



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

The November meeting was held at The Creekside.

Bob P. led a ride to Jalama Beach on November 10. We started with 10 folks at the La Cumbre Chevron station, picked up three at Los Olivos, and then met up with two more at Jalama Beach Grill. Trip report and pictures on Page 8.

Chuck talked about enhancements on the new website and reminded members to let him know if they have any questions or problems with it. Members are encouraged to complete their member information and add photos as they wish.

Chuck also mentioned several other items related to the website. One is the having the ability to sign-up online for new members; and having a Terms of Agreement for new members, current members and past members.

Additionally, Chuck proposed raising member dues from \$25 to \$30 for individuals; and from \$25 to \$35 for couples. Our Club has had no increase in dues for several years. Chuck reviewed other club dues and found that they are generally higher than our current dues. All members present at the meeting voted to support the increase in dues. The effective date will likely be in January, 2024.

INSIDE THIS ISSUE

- 1 Member News and Rides
- 2 Technical Topic: Are You a Confident or Paranoid Rider?
- 2 Rider Training Classes
- 2 SB BMW Riders Calendar
- 3 Upcoming Events
- 3 Highway 1 Update
- 4-7 Reflections on My Motorcycle Adventure Following the Columbia and Snake Rivers to the Headwaters of the Missouri River
- 8 Ride to Jalama Beach

Christmas Holiday Party Postponed

Due to the new variant of Covid raising its ugly head, the decision was made to postpone the Christmas holiday party. Instead, there will be a plan to have a party in the spring, perhaps March.

This is disappointing, but a prudent decision, given that some members have had recent cases of Covid.

Technical Topic: Are You a Confident or Paranoid Rider?

By Steve

We all start riding motorcycles wanting to build our confidence. That happens naturally over time as we build our skill level. I have built street riding confidence with training and being selective on when and where I ride. I have ridden on the street for over 40 years and have never had a crash. My riding confidence is high but I never became overconfident or experienced risk homeostasis as Wayne discussed recently.

In the last decade, I have noticed a significant drop in driver competence and awareness. Too many drivers have threatened to end my 40-year streak and it has caused me to become hyper aware what drivers around me are doing or not doing. It has driven me to become a paranoid rider.

Others in the meeting suggested paranoid may not be the best descriptor; very wary may be a better characterization. Whatever we choose to call it, it has become a major factor in our riding survival.

Rider Training Classes

Speaking of rider confidence.... during our lunch at Jalama Beach on November 10, the topic came up about local rider training courses and track days. Some wanted to know about where training courses could be found.

The MSF (Motorcycle Safety Foundation) used to offer training in Santa Maria, but doesn't

SB BMW Riders Calendar

- ❖ Monday, January 15, 2024: 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.
- ❖ Any other activities or rides scheduled, let me know! djkrohn1@gmail.com

seem to anymore. However, a search for other training courses yielded several results.

- Central Coast Motorcycle Training offers beginner and advanced training. Riding courses are at Alan Hancock College in Santa Maria and Cuesta College in San Luis Obispo. [Central Coast Motorcycle Training](#)
- Learn to Ride VC offers beginner and advanced training. Riding course is in Somis. [Learn to Ride VC](#)
- MRE Corp.: Offers beginner and advanced training. Riding course is in Simi Valley. [MRE Corp.](#)

Track Training:

- California Superbike School offers track training courses in Las Vegas and Willow Springs (Rosamund, CA). No beginner riders! [Superbike School](#)
- Fastrack Riders offers track training in Las Vegas and Buttonwillow, CA. [Fastrack Riders](#)
- Classrides offers track training based on Reg Pridmore's experience. Track is at Willow Springs. [Classrides](#)

In addition, if you are planning to attend the National BMW Rally in Redmond, check out their training classes that are offered at the rally.

Highway 1 Update

Work continues at Paul's Slide, with Caltrans working 7 days a week. Crews are building up the elevation of the south end of Paul's Slide to support what will be the new course of the roadway. The repair design calls for the highway to move slightly inland and to be elevated at the southern approach.

The repair design will also increase the catchment area on the inland side of the highway which will be separated from the roadway by concrete barriers and fencing.

Geotech and hydrological engineers have completed the drainage design for the repairs which will capture water and debris and convey it below the roadway.

Highway 1 remains closed at Limekiln State Park for northbound travelers; and for southbound travelers, closed 0.6 miles south of the town of Lucia.



*View from atop Paul's Slide, looking south.
Photo from Caltrans.*

Upcoming Events

- December 29-January 1, 2024: Last Chance/First Chance Rendezvous, Agua Caliente County Park. [Last Chance/First Chance Rendezvous](#)
- March 20-24, 2024: ADV Rider 2024 Death Valley Noobs Rider Rally, Panamint Springs, CA. [ADV Rider Death Valley Rally](#)
- March 21-25, 2024: NorCal BMW Club Death Valley Campout, Furnace Creek, Death Valley, CA. Registration will open approximately 30 days before the campout. [Death Valley Campout](#)
- 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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**Reflections on My Motorcycle Adventure Following the
Columbia and Snake Rivers to the Headwaters of the
Missouri River
By Eric Kocher
Photos by Eric**

Note: Eric wrote about his trip in detail in the November issue of this newsletter. Here, he presents his thoughts about the trip.—Ed.

On this motorcycle trip I re-learned and re-discovered what I enjoy and how the unknown daily uncertainty of what lies ahead can be so satisfying and feed my sense of adventure and exploration.

When first thinking about this motorcycle trip, I had no particular duration, distance or destination in mind. I needed a goal or objective or purpose for whatever trip I was going to decide on. It soon became obvious that I could combine this motorcycle trip with a long-held interest in undertaking a cross country canoe/kayak trip from coast to coast. I have long been interested in following a water course across the continental United States.

Over the years I have been aware of various attempts both successful and unsuccessful, that individuals made to travel west to east or east to west across the North American continent. David Thompson was a fur tracker who between 1784 and 1812 explored western North America and was the first person to chart the entire length of the Columbia River. A field biologist, Jack Nisbet, had his own adventure tracking Thompson across the continent in his book "Sources of the River." Of course, Lewis and Clark explored up the Missouri River and down the Snake and Columbia rivers to the Pacific Ocean and back from 1804 to 1806. In 1971, Verlen Kruger at age 49, who paddled over 100,00 miles in his lifetime, followed old fur trading routes from Montreal, Canada, to the Bering Sea in Alaska. This Cross Continent Canoe Safari covered approximately 7,000 miles in 176 days. Most recently, Neal Moore, departed from the Pacific Ocean in February 2020 paddling up the Columbia River and 22 months later, after paddling 7,456 miles, reached New York City.

Over the years I have thought about paddling upstream, starting on the Columbia and Snake Rivers and making it to the east coast from the headwaters of the Missouri River down to the Mississippi. In the past I have done several long-distance paddling trips in a tandem canoe or kayak with a paddling partner, or solo whether it be a race down the length of the Mississippi with Al Levine, a race from Tampa Bay to Key Largo with Verlen Kruger

mentioned above, or a race as a solo paddler from Chicago, through the Great Lakes and the Erie Canal down the Hudson River into New York City.



Taking a motorcycle trip following the Columbia and Snake Rivers was an easy choice, requiring none of the planning and preparation that an actual river trip would take.

As I reflect back on my three-week motorcycle adventure, I will try to put into words what the experience meant to me. It was not clear whether my goal of following the rivers and reaching the headwaters was realistic in terms of the time I had, the weather and the route I wanted to follow

which was to track the rivers as closely as possible. I have never camped from a motorcycle before, and thus the camping experience and the limited space and carrying capacity for gear were other unknowns. Most of my camping has been on raft or kayak trips on which you can carry more gear but do not have organized and well-equipped campsites with water, electricity hot showers etc.

I was also conscious that I can get too goal oriented, trying to reach the next destination instead of exploring and experiencing what is along the way. This was however about being on the motorcycle and learning about the rivers with the idea that I may try to canoe/kayak them either upstream or downstream either on a single river or to make it a part of a cross country trip traveled on water.

It seems unlikely at my age and with my personal and family commitments, and my desire to take more traditional trips, that I would want to take the time to go on a cross country adventure that could take well over a year, more likely two years, to complete if done without interruption. This motorcycle trip provided me with a chance to begin considering it and to feel as though I was beginning the process with little real investment in the actual challenge.

As I think back to my trip which ended ten days ago, I really enjoyed the rides that took me on remote rural roads with little traffic. On these roads, going from one remote town to another either across vast areas that stretch out to the horizon or through hills and mountains surrounded by wilderness it was both the vast expanse of uninhabited spaces, the stillness and the beauty that stays with me. As beautiful as it is to ride through these landscapes it is the rare person who would want to live in these spaces with their remoteness and often harsh conditions. Many little towns have their own unique character and helpful

residents who provided suggestions or as happened in Eureka Utah gave me shelter from the incessant rain soaking through my gear.

My plan had always been that if it was raining, I would find a motel to stay in. On the one day (of the 15 days I was riding) that I experienced serious rain, I was on a long stretch of rural roads that only occasionally passed through small towns. After several hours of riding in the rain I arrived in Eureka, Utah. Taking off my riding jacket in Taylor's Country Store and hanging it on a chair, it did not take long for a large puddle to form on the floor from all the water dripping off. I changed several outer layers, actually put a rain jacket on before putting my riding jacket on over it. Adding splash pants to protect my legs from getting further soaked and digging out my last pair of dry gloves I was ready to head out again into the rain, thanks to the generosity and kindness of the proprietor. At the end of the day, as I was approaching Great Basin National Park, it even started sleeting with the outside temperature, as reported by my motorcycle, being 37 degrees. It was nice to not have to set up camp that night.

I had seven straight days of camping which soon became my preference over the idea of staying in motels. It was nice to get into a large tent, my one concession to comfort versus keeping my equipment and gear to a minimum. Several evenings, because of my choice of a lighter weight sleeping bag, I was on the edge of being too cold, but extra clothing layers, a bivy sack, and wool hat made it bearable. Camping added little to my time at the end of the day but added about an hour to my departure preparations in the morning. My usual practice was to get several hours of riding in once I broke camp and then have a late breakfast or lunch. I would need to take a break in the afternoon both for fuel and to get off the bike and then head to wherever I was planning to spend the night. Most nights I would eat in a local restaurant after setting up my camp in KOA or State or National Park campgrounds.



There is a joy, an excitement, even a curiosity that that these trips provide me for much of the time. It is hard to explain what to many may seem a rather boring experience if I am just traveling a straight-line road extending 20 to 30 miles into the distance with not much more than desert to surround me and distance hills and mountains framing the landscape. There are so many unknowns each day, where I will eat and stop for gas, the people I may meet

who offer suggestions that change my plans or the route I am taking, inquisitive travelers or even fellow motorcyclists who want to know about my travels, or where I will spend the night. In the early days of the trip, I am trying to be prepared with options and alternatives but as the days go on, I just trust that I will have options when a decision must be made.

This is just a brief insight into my overall experiences but it may give you some idea of what drew me to undertake the trip and which has me already thinking about what my next adventure should be. It was a great success and I am happy I had the opportunity to undertake this trip and I am also very happy to be home after all those miles.



Left: Snake River Canyon.

Below: Missouri Headwaters State Park in Three Forks, MT.

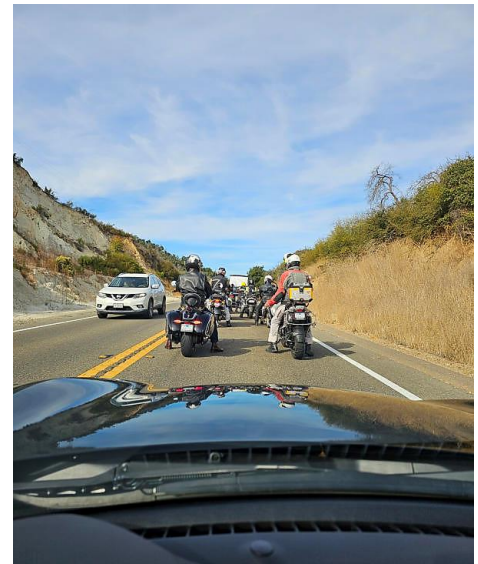


Ride to Jalama Beach

Bob Phinney organized and led a ride to Jalama Beach on November 10. Meeting at the La Cumbre Chevron station were 10: Bob, John Branagan, Chuck Beattie, Ron Foil, Eric Kocher, Enzo Puliti, John Alexander, and Stefan Kaemmer. Wayne and Diane rode sweep in the fun car (Miata).

We headed up Highway 154 and Armour Ranch Road, stopping in Los Olivos to pick up 3 more riders: Phil Wilson, Don Stinchfield, and Tony. We proceeded to Foxen Canyon Road into Sisquoc, then Palmer Road into Los Alamos. We rode west to Harris Grade, then south along the east edge of Lompoc to Highway 1 and onto Jalama Rd. We met up with 2 others at Jalama: Oscar Zavala and Tony Arnold.

It was a beautiful day at Jalama Beach. We enjoyed lunches of Jalama burgers, clam chowder, and Jalama dogs, good conversation and meeting some new riders. After lunch, we all headed home our separate ways.



*Top left: Meeting at the Chevron station.
Top right: Construction and traffic on
Highway 154.
Left: Clouds at Jalama Beach.
Photos by Wayne.*