



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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Member News and Rides

Our December meeting was the annual Christmas holiday party, held at Michael's and Veronica's home. We had a wonderful sunny afternoon to enjoy talking with other members and guests, having a delicious pot luck lunch and the always-entertaining gift exchange.

Thanks to Michael and Veronica for letting us use their home, and to Chuck, Steve and all the others who helped with the set-up and food.

It was a fun party! Karen provided the special "GS" hummus (see below).



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*Left: The setting for our party, on a sunny winter day.
Above: Karen, Joan and Veronica, in the holiday spirit.
Photos by Chuck.*

Death Valley Rambles

In November, Wayne and I traveled to Death Valley for a week of hikes and exploration via jeep. Sadly, no, not on a motorcycle, but we explored several roads that would be suitable for the more adventurous of you that like to do off-road travels.

Saline Valley Road: We took Highway 190 west, past Panamint Springs, to unpaved Saline Valley Road. Then it was 40 miles on a bumpy, rocky road to reach the valley via South Pass. We had it in mind to reach Lower Warm Springs, but given the time, and the limits of our gas tank, we opted instead to explore Salt Lake and the start of the Saline Valley salt tram.

This area has remnants of a tram that was used to transport evaporated salt and other minerals from Saline Valley, over the Inyo Mountains to Owens Valley. The tramway was constructed between 1910 and 1913. Gondola cars, each carrying 800 pounds of salt, traversed the 13.5-mile tramway. The operation of the tram was ended in 1930. At the time of its construction, it was the largest and most elaborate tram in the world. There are several remaining tramway towers and remnants of the evaporation pond walls.

Saratoga and Ibex Springs: We drove south on Badwater Road to unpaved Harry Wade Road. This road was in good shape, and looks to be that way normally (barring any flooding). Saratoga Spring was a surprise, with 3 large freshwater ponds. These springs were a primary watering hole for the 20-mule team borax wagons during the 1880's.

SB BMW Riders Calendar

- ❖ Monday, January 17, 2022: Monthly meeting at Creekside Restaurant & Bar, 4444 Hollister Ave., Santa Barbara. Meeting starts at 6 p.m. The Creekside has a large private room and offers a variety of food and beverages.
- ❖ Monday, February 21: Monthly meeting at Creekside Restaurant & Bar, 4444 Hollister Ave., Santa Barbara. Meeting starts at 6 p.m.
- ❖ Any other activities or rides scheduled, let me know! djkrohn@cox.net

From Saratoga Spring, we headed back to Highway 127 and then went north on an unsigned dirt road to Ibex Spring. There is a dirt road from Saratoga Spring to Ibex Spring, but a sign cautioned "deep sand," so we decided to forgo having to dig the jeep out of sand that day. The unsigned dirt road to Ibex Spring was very bumpy, with numerous small gully crossings and a sidehill washout. At the mine, we found a springhouse, running water, remnants of buildings and abandoned mines. The mining was for talc and it originally opened in the 1880's and ran for a few years. It was quiet until modern talc mining began in the 1930's and peaked in the 1950's, until the ore bodies were exhausted in 1968.

After exploring the mine area, we lunched at Tecopa Brewing Company, then returned to Furnace Creek via Greenwater Valley Road, a graded dirt road.

This was an excellent trip with many good hikes in addition to the jeep travels.

Pictures of our Death Valley trip are on Page 7.

BMW and TVS to Expand Partnership

India's TVS Motor Company and BMW Motorrad have been working together for nine years to manufacture sub-500 cc motorcycles for sales world-wide. Under the agreement, the companies co-developed two BMW models and one TVS model. Each is based on a 310 cc platform. The jointly developed models include the BMW G 310 R, BMW 310 GS, and the TVS Apache RR 310.

With the expanded partnership, it appears that the companies are likely to announce a joint alliance for making and exporting electric vehicles from India. The first product will be showcased in 24 months, according to TVS. The initial volume plan is in the range of 50,000 electric vehicles.

TVS currently manufactures about 20% of bikes produced by BMW globally. TVS has delivered 83,592 units of BMW 310 cc motorcycles to date, as reported in the TVS annual report of FY21.

Upcoming Events

- February 17-21: Death Valley Airhead Rendezvous 30. Camping at Furnace Creek Campground. For more information and to make reservations, email John Covington: jwcov@yahoo.com
- March 19-24: BMW NorCal: Annual Cross Border Ride, Baja 2022. A chance to ride into Baja with a group of riders who have been there before. This is a casual ride, not a guided tour group. [Annual Cross Border Ride Baja](#)
- March 20-24: Adventure training with West38 Moto, Borrego Springs, CA. Three days of training, riding and adventure. [Adventure training Borrego Springs](#)
- March 24-27: ADV Rider Death Valley n00bs Rally. Camping at Panamint Springs Resort. [ADV Riders Death Valley n00bs Rally](#)

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Christmas Holiday Party Pictures

Photos by Chuck



How to Adventure the Right Way

By Eglè

(Excerpted from ADV Rider, 12/22/2021. I found this to be a humorous take on "how to do things the right way," according to the internet. -ed.)

For the last two years or so, I've been experiencing a pleasant suspicion that us adventure riders as a community are growing kinder to one another. In real life, that was always the case - whenever you meet another rider on the road, chances are, they'll be interesting people to talk to, and over the years, countless riders have helped me out when I found myself out of gas or tire puncture repair kits; equally, I've helped others whenever I could, and most of the time, meeting other overlanders is a joy.

Online, however, the picture used to be somewhat different; you never knew when another rider might take serious offense in your tire choices, for example, or inform you of the uselessness of your luggage setup, or tell you you're adventuring the wrong way, or, in my case, point out the horrible monstrosity that is my hair, the opinion that women have no business riding big bikes in the first place, or that I must be lucky - and thus utterly despicable - to live this way.

For the last two or three years, however, it feels that there's more acceptance overall, less trolling, and less heated debates. On forums and Facebook groups, there's less hostility toward people who travel on different bikes and different setups, and there's more encouragement and support for those just starting out. Maybe it's just me, but it does feel like we're all a little more accepting and more open.

Still, the hostility does crop up here and there, for a variety of sometimes hilarious reasons (how *dare* you say MotoZ sucks?!), and I do sometimes notice riders being attacked online for the choices of their bikes, the amount of luggage they carry, or their route plans (are you nuts going to Angola alone?). So if you wanted to adventure the right way, what would that look like, according to the internets?

The Right Bike

If you were to ride around the world the right way, you should choose a motorcycle that's lightweight, but it should be a BMW 1200GS with the exception that it could also be an Africa Twin, only much lighter and more capable off-road, ideally like a Husqvarna 701, just a little less pretentious, and you should absolutely be able to take your complete motorcycle apart and put it back together, which is why you need something like a DR650 or a KLR 650 that is mechanically simple and electronically uncomplicated, except, of course, you need to be doing highway miles comfortably and you want to look badass, which is why you should

choose the KTM 1190, but you should also be a hardcore off-roading minimalist for which the KTM 500 EXC will be best, unless you want to race rallies, too, so you'll need something even lighter, but then, you want to make sure you can lock your aluminum panniers for safety, so really you should be riding the Triumph Tiger Rally Pro, if you have any self-respect, only it should be more like the old 690 KTM.

The Right Route

Now that you've got the bike all figured out, it's time to plan a route, but don't plan too much because you need to have an adventure, and if you don't plan enough, you're irresponsible; your route must take you to remote places, but not too remote if you're riding solo, which you should not do off-road but on-road only, except tarmac is not very adventurous which is why you should ride more dirt, and you must circumnavigate the world otherwise it's not world travel, but don't just ride the popular routes so as to be more original than that, and don't go to Pakistan because it's dangerous but do go to Iran because you must be a fearless explorer, only, of course, you should be safe and not venture further than Mexico, but also Siberia if you have any spirit of adventure at all; don't ride too fast and don't be too slow, five hundred miles a day is too much and two hundred, too little, and you must avoid highways at any cost but if you end up riding in the dark, well, you should have taken the highway, and it's your own fault you got a flat tire on some local dirt road, you're being terribly flippant about your safety traveling these backroads, but if you don't, you're not really traveling.

The Right Adventure

As you travel, you must ensure you are adventuring the right way; you must have a certain amount of breakdowns but not too many as this may arouse suspicion that your bike is crap, or that you are a useless mechanic, which is a serious offense because you must be able to fix your motorcycle yourself with nothing more but a toothpick and an iron will, except for those times when you should have it serviced professionally because you don't want to appear like a penniless scrounger; if you crash, please walk away with bruises only so you can seem brave and adventurous – if you break a bone, on the other hand, and end up in the hospital, well, we told you so, don't take unnecessary risks; do complain about the deep sand, the bad weather, and the sketchy borders, but don't whine too much, and be sure not to stay consistently positive, either; blog and vlog but don't monetize it, post on forums but not too regularly, share advice but only the right advice you've already received, and bring something new to the community, just as long as it's a narrative that fits.

Voila: you are now adventuring the right way!

Death Valley Pictures

Photos by Wayne



*Left: Salt Lake in Saline Valley.
Below: Saratoga Spring.*



*Left: Feral burros in Saline Valley. Cute
but destructive!*



*Above: Building remnants at Ibis Spring.
Left: Remains of the tram at Salt Lake, Saline
Valley.*

