



# 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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February 2022

## Member News and Rides

The January meeting was cancelled because The Creekside Restaurant was unexpectedly closed, so we had no technical discussion or ride reports.

However, **Bob P.** did some rides on his own and with other members and these are his reports!

Bob rode alone to Ragged Point in early January. The male elephant seals were getting frisky. The parking lot at Piedras Blancas overlook was full on this Wednesday morning. Bob noted that the damage to Highway 1 is a 50' frontage cliff subsiding on a canyon hairpin just south of Ragged Point. The wait was just a few minutes. Santa Rosa Creek was flowing briskly.

On another ride, Bob was joined by **John A.** who showed off his new-to-him Ducati. John is a happy man, rightfully. They took the usual back roads (Foxen, Tepusquet, Highway 227) to Cambria, where they met John's friend, Dave, who displayed his new mid-engine Corvette. Lunch was at the Café on Bridge Street, then returned to Santa Barbara via Santa Rosa Creek Road/Old Creek Road. [Cafe on Bridge Street Cambria](#)

On January 26, **Bob, Tom Graner and Oscar Z.** took Highway 150 to meet up with **Harvey and Lee Husband** at the Union 76 station in Santa

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Paula. They rode the western reaches of the Santa Monica mountains, enjoying lunch at Neptune's Net. There was still evidence of the hard rain of a few weeks ago, but the roads were good and the traffic was mostly non-existent.

Pictures of the January 26 ride are on Page 6.



## Two, Four and Twelve Seconds By James Carlisle

*This article by James Carlisle appeared in the BMW ON, January 2022. Excerpted here as a possible discussion topic.*

It was a beautiful fall day, and Biker Bob was commuting in to work as traffic was moving smoothly at the speed limit. Bob was wearing all his gear and content to go with the traffic flow, but the car in front of Bob unexpectedly braked hard and swerved. Bob progressively and forcibly applied both brakes as he closed on the stopped minivan ahead in his lane. Unfortunately, it was too little, too late and Bob hit the back of the minivan.

It took Bob a couple of months to fully recover from his injuries and even longer before he got the courage to get back on a motorcycle. Bob believed and told his family that his crash was not because of speeding or tailgating and that he was doing everything right. It was, he explained, just an unfortunate and unavoidable crash. But in his heart, Bob knows he learned a valuable lesson that day.

### Two Seconds

No, Bob was not tailgating. He had two seconds of separation between himself and the vehicle ahead of him on an almost perfect day. The Two-Second following distance rule is essential because it takes the average

## SB BMW Riders Calendar

- ❖ Monday, February 21: Monthly meeting at Creekside Restaurant & Bar, 4444 Hollister Ave., Santa Barbara. Meeting starts at 6 p.m. The Creekside has a large private room and offers a variety of food and beverages.
- ❖ Monday, March 21: Monthly meeting at Creekside Restaurant & Bar, 4444 Hollister Ave., Santa Barbara. Meeting starts at 6 p.m.
- ❖ Any other activities or rides scheduled, let me know! [djkrohn@cox.net](mailto:djkrohn@cox.net)

person one second to perceive a problem and one second to react...

### Four Seconds

Bob was unaware of the stopped minivan. Before the crash, his perception was not extended out at least four seconds, which is an urgent distance because it takes the average person four to five seconds to bring a vehicle to a complete stop— one second for perception, one second to react and two seconds of actual braking...

### Twelve Seconds

What if? Perception distance is 12 seconds, giving a rider time to play the “what if” game and seek out the escape paths that will remain open. What if Bob had noticed the minivan 12 seconds earlier? What if Bob saw the unexpected behavior of other drivers near where the minivan was stopped?

Bob learned from his mistakes. Don't be like Bob and only learn from the mistakes of others...

## Wyoming Backcountry Discovery Route Released

The Backcountry Discovery Route (BDR) for Wyoming was released on February 1, 2022.

This route is one of the most remote ones of the Backcountry Discovery Routes. The route starts close to the northern end of the Colorado BDR (COBDR), right at the Colorado/Wyoming border, near the town of Baggs, WY. It ends at the Montana border.

The total route is 967 miles/1,556 km. It goes through multiple mountain ranges: Sierra Madre, Medicine Bow, Wind River, and Bighorn mountains. There is high-desert terrain, and alpine elevations reaching 11,000 feet.

As with other BDR's, the route has camping and lodging options; and includes some paved roads, graded dirt, and challenging single-track.

Be sure to watch the trailer! [Wyoming BDR](#)

## Upcoming Events

- February 17-21: Death Valley Airhead Rendezvous 30. Camping at Furnace Creek Campground. For more information and to make reservations, email John Covington: [jwcov@yahoo.com](mailto:jwcov@yahoo.com)
- March 19-24: BMW NorCal: Annual Cross Border Ride, Baja 2022. A chance to ride into Baja with a group of riders who have been there before. This is a casual ride, not a guided tour group. [Annual Cross Border Ride Baja](#)
- March 20-24: Adventure training with West38 Moto, Borrego Springs, CA. Three days of training, riding and adventure. [Adventure training Borrego Springs](#)
- March 24-27: ADV Rider Death Valley n00bs Rally. Camping at Panamint Springs Resort. [ADV Riders Death Valley n00bs Rally](#)

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## Three Magic Words

By Yuval Naveh

*(Excerpted from RoadRunner magazine, Volume 22, Number 1, February 2022. See the online article here: [Three Magic Words](#))*

GPX, or GPS Exchange Format, has become the de-facto file standard for overland navigation. Each waypoint in the file uses the WGS 84 coordinate system. In layman's terms, there are two decimal numbers—latitude, which is north/positive or south/negative of the equator, and longitude, which is east/positive or west/negative of the prime meridian, which runs through the Royal Observatory in Greenwich, England. For example, the WGS 84 coordinates for the RoadRunner offices are 36.042893 latitude, -80.386626 longitude.

These numbers are accurate and useful for scientists and navigation systems. But they are long and hard to remember and share with others. Humans are just not that good at memorizing long sequences of numbers. As a result, communicating coordinates is a slow and error-prone process. A single mistake in just one digit can completely throw off the coordinate.

Using postal addresses is also tedious, since it requires remembering street numbers, names, cities, and postal codes. To compound the problem, addresses have different formats in different countries, and they're rendered in the local language. Reading or writing a Greek address would be difficult for an English-speaking rider.

Surely, there must be a better way to share geographical information.

### **Communication for Human Beings**

Luckily, not all hope is lost. While we the people have poor digital memories, we are extremely talented at remembering the associations of words, songs, and stories. Even young children can repeat, with remarkable accuracy, every word in songs they've been taught in kindergarten or picked up at home.

In practice, most riders don't need the academia-level accuracy of inches. A few yards will do just fine for common navigational needs. On this premise, UK-based What3Words devised a new coordinate system in 2013. What3Words divided the Earth's sphere into a grid of three-by-three-meter squares. The company then used an algorithm to assign a unique and random name for each square, or location. A location's name always consists of three words. The unique name is permanent, meaning that it will never be modified and can be trusted to always be stable and available.

By convention, What3Words addresses start with three forward slashes, followed by three words, with a period between each word. Furthermore, the system generates names in 47 different common languages. This feature allows riders to use the system in their native language, which may not be English. It's important to be able to easily remember and correctly pronounce the name, otherwise this system wouldn't be any better than using WGS 84 numbers.

For example, this is the location of the White House, represented in English and Spanish:

///zooms.comb.method

///maduro.haberme.temo

These two coordinates are equivalent. This automatic translation system makes it possible for riders visiting non-English-speaking regions to receive an address in the original language and still easily find the location. Of course, it also works the other way around.

This coordinate system also benefits off-road riders. You can share a location that's far from civilization and has no postal address to rendezvous with other riders or to get help in emergency situations. Short, unambiguous, and accurate messages can reduce the time needed to meet and eliminate frustration due to missing each other.

In an innovative and surprising move, Triumph has recently incorporated What3Words' technology into the TFT dashboard, software and mobile applications of their latest motorcycle models. Riders can use Triumph's Bluetooth mobile applications to navigate a route using the three-word coordinates.

### **Other tools**

The What3Words website allows users to convert postal addresses into What3Words coordinates and to interactively find What3Words locations on a map. What3Words also offers bi-directional conversion between What3Words coordinates and GPS coordinates. The system converts up to 25 waypoints in a batch, which can be useful for trip planning.

The What3Words mobile application, for Android and iOS, can convert What3Words coordinates into GPS data and send it to navigation applications, such as Google Maps. This is a useful tool for riders. I've tested it and can navigate to locations quickly by entering the word-based coordinates. Advanced optical character recognition (OCR) image scanning using the phone's camera or voice input makes it even easier to search for locations—there's no need to type anything.

### **Caveats**

As charming and easy to use this system is, there are a few issues and concerns to be aware of. First, it is commercial and proprietary, not an open standard. The location names are fully



under What3Words' control. Using the system is restricted and not free for commercial use. There are different monthly subscription plans with limits on the number of coordinate conversions per month.

Another problem is the cultural context. The algorithm that creates the names selects random words from a predefined dictionary and should not have cultural bias. Still, the final output can be quite odd. Some of the word combinations are just funny, but other times they come off as insensitive. For example, the 9/11 Memorial in New York City has the location code ///dads.voices.living, which is arguably rather inappropriate.

### Summary

Will other motorcycle manufacturers follow Triumph's example? It's hard to predict. An open standard would encourage other motorcycle and automotive companies to adopt What3Words, given the clear value for users and the improved user experience. But license costs and the inability to fix or change some of the cultural context issues may hinder wider spread of the system.

## January 26 Ride



*Pictures from the ride around the Santa Monica mountains. Above, L to R: Harvey, Bob, Tom and Oscar. Left, L to R: Lee, Tom, Bob and Harvey.*

*Thanks to Oscar Z. for the photos.*

## SBBMW Rider Characteristics

By Steve Miller

While on a ride recently (which is where a lot of my ideas hatch), I thought it would be interesting to characterize our club from the point of view of rider preferences. So here is my back-of-the-envelope tally for the percentage of members that have (or have had) the following interests:

Day Riding- 100%

Group Day Rides- 50% have been on group rides

Prefer Solo Rides- 80%, polled at a meeting last year. Maybe the group riders didn't attend that one....

Motorcycle Trips- 50%

Motorcycle Camping Trips- 30%

Enjoy some dirt riding along the way- 20%

Attend Motorcycle Rallies- 30%

Ride BMW Airhead as primary bike- 10%, a dying breed

Work on their bikes- 30% (100% of Airhead owners because it's necessary)

Listen to music while riding- 50%

Wear earplugs 100% of the time- 90%



*Photo by Rick White*