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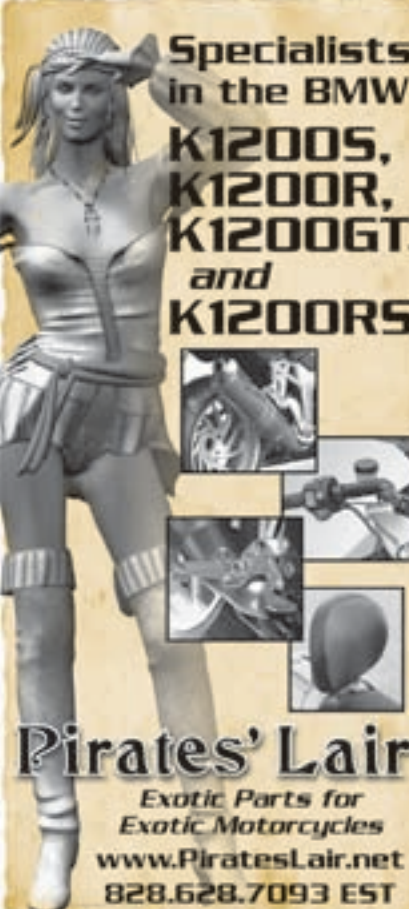
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quickly. When we can see these sinners, when it is apparent that they are traveling at a high rate of speed and approaching us in corners and curves, our mission is to adjust our speed and position to create the greatest possible distance between our two vehicles as we approach and pass one another.

How about those blind curves and corners though? Suppose we all simply adopt a universal prediction that each blind turn, curve and corner will present us suddenly with an oncoming driver who is traveling at the wrong speed. The vehicle is likely to encroach into our path and right-of-way. Consider taking preemptive actions automatically as we approach these situations; slow down and move to another lane, or move to another position within your lane so as to create the greatest possible space cushion while in the region of least visibility. Think about upcoming blind hills, too, even on straight roadways. Remember, if you can't see, don't go there! Think about the discipline of setting speeds in these conditions so that you always have a clear view of at least four seconds of pavement ahead of you. Can't see four seconds of asphalt? Slow down!

Finally, other motorists who are visible as they approach us from either side (i.e. intersections) are possibly the easiest to spot. Look for them at intersections and take action to time your transit of the intersections well before or after the speeding vehicle. How about those intersections that hide the view of intersecting drivers from us? Again, let's predict that the blind intersection will contain a speeding, inattentive motorist—think about shedding some speed while it's easy to do so and putting the brain on high alert.

Tailgaters! Don't you just hate them? Consider keeping a greater following distance yourself from vehicles ahead when a tailgater is tormenting you in traffic. Let them pass—legally! Think about protecting your travel lane by riding closer to the center line, forcing a following motorist to make a legal pass, completely in the passing lane, rather than trying to 'share' your lane and possibly forcing you too close to the side of the road.

We are NOT equipped to defend our lane from a tailgating driver, so don't try it! Here's a nearly foolproof technique to fix tailgating drivers: Nearly all who

tailgate do so unconsciously; they do it habitually. Try using the "slow down/stop" hand-signal (left arm out to the left, forearm down, palm facing the rear) for about five seconds. More than 90% of the time, this will wake up the offending tailgater, who suddenly recognizes you as both a motorcyclist and as a flesh-and-blood human who is in a risky situation. Nearly always the newly-aware tailgater will back off and give you the space you are requesting. Then give them a thumbs up. That is likely to keep them on alert and further away from you.

Finally, the winner! Inattentive drivers! How can we identify and predict threats from inattentive drivers? Here's a few: Cell-phone usage, Bluetooth appliances visible on the drivers' ears, kids loose in the backseat, fast-food bags visible in the auto, drivers who are inappropriately multi-tasking—eating, applying war-paint, shaving, reading and so much more. Write to ... well, you know. We'll pass your techniques on spotting inattentive drivers along, so share.

The primary cause of crashes on roadways is usually an interaction and untimely confluence of several unrelated events and factors. If NETS is correct, we can significantly increase our safety-level by both riding properly and responsibly, and by actively and aggressively searching for others on the roadway who are sinning in these areas and then taking appropriate preemptive actions. ●

The BMW MOA Foundation's "MotoSafe" is intended to present responsible viewpoints on thoughtful and safe motorcycling skills and practices; the authors, the Foundation, the BMW MOA and the Owners News do not guarantee readers' personal safety and take no responsibility for readers' application of this material. Professional motorcycle safety trainers are invited to submit articles for inclusion in the "MotoSafe" column. Please contact Roger Wiles (roger@rogerwiles.com) for submission guidelines and instructions. The BMW MOA Foundation is a not-for-profit, tax-exempt Public Educational Foundation dedicated to increasing and promoting the safe and enjoyable sport of motorcycling. Tax-exempt donations to the Foundation will provide funding for current and new Foundation Projects & Programs. Contact Foundation Headquarters at: PO Box 3982, Ballwin, MO 63022 - (636) 394-7277 for further information.