

NORCAL NEWS



Ride to Camp

Camp to Ride

January 2024



BMW MOTORCYCLE CLUB OF NORTHERN CALIFORNIA



WRAPPING UP 2023, AND RIDING INTO 2024.

As we bring the curtains down on another thrilling year, it's time to reflect on the incredible journey we've embarked upon as a community of passionate riders.

The past twelve months have been a testament to the strength of our bond, the thrill of the open road, and the unwavering spirit that defines the NorCal BMW Motorcycle Club.

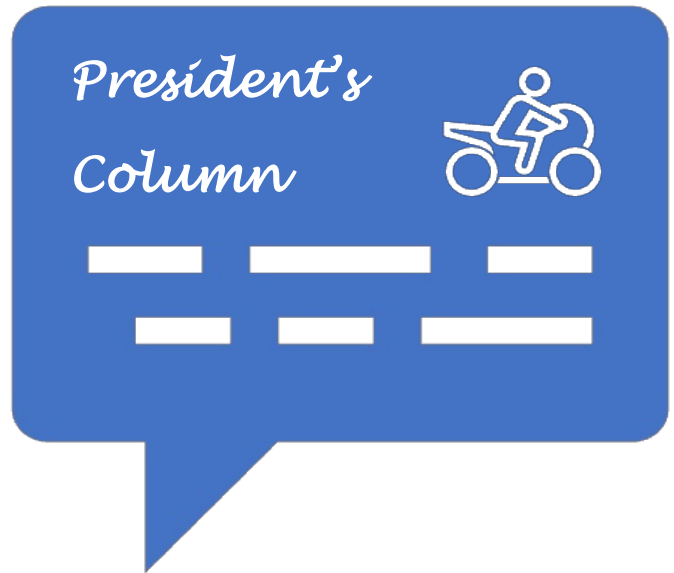
Our calendar was packed with exhilarating adventure that took us through picturesque landscaping and lets not forget the challenging elements that helped define this year's Range Of Light.

We have welcomed 153 new members into our fold, expanding our family of riders who share the same passion for the open road. We also took the time to recognize and celebrate the achievements of many members, including Thane Beckstrand who celebrated 40 years with the Club.

Once again it's that time of year for your Board Of Directors to start planning another successful 49er Rally. The event started in Mariposa Fairgrounds some many ears ago and we continue to hold to that tradition today. I am happy to announce that



Follow Me
Arm extended
straight up
from shoulder,
palm forward.



Kevin Coleman will be this year's 49er Chair. All members who would like to get involved and show their support are encouraged to email Kevin at 49erchair@bmwnorcal.org where they can learn about the various volunteer positions available. It definitely takes a small village to pull off this event, so your help will be graciously appreciated. We already have some great vendors lined up and will have a top notch experience available for all our attendees.

As we rev up for the upcoming year, the horizon is filled with exciting new possibilities. The MOA will be hosting the National Rally in Redmond Oregon, where we hope to see many of our members representing our club. See our events page on the website and get signed up. Together, we'll continue to explore the roads less travelled, support each other through thick and thin, and celebrate the unique spirit that defines NorCal BMW Motorcycle Club.

Here's to a fantastic year behind us and an even more thrilling road ahead!

Tresha Holloway President

Last Chance
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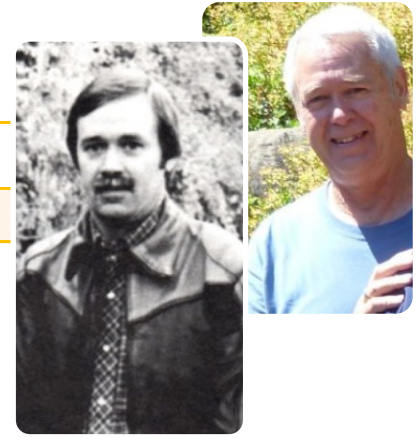




Membership Anniversaries

35 Years

Russ Drake



Editor's Corner



Well, I have too much to talk about this month and its not going to fit into this tiny little column that I have reserved for myself as the editor of this club magazine.

Maybe my main topic should be about the club's Xmas party held at the Oakland Yacht Club, or maybe it should be the Salt Point ride and meetup starting in Fairfield. Maybe I should just rant about the fact that every single ride that I have done since joining this club, it seems to rain. Or maybe I talk about the scenic ride back from Salt Point, down Hwy 1, that I did with Richard Breininger from San Jose BMW (*BTW- they will have one of the new GS BWM 1300's in the show room at an event on January 9th!!!*)

No, instead I will save all that goodness for other authors while I tell you some of the small learnings from the recent member survey we sent out.

Firstly, I surprised by just how many of you actually responded, and then at the fact that every respondent took the opportunity to provide additional comments. It was very clear at the love this club has from its membership. Comments were construc-

tive, full of praise and comradery. I presented many of the comments in the recent board meeting so to help the club better serve its membership. One thing also learnt is that members want to learn more about other members, and so we will introduce some new methods in which to help make that happen.

The newsletter itself got a lot of praise, with members offering commentary on how the newsletter has changed over the years and with praise offered to the efforts of all previous editors and contributors. Fantastic recognition!

Several members even commented that the newsletter, for them, is one of the best offered to their entire biker community.

Members commented on how the newsletter archive found on our website offers a feeling of pride and they see us as one of the oldest and most established clubs.

....And on that note, one of our members, Steve Wilson, was incentivized by the survey to send me a huge haul of back issues, that we will scan and add to the website's back catalog.

Some of these back issues were in fact printed before I was even born using the old Mimeograph purple ink duplication techniques that we no longer see (or smell).

Steve is one of the originals, with motorcycle club involvement that goes back decades, even earning him the recognition of one of the smallest MOA membership numbers I have ever seen, 235,000 lower than mine!

Steve, thanks for being both a member and leader in our motorcycle community.



Newsletter Archive

Nick Dutton





suspension. Later versions included advanced technologies like ABS and ESA (Electronic Suspension Adjustment).

2013 gave us the first water-cooled 'wet head' boxer engine, producing 123.4 horsepower, up from the latest oil-heads of only 110.

The 2019 R1250GS introduced a 'major innovation' they called 'ShiftCam', which is simply Variable Valve Timing (VVT). It's notable that the intensely competitive Japanese market for 400cc sportbikes in the 1990s saw both Suzuki and Honda offering VVT.

Gelände/Straße

The BMW GS, Gelände/Straße, or "terrain/road" series of motorcycles is one of the most iconic and enduring lines of adventure touring bikes in the world.

The GS began its life in 1980 when BMW introduced their first large dual-sport motorcycle: the R 80 G/S. The machine was developed for BMW by engineer Rüdiger Gutsche, who was a successful competitor in what was originally called the [International Six Days Trial](#) where he rode his specially adapted [R75/5](#). The R80 was fitted with an air-cooled, two-valve per cylinder, 797.5cc [BMW type 247 flat-twin "boxer engine"](#). BMW still stands by this engine architecture today!

The subsequent R100GS began 7 years later in 1987 and wrapped up its production in the mid 90's.

One of the key factors in establishing the GS brand was its success in the Paris-Dakar Rally. BMW's motorcycles won this prestigious event multiple times during the 1980s, which helped to solidify their reputation for ruggedness and reliability. GS motorcycles have been used for record-breaking journeys, such as circumnavigating the globe and traversing challenging terrains like the Arctic Circle.

In 1994, BMW introduced the R1100GS, which was powered by the newly developed oil-cooled, four-valve boxer engine. It featured an innovative Telelever front suspension system, which reduced brake dive and increased chassis stability. The R1150 followed, refining this design.

R1200GS and ShiftCam Technology:

The R1200GS, introduced in 2004, marked a significant milestone in the GS series. It featured an updated 1,170cc engine and the introduction of the Telelever front suspension and Paralever rear

The CB used Honda's iconic VTEC engine.

BMW has consistently updated and refined the GS series over the years. They've incorporated advanced electronic systems, improved suspension technology, and enhanced rider aids. Now 42 years after the first model – the brand new 2024 R1300 GS, brings the largest yet displacement, the signature "boxer" Twin now makes a claimed 145 hp and 110 lb-ft of torque while also being 26 lbs lighter than its less powerful predecessor.



Alongside the flagship GS models, BMW offers other variations, including the G310GS, F700GS, F800GS, and more recently, the F900. In the right hands, all are Gelände/Straße.

Today, the GS series continues to be a cornerstone of BMW Motorrad's lineup, offering a range of models that cater to riders with varying levels of experience and preferences for adventure touring.



International Six Days Trial



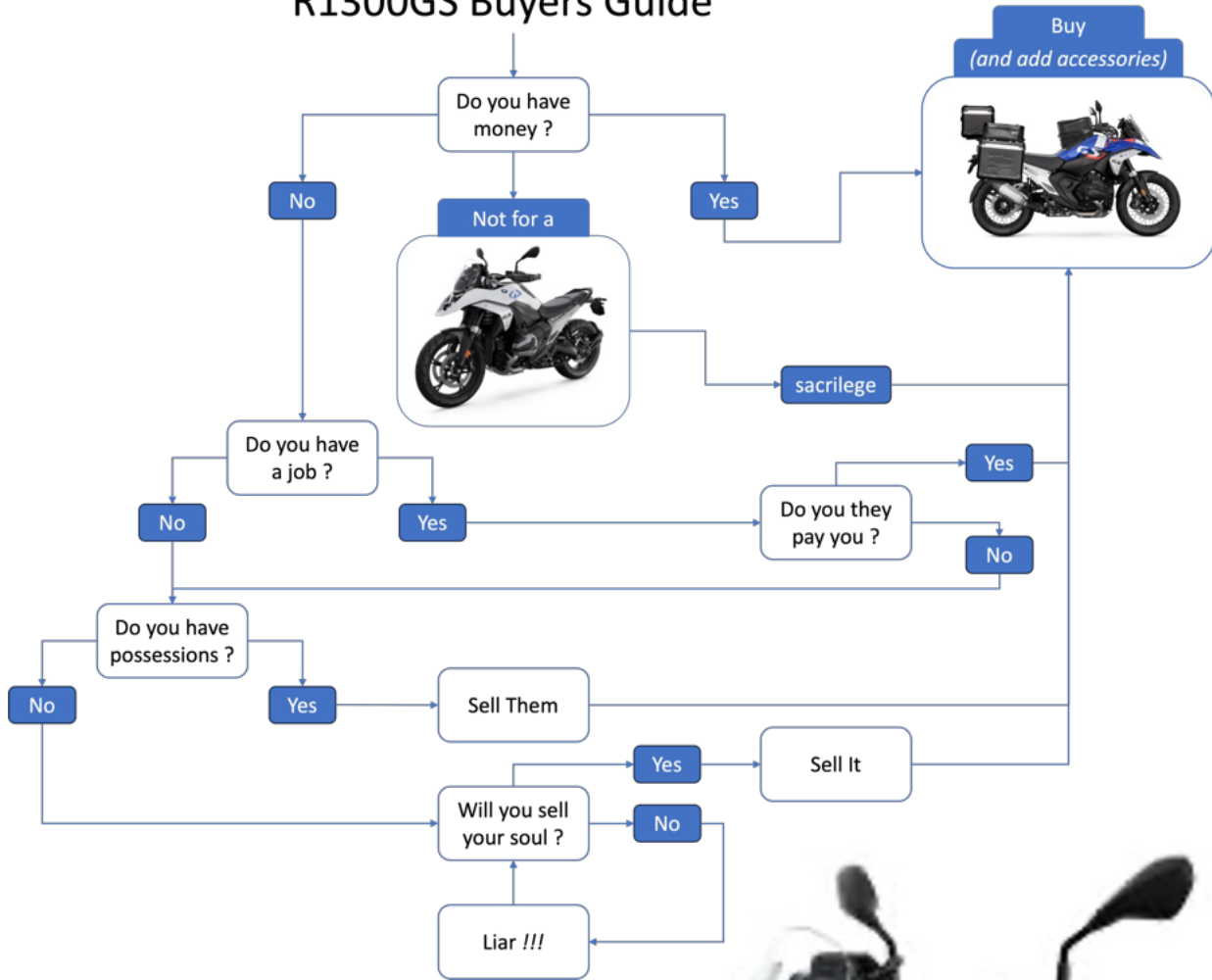
BMW /5 Motorcycles



BMW 247 Engine

Chris King

R1300GS Buyers Guide



BRAP!





The US and it's Helmet Laws

Decades ago, the US federal government required member states to pass universal helmet laws to gain eligibility for certain safety and highway construction funds. As a result, all but three states were imposing such laws in 1975 but once those incentives were removed numerous states began to weaken or even repeal their laws.

Today, only 17 states and the District of Columbia maintain the universal helmet laws, while 30 states have laws covering only certain riders such as people younger than 18, and 3 states (Illinois, Iowa, and New Hampshire) have opted to remove all helmet requirements.

Statistics collected from the states suggested that when the universal helmet laws are in place, deaths, injuries, and medical costs are all reduced and in states where those laws were repealed, the opposite took place.

California. When the helmet-use law covering all riders took effect in 1992, the number of motorcyclist fatalities decreased by 37 percent (*Kraus et al., 1994*).

Nebraska. Reinstated a helmet law in 1989, after repealing an earlier law in 1977. With that, the state then saw a 22 percent reduction in serious head injuries among motorcyclists (*Muelleman et al., 1992*), and acute medical hospital charges for injured motorcyclists declined 38 percent. Despite this, Nebraska then weakened its helmet law such that as of Jan.1, 2024, riders 21 and older who submit proof of completing a rider training course will be exempt.

Florida. In 2000 universal helmet law was weakened to exempt riders 21 and older who have at least \$10,000 of medical insurance coverage. An Institute study found that the motorcyclist death rate in Florida increased by about 25 percent after the state weakened its helmet law (*Kyrychenko & McCartt, 2006*). Hospital admissions of motorcyclists with head injuries increased by 82 percent during the 30 months following the law change (*Ulmer & Northrop, 2005*). The average inflation-adjusted cost of treating these injuries went up from about \$34,500 before the helmet law was weakened to nearly \$40,000 after, 4 times the \$10,000 minimum medical insurance requirement.

Texas. From 1968 to 1977 there was a universal helmet use law estimated to have saved 650 lives. In 1977 that law was updated to apply only to riders younger than 18. The weakened law coincided with a 35 percent increase in motorcyclist fatalities. Texas then reinstated its helmet law for all motorcyclists in 1989 and serious injury crashes per registered motorcycle decreased by 11 percent (*Mounce et al., 1992*). In 1997, Texas again weakened its helmet laws by requiring helmets to be worn only by riders younger than 21. Fatalities again increased by 31 percent in the first full year following the repeal (*Preusser et al., 2000*).

Kentucky/Louisiana. Kentucky repealed the universal helmet law in 1998, followed by Louisiana in 1999. Motorcyclist deaths quickly increased in these states by 50 percent and 100 percent, respectively (*Ulmer & Preusser, 2003*).

Michigan. Weakened its universal helmet law in 2012 to exempt riders 21 and older who have at least \$20,000 of medical insurance coverage and have either passed a motorcycle safety course or held a motorcycle license endorsement for at least two years. The change was associated with a 22 percent increase in the average insurance payment for injuries to motorcyclists (*HLDI, 2013*), as well as increased head injuries and neurological interventions, but no significant change in deaths. (*Carter et al., 2017*).



Kraus et al., 1994



Muelleman et al., 1992



Mounce et al., 1992



Preusser et al., 2000



Ulmer & Preusser, 2003



Kyrychenko & McCartt, 2006



Ulmer & Northrop, 2005



HLDI, 2013



Carter et al., 2017





Salt Point State Park, California

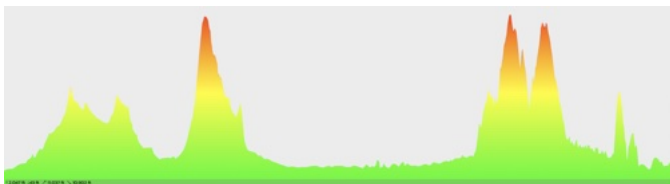
Winter camping can go one of two ways: be really nice or be really miserable. Lucky for us we were right in the middle. This month's campout brought us to Salt Point State Park between Jenner and Gualala. The unpredictable weather, the beauty of nature, and the camaraderie among campers make for a memorable adventure. It's evident that despite the challenges, the rewards of being in such a beautiful coastal area during December far outweigh any discomfort.

Luckily I saw it through and made it to camp. Upon arrival at camp I was delighted to see high clouds which made for a beautiful sunset. As the sound of tent stakes were driven into the ground I took a moment to reflect on just how lucky we are to live in this beautiful area and be camping at the coast in December. The changing elements we encountered highlight the diversity of nature and the resilience of those who appreciate it.

The meeting began a little after 4pm. It was a short and sweet one! Mid way thru the meeting there was a brief but intense rainfall which added a bit of excitement. We enjoyed the rest of the evening talking about our travels to camp and some white knuckle experiences we had along the way.

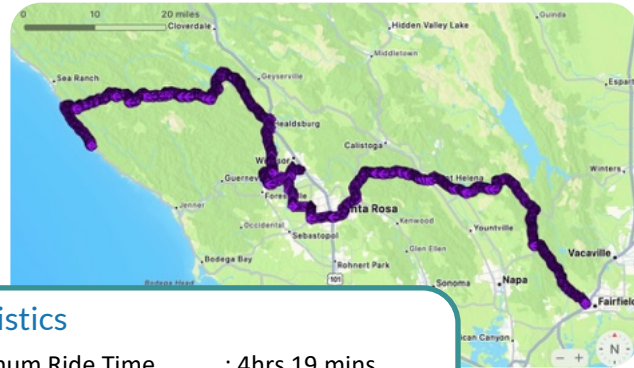
In the wee hours of the morning the rain started again. It was light and soothing creating a peaceful ambiance that complemented the camping atmosphere. The fact that it didn't dampen anyone's spirits speaks volume about the positive attitude of the campers, emphasising the joy and fulfilment found in such outdoor activities.

As campers were packing up we were treated by Mark Stevens to some Coconut French Toast topped with Ma-



ple Syrup or Whipped Cream.

A delightful culinary element that enhanced



Statistics	
Minimum Ride Time	: 4hrs 19 mins
Lowest Elevation	: 0ft
Highest Elevation	: 2047ft
Total Distance	: 147miles

the overall experience of the campout. It's these small, enjoyable details that often become cherished memories.

The ride down the spectacular California coastline was one of sheer beauty, high clouds with spots of sunshine, painted a vivid picture of the natural beauty. Its one of my favourite sections on the California Coast line.

Thank you everyone who turned out for the campout. The camaraderie formed during such an experience is a testament to the idea that sometimes a bit of discomfort can lead to great rewards and lasting memories.

Who's ready for the next adventure?



Slow Down
Arm extended straight out, palm facing down, swing down to your side.



Dr Eric Gardner's Crash Helmet

In 1907, a Hugh Locke King built and established the Brooklands racecourse in the UK and an Eric Gardner became its medical officer. While working at Brooklands Racetrack, Gardner became a specialist in the complexities of injuries caused by high-speed motor accidents.

In due course, he became credited as the inventor of the modern motorcycle crash helmet. The helmet was a reinforced canvas, strengthened by a shellac coating. His design became mandatory at the Isle of

Man TT races where it was first used in 1914.

Eventually, wearing motorcycle helmets while riding became a civil law in Britain and has become law in many other countries since.



Definition: *skid lid*


1. a crash helmet

noun

A padded helmet worn by people riding bicycles or motorcycles; protects the head in case of accidents



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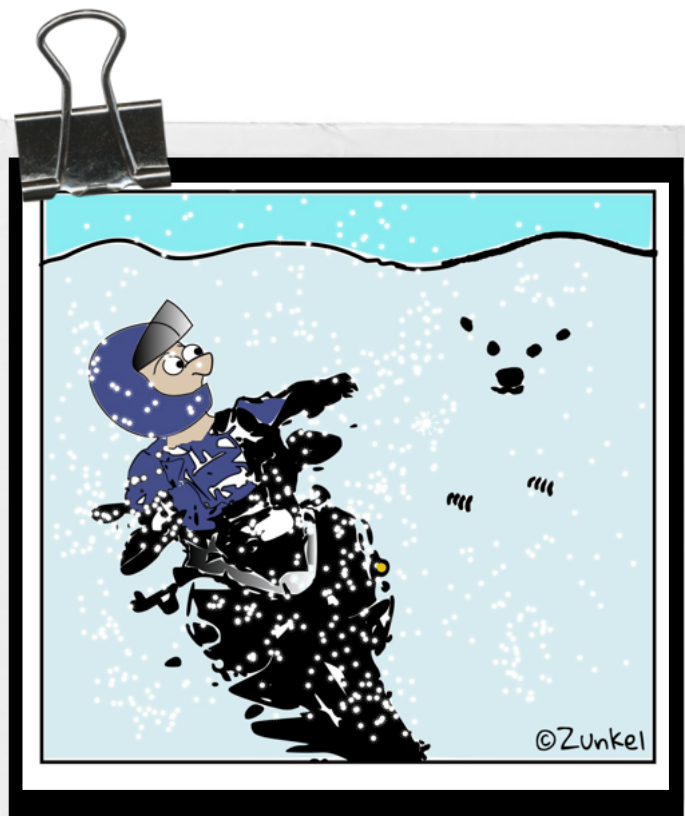



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Art & Motorcycles, A Lifetime Obsession

By Dick Zunkel

Part Two

Continued from last month feature article by Dick Zunkel: Art & Motorcycles, A Lifetime Obsession

Riding motorcycles and creating art in scenic North Carolina... what could be better? During all this creative fun, I also had a job. I was promoted from a product designer to Engineering Manager for a major lock and door closer manufacturer, and, a huge career mistake on my part by accepting the promotion. In my designer position, I was just another oddball engineer that was generating patents in an obscure corner of the office but making some good bucks for the time. I commuted to work on the BMW.

With my promotion, albeit for the same salary, the General Manager told me that now I held a highly responsible position and I could no longer ride my motorcycle to work. He also suggested that I learn to play serious golf, ultimately this was the catalyst that started the search for a new job. This also was how I came to be back in my homeland of Illinois, a village in the countryside 80 miles west of Chicago to a position in charge

of engineering and quality control. Life was good; the kids walked to quality public schools, my wife was an RN in a local clinic, and I had weekend motorcycle adventures with my brother Tom and cousin George.

The Illinois River valley offers great scenery for both art and motorcycling. However, the winters are bitterly cold and every year the BMW hibernated in my garage with the battery hiding in the house until spring.

Then along came fate. The BMW developed a noticeable knock. I hauled it to a famed downstate vintage BMW motorcycle mechanic where it languished for several long months. Finally, the mechanic's wife called to tell me that he had stopped working due to Alzheimer's and to come get my motorcycle. When I got there, I recognized my frame and gas tank, but the rest of the motorcycle was in pieces scattered throughout the shop. I located the engine block and identified it by the serial number. I picked up other components that looked like '2' BMW parts but not necessarily parts that belonged to my motorcycle. When I felt like I had gathered enough parts to make up a complete bike I threw everything into a trailer and hauled it home.

My disassembled BMW resided in the basement of our Victorian house for several years. It became a favorite decoration at Halloween where I fashioned a ghost rider and put it in motion with a fan for the kids' haunted house. Meanwhile, I was riding a Kawasaki 750 twin, a miserable ride, but reliable motorcycle. In my new Engineering Manager position I still had design responsibility, I could ride to work, and I was not required to play golf. However, I had a yearning to live in Northern California for years, away from the ice and snow. At that time Schlage Lock, whose technology was familiar to me, was headquartered in San Francisco, but I didn't want another design management job, I wanted to be an entrepreneur.

I got my chance through a connection with a San Mateo family that I had known for years. We started a new business specializing in custom door automation and electronic security systems for disability access to office buildings and colleges. I moved my wife, three of my four daughters, and the disassembled BMW to California albeit under protest from the family. When the partnership blew up three years later, I went out on my own... a classic California startup scenario.

One day while I was out riding my miserable, but reliable Kawasaki 750 I came across two BMW riders parked along San Francisco's Ocean Beach. I stopped and chatted with them mentioning that I had a BMW R60/2, but it was in pieces and no dealer or repair shop would touch it. They told me about an older gentleman in Redwood City who worked on the old BMWs and maybe he would help.

That's when I met the legendary Joachim Groeger.

When I first met Joachim, he told me he might, just might, have a look at the engine if I brought it in clean.

"If it's dirty and greasy, don't bring it in here" he said.

I cleaned it up and brought it to the man I now got to call, 'Joe.'

A week later I called him for an update, and he told me to come to his shop to have a look. "You had a bent crankshaft, but I straightened it," he said as he proudly spun my straightened crankshaft in a fixture.

"...but that is the least of your problems with this engine," he then added.

Six months later I had a totally rebuilt engine for a mere couple grand. When I came to get it, the engine was mounted to a stand. He started it with a single hand push of the starter lever. After it ran for a few minutes, he gave it full throttle; I worried the screaming engine would shake loose from the stand and head for the exit.

He said, "If it's going to break, it will break now."

I brought the engine home and squeezed it into the frame with the help of my daughter's boyfriend. After connecting the fuel and a few wires I had a running BMW motorcycle again and put over 90,000 miles on it.

Through the years, it shared my garage with a couple Honda Goldwings, a BMW K100RS, a Harley XR1200, and another "free" motorcycle, a Honda 305 Dream on which I spent nearly \$4000 on the engine before I nearly destroyed it coming home from the DMV serial number check.

It came off the trailer and did "endoes" in the street.

Remember what I said about free motorcycles?

Ultimately, age caught up with me in the form of a hip replacement. It made starting my BMW difficult, but I still rode it often.

When I had the other hip replaced, it became nearly impossible to ride it, so I sold it after 40 years of ownership.

Scottie Sharpe, mentored by Joachim and owner of a vintage BMW motorcycle repair shop handled the sale. Scottie was the editor of a club newsletter/magazine, *Classic BMW Motorräder*. He had seen my art cartoons and suggested I draw motorcycle



Joachim Groeger.

cartoons for their magazine. I did, off and on for a little over five years. When COVID hit I left them with a stack of unpublished work. Some still occasionally appear in their magazine.

Over the years I gained many friends in the Northern California BMW Motorcycle Club and attended the annual 49er Rally on several occasions. One of their members suggested I draw cartoons for the NorCal BMW newsletter, and he put me in touch with the then-editor. I submitted a stack of motorcycle cartoons for publication and rather than be a slave to those ever-present deadlines. I create them as the ideas come to me and keep a collection of finished art with the editor to draw from as needed—it's always a great surprise to get the latest newsletter and see which artwork made it to print in the current edition.

My cartoons are the result of years of trial and error, cartoonists' workshops, and experience with computer graphics programs. I learn a lot by studying the "funnies" each morning with coffee and I follow fundamental humor concepts found all the way from standup comedy to newspaper comics.

My ideas come from people I have met on the road during over 50 years of riding.

Cont'd

Dick Zunkel: Art & Motorcycles, A Lifetime Obsession

Part Two

My method is typical of techniques used by many professional cartoonists. I hand-draw the characters in ink. I scan the inked images and export them to a 1920 x 1920 pixel (20-inch square) digital workspace where I add color and arrange the details following artistic rules of color and composition using the graphic editor. Sometimes I draw a few details directly on my digital workspace. Then I transfer the images to a pre-drawn cartoon template and assembled in layers, which makes it easier for error correction without the need to redraw an entire cartoon. I keep a file of background images or draw new ones to fit the theme of the cartoon and then finally I add an invisible watermark should the question of ownership and copyright ever arise.

When a cartoon is finished, I export it and email it to the club newsletter editor.

I'm not syndicated, I work for free; so much for my early career dreams. But I'm very fortunate. My current wife, a retired Diplomat whom I married in 2012, is an accomplished watercolor artist.

We go out twice a week to paint "plein air" in the California mountains or at the seashore.

I am "elderly", a word I hate. I'm not 'elderly', I'm old, but cartooning is good mental exercise for 'elderly' people

.....(or so I'm told).



Dick and his daughter Nan, Black Forest Germany, circa 2005



Dick and his daughter Nan, circa 1975

Dick Zunkel

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Founded by NorCal BMW member, Allen Collins, Motovelo Coffee is a small batch coffee roaster based in San Jose, California, that blends its love for motorcycles, cycling, and coffee into exceptionally roasted whole bean coffee.



The name, 'Motovelo,' comes from the French words for 'motorcycle' and 'bicycle,' reflecting the fusion of these passions. Each roast of Motovelo Coffee is an invitation to embark on a journey, whether it's exploring new roads on your motorcycle, conquering cycling trails, or simply enjoying a moment of camaraderie with fellow enthusiasts.

Coffee with a Story

Motovelo Coffee's lineup of gourmet espresso and filtered coffees each has a name and a story inspired by a person, place, or experience from the founders' years of motorcycling and cycling adventures. For instance, 'The Sweep' pays homage to the loyal and selfless individuals who bring up the rear of group rides, ensuring everyone's safety. 'Gravel' embodies the thrill of off-road cycling, while 'Group Ride' celebrates the shared experiences and friendships that form on the road.

Motovelo Coffee: Where Adventure Meets Coffee

Whether you're an avid motorcyclist, a cycling enthusiast, or simply a passionate coffee connoisseur, Motovelo Coffee has something to brew that will ignite your taste buds and fuel your next adventure.

Visit Motovelo Coffee, www.motovelocoffee.com;

NorCal BMW members get a 20% discount between now until March 31, 2024 using code **NorCalBMW20** or by scanning the QR code below



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Commitment to Quality and Flavor

Motovelo Coffee sources its beans from the finest coffee-growing regions around the globe, meticulously roasting them fresh and on demand to preserve their optimal quality and flavor. They offer a variety of roast levels, from light and delicate to dark and bold, ensuring there's a perfect cup for every palate.

Available for Direct-to-Consumer and Wholesale

Motovelo Coffee offers its coffee directly to consumers through its website, with shipping options, local pickup in San Jose, or a unique "let's go out and ride" delivery option that can be arranged that involves meeting up with fellow enthusiasts for a coffee delivery. Additionally, Motovelo Coffee is expanding its reach through wholesale coffee roasting partnerships for restaurants, cafes, businesses, and shops.

Born from a Community of Adventurers



Motovelo Coffee's roots trace back to the *San Jose BMW Adventure Hunters Wednesday Night Ride*, a community founded by Pete Hunter, Amy Hunter, and the late Marcus Barnes.

These bi-weekly rides fostered a sense of camaraderie and friendship among motorcycle enthusiasts, particularly those with a penchant for BMW motorcycles and adventure riding.

Inspired by the unwavering spirit of this community, Motovelo Coffee set out to bring the same passion and dedication to the world of coffee.





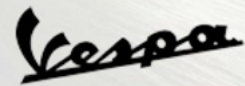
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Delf's Safety Column



Too many **bloody** accidents!

When I read Greg Hutchinson's article about his accident (Sept. Issue of this Newsletter), my first thought was "Not another one!". The list of motorcycle accidents, where one bike runs into another, or a bike runs into a car gets longer and longer: It did not start when one of our own got hit from behind by a fellow rider during the 2022 49'ers, and it did not stop with Greg's accident in this June, there have been at least three more that I have heard of since even then.

This is becoming such a common occurrence, we really need to start looking into this!

Looking at Wikipedia, the definition of 'accident' is an unintended, normally unwanted event that was not directly caused by humans. The term accident implies that nobody should be blamed, but the event may have been caused by unrecognized or unaddressed risks. This gels well with the common story, 'it was just a 2 second lapse of attention'.

Merriam Webster offers a different definition: 'an unfortunate event resulting especially from carelessness or ignorance'. This definition leads to the question: So, what exactly was the act of carelessness or ignorance that led to the damaged motorcycle and injured rider?

While operating a motorcycle, a lack of attention is never a good idea. For people who like to play with their electronic devices, I highly recommend riding in a car, and only then as a passenger!

But I also do not believe that a momentary lack of attention has to immediately lead to dire consequences – if the fundamentals are done right. And this is where I see the real issue: More and more riders seem to be unaware or uncaring about two fundamentals of motorcycle riding...

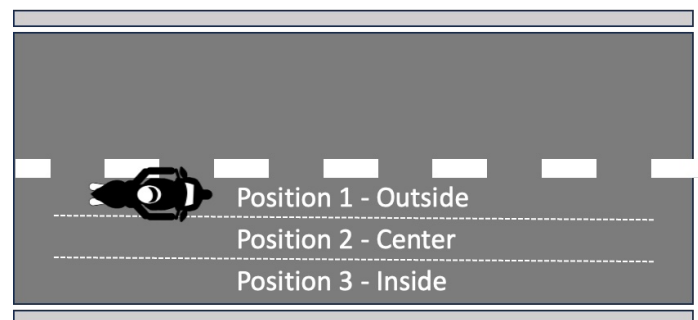
- Proper Lane Positioning
- Proper Following Distance

Proper Lane Positioning

When operating cars, life is easy: folks position themselves (more or less) in the middle of their lane and drive. No decisions to be made...

For motorcyclists, things are a bit more interesting: In describing safe lane positioning for motorcycles, safety manuals typically divide a lane into thirds: the inside ('passenger' side), center, and outside ('driver' side) position. By making conscious decisions about our lane position, we can increase our visibility to other vehicles, stay out of blind spots, avoid obstacles, better position for turns, and give ourselves escape routes in traffic.

In most cases, the safest 'default' lane position for a motorcycle is on the outside (position 1). It offers the best visibility and a flexible set of escape routes in an emergency. On country roads, this position also typically has less gravel and debris than the middle or inside positions. On a multi-lane road, *this position is* also excellent blocking position to protect your lane.



The inside position ('passenger' side) is a good place to be, when you are in the left lane on a multi lane highway: It gives you good visibility and helps you protect your position. It can also be a good bet when you are rounding a curved road where there's a danger of oncoming traffic crossing the center line.

In heavy traffic, you should frequently switch between position 1 and position 3 to attract the attention of car drivers. If you sit in one position, you may become a blind spot, even if you are still visible in one or more mirrors. If you frequently change position, you will attract drivers' attention.

There are not a lot of good reasons to choose the middle position (position 2). You are very hard to see for oncoming traffic, and to the driver in front of you, you are only visible in his center mirror, which may not be frequently checked. Your own visibility is limited by the car in front of you and you limit your escape routes. If you ride in the middle of the lane you will encounter bumps and sewer covers, which are positioned there so most vehicles straddle them. The center of the lane also can have the least traction as it's where vehicles drop oil or diesel.

So, why so many riders choose to ride in the middle of the lane? Doing what they are used to as drivers of cars, well, ignorance and complacency come to mind. Riding mostly in the middle of the road might be sign that a rider is not actively controlling his ride, but listening to his tunes, talking on the phone, or dreaming about his destination – pretty much behaving like a cager....

Obviously, all the above applies to relatively straight roads. If you are riding in twisty roads, your lane positioning should be determined by the physical requirements of effectively negotiating turns. Remember outside – inside – outside??

When you are riding in a group (*any number greater than one!*) lane positioning becomes even more important! The lead rider should always ride in the outside position. The following riders should ride staggered (using the opposite lane position to the rider in front of them). This maximises visibility and escape routes.

DO NOT FOLLOW IN THE WHEELTRACKS OF THE BIKE IN FRONT OF YOU!

Doing so might feel convenient, but you really impede your own safety, and the safety of the rider you are following.

The only exception to this rule is when riding technical (twisty) roads, or when riding on pavement, when there is only one good line follow. In such cases, INCREASE your following distance.

Proper Following Distance

When riding behind a fellow motorcyclist, keep in mind that you want to be able to stop, or at least steer around them, should they suddenly stop or have an unscheduled dismount. Riding in a staggered position really helps with this, as it effectively doubles this your distance.

When following cars, a lot of motorcyclists follow too close, believing that they can stop their bikes in a shorter distance, than the cars can. Unfortunately, this is not true: The stopping distance for a motorcycle is usually quite a bit longer than that of a car.

There are two reasons for this:

1. Motorcycles are (a lot) lighter than cars, and mass does matter for braking distance, but braking happens by friction (traction) between the ground and the tire. The bigger the contact patch of the tire to the ground, the better braking forces that can be transmitted. If you compare the postage-stamp sized contact patches of your two tires with the massive contact patches created by four (sometimes huge) tires on a passenger car or SUV, it should be obvious, who can get more braking power down.
2. While a car driver just needs to slam really hard on the brakes, braking a motorcycle is a lot more complicated. We don't just want to stop – we also would like to stay upright on two wheels. Braking on a motorcycle hard requires a lot of training and practice. Even with modern Motorcycle ABS very few riders can brake their bikes hard enough to stop in the shortest safe distance.

As a motorcycle instructor, I find that, that one of the hardest skills to teach, to both novices and advanced riders, is threshold braking. Even on modern, ABS equipped bikes, riders have seen too many videos of lost rear ends – they are afraid of applying full force to their brake levers.

If you don't regularly practice threshold braking, or braking with full ABS engagement, don't expect that skill to suddenly be there, when you need it.

So, our definition of an accident: "carelessness or ignorance" it is something we can fix. Be mindful and consciously pick your line position, don't follow too close in the tracks of the vehicle in front of you, and you should be successful in staying away from these, way to common accidents.

As always: If you'd like to discuss or argue, I am always happy to talk about motorcycle safety.

You can find me at most campouts, or at safetydirector@bmnwncal.org.

Delf Hedde





Once upon a time, Wilder and Aleksandra Grippo left their “normal people” jobs in pursuit of something more, something greasy, something FUN.

While for some, owning a giant garage where people would gather and come together over motorcycles might sound like a fairytale, these two made it happen! Since 2011, Moto Guild has been a premier motorcycle learning, parts, and DIY repair center located along the warehouse-lined Northern shores of the infamous Treasure Island, California.

A notable feature to Moto Guild’s allure is its location to the city of San Francisco and surrounding Bay. The shop (which you can ride into)



is housed in a utilitarian yet rustic, former Naval, and spy training facility. T.I. was created through landfill techniques for the Golden Gate International Exposition of 1939-1940. This exposition was a World's Fair held on Treasure Island to celebrate the completion of the Golden Gate Bridge and the San Francisco-Oakland Bay Bridge. The island was constructed from material dredged

from the bay and was intended as a temporary exhibition site.

During World War II, Treasure Island served as a naval base called Naval

Station Treasure Island, playing a crucial role in training sailors and supporting the war effort. After the war, it continued to be used by the Navy for various purposes until it was decommissioned as a military base in 1997.



Moto Guild provides a membership-based model that allows individuals to have access to the garage space, tools, equipment, and knowledgeable staff who can offer guidance or assistance with motorcycle maintenance and repairs. This setup caters to riders who may not have the space, tools, or expertise to work on their bikes at home. Our very own Safety Director, Delf Hedde, completed the tire changing class in early 2023 and is now certified to use said equipment with resounding German efficiency and technical expertise.

The concept of Moto Guild promotes a sense of community among motorcycle enthusiasts, fostering an environment where people can share knowledge, skills, and a passion for motorcycles. It's a hub where individuals can work on their bikes independently or seek guidance while connecting with like-minded riders. Looking for riding gear? Looking to unload some old gear? Moto Guild also offers a gear consignment section. Whilst perusing the gear myself I found a rad pair of boots. Jamie found a svelte jacket/pant combo... and a pair of hackneyed Sierra snowshoes. Wink wink.

Moto Guild has been a supporter of BMW NorCal for many years. Not only have they allowed us to host our board of directors meeting there, but they sponsor not one, but TWO Tech Days per year, so our members can be safe and prepare for upcoming rallies.

Thank you to Moto Guild for your support over the years,



DETAILS

Workstations are available anytime we are open.

Wednesday & Thursday: 5pm – 11pm
Friday: 1pm – 8pm
Saturday & Sunday: 10am – 6pm

PRICING

Hourly:

Use a Workstation by the hour.

- **\$40.25 for the first hour (1 hr minimum)**
- **\$28.75 for each additional hour**

Monthly:

Unlimited Workstation use for 30 days.
\$192.50 month

Monthly with Motorcycle Storage:

Unlimited Workstation use for 30 days, includes motorcycle storage.
\$264.50 month

WHAT'S INCLUDED

- An extra hand when needed
- Motorcycle lift
- Work bench
- Compressed air
- Metric and/or Standard tools
- Shared specialty tools
- Powered tire changer & wheel balancer
- Tire disposal
- Oil, coolant and brake fluid disposal
- Metal working area
- Front and rear stands
- Disposable gloves
- Shop rags
- Shop aprons



WHAT IS MOTO GUILD?

Open since 2011, Moto Guild in San Francisco is a 10,000 sq.ft. do-it-yourself motorcycle repair shop. Anyone can use the shop to work on their motorcycle, or take a class and learn how. The possibilities are endless!



LEARN

At Moto Guild we think the best way to learn is hands-on and our workshops are just that: you working on your own motorcycle with an instructor guiding the way. 1-on-1 help is also available.



GEAR CONSIGNMENT

Stop by and check out our large selection of men's and women's used motorcycle gear: jackets, pants, suits, gloves, boots and luggage.

Upcoming Events

Monthly Board of Director Meetings—January

09 Jan 2024 : VIRTUAL

January Member Meeting & Campout—Clear Lake State Park

27 Jan 2024—28 Jan 2024

February Member Meeting & Campout—Fremont Peak

24 Feb 2024—25 Feb 2024

March Member Meeting & Campout—Death Valley!

21 Mar 2024—25 Mar 2024

April Member Meeting & Campout—La Grange

26 Apr 2024—28 Apr 2024

BMW MOA National Rally

13 Jun 2024—15 Jun 2024

For more information visit the club website: <https://www.bmwnorcal.org/Events>



The **BMW Motorcycle Club of Northern California** has been riding and camping since 1965! Join us on the last weekend of each month on our long tour, General Member Meeting, and overnight campout somewhere in the greater Northern California and Nevada areas. Membership is not required to participate

Team NorcalBMW

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