

May 2008

MOA Charter #217
BMW RA #300

2008 CLUB OFFICERS

President: Denny Adkins
Vice President: Chuck Adkins
Secretary/Treasurer/
Pillion Princess: Dale Whyte

Submission of advertisements/articles/product evaluations are due to the editor by the 15th of each month to the Newsletter Editor.

Director: Ron Aikins
Director: Mike Clark
Director: Red Davis
Director: Dick Dodd
Director: Rick Franke
Director: Louie Fruitsch
Newsletter Editor: Dale Whyte
Club Postmaster: Jay Whyte

Formerly President for Life
Mike also serves as club webmaster
The Monterey Bay BMW Riders meet Saturdays at 9am (when a ride is not scheduled) for breakfast and conversation
See web site for current location
Social Coordinator: Denny Adkins
web site: www.mbbr.org

President's Message



Hello Everybody! Well, April was wonderful riding weather and I hope you were out there riding the coastline and the wildflower covered hills.

Chuck and I have been putting some miles on our 1150R. About 3 weeks ago we took a ride after breakfast with Tom and Venita to the Hollister dirt track park. Venita was taking her new Suzuki DRZ 350 out for a test drive on the track for the first time and Chuck and I wanted to be there to see our adventurous lady take some turns around the track.



Unfortunately, there was a bad accident and they had to close the track to bring in a helicopter so we headed out along Cienega Road and covered some roads behind Hollister. We ended up at the Honda dealership checking out bikes, jet skis, etc. and enjoying a hot dog lunch (Tom always takes us to the nicest places).

Our next trip was up to Russell Cycle Products in Shasta Lake, CA to get our new seats. It was a long trip on the old seats, but we finally got there. Look inside for a description of our experience and the tour they gave us.

While on my sales travels in Scotts Valley, I came across a new company called Zero Motorcycles. Of course, I had to go in to see if I could interest them in our commercial cleaning service. While there I talked to one of the owners to find out who exactly they were. He gave me a brochure and told me they make electric motorcycles. Pretty cool, huh?

Anyway, I have a brochure and the sight you can visit to get more information if you are interested. Go to www.ZeroMotorcycles.com Their address is 3111 Scotts Valley Drive, Scotts Valley, CA.

Chuck and I discovered on our way to Redmond that between the wind and the speed we were going we experienced a lot of noise. So for the first time, we both tried earplugs. They definitely helped a lot, but deafened our intercom somewhat. Later Chuck found an article about earplugs in a Road

Runner magazine. I am including a copy just in case it is not one of the many motorcycle magazines you guys subscribe to.

Mike Clark is leading a ride this month and I hope lots of you will join him. Chuck and I will lead a ride in June...details later via email and online.

No one sent me any info on Motorcycle insurance so I will continue to research it, but it is never too late.

I look forward to seeing you at breakfast. Bring along a guest, but please give me a heads up so I can make sure we have plenty of seating.

OUR NEW SEAT ADVENTURE ALSO KNOW AS: TOUCHE RELIEF



We arrived at Russell Cycle Products home of "Day-Long Touring Saddles at 8:00 a.m. Heather Bradford warmly welcomed us and gave us multiple choices of colors and different grain selections of seat covers to select from. After much pondering (sort of like choosing carpeting) and some good suggestions from Heather, we selected a blue that we thought would look great with our bike.

They took our weights, heights, waist and inseam measurements (not too good for the ego) to determine how they would design and build each of our seats to us. Next they sat us on our bike in riding position and took pictures separately and together. We had

brought pictures of our 1100R seats, which by the way are still in great condition, so that they could see what we had before.

They took our seats off at 8:30 a.m. and told us by 10:30-11:30 they would be ready for us to start trying them out. They offered us "loner" seats until then, but we opted to go for a tour and hang around in the comfort of their office. There were couches, a TV and a ton of motorcycle magazines that Chuck quickly attacked.

During the tour, Mike Bradford, the owner's son, showed us how they take



the base seat dig out the foam and put a foam mold gauged to weight, etc. and begin to carve it to weight and butt proportion. After the sculpting it is then passed on to the guy who constructs the springs (they are the only saddle builders who use actual springs). Ergonomics is most important along with the appropriate rebound to create that comfort ride. Next after some further tweaking it goes to the sewers. These ladies and gentlemen have been doing this type of sewing for as much as 25 years to I believe, a minimum of 6. Their speed and dexterity is impressive as is all of the men doing the building of the seat.



At 10:30 they brought out the molds without the covers and put them and us on the bike to test for fit and comfort. Mine felt great! Chuck found later that his may need some adjusting. However, they

encourage you to ride at least 1000 miles to be sure you will require any adjustments.

Everyone including Mike Bradford, Director of Operations, J.J. Liebespeck, Saddle Builder, Heather Bradford, Office Manager to Terry Bradford, Owner made our visit there very enjoyable.

If you are interested, check out www.day-long.com. They give you options to send in your seat or to travel there by appointment only and have your seat done the same day. We have done both and were satisfied both times. Their motto is "we build seats for people not motorcycles", but I think you will agree when you see ours, the motorcycle is happy too!



For details on club activities please go to:
<http://www.mbbbr.org/rides.php>



July or August Club Potluck BBQ?

Anyone interested in hosting the location for
the July or August Club Potluck BBQ?

Please contact Dale Whyte

831-247-0214

Or

dalewhyte@comcast.net

Thanks!

Service



Say what?

Motorcycling and hearing loss

Text and Photography: Robert Smith

It was a beautiful late spring day. I had just crossed the border from California into Arizona, piloting a big, bad cruiser: Yamaha's Road Star Silverado. Riding toward me, a bunch of bikers, all bandanas, dark glasses, leather vests and chaps. Arizona has no helmet law, so I thought I'd give their look a try – the wind in my hair, that is. I lashed my helmet to the sissy bar, popped my earplugs in my pocket, and "headed out on the highway."

In less than mile I had to stop to re-insert my earplugs and grab my helmet. Without them the noise was deafening. Literally. It wasn't the noise from the engine, of course – the Silverado's stock exhaust is closer to mild flatulence than thunder. It was the wind rushing past my ears.

Of particular interest to riders, research on the auditory front reveals that

Vancouver's motorcycle cops experience a much higher level of hearing loss than the general population. They typically wear open-ear helmets, and their communications needs preclude the use of earplugs. The link between motorcycle wind noise and hearing loss has been established elsewhere too.

Noise? What noise?

Noise is typically measured as Sound Pressure Level (SPL) in units called decibels, or dB for short. The decibel scale is logarithmic: every 3dB increase represents a doubling of the sound pressure level. Often quoted examples are (in the range we're interested in) a rock concert at 110dB, city traffic at 90dB, and a noisy office at 70dB. The distance from the noise source is also critical. If the noise is twice as far away, the sound pressure level will be one-fourth.

We know that exposure to loud noise of any kind can produce hearing loss; and there are two factors that contribute to the level and permanence of hearing damage. These are how loud the noise is and the length of exposure. For example, the same level of hearing damage occurs from exposure to a noise level of 100dB for 2 hours as from experiencing 105dB for 1 hour.

Hearing loss can occur in two ways: Temporary Threshold Shift, as in the effect that usually pertains after a rock concert, wherein your hearing returns pretty much to normal after a few hours, and permanent hearing damage. However, a TTS lasting too long will also cause permanent damage.

So how injurious to your hearing can it be to ride without ear-way protection?

Service

The U.S. Occupational Safety and Health Administration (OSHA) lists safe exposure times for various noise levels. Riding with a full-face helmet without earplugs at 65mph generates an SPL at the ear of about 103dB, roughly equivalent to operating a chainsaw. OSHA's safe exposure time for this noise level is around 1 hour. At 100mph, the SPL rises to more than 110dB, safe for less than 15 minutes. The style or brand of helmet seems to make little difference. Windshields can reduce noise, but an open-ear helmet makes no difference at all – and neither does a nifty bandana.

Hush...

Wearing earplugs can reduce your exposure to wind noise significantly; but there are many different types on the market, and a first glance at the variety on offer can be confusing. Basically, though, they fall into three categories: reusable, one-time use, and custom-molded inserts. Which type you prefer to use is largely a matter of personal taste, but in general you should look for the largest NRR (noise reduction rating) number you can get. You should try a number of different types also, to see which best suits your ears and budget. The Earplug Superstore (www.earplug-store.com) sells trial packs of both reusable and disposable foam earplugs, so you can evaluate different kinds for a minimal outlay.

My preferred earplugs are Howard Leight LaserLite disposable foam plugs with a NRR of 32 (33 seems to be the highest attainable in disposable plugs), for both noise reduction and comfort. Reusable plugs I find to be less comfortable, especially for long riding days, and they typically achieve NRR values of only 25-27.

I have found, though, that the Laser-Lite earplugs can be reused a few times

before they lose their sound-reduction properties. A box of 200 pairs of Laser-Lite plugs costs about \$20. There are also earplugs available specifically designed for motorcycling, but they seem to be much more expensive than the industrial types without offering any other advantages.

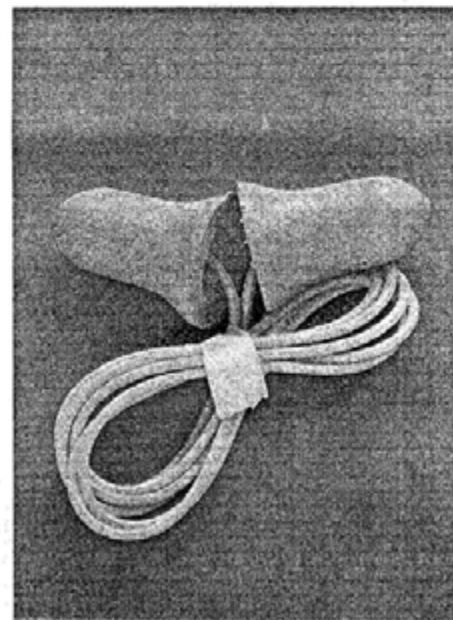
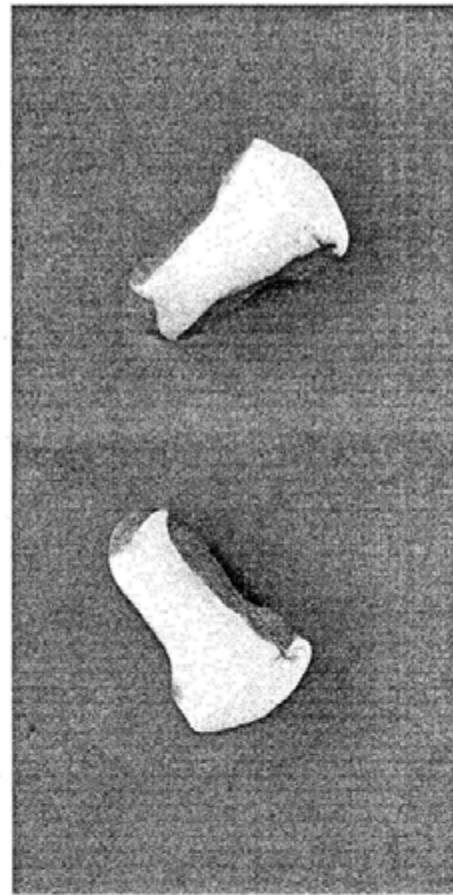
Custom?

I've also tried custom-molded earplugs. For an investment of \$120 or so, earplugs are molded from a pliable resin to the shape of your ear and ear canal. A wax impression of your ear is required, something that you can do at home or through an audiologist. Custom earplugs can also be fitted with earphone inserts so you can hear your favorite grooves while cutting wind noise.

I know a number of motorcyclists who have gone this route, and most of them are enthusiastic about the results. My own custom experience was less than satisfactory. Although the plugs fit and worked fine without a helmet, as soon as I put my helmet on, the plugs popped out. In spite of modifications made by the audiologist, and getting a second set made, I never could get these plugs to stay in place. Most likely it's the shape of my ears, not the earplugs; but it does show they don't work for everyone.

One more thing: many earplugs can be bought with cords attached. However, I've found that the cords themselves can transmit noise from outside the helmet, just like those string and tin-can "telephones" we made as kids.

The bottom line is you'd be crazy to ride any distance on a motorcycle without earplugs; and if you think earplugs are too expensive or too uncomfortable, try saying that after being fitted for a hearing aid.



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SATURDAY'S, WHEN A RIDE OR CLUB EVENT IS NOT PLANNED, THE CLUB MEETS FOR BREAKFAST at 9:00am – please see web site for current location.

Down the road..... 2008

June	Chuck and Denny plan at ride that takes the club up the North Coast
July or Aug	Club BBQ anyone? Host Needed!
August	Carmel Valley – need a ride leader
September	Jay Whyte leads the club on a ride to the Woolgrowers Restaurant – in Los Banos
October	San Juan Bautista -- we need a ride leader
November	Annual Motorcycle Show at the San Mateo Expo Center
December	Club Holiday Party – Location ???

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