



# 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 October meeting had about 20 attendees, with 3 new members/visitors Dana, Kyle and Robert.

**John A.** organized a ride to Jalama Beach for Jalama burgers and more. Pictures on Page 4.

**Cody** has plans for a campout the weekend of November 16-17. It is tentatively at Lockwood Valley. Cody will email all members with more information.

The Club fall ride and BBQ was a big success! There were about 10 riders and about 24 at the BBQ. See the write-up and pictures by Chuck on Pages 5-6.

**Chuck** asked members for ideas on Club events for next year. We have the summer picnic and winter holiday party, but we are also trying to have spring and fall events. Email Chuck if you have suggestions for events and rides: [chuckles44@yahoo.com](mailto:chuckles44@yahoo.com)

And.... Happy Birthday to Hank! His birthday was October 25.

**HAPPY BIRTHDAY!**

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## Christmas Holiday Party

Our annual Christmas Holiday party will be Saturday, December 14, from 1 to 5 p.m. It will be at Wayne and Diane's house, 180 Nogal Drive, Santa Barbara. The Club will provide a ham, plates, cutlery and non-alcoholic drinks. Members are asked to bring potluck dishes to share and beverages of their choice. We will also have the fun gift exchange. More info next month!

## Technical Topic: Riding Longevity

Much of riding longevity just comes down to “not doing stupid stuff.” But as we all get older, there are other aspects to consider. Steve asked members for their input on this topic.

Wayne gave up the motorcycle a few years ago and said that he felt he was not keeping up mentally; instead of thinking several turns ahead, he was just thinking of the immediate turn. He feels that it’s better to give up riding a year early instead of a day late.

Tanja has an airbag vest and feels safer riding with it, but Steve mentioned that just because you have an airbag vest, better equipment or a better bike, you have to be careful to avoid risk homeostasis.

As we get older, mental focusing gets harder, and longer rides get more difficult. Then you end up riding even less, which means that your skills get used even less. There is also post-meal fatigue, something most of us are familiar with: a large lunch, and the afternoon sun is warm, and the road is straight.....ZZZZ.

Oscar felt that riding with a group is more challenging because you need to be more attentive, and there are more issues to manage. Having comms makes a big difference.

John A. mentioned that it's also important that your bike fits you correctly; handlebars,

## SB BMW Riders Calendar

- ❖ Monday, November 18: Monthly meeting at Creekside Restaurant & Bar, 4444 Hollister Ave., Santa Barbara. Meeting starts at 6:00 p.m. Get there at 5:30 if you want to order dinner.
- ❖ Saturday, December 14: Annual Christmas Holiday party. See details on Page 1.
- ❖ Monday, January 20, 2025: Monthly meeting at Creekside Restaurant & Bar, 4444 Hollister Ave., Santa Barbara. Meeting starts at 6:00 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](mailto:djkrohn1@gmail.com)

seat, front pegs all in a place or position so that your riding is comfortable.

Riding can be a positive thing for mental sharpness, as the challenges can keep you alert, and your brain engaged. And the physical aspect and social aspects can also contribute to maintaining health.

On the other hand, accidents can not only be more severe as we age, but our recovery is slower, and injuries can be more serious. If you do have a recoverable accident, it’s possibly time to evaluate your skills, mental sharpness, and physical abilities relative to your age.

Mark Barnes writes a column in BMW ON and his November one is “Breaking Down – Or Not”—very relevant to this topic of riding longevity. If you don’t get the magazine, here is Mark’s podcast: [Breaking Down - Or Not Podcast](#) Well worth listening to!

## BMW's F450 GS Concept Bike

BMW unveiled a near-production-ready concept bike at EICMA\* that offers a glimpse at a new small GS slated to debut next year. Labeled the Concept F 450 GS, the compact bike has a design that closely mirrors the larger R1300 GS and is said to bridge a gap between the BMW G310 GS and F800/900 GS platforms.

The engine is a liquid-cooled parallel twin that makes 48 hp while providing optimal torque even at low revs. With weight savings in mind, the powerplant uses lightweight materials, such as magnesium.

The new bike is equipped with a fully adjustable USD fork and a shock absorber with load-dependent damping, drawing on technology from rally and enduro sport. The bike rolls on 19"/17" cross-spoke wheels and tips the scale at a claimed 386 lbs. Picture of the F450 GS shown at the right.

\*The Milan Motorcycle Shows, an annual trade show.



## Upcoming Events

- November 7-11: Airheads Salton Sea Rendezvous, Mecca, CA. [Salton Sea Rendezvous](#)
- December 7-8: BMW NorCal campout at Salt Point, CA. [Salt Point Campout](#)
- March 27-30, 2025: BMW NorCal Death Valley campout, Furnace Creek, Death Valley. [Death Valley Campout](#)



## SUPPORT OUR SPONSORS



## Jalamapalooza!

Photos by Chuck and Enzo

John Alexander organized a ride to Jalama Beach for lunch. It looked like a good day for a ride, with beautiful October weather.



*Above, clockwise: Lee C., Chuck, John, Dana, Enzo, Oscar and Juergen.*

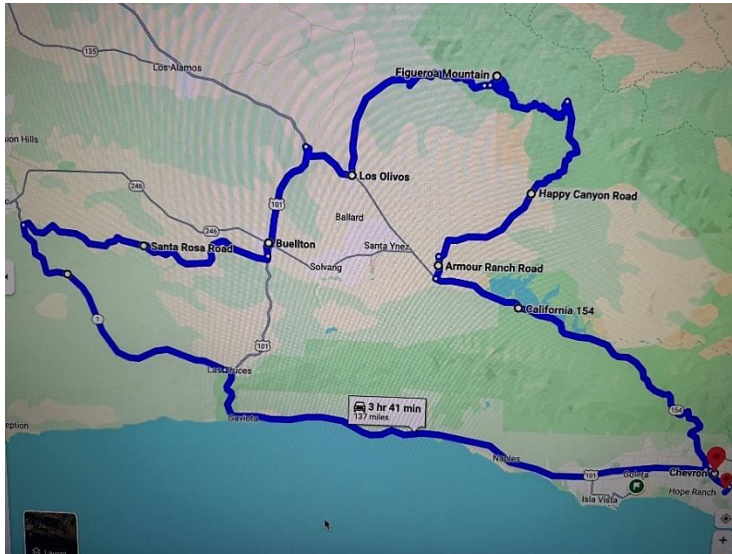
*Above right: Lee, Enzo and Oscar with out Club banner.*

*Right: The bikes at Jalama Beach.*



## Fall Club Ride and BBQ By Chuck Beattie Photo and Map by Chuck

It was a great day for a ride with a bunch of nice people on good bikes and it was a great day for a barbecue at the Kramer's in the afternoon with even more nice people!



We started out from the Chevron station on La Cumbre Road at 9 a.m. with Chuck leading a dozen riders. We headed out Highway 154 to Armour Ranch Road to Happy Canyon Road, with about a mile of dirt road with some bumps, up to Figueroa Mountain Road and down to Los Olivos.

The stream crossings on Happy Canyon Road were pretty shallow with very little moss and slippery stuff. Oscar, the sweeper, provided some good humor by crossing the second stream in slow motion which had us a little worried, but we shouldn't have been! 🤔 🛠️

The amount of fire damage that we saw was amazing. Especially visible were the animal trails and jeep trails in the back country due to the lack of trees and brush. The Lake Fire started on July 5 and was fully contained on August 5. Fire crews did a great job and cleared the road of downed trees and limbs, etc. for the most part. Winter rains will likely cause a lot of mud and debris to wash down on the roads, forcing closures.

With Eddie in the lead, we rode down Highway 101 to Buellton and took Santa Rosa Rd., over to Highway 1, then Highway 101 to Michael and Veronica's house for the barbecue.

More club members joined in for the barbecue for a total of ~24 folks. Constantine, the mad Greek barbecuer, was doing a masterful job at the grill and had pulled together some wonderful Greek dishes. The lamb chops and spiced chicken were awesome. Michael and Veronica's home and backyard are an ideal venue for our group with lots of parking for bikes in the backyard as well as great views.

See the photo (right) of Hank with his beautiful R 80 GS that he recently bought again. He sold it 15 years ago!

Massive thank-you's to Constantine, Veronica and Michael!

All in all, it was a great day!



## Traction and Trail Braking

By Jim Schmidt

**(Note: This is from an email exchange between Jim Schmidt and Chuck about trail braking and traction, topics discussed at the National Rally in Redmond.)**

I think the book (2nd Edition) *Proficient Motorcycling* by David L. Hough that we were talking about, which you either have or know about is the best motorcycle book I have seen. There is way too much info in there for a motorcycle meeting. But you can throw out the name of that book at least.

We have chatted about this before, but the concept of Trail Braking is important. A couple of good videos are below. Suppose you are heading into a mountain twisty at a leisurely pace. In that case, this technique isn't really necessary (motorcycle techniques are "pace determined"). But, if one was headed into a mountain twisty at a higher speed that requires braking THEN one should understand Trail Braking. As the name implies, Trail Braking is just **RELEASING** (or *trailing off*) the previously applied (front) brake as you lean into the corner.

So...my summary of this that is digestible:

BAD:

- Going into the corner fast

- Get on the front brake
- Mistake --> Abruptly let go of the brake (unloading the front = less traction)
- Lean into the turn (front tire now unloaded)
- Possible low-side crash

GOOD:

- Going into the corner fast (if that is your thing)
- Get on the front brake
- Release (trail off) the front brake *as you lean into the turn*
- (The brake light is actually on at the end of the turn even though the braking is slight at that point)

In addition to this, when I *add* front brake before a turn, I add just a slight bit first (to compress the shock) and then go harder with the remaining amount needed at the critical time. You are getting your tire pressed into the pavement a bit before asking a lot of it in a stop, i.e., it is loaded and ready to perform. This is related to the demo we saw in Redmond. To practice this (and strengthen my grip) I use an exercise gripper and when using my right (front brake) hand, I apply a slight pressure for about 1 second (compress the shocks) and then a harder squeeze after that (the actual rapid slow or stop). So, I walk around inside with my hands in a handlebar position, and to compress-stop, compress-stop, ...This gives me muscle memory (compress then stop) and it seems to have become automatic for me at this point.

The videos explain it much better than me:

**Trail Braking:**

<https://www.youtube.com/watch?v=HEyQdEvIxes>

<https://www.youtube.com/watch?v=HTu9cAq4Vvk>

