



# SANTA BARBARA BMW RIDERS NEWSLETTER

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

BMW MOA CLUB #165

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## Member News and Rides

**Deborah, Tanja, Steve and Marten** are going to the Death Valley Rendezvous, February 14-18. Marten mentioned that volunteers are needed for food prep, camping set up, etc. if people are interested in helping out.

**Eddie, Bob and Chuck** rode up to Harris Grade to watch the Delta IV Heavy rocket launch from Vandenberg on January 19.

**Bob** led a ride up to San Simeon to see the elephant seals. **Chuck, Steve, Wayne, Diane** and **John A.** joined the ride, as well as Bob's friend Ron and a couple of other riders. It was a gorgeous clear day, and the elephant seals were indeed active and busy with barking, fighting, caring for pups and covering themselves with sand.

**Michael and Veronica** participated in the 31<sup>st</sup> Annual Santa Barbara Motorcycle Toy Run in December. The ride benefits Unity Shop.

**Chuck** reminded members at the January meeting that we will be taking nominations for Officers and Board members of the club at the February meeting; and Officers and Board members will be voted on at the March meeting.

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## Santa Barbara Motorcycle Meetup Groups

Allan, a visitor at the January meeting, mentioned that there are several Meetup sites for local motorcycle riders:

- Santa Barbara BMW Motorcycles Meetup: [BMW Meetup](#)
- Santa Barbara Motorcycles Meetup: [SB Motorcycles Meetup](#)
- Santa Barbara Couples Motorcycle Riding Meetup: [SB Motorcycle Couples Meetup](#)

## January Technical Topic: Flat Tires!

The January topic of discussion was flat tires. They do seem to occur more frequently on the rear tire and not so much on the front tire. Most of the discussion concerned how to repair flats. Sealant can be used in tires (for example, Slime or similar), but if you have it in the tire, then it can make a mess of things on the rim when you have to change the tire; and tubeless tires are easy to patch while on the bike. For a tubed tire, sealant can be preventive for flats, but the potential for a mess is still a possibility.

Steve uses car tire plugs and glue for his repairs and has had success with those. Wayne uses Safety Seal, which is a high-tensile, chemical-resistant yarn impregnated with a rubber sealant.

Marten had only 1 flat tire on all of his miles during his Alcan 5000, 9-day ride. He went through 7 tires but really only needed 3.

Repair Sources: [Safety Seal](#); [Dynaplug](#); [Nealey repair kit](#).

For airing up, there are 3 possible choices: a CO<sub>2</sub> cartridge; a compressor; or a bicycle tire pump.

*Ed. Note:* ADV Rider has a discussion thread about front tire flats. The general consensus was that the rear tire gets flats more often. An informal poll with 82 votes showed that 50% of

## SB BMW Riders Calendar

- ❖ 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.
- ❖ Monday, March 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](mailto:djkrohn@cox.net)

those had never had a flat front tire; 25% had one every 10 years or more; and 13% had one every two years. See the discussion here: [How frequent are front tire flats?](#)

## Road Closures

As of February 7, **Highway 33** is closed from Fairview Road in Meiner's Oaks to 9 miles south of the Ventura/Santa Barbara county line at Lockwood Valley Road. Also, chains or snow tires are required from Pine Mountain Inn to Lockwood/Ozena ranger station.

**Highway 1** is open but there are several one-way controlled traffic locations around Santa Cruz and near the junction of Highway 1 and SR 84 (south of Half Moon Bay). So it looks like Highway 1 is open all the way to Monterey – for a change! But, winter storms are not over yet....



## Upcoming Events

- February 9: California Backcountry Discovery Route – South Movie Premier (CABDR South) at BMW Motorcycles of Ventura County, Newbury Park. Doors open at 6 p.m. RSVP required; 805-499-3770.
- February 15-18: 27<sup>th</sup> Annual Death Valley Rendezvous. See the adjacent ad on this page. Website: [Death Valley Rendezvous 2019](http://DeathValleyRendezvous2019.com)
- March 8-10: Chaos Ranch – Powow Camp and Ride, Oracle, AZ. [Powow Camp and Ride](http://PowowCampandRide.com)
- March 28-31: ADV Rider 2019 Death Valley Noobs Rally, Panamint Springs Resort, Panamint Springs, CA. [2019 Death Valley Noobs Rally](http://2019DeathValleyNoobsRally.com)
- March 29-April 1: BMW of Northern California Meeting and Campout, Furnace Creek, CA. [2019 Death Valley Campout](http://2019DeathValleyCampout.com)
- May 17-19: BMW Getaway Cambria. Lodging at the Cambria Pines Lodge. [BMW Getaway Cambria](http://BMWGetawayCambria.com)
- May 17-19: Overland Expo West, Flagstaff, AZ. [Overland Expo West](http://OverlandExpoWest.com)
- May 23-27: 47<sup>th</sup> Annual 49er Rally, Mariposa, CA. [49'er Rally 2019](http://49erRally2019.com)

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## The “Epic” Trip Around the United States (sort of) By Chuck Beattie

### Stats:

September 5 - October 16, 2018, 42 days.

**Participants:** Chuck Beattie, Santa Barbara, CA, 2005 R1200RT, repairs: headlight connector block, replace windscreen upper riser arms, 10,115 miles, 52 mpg average.

Jim Schmidt, Dublin, CA, 2015 R1200RT, repairs: none, 10,600 miles,

One set new tires each, in Ottawa, Canada, Good Times Sports BMW. Great service! A tornado had ripped thru Ottawa, a block away, just a few days prior causing quite a bit of damage.

One service each, Portsmouth, NH, Max’s BMW. Great service!

**Weather:** all kinds! From warm to 15 degrees, including quite a bit of rain, some sleet, some snow.

Days camping: One (1). We had all the gear for camping and planned to camp maybe half the time, but and no wet and cold can be a good motivator for nights in motels and hot showers.

**Communications:** We both used Sena comm units that worked very well.

**Extras:** I was really glad I had my electric jacket along the way. Heated grips are the best.

**Bike Transport:** haulbikes.com were great to work with. Denver to Santa Barbara. The gear I left on the bike was all there on the bike was all there and no added dings on the bike when it arrived home in a beautiful semi in front of my house.

### Apps Used:

- **Splittr:** We used this app for tracking our expenses and balancing what we owed each other. It allows multiple users to share expense entries. It's easy to use and very handy. <https://www.splittr.io/>
- **Polarsteps:** This is a really great app for tracking a trip and sharing with family and friends. It is more secure than Facebook, since it allows the user to select who is invited to share, etc. It allows only one user to enter and update on a specific trip,

though. This limitation may be resolved in the future. The app is easy to use and fun to update as you go along on your trip.

Jim and I each had our own trip version and have some hilarious differences of opinion. I promised Joan to call each evening and let her know where we were, how we were doing, and so on. Funny thing was, when I would call, she would say, "Oh, I know where you are; I can see you on Polarsteps." If you leave the app active on your phone all the time, it logs periodic GPS coordinates that you can access as needed for updates and also shows a fairly comprehensive track of travel points.

Polarsteps is the best way to review this trip. Email me if you would like access to my trip. You should download the Polarsteps app to your phone. Also, an online version is available at <https://www.polarsteps.com/> and it is beautiful. Once the trip is done, you can have Polarsteps create a printed book, if you wish.

### **Part 1, Planning**

Reason for the trip? For a number of months Jim and I had been musing about a trip to Nova Scotia and back. Nova Scotia is pretty much the most north-easterly point in Canada. We could have taken a ferry to Newfoundland, but time was a factor. As we kicked ideas around more, we decided that a more or less "4 Corners" run would be fun. We chose to start by going up the West Coast to the top of Washington State, then turn right and go across the top of the US and into Canada to Nova Scotia, then turn right again to head south along the eastern seaboard, then turn right again and head for home again across the southern part of the country. We knew we would need to adjust our route due to weather, and other events, and we did. I managed to get a cold on the northern part of the trip that hung on way too long.

Poor Jim heard too much coughing and hacking along that part of the trip, but fortunately, could turn the volume down or listen to music, instead of me.

It didn't help that the upper struts on my windscreen broke along the way and they are not stocked by Beemer stores. I ordered a pair (not cheap) to be available at Max's BMW in New Hampshire, calculating we would both need service round about that point in the trip and I could get them replaced. But the wind noise was really annoying in the interim, since my windscreen was essentially stuck at its lowest setting, and hunching down to get under the wind stream gets uncomfortable after a while.

Planning wise, we kept our routes very open, with real planning happening in the morning over coffee as to the weather, what road, potential interest points, etc. A great way to go! Yes, we did have some points that we wanted to get to including: visiting friends along the way; Hwy 20 over the top of Washington State; Grand Coulee Dam; Mt Rushmore; Yellowstone; Lolo Pass; Chief Joseph Hwy; Beartooth Pass; the Soo Locks; Great Lakes; Nova Scotia; and then whatever else of interest that came our way that we could squeeze in.

### **Part 2, Up the West Coast Part**

I headed up the road early from Santa Barbara to Jim's place in Dublin (near Livermore, in the East Bay) at a fast clip. I wanted to arrive early afternoon because traffic there is normally horrendous, and it was. Jim's other and better half, Karla, is delightful and an amazing cook, and served us a wonderful dinner. We took off the next morning in equally horrendous traffic and eventually took Hwy 101 north. Once out of the Bay Area, traffic wasn't much of an issue for the rest of the trip, with maybe a few minor exceptions.

Side note: Jim, being a little shorter than I am, had some new lower front shocks installed on his bike. This left the side stand being about an inch too long, which required either parking his bike on a downslope spot or putting a couple of hard rubber blocks under the front wheel, which meant that I would have to park, then get the blocks out and place them so Jim could drive up on them to let the side stand down and not have the bike fall over. You can imagine this led to some pretty amusing situations along the way.

We got to Arcata in the late afternoon and connected with friends Gary and Jan. Gary is a marine biologist and very interested in cetaceans, so there were fascinating photos, art and artifacts to explore. Homemade beer and a spectacular seafood dinner made our day!

Our first night camping at Lake Tahkenich was good. No rain, decent temps. The moose stayed out of camp. Life was good! By mid-morning, we were in Newport, OR, one of my favorite places on the coast, and with really good seafood restaurants, such as Mo's. Just north is the Yaquina Head Lighthouse that is worth a stop and a photo or two.

The Oregon Coast is always a treat for me, no matter what the weather. In this case, we had fog and some drizzle, but a beautiful ride, ending in Beaverton, a bit west of Portland, where my sister Lyn and her husband Chris took us in for a couple of days. We had a wonderful visit, good meals, lots of laughs, and including a game of pickleball. Lyn and Chris are awesome and I love them. They are the best!

On the way to Beaverton, one windscreen riser arm broke. I took things apart and used JB Weld to make a fix on the broken part. JB Weld claims "stronger than new results", but that didn't turn out to be true for me.

Then on to Kingston, WA, where we caught the ferry to Edmonds. Love riding the ferries there. Another good friend, Ann, welcomed us to her place for the evening and we had a chance to have dinner with her son and his family. Edmonds is a beautiful small town, a bit north of Seattle.

The next morning we took 101 north to Hwy 20 east, just north of Mount Vernon, WA, thru the Sedro-Woolley valley, following the Skagit River and aimed for the Cascades.

**...To Be Continued....**



## Elephant Seal Ride

Photos by Wayne



*Most of our group, plus some riders from Utah who zoomed past us on the ride up.*



*Less than half of the seals on the beach*



*A couple of females having a discussion.*



*Males fighting. The winner gets the babes on the beach and the loser goes swimming.*