



# 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!

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## Member News and Rides

Our February meeting combined in-person and Zoom, with about 16 attendees total.

**John A., Bob P., Neal, Oscar, Steve and Phil** rode to Ragged Point. It looked like a great, clear day for riding –Picture on Page 5.

**Bob P., Ron Foil, John A., and Oscar** rode to Ragged Point again. But the day started cold and cloudy and got foggy and drippy at Lake Cachuma. They were joined by **Phil**. Most had heated gear which makes the chilly rides enjoyable. Former member **Tony Suhrer** joined the group. Bob mentioned that Santa Rosa Creek Road and Old Country Road were at their best with water in the creeks.

**Steve and Fran** planned to go to Death Valley for their annual spring camping trip. We expect to get a full report at our March meeting.

**Bob P.** took a solo ride on East Camino Cielo and notes on clear early mornings, on occasion, the tiny Santa Barbara Island can be seen in the channel south and east of Anacapa Island. He also took a solo ride to try out lunch at the newly opened Cuyama Buckhorn, then returning via 166/Tepusquet Canyon/Foxen Canyon/Ballard Canyon/246/101. He reports the canyons were clear, green and magnificent.

Six riders, including **Bob P., John A., Oscar, Tony, Phil** and **Thomas G.**, rode to Carrizo Plain on March 3, despite the threat of rain. Pictures on Page 5.

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## SB BMW Riders Election

Nominations for the Club were presented at the February meeting. They are:

- President: Steve Miller
- Vice-President: Michael Kramer
- Secretary: Diane Krohn
- Treasurer: Chuck Beattie
- Members at Large: Eddie Vertucci, John Alexander, Marten Walkker

Elections will be held at the March meeting.

## February Technical Topic: The Tools You Carry

As indicated at previous meetings, most of our members prefer to ride alone. So, based on that, Steve asked everyone, "What tools do you take along when you ride by yourself?"

Steve showed and explained all of the items that he routinely carries. Others chimed in with additional items that they have found useful. Bob P. carries oil. Cody mentioned that some riders carry a tarp, to provide shade in hot areas, either when you're stopped for a break or stopped for roadside repairs on the bike. A tow strap was also mentioned.

Dave M. mentioned carrying a winch strap, to help with lifting up a "resting" bike. A similar product is a Dirt Napper recovery jack. [Dirt Napper](#)

Airhead riders need to carry a patch kit and tire irons.

After the meeting, Steve compiled a reference list of what tools and equipment he is currently carrying.

### Steve's Compiled List

Listed in order of likely need:

1. Tubeless tire repair: sticky rope plug kit with fresh rubber glue, pliers, knife, tire sealant, air compressor, pressure gauge.
2. Battery jump start: M/C jumper cables or lithium jump battery.

## SB BMW Riders Calendar

❖ Monday, March 15: Club meeting. Depending on Covid-19 conditions, our meeting may be via Zoom and/or in-person. Look for upcoming email with the meeting information from Michael.

❖ Any other activities or rides scheduled, let me know! [djkrohn@cox.net](mailto:djkrohn@cox.net)

3. Multimeter: measures voltage, continuity (resistance) and current.
4. Wrenches specific to motorcycle: end wrenches, hex keys, Torx keys.
5. Miscellaneous tools: vise grips, adjustable wrench, needle nose pliers, wire cutters, screwdrivers.
6. Other: Duct tape, baling wire, JB Weld, insulated electrical wire, zip ties, 3' heavy duty zip ties (Edison ties), rubber gloves, shop rag, owner's manual.
7. BMWMOA Anonymous Book or App.

Notes:

Carry parts you may need based on bike vintage. I used to carry spark plugs, fuel line, points and condenser, tubes, tire spoons, patch kits, plug wires, coils, diode board, bulbs, etc. For my /series bikes. I have carried spark plugs for the oilheads but never needed them. The R1250 has no tools to remove spark plugs, so I may stop carrying plugs. If something fails on that bike, I'm stuck using the tow service or anonymous app.

## Highway 1 Update

Caltrans has announced that major emergency repairs of Highway 1 on the Big Sur Coast at Rat Creek began on March 1 and that it estimates it will reopen the roadway early this summer. Debris flow from the Dolan Fire burn scar washed out a 150-foot section of roadway January 28, causing a full closure.

After assessing the damage, removing debris and making minor repairs, Caltrans will reconnect the roadway at Rat Creek with an enhanced fill option. Caltrans will fill the canyon with dirt in a large V-shape and construct a new road on top of the fill.

The enhanced fill option also involves replacing the main drainage system at Rat Creek with an oversized main culvert, a secondary culvert and smaller overflow culverts closer to the highway grade. This will increase the capacity of the drainage system, add redundancies designed to withstand future debris flows and enhance the resiliency and sustainability of the highway against rising sea level and coastal erosion.

Approximately five miles of Highway 1 will be closed to all vehicle, pedestrian and bicycle traffic during repairs. The northern turnaround is two miles north of Rat Creek at the Lime Creek Bridge at PM 32.1, and the southern closure is at Big Creek Vista Point at PM 27.3.

Caltrans estimates the repairs will cost \$11.5 million, including \$5 million in ongoing emergency repairs north of Rat Creek.

Pictures on Page 4.

## Upcoming Events

- March 25-28: ADV Rider Death Valley Noobs Rally, Panamint Springs Resort. [Death Valley Noobs Rally](#)
- April 16-18: La Jolla Concours d'Elegance at the Cove. La Jolla, CA. Vintage automobiles and motorcycles. [La Jolla Concours d'Elegance at the Cove](#)
- May 14-16: BMW MOA Getaway at Los Osos, CA. [MOA Getaway Los Osos](#)
- May 27-31: 2021 49er Rally, Mariposa, CA. This event is totally conditional on the COVID-19 situation, but check the website for updates. [2021 49er Rally](#)
- June 4-6: 10<sup>th</sup> Annual Giant Loop Ride, Crane Springs, OR. An adventure motorcycle weekend in eastern Oregon. [10th Annual Giant Loop Ride](#)

## VISIT OUR SPONSOR



627 N. Salsipuedes, near Ortega Park  
805-966-6508  
Now closed on Sunday and Monday  
Open Tuesday- Friday, 8 a.m. to 6p.m.  
Saturday 8 a.m. to 4 p.m.

## Cuyama Buckhorn News

The Cuyama Buckhorn has re-opened the restaurant and the hotel. They also have new Tesla chargers available, just in case you've decided to swap the Beemer for a Tesla. The restaurant is open daily from 11 a.m. to 3 p.m., and additionally 3 p.m. to 8 p.m. Friday-Saturday. The restaurant makes a nice lunch stop for travel on Highway 33/166 and surrounding areas. The hotel has 21 guest rooms and free Wi-Fi and Bluetooth radios. [Cuyama Buckhorn](#)

## Highway 1 Photos Photos by Caltrans



Photo on the left shows the damage at Rat Creek.

The photo on the right shows the work that has begun to repair the road.



## Pictures!

### Photos from Two Rides

*Right: Ride to Ragged Point.  
Photo by John Alexander.*



*Left and below: Ride to Carrizo Plain.  
Photos by John Alexander.*



## Best Motorcycle Riding Tips

### Topic suggested by Steve

**Steve:** My best tip is to cover the front brake lever with fingers at all times. This will save at least half a second in emergency braking which could make the difference between a close call or a crash. Newer bikes can use one or two fingers while older airheads need maybe 3.

**Keith C:** My tip is based on a recent mini-trip that serves as a painful reminder - and a good cautionary tale. It was about three weeks ago, and I had just gotten my new Dunlop TrailMax Mission tires and took a ride up Gibraltar and E. Camino Cielo to burn off the chicken bumps (vent spews) on a route I do almost every Sunday that only takes me about an hour. I ended up continuing on to W. Camino, and when I got to the dirt road thought, "I'll just go a little way in and turn around, just for fun to see how the tires feel on dirt and rock." Well, you can see where this is going.

I was about a mile in when I came over a rise and due to the angle of the sun, couldn't see a deep rut running lengthwise in the middle of the road until I was practically in it. I tried braking, but went down highside. The bike hit the ground and, at 500+ pounds, stopped - but my body kept going. Unfortunately, my left leg was slightly under the bike. I hit the kill switch once we stopped and scrambled out from under the bike. My left hip joint hurt but I didn't think it was too bad. I was able to get the bike up, rocked it out of the rut, and got it over to firm ground. It was then that I realized how thirsty I was and that I didn't have water.

My left front turn signal light/housing was smashed and hanging off, disconnected from the wiring. Some other stuff was busted or twisted, but nothing serious. After regaining my senses, I tried starting the bike. Nothing. My sense was that the busted signal and disconnected wiring was keeping the bike from starting. Since I had no tools with me (going off road was not my initial plan), I tried reconnecting the signal light with my hands, with no avail. Thankfully, about 20 minutes later a family drove by in their truck and I was able to borrow a screwdriver to at least pull off the signal housing, reattach the wiring, and put it back on. I hit the start button. Nothing. After sitting for a moment at a loss, I looked at the start button - and most of you figured this out already - the kill switch was still on. I pulled it back to start, hit the button, and it fired up. I felt like a total noob - which in that situation I pretty much was. Both the family and I were relieved, and we both moved on with our lives.

I limped back home and learned the hard way to remember what I already knew was important but I got complacent (and thus my tips):

1. **Always bring the tool roll.** You never know when you'll need it - for you or for someone else you come across.
2. **Always bring water.** Even a short, well-known ride can unexpectedly turn into a few hours.

3. **Have a checklist.** Had I run down a simple checklist of what to do after going down, I would have saved myself a lot of stress and time.
4. **If you're going off road, bring a friend (or many).** Solo rides are great, but going off road has unique challenges that makes buddy riding really important. Like if you get hurt (or being reminded your kill switch is still on...).

On tip #4, I'm just about ready to ride W. Camino Cielo from Refugio to the 154. So whoever is up for joining, let's find a Sunday in the coming weeks that works. And I promise I'll bring my tool roll and water.

**Bob P.:** After falling many, many times on Divide Peak Road or in the back country when it was open, I learned to lay off the front brake and rely on the back one.

**John "I've crashed a few" W.:** Have you ever berated yourself, in your mind, while riding your motorcycle? "I took that corner a bit wide. That was a horrible arc; too many course corrections. I'm riding over my head," etc. Past ones.

My last one: "John, you're traveling 70 miles per hour (on the freeway); just what are you doing?!!!" I'm a lump on bike a bazillion miles away.....oblivious to potential danger.

It's difficult to maintain your awareness, concentration while droning along the freeway for miles and miles. Ya just gotta take the freeway at times. What do you do to be in the moment while in this situation? This Passive Riding is dangerous, how about Active Riding?

Active Riding encompasses not only your mind but also your body. Remember thinking after coming back from a ride how much you enjoyed it? Why did this ride affect you this way? **You were actively engaged in the process.** An example would be riding in the twisties, all this from **The Scan**: I set up for the corners. My braking, steering and body inputs accomplished smoothly. Concurrently I use my body to steer by taking a bit of weight off the seat, positioning a bit to the inside while pushing the bar, and weighing the peg.

When I'm in the game, the play is much better; be an Active Rider.

**Albert:** Funny timing on this email. I yelled at myself just the other day while riding for taking a turn way wide because I was paying too much damn attention to a new camera I had mounted to the bike and not the road. You're absolutely right. The second you take your head out of the game you get bit. That said, the camera footage came out great haha. Ride safe everyone.

**David H.:** Here is one when the ride is over, and the tow truck is the only answer. Soft ties, to avoid chains and metal hooks.  
¿Don't ask?