



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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September 2021

Member News and Rides

The August meeting was held at Michael and Veronica's house with its wonderful spacious backyard. We had about 17 attendees.

Marilyn participated in the Suffragists Centennial Motorcycle Ride 2021, riding across the country. Her ride report starts on Page 4.

John A. mentioned that he had done a ride up Happy Canyon Road to Cachuma Saddle.

Chuck sold his RT through craigslist. The buyer came up from San Diego on the train and the sale went through smoothly. Chuck still has his GS.

Dave M. told his tale of *Dave's Ditched 2005 GS*: "As you know, I hit a ditch on the way up to see a friend in the Santa Cruz Mountains on August 3rd, which messed up the whole front end of the bike.

"At least I was OK after flying over the thing into to hillside! But the bike became unrideable so I had to truck it back to SB in a U-Haul from Watsonville.

"So in the end, I donated it to Dave Blunk at his Sport Cycle Pacific shop here in Santa Barbara. He was happy to take it.

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"I hope this at least helps anyone who wonders what's an easy way to get an unrideable bike back home. U-Haul was a perfect solution for me.

"Also, along the way, I discovered the best BMW service in that area with Ben's Motorcycle Works just next to Watsonville. It's a really great full-service BMW Motorcycle shop and dealership along Airport Boulevard in the little town of Freedom."

[Bens Motorcycle Works](#)

We were happy to hear that Dave did not get hurt in the excitement! But sad that his GS is no longer rideable.

August Technical Topic: What are You Doing to Extend Your Riding Career?

Phil opened the discussion by talking about a seminar that was presented at the 49'er Rally. Strings were passed out to everyone to measure your length of life as the length of the string. Part of the string is your childhood, then most of the string is your working life, and the remainder is what you have left. The purpose was to show what is left of the string, with the emphasis to have fun with what little you have left.

Since the majority of members in our Club are "seasoned riders" ☺ (not all, of course!), maintaining your riding skills and mental acuity are important.

John A. felt that riding was the best thing to keep mentally sharp, and active riding can be athletic, for example, off-road riding. John mentioned the Mystery School for learning to ride in dirt and learning how to fall. The school is located in Prather, CA, near Fresno. [Rich Oliver's Mystery School](#)

A couple of members mentioned having balance issues, but not on paved roads. There was discussion of segueing to sidecars, or 3-wheeled motorcycles with two wheels in the front. Both Piaggio and Yamaha make 3-wheeled vehicles: the Piaggio MP3; and the

SB BMW Riders Calendar

- ❖ Monday, September 20: Monthly meeting at Michael's and Veronica's house. Starts at 6 p.m.
- ❖ Monday, October 18: 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

Yamaha Niken. A sidecar does not handle like a motorcycle, however, and requires a new skill set to manage one. The 3-wheeled bikes also would require a change in riding habits, although not as much as with a sidecar. [Piaggio MP3](#)
[Yamaha Niken](#)

Randy L. mentioned that he is thinking of getting a smaller bike, for example, 600 or 700 cc, instead of a liter bike. Going to a smaller, lighter bike is definitely something to consider.

Steve had talked to some riders who were in their 90's, at the BMW rally in Montana. There are those riders who stay in the sport well into their 80's and 90's. Having lots of motorcycling experience to rely on definitely makes a difference with respect to muscle memory and skills. Steve felt that as we get older, we should try to maximize what we like to do (riding motorcycles, travel), and minimize what we don't like to do (yard work? house painting?), always keeping in mind that we need to balance risk vs. reward as we get older.

Road Updates

Los Padres National Forest is closed temporarily through September 17, 2021. The closure is due to firefighter safety concerns and the high level of fire danger. Also, Sunset Valley Road, from Cachuma Saddle to Nira Campground, is closed until March 30, 2022, for removal and replacement of the two concrete water crossings at Davy Brown Creek and Munch Creek. The crossings will be replaced with channel spanning bridges.

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Upcoming Events

- September 10-12: MOA Getaway at Cedar City, Cedar City, UT. [MOA Getaway Cedar City](#)
- September 10-12: ADV Rider Rally: Colorado West Fest, Ouray, CO. [ADV Rider Colorado WestFest](#)
- September 24-26: Overland Expo West, Flagstaff, AZ. [Overland Expo West 2021](#)
- 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](#)

Dave's bike in the ditch, Santa Cruz mountains





Suffragists Centennial Motorcycle Ride 2021

By Marilyn Makepeace

In late July I rode to Portland, OR, and joined the Suffragettes Centennial Motorcycle Ride 2021 to ride to Washington, DC, to celebrate the 100th Anniversary a year late of the ratification of the 19th Amendment. It was a first for me, all women, an incredible experience. Along the route there were historical markers in the fight for women's right to vote.

The women came from all over the country, all walks of life. We had veterans, women of color, gray haired grannies, one whose license plate on her Ducati Monster read "GMA'SBYK". Most had many years of riding experience, some less and one newbie. We had Iron Butt Champions, racers, lifelong riders, a couple of MSF instructors, one of whom taught the military, a personal trainer, journalists and photographers, a retired motorcycle police officer, a firefighter, nurses, a motorcycle map company owner (Mad Maps) other professionals and small business owners. One woman had ridden for a year, another had ridden for 10 years, but never far enough for an overnight; and another had never ridden in city traffic. One of our ride leaders was the 2018 Iron Butt National Champion, Wendy Crockett. Her group called themselves Crockett's Rockets (aka Canyon Bombers). Another ride leader, Carol Skala, is the current president of Women on Wheels. The youngest participant was in her late 20's, the oldest was 72. Over the three weeks we were on the road we formed a strong, woman rider support group. And we were so badass.

There were three times, that I know of, when the women of color experienced blatant racism. I was present for 2 of those times and was told about a third one. It was horrifying to see racism and hatred up front and close.

The bikes included various models of BMW, Honda, Harley, Indian, Triumph, Suzuki, Yamaha, Ducati, CanAm and V-Strom. I don't think I forgot anything.

Our route: Portland, OR; The Dalles, OR; Lewiston, ID; Missoula, MT; Butte, MT; West Yellowstone, MT; Cody, WY; Buffalo, WY; Hill City (Sturgis), SD; Murdo, SD; Albert Lea, MN; Milwaukee, WI; Cloverdale, IN; Knoxville, TN; Roanoke, VA; Arlington, VA (DC).

Since the group was about 25, we split into smaller groups and sometimes took different routes to our daily destination depending on what the group wanted to do. We stayed off interstates as much as possible, riding state highways and country roads. We crossed rivers and mountains, rode through national parks, crossed the heartland, turned south for a couple of days before heading east again to DC.

Starting in Portland, OR, we rode east along the Columbia River on the Lewis and Clark trail in heavy smoke from western fires and excessive heat, mostly in the high 'low 100's. Hottest day, Lewiston, ID: 115 degrees. From Lewiston, it was on to Missoula (over Lolo Pass), then Butte to West Yellowstone, MT, where we stopped for a day. It rained on our day off, a welcome relief, but some decided to ride through the park anyway.



The morning we left West Yellowstone was cold, in the mid-40's, and foggy. Steam rose off the Yellowstone River, chunks of ice clumped along the banks and clung to rocks and debris mid-stream. Buffalo grazed in the foggy mist in open fields on the other side. It was the most beautiful morning of the trip. This was the day we started seeing hundreds, maybe thousands (not kidding), of motorcycles riding to or from Sturgis. These were the riders who knew how to ride. Mostly.

Onward to and through Cody, WY, we crossed the Bighorn National Forrest. My humble GS pattered over the mountains at 9,500-10,000 feet. We crossed big open spaces on our way to Buffalo, WY, and the Black Hills to Hill City (Sturgis), SD. Motorcycle traffic in town was horrendous. Roads were closed to cars, allowing bikes only, but due to road closures we couldn't find our way to the hotel. After much circling we finally arrived.

The next morning, we left Hill City at 6:30 and rode to Deadwood to meet the Biker Belles for a 40-mile ride to the Sturgis Rally. It was a beautiful early ride, sun coming up, light flickering through trees, winding through the Black Hills, canyons and twisties. It was still cool. At that

hour we were the only ones on the road, but it wouldn't last long. Riding with the Biker Belles, about 200 bikes, to Sturgis was good, but the day in Sturgis was not for me. It was too loud, too hot (high 90's) and too crazy with too many riders who didn't know how to ride. Mostly. With no place to be, and thankfully, our group was vaccinated. The event seemed to be in the news every night and an estimated 700,000 bikers were expected to attend. I was glad to get the hell out. OK ... been there, done that. No need to repeat. masks and no distancing -it was a super spreader. Being on the bike was the safest

Leaving Hill City for Murdo, SD, we rode though Badlands National Park and stopped at the famous Wall Drug in Wall, SD. Crossing the heartland, for several hundred miles, we saw nothing but corn, soy and sunflowers. And more corn and soy. And the road was flat and straight. And it was hot again. More sunflowers. We just had to make tracks.

After Murdo, SD, it was onward through Albert Lea, MN, to Milwaukee, WI, where we stayed two nights. The day we rode to Milwaukee, we rode along the Mighty Mississippi on the Great River Road. We crossed at Prairie Du Chien and I was so excited that I stood, rode with one hand on the bike, the other fist in the air screaming all the way across. The HD Museum was on the must-do list and it was excellent. Harley Davidson was the big sponsor for the ride and we were warmly welcomed. From Milwaukee, we turned south through early Sunday morning Chicago and down through Illinois to Knoxville, TN. We trailed the outer fringes of Tropical Storm Fred and kept to interstates because of hard rain, possible flash flooding and washouts on state roads and highways. Our big fundraising events in Knoxville were cancelled, victims of the Covid surge, so we had a quiet rainy day off to rest and do laundry. Knoxville is nice; I'd go back.

We had hoped to ride part of the Blue Ridge Parkway as we turned east again through Roanoke to Arlington, VA, but we couldn't get reliable info on road conditions after TS Fred. So again, we hit the interstate. It was hot and humid (90 degrees/90%) and we were all anxious to get to our final destination, Arlington VA. At the end of the day, we had achieved our goal of crossing the US.

Saturday morning in Arlington, we gathered in a nearby park with other women riders from the area and formed an informal "parade" across the Potomac. We rode around the Washington Mall past the Lincoln and Jefferson Memorials and the Washington Monument, past the Supreme Court and after crossing back over the river, the Pentagon. Because we had been denied a permit (no parades allowed, only demonstrations and protests), the group split into segments. We had made it to Washington, DC. It was a fitting end to a fun and successful cross-country ride. Originally scheduled for 2020, the ride was well worth the wait.