New Honda Police Bike

American Honda has introduced a new "law enforcement" version of their ST1300 sport-touring bike, officially dubbed the ST1300P. Featuring the same 1261cc, DOHC V-4 engine as the civilian model, the "P" version also offers the following unique enhancements, as described by the Honda Press Department:

—ABS feature combines with LBS for braking and steering control. The system incorporates an integrated ECU controller, self-diagnostics with an interactive ECU test function, and automatic protection against system failure.

—Linked Braking System (LBS) uses a second master cylinder and a proportional control valve (PCV) to couple the three-piston calipers of the dual-disc front and single-disc rear brakes for even better braking feel, while providing the peace of mind of an LBS system.

—A motor-driven adjustable windscreen offers 7.4 inches and 13 degrees of adjustability for greater wind protection and touring comfort. A thumb-operated pushbutton on the left handlebar operates the windscreen motor. An additional 2.3 inches of manual adjustment is possible by repositioning the windshield mounting brackets.

—New special patrol speedometer is graduated in 2 mph increments above 10 mph.

—Adjustable 3-position dual-density solo seat.

—Handlebars raised 20mm and width increased 13.5mm for greater rider comfort.

—Specialized brackets for lights, sirens, antenna mount and radio/electronic equipment.

—Rear component cover for electronics weather protection.

—Left and right lower engine-guards have built-in brackets for mounting accessories.

—Right-handlebar-mounted multi-function switch controls.

—Two additional control switches mounted on left side of fairing.

—8mm side fairing air deflector set.

—High-output, 660-watt air-cooled alternator.

This important message from the Motorcycle Riders Foundation:

The MRF has legislation pending before the TEA conference committee. To shore up our supporters in the House of Representatives as the conference begins, the MRF is sending a letter from members of the House to the members of the conference committee urging the committee to include the **motorcycle safety education grant program and advisory council** in the final conference report of the highway bill. The letter is being originated by two of our biggest supporters, Mark Green (R-WI) and Leonard Boswell (D-IA).

Your member of Congress has the opportunity to support this important legislation by signing onto the Mark Green and Leonard Boswell letter to the conferees. Simply call (please don't email or write as time is of the essence) your representative and ask them to sign onto the Mark Green/Leonard Boswell motorcycle safety letter to the conferees.

Signing onto the letter signals your representatives dedication to motorcycle safety. The Green-Boswell letter is an important step towards reducing motorcycle injuries and fatalities across the country.

You can view the letter and "dear colleague" by visiting the MRF website (www.mrf.org) and following the link under "Key Issues" for TEA. You can contact your US Representative by dialing the US Capitol switchboard at 202-224-3121 ask to be connected to your US Representative. Along with congressional champions like Mr. Green and Mr. Boswell, you can help the entire motorcycling safety community make this milestone. Get your US Representative to sign onto this letter and put us one step closer to victory.

The Motorcycle Safety Foundation (MSF) has officially notified the **Idaho Motorcycle Safety Program (Idaho STAR)** that it has until the end of the year to adopt the new MSF novice training curriculum, known as the BRC. If Idaho STAR does not comply the MSF has indicated it will withdraw official MSF recognition of the Idaho Motorcycle Safety Program.

Known as "Rider Education Recognition Program" or RERP, this MSF designation impacts a state program's access to dealer loaned equipment and insurance. The Idaho Motorcycle Safety Program is currently using the long-standing former curriculum (MRC-RSS).

Furthermore, in what it considers a violation of MSF intellectual property, MSF will prohibit the Idaho Motorcycle Safety Program from reproducing or distributing any MRC-RSS materials even though the Idaho STAR program purchased these materials.

Asked for comment; Ron Shepard, Coordinator Motorcycle Safety Programs (Idaho STAR) stated; "It is interesting that the MSF would take such a heavy-handed approach to the use of a curriculum that has been state of the art for 20 years. In this era of tightened budgets, meeting the demand and doing more with less, threatening to disrupt the training of a state is not serving the needs of the stakeholders."

In related news, the Motorcycle Safety Foundation (MSF) recently contacted ABATE of Arizona, Inc. in regards to **ABATE's Motorcycle Awareness Program** (MAP). Motorcyclists in Arizona have been presenting motorcycle awareness and the message of how to share the road with motorcycles for over three years, and to more than 5,000 Driver Ed Students and adults alike. The program has become extremely popular and is now touching more than 3,000 students/adults each year.

The MAP is coordinated by ABATE of AZ, approved by the State Motorcycle Safety Advisory Council (SMSAC) and Sponsored by Arizona's Motorcycle Safety Fund and the Governor's Office of Highway Safety (GOHS). During the 53-minute presentation of the MAP, an 8-minute MSF 'Common Road' tape is shown. Although the MSF does not consider the MAP to be an MSF-branded program, the tape is.

Because of this, the MSF stated that they expect that anyone presenting the Common Road tape or any other MSF video to the school system, even as part of a larger program such as MAP, will follow MSF's basic safety recommendations of gear to be worn *to and from the school*. The gear includes eye protection, long pants, DOT-compliant helmet, jacket, gloves and over-the ankle boots. The MSF also alluded to the fact that not to wear this recommended gear, would "undercut the message of the program."

ABATE of Arizona states that the message of the MAP is "How motorists can safely share the road with motorcycles," not "What to wear or not wear when riding." They do not discuss the pros and cons of a helmet or any other gear, nor do they discuss their own personal choices. Teachers often say they appreciate how the matter is handled. At the end of each presentation, the Riders Ed Course is strongly recommended to any student who plans to obtain an MC endorsement. The benefits of such a program are discussed and the teacher is provided with a list of available schools in the state of Arizona.

Although ABATE of Arizona owns approximately 14 copies of the Common Road tape, they were not aware of any restrictions/requirements to wear the Motorcycle Safety Foundation recommended safety gear when using these tapes.

Bobbi Hartmann, ABATE's Designated Lobbyist, State Safety Officer and coordinator of the MAP, stated, "This is just one more example of the MSF's recent push, in such states as Idaho, Oregon, Hawaii and Illinois, to gain uniform authority over all motorcycle rider education, curriculum, and program delivery. They've gone too far. The MSF has crossed the line."

ABATE of Arizona Inc. regrets the fact that due to the MSF demands, they will be eliminating the use of the Common Road tape from the MAP presentations. Their message will be the same, "How to Share the Road with Motorcycles"—Crash Prevention—not Safer Crashes.

AMA Pro Racing has announced that the **Daytona International Speedway** course will be run in a different configuration (shown on this page) for next year's Daytona 200. The following is an excerpt from the press release:

The new configuration will exclude NASCAR Turns 1 and 2 and will shorten the course to approximately 3.0 miles. The previous length of the motorcycle course was 3.56 miles. The Daytona 200 will now be 67 laps instead of 57.

This layout change is apparently an attempt to increase safety by reducing tire temperatures. Daytona is unique among AMA road racing circuits in the demands it places on tires. In the former configuration, superbikes were basically flat-out in top gear all the way around the banking. These high speeds generate intense tire heat, and the tires are stressed even further by the G forces created when accelerating on a heavily banked turn.

BMW Responds to GS Braking Concerns

This is in regard to an article that appeared in the September 2004 issue of *Motorcycle Consumer News*, comparing the BMW R1200GS and the KTM 950 Adventure.

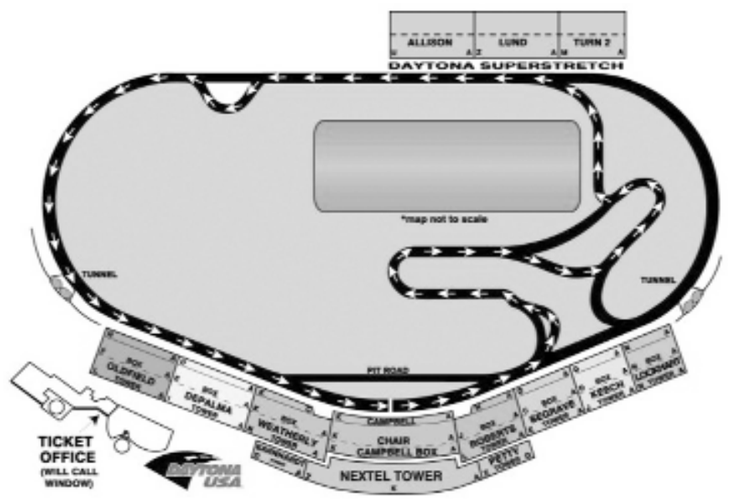
On page 13, in the third column, the writer states that, while riding the BMW with the ABS warning lamp on: "...on one occasion, the brakes simply weren't there, the lever coming to the handlebar just the way the bike reacts with the ignition 'off'... The rider quickly grabbed again, and this time, the brakes returned, locking the tires momentarily..."

We investigated this issue and would like to share our findings with you and your readers.

Since there was no fluid leakage or other fault found with the braking system beyond the front wheel sensor, we can rule out a loss of braking capability. If the IABS control module does not receive a signal from the front wheel speed sensor, the braking system will switch into residual braking mode (RBM). In RBM, ABS is inoperative; the ABS pump doesn't operate and servo assist is not available. Full braking capability is maintained, just as in a passenger vehicle when power assist is lost, but increased rider input (i.e., higher lever operating effort) is needed to operate the braking system.

Without servo assist, it could appear that the braking system was not providing the necessary and expected performance. However, on the second braking attempt, sufficient force was applied to the front lever to momentarily lock up the tires. This demonstrates that the braking system had full capability to stop the vehicle.

To summarize, the brakes performed as designed, given the front wheel sensor fault. There is no indication that any fault occurred that could cause a loss of braking capability followed immediately by complete restoration of braking capability.

We appreciate the otherwise positive comments in the article regarding our new GS. We are happy that the R1200GS was named Motorcycle Of The Year by one publication and Best Open Class Street Motorcycle by another. We stand by our product and appreciate the very positive reception it has been given since its introduction into the marketplace.

Sincerely,
Bill Scully
Manager, Motorcycle Customer Relations
National Customer Relations and Services
BMW Motorrad USA