunch. Thanks also go to Craig Rogers, Moto Guild's owner, for allowing the club to use some of his facilities for free.



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NEW MEMBERS THIS MONTH

I started riding motorcycles in my late thirties. I have had a Buell, a Harley and a couple of Hondas before making my way to BMW. I love my RT and wish I had purchased one sooner.

I was born and raised in Palo Alto, and have lived in the SF Bay Area my entire life. I now live in Oakland with my wife and dog, enjoying the empty nesting lifestyle. My work is environment health and safety management for Lawrence Livermore National Laboratory, and I also have a private practice in employment law.

My love for motorcycling led to my selling my car. Now my bike is my primary mode of transportation. I have taken several long riding trips, including ones to Yellowstone, Zion, and a tour through the German and Austrian Alps. This October, my wife and I are doing another Edelweiss ride in Spain and Portugal.

I am so honored to be a member of this proud organization. I cannot wait to get to know everyone in the club better and to have many riding adventures together.

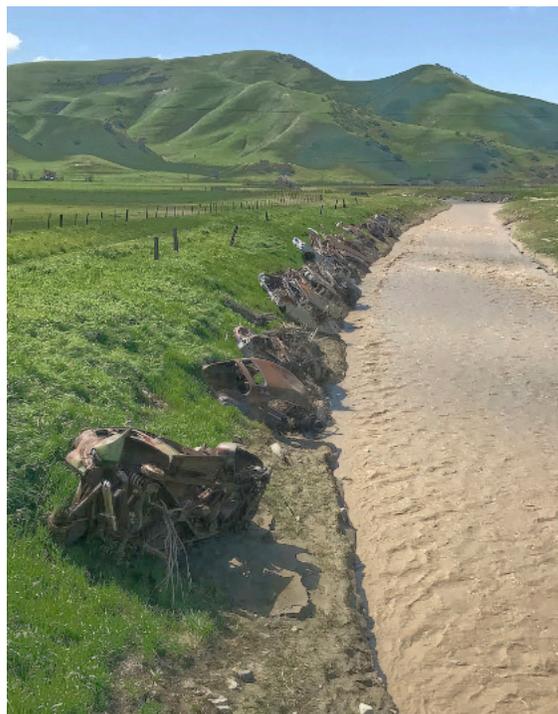
Kurt Dreger



THE 2023 OWENS RIVER ICE WATER CHALLENGE

Those of you who read my trip report about last year's NorCal Death Valley campout will know that Chris Weld and I don't always make the best travel decisions. This year, we got a few things right, a few things wrong, and a few things were out of our control. You would think that given this Spring's crazy weather, we would be checking road conditions on an hourly basis pre-ride, right? Well, we didn't.

On Thursday morning we had a great ride down to Tres Pinos, where we saw Rickard, Michael, Burt and others at breakfast. We also met a father and son from Monterey riding vintage Beemers and we talked to them about joining the Nor Cal club. Nobody in the breakfast group was sure about whether



Lonoak Rd - Lewis Creek

We rode out Hwy 198 West to Paso Robles for the night. Chris had booked a room at the 50's vintage Melody Ranch motel. We had a good night's sleep, and in the morning, we walked up Spring Street half a mile to Joe's Place for a great breakfast. But, did we think to check the road conditions on Hwy 58 on Friday morning? No, because we're idiots. We had 58 all to ourselves all the way to Carrizo Plain because most everybody else knew something we didn't know - Hwy 58 was closed at Seven Mile Road, about ten miles from McKittrick. But we got to see some great wildflower bloom backtracking on Bitterwater Road and Bitterwater Valley Road to Hwy 46. We hadn't been to Blackwell's Corners for a while, so that more than made up for the detour. Not.

We had planned to ride from McKittrick to Oildale on Hwy 99 to



Bitterwater Road, Shandon, CA

Peachtree/Indian Valley was closed or not, so Chris and I decided to ride down Hwy 25 to Hwy 198 and west to Hwy 101. Chris asked me whether I had seen the abandoned cars on Lewis Creek at "Lonoak" Road off Hwy 25. I had not seen the cars, and I assumed some locals misspelled "Loneoak" but I was wrong. So, we stopped for a break to look at the scenery.



Hwy 58 Wildflowers

get around Bakersfield and get to Hwy 178 and the Kern River Canyon. Chris had checked the Hwy 178 road conditions and it said, "Closed at Hwy 184, X miles east of Bakerfield". We weren't sure where Hwy 184 was, but we assumed it wasn't a problem. Turned out it was a problem.

Hwy 178 was closed right at the entrance to the Kern River Canyon and we had to backtrack again, this time down Hwy 58 to Tehachapi and then up to Ridgecrest. We thought about riding Bodfish-Caliente Road to Lake Isabella, but by this time it was getting late and we didn't know about road conditions on Bodfish-Caliente. We were starting to wise up! We decided to get a motel in Ridgecrest and ride into Furnace Creek on Saturday morning. Chris was having trouble with the air pressure sensors on his '18 RT, so before we left Ridgecrest for Hwy 190 we stopped for fuel and air.

To shorten this story up a bit, it was an easy ride into Furnace Creek and Saturday was a pleasant day. We set up camp, hung around with folks, attended the club meeting, and went for dinner at the Furnace Creek buffet. On Sunday morning, we broke camp because of warnings of inclement weather and headed to Lone Pine for breakfast.

We stopped for \$7+ fuel at Furnace Creek and Chris checked his air pressure. It was down to 37 PSI, so I pulled out my handy-dandy Slime digital gauge, got the air hose, and filled up his rear tire to "42". We rode off towards Panamint Springs, and I noticed that I wasn't seeing Chris in my mirrors. I pulled off at Stovepipe Wells and waited. After a few minutes, Chris rides up slowly with his flashers on. He told me his air pressure warning lights were on and indicated 66 PSI in his back tire. Ooops! It seems the Slime digital gauge can go to "BAR" instead of "PSI" and the only indicator is in a very tiny font. I didn't notice it when I filled his tire. Sorry Chris!

While we were lowering Chris's air pressure, a couple in a Jeep with a Suzuki dirt bike on the back stopped to ask if we were okay. We thanked them, and they drove off. We caught up to them a few minutes later, stuck in a long line of cars behind a slow RV. The RV never pulled over, so after waiting and waiting, the Jeep began to pass cars. He was being careful and safe, so



Flooded - CHRIS contemplates

we started to follow him. By the time we got to Panamint Springs, it had started to rain. The Jeep was in the lead, then me, and then Chris. We were unsure about road conditions, rain versus ice, so we just stayed behind the Jeep over the Cerro Gordo Pass.

But the Jeep turned off on Hwy 190, and Chris and I headed for Lone Pine on Hwy 136. After a few miles, we approached the Owens River, and something about the pavement ahead didn't look right to me. There was a "Flooded" sign on the side of the road, but we had been seeing "Flooded" signs all weekend and the roads were bone dry. However, this section wasn't bone dry. I was in the lead when I realized there was probably 18-24" of Owens River water in the roadway and I tried to slow down before hitting it. The skinny front tire on my '94 RT and my superior riding skills (ahem, cough) got me thru upright. My bike died in the middle of the flooded section but I was able to start it back up and ride about 30 yards to dry pavement.

But Chris wasn't as skilled (I mean lucky) as I was. His bike pulled to the right when he hit the water, he went off the pavement, and the water and the flooded dirt took him down. He had to wiggle and pull his right leg out from under his bike to be able to stand up in the freezing water. Fortunately, a local rancher was out checking on his cows, saw Chris's bike on its side, stopped and helped Chris pick up the bike. I walked back across the flooded section to them to discuss a plan.



Flooded! We Mean It This Time



Soaked Sox

By now Chris is soaked to the bone, standing in the wind and rain, starting to shake from hypothermia. We put him in the rancher's truck and the rancher called the Sheriff, and then called a local tow truck. While we were waiting, several vehicles came by and tossed up 5'- 6' waves over Chris's bike. Come on people, "flooded" means "FLOODED"! This time, anyway.

Happy ending, the Sheriff had called CHP for traffic control, the CHP officer arrived and turned on his blue and red lights to slow the idiot drivers down. The tow truck driver showed

up and he winched Chris's bike onto the flatbed. Chris and his bike went into Lone Pine to a Best Western motel that the driver suggested, and I followed them. The staff at the Frontier Best Western in Lone Pine suggested the Totem Cafe, but we were walking and we came across The Grill first. Food and staff were very good at The Grill, and after she heard our tale of woe, the owner even gave us a ride back to our motel.



Lone Pine 3-19-23

On Monday we were able to ride down Hwy 395 to Hwy 178 and go through Walker Pass in warm sun and mild temps to Lake Isabella. We decided against Hwy 155 out of Wofford Heights because we heard it was closed. (NOW we're learning!) After Bakersfield we took it easy and went up Hwy 99 to Merced and got a motel. Even though we were getting close to home, the weather was looking iffy, and we didn't want to deal with rush-hour traffic on Hwy 580. On Tuesday morning it was raining again, but we stayed in the motel until noon to wait it out. We rode into hard rain on Hwy 132 near Vernalis, but it was nothing compared to the Owens River ice water challenge.

Ran Bush

Historian's Report March 2023 Death Valley - Furnace Creek

Death Valley covers an area of approximately 3,000 square miles, making it the largest national park in the US. It is known for its extreme temperatures reaching up to 130°F as well as its rugged landscapes, with mountains, sand dunes, and salt flats. Despite the harsh and inhospitable environment, Death Valley National Park is home to a variety of animal species, including Desert Bighorn Sheep, Kit Foxes, Sidewinder Rattlesnakes, Desert Tortoises, Badgers, Pupfish, kangaroo rats and more.

The name "Death Valley" originated in the 1840s, during the Gold Rush. In 1849, a group of pioneers known as the "Lost 49ers" attempted to cross the region on their way to California and became stranded in the valley due to the harsh conditions and lack of water. According to one account, a member of the group, William Manly wrote in his journal: "Goodbye, Death Valley." The name stuck and was later used by other travelers and settlers who passed through the area.

With a name like Death Valley one may ask, how many people have died here? It is difficult to determine the exact number of people who have died in Death Valley over the years, as records were not always kept or were incomplete. There have been deaths recorded starting as the early pioneering days, but more recently, according to the National Park Service, an average of one to

three people die in Death Valley National Park each year.

One of the most notable landmarks in Death Valley is Furnace Creek, which is both a natural oasis and a historic site. The history of Furnace Creek dates to the mid-19th century, when prospectors came to the region in search of silver and gold. The name "Furnace Creek" was because of the high temperatures, which were said to be hot enough to melt a furnace. The first permanent settlement in the area was established in 1883, when a group of pioneers built a small mining camp near the creek. The camp was named "Greenwater" and it quickly grew into a thriving community, with a post office, saloons, and general stores.

However, the mining boom in Greenwater was short-lived, and by the early 1900s, most of the miners had left the area. In 1904, a borax outfit called the Pacific Coast Borax Company purchased the land around Furnace Creek and began to develop it as a tourist destination. The company built a hotel, called the Furnace Creek Inn, as well as a golf course and other amenities to attract visitors to the area.

The Furnace Creek Inn quickly became a popular destination for wealthy travelers, who were drawn to the rugged beauty of the valley and the luxurious accommodations offered by the hotel. The inn was also a

favorite spot for Hollywood celebrities, who often came to the area to escape the hustle and bustle of Los Angeles. In the 1920s and 1930s, the Furnace Creek Inn was known as one of the most exclusive resorts in the country.

During World War II, Furnace Creek played an important role in the war effort. The area was used as a training ground for troops, who were taught how to survive in the harsh desert environment. The military also built an airfield in the valley, which was used for training exercises and as a refueling stop for planes traveling between the West Coast and the Pacific theater.

After the war, Furnace Creek continued to thrive as a tourist destination. In 1994, the Furnace Creek Inn was designated as a National Historic Landmark, recognizing its significance as a symbol of the early tourism industry in the western United States. Today it remains a popular destination for travelers who want to explore the rugged landscapes and unique natural features of Death Valley. Visitors can stay at the Furnace Creek Inn or (even buy a day pass for the pool to escape the heat) and explore the valley's many attractions, including Badwater Basin, Zabriskie Point, and the Mesquite Flat Sand Dunes.

Chris King



Wildrose Charcoal Kilns by Tom Short

Sunrise ride up to Dante's lookout by Manny Rubio

PICTORIAL GUIDE EXPLAINS HOW TO SPEND THREE DAYS GETTING TO DEATH VALLEY



Michelle, Mike Kevin, Martin, Bert and Luis
by Ravi Verma



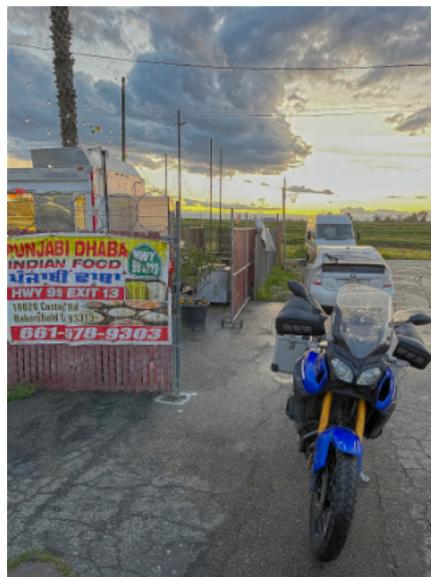
HWY 198 was flooded and we had to turn back to 101 south to turn off at San Miguel
by Ravi Verma



Estella Road was blocked just two miles before CA46 with mud, grease and water. We back tracked 130 miles to get back on CA46 which we could see at the blocked road but could get no further
by Ravi Verma



At Punjabi Dhaba in Bakersfield for breakfast of stuffed spicy potatoes parathas and yogurt with savory fried chick pea mused and spiced onions on Friday
by Ravi Verma



Bricker and Bob just as we made it out of Kern Canyon on Hwy 178
by Ravi Verma



Upon reaching the entrance to Death Valley Kevin Coleman, Ravi Verma and Bert Lankins lay down to take a nap. Passing vehicles were surprised to see them splayed out barely 10 feet from the highway.
By Micheal Murphy



Daddy, do you know where dates come from?

Yes, Felicity, dates grow on trees called Date Palm trees.

Do ALL PALM trees make dates?

Oh no. Palm trees make a variety of foods, including palm oil, heart of palm, dates and coconuts. You must also understand that not all Date Palms actually grow dates.

Why don't ALL Date PALM grow dates?

Felicity; this is a bit complicated, but there are two types of palm tree. One is female, like Mummy, and one is male like Daddy. The dates only grow on the female trees.

So, what do the Daddy PALMS do?

The male palms just stand around and don't really do anything. All the dates grow on the female palms who do all the hard work.

It's just like my Mummy then?

Yes, well I suppose so, but once a year the male does its job and produces pollen flowers, and the female produce flowers which when pollinated turn in to dates. There might be 40 female trees for every male.

Do dates grow everywhere on a PALM tree like our apple tree?

Oh no. The dates grow in big heavy bunches off from fronds from the top of the tree. Each frond has one bunch of dates growing at the end. They might be several fronds on one tree.

What does the date FARMER do to protect the dates when they are growing?

Well farmers protect each bunch of dates with an open muslin bag. The bag discourages birds and the open end allow air circulation. Before the dates ripen and fall to the ground the smart farmer stitches the bottom of the bag closed. The ripe dates are then collected in the bag.

How Long before date PALMS fruits?

The first time dates will be available is about 6 to 7 years after planting. A 10-year-old tree can yield 130lbs and the yield can increase to 180lbs from a 15-year-old tree.

How old are date PALMS?

Well, they can live for 200 years and get extremely tall. However, farmers are really smart and when the palm gets too tall for harvesting they sell it to City Folks, who plant it in their gardens or shopping centers. The City Folk then have to deal with the annual chore of removing old branches from really tall palms.

Thank you, Daddy. You are so SMART and seem to know everything.



MARCH SSBR

The last forecast I saw for Sunday March 12 was Sat evening and it was for "scattered showers" Sunday morning. I should have checked it again before leaving, or read "Peanuts" in the Sunday funnies that morning (Snoopy & Woodstock sitting on top of the dog house in the rain)! So lesson one; don't trust weather forecasters in the bay area!

Here in Fremont, the driveway was damp, the sky cloudy but good visibility, and no rain in sight, so I suited up and left for Half Moon Bay. After crossing the Dumbarton Bridge, and north on 101 it started to drizzle; no problem. Then a light rain...then moderate rain. West on hwy 92 it turned into heavy rain, but I was too far by then to turn around. Past Skyline and down the hill to HMB it turned into a deluge! Water was freely flowing across 92 in several places, and the inside of some of the corners were flooded forcing me to cross the yellow line briefly. At least one place the front tire put up a bow wave high enough to almost blow my feet off the foot pegs, and I wasn't even going very fast!

At Sam's I found members Roger Rapp, who wisely came in a 4 wheel drive Jeep Comanche, and Bob Pelikan who lives nearby also in a 4 wheeler. The three of us had a nice breakfast, and a good visit with interesting conversation, so it wasn't a total loss.

Now for some observations: The venerable old GS ran perfectly, and didn't seem to mind getting wet at all. My helmet didn't leak, and performed well too, but the rest of my gear, not so much. My "waterproof" gloves soaked up so much water I had to wring them out: In fact so much water, I think the liner material must have been made of sponge! My old jacket that had been "water resistant" when new, clearly wasn't any more, and my pants rain liner only leaked at the top of the legs where they are sown together...yep right there! My boots fared better only getting my toes a little damp, but since they were blasted as from a fire hose, I didn't think that was too bad.

I also discovered my phone doesn't like water. I had it in my jacket pocket and shook water out of it at breakfast. It acted up the rest of the morning, but is back on line once more. I'll have to find a waterproof place for it next time though. Some good surprises when I got home: My BMW Nav IV GPS is indeed 100% waterproof and when I opened my saddle bags, not one drop had gotten in either of them! Small victories for sure, but victories just the same.

I didn't get hurt, or sick from this adventure, but think I'll wait for the sun to shine for the next one!

Steve Kesinger



I Made it to Sam's!



But where is everyone?

THE FUTURE OF SECOND SUNDAY BREAKFAST

We will be naming a location for club members to meet and have breakfast on the second Sunday of every month. All sides of the bay will be covered to give everyone a chance to attend without having to ride two hours to get there. However, as most of our members do live in the East and South Bay, expect those areas to be chosen a bit more often. There will no longer be sanctioned, organized rides with GPX files sent out in advance and route sheets. However, there is nothing to preclude members from going on rides—in fact it's encouraged. But these will be informal and organic. So, if we happen to have a breakfast in your area and you know all the good riding around there feel free to offer to lead a ride. As it happened in San Jose a few months ago, we may have several rides as people come from different areas and want to terminate their ride closer to their home.

Weather: Not an issue. Once a restaurant has been named as the location, there will not be a cancellation. Even for snow or blizzards. Remember, it's a Second Sunday BREAKFAST. You can always drive your car and have a nice meal with friends. I can think of many worse ways to spend a Sunday, some involve getting dressed up.

If you think you know a place that would be a good candidate, let me know, Edwardperryt@yahoo.com.

Edward Perry

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 of Goa on the Arabian Sea and wake up to the cool hills of the Western Ghats Mountain range reaching the fabled small towns like Jaisalmer in Rajasthan covering five states.

The idea was proposed to me over campfire chats at the Cedar Flats campout. When I traveled to India last year in September, 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 riders to make such a trip worthwhile. I anticipate the journey would take at least three weeks excluding flights. Likely Dates right now seems to be February 2024.

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

Mobile - 408-859-4459

Email - ravivermanasikse@hotmail.com

Thank you, Ravi Verma





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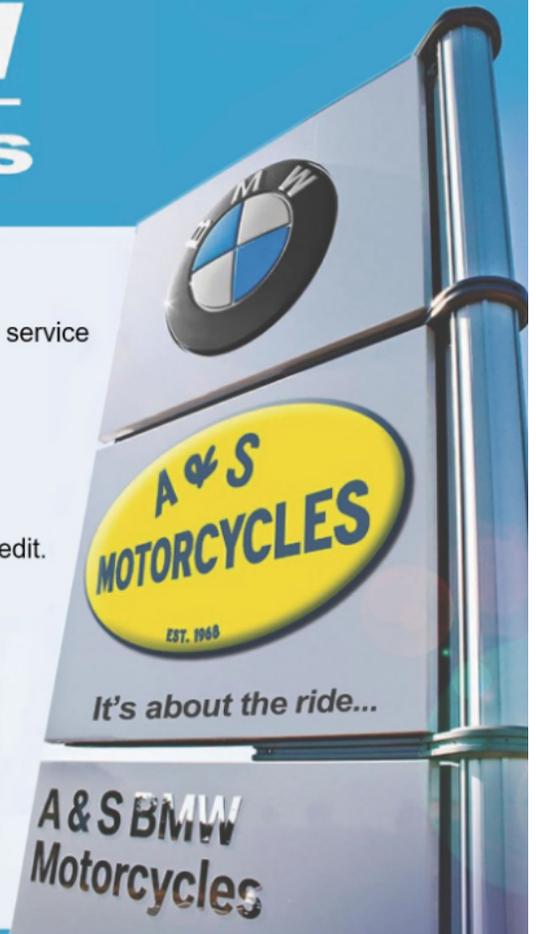
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SECOND SUNDAY BREAKFAST Edward Perry edwardperryt@yahoo.com	(408)206-6069
*Board Member	

EVENTS

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

06 May 2023 10am-12pm. Board of Directors Meeting.
MotoGuild SF, 849 13Th St. San Francisco,

26-29 May.2023. BMW Norcal 49er Rally
Mariposa County Fairgrounds,
5007 Fairgrounds Road, Mariposa, CA 95338
Registration now open

ANNIVERSARIES

April	Ladd Carver	10	
	Linda Rodda	5	
	David Hallwell	20	
	May	Walt Famlasher	20
		Gino Musolino	30
		Mark Allen	5
		Eric Bishop	5
		Douglas Boss	5
		Ran Bush	5
		Oliver Coolidge	5
William Cruz		5	
Kurt Davis		5	
Kenneth Fritz		5	
Mark Hanna	5		
Anthony Hurley	5		
Brian Jagger	5		
Rafael Lapizco	5		
Peter Lizdas	5		
Brant Miller	5		
Gary Nelson	5		
Robert Ohannesian	5		
David Oleary	5		
Manny Rubio	5		
Andy Rzad	5		
Steven Zawalick	5		
Dan Carter	10		
Tim O'Lonnell	10		
Jose Pepe Vallejo	10		
Edward Hanson	15		
Javier Sanchez	15		
Stuart Sorkin	15		
Bob Lamott	30		
Dan Smith	10		
Mik Herman	20		
June	Ellan Castleman	5	
	Tom Harris	15	
	Markus Fromherz	20	

