



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 September meeting at The Creekside had about 16 attendees.

Chuck and **Michael** had a presentation on the new website. Michael, Chuck and **John A.** have spent many hours developing the new website.

The new website is the same address as the old one, <https://sbbmwrider.org/>, but it has a whole new look, with a great front-page picture (echoing our logo picture), and easily navigated sections. The "Search Rides" has detailed descriptions, pictures, and links to Google maps. Comments are allowed (will be moderated). Members can add new rides.

Members can also include more information about themselves, if they wish to, including pictures, contact information, types of rides, motorcycle models owned, etc. The member log-in should be live later this month.

The Newsletter section has an image of the front page of every newsletter, so it is easy to find a specific topic or article from the front page "Inside This Issue."

Thank you, Michael, Chuck and John! This is very exciting for the Club and should attract new members as well.

Phil and **Deb** attended the Range of Light Gypsy Tour at Elk Creek, sponsored by the BMW Club of Northern California. There were 3 nights of camping and lots of excellent riding

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on the small, twisty roads in northern California. There were about 300 attendees.

Bob P. led a ride to Charlie's on September 20. Ride report is on Page 4.

Fall Tech Day

Marten will be having a Fall Tech Day, Saturday, November 4, starting at 8:30 a.m. and until 2 p.m. Bring your projects and friends!

Meet at 516 Palm Avenue in Carpinteria. For questions or more information, contact Marten at marten@cox.net.

Target Risk

By Wayne Beckman

While listening to the recent talk at our meeting about psychological aspects of riding, I was recalling a book called *Target Risk* by Gerald J.S. Wilde I read a few years ago. It is out of print and the used ones are going for \$132 on Amazon, but there is a free pdf to download at <http://riskhomeostasis.org/> or you can borrow my copy if you are interested.

What the book is about is risk homeostasis. That means people have some risk set-point that they are comfortable with and they adjust their behavior to maintain that level of risk. How this applies to motorcyclists is that when they make some change in their equipment to increase their safety it may actually increase their risk of death or injury. The reason for this is that if the change decreases their risk less than the rider perceives it will, they will ride more aggressively and actually increase their chance of injury. If their perceived benefit is less than the actual benefit then the change will increase their safety.

An example from the book was the introduction of ABS brakes for cars. It turns out that they actually increased the chance of injury because they were a small improvement in braking distance, but people thought they would have a major effect so they drove faster and maintained a smaller following distance, so they crashed more than before ABS. So if you upgrade from your \$100 helmet to a \$700 one, don't start riding twice

SB BMW Riders Calendar

- ❖ Monday, October 16: 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.
- ❖ Saturday, November 4: Fall Tech Day. See details on Page 1.
- ❖ Monday, November 20: 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.
- ❖ Any other activities or rides scheduled, let me know! djkrohn1@gmail.com

as fast because of the slightly improved protection of the fancy helmet.

This couple illustrates risk homeostasis. Riding two-up was not challenging enough.



BMW Lifts Stop Sale Order

BMW North American lifted its recent stop-sale order for all new and used BMW internal combustion motorcycles still on dealer's showroom floors. It was a "voluntary" stop-sale order.

Now, BMW is releasing dealers from it's the stop-sale order:

"BMW Motorrad USA has announced that the Engineering Division has concluded our testing and evaluation and have determined that the voluntary stop sale measures can be lifted.

Dealers may resume the sale of all new and pre-owned BMW Motorcycles as of Friday September 29th."

The stop-sale order struck suddenly for the US and Canada in late September with immediate effectivity. At first, it wasn't clear why it had been issued. However, because the stop sale order stopped the sale of all new and used internal combustion powered motorcycles, not its electric CE-04 scooter, many presumed that the problem was related to an emissions-related issue. Which turned out to be right.

It was not a safety issue, but a problem with a component in the emission system. Per BMW: "Following a recent quality analysis, BMW is pursuing measures to further evaluate the material used in a component of its motorcycle evaporative system, which may not have been produced to material specifications."

Upcoming Events

- October 28-29: Octoberfest, BMW NorCal, Manchester, CA. [Octoberfest](#)
- November 1-5: ADV Riders Pahrump Rally, Pahrump, NV. [ADV Riders Pahrump Rally](#)
- November 10-12: Salton Sea Rendezvous, Mecca, CA. [Salton Sea Rendezvous](#)
- June 13-15, 2024: BMW MOA National Rally, Redmond, OR. If you register by December 31, 2023, it is \$79 for members and guests. [BMW 2024 Rally](#)

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Ride to Charlie's By Bob Phinney

Ron Foil, Lee Husband, Steve Miller and I left the Chevron Station on Wednesday, September 23, mid-morning, headed north and to lunch somewhere.

At the obligatory rest stop in Los Olivos, we were joined by Phil Wilson, Don Stinchfield and Phil's little brother Doug with his sidecar rig. We decided to take Foxen Canyon to Palmer Road, then Cat Canyon to lunch at Charlie's in Los Olivos.

The food, our server and the conversation were wonderful.

Steve headed to Figueroa Mountain. Ron, Phil and Don and I rode over Harris Grade to the eastern edge of Lompoc (Rucker Road, Highway 246, then Highway 1) and on to Santa Rosa Road, as poorly maintained as ever, but still a favorite.

A good day; 5+ hours of riding good roads and visiting with friends.



Some scenes from around Santa Barbara County. We live in a wonderful riding area!

Photos by Wayne.



Lane Splitting and Filtering: By State

There was a brief discussion about lane splitting at the September meeting. Currently, motorcycle lane splitting/filtering is legal in 4 states: California, Utah, Montana and Arizona (and Hawaii, sort of). It is being considered in Oregon. Texas recently outlawed it. True lane splitting is only legally allowed in California.

California: The CHP issued lane-splitting tips in September, 2018, as a result of AB 51, the bill that formalized and defined lane splitting. Lane splitting is defined as “a motorcycle ridden between rows of stopped or moving vehicles in the same lane including on both divided and undivided streets, roads, or highways.”

The guidelines are called “Lane Splitting Safety Tips.” Note that there is not a specific sign-based speed limit, but it is recommended that motorcyclists only change lanes in low-speed areas and do not exceed 10 miles per hour faster than surrounding vehicles. This means if the speed limit is 30 miles per hour, a motorcyclist should not exceed 40 mph while lane splitting.

Another note: The prior version of the CA Vehicle Code for lane splitting did have specified speeds: for motorcycles not to exceed 50 mph, and not to be driven more than 15 mph than the speed of the traffic moving in the same direction. These specifications are **not** in the current Vehicle Code.

Lane Splitting Safety Tips for Motorcyclists

- Consider the total environment when you are lane splitting. (this includes the width of lanes, the size of surrounding vehicles, as well as current roadway, weather and lighting conditions).
- Danger increases at higher speed differentials.
- Danger increases as overall speed increases.
- It is typically safer to split between the far-left lanes than between the other lanes of traffic.
- Avoid lane splitting next to large vehicles (big rigs, buses, motorhomes, etc.).
- Riding on the shoulder is illegal; it is not considered lane splitting.
- Be visible—Avoid remaining in the blind spots of other vehicles or lingering between vehicles.
- Help drivers see you by wearing brightly colored/reflective protective gear and using high beams during daylight.

Messages for Other Vehicle Drivers

- Lane splitting by motorcyclists is legal in California.
- Intentionally blocking or impeding a motorcyclist in a way that could cause harm to the rider is illegal.
- Opening a vehicle door to impede a motorcyclist is illegal.
- Drivers in the far-left lane should move to the left of their lane to give motorcyclists ample room to pass.

Utah: Utah allows “lane filtering” only. The law became effective in May, 2019.

Lane splitting: Riding a motorcycle between lanes or rows of slow moving or stopped traffic moving in the same direction. *Lane splitting is illegal in Utah.*

Lane filtering: Unlike lane “splitting,” lane “filtering” is intended to provide a “safety pocket” for motorcycles when encountering stopped traffic. Motorcyclists may only engage in lane filtering if ALL the following criteria are met:

- Must be operating a motorcycle;
- Traveling on a roadway with two or more lanes in the same direction;
- Speed limit on the roadway must be 45 miles per hour or less;
- The vehicle(s) being overtaken by the motorcycle must be stopped;
- The motorcycle must be traveling at a speed of 15 miles per hour or less;
- The movement may be made safely.

Montana: Montana allows “lane splitting,” although the law is called lane filtering. The law became effective in October, 2021.

An operator of a two-wheeled motorcycle may engage in lane filtering when:

- The operator of a two-wheeled motorcycle is on a road with lanes wide enough to pass safely;
- The overtaking motorcycle is not operated at a speed in excess of 20 miles an hour when overtaking the stopped or slow-moving vehicle; and
- Conditions permit continued reasonable and prudent operation of the motorcycle while lane filtering.
- As used in this section, "lane filtering" means the act of overtaking and passing another vehicle that is stopped or traveling at a speed not in excess of 10 miles an hour in the same direction of travel and in the same lane.

Arizona: Arizona allows “lane filtering” only. The law became effective in September, 2022.

This law allows riders of two-wheeled motorcycles to overtake other vehicles that are stopped, in the same direction of travel, and in the same lane as the biker. The rider may operate the motorcycle between these lanes of traffic under the following circumstances:

- The motorcyclist is on a street with at least two adjacent traffic lanes in the same direction and a speed limit that is 45 miles per hour or less;
- The motorcyclist travels 15 miles per hour or slower;
- The motorcyclist judges that the maneuver can be made safely.

This law only applies to two-wheel vehicles and does not include motorcycles with sidecars.

Hawaii: In addition to these four states, Hawaii allows “shoulder surfing,” a law that was adopted in 2018.

- In approved areas, motorcyclists can use road shoulders to pass stopped traffic. Hawaii shoulder riding is only allowed on roads with at least two lanes in each direction and a shoulder lane wide enough to safely accommodate the vehicle. This is only allowed to pass stopped traffic.

This website has a summary of each state’s laws regarding lane sharing: [Is lane splitting legal](#)
In most states, lane splitting is explicitly illegal, and in some states, there is nothing specific about the practice.

Many states allow for “lane sharing,” in which two motorcycles may ride two abreast in a single lane. These include Alabama, Arkansas, Alaska, Colorado, Connecticut, Georgia, Indiana, Iowa, Kansas, Louisiana, Maine, Maryland, Michigan, Minnesota, Nevada, New Hampshire, South Dakota, Tennessee, Vermont, Virginia, Washington and Wyoming. Wyoming is unique in that it allows up to 3 abreast in one lane. It also allows that you can pass another motorcycle within the same lane.

To conclude, if you are thinking of lane sharing, make sure you know whether it is legal in the state you’re riding in, **and** whether it is “lane splitting,” “lane filtering,” or “lane sharing.”

