



SANTA BARBARA BMW RIDERS NEWSLETTER

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BMW MOA CLUB #165
SPEAKING TRUTH TO POWER...136 HP, THAT IS!

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Member News and Rides

The September meeting was again at Michael's and Veronica's lovely home with a view. There were about 20 attendees with 3 Zoom participants.

Bob P. led a group ride around the Santa Monica Mountains/Malibu Hills area on October 6. Six riders total, enjoying a beautiful day on great roads. Pictures on Page 10.

Chuck flew up to Beaverton, OR, to pick up his bike that he had left there on his way back from the BMW rally in Great Falls. He rode back along the coast. It was smokey in Arcata, but not too bad. Chuck camped at Florence, OR, and he also came upon a shipyard near Reedsport, OR, Fred Wahl Marine Construction, a facility that builds and repairs commercial fishing vessels for Alaska and the West Coast. [Fred Wahl Marine](#)

Marten, Kevin K., Cody, Steve, Fran, Deb, Tanja, Kevin, Brandon, and Lee H. camped at Songdog Ranch. Marten, Cody and Kevin wanted to go on dirt and made several attempts (some successful, some not so) in the Temblor Range. Steve, Fran, Lee and Brandon stuck to all paved and rode Highway 58 and Pine Mountain Road. Pictures on Page 11.

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Brandon said that he has put fog lights (yellow) on his bike and has found that it makes a difference for him as far as cars noticing him.

Bob P. organized a ride to the Central Coast Motorcycle Show in San Luis Obispo. Pictures on Page 12.

September Technical Topic: Riding in the Heat

How do you stay cool in the heat? For many members, their cooling technique is to soak a cotton shirt and wear that under your gear. This approach works well in low humidity areas, mostly western states. It does not work well in the humid southeast or east coast.

Steve said that he used to use the wet cotton shirt method, but wet underwear can lead to chafing and unhappiness. So he tried LD Comfort undergarments. LD garments have a smooth layer and provide wicking to keep moisture away from your skin. [LD Comfort](#)

Chuck mentioned that he bought an LD Comfort long-sleeved t-shirt and it has worked well for him. He wetted the sleeves and with his jacket wrists opened and the rest of the jacket closed up, he was comfortably cool. Marilyn said that she used her LD shirt on her recent cross-country trip and found that it lasted about an hour.

Materials other than cotton can be good for hot weather. Merino wool (100%) is a good insulator and doesn't take on a smell. Brandon has found that polyester materials will take on a stink, but nylon materials won't, and they are better for wicking. Bob P. wears an Under Armour athletic shirt and opens up his jacket; he's good up to about 95° F.

SB BMW Riders Calendar

- ❖ Monday, October 18: Monthly meeting at Michael's and Veronica's house. Starts at 6 p.m.
- ❖ Monday, November 15: Monthly meeting at Michael's and Veronica's house. Starts at 6 p.m.
- ❖ Any other activities or rides scheduled, let me know! djkrohn@cox.net

Phil uses a cooling vest, but Deb finds these too wet and gave her a rash.

A helmet liner can be used to keep your head cool. RevZilla offers a Coolmax liner: [Coolmax Helmet Liner](#). Buffs can also be used as helmet liners and neck coolers if they are wetted down.

Michael mentioned using the beading neck wraps or towels. These products are made with highly absorbent polymer beads which absorb large amounts of water that then cools the skin as the water evaporates. Koolgator is one manufacturer of these products: [Koolgator](#)

Of course, you have to stay hydrated internally as well. Stopping to wet down a shirt gives an opportunity to get a drink. Some riders use a hydration pack on the bike. Deb fills a CamelBak with ice and water and puts it on her tank bag so she has ready access to cold water. She found that by blowing back into the bag, before taking a sip, avoids the hot water left in the tube.

“What If?”

Steve talked about adding a new topic of discussion to our meetings: “What if?” The inspiration for this topic was an item about a motorcyclist who had been riding around a blind corner and encountered a bicyclist **and** a jeep. The jeep was passing the bicyclist in the blind corner, and the rider hit the jeep. (The rider did survive but needed several surgeries.)

So the question is, “What if this scenario happens to you? How do you react?”

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Upcoming Events

- October 24-28: Adventure Training with West38Moto, Paso Robles. This is a multi-day course for off-road training and skill development. [Adventure Training with West38Moto](#)
- October 29-31: Bad to the Beach weekend, 2021, Airhead Beemers rally, Manchester, CA. [Bad to the Beach Weekend](#)
- November 4-7: Pahrump, NV, ADV Rider Rally, a camping and meet-up event. [Pahrump ADV Rally](#)
- November 11-14: Salton Sea Rendezvous, Mecca Beach Campground, Salton Sea Recreational Area, CA. [Salton Sea Rendezvous](#)
- November 20-21: Las Vegas 300, Boulder City, NV. This is a dual-sport ride that circumnavigates Las Vegas starting from the Hoover Dam Lodge to Pahrump, and then back. [Las Vegas 300](#)
- December 31-January 2, 2022: Last Chance Rendezvous, Agua Caliente County Park, Anza Borrego State Park, CA. More details to come later.

On Developing a Positive Riding Attitude A Primer for the Novice Rider

By **B. Jan Hofman**

Editor - Airmail,

Newsmagazine 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 psyche oriented towards a goal is more potent than one controlled by fears. In other words, a positive attitude supplants a thousand negative ones.

Like every other learned behavior, acquiring a positive attitude takes practice. Those professionals who teach the methodology refer to it as Neuro-Linguistic Programming - probably because it sounds expensive. Your Grandpa likely referred to it as developing a positive mental attitude. 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 squirrely kids on supersport bikes. 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 gradual 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 suit. Pilots are familiar with this phenomenon and refer to it as "target fixation." It's characterized by a vacant blank stare, a white-knuckle death grip on the controls, and a loud scream just before touchdown.

Developing a Positive Riding Attitude involves disciplining the sub-conscious 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, is the double yellow line as far around the curve as we can see. Where the eyes focus, the bike will follow.

In the same fashion, "Where the mind dwells, our future will follow." We've all heard of self-fulfilling prophecy: 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 prophecy. Those who prepare ahead of time to deal with negative images have a much better chance to retain physical control of their bikes (and their lives).

Different riders use different methods to control their fears. The method taught to me sounds rather silly, but works very well.

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 red, diagonal stripe.

If we regard the negative images that drift across our consciousness like the pictograph on the sign, and immediately superimpose a red circle with a diagonal stripe across them, we are telling the subconscious that this scenario is prohibited from our consciousness, and our future. If the negative images are persistent, I sometimes punch my gas tank, as if to rubberstamp the red prohibitive sign across the 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. Rather than using a video screen, I imagine a race mentally --- in my head. Instead of Devosio leaning his bike into corners at speed, tires howling but gripping tenaciously, I become Devosio and visualize myself snaking my way through gnarly switchbacks taking perfect lines. Just as Devosio 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.

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 into the garage unscathed after the day's activities. This mental image also makes the desired outcome very clear 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, highly skilled, completely proficient 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. That's what Grandpa meant when he talked about the importance of developing a positive mental attitude.

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 seems to be to stand in front of a mirror, look ourselves in the eyes as a parent might look at a child, and repeat the message over and over again. "I am an exceptionally talented, highly skilled, completely proficient rider. I am an exceptionally talented, highly skilled, completely proficient rider."

The access code is emotion. Just like children respond to emotion, so we must use emphasis and intonation in our self-talk to reach the child inside, the subconscious.

This is best done by voicing messages in first person, present tense, and expressing the desired result as a *fait accompli* (done deal): "I **am** an exceptionally talented, highly skilled, completely proficient rider," not "I **will be** exceptionally talented, highly skilled, completely proficient 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 riders, I believe these methods can help us to become safer and more adept riders.

What Do You Do with Your Pins? By John White

Where do you keep the pins you've collected through the years?

I bought this leather vest down in Mexico in the 80's and put it to use.

It's a reminder of mostly BMW events through the years...even pins from our SBBMW Rallies!



Averill's Camping Trip

By Averill Henry

Greetings to the members of the Santa Barbara BMW Riders Club. Just as I am a new member to this wonderful club, I am also new to motorcycle tent camping as I only have had three local tent camping experiences since purchasing my GSA 4 years ago.

One of my "bucket list" trips on my GS Adventure is to ride to the Canadian border via the coastline and visit most of the national parks along the way, and during the trip I planned to stay at the many KOA'S along the way and in some of the State Parks. I planned to have begun my journey on August 31st and had no specific time to return. However, my plans were scrubbed due to my brother's sudden illness, and whom I had to tend to along with my elderly mother. If the Lord says the same, I will attempt this again early next year when the winter breaks.

So, with a little time to spare between trips down south to see my mother and said brother, my friend Larry (GWRRA) from Church and I took a short trip to Monterey for some tent camping at the KOA Santa Cruz-Watsonville for a couple of days. We left on Monday, Sept. 20th and returned on Wednesday, Sept. 22nd.

This was a good trip for me to use as a trial run for future trips. I've watched a number of solo camping videos on YouTube, such as *Forty-Times-Around*, that were helpful in getting started in motorcycle camping, but some things just have to be experienced to really grasp the "why and why not" in motorcycle camping.

I learned a few important priorities to help with the enjoyment and ease of the trip. I quickly discovered the most important priority is to be well organized with my camping gear, clothing, toiletries, and snacks when loading up my panniers and top case.

On this trip, I found myself digging through panniers and top case for various items that I frequently needed along the way, such as my helmet lock and a cable lock, which I didn't have and needed for my 30-lb Klim jacket full of drinking water. Having to wear the jacket or carry it around when stopping to eat and walking some trails was no fun. I brought a change of clothes and shoes with me, but changing into them and back was never feasible outdoors next to the bike. Any suggestions would be appreciated.

After eating something that didn't agree with me, and having to search for toiletries in a hurry to avoid an embarrassing situation, I found these items to be very important to have and readily available and accessible.

On a positive note, I managed to place all of my electronics in my tank bag making my extra batteries and accessories for my Gopro readily accessible.

Filling up would have been a little easier with a tank bag that didn't have to be strapped down over the filler tank such as the magnetic kind. I will be looking into one of those soon.

In regards to sleeping, it's best to tent camp further away from car campers or have a good pair of earplugs to reduce the unwanted noise when trying to sleep. I'm almost positive that the motorhome and fifth wheel side of the campground was much quieter from the looks of the visitors. They were more of my age and could appreciate a good night's sleep.

My sleeping bag (Magma Long) was very warm and the Nemo Tensor mattress pad provided excellent insulation between my sleeping bag and cot. The Nemo Tensor is designed to reflect the heat back to the source, which really works, and doesn't have the loud crinkling sound when moving on top of it as others do. The combination kept me warm and toasty. In fact, the first night I slept with long-sleeves and longjohns and I roasted all night. The second night I just wore the skivvies and it was just like home.

We ate out during this trip, but kept snacks, tea and hot chocolate at the campsite. My Jetboil worked fast to bring liquids to a boil, and I enjoyed a hot cup of almond milk hot cocoa and Larry enjoyed his tea in my brand-new Yeti insulated cup (\$20 at Dicks Sporting Goods). Yeti claimed the mug would keep the beverage warm to the last drop. Speaking of Dicks Sporting Goods, they did not have the small fuel canisters that fit into the Jetboil mug when closed, which I wanted to purchase in case I ran out of fuel. I was told they were sold out. I later found another in my vehicle among car camping supplies.

Getting up early to break camp was great. Washing up at a campsite before others in the morning was very nice, for I appreciate the privacy although I don't necessarily to have it. Heck, all us guys had to shower outdoors at the Castaic Rawhide Adventure Camp. So I'm good with a lack of privacy.

Leaving early in the cool of the morning and smelling the fresh air was pleasant and memorable for me. But that requires getting to bed at a reasonable time. I plan to do the same on future trips providing company agrees.

I carried extra water and a waterproof first aid kit mounted on the outside of my panniers that were readily available when needed. The campsite had water and electricity available at each tent site.

Company was also great to have, which adds to the fun. I haven't solo camped yet.

Long stretches of highway can lead to fatigue that is dangerous for any rider or driver. Planning stops ahead of time is a great idea and can help to refresh oneself by taking in some fluids and eating a healthy snack.

Once I returned home, I began organizing my camping gear and writing notes as to where things go for future rides. Oh, by the way, Surviveware wet wipes are very good for freshening up in a hurry or away from a shower.

I feel very blessed to participate in motorcycling and motorcycle camping adventures. I commend all of you that have experienced out of state trips on you motorcycle and I truly appreciate the stories you tell and the advice you give.

RUBBER SIDE DOWN!

Ride Around Malibu Hills



Photos by Oscar Z.

Songdog Camping



Photos by John W.

Above L: Tanja and Bill Stermer

Above R: Deb

Below L: Marten and others in the kitchen area

Below R: The tent site

Central Coast Motorcycle Show



Photos by John A.

