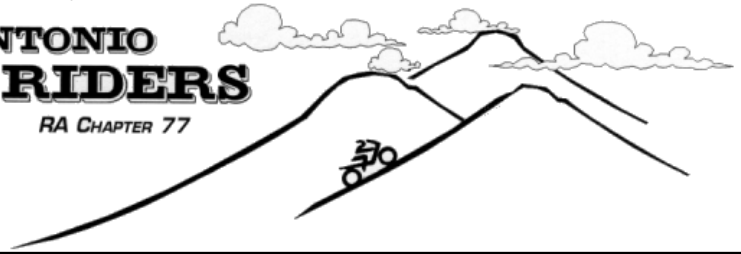


**BMW Motorcycle Club
San Antonio
Riders Association**



**SAN ANTONIO
BMW RIDERS**
MOA CHAPTER 62 RA CHAPTER 77



ISSUE 230 MAY-JULY 2020

25-27 June, MOA Rally,
Great Falls MT



Somewhere real Nice in
Texas

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PREZ Notes

Greetings fellow club mates,

What a strange trip we are on to say the least. Hoping all are well, family and friends well and making the best of current times. I talked to Graham the other day and asked what day it was, admitting I knew it ended in DAY.

I do know today is Memorial Day and it's true intention of honoring the many folks who served this country and their ultimate sacrifice to do so. I pause today from my ability to do whatever I care to do knowing it took commitment and grit from so many to have that freedom and give honor and thanks.

Yes, also the beginning of summer, graduations, weddings, and vacations for many creating strange new thought processes in enjoying all of those pursuits. Wishing everyone a safe and prosperous summer.

Our group rides are slowly returning as we figure out how to do that safely. Social distancing while on a bike is easy, stopping somewhere not so much with group limitations at many familiar eateries and destinations. We'll figure it out as a collective I am sure.

I'm sure my travel plans are similar to most here. I should be back from NC on a new to me bike about two weeks ago...or still playing in Appalachia and the Blue Ridge, or headed to places out west. Instead, shipping the bike, mowing grass and already swatting mosquitoes.

The MOA Rally in Montana, 49er(this weekend), Chief Joseph rally among some on my list this year all on hold as well as our own club event that we cancelled. One benefit if one is looking for one, is less mileage on our bikes and maybe some saved dollars. Hoping next year provides the opportunity again to meet up in large groups and share a story or two.

So, join us when we get going again and when you feel ready, we'll be there as well...we may just be disguised with a mask!

Happy motoring and be careful out there

Prez Steve

Club Calendar

ACTIVITIES – Most all our club activities have been put on hold until the COVID-19 restrictions on gathering have been lifted. I do not know if the Sunday informal breakfast rides have resumed

Th2020 Events Calendar -Date in **bold** is a club activity, dates not bolded are simply items of interest to members. NOTE – Everything is subject to change so remember to check the club calendar, <http://www.sabmwra.org/html/calendar.html> for the latest

June

25th-27th – BMW MOA Rally in Great Falls, Montana. Registration opens January 1st at www.rally.bmwmoa.org.

You are never too old to start riding a motorcycle

The Bear, ADVRIDER, 5/23/2020

Founded in December of 1983 in Sydney, Australia, the Ulysses Club now caters to older riders with branches around the world. On my way to an early Ulysses Club annual club rally here in Australia I met a mature-age lady member on her Yamaha Virago. She told me that when she took up riding, her family called her a silly old fool. "Now I can tell them, there's hundreds of us silly old fools!" she said. In fact there are now thousands just here in Australia, and at 73 I'm one of them.

There has never been a shortage of – let's not beat about the bush – old motorcyclists around the world. Len Vale-Onslow was riding his SOS motorcycles around the UK when he was 100 years old, and Jock Stares was even older. Stephen Dearnley, the founder of the Ulysses Club, rode a 650cc Suzuki Burgman scooter around Australia at the age of 79 and didn't finally garage it until he was 83. Bruce Heilman, a WW2 vet, rode his Harley across the US in honor of other vets at the age of 89. Gloria Struck is both an AMA and Sturgis Hall of Famer. At 94 she does not trailer her bike but rides everywhere from her home in New Jersey, including annual visits to Sturgis and Daytona. She's planning a cross country ride for her 100th birthday.

Today, retirement homes frequently advertise that they cater for "over 55s" and give the impression that it's definitely time to settle down when you reach that milestone. So the ages above may seem like aberrations, and of course motorcyclists in their 80s and 90s are fairly rare. But as you can see they're not unknown. And for many riders, their 60s and 70s are among the best motorcycling years of their lives.

If you are thinking of taking up motorcycling at or near retirement age, or perhaps returning to it after discharging your responsibilities to your children and your job, don't be put off by the people who will call you a silly old fool. They might be right when you start, but they certainly won't be once you've been riding for a while.

A study by the University of Tokyo, titled "The relationship between motorcycle riding and the human mind," tested male motorcyclists between 40 and 50, Motorcycle Riding Centers NJ reports in its website. They evaluated two groups, regular riders and a non-rider control group. Each individual was examined for brain function and cognitive skills.

After two months, research results concluded that those who rode their motorcycles to work daily had increased cognitive functioning when compared to those who did not. The data confirmed that riders' scores had consistently increased more than 50%. The control group's scores decreased slightly.

The study also demonstrated that riding has a positive impact on mental health, raising mood and reducing stress. After 60 days of consistent motorcycle use, participants had reduced stress levels and were generally happier.

There are also significant physical benefits of motorcycle riding. They include increased burning of calories, the equivalent of a full-body workout and advantages that arise from that, including decrease in insulin use and stronger thigh muscles. All in all, then, motorcycling is not only fun but also good for you – at any age.

One objective milestone worth considering is your HALE, or Health Adjusted Life Expectancy age. With his tongue in cheek, classic bike author Rex Bunn says that this "measures the life expectancy we all have during which we're sufficiently healthy to kick start and ride most classic British motorcycles".

The HALE age is generally about 90% of total life expectancy, Bunn continues. He quotes a range from 67.2 years in the US to 69.1 in the UK, 69.5 in NZ and 70.9 in Australia. Of course nobody says that you have to stop riding when you reach your HALE. Just get a (non-British?) bike with an electric starter. One final comment on the subject of bikes. A lot of older riders get around on big motorcycles, like Harley-Davidson touring models or Honda Goldwings.

Safety: Earplugs make riding a motorcycle safer

Michnus. Advrder.com 5/15/20

This article is really a review of the Alpine Hearing system for motorcycles, but the information is still pretty good. ED

If you want to walk around when you are old with impaired hearing and keep responding with a “Whaaat did you say?” to your kids cheating at board games, then keep riding without proper earplugs. I am sure in there is enough information available on the WWW, for the majority of people not living in caves, to know that wind noise and noise levels while riding motorcycles can cause permanent hearing damage.

In case some people are not aware of it let me give some reasons and arguments as to why wearing earplugs is a very good idea. Remember it is not only for ear-protection, it makes riding motorcycles safer.

The majority of noise while riding a motorcycle is wind noise. **The wind noise on motorcycles at 100km/h is roughly 100db.** Our ears are not designed to handle this kind of noise for prolonged periods of time. Unfortunately, we did not evolve knowing we would ride motorcycles and work in factories and with high noise levels. **Even just 7 mins of exposure at these levels can cause hearing damage.**

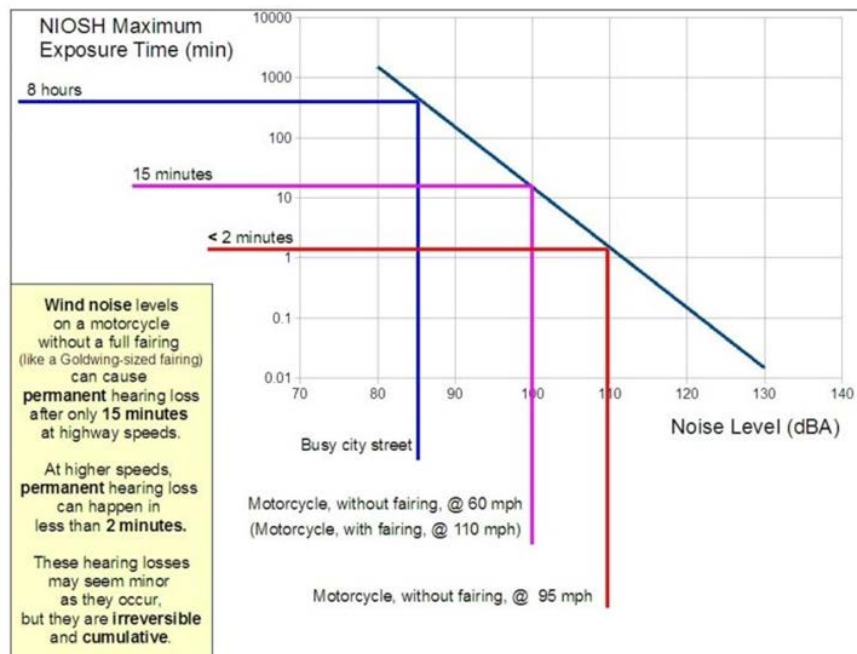
It is untrue that only people with a loud exhaust must use earplugs. At speed the exhaust sound is less than the wind noise. The National Institute for Occupational Safety and Health (NIOSH), says this:

“Recommended Exposure Limit (REL) for occupational noise exposure is **85 decibels, A-weighted, as an 8-hour time-weighted average (85 dBA as an 8-hr TWA)** using a 3-dB exchange rate. Exposures at or above this level are considered hazardous.”

Hearing loss is cumulative and increasing in effect every time you reach the harmful levels. What that means is every time you go for a ride you

are imperceptibly increasing the chance of experiencing more hearing loss. Hearing damage is irreversible. **In plain English, you will not get your hearing back.** Listening to your favorite music, the voice of your kid or wife will never be the same again.

As for the argument that helmets are silent. I researched a bit and found this statement: “Still one of the quietest helmets available, the C3 Pro transfers just 84 dB to the rider at 65 mph. Which is still pretty high numbers for noise“ There is not really such a thing as a quiet helmet, period. There are many factors that can attribute and cause helmet noise. Helmet design, windscreens, motorcycle design, crosswinds and turbulence. Point being, no full-face helmet is quiet enough to limit or stop hearing damage.



Earplugs make riding a motorcycle safer

Noise level under helmet at ear vs speed
ISVR Consulting University of Southampton wrote a very informative article on the topic of motorcycle helmet noise.

Why are earplugs making riding motorcycle safer? By limiting the wind noise to a level that is more normal to the human ear, reducing fatigue as well as the constant hammering of noise into your head. I have been using earplugs for the last 15 years and I'm a big advocate for using hearing protection.

When I first used earplugs it was an amazing feeling. I immediately noticed that I felt much less fatigue on long trips. Everything was calmer and more relaxed. I could focus and concentrate on riding and the sounds that were more important like car sirens. We are more likely to make mistakes when we are tired. The same goes for when we fly internationally, you also suffer from noise fatigue. I feel much less fatigue after a 16-hour flight having used my earplugs than without.

As you ride and the wind noise bombards your ears, it eventually creates a condition called, Temporary Threshold Shift (also referred to as TTS), which is a temporary hearing loss that results from continuous over-exposure to sound. Basically you go partially deaf for a while after an extended period of riding.

Very similar to what you get in rock concerts and inside clubs. It is especially dangerous for motorcycle riders as you lose all frequency of hearing. Proper hearing protection prevents that and removes the high-frequency wind noise while still allowing the rider to hear the important low-frequency sounds.

Foam earplugs leave you with a complete sense of isolation and in effect causing another problem and damage to your hearing. Noise does not only enter through the ear but even more so through the bone of the skull surrounding the ear. For example fit foam-plugs and tap your skull you will experience a loud banging sound in your hearing. It is still noise and that banging sound will also cause fatigue over time. [Here](#) is an article about that .

I have used every type of earplug, from the cheap foam ones to custom earplugs made by an audiologist. Then in 2013 I got hold of a pair of Alpine Hearing protection ear plugs. These earplugs have uniquely designed filters. Every set comes with 2 different filters, one for high-level riding (high speeds) and one set for more technical/low-speed riding. We have since been on long term trips for the last 3 years and used our earplugs every time we get on the bikes. We were so impressed we contacted Alpine and started to distribute the earplugs in South Africa. We have since sold the business but the new owners are still selling Alpine successfully.

Earplugs with filters attenuate harmful noises and do not leave you with that complete deathless feeling of isolation like the foam filters. Basically the harmful wind noise, the constant noise that damage your hearing is cut but not the sounds you need to hear. And it is a game-changer.

Another benefit is that I can still listen to music through my intercom system, I can speak to a fuel-pump attendant normally without taking off my helmet or screaming. I can hear sirens and the sounds that is important to hear. The Alpine Hearing plugs enabled me to replace my lost custom ones without having the big expense and inconvenience of getting a new set measured and molded.

More information on other brands as options.

OPTIMAL ATTENUATION

The Alpine MotoSafe filter earplugs attenuate harmful noises without giving a sense of isolation. Traffic, navigation, intercom, and the motorcycle itself remain sufficiently audible. Perfect for different uses and choosing the attenuation level yourself.

Alpine has a proper research team and constantly interacts with its testers and this Dutch brand goes back to 1995. Alpine quotes on their website and this is no BS: "The earplugs have a perfect fit. This is because

Earplugs make riding a motorcycle safer

they are made of durable and flexible Alpine ThermoShape™ material. The warmth of the ear allows the soft material to mold to the ear canal. Alpine MotoSafe earplugs are also the only ones on the market with soft filters. As a result, they are also very comfortable under a helmet. Alpine ThermoShape™ mate-



gency vehicle sirens, horns, and sounds from approaching vehicles.

Pinlock earplugs are made from medical grade silicone-free materials, making it more comfortable for riders to have it on. The advanced precision filter is removable, making it easier to clean the earplugs. All

rial contains no silicones. For this reason, the earplugs do not sweat, itch, or irritate. You can wear them all day without any problems.”

Alpine’s competition and I have used all of them, are mostly made of a harder silicone, and use a generic one style fits all filter. The shape and size of the plugs are sometimes too big for people causing ear-pain over time while riding. We had each a set of Alpine earplugs now for the last 2 years and they kept their shape and lasted all this time with daily use. The Alpine set even fit people with small ear opening.

PINLOCK Earplugs

From the makers of Pinlock visors. The advanced precision filter blocks wind noise harmful to the ear without causing muffled hearing, allowing the rider to pick up on important sounds such as conversations, emer-



Earplugs make riding a motorcycle safer

Pinlock earplugs come with 2 sizes in the box, to offer riders with different ear sizes a better fit.

BIG EAR

The big ear is an American brand offering a big range of custom earplugs for motorcycle riders. They have a unique custom earplug with different attenuations and can even block it off completely. BigEar mentions they offer the highest quality in-ear transducer stereo motorcycle earplugs. There are quite a few very interesting videos on their website to watch – BIGEAR motorcycle

EARDIAL Earplugs

These plugs are a very discreet fit. They are made from soft Hypo-allergenic silicone. They offer different attenuation filters for different noise levels. One smart option is their mobile app noise level indicator which shows how long you can stay at that level and the decibels.

Cons: They say it is small and discreet. Which in our terms mean it is very small and you might find it difficult to remove, especially with gloves.

EARPEACE M – MOTORSPORT EAR PLUGS

EarPeace M comes with three smoke color earplugs, three sets of high-fidelity acoustic filters (SNR 17, 20 and 26), and an ultra-premium aluminum carrying case with a carabiner clip.

EarPeace enables you to still hear clearly but at a comfortable level. Convenient ear plug-pull tab to get the plug out of the ear.

EarPeace uses premium silicone that is hypoallergenic and reusable. **Situational Awareness** – the proprietary attenuation filter technology delivers clear, crisp sound by allowing a precise amount of unobstructed sound into the ear. Hear your communications systems, music, and approaching traffic/sirens.



No Noise earplugs

These plugs are a very good generic brand. They work well and do not cost an arm and a leg. The earplugs are made from a Silicone-free hypoallergenic thermoplastic. They utilize a Patented Venturi shaped sound channel for noise cancellation.

Con's: No Noise only use one attenuation filter for all their uses. The shell is still a one size fits all. Ultimate hear protection.

Continued on page 10

Come back 50 years to visit the future with BMW

The Bear, ADVRIDER.COM, 5/4/2020

Just because it was called the Futuro didn't mean it was the future



It might be hard to believe today, but there was a time when we nearly lost BMW motorcycles. In the 1970s, the board was beginning to despair of the future of its by now minor division. Bikes might have been what saved the company in the '20s, but 50 years later sales were down and continuing to fall, and the fact that this was BMW's own fault hadn't penetrated. It would take Hans Muth to revive the marque with his design of the beautiful R 90 S, but he wasn't the only one who worked on the salvation of the bike division. He was, however, the successful one.

Another project did not do so well. We should probably be grateful to the gods of the road for that. In the summer of 1979, the company board decided that BMW needed to show that its horizontally opposed twin with shaft drive was not, as many people were saying, a tired relic. They also wanted to put the Japanese on the back foot by doing something novel very quickly. But they didn't trust the motorcycle division with the project. The press release noted that the bike people "had more than enough to do in Munich with current development work (and maybe because they were a little scared of in-firm nearsightedness, which they did not want to risk)".

On the stand at the Cologne show, the Futuro was sadly overshadowed by the Katana and the CX500 Turbo.

Yes, that was in the press kit that was released when the resulting study, the 'Futuro', was show at the Cologne Motorcycle Show in 1980. You don't see that kind of naked honesty these days.

But perhaps those words reflected the tension between different sections of BMW; the motorcycle division was not yet 'BMW Motorrad' with its own board, but just a part of the mother company. Nobody is really sure why, but the contract to develop the Futuro study went to a Frankfurt firm which had had never had anything to do with motorcycles, b&b.

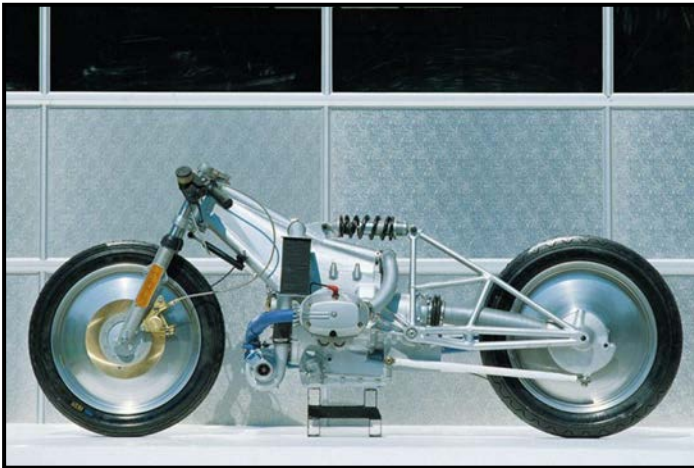
They had mostly produced things like modifications for Porsches and electronic dashboards for VW Rabbits. And what was it with the Germans and their reluctance to use capital letters?



The bike even had a 'boot' like a car. Anyway, and predictably enough, they created what looked like a two-wheeled car. The b&b development engineer responsible for the Futuro, Eberhard Schulz, had never worked on a motorcycle before. He had carte blanche, however, being told to come up with a design "completely regardless of current technical feasibility". He also had

Come back 50 years to visit the future with BMW

at call the skills of people like former BMW director and “motorcycle whisperer” Helmut Boensch, engine specialists Dr.Schrick, experts from the Batelle Institute and experts from TuV. Oddly enough, he came up with a perfectly technically feasible vehicle. An expensive one, it’s true, but not a truly futuristic one.



The cantilever suspension was new – unless you looked back far enough into Vincent history...

BMW had learned from the development of Hans Muth’s R 100 RS that optimized aerodynamics could make a big difference to the performance, and that lesson was applied to the Futuro along with drastically reduced weight of 180kg. Aluminum, carbon fiber-reinforced plastic, titanium and Kevlar were incorporated in the bike, but apart from the cantilever rear suspension and sintered brake discs (not entirely new) there was not really much new technology. Well, apart from the VW Rabbit-like dash.

It’s difficult to understand why b&b went for a turbocharger for the 800cc boxer engine. The stated intention was to improve low and midrange performance, something that a supercharger does much better – and BMW had substantial experience with superchargers on its race bikes. Perhaps it was the knowledge that the Japanese were working on turbocharging bikes that convinced b&b to do the same.



I’m not sure if the pillion was intended to follow the rider as he flew over any obstacle in a crash.

The turbo made the exceptionally light bike quite quick, and possibly as a way of diverting criticism from a motorcycle that could reach well over 200km/h, BMW and b&b described the Futuro as a safety design. Various bits of it, including the disc wheels, were intended as crumple zones and the seating position was set up so that the rider would be propelled over the obstacle in case of a crash. There was even a suit designed to be worn with the bike which had air-



bags built into it.

Earplugs make riding a motorcycle safer

Ultimate Ear Protection manufactures a range of custom-made earplugs for motorcycle riding.

Ultimate actually offers quite a range of earplugs for motorcycle riders. From their Squidgy soft silicone blend custom in earplug to state of the art Bluetooth plug and play units. Their top range SoundEar range is constructed of two different compounds of silicone. The SoundEar also has an ultra-soft grade of Silicone for the ear canal where comfort and flexibility is the absolute key to genuine sustained use.

Cons: Obviously custom made earplugs cost more than generic off the shelf earplugs, much more care to make sure they do not get lost.

Conclusion:

There is enough information available, earplugs do not cost an arm and a leg. It is plain stupid and just not worth sacrificing your hearing for a product that costs USD40 and would last the better part of 3-5 years.

You are never too old to start riding a Motorcycle Continued

But there is no obligation to join them. If you would prefer something lighter and easier to handle (and pick up), think about a bike like a Honda Deauville (NT700V in the US). The seat is a reasonable height at 806mm (31.7 inches) and the bike is not light but manageable at 236kg (520lb). Similar bikes are available from other manufacturers. And they all have electric starters.

Let me leave you with a little more Tennyson from Ulysses:

“Tho’ much is taken, much abides; and tho’ we are not now that strength which in old days moved earth and heaven, that which we are, we are...”

EarPeace Earplug Review

Graham Littrell

Was riding with PINLOCK ear plugs, which were good until loosing one. In looking around the EAR PEACE sounded interesting, so bought them. They are quiet. They come with three filter sets, Medium, High and Max, the noise reduction rating (NRR) is listed for the inserts as 11, 14, and 19.

The filters snap in and out of the main ear plug(s). I’m currently using the High, (Red) with 14 NRR, insert. There are two sizes available, standard and petite. The package insert contains a lot of data for each insert. You can hear and participate in a conversation, but should notice when riding wind noise is minimized, along with auditory fatigue. The two things that contribute to wearing me out on a long day.

Package includes 3 ear plugs and 3 filter sets. Price-I paid 25.95. Bought mine on Amazon, Prime member, so no shipping cost, but did not get the metal container for storage.

Come back 50 years to visit the future Continued

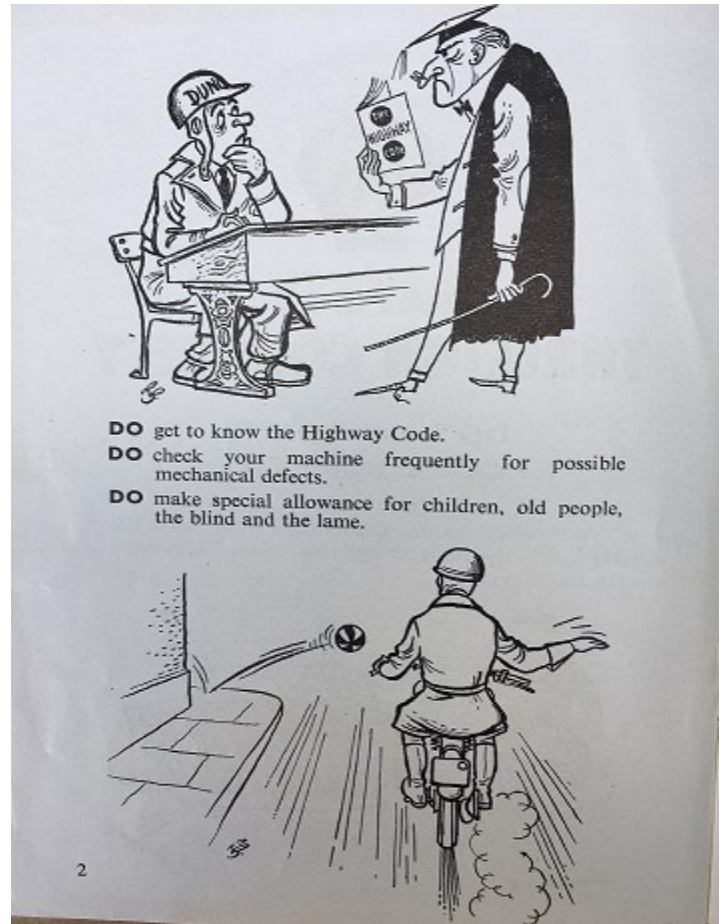
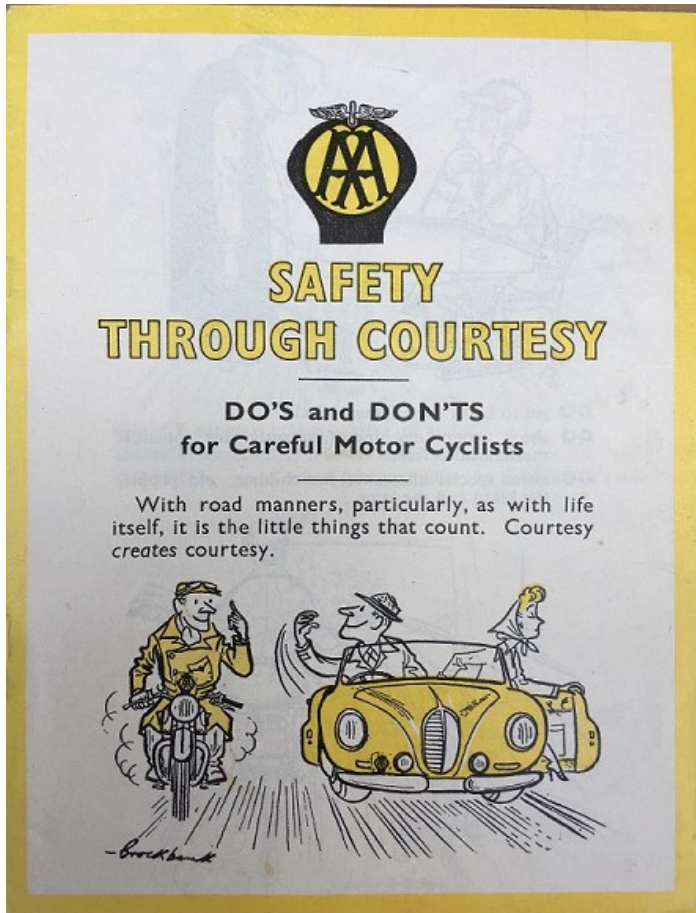
The press release concludes rather gnomically that “One thing is certain: the typical BMW qualities of today will still not be yesterday’s tomorrow.”

The Cologne show must have provided sweet revenge for designer Hans Muth. Stymied again and again at BMW, he had had to go to Suzuki to realize his most dramatic dream – the Katana. It debuted at the same show as the Futuro and, along with Honda’s CX Turbo sucked up all the oxygen in the show’s halls. As for getting ahead of the Japanese, the Futuro was a design study which BMW itself acknowledged would never be built as such – while Honda’s Turbo was already a production model.

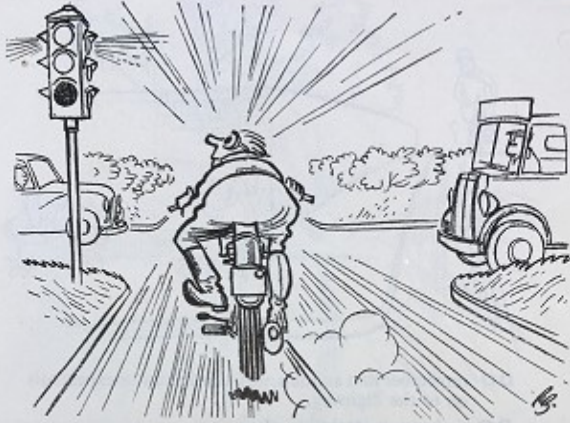
Safety Through Courtesy

1955 English UK AA (Automobile Association) Motor Cyclists driving pamphlet.

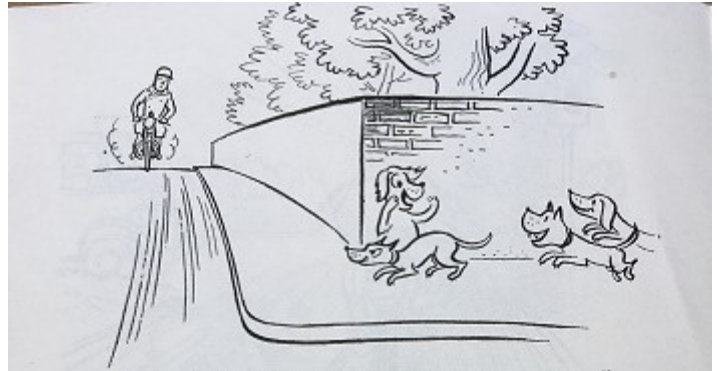
From Rex Wright. Found at a Charing Cross bookstore in 1977.



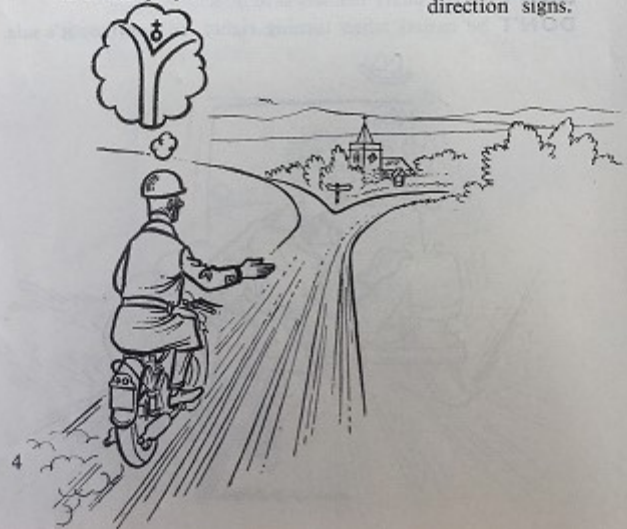
Safety Through Courtesy



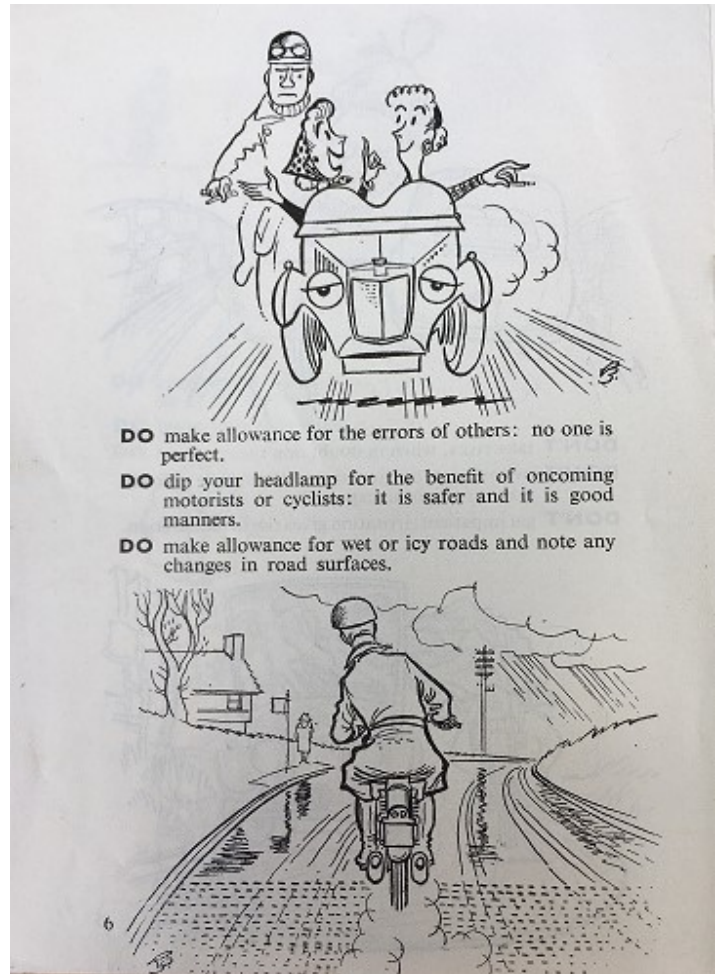
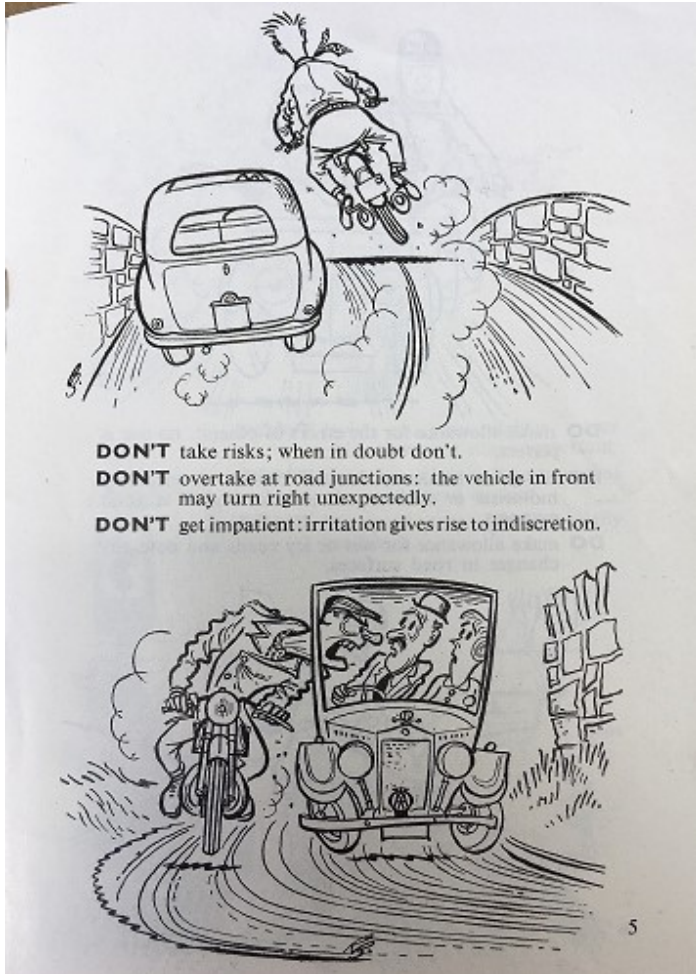
DON'T pit your brakes against the amber.
DON'T forget safety helmets save lives.
DON'T be casual when turning right: be positive—it's safe.



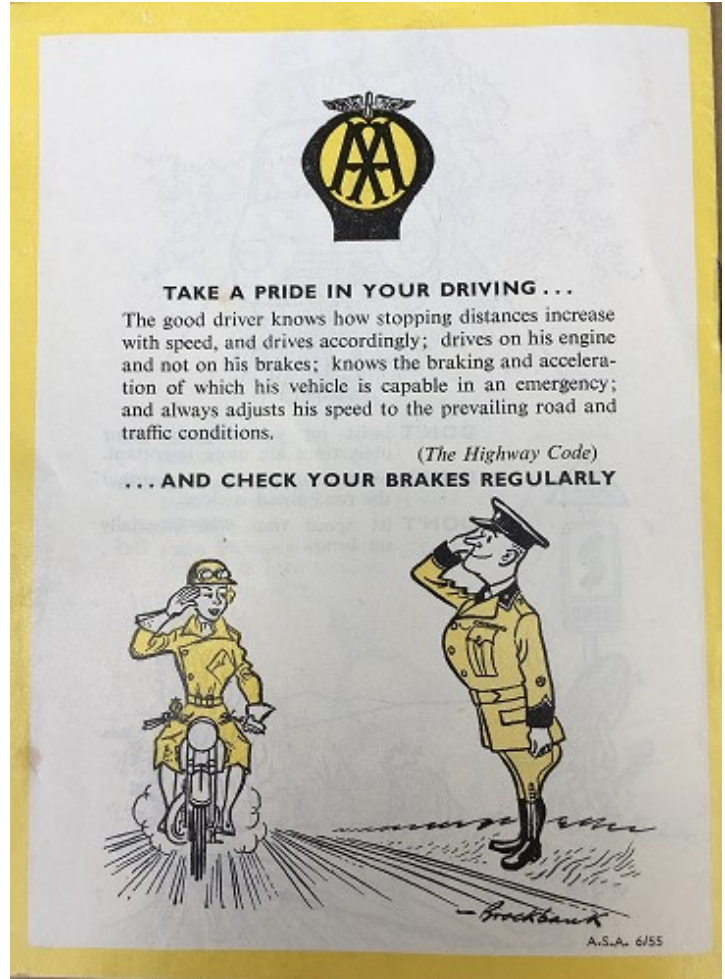
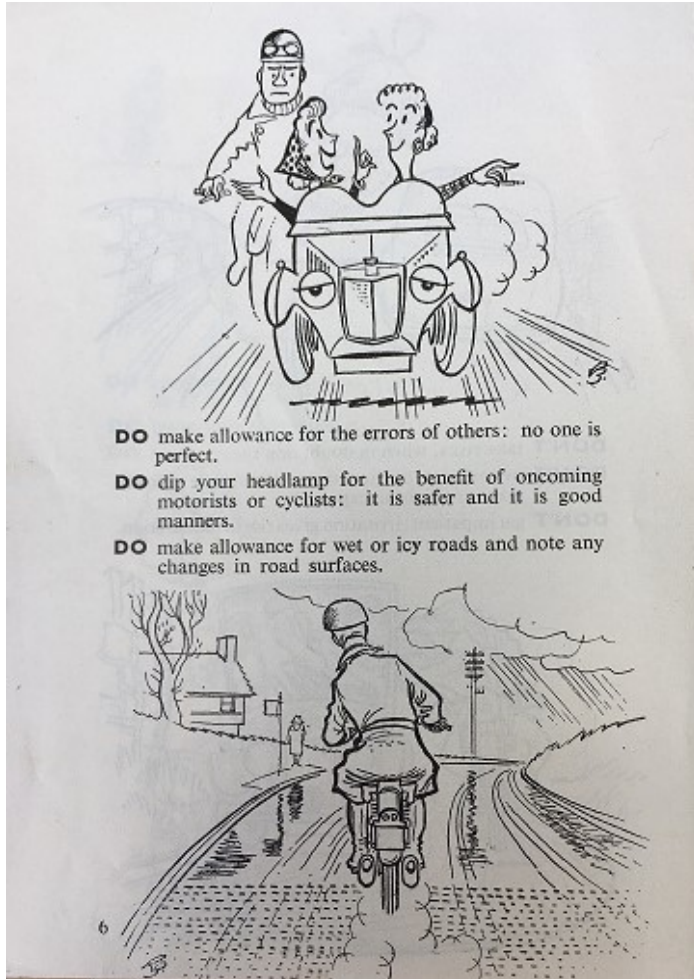
- DO** remember that animals are liable to run unexpectedly on to the highway.
- DO** make your intentions clear.
- DO** study your route beforehand and watch for direction signs.



Safety Through Courtesy



Safety Through Courtesy



*Good advice doesn't change much over the years
Thanks to Rex Wright for this look back in motorcycling history. Ed.*

Steve & Helen have camping and cabins for rent & a web site - check it out at <http://www.blancobeemerwerkes.com/cabin/index.html>



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Editor Notes

I hope this newsletter finds everyone healthy and not bored or going crazy with the past few months of COVID-19 madness. Although I was initially working from home for a week at the end of February, I got called back to the office. We like to see each other face-to-face I guess to get things done. Club activities have really slowed down, but I hear we will be getting together soon to develop our club calendar. I think there are club members already riding together. I hope we can expand our activities in the real near future.

Graham Littrell sent me a short article on earplugs he just started wearing. At the same time an article came out that complimented what he sent in. Thanks Graham for your insight. And thanks to Rex Wright for his 1955 article, not sure we would see something like that now a days.

I have been able to ride into work several times in the last month, but no long rides. I think it is time to get out. Too bad it looks like it will be getting real hot real soon.

Despite not riding much, I have been able to repair two airhead transmissions and rebuild the ATE front brake on my 76'R90/6. What all have you folks been doing? If you have an interesting story on your Stay-at-Home activities, let me know. Might be an interesting read.

Blanco BeeMerWerkes

In The Heart Of The Hill Country



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