



**BMW Club**  
**Of Northern**  
**California** INC.  
 October 2002

# NEWSLETTER

CHARTER NO. 9 — BMW MOTORCYCLE OWNERS OF AMERICA  
 CHARTER NO. 210 - BMW RIDERS' ASSOCIATION

## October Meeting Mi-Wuk Village Moaning Caverns Tour October 26-27



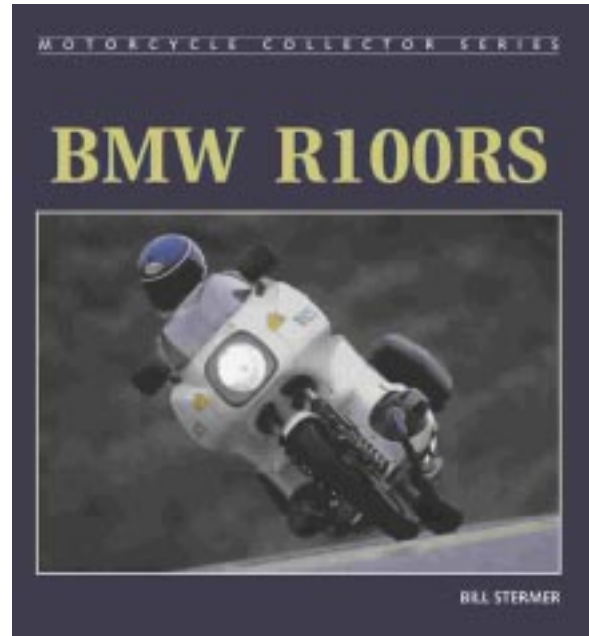
October's meeting will take place on the 26<sup>th</sup> at 4pm at the 3 Links Campsite located on 21950 Highway 108 just west of Mi-Wuk. Please note that the new time is 4pm not 5pm. We have a couple of sites reserved in my name for Friday night, and the rest for Saturday.

The tour will begin at 8:30 AM from the IHOP in Pittsburgh, CA located at 2290 Loveridge Rd. From there we will take Highway 12 across the valley and to Moaning Caverns in Vallecito. They offer a 45 minute walking tour for 10 bucks (you're on your own for that) which should be very interesting. Professionally guided, the tour descends through well-lighted marble passages into the magnificent natural wonder. Guides explain the history and geology of the cavern, and discuss the explorations that have traced the cavern to its current depth of 410 feet.

After the tour of the caverns and lunch, we will take 49 south to 120, head east on 120 and catch some back roads that connect to 108 near Mi-Wuk. We should be arriving at the campsite between 2 and 3pm. The scenery should be perfect at the end of October for this area. Because Juliana and I just purchased some electrical vests and gloves, I expect more unseasonably warm weather. New riders and those interested in joining the club are encouraged to join us! Everyone will ride at their own pace and maps/directions will be distributed in the morning. We will also review some rules for riding in groups.

*Tour Captain, Ross and Juliana  
 "Speed Control" Felling*

**Note the new fall/winter starting time  
 for the meeting: 4:00 PM**



### Book Review: BMW R100RS

One of the many perks that come from being editor of the newsletter is that Publishere actually send you books to review just as if you were the editor of Rider or Motorcyclist. The truth be known, I have only been able to produce two perks so far. The one listed above and the other being the comfort of knowing that this is one job where being fired is considered to be an advancement.

Whitehorse Press, in a moment of weakness or more likely, a screw up, sent me a book titled BMW R100RS  
*Continued on page 3*

### **2nd Sunday Breakfast** **November 10, 2002 9:00 AM**

**Three Zero Cafe**  
**8850 Cabrillo Hwy. North**  
**(also known as the Half Moon Bay Airport)**  
**(650) 728-1411**

Don't miss this one! After breakfast, we plan on riding to San Mateo to check out the motorcycle show and this is always a hoot.

**BMW CLUB OF  
NORTHERN CALIFORNIA**  
**A TOURING  
AND CAMPING CLUB**  
<http://bmwnorcal.org>

### Officers

Pat Potter San Carlos	<i>President</i> (650) 593-6009
Wayne Opp San Jose	<i>Vice-President</i> (408) 268-3706
John Schulze San Jose	<i>Secretary</i> (408) 997-7935
Noel Stevens Palo Alto	<i>Treasurer</i> (650) 494-0757
Ross Felling Foster City	<i>Tour Captain</i> (650) 212-1012
Charles Petrie Mt. View	<i>Safety/Tech Dir.</i> (650) 961-5571
Mike Morlin San Francisco	<i>Historian</i> (415) 587-5158
John Schulze San Jose	<i>Newsletter</i> (408) 997-7935
Patrick Mulrooney Fremont	<i>Raffle Chair</i> (510) 795-8522
Brad Hepler bradhepler@yahoo.com	<i>Member Director</i>
Marshia Hall Tuolumne	<i>Ad Chairman</i> (209) 928-4787
Wayne Opp San Jose	<i>Webmaster</i> @bmwnorcal.org
Pat Gardner Pat Potter Pat Glenn	<i>Range of Light</i>

## President's Corner *by Pat Potter, President*



Who'd have thought that when all 15 of us jumped on board to ride up the Klamath that we'd be doing wheelies, stoppies and donuts on a 700+ horsepower jet boat! What a trip! With the exception of some recently deceased salmon, the trip was a total success.

I've found there are two things this club does right—drink beer and wake up early! I'm not sure the rest of the KOA campers were so happy with us, but oh well... Anyway, I was miffed at KOA for closing the hot tub at 8 p.m.—the nerve of those folks! Sunday the bikes started pulling out of the campground at 6:45 to head north along the coast to the mouth of the Klamath River—about 60 miles. The weather was as expected, damp with some fog. But the elk were out so that was neat.

After a quick breakfast at the local diner in Klamath we checked in at the boat dock. The sky was gray but the air and water were calm—great for picture taking. After a brief safety talk and life vest demo we started up the river. Waterfowl were everywhere—huge blue herons, white herons, red headed ducks, cormorants, turkey vultures and even a bald eagle—the first one I've seen in the wild. Our driver was great—he was big into spinning the boat—if we were on asphalt you'd have seen perfect donuts—I'm not sure which was more fun though—getting spun or watching Lars Swartz and Rick Webb get soaked! We flew up river for about 2 hours and then headed back a short ways to the cabin the tour company owns for lunch. It was a lovely place and wonderfully peaceful. You can rent a room there, which includes dinner and breakfast and the only way in is by boat. Sound romantic?—I bet it was for the honeymoon couple who rode with us. They were long gone once we beached for lunch.

On the way back we were going with the current, so the driver told us he had to check his brakes (huh?) That's when he did his first full-blown stoppie. The boat took a nose dive, the stern went up in the air and the river flew over us—we all got wet! I could have spent all day on that boat—it was a blast.

Once we got back to shore and changed to our riding gear, I coerced some club members to head south with me taking the scenic routes. First timer Leni Johns, Wayne & Linda Opp, Rick Webb and I headed down the first scenic by-pass and stopped to check out “Big Tree”—you forget how huge Sequoias are until you're standing next to one, man was it big! We then headed to Lady Bird Johnson Grove to hike the nature trail. Wayne was our hiking guide—he led us through the grove, reading the trail guide in his best Al Green impersonation, bidding us to experience the “delightful dampness” of the “ethereal fog” as the “shafts of sunlight shift...” you get the idea... I'm sure Lady Bird did not intend the hike to be erotic, but what do expect from bikers?

The afternoon turned into a gorgeous sunny day—I know if you left early, you won't believe it, but even Orick, and that depressing excuse for a beach was sparkling! We rode the full length of the Avenue of the Giants to Garberville and it was magical. Having gassed up in Garberville we figured we'd head for Hopland and find a motel—actually find a beer first and then a motel. Unfortunately, Hopland's only rooms were too expensive for cheap Beemer riders so we forewent (is that a word?) the beer and headed to Healdsburg where at the Dry Creek Best Western they have a 24-HOUR HOT TUB (so there KOA!) and

### Editorial Fine Print:

- The deadline for the next newsletter, the November 2002 issue, is November 7, 2002.
- Ads will run for 3 months unless you call and tell us to cancel sooner, or the editor forgets, which is most likely, or we haven't received any new ones in which case we like to have something in that space!
- Please send all material for the newsletter to the editor at the club PO box (address on back page), or email to [twored@pacbell.net](mailto:twored@pacbell.net)

**President's Corner** *Continued*

serve Sierra Nevada at the restaurant! They also give you a complementary split of wine!! Boy did I sleep well.

The next morning we went our separate ways. I took Westside Road out of Healdsburg through the wine country and along the Russian River. The tourists had gone home on Sunday so Monday the roads were clear and you could smell the grape crush. Crossed the Golden Gate—never had to split a lane—and headed on home on 280, the most beautiful freeway in the US. What a weekend—I swear it just doesn't get any better.

Next month, Moaning Caverns—oh baby! Our reservations are in for Death Valley, Feb. 14-17, let's start praying for good weather NOW!

**WE NEED A '49ER CHAIRMAN!!  
DON'T BE A WEENIE—  
VOLUNTEER!!!**

*Book Review Continued from Page 1*

by Bill Stermer. This book is part of their Motorcycle Collector Series that features landmark motorcycles—machines that have altered the direction of motorcycling and inspired loyalty among their owners. The official press release follows:

North Conway, July 2002—When it was first released in 1977, BMW's new R100RS caused a sensation. This elegant motorcycle sported a revolutionary wedge-shaped fairing that offered the rider near total enclosure for unparalleled comfort and protection. When fitted with optional saddlebags it sang the song of the open road that BMW riders cherished: long distances at high speeds with comfort and convenience. Bill Stermer, popular moto-journalist and R100RS owner and fan, recounts in the latest addition to the Whitehorse Press Collector Series, the history of this fabled motorcycle and shows why it continues to live on as one of the most recognizable

and groundbreaking machines of our times. The first modern street motorcycle with a frame-mounted fairing, it was not only the most stunning BMW model, but with its new 980cc flat-twin motor, also the most powerful. Soon, a vast aftermarket sprang up around it with all sorts of updates for its suspension, handling, and power. When BMW's K-series four-cylinder line was released in Europe in 1984, loyal enthusiasts protested the discontinuation of the R100 twins so loudly that BMW responded by re-releasing an updated R100 series, including the RS, in 1988. By the time it had run its course in 1993, the RS had come to be regarded as one of the most beautiful and functional motorcycles ever made. This new book is the engaging story of where it came from, including an interview with designer Hans Muth, what it was like to ride, and what it meant to motorcycling, told well and with wonderful full-color photographs.

SJ BMW

---

# Safety/Technical Director's Corner

*by Charles Petrie, Safety/Tech Director*

## What's A Crash?

Like pilots, but less officially, we find it productive to analyze our crashes, determine the fault, and try to avoid it in the future. If we're not too embarrassed, we'll even share the experience in the hope of helping others.

I really like the motorcyclist ethic that everything is ultimately our fault. The only exception to that I can remember is my friend Saskia being broadsided on the highway by a crazed deer running down a hillside. And if something drops out of the sky on you, you're excused. Otherwise, let's just assume everything is the operator's fault and move on.

Crashes come (for me) largely through inexperience and inattention. At first, we're learning. For example, it is tempting, the first time, to put the sidestand down on an uphill slope, so your bike doesn't lean over so much. When you go to ride off, you discover that to put the sidestand up, you have to

lean the bike to the other side, and there is nowhere on that side to put your foot. You feel so stupid lying in that ditch. Good lesson.

In recent years, my crashes have been when I was too relaxed, tired, or even sick. I was not paying sufficient attention. I seem, historically, to be safer WFO, by myself. I gave up leading Doc Wong rides after the last time when I was going moderately slow on 9, looking at an accident on the side of the road, trying to determine if it was someone on our ride. I drifted into sand in the middle of the road and the rest is humiliation. Good lesson.

Plane crashes, and even near-misses, are well-defined. A little thought will show that, contrary to common sense, this is not the case with motorcycles. It's hard to tip over a parked plane. A board member volunteered recently that a crash was any operator error that resulted in more than \$100 in damage.

Think about my old bike. Damage is not a good measure of a crash. Nor is injury. I mostly just get back on the bike with nothing any the worse for the wear. Move on.

"Look", you say, frustrated with where you suspect this is going, "did the bike fall down, unexpectedly?". Wait, I do have a point. Some fall-downs are not "crashes", as in dirt riding for example. But let that slide. First, the criteria for classifying as a "crash" incidents in which there is little damage or injury, and fall-downs may even be expected, are subjective, based upon whether we pay attention to it or not. Second, there are errors that we recover from that should be paid more attention.

I claim it is helpful to think of a "virtual crash" as whatever unintended undesirable riding outcome gets our attention so that we can learn to reduce its frequency of occurrence, regardless

*continued on page 5*

---

## Safety/Tech Corner *continued from page 4*

of whether we would ordinarily call it simply a “crash” - which implies a dramatic outcome.

When I returned my European R80ST back to Rik this year, he said, “Wow, nothing is burned or bent”. This year, I was riding in in fast-stop Autobahn traffic, for hours in heavy rain, and once got the bike completely sideways while stopping suddenly. I didn’t fall down, but only because I’ve gotten good at recovery from non-standard situations (such as levering my back wheel off the ground). In my mind, this incident was a virtual crash.

Running down Jamison Creek one time, I thought I was chasing (stupid) Robert Kennedy (stupid), but couldn’t seem to catch up with him. Rounding a tight right-hander too fast (stupid), I found myself head-on with a Volvo. Turns out that if you twitch your whole body just right, you can make a bike jump to the side, avoiding any injury except to

the ego. (Also turned out that Robert was behind me, observing.) This was a virtual crash.

Leaving aside the philosophical problem of counterfactuals, it is useful to consider virtual crashes just as one would “real crashes”, however those might be defined. A very fine and fast rider recently objected to this approach. She said that we all make mistakes: that’s how we learn. Her implicit notion was that there was a big difference between mistakes and falling-down crashes: the former are normal learning experiences and the latter are avoidable and deplorable. I rather find it helpful to think of a continuum of error.

A “virtual crash” is whatever gets your attention so that you can learn from it. To whatever degree. Some of us learned how to ride by falling down a lot, thus coming to think of such falls as a normal learning experience. “It’s not a crash if it’s only a low-side” has been

one of my mottos for years. My intention now is to learn from increasingly more subtle crashes instead of ignoring low sides.

We’re always trying to learn to be better riders, in different ways. Counting even small mistakes as virtual crashes could help. Did you land your plane a little too hard? Were you uncomfortable with your entry speed in that last turn? Did you unintentionally cross the yellow line? Did you even just not make your intended line on the curve? It was a virtual crash. You can learn from it, if you want to.

Correction: Last column, I noted that Mary-Anna was wearing a “stich”. I incorrectly used this as a generic term meaning riding gear made of synthetic material. Actually, she was wearing a First Gear Kilimanjaro all weather riding suit, Held gloves, Daytona dual sport boots, and an Arai helmet.

Visit our on-line store and win a **Q6.S Mountain Bike!**

Order from our on-line catalog and your name will automatically be entered to win our **Q6.S Folding Mountain Bike**

- Full-suspension with front Telelever suspension
- 27-speed Shimano® components
- Ultra-strong lightweight aluminium frame
- Hi-tech Folding mechanism
- ... Much More!

**Valued at over \$4000**





**A&S BMW MOTORCYCLES**

# Buy the bike that pulled you over.





**BMW R 1100 RT-Ps, repurchased from the California Highway Patrol, are now available for sale at A&S BMW. These bikes have received all inspections and services by authorized California BMW dealers using BMW synthetic motor oil. They're in great shape and have a wealth of special equipment not found on civilian models. Great buy on a great bike!**

**SERVICE COUPON**

\$29<sup>95</sup> Oil & Filter Change

Excluding F650. Does not include tax, or hasmat disposal. No expiration date.



**A&S BMW MOTORCYCLES**

**TAKING IT TO THE NEXT LEVEL**

[www.ascycles.com](http://www.ascycles.com)

1125 ORLANDO AVENUE, ROSEVILLE, CALIFORNIA 95661 (916) 726-3334 Toll-Free 1-800-889-8893 FAX (916) 726-3563



**BUY 10 GET 1 FREE.** This is not about sparkplugs, earplugs, lug nuts.

It's not about toilet paper, mayonnaise, or buckets of vanilla ice cream. The deal is: Buy 10

new BMW motorcycles, and get 1 new BMW motorcycle of equal or lesser average value

for free. Read the small legal type if you don't believe us.\* You've got until October 31, 2002

to pull this off. Collaborate and organize at [calbmw.com/freebie](http://calbmw.com/freebie). Tic-toc the clock is running.

**experience shared.**



California BMW  
2490 Old Middlefield Way  
Mountain View, CA 94043  
650-966-1183  
[calbmw.com](http://calbmw.com)



**Motorcycles**

\*The free new motorcycle you can choose depends on the ten new motorcycles that you purchase. The average price of the ten motorcycles purchased needs to be equal to or more than the free motorcycle you choose. Which is really easy math. Here are two examples: if you buy 10 R1100 S's, you can choose another R1100 S for free, or a motorcycle with a lower MSRP. If you and your friends buy 3 F650 CS's, 2 F650 GS's, 2 R1150 R's, 2 K1200 RS's, and 1 K1200 LT, you can have a R1150 R as your free bike, or a bike with a lower MSRP. Full details are available at CAL and on the website.



**Fred Carr (left) receives his 30 year pin from VP Wayne Opp.**



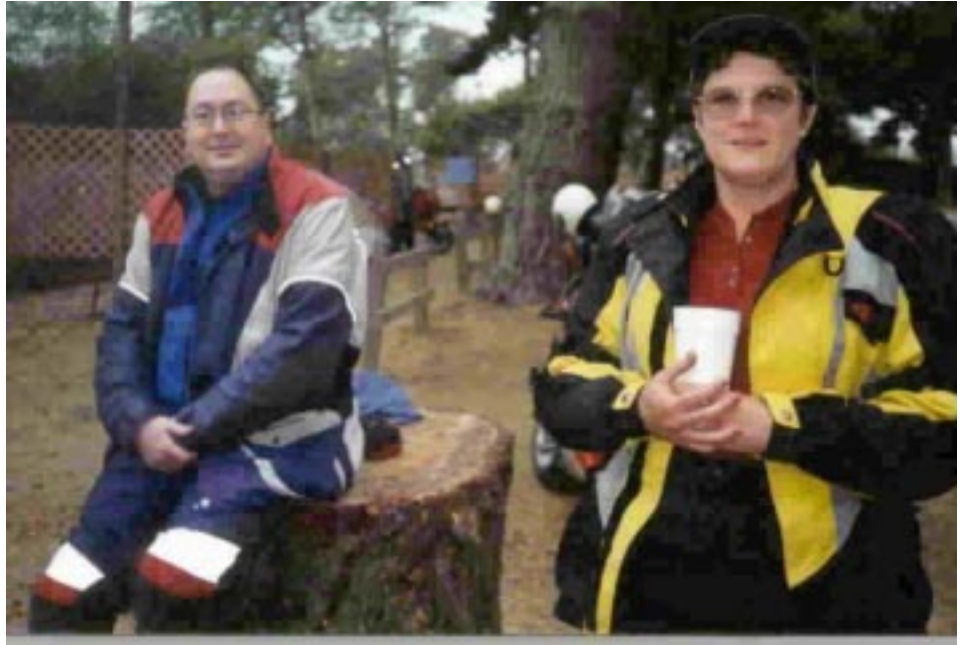
**Jonathan Jeffries receives his 15 year pin**

*Continued from page 3*

You can contact Whitehorse Press, at  
P.O. Box 60, North Conway, NH  
03860-0060, (800) 531-1133 or  
[www.WhitehorsePress.com](http://www.WhitehorsePress.com).

## **BOOK REVIEWERS WANTED**

Read a good book on motorcycling lately?  
Write up your evaluation of a book or  
article and share it with the club. Books  
on motorcycling (Sonny Barger's not  
withstanding) are not going to be found  
with the embossed cover editions at your  
local grocery check out stand. We have  
to search for ours at specialty publishers  
such as Whitehorse or dig in the dark  
recesses of Amazon. It would be helpful  
if before spending our hard earned bucks  
on a book, we knew your opinion of it.  
You will be objective won't you? If you  
would like to review a book, yours or one  
of mine, please contact me at  
[twored@pacbell.net](mailto:twored@pacbell.net) or at (408) 997-  
7935.



## **First Timers at the August 28 meeting Mark Hanna & Leni Johns**

SF BMW

## YOU STILL HAVE TIME TO: WIN A 2003 HARLEY ROAD KING CLASSIC

Some of you have sent in for tickets already—I know because I got a really nice thank you note from Terri Serice at ABC House. Can you imagine if one of us won—that would be SO COOL! Glad I got my \$20 bucks in because if I win I'm going on a Harley poker run wearing a full-face helmet and leathers so maybe we can at least get the passengers on those bikes thinking (the riders are probably hopeless!) In case you missed last month's info on all of this, here it is:

Here is an excellent opportunity to win a very expensive motorcycle and help a really worthy cause. \$10 gets you in the drawing for a 2003 Road King Classic. The only requirement is that if you win, you can't dump us and join the HOGs!! This raffle is in support of the ABC House, a child advocacy center in Albany, Oregon. We got an e-mail from them because they are having trouble selling their minimum 2000 tickets. Statistically, that's good news for us! So get out your checkbook, make a check payable to ABC House for \$10 or more, mail it to ABC House, P.O. Box 274, Albany, OR 97321. Or you can pay on line by going to [www.proaxis.com/~abchouse](http://www.proaxis.com/~abchouse). The drawing is December 14<sup>th</sup>, you don't need to be present to win (though it would be a hoot to ride the bike home!). As soon as they receive your check, they will mail you your ticket(s) so be sure to include your name, address and phone number! If you have any questions, call Terri Serice at ABC House (541) 926-2203 or e-mail [abchouse@proaxis.com](mailto:abchouse@proaxis.com).

### Your Club Needs You!

We are still looking for a few good people to fill critical positions such as Chairperson and Committee heads for the '49er Rally. You do not have to worry about being left stranded with a lot to do and no one to do because this group provides a lot of support. Give the Prez a call and chat about it.

### Board Meeting

The October Board of Directors Meeting will be held at the home of Patti Gardner on October 30 at 7:00 PM. Please call (408) 266-8926 for directions.

### Finding Us Online

You'll find the club at [www.bmwncal.org](http://www.bmwncal.org). Go online for updates. You'll also find updated news for club and other events, and a pdf version of the club newsletter with color images.

## For Sale

**1996 R850R**, red, 57k, very good condition with extras. \$5,000.00

**1993 R100PD**, purple/white, 59k excellent condition with extras \$6,000.00

Greg Gibson, 530-271-7103 or [grgibson@mindspring.com](mailto:grgibson@mindspring.com)

**For Sale: 2001 Harley-Davidson Heritage Springer**, Blue / White, 4565 miles, perfect condition. Extended 7-year warranty. Over \$1,500 in extra chrome parts + original parts. \$20,000. Bike is in Monterey. Call for details. Steve & Vicki Wilson (831) 372-0670 <mailto:mbayengr@mabay.net>

**For Sale: parts for sale for a R1200 BMW.** 1.) The socket outlet (new). Retail \$34 2.) Two helmets, both Bell, One dark silver grey full face and the other black full face. Excellent shape. Retail \$250 and \$120 3.) The BMW duffle bag with bungy cord. Retail \$200 I think. (A little worn) 4.) A vented Vanson "like new" jacket with vest, size 42 Gorgeous. Retail \$550 5.) I have a pair of "like new" dark blue bags with locks, I also have the complete hanging frame. Retail \$1,060 6.) The leather Tank pouch "like new". Retail \$113. Everything at 40% of retail plus shipping. Luis Martinez, [Blackstorm@cox.net](mailto:Blackstorm@cox.net), 949-464-0078, Laguna Beach, CA

## Learn Newsletter Editing and Web Publication

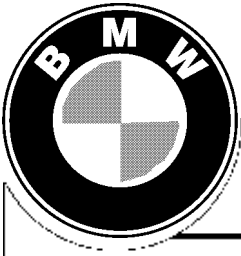
Have you found yourself reading the club newsletter and thinking, "We should have done <insert creative idea here>"? Or "That would be interesting to learn to do!" If you have a personal computer at home and the willingness to learn, we have the software and printer you need to be the club editor for the 2001/2002 term beginning in July. This could be your opportunity to play a role in the BMW Club of Northern California! Please give me a call about getting together to learn the process of newsletter production and posting to the club website! [*Check phone listings on page 2.*]

### Plan Ahead

#### 31st Griffith Park Rally, October 20, 2002

Learn all about side cars and see some of the best and most unusual sidecars in the world.

**Octoberfest XXXIII, October 11-13.** The BMW Owners Club of San Diego holds this rally every year and it combines great weather and great roads for your riding enjoyment. It will be held at the Rancho Corrido Campground, 14715 Hwy 76 in beautiful Pauma Valley. For information contact [www.bmwocsd.com](http://www.bmwocsd.com) or Fulkton Martin (619) 262-1006.



## CALENDAR OF COMING EVENTS

<b>October 14</b>	Second Sunday Breakfast - Babs Diner, Suisun City
<b>October 26-27</b>	October Club Meeting - Angels Camp
<b>November 10</b>	Second Sunday Breakfast - Half Moon Bay - Ride to Motorcycle show follows
<b>November 23-24</b>	November Club Meeting
<b>November 30</b>	Board of Directors Meeting
<b>December 14</b>	Christmas Party

The Club meets for breakfast the second Sunday of every month at a location announced in the Club Newsletter.  
See inside for details.

---

Prospective members may receive a complimentary newsletter by contacting the Secretary.



**BMW Club**  
Of Northern  
California INC.

<http://bmwnorcal.org>  
Ride to Camp; Camp to Ride

**John Schulze, Editor**  
P.O. Box 2472  
Santa Clara, CA 95055

[twored@pacbell.net](mailto:twored@pacbell.net)

**FIRST CLASS MAIL**

**October 2002**