



SANTA BARBARA BMW RIDERS NEWSLETTER

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

BMW MOA CLUB #165

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Member News and Rides

Thanks to **Michael** and **Veronica**, we were able to have our October meeting in person, outdoors at Michael's and Veronica's house. The backyard was spacious enough for bike parking and for social distancing! Plus, we had some nice views over the Hidden Valley area.

Tanja is still having problems with her bike. She dropped her bike and broke the brake lever. She bought an after-market brake lever, but had problems with that, so she needs to buy a BMW brake lever.

John W. and **Harvey** rode on a Highway 150 loop, meeting in Santa Paula, over to Ojai and then on to Carpinteria, ending at 150/101, then continuing to Ventura. John A. planned to join them but got there a bit late, so he went to Ojai and up to the trail head at Matilija Hot Springs.

Dagi recounted her travails on her bike. It had been flooding, so, with her husband's help and some German guy they were listening to, they re-built the carburetor. The bike then ran beautifully. This was in the spring. The bike sat for a few months, but now when it starts, it doesn't seem to get enough gas – though it idles fine. Dagi wondered if there was something in the fuel line. Several members had suggestions for what to look for or to try. Maybe we will get an updated report in November – with good news?

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Chuck, Bob P. and **Neal Daneman** took a ride that included Highway 166 and Tepusquet Road. Neal rode his brand new XR1000.

Steve and **Fran** will be riding to Carrizo Plain on November 14 for one night of camping. For anyone wanting to join, bring your own food and water and let Steve know you will be there. Steve reports that the road conditions are good, and that it should be excellent conditions for star-gazing. Contact Steve if you need more info or plan to attend: w6qiw.sm@gmail.com

*SB BMW Riders Club:
Speaking truth to power: 136 hp, that is!*

October Technical Topic: Group Riding

Group riding was on Steve's mind because he had been on a ride a few weeks earlier, and the group included a mix of regular Club members and others who had joined for the ride. Different groups seem to have their distinct group riding styles, and so our discussion focused on what members of the Club thought were good and safe practices for group riding.

We are probably familiar with the sport-bike rider packs, in which the slower riders are trying to keep up with the leaders and ride beyond their ability; frequently ending up in the wrong lane on curvy roads. One of the cardinal rules for group riding is "Ride your own ride."

Dagi suggested that groups should remain small, 5-6 per group; and if the total number of riders is more than that, then they should break up into multiple small groups to maintain no more than about 6 per group.

John A. talked about the "slinky" technique: if you see the rider behind you, then you can proceed; if not, you wait until you can see the rider. The route should be pre-planned so everyone knows the route and expected turns and intersections. And wait for the rider behind you to be visible before you make a turn at an intersection.

Most members agreed that they want to ride alone. This gives them more flexibility on routes and planning. See an interesting new road? You can just head out on that if you are

SB BMW Riders Calendar

- ❖ Monday, November 16th: Club meeting at Michael's and Veronica's house, 2634 Hacienda Way, Santa Barbara. Meet at 6 p.m. Bring dinner and/or a beverage if you wish. Parking is available for motorcycles in the back yard. Parking for cars is limited; you will need to get a parking pass from Michael if you drive. We will be meeting outdoors, so dress accordingly. Heaters will be available.
- ❖ Any other activities or rides scheduled, let me know! djkrohn@cox.net

traveling by yourself. On the other hand, riding with a group might introduce you to new roads or different routes.

What happens if someone joining the ride is new to group rides, or doesn't seem to understand "ride your own ride"? The consensus seemed to be that the leader should slow down. In addition, it's preferable to be clear about the route, riding positions and group riding etiquette at the beginning of the ride.

Final wise words from *RiderMagazine.com*: "Ultimately, we are all responsible for ourselves and only ourselves. Even though you're in a group of other riders, you alone are in control of your bike and are therefore on a solo ride. If the group is doing stuff that makes you uncomfortable, don't do it. Ride your own pace, don't run the red light even though the two riders ahead of you did, and if you need to take a break, signal to your group and pull over. And don't attempt an unsafe pass — your group won't leave you behind."

Adaptive Cruise Control on Ducati's Multistrada V4

Ducati has announced that their Multistrada V4 will be the first production motorcycle to be offered with both front- and rear-facing radar. The system uses radar sensors mounted on the front and rear of the bike, mounted just beneath the head and taillights.

The front radar unit allows the use of Adaptive Cruise Control (ACC), which automatically controls braking and accelerating while using cruise control between 20-100 mph. The electronic aid keeps the bike safely distanced from the automobiles ahead.

The rear radar acts as a detector for closer vehicles within a rider's blind spot. The Blind Spot Detection (BSD) system also signals about vehicles approaching from behind at high speed. This is a huge deal, because motorcycle mirrors often can't offer truly excellent rear visibility thanks to their size and limited placement options.

Compared to systems used in cars, Ducati says these units are smaller (70 x 60 x 28 mm, similar to a modern action camera), and they weigh less than two sticks of butter (0.41 pounds).

[Ducati front and rear radar technology](#)

Upcoming Events

- November 21-22: The Las Vegas 300: This loop starts and ends in Pahrump, NV. It is suitable for larger dual-sport or dirt bikes. [Las Vegas 300](#)

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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.



Somewhere between Victorville and Barstow. Photo by Eddie.

Pictures! Rides around the tri-counties and our in-person October meeting



*Left: At Matilija Hot Springs trailhead. Picture by John A.
Below: Neal with his new XR1000. Picture by Chuck.*



*Left: Bob P. and Neal at Hwy 166 and Tepusquet Rd.
Picture by Chuck.*



*Right and below: At Michael's and Veronica's
for our October meeting. Pictures by Chuck.*



Items for Sale



Tourmaster gloves, size small, leather, tan colored. Moderate wear. Ventilated for hot weather. \$10

Motoport jeans: These are 14 years old but worn only a few times. Much more protective than the typical motorcycle jeans that have only small patches of Kevlar. Asking \$100. I am 5' 11" and 160 pounds and they are fairly big on me.

Five times stronger than leather! Tri-Armor that covers knee/shin and full wrap around thighs providing more coverage than any other motorcycle pant. Tri-Armor molds to your individual shape in 40 minutes or less.

Breathes better than jeans in hot weather, yet works better in cold weather. Water resistant, and the material dries in minutes after the rain stops. Made in the USA by Motoport.

Machine Washable. Will never stretch out or shrink. Four way stretch materials Made with Dupont™ Kevlar® Fiber/Dynatec/Lycra blend that makes these pants more comfortable than Jeans. Hydrophilic Nylon Mesh lined for comfort and ease in dressing/undressing



Contact Wayne if interested in these items: waynebee@cox.net