



# SANTA BARBARA BMW RIDERS NEWSLETTER

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BMW MOA CLUB #165

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## Member News and Rides

**Marten** hosted a Tech Day on October 20<sup>th</sup> at his shop location in Carpinteria. Many people showed up to work on their bikes or to just hang out. Photos are on Page 7.

**Phil** went to the Beemer Bash in Quincy, but it was not very well attended, with only about 136 people showing up. There was concern that it may be the last rally at Quincy.

**Marten** will be going to the Adventure Rally & Camp in Julian in November. This is a multi-day rally with self-navigating trails, vendors, and skills tests.

*Rider Magazine* (December 2018) features an article on touring the Alps with Beach's Motorcycle Adventures. This was the same tour taken by **Steve** and **Fran**, and the article has a couple of pictures including them. The article is "Alps--The Easy Way", by Bill Stermer.

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"When in doubt, gas it. It may not solve the problem but it will end the suspense. "

--Anon.

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## MIPS Helmet Technology

During the helmet discussion at our October meeting, Multi-directional Impact Protection System (MIPS) technology for helmets was mentioned. This is a slip-plane system that moves inside of a helmet. The layer rotates during an impact with the intent to potentially slow or reduce the amount of energy transferred to or from the head. It may reduce the strains associated with rotational acceleration. At this time, the technology is more common in bicycle helmets. Bell Helmets has some motorcycle helmets that have it, with plans to introduce more models: [MIPS Bell Helmets](#)

## Technical Topic for October: Helmets

At the October meeting, Michael opened up the discussion on helmets. Yes, everyone was in violent agreement that helmets are good! Marten noted that his off-road helmet was loud compared to his street helmet. He wears a Shoei and it is much more comfortable and quieter than the off-road helmet.

John mentioned that helmet tests have shown that the cost of a helmet does not necessarily reflect its safety effectiveness—this applies, of course, to full-face helmets, and not the skull cap or beanie-style helmets. (Refer to the linked article, “Blowing the Lid Off” for an in-depth discussion of helmet tests, safety and costs.)

Randy said that his son was involved in helmet testing, and that the foam deflection on initial impact is the important factor in safety. Helmets are lined with expanded polystyrene or polypropylene foam whose purpose is to crush during an impact, allowing a gentle deceleration of the head (and brain).

Marten noted that foam deterioration is a factor in helmet life, which led to a discussion of helmet shelf life. Manufacturers do not place an “expiration date” on helmets. The general consensus was to replace a helmet after five years. Shoei recommends replacing a helmet five years after the purchase date, or

## SB BMW Riders Calendar

- ❖ 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.
- ❖ Monday, December 17: Club annual Christmas Party. Time and location TBD.
- ❖ If members want to do any pick-up rides, post them on the member email list: <https://www.sbbmwriders.org/>
- ❖ Any other activities or rides scheduled? Let me know! [djkrohn@cox.net](mailto:djkrohn@cox.net)

seven years after the production date. These are best-case approximations; helmets should be replaced after any signs of deterioration or if the helmet sustains any sort of impact in a crash.

Michael observed that it’s good practice to remove your helmet in stores, such as when you go into the gas station store. For safety reasons, it’s better when people can see your face.

This article discusses the various safety ratings of helmets: DOT, ECE, Snell, and the newest rating system, SHARP:

[Helmet Safety Ratings](#)

This article, originally published in *Motorcyclist* magazine (June 2005) resulted in a lot of controversy and the firing of the author, Dexter Ford, from the magazine. It includes a response from the Snell Foundation:

[Blowing the Lid Off article](#)



## Upcoming Events

- November 16-18: Long Beach Motorcycle Show, Long Beach Convention Center, Long Beach, CA. [Long Beach Motorcycle Show](#)
- November 30-December 2: ADV Rider 2018 Polar Ride, Reyes Creek Campground, Maricopa, CA. [2018 Polar Ride](#)
- December 8: BMW R1250 Open House with Helge Pederson, BMW Motorcycles of Ventura County, Newbury Park, CA. [BMW R1250 Open House](#)
- December 28-31: Airhead Beemers Club Last Chance Rendezvous, Agua Caliente County Park, CA, [Last Chance Rendezvous](#)
- February 15-18, 2019: 27<sup>th</sup> Annual Death Valley Rendezvous. See the adjacent ad on this page.
- March 28-31, 2019: ADV Rider 2019 Death Valley Noobs Rally, Panamint Springs Resort, Panamint Springs, CA. [2019 Death Valley Noobs Rally](#)
- March 29-April 1, 2019: BMW of Northern California Meeting and Campout, Furnace Creek, CA. [2019 Death Valley Campout](#)

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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.

## Through the Smoke to Glacier Park

**Diane Krohn**

Wayne and I had attempted to get to Glacier National Park in 2016, but were thwarted by bad weather at Bear Tooth Pass in Montana. So we tried it again at the end of August, hoping that we would get there early enough in September to miss out on snow, but late enough in September to miss out on really hot weather in Nevada on our return trip.

We headed north on Highway 1/101 to Medford, OR. On the way there, our GPS decided to test Wayne's handling skills on a narrow, windy, very technical road by routing us on Fairfax-Bolinas Road, west of Fairfax, CA. If you want a challenging road, this is the one! Used mainly by bicyclists, it is one-lane, and it was foggy and wet while we were riding it. We did make it back to Highway 1 without any mishaps, though it was a bit of a challenge.



*Smoky view in Oregon.*

There were smoky skies in northern California and well into Oregon. Once we reached the Columbia River along Highway 14, the skies got clearer.



*Volcanic rocks along Highway 14 in Oregon, adjacent to the Columbia River.*

From Oregon, we continued north and then east through Washington, Idaho, and Montana. In Montana, we took Highway 12, the Lolo Pass road that follows the Lochsa River. This route is usually exceptionally motorcycle-worthy (scenic, twisty, good pavement), but today it was about 10 miles worth of ground-off road surface. Potholes and gravel made for a slow and cautious ride for a while.

Just outside of Polson, Montana, we saw billboards for “The Miracle of America Museum.” So, having some spare time before we stopped for the night at Whitefish, we checked it out. This is a huge museum! It has 42 buildings, more than 4 acres, and it has just about everything mechanical or industrial: old cars, bicycles, motorcycles, washing machines, tractors, guns, typewriters, cameras, etc. etc. It is not particularly well-annotated, but you could spend days looking at everything here: [Miracle of America Museum](#)

We had made reservations for the Red Bus Tour at Glacier; but due to fires in the area, the Going-To-The-Sun Road was closed eastward-bound up to Logan Pass. So, we got a different tour of the Park and approached Logan Pass from the western side of the Park. We had no animal sightings, but we saw glaciers, waterfalls, and other nice scenery—and smoke.

*Red Bus in front of Glacier Park Lodge*



After leaving Glacier, we started heading back, traveling south through Montana, Wyoming and Utah, mostly following Highway 89, one that we had not ridden on before. Highly recommended! Scenic, moderately curvy, and very little traffic. From Salt Lake City, it was on to Ely, NV and then to Lone Pine, CA. The stretch between Ely and Tonopah is along Highway 6 and is 167 miles between gas stations. Wayne was a little concerned about this, but we’ve done it before, and for some mysterious reason, we were getting better mileage on this trip than we normally get, so—piece of cake!

But then, trouble struck along Highway 138: At a gas station stop, we had to move the bike to get to a working pump, and the engine would turn over but the engine made no effort to start. Wayne tried several times, and then turned the bike off entirely and rebooted the computers, and it finally started. We paid for our gas, got wetted down for cooling, and proceeded nervously on down the road, figuring that we would not shut off the bike until we got home.

We were on Highway 33 and were in the home stretch. We stopped to stretch our legs at a pull-out along Highway 33 but didn’t shut off the engine. As we were pulling out, Wayne noticed “error” lights indicating a battery problem and guessed that it meant the battery was not being charged. He turned off the aux lights to save power, and we headed on down the road hoping the battery could power the bike until we made it the last 50 miles or so home.

Alas, that was not the case. Just as we were pulling into Meiner's Oaks (or Oakview, or suburban Ojai), we first lost the communication system, then the power brakes, then the engine died. We stopped right in front of the Topa Vista Hotel, at the intersection of Highway 33 (Maricopa Highway) and Cuyama Road.



*Resting spot in front of the Topa Vista Hotel.*

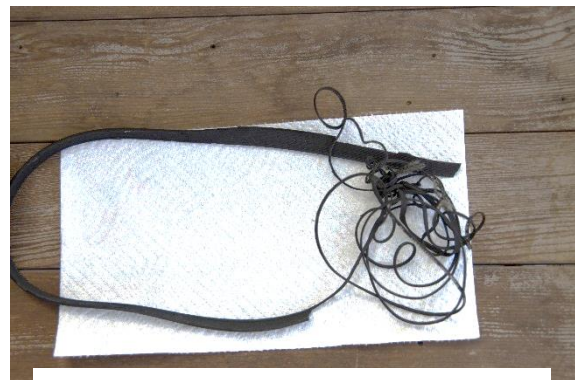
Luckily, there was some shade, and even better, the hotel manager came out and let us sit at a table in the shade at the hotel, and brought us some water! Wayne dealt with trying to get a tow truck to get us the last 45 miles home.

As we were loading the bike onto the flatbed truck for the tow, the hotel manager pointed out a California condor that was flying nearby! He said that it flies regularly around the hotel area. It was the longest and closest condor sighting that we have ever seen.

Once we got home, Wayne checked on the battery and (the most likely suspect), the alternator belt. Yup, it was the alternator belt. Wayne was carrying a spare on the bike, but he didn't want to attempt replacing it on the road due to the hot weather, and a hot bike.



*Damage to the front engine cover.*



*The remains of the alternator belt.*

Our trip was 3500 miles, and the bike turned over 100,000 miles during the trip. This was the first time that the bike had not gotten us all the way home—so I guess that this first breakdown in over 100,000 miles is acceptable.

## Tech Day in Carpinteria, October 2018

Photos by Wayne



*Tanja bleeding the brakes, with plenty of audience participation!*

