



November 2016

Diane Pears

VICE-PRESIDENT'S CORNER

Wanna' Ride Like a Pro?

Four Winds BMW Riders Nov. 19, 2016 Meeting Minutes

Location: Sciullis Bar and Grille, McKees Rocks, PA
Board in Attendance: Tim & Diane Pears, Glenn Kidd, Joann Barr, John & Mary Hetzel, Jeff Harlich

The meeting was called to order by Vice President Diane Pears at 1:40 pm with 29 people in attendance. Frank Beatrous and Leo Stanton braved the cold wet rain and flurries on two wheels.

Special Guest Presentation: Army veteran and Krav Maga instructor B.J. McMullen talked about his experiences as a current Pittsburgh Police Motor Officer and trainer riding 365 days a year with his unit. Precise control police training for civilians is available locally through Pro Rider Pittsburgh <http://www.proriderpittsburgh.com/about-us-instructors>. His team “provides a challenging, fun, and rewarding course for experienced riders that want to take their riding abilities to a new level, gain ultimate control of their ride

and develop their maximum riding potential” beyond what is provided in the state MSF courses. He stated that most of the accidents he sees are due to rider error. There was much interest and Q & A.

Ken Kucel initiated a sign up list of club members at the meeting who wanted to take the one-day class in the spring. Enough signed up to fill two classes. Ken offered to be the contact person with B.J. Will give us a group discount. Regular cost is: \$175 Rain or shine.

Thank You Cards: Thanksgiving / thank you cards were passed and signed for our rally heroes, Tyler, Redbank Park’s Manager and the husband and wife T Shirt team at Carco who went far beyond the call of duty to make our 50th rally a success.

Banquet 2017: Asked group for a program or speaker ideas. Feb. 18th at The Chadwick in Wexford – same place as last year. Mary Hetzel is Banquet Chair.

Daniel’s Law Passed: Talked about by Ed Syphan’s friend Doug Sallmen at the October meeting regarding stiffer penalties for distracted and texting related driving accidents. The bill passed this month and was signed into law by Gov. Wolf.

<http://www.4windsbmw.org/forum/general-chit-chat/434-daniel-s-law-pa-house-bill-853>

Jan. 27 – 29 International Motorcycle Show: Cleveland IX Center
<http://motorcycleshows.com/city/cleveland-oh>

50/50 Winner: Bruce Conaway

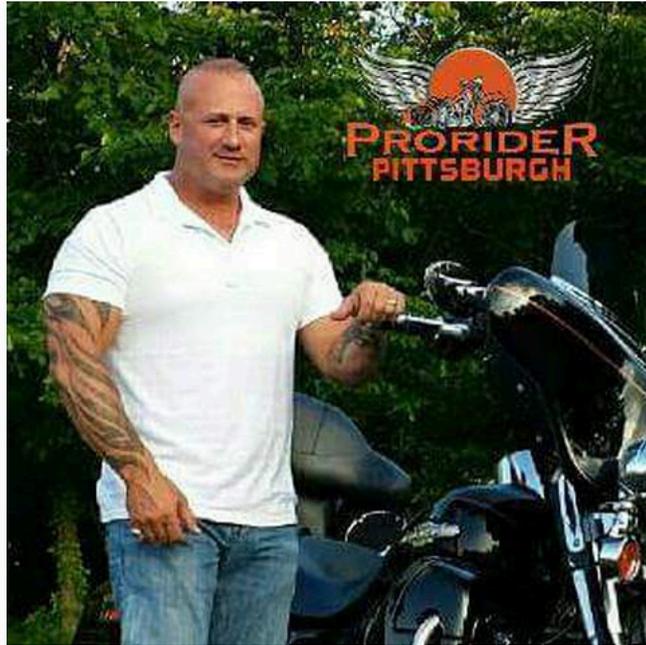
December Meeting: None – Merry Christmas

January Meeting: TBD

February Banquet: The Chadwick, Wexford

Submitted by Recording Secretary,
Tim Pears

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A question came up concerning some BMW's (Ducati's & Moto Guzzi's) having a dry clutch, which doesn't handle a lot of time spent in the "friction zone" as well as wet clutches, and sometimes doesn't behave quite the same.

Here is Officer B.J. McMullen's take on that issue:

The Friction Zone!!!

I understand the concerns over how using the friction zone (slightly slipping the clutch) could cause damage if done INCORRECTLY.

Most motorcycles are equipped with a "wet" clutch meaning the clutch is bathed in oil to help keep it cool during heavy use. Even "dry" clutches can be slipped safely without damaging the clutch mechanisms. It only requires that the rider not overdo slipping and remember to "Cool" off the clutch FREQUENTLY during low speed maneuvers. Riders with dry clutches MUST keep RPM's lower and use very light pressure on the rear brake (if any) while in the friction zone.

The clutch is best cooled off by riding in 3rd or 4th gear at approximately 20 - 25 MPH with the clutch all the way out for about one minute +/- for each five minutes of using the friction zone. We call this a "breeze out".

We have all students do breeze outs along the roadway after they ride in the low speed cone courses. With dry clutches, we must do more frequent breeze-outs,

especially during hot weather.

You asked about the BMW that I rode at work. I had a chance to briefly ride the BMW then had to actually teach the student who brought it class... He knew more about it than me.. awkward.. Lol

I previously trained and certified this officer in the past on his police Harley and he was a great rider. He then got the department issued BMW and couldn't navigate the tight cone courses. I tried the tight cone courses on it and had a very difficult time as well. I immediately made phone calls out west to other police motor instructors that used BMW's for work. I discovered that they really don't use the "friction zone" during slow speed maneuvers... Now this was odd to me.

They told me what other techniques they emphasized during BMW training. I then practiced these techniques in the courses and taught the officer. He ended up doing fantastic! On test day, he actually had a faster time in the courses on his BMW than he previously did on his old Harley.

What I really liked about the BMW was the fact that I really didn't have to use the friction zone at all, that bike doesn't bog down like a Harley. You can ALMOST come to a complete stop then disengage the clutch. Very cool!

Yes, the BMW did feel strange at first but I got used to it. The more I rode it, the more I liked it! Would I actually buy one?? Umm :) Maybe as a second bike, lol. I'm afraid to get more time in the saddle on it... What would I do with all my Harley gear?? Lol

Hope that helps ease the minds of a few riders. Let me know if they have any other concerns.

Take care,
Train Hard & Ride Safe!

BJ McMullan, President
ProRider Motorcycle Training

ProRiderMC.com

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