



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 February meeting was at The Creekside Restaurant with about 15 attendees. It was chilly but the patio has heaters that kept us toasty.

On February 2, Club members and friends rode to West Ocean Avenue in Lompoc to watch the Space X launch and the return of the main booster to Vandenburg. The return of the booster was a first for a landing at Vandenburg. **Keith** suggested the ride and was joined by **Steve, Chuck, Reed, Lee C., Lee H., Kim** and **Rick W.** After the launch, they went to lunch at Charlie's in Los Alamos. Photos on Page 6.

Cody, Marten and **Jeff** went to Death Valley for several days. They camped at Furnace Creek. Cody rode to Eureka Dunes and attempted Dedecker Canyon, but it was too steep. Other roads ridden included Harry Wade Road and Greenwater Valley Road. Cody returned to Santa Barbara via Panamint Springs, and Highway 178.

Kim led a ride through Drum Canyon, Cat Canyon and then lunch at Charlie's in Los Alamos on March 9. It looked like a beautiful day and a great ride. Nine riders, including **Randy Lum, John A., Bob P., Chuck,** and **Oscar.** Photo on Page 5.

Marten will be hosting a Tech Day on Saturday, April 23, starting at around 9 a.m. The location will be his shop at 516 Palm Avenue, Carpinteria. Contact Marten for more information: marten@cox.net.

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Cody is organizing a campout at Carrizo Plain, April 8-10. See details on Page 3.

Also at the February meeting, we had Board Member nominations. They are:

- President: Steve Miller
- Vice-President: Cody Cook
- Treasurer: Chuck Beattie
- Secretary: Diane Krohn
- Michael will continue as Webmaster and Diane will continue as Newsletter editor.

Board At-large nominations will take place during our March meeting.

February Technical Topic: Two, Four and Twelve Seconds/DMV Testing

Steve led the discussion, based on the article in the January, 2022 issue of BMW ON. He wanted to know if this situation had happened to anyone. It had happened to him, with a piece of 4 x 4 lumber in the road.

Chris spoke about a Club riding accident that happened around 1992. Bruno had to make a fast maneuver, and was hit by the rider behind him. Both riders went down and were injured.

Steve commented that the Two Second following distance rule is the typical and standard one. Some of us learned it as a Three Second following distance (this is mentioned in the DMV handbook). Twelve seconds is a long time—about $\frac{1}{4}$ of a mile. How many of us will be looking that far ahead?

There was an additional discussion about DMV testing. Chris mentioned that the written test is not written for motorcyclists.

Bob P. has had to take the written test, due to his age; he disagreed with some of the answers—but, you are allowed 3 attempts to pass the written test within a 12-month period of paying the application fee. So, Bob just re-took the test while he was at the DMV.

SB BMW Riders Calendar

- ❖ Monday, March 21: Monthly meeting at Creekside Restaurant & Bar, 4444 Hollister Ave., Santa Barbara. Meeting starts at 6 p.m. Get there at 5:30 if you want to order dinner.
- ❖ Monday, April 18: Monthly meeting at Creekside Restaurant & Bar, 4444 Hollister Ave., Santa Barbara. Meeting starts at 6 p.m.
- ❖ Saturday, April 23: Tech Day at Marten's shop in Carpinteria. Contact Marten for more information: marten@cox.net
- ❖ Any other activities or rides scheduled, let me know! djkrohn@cox.net

Drivers who are 70 years of age or older are required to take a written test and vision test in person when renewing their license; and they are required to re-new their license in person every five years. A road test is required only if there are indications of driver impairment, based on a report by a law enforcement officer, a physician, or a family member.

Steve went online and found some practice tests for the motorcycle license (Class M1), but noted that one of the questions was specific to mopeds, and one question seemed to be more specific to Harley riders. A motorcycle license, either M1 or M2, is required for a moped. Scooters require an M1 license.

[DMV sample tests](#)

You can review the California driver handbook online: [CA driver handbook](#)

Spring Campout at Carrizo Plain

We have set the dates for a Spring campout on Carrizo Plain. On April 8-10, we will stay at KCL campground and explore the dirt roads of Carrizo.

Cody will be bringing cooking supplies and provisions for dinner Friday and Saturday. You are on your own for breakfasts and lunches. Contributions for the food/drink can be made at the camp.

KCL Campground has no water, so plan accordingly. It has picnic tables and vault toilets. Cody will have water, and if anyone else drives a vehicle there, please consider bringing water to share.

Please RSVP so we know how many to expect. There is limited space for 4-wheel vehicles so ride your bike and tent camp!

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Now closed on Sunday and Monday
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Saturday 8 a.m. to 4 p.m.

Upcoming Events

- 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](#)
- May 13-15: MOA Getaway at Los Osos, CA. [BMW MOA Getaway Los Osos](#)
- May 26-30: 49er Rally, Quincy, CA. This is a favorite rally of our members. Quincy is north and west of Lake Tahoe and will almost certainly be at least a 2-day ride. [49er Rally](#)



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Stop and Go/ Technology Brings Convenience By The Bear

(Excerpted from ADV Rider, 3/07/2022)

Traffic lights change color in response to predetermined rules, to induction loop sensors embedded in the road, or buttons which can be pressed by pedestrians and cyclists. You don't need to be especially impatient to find that occasionally, the change of lights appears to have absolutely nothing to do with what is happening at the intersection. This is a problem particularly for motorcyclists; bicyclists and pedestrians have their button to press but we have no way of encouraging a change of lights. So we wait, or risk breaking the law and potentially even causing a crash.

German Artificial Intelligence (AI) research may have an answer. It suggests that using an AI to run those lights may keep traffic flowing faster and more smoothly as well as reducing noise and minimizing air pollution. The study, being conducted as part of Germany's KI4LSA (traffic flow optimization based on real-time data) project is funded by the German Federal Ministry of Transport and Digital Infrastructure.

The partner firm leading the study, the Fraunhofer Institute for Optronics, System Technologies and Image Exploitation, installed high-resolution cameras and radar sensors at a busy traffic-light-controlled intersection in the city of Lemgo in northern Germany. This setup recorded the number of vehicles waiting for the lights to change, the amount of time that each vehicle had to wait, and the average speed at which the vehicles went through the intersection.

This real-time sensor system was designed to record traffic flows with sufficient accuracy and lane fidelity using as few sensors as possible. In addition, sensors were installed to collect relevant environmental data. All the data is forwarded to cloud/edge-based processing. It is then used to train a machine-learning-based computer algorithm. This experiments virtually with different light-changing patterns, which continuously adapt to real-time traffic conditions to see which ones would work best at minimizing wait times.

According to the computer simulations, the best AI-based patterns could improve traffic flow by 10 to 15 per cent. That may not sound like much and the researchers admit that the simulations may not correspond completely to real-life conditions. The algorithm will be used to run the traffic lights in the actual intersection over the next few months to see how close it gets. The advantage already seems clear.

While the percentage improvement may seem small, it will be much more significant for motorcycles than for cars. The induction loop sensors in use currently are designed to react to a minimum mass of steel, and while cars would be expected to meet or exceed that mass, motorcycles might not have enough of it. The result is that long and infuriating wait for a car to join you at the traffic lights and set off the sensor, while you watch other traffic pass happily by. This AI will be able to 'see' bikes with its cameras or radar sensors and react appropriately.

All we have to hope for now is that we don't hear "I'm sorry, Dave. I'm afraid I can't do that," when we are waiting for the lights go green...

Drum Canyon Ride, March 9

Photo by Kim Puliti



Space X Launch, February 2



Above and right: Photos by Chuck. Below: Photo by Keith C.

