



SANTA BARBARA BMW RIDERS NEWSLETTER

[HTTP://WWW.SBBMWRIDERS.ORG](http://www.sbbmwrider.org)

BMW MOA CLUB #165

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Member News and Rides

Chuck is still on his loop ride around the US. He left on September 5 and expected to be gone for about 6 weeks. He *might* be back in time for the October meeting!

Jeff S. went on a ride in August, riding up Highway 1/101 to Portland, OR, then a couple of days at Hood River attending the Sound Rider-sponsored Rally in the Gorge. After that, he headed to Spokane, WA, then back to home. Ten days, 2500 miles, a great ride that was a little smokey due to fires; but while Jeff was in Hood River a front came through and cleared out the smoke.

Marten completed the Alcan 5000 and described his ride to everyone at the September meeting. More of his story on Page xxx.

Wayne and Diane rode up to Glacier National Park via Oregon, Washington, and Idaho; then returning through Utah and Nevada. The bike turned over 100,000 miles on this trip. We bought the bike with about 1200 miles originally. Everything worked perfectly until the very end of the trip! More of that story in November.

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Tech Day October 20

Marten will be hosting a Tech Day on Saturday, October 20th, starting at around 8:30 a.m. The address is 516 Palm Avenue, Carpinteria. Contact Marten with questions or concerns: marten@cox.net

Technical Topic for September: Bike Maintenance

Steve asked members how many took their bikes to a shop, and how many times did they find something wrong after the bike had been worked on. There was a general discussion of maintenance, and most members do their own maintenance, with the exception being tire changes. Tanja described her maintenance “apprenticeship” with Marten’s help. She wanted to be able to do her own maintenance and feels more confident on her bike when she does her own maintenance.

As far as shops go, Long Beach BMW has a good reputation, and Ventura BMW seems to be okay (but Wayne had issues with them finding an oil leak).

Helite Airbag Vest

At the September meeting, Erik, “ErikMotoMan,” brought a Helite Airbag Vest for a demonstration. Erik relayed his story of his crash in March, 2017, where he was rear-ended by a car while in the car-pool lane. He was wearing a Helite Turtle Airbag vest and ended up with a broken femur, but no head, neck or torso injuries. His R1200 GSW was totaled. In the event of an accident,

SB BMW Riders Calendar

- ❖ Monday, October 15: Club meeting at Cody’s Café, 4898 Hollister Avenue, Goleta, CA. Come at around 6:00 to 6:30 p.m. for dinner and stay for the 7:30 p.m. meeting.
- ❖ Saturday, October 20: Tech Day in Carpinteria. Contact Marten: marten@cox.net
- ❖ Monday, November 19: Club meeting at Cody’s Café, 4898 Hollister Avenue, Goleta, CA. Come at around 6:00 to 6:30 p.m. for dinner and stay for the 7:30 p.m. meeting.
- ❖ Any other activities or rides scheduled? Let me know! djkrohn@cox.net

Helite products deploy by utilizing a mechanical trigger. Upon activation, a spring-loaded piston pierces a CO₂ cartridge and inflates the airbag around the wearer’s neck and body. After use, the vest can be re-used by replacing the CO₂ cartridge.

Erik mentioned that he will be at the Long Beach Motorcycle show, November 16-18, so if you are at the show, you can look over Helite’s various products and ask for additional information.

In addition to the Airbag vest, Helite also makes leather jackets and textile jackets with the airbag integrated with the jacket.

[Helite Airbag Vest](#)

If you are interested in Erik’s crash saga, you can read about it here: [Erik’s Crash](#) and more here: [One Year Later](#)



Upcoming Events

- November 1-4: 4th Annual ADV Pahrump Rally, Pahrump, NV. This is a camping and meet-up event that also raises money for charity. [4th Annual Pahrump NV Rally](#)
- November 8-11: Geico Motorcycle Adventure Rally & Camp, Julian, CA. This is a multi-day challenge. By day, self-navigate trails and look for checkpoints. There will be skills tests, vendors, food, brews, ADV training, and more. [ADV Rally in Julian](#)
- November 16-18: Long Beach Motorcycle Show, Long Beach Convention Center, Long Beach, CA. [Long Beach Motorcycle Show](#)
- February 15-18, 2019: 27th Annual Death Valley Rendezvous. See the adjacent ad on this page.

“You can reduce your anxiety somewhat by facing the fact that there isn't a mechanic alive who doesn't louse up a job once in a while. The main difference between you and the commercial mechanics is that when they do it you don't hear about it—just pay for it, in additional costs prorated through all your bills. When you make the mistakes yourself, you at least get the benefit of some education.”

-Robert M. Pirsig, *Zen and the Art of Motorcycle Maintenance: An Inquiry Into Values*

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Now closed on Sunday and Monday
Open Tuesday- Friday, 8 a.m to 6p.m.
Saturday 8 a.m. to 4 p.m.

Summer Picnic 2018

Photos by Rick White



Thoughts on European Alps Riding

Steve Miller

The Alps have the most continuous twisty roads we've ridden. There are exhilarating climbs and descents with great vistas. The riding can be addictive with most of the time spent in lower gears. And even the smallest roads are much better quality than most in California.

Late model BMW 1200GS is the most common bike seen and is perfectly dialed in for 2-up riding in the Alps. Suspension, brakes, power and seat are good for the demands of the roads. Thousands of corners and hairpins can be demanding, physically and mentally, for day after day riding. We have found about 2 weeks and 3000 km of riding is a good length. We've done a 3-week trip with several rest days that was great also.

We have been on Alps trips planned by ourselves and with Beach Motorcycle Adventures. Fun both ways but much less prep work with Beach. Big advantage with Beach are the multiple preprogrammed GPS routes every day. Many roads in the GPS routes would be nearly impossible to find using maps and are great fun to ride. We love the small road exploration and a major reason for going with Beach.

We mostly ride by ourselves as it is easier to stop for views/photos and deviations from the routes. Also locals are more approachable if you're not in a group. Cell service is most places now if needed.

It seems like EVERY rider likes to wave in Europe. Even passed a couple Harley riders with ape hangers that waved! I like my hands on the grips so I perfected the leg wave. First saw it a couple years ago in Europe but seems not used here much at all.

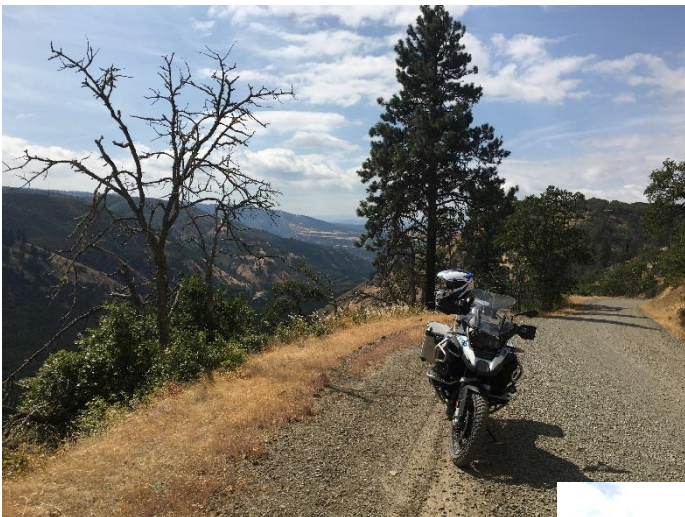
There are no double yellow lines in the Alps. Passing is legal nearly everywhere, even where it's not safe. It's up to you to decide, not the government like here.

The national top speed limit in Switzerland is 120 km/hr (75 mi/hr). Much lower speeds through towns, of course. Tickets are liberally handed out, paid on the spot and are a percentage of your net worth! If you don't fill out the net worth form, the default fine is charged and not cheap. One of our fellow tour riders was charged 1500 franc for an illegal U-turn a few years ago. Fortunately, most enforcement is where higher traffic exists and we mostly avoid these areas.

We like hotels off the beaten track and no large cities. Generally, that means no air conditioning, so the rooms can be warm at lower elevations in the summer. European food is something to get used to. You eat what grows in season; they don't ship around like here, so less variety. We found quality to be excellent. France has the best bread and Italy the best coffee.

I met a fellow rider here recently and we were discussing the Alps riding experience. He has been 3 times and won't go back. Said it wasn't fast enough and speed limits too slow. I didn't understand as you can ride as fast as you like most places. Then I rode with him over Highway 33 at 70-80 mph and realized it was higher speed roads he liked. There are fewer of those in Europe. To each his own!

A Few Photos from Summer 2018 Trips



Photos, L to R: Jeff's trip to Oregon; Fran in the Alps; and along the Alcan 5000 route.

Photos (respectively) by Jeff, Steve, and Marten.

Marten's Alcan 5000 Ride

Marten rode in the Alcan 5000, a Time-Speed-Distance (TSD) 9-day rally that starts in Kirkland, WA, and ends in Fairbanks, AK. Every day has 1-2 timed sections, and the routing is done via a roadbook (no GPS). There were 30 cars entered and 30 motorcycles; Marten's BMW was the oldest. Two other BMW's were entered.

The roads were pretty good; the gravel roads were well-groomed with a few potholes. Every motorcycle could bring 2 spare tires, but Marten said that everyone overestimated the need for tire changes.



Marten saw moose, bears, bison and elk along the route. He liked that the riding was mostly as a group, because the roads were fairly boring, with lots of trees on some sections. The Yukon section was more enjoyable as it was more open and mountain ranges were easily seen.

Marten placed 19th overall, including cars, and 4th in his motorcycle class. Moreover, he had ridden his bike from home, to the rally, then back through

Calgary, then back into the US and stopping for a campout in the Sequoias on the way back. It was a 3 week trip total, about 10,000 miles.



Read more about Marten's trip preparations and the rally here: [No ST Were Harmed](#)



Top photo: Marten at Watson Lake. Photo above: Marten declined to ride through this large puddle! Right photo: Marten back in California. Photos by Marten except Right photo by Tanker4me.