



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

In January we had another Zoom meeting, with about 12 members attending.

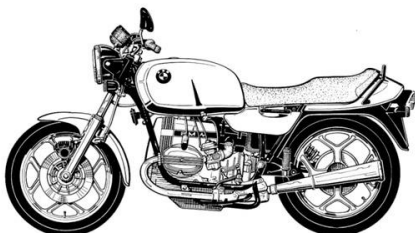
New member **Jeff** has restored his dad's R60/5 and has just started riding it. He had some questions about tires on the bike – they are about 50 years old; and he also wanted to know about service. Members suggested Dave at Sport Cycle Pacific or Dan at Precision Motorcycle Service (6150 Francis Botello Road, Goleta).

Deb traveled up to the San Francisco Bay area in October. On her way back, she traveled on Highway 1 and camped at New Brighton State Beach. She saw about 50 California quail at her campsite! Although the coast was very foggy, she really enjoyed the ride along Highway 1. Which, by the way, is now closed. See Page 3 for Highway 1 news.

[Camping at New Brighton Beach](#)

Ted J., a returning member, used to own an R1200 RT but now owns a C650 GT scooter.

Michael reviewed the updated Club by laws. They are also on the Club website.



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SB BMW Riders Election

The Club elections are coming up, with nominations for Officers and Members at Large to be presented in February, and to be voted on at our March meeting. The positions are:

- President
- Vice-President
- Secretary
- Treasurer
- Members at Large (at least 3 positions are available)

The newly-updated by laws have descriptions of the duties of each position. Contact Steve if you are interested in any of these positions.

Swedish Riders: ABS Brakes on Motorcycles are Superior on Gravel

Re-printed from FEMA Motorcycling Member News, January 21, 2021

There is no better place to test the performance of motorcycles with ABS on gravel roads than Sweden. One fifth of the Swedish road network are gravel roads, that is 20,200 kilometres.

It has become popular to ride on these roads with 'normal' bikes, as well as riding them with motorcycles designed for these roads. Thus, it is important for SMC to test safety systems on gravel.

[Swedish Motorcyclists' Association SMC](#) (member of FEMA) and its member magazine MC-Folket did a brake test with adventure bikes on gravel in the autumn 2020. The test showed that ABS (anti-lock braking system) always led to more controlled braking, regardless of whether the rider had experience riding a motorcycle on gravel or was a beginner. ABS brakes also led to shorter braking distances.

ABS brakes are still superior and enable a rider to make a controlled stop, regardless of previous experience. ABS brakes also provide shorter braking distances. No-one can brake better without ABS in a panic situation, regardless of previous experience.

The tests do show large differences between the rider's previous experience. The braking distance is almost twice as long for the beginner compared to the gravel enthusiast. The reason for this is that you don't dare to brake due to fear of locking the wheels. This means that

SB BMW Riders Calendar

- ❖ Monday, February 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

when the experienced rider has stopped the motorcycle from 50 km/h, the unexperienced person is still riding at 34 km/h, with the risk of colliding with the obstacle he wants to avoid.

The test showed small differences in braking distance when choosing the different modes (Street ABS or Off-road-ABS) and different types of tires. The braking distance was only a few meters longer, but the stability of the motorcycle was affected.

SMC and MC-Folket did the first brake test on gravel in 2011 when many thought that ABS brakes didn't work on gravel. The test showed the opposite, the ABS brakes gave both shorter braking distances and more stable motorcycles. Since then, motorcycles and their safety systems have been developed at the same time as adventure bikes that are ridden on both asphalt and gravel have become very popular. In the test 2020, the performance was measured and compared based on the choice of tires, vehicle setting (gravel or asphalt), with or without ABS and based on the driver's previous experience. Braking and evasive manoeuvres were performed at 50 km/h.

Link: [fema motorcycling](#)

Highway 1 News

We all know that a section of Highway 1 is closed due to the January 2021 storms. This section is at the Rat Creek slide area, MM 30.2, 2 miles south of the Esalen Institute and north of Willow Creek Road.

Since the storm, the work crews have made steady progress on the road to clear plugged culverts, remove standing water and debris and clear rockfall.

As of February 5, the northern end of the Highway 1 closure on the Big Sur coast will move south from Post Mile (PM) 34.1 to PM 32.6 just south of the Esalen Institute. This will permit full access to the last businesses on the coast before reaching Rat Creek.

Crews will continue to work to fortify a turnaround point at Lime Creek at PM 32.1 which is expected to be in operation by early next week. Located one mile above Rat Creek, the Lime Creek turnaround is planned to be the landmark limit for public travel south on Highway 1 while repairs are being made at Rat Creek.

The southern closure on Highway 1 will be moved north by February 8, from its current location at Willow Creek Rd. at PM 11.1 to PM 16.0, just north of Pacific Valley. In approximately two weeks this southern closure is expected to move north up the coast again to the Big Creek Vista Point at PM 27.3 where a turnaround is being constructed.

Crews are working at the site seven days a week. There is no current estimate of a timeline when the site assessment will be completed.

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: 10th Annual Giant Loop Ride, Crane Springs, OR. An adventure motorcycle weekend in eastern Oregon. [10th Annual Giant Loop Ride](#)

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2020 R1250GS HP- 100 Hour Update

By Steve Miller

Now that I've had 100 hours of saddle time on the bike, I have several observations. First, the seat is no better than previous generations. Riding duration is limited due to the discomfort. I tried all manner of adjusting the position of the seat without good results. The only BMW's I have ridden with decent seats were pre-GS airheads. Could be I was more tolerant back then. No wonder there is such a strong market for GS seat replacement.

What has been a significant improvement from past generations is the windscreen. It spills air nicely to reduce noise and turbulence. Even for the passenger. There are winglets and ducts on the fairing that are probably helping with this improvement.

The 3 levels of pushbutton damping and automatic preload setting based on loading is wonderful. Finally, a BMW that doesn't need aftermarket suspension upgrades. This is due partly to the Sport Suspension option for the HP model. This replaces the GS shocks with GSA shocks. The lowest setting however, is probably too stiff for riders less than 180 lbs. For a 200 to 400lb payload range it is perfect.



The clutch and brake lever pull, throttle and steering are all much lighter than the R1150GS. This results in better control, less fatigue and one of the best things I like about this generation.

One of the design drivers for the shift cam arrangement was the demand for higher fuel mileage/less emissions in Europe. It works well, as I am achieving 50 mpg with more horsepower and torque than earlier boxers. Since there is roughly a 10% increase in mileage, BMW saw fit to reduce tank capacity by 10% so the range of a full tank is about the same as previous GS's.

At low rpm under constant load, there is a rattle that sounds like a heavy ceramic coffee cup and saucer under vibration. I was assured this is normal and not to worry. It is within a narrow rpm range.

There is a front brake caliper recall of the Hayes calipers. Apparently, small leakage has occurred with some calipers but I have not experienced this. Hayes makes mountain bike calipers and was chosen by BMW because they would cast the BMW logo into the caliper and Brembo would not. The recall is replacing the Hayes units with Brembos. Interestingly, the rear caliper is a Brembo unit.

Fran and I are looking forward to extended trips on the bike as it will be excellent for that purpose. Hopefully, there will be a National this year!

Is Motorcycling Good for You?

Science Says...Yes!

By C. Mark Wessinger #200680

(Photos--to add visual content-- by Wayne Beckman)

(Note: This article appeared in BMW Owners News, January 2021. Re-printed by permission of the author and BMW ON).

I know why I ride a motorcycle and I'm sure you know why you ride, too. We may not ride for the same reasons, but we all choose to ride because we can.

We know riding can be dangerous. When riding a motorcycle, we are straddling a seat, out in the open, exposed to the elements, precariously perched on a frame that is holding an engine, and powering two wheels as we motor on down the road. Sitting in the open without the external protection of a vehicle frame that is holding an engine, and powering two wheels as motor on down the road. Sitting in the open without the external protection of a vehicle frame, motorcyclists are termed "vulnerable road users." Framed vehicles are often called "cages" by motorcyclists. As vulnerable road users, motorcyclists are much more likely to die in a motor vehicle accident than drivers of cages. Research shows experience riding and continued training can help mitigate some of these vulnerabilities. So can choice of protective gear, such as helmets and body armor. Not all hazards and their associated risks can be mitigated by the rider. Knowing all this, motorcyclists still choose to ride.

As a motorcyclist, I am sure someone has said to you something along the lines of "Why do you ride a motorcycle? It seems so dangerous." Family and friends often express concern for my safety, but know I am going to ride anyway. Even if loved ones don't understand why I ride, most know riding makes me less stressed and happier, so they accept it and try to help me stay safe. I still have the leather motorcycle jacket my mother gave me over 30 years ago when I started riding for transportation in college. Better yet, science backs them up for backing me up.

Recent research published in the *International Journal of Motorcycle Studies* explains why, despite the inherent dangers, people still choose to ride. Using semi-structured interviews, empirical data were collected from ten experienced motorcyclists, ranging in age from their mid-30s to mid-70s, averaging 10.8 years riding experience. Overwhelmingly, participants said they ride for leisure. It allows them to relax while they escape from life's worries and

troubles for a bit. The participants also shared their keen awareness of many potential motorcycling dangers. Some shared harrowing experiences as well as survival strategies, such as increased situational awareness and keeping their head on a swivel. Some also shared how past experiences influence when and where they choose to ride now. They ride to be happy, not stressed, and if at all possible, avoid known dangers like busy highways and crowded city streets.

The benefits of motorcycling extend beyond reducing stress and increasing relaxation—motorcycling also counts as aerobic exercise, so much so that off-road motorcyclists are in better shape than the general public. On average, off-road motorcyclists have higher aerobic capacity, lower incidences of metabolic disease, balanced body composition and overall better fitness than non-motorcyclists. This



research also shows off-road motorcyclists are more fit and in better moods than recreational all-terrain vehicle riders, suggesting vehicle type influences the potential gains associated with off-road recreational vehicle riding.

Research also shows off-road motorcycle training improves the overall health of motorcyclists. Recreational vehicle riders were put through off-road motorcycle training or all-terrain vehicle training, for either two or four days a week, for six weeks. All riders—off-road motorcyclists and all-terrain vehicle riders included—showed improvements in blood pressure, blood glucose level, body fat levels and muscle mass compared to the non-riding control group. The health benefits of motorcycling were similar to health gains generally associated with other low impact, aerobic activities such as increased endurance, improved cardiovascular health, fat loss and reduced joint pain; notable benefits for the mind are improved attention, heightened awareness and increased cognitive processing speed. Aerobic exercise has been shown to reduce depression and other symptoms related to Post Traumatic Stress Disorder. Survey data collected from a group of motorcyclists diagnosed with breast cancer showed participating in a 1,000-mile group ride provided camaraderie and peer support, in turn helping reduce cancer-related worries.

Neuroscience research also shows motorcycling is good for the body, as well as the mind. A study funded by Harley-Davidson Motorcycles and conducted at UCLA's Semel Institute for

Neuro-science and Human Behavior demonstrates both physical and mental gains associated with motorcycling. Mental gains demonstrated in the study include increased focus and improved alertness; health benefits include lower stress levels and reduced anxiety. The study involved more than 50 experienced motorcyclists. The motorcyclists wore a mobile electroencephalogram (EEG) cap, which looks more like a shower cap with wires attached than a serious research device. Researchers measured brain and heart activity before, during, and after participants motorcycled; before, during and after,



participants drove a car; and before, during and after participants rested for 20 minutes. The 20 minutes of riding or driving was on a prescribed route in order to control for traffic and other environmental variables. Blood samples were collected before and after motorcycling, driving or resting and tested for cortisol levels, a marker of stress, in order to physiologically monitor stress. Cognitive testing was performed before and after motorcycling, driving or resting as well (though, thankfully, not during).

Results showed motorcycling for 20 minutes increased heart rate and adrenaline levels similar to increases obtained with aerobic exercise. An increase in sensory focus was also demonstrated by mismatch negativity (MMN) values collected using auditory event-related potentials (ERPs) after motorcycling. Participants were more focused, and their brains were more responsive after motorcycling than before motorcycling. Participants were not more focused, nor were their brains more responsive after driving. The increased focus obtained from motorcycling was similar to differences often observed in experienced meditators when compared to inexperienced meditators.

Improved alertness after motorcycling was also shown by an increase in alpha brain waves. This improved alertness is similar to what might be observed after drinking a cup of coffee. It is noteworthy that this short, 20-minute motorcycle ride also reduced blood cortisol levels by more than 25 percent compared to pre-ride levels, demonstrating motorcycling reduces stress.

Participants also completed pre- and post-ride self-assessment questionnaires indicating their subjective stress and anxiety levels were reduced much more than 25 percent. Overall,

participants reported they were happier and felt refreshed after motorcycling for 20 minutes. As we all know, a 20-minute ride for pleasure sure beats not riding at all.

We also know most of our rides are longer than 20 minutes, and despite almost always being pleasurable, motorcycling is also often purposeful, such as daily commuting. It is sad but true that riding cannot always be solely for pleasure. Don't worry though: Research demonstrates daily commuting to work on a motorcycle makes you smarter. An author of various digital brain games and a motorcycling advocate, Dr. Ryuta Kawashima, collected data exploring the benefits of daily motorcycle commuting. Twenty-two participants with an average age of 45 years, some of whom had not ridden in 10 years, participated in this daily riding study that demonstrated improved cognitive function in riders who commuted daily by motorcycle for two months. In a related study, Dr. Kawashima recorded brain function in twenty participants while they practiced motorcycling on eight challenging road courses. The brain activity before and after the two months of commuting and during the challenging road course riding demonstrated increased activation in the parietal and frontal lobes of the right hemisphere as training and experience increased. These parietal and frontal brain regions are involved in making quick decisions about objects in space—cognitive functions used when rapidly detecting and avoiding road hazards—skills essential to safe motorcycling. Dr. Kawashima asserts mental and physical exercises associated with complications of motorcycling are similar to mental and physical exercises associated with playing brain training games on a daily basis. Such daily brain training has been shown to help delay the onset and progression of dementia.

The bottom line is motorcycling can be good for you on many levels, so you need to take time to ride—even if only for 20 minutes. When you have more time, ride longer. Commute to work by motorcycle if you can. Better yet, take a refresher training course (or your first training course if you have never had one) because doing so will be good for your body and your mind. The next time someone says, “Why do you ride a motorcycle? It seems so dangerous,” instead of tiredly responding, “If you have to ask, you wouldn't understand,” you can say, “Because it is good for me—and this article proves it.” Then hand them this article and invite them to give motorcycling a try!

Keep calm, stay safe and ride on!

The author, C. Mark Wessinger, has a fun and interesting website:

<https://dogonmotorcycle.com/>

Check it out!

Bike Lane Barriers on Maricopa Highway

There was a brief discussion at our January meeting about the bicycle lane barriers along the Maricopa Highway, Ojai. Wayne and I took a little ride to Ojai to see what these were. This photographed section is just west of the intersection of Maricopa Highway and W. Ojai Avenue, and just east of Nordhoff High School. It seems that these should not be dangerous for a competent motorcyclist, as they are pretty visible and are outside the traffic lane. I imagine they were installed to keep high school students who are on their phones while driving to school from killing the students who are bicycling to school.

