



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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November 2023

Member News and Rides

The October meeting at The Creekside had about 23 attendees.

Marten hosted the Fall Tech Day on November 4. Pictures are on Page 11.

Bob P. announced that he would be organizing two rides, one to Ojai and a second one "heading north." Ride reports and pictures are on Page 10.

Chuck talked a bit about the new website and reminded members to let him know if they have any questions or problems with it. There is a 15 megabit limit for photos that are posted on the website.

The Christmas holiday party will be held on Saturday, December 9, at Wayne and Diane's house, 180 Nogal Drive, from 4-9 p.m. For this party, the Club will supply a ham, non-alcoholic drinks, plates, cutlery, etc. For members and guests, bring a potluck dish to share and beverages of your choice. We will also have our traditional gift exchange, so bring a wrapped gift of no more than about \$25 of value and prepare to be surprised, pleased, amazed or dumbfounded!

Picture, right: On our way to Arroyo Grande. Left to right: Oscar, Bob, John, Raoul, Chuck and Diane. Photo by Wayne.

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Technical Topic: To Follow, or Not to Follow

We tend to try to pass other vehicles when we can (don't forget, also when safe and legal!). But Steve mentioned that there are times when you can just settle in behind a car, allowing a safe space, and ride a relaxed ride.

Another tactic to following another vehicle, especially on a fun curvy road, is to fall back, allowing a lot of space between you and the vehicle in front, and then you can ride the fun parts of the road at a good pace until you catch up to the vehicle in front. This assumes that there are no vehicles behind you, of course.

It was pointed out that you can't follow in the relaxed mode when in a group ride, because you must focus on the rider in front of you, and you are checking on the riders behind you as well.

However... sometimes following gets you into trouble. A story in the September issue of the NorCal BMW Club newsletter told a story of one rider, Greg, following another rider through the small, quiet town of Burney. Greg looked away for just a moment, and when he looked back at the road, his friend had stopped in the road. Both bikes went down and Greg ended up with bruises and broken ribs and a night in the hospital (for observation, mainly). Greg is a certified MSF instructor and has ridden thousands of miles,

SB BMW Riders Calendar

- ❖ Monday, November 20: 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, December 9: Christmas Holiday Party, at Wayne and Diane's house, 180 Nogal Drive, Santa Barbara, from 4-9 p.m. More details on Page 1.
- ❖ Any other activities or rides scheduled, let me know! djkrohn1@gmail.com

all over the world, but as he stated: "Bottom line, no matter how experienced you are at ANYTHING, life can throw a curve ball just to keep things interesting."

More "To Follow or Not to Follow" stories on Page 4.

We also had a short discussion about risk homeostasis, which Wayne had written about in the October newsletter. Steve gave an example of this: wearing a white helmet. Supposedly, white helmets are noticed by drivers more than non-white helmets, so by wearing one, you might feel safer and thus might ride in a riskier manner.

Another equipment example would be the use of the airbag vests or jackets. These are a great idea and have proven to save lives and prevent injuries, but if you have one, make sure that you are not riding less carefully because you have this additional safety equipment.

Highway Updates

Highway 33: Caltrans initially projected that Highway 33 would remain closed until late November. Now, a 32-mile stretch is expected to remain shut down into the first quarter of 2024. Design plans for new retaining walls and some of the reconstruction took longer than expected, and summer storms caused additional damage. The road remains closed from Matilija Hot Springs Road to Ozena Fire Station.

Here is a video put out by Caltrans of the repair progress: [Highway 33 Repair Progress](#)

Highway 1: The closure remains at Limekiln State Park for northbound travelers. For southbound travelers, the road remains closed 0.6 miles south of the town of Lucia.

Due to dynamic conditions at the repair site as well as anticipated impacts associated with inclement weather in the upcoming months, there is no estimated time for full reopening of Highway 1 at Paul's Slide at this time. Crews continue to work seven days a week at Paul's Slide. Pictures of Paul's Slide, below, from Caltrans.



Upcoming Events

- November 10-12: Salton Sea Rendezvous, Mecca, CA. [Salton Sea Rendezvous](#)
- December 29-January 1, 2024: Last Chance/First Chance Rendezvous, Agua Caliente County Park. [Last Chance/First Chance Rendezvous](#)
- June 13-15, 2024: BMW MOA National Rally, Redmond, OR. If you register by December 31, 2023, it is \$79 for members and guests. [BMW 2024 Rally](#)

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A Couple More Stories About “To Follow or Not to Follow”

Not to Follow story: Tarantula crossing the road blamed for crash that sent motorcyclist to the hospital.

DEATH VALLEY, Calif. (AP) - A tarantula crossing the road in Death Valley National Park caused a traffic crash that sent a Canadian motorcyclist to the hospital, the National Park Service said.

Swiss travelers, driving a rented camper van, braked suddenly to avoid hitting the tarantula as it crossed State Route 190 on Saturday, the park service said. The 24-year-old motorcyclist then struck the back of the camper van. The motorcyclist's condition was not immediately available Monday.

“The spider walked away unscathed,” the park service wrote in a statement.

To Follow story: Deer-infested highway in Utah.

Several years ago, Wayne and I were riding in Utah, on Emigration Canyon Road/Highway 65, east of Salt Lake City. This is a beautiful, scenic road, but we had ridden this road before and knew that the “Deer Crossing” signs were not kidding – deer corpses were all along the sides of the road. On this particular day, we ended up behind a car that was going fairly slowly, but that was okay with us. This was not a road to be ridden on at high speeds, despite the wonderful curves.

The car in front of us suddenly stopped. We stopped too, and then rode up next to them to see what was wrong. Yes, they had hit a deer. The car was a bit damaged, but was still drivable. The driver and passenger were shaken, but not hurt. After checking with them to make sure they were okay, we continued on, but probably with even more caution than we had before! If we had not been behind that car, it might have been us having a close deer encounter.



Following the Columbia and Snake Rivers to the Headwaters of the Missouri River: A Motorcycle Journey in September and October 2023 By Eric Kocher

Part One

I have just returned from a 4,461 mile motorcycle adventure following the Columbia River from Astoria Oregon where it empties into the Pacific Ocean, to Pasco Washington where the Snake River meets it, and then following the Snake River to its origins in Yellowstone National Park, and finally to Three Forks, Montana, where the Missouri River, the longest river in the United States [more on the conflicting results of an internet search on whether the Missouri is longer than the Mississippi, later] begins its long run to join the Mississippi. My motorcycle is a 2022 BMW R1250RT which I purchased new in July 2022. The trip starting mileage on my BMW was 9,485 miles.

I had both side cases and a top box as well as a canvas expandable black bag between me and the top case for the gear I was carrying. This was my first trip planning to tent camp from a motorcycle. I took a large tent which required me to pack the tent poles separately along with a ground cover between the black bag and top case.

Part Two: Journey to the mouth of the Columbia River – Southern California to Astoria, Oregon

I spent the first four days of my trip traveling from Southern California to Astoria. The Oregon coast is often remote and wildly beautiful. After spending the first two nights in motels, I camped at Sunset Bay State Park, yards from Sunset Beach and the Pacific Ocean just outside of Coos Bay, Oregon. My first night of tent camping from a motorcycle. Departing Sunset Bay, I passed my first 1000 miles of the trip in the morning.

On the Oregon coast.



Arriving in Hammond, Oregon in the afternoon of my fourth day, gave me time to explore where the Columbia meets the Pacific Ocean from the shores of both Oregon and Washington. From the Oregon side, I rode to Fort Stevens State Park and Historic Area, Jetty Lagoon and Columbia Beach to look across the six miles to Washington State. To reach the point across the river in Washington, that I was seeing from Oregon, it took me an hour to ride across the Astoria-Megler Bridge to Fort Columbia, home to the Chinook Indian Nation, where Captain Robert Gray dropped anchor upon

discovering the Columbia River in 1792. The Columbia River is 1270 miles in length, passing through seven states from its source at Columbia Lake, British Columbia, Canada to where it joins the Pacific Ocean. Nineteen dams cross the Columbia River as it flows south and west. I will follow the Columbia 324 miles to Pasco, Washington, the point at which the Snake River flows into the Columbia.

Part Three: Columbia River – Astoria, Oregon to Pasco, Washington

I departed Hammond heading east on Highway 30, staying on the Oregon side of the Columbia until I reached Rainer and crossed over to Washington to follow I-5 to Vancouver, WA, then crossing back into Oregon at Portland and picking up Highway 30 (I-84) heading west until I reached the Bridge of the Gods. Originally, Bridge of the Gods referred to a natural dam created by the Bonneville Slide, a major landslide that damned the Columbia River near to the present-day Cascade Locks. The river eventually swept much of the natural dam away but the landslide is remembered in local Native American legends as “Bridge of the Gods.” The Bridge of the Gods is now the name given to a steel truss cantilever bridge built in 1926, which currently charges a toll. In 1938 the Bridge had to be elevated another 44 feet because of the higher water levels resulting from the construction of the Bonneville Dam. The Pacific Crest Trail crosses the Columbia River on the Bridge of the Gods.

*The Bridge of the Gods
crossing the Columbia River*



Having crossed the Bridge of Gods to the Washington side, I took Highway 14 east along the northern banks of the Columbia until I turned south on Highway 197 to cross the Columbia into Oregon at The Dalles. From there I followed Highway 30 (I-84) east until I reached the Deschutes River, flowing into the Columbia and camped at the Deschutes River Recreation



Area. Riding five miles further down Highway 30, I arrived at Biggs Junction, basically an intersection with a truck-stop on each corner just off of I-84. Several people recommended that I have dinner at an Indian food truck located in an empty lot a block from the intersection. Surprisingly good Indian dinner, and if you ate it at an outside table, you could bring your own beer to consume.

Camping along the Deschutes River.

Even though I had planned to spend two nights at Deschutes, I decided to keep moving the next day and follow the Columbia upstream to where the Snake River joins it near Pasco, Washington. Over both the days the Columbia was a wide expanse of water, often more like a series of lakes, created by dams and locks extending up the river. Highways on both sides of the river had good views of the river. The Columbia gorge is spectacular to behold, but even those parts east of the gorge were unique with rolling golden hills and cliffs and plenty of wind turbines extending to the horizon.

Wind turbines along the Columbia River Gorge.



Part Four: Snake River – Pasco, Washington to Yellowstone National Park, Wyoming

Three small streams at Two Oceans Plateau in Yellowstone National Park form the Snake River, which then flows 1,078 miles to join the Columbia River at Sacagawea State Park in Burbank Washington. Fifteen dams have been built along the Snake. It flows through Jackson Lake and Jackson Hole, Wyoming, continuing south and west it makes its way through Idaho and Idaho Falls, eventually making up the border between Idaho and Oregon and then Idaho and Washington.

I am riding my motorcycle from the Snake's confluence with the Columbia, at Sacagawea State Park, as far up north to its headwaters as roads in Wyoming will take me. Long stretches are out of sight from the road but when it reveals itself it is a beautiful river flowing through many wild areas as well as urban cities. My first night, following the Snake is spent at Ponderosa State Park near McCall, Idaho and Payette Lake. My journey took me along the Salmon River and across the Payette River, through Twin Falls as I wind my way to Boise and eventually turn northeast to follow it into Jackson, WY and Yellowstone. At Twin Falls, the Perrine Bridge spans the Snake River with spectacular views of the Snake River Canyon. The Snake flows over Shoshone Falls, which at 212 feet of height is higher than Niagara Falls.



Snake River Canyon.

From Twin Falls, a slight detour takes me through Craters of the Moon National Monument and then to Arco Idaho, the Atomic City, known as the world's first nuclear-powered city. At Pickle's Place, which appeared to be the only restaurant in town, I ordered the Atomic Burger for lunch. Having camped seven days in a row, my last campsite is at Jenny Lake Campground in the Grand Tetons. This was my coldest night camping with temperatures in the 30's but

still bearable. My final views of the Snake come as I head north of the Grant Tetons and enter into Yellowstone. The final objective of my trip is to reach the headwaters of the Missouri River in Three Forks, Montana, which I do on the tenth day of my ride.



Jenny Lake and the Grand Tetons

Part Five: Headwaters of the Missouri River and return trip through Idaho Falls, Salt Lake, Great Basin National Park, Kings Canyon and Yosemite.

I depart Jenny Lake Campground on a beautiful morning in the Grand Tetons. Within an hour I leave the Snake River behind and head to Three Rivers Montana and the Missouri Headwaters State Park. Three smaller rivers, the Jefferson, Madison and Gallatin, come together to form the headwaters of the Missouri at Three Forks.

On July 25, 1805, William Clark of the Lewis and Clark expedition arrived here after having traveled up stream on the Missouri River from St. Louis. On July 27, Meriwether Lewis meets up with Clark at Three Forks. It took Lewis and Clark over 14 months, starting on May 22, 1804, following the Missouri from its confluence at the Mississippi, to reach Three Forks in July 1805. It would not be until November 1805 that they would reach the Pacific Ocean following the Clearwater, Snake and Columbia Rivers. The return trip to St. Louis from the Pacific Ocean took them only six months from March 23, 1806 to September 23, 1806. They traveled approximately 8,000 miles on this two-year, four-month journey.

The Missouri River is the longest river in the United States. The US Geological Survey reports the Missouri as being 2,540 miles long and the Mississippi as being 2,340 miles long. <https://pubs.usgs.gov/of/1987/ofr87-242/> Wikipedia shows the Missouri as being 2,341 miles in length, just one mile longer than the Mississippi River, 2,340 miles. [https://en.wikipedia.org/.../List_of_rivers_of_the...\).](https://en.wikipedia.org/.../List_of_rivers_of_the...)

Even though it was my plan to camp at the Missouri Headwaters, the gathering storm clouds, rain and high winds convince me that after seven nights of camping I am better off locating

in a motel room in Bozeman, Montana. The next morning, I visit my uncle's home where I spent a summer in 1962. His house was famous for having a grass roof which needed to be mowed. I stopped by to take some pictures and also ran across a 2004 *Architectural Digest* article on the house. Before starting my long journey home [1,733 miles] I go to Hyalite Canyon, outside Bozeman, for a beautiful ride with fall colors in the trees and a rushing creek tracking the road.



Missouri Headwaters State Park in Three Forks, MT.

My return trip takes me to Idaho Falls with its wonderful River Walk along the Snake River which passes through the middle of town. A long spill dam and several overlooks and outdoor sculptures are highlights. After a night in Idaho Falls, I head south to Salt Lake City passing more fall colors in Smoot, Wyoming. I leave my motorcycle in Salt Lake City and fly to Los Angeles for one night for a family celebration and then resume my journey south, stopping in Great Basin National Park, hiking the Strawberry Creek trail and exploring Great Basin's vast Lehman Cave.

Departing Great Basin, I take one of the "loneliest" roads in America, traveling on Highway 50 to Ely and then taking Highway 6 from Ely across Nevada to Benton, CA and Highway 395. As I leave Ely, a sign warns me there are no services for 145 miles. When I reach Tonopah, Nevada, there is another warning that there is no gas for the next 100 miles. I take Highway 120 through Yosemite National Park and arrive at Oakhurst, CA for the night. This was my longest day, covering 479 miles. Next door to my motel is the Oakhurst Bar and Whiskey Lounge, a popular hangout in Oakhurst where I have dinner and a whiskey.

Next morning, I ride to Kings Canyon National Park and go to General Grant Grove to see numerous massive Sequoia trees including the General Grant. I ride to Lake Isabella with plans to spend the night but decide, once I reach the lake, that I can complete the final three hours of the trip home that evening. I follow the impressive and spectacular Kern River through canyons to Bakersfield then Highway 99, Interstate-5, Highway 126 and Highway 101 to the Pacific Ocean and Santa Barbara.

Stay tuned! Next month, in the December issue of this newsletter: Eric reflects on his motorcycle trip.—Ed.

Ride Reports: Santa Paula and Arroyo Grande

By Bob Phinney

Ride to Santa Paula

On Wednesday, October 18, John Alexander, Tony Arnold and I undertook a “speed limit and no more” ride on Highway 150 through Ojai and then on to Santa Paula. Fun.

Harvey Rawn was patiently waiting. We voted on lunch at the Wayside Café and took the Balcom Canyon route through Camarillo to the Wayside. Our easy conversation was punctuated by the comings and goings of the general aviation airport. We decided to take the reverse route home. John took the lead and the return was a bit quicker. Fun

Ride to Arroyo Grande

On Friday, October 20, Chuck Beattie, John Branagan, Oscar Zavala, Raoul Martin and I were joined by Wayne and Diane in their clean and quick Miata. We took off for Los Olivos headed north.

At Los Olivos we decided on Foxen Canyon to Tepusquet Canyon, to the back roads through Nipomo into Arroyo Grande. We enjoyed lunch on the covered patio at the Branch Street Deli and Pizzeria. On the way home, we stopped momentarily at the very, very large, high tech glass house production facility at 1650 Black Road. Windset grows produce, not cannabis.

A good day.



*Left: Chuck; Below: Raoul;
Right: Chuck and John.
Photos by Oscar.*

Tech Day Photos November 4, 2023 Photos by Harvey

*Left: Marten assists with brake bleeding.
Below: Tanja and Fran chatting.*



*Above: Cody, Oscar and John work on wiring.
Right: Marten torquing a drive shaft.*

