

OCTOBER 2020

NORCAL NEWS



Ride to Camp

Camp to Ride



Presidents Column

If it's not the Pandemic, it's the unrelenting fires impacting so many communities in California, including some of the areas we frequent on rides. I rode on Stewart Point Skaggs Spring Road last weekend through some of the burn area near Lake Sonoma. There was definitely a lot of burn areas although it wasn't as bad as I thought it would be. Still a fair number of trees standing. It was bittersweet though as it reminded me that we will unlikely hold our traditional Oktoberfest for the second year in a row. I'll finally have to throw away the sauerkraut and sausages I was saving from last year.

Riding the R18

On the ride we stopped by Eurocycle of Santa Rosa to say hello and test ride the new R18. It's a great looking bike with lots of chrome. You immediately feel the power of the massive cylinders when it starts causing the bike to noticeable shift to the left until the engine gets up to speed. Coming from a GSA, you also notice how low the bike is to the ground. As a naked bike with just a simple traditional speedometer on the dash you feel more connected to the road and your surroundings. It was fun riding around the roads of Windsor on the Bike with the wind in your face and the great sounding exhaust. I really wanted to like this bike but the ergonomics of it for me are such that I don't see myself riding long distances or to campouts on the bike. Plus, it would take me a long time to get use to the lack of clearance in the turns. No matter, it's a great looking bike and I'm interested to see how it goes.

Club Update

While we have not pushed the renewal process this year with only 2 or so reminder messages to everyone we have an impressive 83% renewal rate. Our renewal rate in the past has been roughly 85 to 90 percent. I appreciate all our members continuing interest in the club even as we operate in a diminished capacity. We did have a small system issue that suspended members who haven't paid their dues. I want to clarify that no member will lose their membership for non-payment of dues until we can hold a proper election meeting.

On the financial front, although our financial position took a small hit because of the cancellation of the all of our events this year due to various expenses and deposits being made for last year's Oktoberfest and the 49er, we have no financial concern given the strong balance sheet built up over many years of fiscal prudence. This gives us options for next year's dues in the event we are unable to hold any events. I don't think we should be collecting dues if we don't need the money and we can't hold events.

My recent visit to Motoguild to put some new tires on brought back the memories of our monthly BoD meetings connecting with our Board and guests. Craig said he was missing us. The shop looks great and he said he's been quite busy so that's really awesome to hear. Plus, it made me really miss our monthly connections and rides.

I realized that we are entering a new normal of no large group gatherings and that it will likely be that way for the foreseeable future. However, the Bay area seems to be getting a handle on the virus and people are mostly following the rules about masks and such which is helping most counties move from level 4 to level 3. More businesses are opening up and operating with the right guidelines in place.

So with this new normal we are going to have to adapt as a club. It's clear we won't be able to have our traditional group campouts for the foreseeable future. I am going to be working with the Board to develop a series of member meetups where we meet up for a ride sans breakfast, then head out for a ride. We will break up in small riding groups to prevent large gathering of riders at breaks. We will end in locations where we have plenty of space to maintain social distance. Be sure to bring a chair and lunch if you want as we won't stop as a group for food or drink. Each ride will be limited to a set number of members and we are going to ask everyone that attends to wear a mask if they don't have a helmet on or are not eating. Of course, if you are experiencing symptoms don't show up. If we have lots of interest we will add more rides in different locations so we keep the groups to a manageable level. If you are interested in helping host a ride/meetup please email me at president@bmwnorcal.org. Lets see if we can get these events going in a safe manner.

After that we can consider how we might create smaller overnight rides for our members. As always if you have opinions about this either pro or con please let me or a of the Board members know your feedback.

I'd like to close with a big thank you to John Ellis for his outstanding work as editor of our Newsletter. He continues to push out our great publication each month, managing to drum up or create interesting content without the club events that provide plenty of fodder to write about.

Stay safe

Kevin Coleman, President

Editors Corner

This month the newsletter was saved by contribution by Rich Morin and B.Jan. Rich describes how he has carefully modified his 1984 R80ST over the years to better fit his needs. Lots of good ideas and tips (plus extensive hyperlinks). B.Jan article examines the psychology behind riding safely. Its a good read and well worth thinking about, particularly as many riders right now are not riding as far or as regularly as they might have in the past. This newsletter is completed by the story of Rick Klain 2005 trip to Ireland. Spectacular pictures as usual.

Big thanks to you all. I goes without saying that I am always desperately looking out for content. If you have something that may be of interest to others please send it to me

We are coming up to Norcal 55th anniversary. How do I know? Well check out this months anniversary list on the back page

and you will see two founder members Alan Huntzinger and Chris Weld have October anniversaries.

Late breaking news – my daughter Julia, moved to Germany 3 years ago. Probably about 10 years ago she took and passed a 3 day motorcycle training course in California but never rode on the road. Germany has very strict standards for driving tests, and typically you need to spend several thousand dollars at driving schools before you are even eligible to take a test.. The CA licence is not transferable so re-passing the tests was a requirement. She got a car licence a couple of years ago, but for some reason was determined to get a motorcycle licence . Well she phoned me today to say she had just passed on the fourth attempt. Yay!

John Ellis - Proud Dad

James Schultz SCU Fire Burn Medical Fund on Go-Fund-Me



Those who regularly visit the Junction on Mines Road will know James. He served and acted as cook for several years. Always friendly, upbeat and helpful. Unfortunately, he got caught in the SCU fire.

James was attempting to flee the SCU lightning strike fire when his car caught on fire. He lived very close to the Junction. He sustained burns to 70 % of his body he is currently in ICU at UC Davis. He has undergone several surgeries already. This fund is to help James with his recovery.

You can find James's go-fund-me page here.

<https://www.gofundme.com/f/james-schultz-scu-fire-burn-medical-fund>

Save the Junction

Unsurprisingly the Junction Bar and Grill is in financial trouble. The building survived the blaze, but was a double wammy after the COVID shut down lasted many months. All the stock was lost when the power went out. The current owner, Micaela Harris, is really struggling, and is only able to open on Saturday and Sunday with the help from her family.

There is a go-fund-me page for the Junction here

<https://www.gofundme.com/f/save-the-junction>

Contribute or better still visit the Junction on the weekend. I rode up from Livermore and saw that the firemen did a fantastic job keeping the fire from crossing the road and saving homes. There are obviously burnt patches but still a surprising amount of green. The distant hills are just ash. Take care, Mines Road is unforgiving at the best of times, so keep focused on the road. I have ridden this road hundreds of times and obviously know it very well, but because of some the visual clues next to the road have disappeared in a couple of places I got lost and failed to recognize a corner and ended up on the wrong line. This is not a good thing to do.

Stay safe.



Wunderlich Footrest Pad Set for the 2005-2013 GSA's



The original metal footrests of the R 1200 GS Adventure were designed for off-road use even when covered in mud they provide plenty of grip.

The new rubber footpad introduced by Wunderlich can be installed over on the original footrests secured by a couple of screws through a plate that fits on the underside. The biggest benefits are the damping of engine vibration, and protection of footwear. Since the rubber fits over the edge of the footrest it will blunt any shin injury incurred when paddling the bike around in a parking space. It's nice that they are easy to remove if planning some serious off-road adventure.

Potential buyers should also know that they are made in Germany by craftsmen sitting at wooden benches in candle lit rooms with only a cuckoo clock to tell them when it's time to go home. The Wunderlich web pages



say these footrest pads are created in small batches. Future rarity may result in these being appreciating asset. Might want to buy two sets.

How Beemers Learn by Rich Morin

After spending almost a decade on the East Coast, I returned to the San Francisco Bay Area in 1984 (whew!). One of the first things I did when I got back was to go shopping for a motorcycle. I have owned and liked several medium-sized, "standard" bikes, including a Honda CL350, a Jawa Californian, and a Yamaha YDS3. So, I knew I wanted something in that weight class.

However, I also wanted something that could accelerate well when carrying both a rider and a pillion. And, given the number of freeways I'd be riding, it needed to be comfortable and stable at higher speeds. So, when I spotted a new R80ST at the BMW shop, I knew I had found something special.

As the model number hints, the R80ST was developed as a "street/trail" version of the [R 80 G/S](#). Sadly, only several thousand units were sold, so the model was discontinued. However, it was certainly appreciated by twisty-loving riders like me. Charles Petrie has a [nice page](#) on the bike's motivations and history. Another page, [1983-1984 BMW R80ST](#), provides additional background and technical information on the bike.

Although my R80ST has "good bones", I've made a number of minor modifications to it over the years. This article, named after [Stewart Brand's](#) classic book, [How Buildings Learn: What Happens After They're Built](#), talks about my motivations and provides some technical details.

Early Modifications

When I first got the bike, I was pretty cautious about making any substantial changes. However, the stock seat really had to go.



Although it's certainly functional, I didn't find it very comfortable. I also like having something to keep me from sliding back when I accelerate. So, I had the [Corbin](#) folks make one of their "saddles" for my bike. I've been very happy with the product and would recommend Corbin highly to anyone who is willing to pony up for their fine work.

Soon after that, I decided to add a rack. I tried the standard BMW rack initially, but it's really a sad joke (suited mostly for carrying a peanut butter sandwich and a can of soda). So, I upgraded to a third-party rack which (with a bit of surgery) works fine. Finally, I replaced the (circular, flat, 4" diameter) BMW mirrors with larger, rectangular, convex ones. Later on, I added a small windshield.

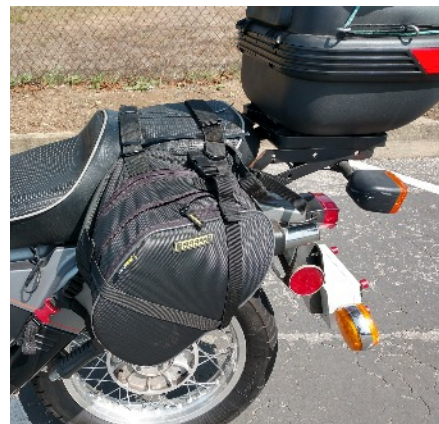
Storage

The internal storage compartment is tiny: barely large enough for the supplied roll of tools. Also, as described below, I'm now using this space to hold a fuse box. So, I've supplemented the bike's storage in a couple of ways.

Saddlebags

Since I commonly find myself acting as the sweep on group rides, I want to have some items that might be needed in emergencies (e.g., supplies and tools for mechanical and/or medical "first aid"). To keep things organized for fast retrieval, I use a combination of helmet bags and semi-transparent [zipper mesh pouch bags](#). Putting a labeled 3x5 card in each pouch bag makes it quick to identify.

Most of these subsidiary bags go into a pair of 15 liter [Nelson Rigg](#) saddlebags, secured by web strapping and quick disconnect hardware. I'm very impressed with the thoughtful design and robust construction of the Nelson Rigg products I've purchased. For example, the rear of each bag has a handy compartment which I've filled with three emergency flares.



Tail Box

Although the saddlebags are fine for long-term storage, getting into them isn't all that convenient. So, I mounted an inexpensive, 30 liter tail box on the rack. On top of the box, I secured a multi-compartment cloth bag which holds things for ready (albeit unsecured) access (e.g., baseball cap, hand sanitizer, water bottles).

I also mounted eight small machine-thread hooks around the bottom edge of the lid, for use with bungee cords, etc. Then, after attaching some metal chain links to the insides of the hooks, I created a stretchy web of thin bungee (aka shock) cord inside the lid. This works well to hold lightweight items such as the bike's paperwork and [FasTrak Toll Tag](#), some microfiber cloths, etc.

Incidentally, the retaining web is strung by a single piece of [3/32" cord](#), forming an [Eulerian circuit](#) through nine metal loops. This



approach lets me ease the tension on over tight links by borrowing slack from their neighbors.

I use the bottom of the box for trip-related items (e.g., extra clothing, insulated bag, snacks). Also, because the box offers at least some protection, I use it to store a one quart metal bottle of emergency gasoline ([TruFuel](#)).

Note: Although my tail box setup has worked pretty well, I've decided to swap it out for a [Saddlemen TS3200DE](#) bag. This will give me more room for camping gear and such, while making the Nelson Rigg bags totally free for emergency gear. Just goes to show that this bike is an ever-evolving Work In Progress.



Wiring

As discussed in [BMW R80ST Wiring Details](#), my wiring changes have been fairly extensive. Although the added wires annoy my mechanic (Greg Hutchinson), they weren't really avoidable, given my design goals. Mostly, they serve to support safety enhancements: a more powerful horn, better lighting, etc.

Foundation

The bike comes with a pair of eight Ampere fuses, located under the edge of the gas tank, just above the tire pump. This is clearly insufficient to support everything I've added. However, there

really isn't any room to add more fuses in that location. Also, this isn't the easiest place to access fuses in an emergency.

Given that I wanted to add more fuses, I decided to Do It Right. I purchased a ten-slot [Waterproof Blade Fuse Box](#). Conveniently, it uses [blade type](#) (ATC) fuses. Aside from being cheaper and easier to find in various sizes, these are both easier to use and much more robust than the original, [Bosch type](#) fuses. As a pleasant side benefit, the new box has storage for spare fuses and an indicator LED for each wired-in fuse!

Horn

The original horn is pretty typical of the ones found on most bikes. That is, completely inadequate to gain the attention of a somnolent cager. So, I installed a [Denali SoundBomb Compact Dual-Tone Air Horn](#). It's loud, responsive (no half-second delays), and seems quite robust. To give you a baseline indication of its sincerity, I'll just note that it requires its own relay and a 30 Ampere (!) fuse.

As in the case of all my signaling devices, I've tried to leave the original ones in service. So, if one of my add-on's fails, the stock device can act as a fallback. That said, when the SoundBomb is operating, the stock horn is inaudible.

Lighting

Aside from swapping out incandescent bulbs for LED replacements and adding a [headlight modulator](#), most of my lighting changes involve additions to the "indicator lights" (e.g., brake and tail lights, turn signals).

Bulb Swapping

One of the easiest changes I made to the lighting involved swapping out incandescent bulbs with drop-in LED replacements. Aside from being brighter and lasting longer, the LEDs use much less power. However, there are a few gotchas to keep in mind.

First, some devices (e.g., the original turn signal blinker relays) depend on the incandescent bulb's electrical load. So, they won't work if only LED bulbs are present. Fortunately, LED-compatible blinker relays are readily available.

Second, an LED device with two circuits (e.g., a combination tail and brake light) may provide a back channel that lets current flow from one circuit to the other. So, for example, other LEDs on the brake light circuit may light up when only the tail lights are turned on. Although this could probably be fixed by adding a diode, I opted to retain my incandescent tail light bulb.

Finally, the physical shape of the LED version may not fit the old location. I ran into this problem with the console (e.g., turn signal) lights, but managed to hack around it by carefully trimming some plastic from the replacement lights' bases.

I also found that the LED headlight bulbs I could find either made less light or required too much physical space to fit in the stock headlight shell. So, at least for the moment, I'm still using the original Halogen headlight bulb.

Given that I almost never ride at night or in bad weather, I mostly depend on the headlight to alert other drivers. Because my modulated high beam makes my bike quite visible, this isn't a major problem for me, in practice.

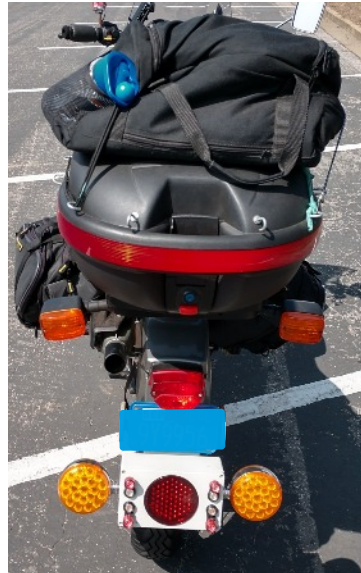
Indicator Lights

The original turn signals are neither bright nor large: all too easy for a cager to miss seeing. So, I added some 42 LED, 4" diameter [signal lights](#) that are sold for use on trucks and trailers. These

things are big and bright, making my bike (and my intentions) very apparent.

The signals on the front of the bike run at full brightness by default, blinking off when the stock lights blink on. The brightness is useful all of the time; the alternate blinking provides a useful illusion of motion which increases the visibility when the signals are in use.

The rear signals are (slightly) less critical, so I can get away with running them in phase with the stock signals. This is a Good Thing, because using them at full brightness tended to make the brake and tail lights much less noticeable.



Speaking of which, my added rear signal lights are mounted on a 4.5" x 8" plastic box, located just below the license plate. The back face of the box also supports a 4" diameter brake/tail light, supplemented by eight (!) individual LEDs. Four of these flash, which is legal in California; in other states, YMMV...

Oh yeah; I also wired in a switch that runs all four turn signals as [hazard warning signals](#). In any sort of emergency situation,

turning these on is the first thing I'd do. More commonly, I find them to be a great comfort when I'm creeping along Skyline Boulevard in a pea soup fog!

Miscellanea

From time to time, I use some sort of USB device (e.g., a cell phone). So, I have a six-outlet [USB car charger](#) wired to its own fuse and mounted on my left windshield support. And, to support a [Battery Tender](#) and assorted add-on devices (e.g., air compressor, spot lamp), I added a (fused) [SAE connector](#).

I recently modified the kickstand mounting arrangement, using an aftermarket adapter that Greg sells. This lets the stand stay in position without ground contact, rather than retracting automagically. Although I find this to be more convenient, it is also a potential hazard.

If I forget that the stand is down and try to ride off, my first left turn could well be my last. So, I added a trio (in parallel, for redundancy) of [Metal Ball Tilt Switch Sensors](#), wired to an audible alert and a couple of flashing LEDs.

Closing Thoughts

Although I'm quite happy with the added visibility and other benefits provided by the changes described above, not everyone would agree with all (or even most) of these modifications. Indeed, Greg contends that I'll have to remove them and restore the bike to its original configuration if I ever want to sell it for a decent price.

He's probably right, in the general case, but I'd like to think that there may be exceptions. If any of these changes seem reasonable to you, you're free to add them (in your own desired style). Most of your fellow bikers will be polite about it, even if they think you're being a bit silly.

Rich Morin

Explore BMW's Family Trees

A screenshot of the 'Vintage BMW Motorcycle Owners' website. The page features a large red 'V' logo with 'VINTAGE BMW Motorcycle Owners' text. The main content is a 'BMW Motorcycle Genealogy Graph' showing a complex network of nodes representing different BMW motorcycle models, connected by lines indicating their relationships. Below the graph is a filter panel with three sections: 'NUMBER OF CYLINDERS' (Single, 2 Cylinder, 3 Cylinder, 4 Cylinder), 'TYPE OF FRAME' (Rigid, Plunger, Swingarm), and 'YEAR SELECTION' (a range slider). A 'View our instructional video' link is also present.

Greg Hutchinson pointed out this recently introduced tool that is available on vintagebmw.org web page. This page allows you to interactively search and show the different model relationships of all of the BMW older machines.

There is a YouTube video here https://www.youtube.com/watch?v=ukil_bBU4Kg that explains how this tool may be used and the type of filters that can be applied. By left clicking a particular "node-model" you are presented with a data sheet which provides info such as engine and frame numbers, total produced etc etc.

I embedded a hyperlink in the above diagram which will take you directly to the tool.



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Edelweiss Motorcycle Tour of Ireland 30 July - 6 August 2005 by Rich Klain

There's nothing quite like flying 1st Class to London on a 777, and Elite Class on BMI British to Dublin. I was met at the Dublin airport by the Larsen family. Found out later that Robert, the family patriarch, graduated as a transportation design major from the Art Center College of Design 10 years ahead of me. They rode on separate bikes, and we rode together on some parts of the ride.

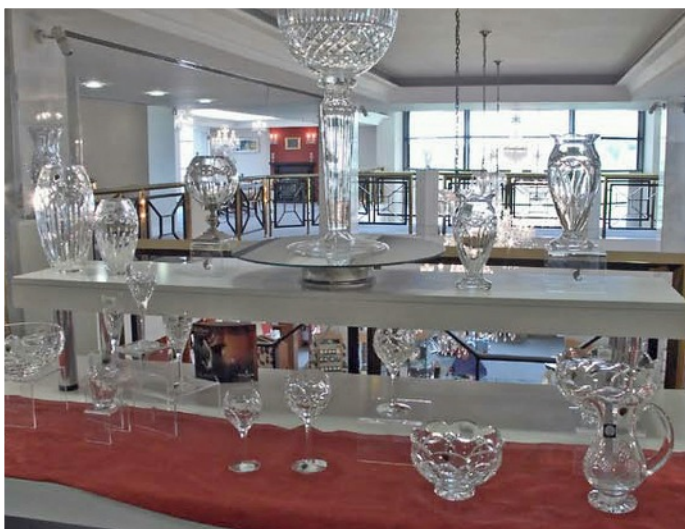
It only rained steadily on one of our "rest" days and off and on a couple of the other days. Ireland is AMAZING! We started and ended just outside of Dublin, near Delgany. Our first day took us through Waterford, famous for crystal. We visited the factory and had lunch there. We ended the day in Kinsale. From Kindale we headed off to Killarney, where we spent two nights. On the way there we had an amazing ride out to Dursey Head on a very, very

narrow little road. On our second day in Killarney, an optional rest day, we rode around the "Ring of Kerry". Then it was on to Galway for two nights, with a ferry boat ride or two and a picnic along the way near Kilkee, along the coast. We also rode a little further and walked out to the Cliffs of Moher. Heck, the coast was just about everywhere. On the second "rest" day from Galway we rode all day in the rain, stopping for lunch in Clifton and rode a big loop around huge lakes. The last day's ride was in the sunshine through some low mountain passes and amazing, bumpy



motorcycle roads. We ended tired and well satisfied back at our start hotel.

Rich Klain



The Psychology of Safety by B.Jan

(Originally printed in the June 2019 issue of Airmail, newsletter of the Airheads Beemer Club)

How is it that some guys who ride fast and hard never fall, while slower riders with just as much experience suffer mishaps? Shouldn't the more conservative riders have a better safety record? Or is it safer to be a fast rider? Perhaps aggressive riders have more natural talent?

Some experts feel that safe riding is largely a matter of mindset. They contend that those who fear they will fall usually do, and object to the popular notion that there are two kinds of riders, those who have fallen and those who will. They claim that this kind of thinking sets the stage for failure.

Julian Braebourne once said, "A mind attuned to purpose will best a thousand fears". His point is that a positive attitude is more potent than many negative thoughts. Like every other learned behavior, acquiring a positive attitude takes practice. Life coach professionals who teach the methodology refer to it as Neuro-Linguistic Programming, probably because it sounds expensive.

All good motorcycle riders have developed a "Positive Riding Attitude". This is not to be confused with the "No Fear" approach brandished by scarred and squirly kids. Riding 10/10ths on public roads with no margin for error or unexpected obstacles makes for extremely fast riders -- if they make no errors and encounter no unexpected obstacles. But it's a crap shoot. It's just a matter of time before those who think they are invincible discover otherwise.

Many motorcycle accidents are single vehicle crashes around turns which should not have caused the rider problems. It's been determined that many of these riders fixated their gaze on the tree or cliff they feared. The bike simply followed suite. Pilots are familiar with this phenomenon and refer to it as "Target fixation". Developing a Positive Riding Attitude involves disciplining the mind to fixate on the desired outcome rather than our fears. Instead of "target fixating" on the tree, we need to teach the subconscious to direct our eyes -- and our destiny to the goal -- in this case, the double yellow line around the curve for as far as we can see. Where the eyes are, the bike will follow.

In the same fashion, "Where the mind dwells, our future will follow". We've all heard of self-fulfilling prophesy: the host who was so afraid of forgetting names he couldn't introduce his best friends, or the hypochondriac who worried so much about disease, he up and died. How about someone who was so afraid of going down on his motorcycle that he crashed? Where the mind dwells, our future will follow.

Developing a "Positive Riding Attitude" simply means replacing catastrophic mental images with those of desired outcomes. Everyone is subject to a constant stream of negative mental images, often at the most inopportune times - like halfway around a decreasing radius turn. Riders who dwell on those images are controlled by their fears, which tend to become self-fulfilling prophesy.

Those who prepare ahead of time to deal with negative images have a much better chance to retain physical control of their bikes. Different riders use different methods to control their fears. The method I use sounds rather silly, but works.

Those who've been abroad are familiar with international traffic signs. It is usually a pictograph of the offending behavior

circumscribed with a red circle and prohibited with a diagonal stripe. If we 'rubber-stamp' a red circle with a diagonal stripe across the negative images that drift across our consciousness the second they appear, we are instructing the subconscious that this scenario is prohibited from our consciousness -- and our future. If the images are persistent, I sometimes punch my gas tank to reinforce the rubber stamp across the offending scene.

While this response initially seems arbitrary and contrived, with practice it becomes automatic. Soon, the subconscious gets the message that negative images will not be entertained or tolerated, and it will cease to flood your mind with those nasty scenes.

That's not enough however. Negative images must be replaced with something positive in order to stimulate a desired outcome. I do that before every ride by replaying my personal Grand Prix tapes on my mental video machine. Instead of Marc Marquez leaning his bike into corners at speed, tires howling but gripping tenaciously, I become him and visualize myself snaking my way through gnarly switchbacks taking perfect lines. Just as Marquez wouldn't go down over an unexpected obstacle in the road, I envision myself fluidly avoiding road obstacles and regaining composure for the next turn.

The point of this exercise is to make clear to the subconscious the 'desired outcome'. All ambiguity must be deleted from its memory. Should an obstacle appear in the real world, the subconscious already has a clear 'goal-picture' of the desired outcome, and can switch to 'automatic pilot' -- rather than having to cope with negative images as well as the actual obstacle.

Repeated often enough, this mental exercise will supplant the self-defeating panic response with the 'automatic pilot' response programmed to actualize the 'desired outcome'. As the desired outcome of a day's ride is a safe trip, I frequently manufacture the scene (as I leave the garage) of my bike and me riding back into the garage unscathed after the day's activities. This mental image reinforces the 'desired outcome' to the subconscious, and supplants negative images of life flight helicopters and emergency rooms. By using these techniques, the subconscious knows exactly what the objective is at all times, and it will automatically strive to actualize it.

None of this will do us much good if deep down inside, we believe ourselves to be incompetent riders. If a child is told repeatedly that he is lazy, ugly or stupid, he'll grow up believing it regardless of the truth. If we repeat to ourselves that we are basically incompetent riders because of some awkward incidents during our learning curve, we'll never become competent.

On the other hand, if we internalize the concept that we are exceptionally talented and skilled riders, then it becomes part of our consciousness, even if it isn't yet true. This change of self-image will improve our skill level dramatically because the mind tends automatically to inhibit behavior contrary to the self-image.

How do we get the subconscious to adopt that self-image? Some psychologists suggest that as we were programmed by our parents in childhood, so we can reprogram ourselves as adults. At home and at school, a child learns by rote, by repetition. So should we reprogram our subconscious, by rote. We need to repeat to ourselves over and over again the self-image we want the child inside, the subconscious, to adopt.

The best technique for me is to stand in front of a mirror, look myself in the eye as a parent might, and repeat the message

over and over again. "I am an exceptionally talented and skilled rider". This will feel awkward while the subconscious is programmed to believe otherwise. It will always fight the unfamiliar.

But if you persist, it will soon find ways to accommodate the new self-image. Be patient. It also took time for the mind to internalize the notion that we are high school graduates, married, parents, or retired.

The access code is emotion. Just as children respond to emotion, so we must use emphasis and intonation in our self-talk to reach the child inside -- the subconscious. This is most effectively done by voicing our messages to the mirror in the first person, present tense, and expressing the desired result as a "fait accompli" (done deal); "I AM an exceptionally talented and skilled rider", not "I will be an exceptionally talented and skilled, rider."

Prohibitory terms will not record into the subconscious. "I am not a poor rider" will register as "I am a poor rider". Always express the message in positive terms.

With practice and time, this self-programming will become more natural and productive. It is effective not only for developing a positive riding attitude, but for improving any area of our lives where a negative mindset inhibits our goals.

Neuro-Linguistic Programming was originally used by the East Germans at the 1972 Olympic Games. It resulted in them winning their first gold medal. They astonished the world by following it up with nine additional gold medals. After that, these techniques became standard procedure everywhere for training world class athletes.

Although we may never go on to become 'world class' racers, I believe these methods, resolutely practiced, can help us to become safer and more adept riders.

B. Jan

DESERT FOX TRAIL GAS BAG



I don't know if this is a new product but it was advertised in a recent email from Twisted Throttle.

Since the bag is flexible it can be folded to store away and only needs to be filled when needed. It may be a practical alternative to hard tanks or jerry cans.

Comes with attachments to allow it to be bungeed to hard cases or motorcycle frame.

Also comes with a warning that it should only be used off

road or on closed courses, and that it should not be used for long term storage. Available in Capacities 3L, 5L and 20L. The 20L is huge and probably too big for a bike but the other two sizes would work. The description on the Twisted Throttle web site claims it was designed for the military.

Should work well for that South American or Alaskan trip, or may be a useful supplement for off-road trips on a dual sport with tiny gas tank.



Clean Your Pipes The Repair Shop way



Incredibly bored just sitting around to hiding away from the COVID and the smoke, I started browsing YouTube looking at excerpts from the British TV show called "The Repair Shop". If you have Netflix you can see a couple of seasons of complete shows. They tend to be a bit long and drawn out but there is no getting away from the skill of the team of restorers who restore antiques brought in by members of the public.

What really caught my eye on this particular show was this guy who was restoring a pipe organ with chromed metal pipes. To clean and polish the pipes he was using **Oil Lanterns Wick** covered in chrome polish/cleaner, wrapped round the pipe one and a half turns.

What works for pipe organs will also work on exhaust pipes or spokes. Oil Lantern Wick is available at Amazon.



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