



SANTA BARBARA BMW RIDERS NEWSLETTER

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

BMW MOA CLUB #165

SPEAKING TRUTH TO POWER...136 HP, THAT IS!

Volume 23, Issue 6

June 2023

Member News and Rides

Our May meeting, held at the Creekside Restaurant, had about 15 attendees.

The new Club business cards are available and were passed out at the meeting. Thank you, **Chuck**, for getting this done!

Steve and **Fran** are enjoying themselves in Italy, and we expect a full report at the June meeting.

Oscar brought another sample license plate frame. This one is black metal, with white print, and the cost is \$15.95. It has "SBBMWRiders.org" on top; and "Santa Barbara" on the bottom. Members will check it to see if it doesn't interfere with rear brake lights. Oscar also mentioned that he is working on the Club banners, and he might have a sample to show at the June meeting.

Michael talked about the Web site development's progress. The committee has had a couple of rounds of comments and reviews. Michael expects to have something to present to the Club members at the June meeting.

Phil attended the Sidecar show in Paso Robles, but there were only 8 sidecars at the show. Phil said that last year had more than 40 at the show.

Cody told us about the campout at Carrizo Plain. There were 8 attendees total, including

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Tanja, Lee H., James C., Dave Hollingsworth, Jeff Jackson and Don Mock. Marten showed up briefly. Cody got 3 campsites. He said the area was very busy. There were lots of flowers blooming and owls were heard at night. No sightings of antelope, however. Cody, Lee and Don rode over to McKittrick via Seven Mile Road, then back from Highway 33 via Elkhorn Grade Road.

Tanja rode with Jeff Jackson to Lake Isabella and Caliente-Bodfish Road—a highly recommended road to ride, if you have not already done so.

May Technical Topic: Guidelines for Group Riding

Bob P. has worked on Guidelines for Group Riding, and he passed out and discussed the guidelines at the May meeting.

In addition to the guidelines listed, Bob had a couple of additional pointers to add. Before a group ride:

- Check the air in your tires.
- Check your oil.

Other pointers:

- Remember, it's a ride, not a race.
- Don't leave a ride without telling someone else in the group what you are doing.
- As a ride leader, don't disappear.

Bob's guidelines will be posted on our website, <https://www.sbbmwriders.org/>.

In the meantime, here are some of the main points for a ride leader from the guidelines:

- As the Ride Leader, this is not the time to ride at your fastest but at your best; be thinking best practices.
- As the Ride Leader, think of a long train behind you. Not connected but still a part of your responsibility.
- As a Ride Leader, anticipate the expected green/yellow/red light situation on any upcoming controlled intersection.
- As the Ride Leader, fight the urge to go through a yellow light on a controlled intersection.
- As a Ride Leader, change freeway lanes approximately 1 mile in advance of exit when possible.
- As a Ride Leader, be aware of the capabilities of each rider.

SB BMW Riders Calendar

- ❖ Monday, June 19: Monthly meeting at Creekside Restaurant & Bar, 4444 Hollister Ave., Santa Barbara. Meeting starts at 6 p.m. Get there at 5:30 if you want to order dinner.
- ❖ Saturday, July 15: Annual Club picnic, to be held at Michael's and Veronica's house. Starts at 1 p.m. and goes until whenever! More details to come later.
- ❖ August 11-13: Club campout at Campo Alto. Cody will provide more details later. August 13 will be the peak time for the Perseid Meteor shower in 2023, so this would be an excellent camping site for good meteor viewing.
- ❖ Any other activities or rides scheduled, let me know! djkrohn1@gmail.com

Additional points from the guidelines:

- Be aware of other riders; ride consistently, ride considerately.
- Don't crowd a slower rider; don't overlap wheels.
- Visual head-check when changing lanes.
- Relax. Do not panic. Have fun, Be considerate.
- As a mid-group rider, think of being a teammate, making certain that you do not go so fast that the rider behind you is not in your sights.
- And remember, you can say anything as long as it stays in your helmet.

Thank you, Bob, for putting together these guidelines!

Road Updates

Highway 1: Twenty-one (21) miles of road have been re-opened! You can now travel beyond Ragged Point up to just south of Limekiln State Park. The Park remains closed.

Crews have made repairs at a major washout at Gilbert's Slide, just north of Gorda. Crews continue to work at Paul's Slide, Post Mile (PM) 21.7. The estimated opening at this area is not for several more months.

Highway 33: Remains closed from south of Matilija Springs Road in Ojai to 9 miles south of the Ventura/ Santa Barbara County line, at the intersection of Highway 33 and Lockwood Valley Road. Caltrans anticipates the road opening in September or October, 2023.

Upcoming Events

- June 8-11: 50th Annual MOA National Rally, Doswell, VA. [50th Annual MOA National Rally](#)
- June 22-25: 43rd Annual Chief Joseph Rally, John Day, OR. [43rd Annual Chief Joseph Rally](#)
- July 20-23: Top O' the Rockies Rally, Paonia, CO. [Top O' the Rockies Rally](#)
- August 11-12: 30th Blue Butt Rally, Virginia City, NV. This rally is about map-reading and answering questions along a 330-370-mile route. [30th Blue Butt Rally](#)
- August 17-18: 25th Annual Beartooth Beemers Rendezvous, Red Lodge, MT. [25th Annual Beartooth Beemers Rendezvous](#)
- September 1-4: Range of Light Gypsy Tour, sponsored by BMW NorCal. [Range of Light Gypsy Tour](#)

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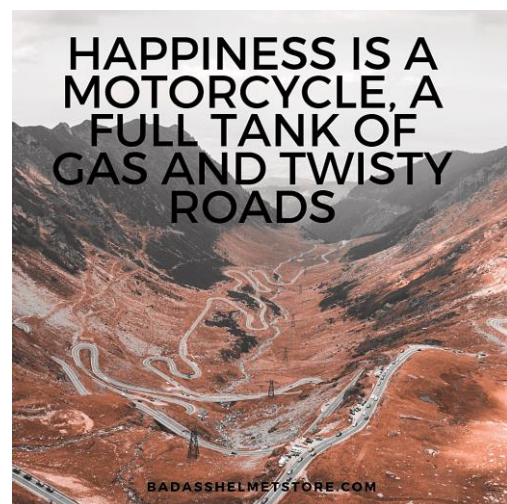


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New BMW R 1300 GS Details

The existence of the new R1300 GS has not been confirmed officially by BMW yet, but Motorcycle.com appears to have obtained documents that confirm the bike's existence, and the specs. Per these documents, the new GS claims a peak output of 143.5 hp at 7,750 rpm, an increase over the current engine's claimed 134.1 hp at 7,750 rpm. The listed peak torque also shows some improvement, with the documentation listing the R 1300 GS at 109.9 lb-ft. at 6,500 rpm, compared to the R 1250 GS' certified 105.5 lb-ft. at 6,250 rpm. The documentation lists a top speed of 140 mph, compared to 136 mph for the current model.

The R 1300 GS has a slightly longer wheelbase at 59.8 inches (versus 59.6 inches on the R 1250 GS and 59.2 inches on the R 1250 GS Adventure), and at 87.1 inches, it is slightly longer than the 86.9 inches of the current GS.

The documentation also lists laden weight with a 75 kg (165 pounds) rider and some accessories of 335 kg (738.6 pounds). Determination of curb weight from the laden weight is an inexact science, but the current GS is certified under similar conditions at 334 kg (736.3 pounds). This data suggests that the R 1300 GS weighs just a few pounds heavier, so the estimated curb weight is at least 552 pounds.

So, a new flagship GS appears to be coming, with more power but also slightly larger physical size and probably a bit more weight. Based on spy-shot photos, it appears the engine will move beyond the current "liquid-cooled head" design of the R1250 engine to a fully liquid-cooled design. This may allow the engine itself to be somewhat lighter.

Photos have also confirmed the presence of a front-facing radar that would enable active cruise control. The photos also suggest a rear-facing radar which may be used for blind spot detection.

The tire sizes are unchanged from the current model, with a 120/70 R19 front tire and 170/160 R17 rear tire, but several tire options with varying degrees of off-road ability to be offered. ABS is confirmed, which is no surprise for a 2024 BMW model, though the data does not provide any mention of the suspension.

Sources: [Motorcycle.com BMW R1300 GS](#) and [ADVrider.com R1300 GS details](#)

Chance Meeting of 4 People on an Epic Ride!

Photos and Narrative by Chuck

Yesterday, Enzo, Angelo and I met Guil, his wife Rita, and friends Alejandro and Francisco who were riding BMW GS's and on their way to Alaska! They had started out from Brazil and Chile, rode to Ushuaia and from there headed north. We met them yesterday, had a quick visit and got a brief itinerary about their trip.

They were headed for Carmel for the evening. We took them over 154 to 101 to Los Alamos, where they continued on as they wanted to get to Carmel on the early side. They plan to take the 101 to Canada, then to Alaska, then to the East Coast, and then to Miami. This all within 3 months! An epic adventure!

We enjoyed our chance meeting with them and wished we had more time to get to know them.

And we wish them safe travels!

These chance encounters on motorcycles are definitely part of the fun of riding. We traded business cards and they gave us a sticker (very cool design) about their trip.

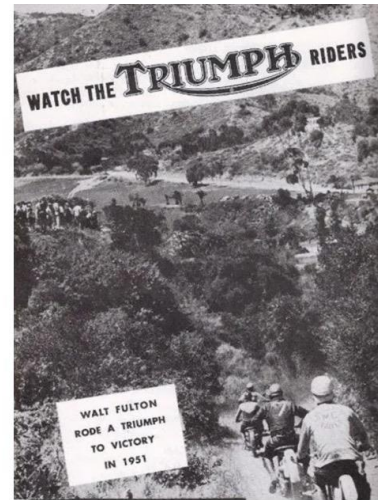


The Catalina Grand Prix – Different Strokes From *The Curiosity Correspondent* *Curiosity Correspondent #162*

Who could have guessed that there are over 3,000 Halls of Fame, celebrating everything from most imaginable sports, to topics that include tow truck drivers, pinball players, polka dancers, dogs, and even hot dogs! One doesn't normally associate the California Channel Islands with any Hall of Fame. Typically, the only organized sport or fame-engendering endeavor associated with an island comes from the Chicago Cubs' 30-years of Spring training on Santa Catalina Island (1921-1941 and 1946-1951), initiated by island owner and team shareholder, William Wrigley, Jr.; or Chairman of the Board of the Santa Cruz Island Foundation, Joe Walsh's induction into the Rock and Roll Hall of Fame with the Eagles (1998).



For eight years, beginning in 1951, Santa Catalina Island was home to the Catalina Grand Prix, an event that earned an important place in the American Motorcycle Association's Motorcycle Hall of Fame in Pickerington, Ohio. The Catalina Grand Prix was one of the biggest races in the country at the time. It was a 100-mile event run on a 10-mile course, which was a mixture of road, dirt fire trails, singletrack, and it even went through the island's golf course. Cycle Magazine noted that "many of the big AMA national riders skipped Catalina so as not to suffer embarrassment at the hands of Southern California scrambles riders who dominated the event."



Walt Fulton rode a Triumph to victory in 1951.

The 1951 inaugural race was slated for 10 laps, but the checkered flag was thrown after only nine, because the steam ship ran on a strict schedule, and organizers were worried that there wasn't enough time for that final lap.



(Catalina Island Museum)



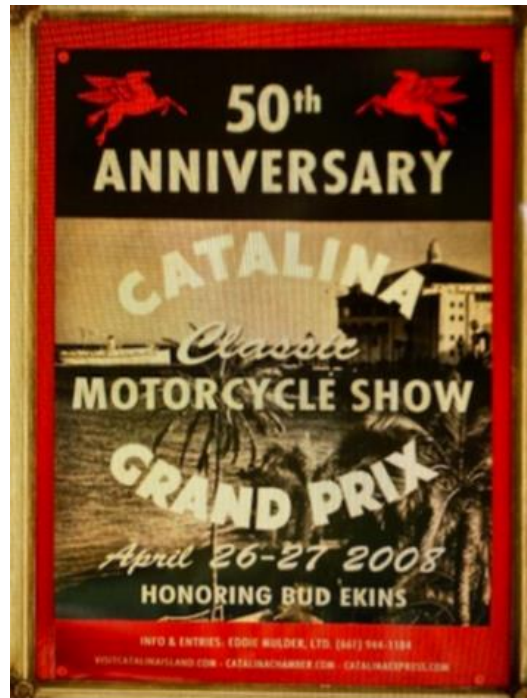
The AMA notes: "It was a time and energy completely unrivaled in all of motorcycle racing history. Many of the AMA's best motorcycle racers, local SoCal riders, shop owners, and colorful MC's (*The Checkers, Shamrocks, Rough Riders, Dirt Diggers, and more*) mixed with Hollywood actors, stunt riders, and thrill-seekers—all converging on the tiny vacation island for an event like no other." The best professional riders raced in and around Avalon while crowds cheered them on. Actor Keenan Wynn avidly raced, and Steve McQueen famously attended. The Catalina Grand Prix is considered one of the most unique and prestigious races of the era. The eight winners of the Catalina Grand Prix are: Walt Fulton (1951), Nick

Nicholson (1952), John McLaughlin (1953), Jim Johnson (1954), Bud Ekins (1955), Chuck "Feets" Minert (1956) and Bob Sandgren (1957 and 1958).



The 1953 Catalina Finish.

Overall Winner, John McLaughlin (far right, #18), on his famous British Velocette.



CATALINA ISLAND MOTORCYCLE SHOW, 2008

Unruly behavior by visiting bikers, along with the Mayor of Avalon being rolled and robbed, caused city officials to nix the event after 1958. Fifty years after the last running of the Catalina Grand Prix, motorcycle enthusiasts held a vintage motorcycle show in Avalon over a Spring weekend. Interest was stirred and plans made to revive the Grand Prix.

CATALINA GRAND PRIX REDUX, 2010

Fifty-two years after the Grand Prix motorcycle races ended on Santa Catalina Island, the race was revived for one year—in 2010—with sponsorship from Red Bull. It followed its 1950s open class tradition by providing races for a wide variety of engine displacements and skill levels. There were 12 races over the two-day event, with an average of 50 riders per race. More than 800 riders tackled the newly laid 6-mile course, two of whom were great-great-grandsons of William Wrigley Jr. One participant, Homer Knapp, rode the course on the same 1920s Harley Davidson he rode in the Catalina race half a century ago! Among the many Grand Prix veterans who attended was Bob Sandgren, 1957 and 1958 race-winner, who returned to serve as Grand Marshal. Stunt rider Bud Ekins, winner of the 1955 Grand Prix (who performed the famous fence jump in "The Great Escape" for Steve McQueen) participated as well.



Catalina Island Grand Prix, 2010

During the original eight races of the 1950s, most of the course was on Santa Catalina Island Company property, and the race received support from company president, P.K. Wrigley, himself a motorcycle enthusiast. Half a century later, much of the race course land had been transferred to the Catalina Conservancy.

Environmental concerns, including the plight of foxes during the race, saw the course shortened by four miles, with the revival race held but once.

Ed. note: The Curiosity Correspondent is presented by the Santa Cruz Island Foundation, a local non-profit organization to collect, maintain and catalog items of real and personal property or interests regarding Santa Cruz Island and the other California Channel Islands.

More information here: [Santa Cruz Island Foundation](http://www.santacruzislandfoundation.org)



Sadly, our GS did not have quite the amazing paint job as this adjacent Victory.

Photo by Wayne.