



SANTA BARBARA BMW RIDERS NEWSLETTER

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

BMW MOA CLUB #165

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January 2019

Club Christmas Party

Photos by Michael



The Club had its annual Christmas party at Cody's Café on December 17th. We enjoyed dinners provided by Cody's and desserts and wines provided by members. The traditional gift-exchange followed dinner. The smoked salmon was the hot ticket, but the flashlights and the phone chargers were also fought over.

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Left: Veronica and Cecily. Hank and Mike in the background. Below: The BMW Motorcycle Gang.



Backcountry Discovery Routes Releases First-Ever Winter Route for Southern California

The ninth Backcountry Discovery Route was released in December, 2018. It's the first one specifically designed for winter riding. It starts in Yuma, AZ, and ends in Benton, CA, for an 820-mile route. The route is mostly dirt and two-track roads. Part of it goes through Mojave National Preserve. It also includes ghost towns, mines, petroglyphs and hot springs.

The GPS map was released in December; the supporting Butler Map is available on their website and expedition documentary DVD will be available for shipment on January 9th.

Whet your appetite for the route by watching this film trailer: [CABDR-South Expedition Film Trailer](#)

The map: [Butler map CA south BDR](#) and the DVD: [CA south BDR DVD](#)

BMW Motorrad Has a New CEO

BMW has a new CEO, Dr. Marcus Schramm, and he's got plans to make the company the number one in motorcycle and scooter sales worldwide. In an interview with Alan Cathcart in *CycleNews.com*, Schramm discussed plans to bring a BMW cruiser to the US. BMW only has a small piece of the US motorcycle market, and

SB BMW Riders Calendar

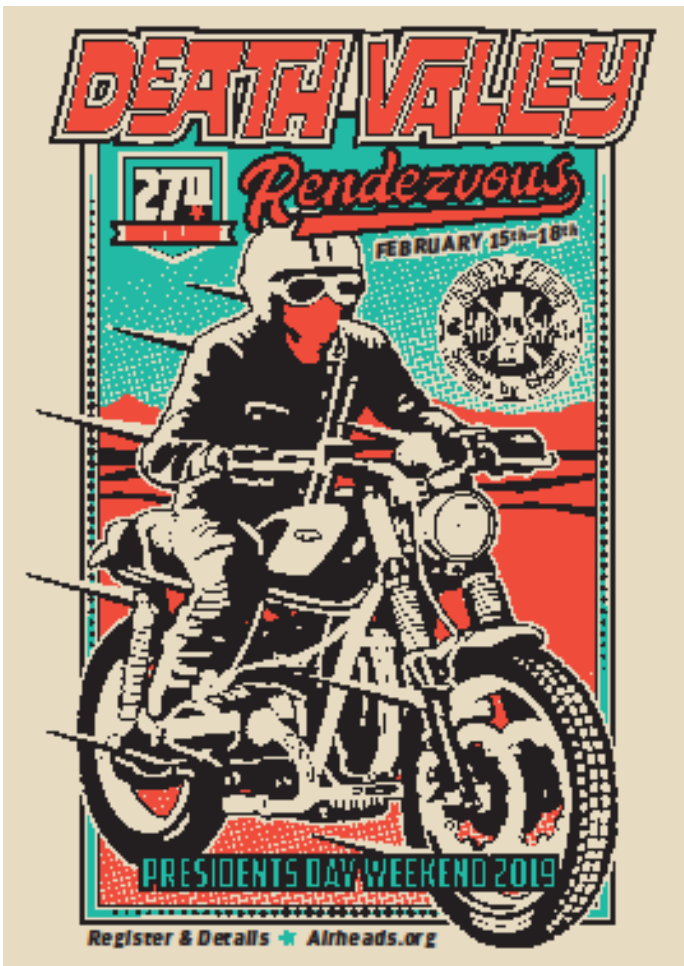
- ❖ Monday, January 21, 2019: Club meeting at Cody's Café, 4898 Hollister Avenue, Goleta, CA. Come at around 6:00 to 6:30 p.m. for dinner and stay for the 7:30 p.m. meeting.
- ❖ Monday, February 18: Club meeting at Cody's Café, 4898 Hollister Avenue, Goleta, CA. Come at around 6:00 to 6:30 p.m. for dinner and stay for the 7:30 p.m. meeting.
- ❖ 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

they want a bigger piece, which, for the US, tends to be cruisers.

They will also be introducing an "M" package on the S 1000 RR, which will include carbon fiber wheels, light weight battery, sport seat, and M chassis kit with rear ride height adjustment and swingarm pivot. We may also be seeing M versions of the F 850, perhaps even the R 1250 RS or RT and the R 1250 GS, because of BMW's new carbon-fiber fabrication process.

BMW's C 400 X and C400 GT scooters are selling well and the company has plans to extend into electric scooters, but he doesn't see BMW getting into electric motorcycles any time soon.

Read the entire interview here: [CycleNews interview with Marcus Schramm](#),



Upcoming Events

- February 15-18: 27th Annual Death Valley Rendezvous. See the adjacent ad on this page. Website: [27th Annual Death Valley Rendezvous](http://www.27thannualdeathvalleyrendezvous.com)
- March 8-10: Chaos Ranch – Powow Camp and Ride, Oracle, AZ. [Powow Camp and Ride](http://www.powowcampandride.com)
- March 28-31: ADV Rider 2019 Death Valley Noobs Rally, Panamint Springs Resort, Panamint Springs, CA. [2019 Death Valley Noobs Rally](http://www.2019deathvalleynoobsrally.com)
- March 29-April 1: BMW of Northern California Meeting and Campout, Furnace Creek, CA. [2019 Death Valley Campout](http://www.2019deathvalleycampout.com)
- May 17-19: BMW Getaway Cambria. Lodging at the Cambria Pines Lodge. [BMW Getaway Cambria](http://www.bmwgetawaycambria.com)



No motorcycles were harmed for this photo.

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627 N. Salsipuedes, near Ortega Park
805-966-6508

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

**RIP Charles Burton Rice:
Owner Rennsport Cycles of SB 1980-90's
August 1, 1952-December 7, 2018
Mike McQuiggan**

For you old timer BMW motorcycle enthusiasts who remember Rennsport Cycle Works in Santa Barbara, CA. I first met Charles and his wife Ruthie within a month of my arrival to Goleta, CA, in spring of 1979. We both had BMW /2's and were recent refugees from New England. He drove an R90 /2 conversion with blue turn signals and an old BMW 1800 TI sedan. Capital Cycle in Washington DC sold many BMW mail order parts at discount which wasn't common knowledge, but allowed him to compete with factory-sponsored dealerships and offer custom service. He was a machinist by trade, but BMW motorcycles and racing was his passion.

Charles and Ruthie had a mail order business molding replica vintage BMW knee-pads in silicone and were active in the vintage BMW clubs and community. As with most machinists, his bike had lots of custom-made farkles that were functional and practical. A few months later, he leased the front section of the former Greek Orthodox church on Micheltorena Street and converted the front into a motorcycle shop; hence the start of Rennsport Cycles. A few



Charles at work.

months later, he offered me a job as a mechanic, which I accepted even though I had a job at Raytheon 3rd shift designing printed circuit boards. One of the most rewarding benefits for me was the opportunity to work in a motorcycle shop and meeting all of the local riders and getting acquainted with their machines. BMW motorcycles were an obsession and we shared this passion.

Charlie wheeled and dealt to scratch a living here and lived in his humble cottage in Montecito. He purchased a huge inventory of vintage parts from the defunct BMW importer Butler and Smith with many post-WWII NOS parts for R68's, /3 and /2 vintage BMW. What BMW info or parts that Capital Cycle couldn't supply, Evan Bell at Irv Seaver BMW in Orange helped out.

Charles moved Rennsport and expanded to a new location on lower Anacapa, next to Continental Motors which had moved from their location on the corner of State and Haley, which would later be occupied by Fitzpatrick Autobody (now E-Bikes). Charlie introduced me to the Moto Guzzi LeMans which evolved into a personal 12-year love affair with Italian motorcycles including a trip to the Lago de Como factory in Italy.

Santa Barbara was a different place those days and Charles mentored me on local resources. There was the Bearing King on Milpas, CAD Plating Company on Haley, Johnny at Redline, Pat at Suzuki Milpas, Motor Winding, Specialty Tool and more.



Rennsport Cycle Works, 212 Anacapa St., 1982

Eventually, Hank and Fitzy ran the auto body department for Rennsport. We sold lots of Simpson helmets, full-bore boots and serviced many local bikes. Many world travelers stopped by on their motorcycles where we offered a backyard campsite, couch, service and we enjoyed the stories of their adventures over cocktails and coffee.

We traveled to rallies and races as he tried to make a buck; so many good times. He started a family with the birth of his son Billy. After a couple years, my career swung towards mechanical engineering but I will never forget those years wrenching, riding and my forever beloved Snap-On tool set. The story wouldn't be complete without mention of the Charlie and Trevor competition, funny how grown men play in sandbox... Over the years I would run into Charlie, usually over a friendly cup of coffee at his Airstream coffee concession at Laguna Seca raceway. He was proud of his son and we shared the joy of parenting over conversation. I think he was more excited than me when I told him about the Steibs sidecar I purchased.

Charlie was a quiet man, I had no idea he was sick. Hank texted in the morning because he heard that Charlie only had a few weeks left; I immediately texted Charlie and asked where he was, only to get a call back a few seconds later from Brian saying he had just passed in the last hour.

If you can hear me now Charlie, THANK YOU and RIP.

Recipe: Chocolate Bourbon Roulade

Note: This newsletter does not normally have recipes, but the recipe for this dessert was requested at the Christmas party –Ed.

Cake:

5 large eggs, separated
¾ cup sugar
2 tablespoons bourbon
½ cup flour
1/3 cup unsweetened cocoa powder
¾ teaspoon baking powder
¼ teaspoon salt (optional)

Filling:

1 cup heavy cream, cold
1/3 cup sour cream, cold
¼ cup confectioner's sugar
1 teaspoon vanilla extract
¾ cup pecans, toasted and chopped
1 ounce bittersweet chocolate, finely grated

Directions:

1. Heat oven to 375 °F. Grease a 15" x 10" x 1" jelly roll pan. Line with waxed paper. Grease and flour paper.
2. Beat egg whites on medium speed until foamy. Gradually beat in ½ cup sugar on medium-high speed, until stiff but before dry peaks form.
3. Beat egg yolks, remaining sugar and bourbon on medium speed in a large bowl for 3 minutes. Sift together flour, cocoa, baking powder and salt (if used). Fold one-third of the egg whites and then one-third of the flour mixture into yolks. Repeat twice. Spread batter evenly into prepared pan.
4. Bake 12 to 15 minutes, or until top springs back when pressed lightly. While cake bakes, dust a kitchen towel with confectioner's sugar. Invert cake onto towel. Remove pan and peel off waxed paper. Cool cake 5 minutes. Roll up cake and towel from one long side. Cool completely.
5. To make filling: Beat heavy cream, sour cream, confectioner's sugar and vanilla on high speed until stiff. Fold in pecans and chocolate.
6. Unroll cake; remove towel. Spread filling up to 1" from one long side. Roll up from unfilled long edge. Place seam side down on a serving platter. Refrigerate 1 hour or up to one day. Before serving, spread topping over cake.

Chocolate Glaze Topping:

1 cup semi-sweet chocolate chips, melted
2 tablespoons butter
2 tablespoons light corn syrup
2 tablespoons bourbon

Melt chocolate. Heat together butter and corn syrup until bubbly and stir in chocolate and bourbon until blended. Allow to cool for about 10 minutes before spreading over cake.