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STARREVIEW



MSTA 2019 EVENT PREVIEWS

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Heads Up Breaking "HUB" Product Review

By "Ninja" Bob Chappius, Webmaster

HUB, Heads Up Braking was one of the inside vendors at STAR 2018 and was offering a \$50-dollar discount during the event off the normal \$249.00 price. John Henry, owner, was set up in the lobby near the route maps and on the way to the breakfast dining room so I passed by frequently. Once with some free time I stopped to talk with him. I was interested in his product because just a year prior my first 2008 Concours 14 had been rear-ended and totaled by an inattentive driver in a Toyota Corolla. The Corolla was also totaled, and I am still amazed that I was unharmed. Since that accident I have installed Hyperlites on my replacement Concours 14 and a Givi LED brake light kit on my top case on my Ducati Multistrada. That was a start, but I figured more is always better when the goal is conspicuity.

I chatted with John at length, he answered several questions and I was impressed. I explained to him that I had four bikes and wanted to be able to use the system on each. Also, that I ride solo at times and with a passenger, so I would need to be able to move the light component easily between two helmets. John assured me all this was possible.

So, I bought the kit plus an extra

helmet bracket. Here is my review of the product and my installation experience.

The HUB consists of two components, a red LED light fixture that mounts on the back of your helmet (RX) that communicates wirelessly with a black box (TX) that mounts on your motorcycle. The black box is packed with technology, including "Kelatron™ (KEL™) System: Highly engineered & sophisticated system that senses deceleration" It has other sensors that I will discuss later. The main function is that the black box senses deceleration, whether or not you have applied the brakes and actuates a series of flashes of the bright red LEDs on the back of your or your passenger's helmet. The TX can be hard wired to your bike battery and brake circuit and run off vehicle power or run on two AA batteries. The RX runs on two AAA batteries. If hardwired it is intended to be integrated with the bikes brake circuit and actuate the bikes brake light on deceleration even if you have not applied the brakes. I like this feature because I often modulate speed as needed using engine braking when riding in a line of cagers or group riding with other riders.

The RX has a proximity sensor that causes the LEDs to flash and the beeper to beep if the unit is not in range of the TX or the TX is turned off. The RX can also be toggled to give an audible beep whenever the LEDs flash. This is useful on initial use to give you an understanding on how and when the unit is functioning. It can be turned off, but I leave it on as a reminder to stay alert of activity on my six. The beep is barely audible over the music I am usually listening to and not annoying.

Installation: The transmitter must be mounted parallel with the ground and this for me was a bit of a hassle. Wiring would be simplified if the transmitter could be mounted under the seat but on both my Concours 14 and Ducati Multistrada there was no level area available under the seat. The

transmitter has pivoting mounts and leveling adjusters that could be used to permanently mount the transmitter level but that would prevent swapping from bike to bike. The solution for me was installing mounting studs in my top cases. I bought longer mounting screws and wing nuts, drilled holes in the bottom of my top case and secured the studs in the holes. Using the wing nuts I can swap the transmitter from box to box without tools in a minute. If you do have a level surface to mount to a Velcro mount would be even quicker.

I initially ran the transmitter on batteries but soon decided to hook it up to vehicle power. Within the first two weeks using the system I went through two sets of transmitter batteries due to forgetting to turn it off. Additionally, I would occasionally forget to turn it on when starting on a ride and it was a hassle moving gear around in my case to reach the switch. The kit comes with a wiring harness with colored wires labeled for brake positive, brake ground, battery and ignition on positive. I left the brake positive unconnected as I had already installed Hyperlites which flash when the brakes are on. I had no idea if the two led systems would be compatible and at any rate, I did not want a full-blown light show every time I slowed down or shifted gears.

That brings me to my one complaint about the system. It flashes a couple times with a normal gear shift. The decelerometer is sensitive enough to detect the momentary deceleration when you actuate the clutch for an up shift. With the beeper on I get two beeps with normal up shifts through 2nd 3rd and 4th. This is described as normal in the troubleshooting section of the installation instructions. I contacted John Henry about this, and he suggested low rpm shifts to avoid this. I had already learned how to avoid it with power shifts. However, I have no intention of changing my riding

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RIDE LONGER BY LIVING A HEALTHY LIFESTYLE



Dianne Park

Three food related factors **play a huge role in determining our health**, as well as in the enjoyment of Motorcycling. Getting to and maintaining a healthy diet is not just what we eat; it is also when and how much we eat. So, when it comes to food, it's what, when and how much! While every one of these factors are particularly important every day, the effects of what we eat and therefore, how we feel, are especially relevant and even noticeable while riding any distance on our motorcycles.

Take it to the extreme and think of how you feel after a typical Thanksgiving dinner! Most of us are stuffed and often groan, "I ate too much"! Not only are we feeling a bloated stomach, we have no energy, and if we pay close enough attention, probably our thoughts are a bit foggy too. Too much food! Yes maybe the tryptophan in the turkey plays a part, but any meal where we eat too much can produce similar effects.

So do we really want a huge breakfast or lunch with a big day of riding planned? How many of our body's

systems go to work to digest the food? Enough that when we eat too much and are lethargic, it is harder to concentrate, stay alert, and sometimes even fight off dozing off while riding. According to Pub Med, Doppler ultrasonography has made it possible to record blood flow to the digestive tract. Several research groups have demonstrated how blood flow to the (digestive) tract increases gradually after a small meal and markedly after a big meal. The increase in blood flow reaches its maximum after 20-40 minutes and lasts for 1.5 – 2 hours. There is also a similar and parallel increase in the cardiac output. The result is the meal places an increased work load on the heart. Instead of our food aiding the brain, our hearts and other muscles, it instead is taxing major body organs and systems while trying to handle all the food we consumed. Importantly, overeating at dinner can make it difficult to get to sleep or stay asleep.

But you say "Hey, I am a big person. I need my nourishment"! Ok, we sure don't want you whittling away to noth-

ing or starving to death in the process. So, eat more often and eat less. Eat raw veggies and fresh fruits. You can easily carry a small baggie of carrots, celery or the like on your bike and have as much of that as you want during a gas stop or butt break. You might be amazed at how delicious raw vegetables and fresh fruit taste throughout a day of riding. Still not enough food to satisfy? Carry a healthy trail mix (I am not big on granola because it is usually very high in sugar.) But healthy nuts with some raisins or other dried fruit can taste amazing on a 15-20 minute off-the-bike stop and will likely also keep us from being really starved and wanting to eat too much at dinner.

We all know how vital it is to drink plenty of water or electrolyte rich liquids (STARreview issue #3703, page 5 - *Staying Hydrated*) while riding. I have tried many products and the one I favor is from Shaklee. It is used by NASA's astronauts, and Olympic athletes. It gives me my best energy boost. Hit me with an email at diannepark@yahoo.com for more information.

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habits to resolve this. This is not a deal breaker for me as I do not have my vehicle brake integrated. Having your brake lights flash when shifting is not a good thing. When you are shifting up through the gears you are accelerating, the brake like should not come on. I know it annoys me when I am behind a

motorist who constantly taps his brake for no apparent reason. Having the helmet light flash is not a big deal, since it is not technically a brake light, more of an attention getter.

Other than the shifting issue I like the way the system works. I cannot observe the light in action under actual riding

conditions, but it seems quite bright when testing it on a table. On a recent ride with a friend following he commented that it was very noticeable. I feel the HUB is an important addition to my safety equipment. I plan to eventually add a second transmitter to eliminate the need to swap from bike to bike.

THE MECHANICS CORNER

Engine Ice

By Nicky Zarras, Managing Editor

Antifreeze is a key ingredient in all liquid cooled engines. The problem arises when engines overheat and coolant is lost. With our riders traveling long distance through some desolate areas, that loss of coolant can leave you stranded. It can also damage your engine. Having an anti-freeze that lowers engine operating temperatures and boils at a higher temperature level is highly desirable.

Scott Lukaitis is the Chief Operating Officer of CycleLogic Products, manufacturer of Engine Ice Hi-Performance Coolant™. EngineIce Hi-Performance Coolant™ is biodegradable, phosphate free, non-toxic and reduces operating temperatures, effectively keeping boil-over temperatures to 256°F or less and

freeze-up protection to -26° F even in race conditions. Engine Ice is formulated with propylene glycol (PG), not ethylene glycol and is phosphate free. Engine Ice has been proven to meet or exceed the cooling properties of the water additive type products while offering complete cooling system protection against scarring, scaling and mineral build-ups that are damaging to your cooling system. Engine Ice is pre-mixed with de-ionized water which eliminates all of the impurities that can harm your cooling system and will not harm your seals and gaskets. Engine Ice meets or exceeds all AS™ (American Society for Testing and Materials) and SAE (Society of Automotive Engineers) Standards and Requirements. You can download the MSDS data sheet from their website. Some contact information: info@engineice.com. Find your local distributor here at

engineice.com/engine-ice-distribution, [facebook.com/EngineIceCoolant](https://www.facebook.com/EngineIceCoolant), [Instagram.com/EngineIce](https://www.instagram.com/EngineIce), [Twitter.com/EngineIce](https://twitter.com/EngineIce) (#EngineIce). Engine Ice has a Daytona 200 contingency race program in progress with cash prizes from \$1000 down for riders who use their product and place in the race.

One final note is it is imperative that you clean and flush out your cooling system during coolant changes. Many caked-on deposits can degrade your cooling system's efficiency. The weather is just starting to change from snow, sleet, hail and high winds to 60-70 degrees. I will give you a long-term update in the summer issue.



DAN CLARK SAFETY PROGRAM

By Carl Wieman,
Owatonna, Minnesota

As 2018 is behind us, I can provide a few new facts about the Dan Clark Safety Program.

We had over \$3,200.00 donated to the fund in 2018. Exact figures are being verified. Of that amount, there were nine very generous people or groups that donated \$100.00 or more. They are as follows:

Dan Clark Family.....	\$500
Francine Clark.....	\$100
Rohan Ganguli.....	\$150
Wayne D Williams.....	\$100
Tosh Konya	\$100
Daniel/Patricia Igoe	\$100
Steven E Johnson	\$500
James/Carol Buckerfield	\$225
Friends of Curt Chevlen.....	\$250

We would like to thank these people and groups as well as all the many other people that donated to this great safety program.

At this time last year, we had \$3,510.00 in the fund that was distributed to MSTA Members.

I am entering the final list of receipts received into a spreadsheet for possible partial reimbursement. As I write this article, it is early January and members have until January 31 to submit receipts for their 2018 purchases.

As a reminder, this is a program for only MSTA Members. You must be a member at the time of purchase, as well as at the time of the following STAR in June. A Non-Member spouse or family member that is not a MSTA Member is not eligible, until they become a member.

This program is designed to promote

safety and to help encourage members to purchase safety gear, whether they currently don't have everything, or to update what they may already have that might not be as good as it once was when new.

John Henry with The HUB System was a vendor at STAR 2018. This has been added as an acceptable safety item that can possibly be partially reimbursed under the guidelines of the program.

More details can be found on the forum under the Dan Clark Safety Program. Send your 2019 receipts to us when you purchase your safety related items, to keep from forgetting until it is too late.

Until next time, ride safe...Carl