

# THE SD CREW

IMRG 2040



San Diego Chapter

## Special Covid-19 Edition:

These are definitely trying and in many cases downright difficult times. This spot in the newsletter is generally reserved for information about our next group ride. It has now been two months to the day since our last chapter ride, a trip up through Julian and a stop for lunch at the Pine House Cafe in the Cleveland National Forest. On that day we wore masks not because of any virus but because it was downright cold. Today the temperatures are in the 80's & 90's and we wear masks to protect each other from passing on a virus and group rides are still off the table. Many rides have already been canceled or postponed both for us but also Nationally and Internationally. The board has been working on alternative plans and looking ahead over the rest of 2020 and as soon as we have more information we will certainly post it on FB and include it in the newsletter. Until then, now is a great time to make sure the bike is safe and ready to go. Here is some info from Angel as she reaches out for the dealership with the latest news. Expect to get regular updates in the newsletter from Indian Motorcycle of San Diego.



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of  
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Hello everyone!

I do hope I have met just about everyone of you in person, however if not, allow me to take this time to introduce myself.

My name is Angel Hacker, and I moved to San Diego, CA from Tucson, AZ to take on the Parts & Service Manager position for Tim here at Indian Motorcycle of San Diego. It's been exciting to be here in this dealership giving Tim all of the tools and knowledge I have to make his dream of a 'customer service first' dealership thrive. Tim's message, business structure, and core values spoke very deeply to me as they're the values I learned and practiced at my previous dealership, Indian Motorcycle of Tucson. There I provided as best of care, and service, to each and every one of our customers like they were my own friends and family. Many of them have BECOME my friends and family even to this day!

I can't express how in love I am with every single person whom works here at the shop, and has helped me make the different departments grow and run as efficiently as possible. They really have become my family, and whether they know it or not I care a whole hell of a lot about them. Enough about me though, I really wanted to write this letter to you guys to fill you in on what we have going on right now.

During these surely strange times I wanted to just reach out to you folks, our front line of customers and family, with what we have going on at the store and how we can still be here for you and your motorcycles. First of all, WE ARE OPEN for Parts and Service customers, so if you're needing anything done to your motorcycle or have a stimulus check burning a hole in your pocket that'd be better spend on motorcycle parts we are here to help. If you're quarantined, please know we're trying to be as accommodating as possible, we're offering FREE pick-up and delivery of your motorcycle in the San Diego area. We're also offering free shipping of any parts or accessories you need delivered to your door step. So you can still be in touch with your preferred Indian dealership without leaving the comfort of your shelter-in-place, and take advantage of some free time to deck your bike out. Here are some links that you can reference to help your shopping or service needs:

**Schedule a Service appointment:**

<https://www.indianofsd.com/Parts-Service/Schedule-Service>

**Indian Parts Fiche** (replacement parts like levers, shifters, ect.):

<https://www.indianofsd.com/Parts-Service/Parts-Fiche>

**Indian Accessories catalog:**

<https://www.indianmotorcycle.com/en-us/shop/accessories/decorative-hardware/>



## GET READY TO RIDE



**\$25 OFF** \$150 OR **\$100 OFF** \$500 OR **\$500 OFF** \$2,000

## PURCHASE OF INDIAN MOTORCYCLE ACCESSORIES, APPAREL & PARTS

☐ Coupon Code: PGA-IND-R2R-CC-500-878

First Name: \_\_\_\_\_ Last Name: \_\_\_\_\_

ZIP: \_\_\_\_\_ Email Address: \_\_\_\_\_

Eligible Part Numbers: \_\_\_\_\_

Invoice Total Amount:

[illegible]

**RESTRICTIONS:** Only one (1) coupon per customer can be submitted. Purchase \$50 (US or Canadian Dollar) worth of qualifying PG&A (as defined below) and receive .25 (US or Canadian Dollar) off OR purchase \$50 (US or Canadian Dollar) worth of qualifying PG&A and receive .90 (US or Canadian Dollar) off OR purchase \$200 (US or Canadian Dollar) worth of qualifying items and receive \$50 (US or Canadian Dollar) off. Qualifying purchase must be made between March 15th -April 30th, 2020. Offer is valid on current, clearance and limited time offer Indian Motorcycle Parts, Garments and/or Accessories (PG&A) - in-stock items only. Applicable tax, shipping and handling to qualify for discount. A valid code must be presented at time of purchase for discount to apply. Dealers and their employees are not eligible for discount. This offer is not transferable, not redeemable for cash or gift card, nor is it valid towards prior purchases. Available online and at participating dealers and subject to cancellation or change at any time without notice. Offer may not be combined with any other coupons or promotions, except the "Honoring Heroes" promotion (ask your dealer or visit the Indian website for more information). Returns of any portion of the purchase will require equal forfeiture of offer or amount equal to offer. Other restrictions may apply. Void where prohibited or otherwise restricted. By submitting this coupon with your name, address and email, you authorize and consent to Indian Motorcycle Company, its parent company, subsidiaries and/or affiliates, and authorized Indian Motorcycle dealerships contacting you via phone, email, direct mail and other forms of communication about Indian Motorcycle, its products, offers and marketing materials. Always wear a helmet, eye protection, and protective clothing and obey the speed limit. Never ride under the influence of drugs or alcohol. Indian Motorcycle is a registered trademark of Indian Motorcycle International. LLC

**DEALER INSTRUCTIONS:** To receive reimbursement, dealers must submit the coupon code along with invoice listing eligible PG&A part numbers for eligible products sold between March 15th-April 30th, 2020. Up to \$500 (US or Canadian Dollar) of the customer's invoice will be paid out at 100% and credited to dealer parts account. For reimbursement go to: <https://apco.net/secure/w62z1and> and fill out the online form. Scan this coupon along with the original sales slip (receipt of purchase) that indicates the discount was issued at time of purchase, including all applicable part numbers and product descriptions. All reimbursements can be made starting March 15th, 2020 and must be entered no later than May 15th, 2020. Incomplete reimbursements will not be credited, and credit amount given will not exceed amount given to customer. © 2020 Indian Motorcycle





AUTHENTIC PARTS &amp; LUBRICANTS

**GET READY TO RIDE****\$10 OFF**INDIAN MOTORCYCLE  
OIL CHANGE KIT

LIMIT 2 PER CONSUMER

**OR****\$40 OFF**  
SERVICEWITH PURCHASE OF  
OIL CHANGE AND OTHER SERVICE**OR****\$100 OFF**  
\$750PURCHASE OF INDIAN MOTORCYCLE  
PARTS, OIL PRODUCTS,  
ACCESSORIES AND APPAREL

LABOR COST NOT INCLUDED

☐ Coupon Code: PGA-IMC-20GRTR-10-878☐ Coupon Code: PGA-IMC-20GRTR-40-878☐ Coupon Code: PGA-IMC-20GRTR-100-878

First Name: \_\_\_\_\_ Last Name: \_\_\_\_\_

ZIP: \_\_\_\_\_ Email Address: \_\_\_\_\_

Eligible Part Numbers: \_\_\_\_\_

Motorcycle Purchased:

☐ Yes ☐ No

Indian Motorcycle Vin # (if applicable):

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Invoice Total Amount:

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**Valid March 1 - May 31, 2020. Restrictions apply.**

RESTRICTIONS: Valid from March 1 - May 31, 2020. Purchase a qualifying Indian Motorcycle Oil Change Kit and receive \$10 (US or Canadian dollar) off OR Get \$40 (US or Canadian dollar) off Indian Motorcycle Oil Change and Other Valid Services OR Get \$100 (US or Canadian dollar) off \$750 (US or Canadian dollar) Purchase of Indian Motorcycle Parts, Oil Products, Accessories and Apparel. Labor cost not included in this offer. Physical coupon with valid code must be presented at time of purchase for discount to apply. Dealers and employees are not eligible for the discount. Not valid on non-Indian Motorcycle products or after the expiration date. While supplies last; in-stock items only. This offer may be discontinued or modified at any time by Indian Motorcycle. Offer available only in the U.S. and Canada, and is void where prohibited by law. By submitting this coupon with your name, address and email, you authorize and consent to Polaris Industries Inc., and its affiliates, subsidiaries and authorized Indian Motorcycle dealerships contacting you via phone, email, direct mail and other forms of communication about Indian Motorcycle, its products, offers, or marketing materials. Limit one (1) \$40 off Service or \$100 off \$750 coupon per customer. Limit two (2) \$10 off Oil Change coupons per customer. Offer may not be combined with any other coupons, discounts, offers or promotions. This offer is not transferable, not redeemable for cash or gift card. Returns of any qualifying purchase will require equal forfeiture of coupon value. Applicable tax, shipping, and handling do not qualify towards offer amount.

INDIAN and INDIAN MOTORCYCLE are registered trademarks of Indian Motorcycle International, LLC. Always wear a helmet, protective clothing and eyewear and insist your passenger does the same. Ride within the limits of the law and your own abilities. Read, understand and follow your owner's manual. Never ride under the influence of drugs or alcohol.

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Some SD CREW photos posted to Facebook showing off some of our social distancing and bike mods over the last month.



Upload your photos to Facebook or Instagram to share with the Crew.





## Toms Safety Tips

### A better way to corner

Roughly 25% of all motorcycle accidents are simply motorcycles running wide in corners. That's a huge percentage. In the immortal words of a 19th-century naval officer; We have met the enemy and they are us. So today, we're going to break down, as simply as we can manage, how to turn or how to corner on a motorcycle.

There is a better way to corner a motorcycle than the way you may have been taught in your basic rider course. We are going to

try to focus primarily on the "what." What we need to do in order to ride a motorcycle around a bend with the least amount of risk.

### Stay Ahead of the Motorcycle

So many riders come up to us hoping for a secret technique that will suddenly make them a better rider. But that secret technique isn't a secret at all, yet it's the hardest thing for most of us to master. Looking, and thinking further ahead.

**TWO SECONDS!**

Important, but over-emphasized.

From our first driver's education class when we were kids, the concept of a two-second following distance was so ingrained in us that it became, for many of us, not only how far we look but also how far we think ahead. But two seconds isn't nearly enough time to react to much of anything.

Mentally, stay ahead of the motorcycle.

The only way to successfully ride a motorcycle is to teach ourselves to look and, more importantly, think further ahead. Air Force pilots call this "staying ahead of the aircraft." I really like that saying. We need to "stay ahead of the motorcycle" we need to be actively looking and thinking about what we need to be doing ten to fifteen seconds from now. This is what separates good riders from great riders. The ability to look and think as far ahead as possible.

### Enter Corners Wide

Prepare to enter the corner from the outside of the turn, not the middle, and definitely not the inside. There's a number of reasons for this. Most importantly, when we enter a corner wide, it allows us to see further ahead into the corner. Remember how we just talked about the importance of looking ahead? Entering wide gives us the most visibility.

Entering wide gives us the most options.

Entering wide also makes the arc of the corner bigger. In other words, the motorcycle doesn't have to lean over as far because we've basically made the corner not as tight as it would be if we were on the inside.

Entering wide gives us the ability to see further ahead, makes the corner wider and gives us more choices in case there is an oncoming car running into our lane. For us, as riders, an iron-clad rule that we all need to hold ourselves to; Our lane is our limit. We should never be crossing those lines, especially that centerline.

## **Slow (and downshift) Before the Corner**

On the racetrack and on the street the most common reason why we here at CanyonChasers see people crashing is simply just going too fast *into* corners.

We want to be conservative with our entrance speed so that we have more time and space to deal with turning. The objective we are looking for is that we almost always want to be exiting a corner faster than we entered it. Let me say that again; The goal is to go slow into a corner so that we can accelerate, or go fast, out of a corner. In slow. Out fast.

Downshift and do the majority of your braking before you reach the corner.

When we enter corners too fast when we overcook the entrance, we struggle to make the turn and end up running wide, or we end up grabbing the brakes in the middle of the corner, or we might have to lean the bike more than we may be comfortable with, which increases the chances of us crashing, or nearly crashing and we end up exiting corners really slowly.

As we ride towards every corner, we need to be looking ahead and thinking about when we want to begin slowing, planning on being conservative with our entrance speed.

## **Press to Initiate Lean**

How do motorcycles go around corners? They lean. And how do we make them lean? Well, we press the handlebar in the direction of the turn. In order to get the motorcycle to begin to lean left, we need to gently press forward with our left hand. This will cause the bike to lean to the left. To lean to the right, press on the right hand.. This is often called counter-steering.

Press forward on the left to lean left, press forward on the right to lean right.

Practice this while you are sitting on your bike. Very gently press forward on your handlebar and feel the bike slightly lean in the direction of the corner. Once the motorcycle is leaning, the front tire will come around and steer as you'd expect, but the most efficient way to initiate that lean, or get the bike to lean a little more, is with some gentle and deliberate counter-steering.

## **Slow Until You Can See the Exit**

A lot of new riders are nervous about running wide in corners, so they tend to enter corners shallow or on the inside to give themselves more room in case they do. Part of this is due to a lot of new rider programs are still teaching that motorcycles *must* accelerate through an *entire* corner. This method is woefully outdated.

The problem is that speed and radius are linked. In other words, as soon as we start accelerating in a corner, the motorcycle stops turning and wants to run wide. So remember how we talked about entering corners wide and all the benefits we get from that? Here's the next part of that.



Gradually slowing helps the motorcycle turn tighter.

When we slow into a corner, the radius, or the arc, of the corners is going to want to get smaller. This gives us a huge advantage. If we slow into corners, it is now very, very unlikely that we will run wide in most any corner. Plus, if there is something unexpected in a corner, like a stalled car, or a deer, because we are already slowing, slowing more is no big deal. If the corner, unexpectedly gets tighter, it's no big deal because we are already slowing down, so it's easy to slow a bit more and turn a little tighter.

Slowing into corners makes you the most prepared for the unexpected.

Grip comes from weight, this is why most of our bikes stopping power comes from the front brake. When we slow, weight shifts to the front, pushes the front tire into the ground, and we have more grip. So again, by slowing into a corner we have more grip in case we have to slow or stop, but also more grip for turning.

Ideally, we want to slow into corners using just a little bit of front brake. How much? Well, not much is needed. When you squeeze the front brake on your motorcycle, you will hear a faint "click" – this is the switch that turns on the brake light. Just this much front brake is all you need as you slow into a corner. Just enough to "click" the brake light on. Practice in the driveway or the garage, so you get really familiar with how this feels.

We want to gently slow into corners until we are comfortable with our speed and we can see our exit. Not only does this give us the most options to deal with the unexpected, like sand, or an oncoming car crossing the centerline, or a pothole, it's also the method used by the worlds best motorcycle racers, because you don't win championships running wide and crashing into the gravel pit.

## **Accelerate When You Can Reduce Lean**

Remember how, earlier, I said that as soon as we start accelerating, the motorcycle stops turning and starts running wide? Let's use that. When, and only when, we can see the exit of our corner AND we can take away lean angle, we can slowly begin to accelerate out of the corner. What we really want to do is to gently add throttle as we slowly take away lean angle.

Accelerating out of corners is the fun part!

This is also the really fun part of cornering, that joyful sensation of gradually speeding up as we come out of a corner. This is also a great way to measure how well you did. If you didn't get scared in the corner, you didn't run wide and when you saw your exit and you had the confidence to start rolling on the throttle, those are all signs of a corner well done.

## **What Gear Should You Be In?**

All the time riders ask *what gear should I be in?* You may be surprised that, unless you are racing and looking for every possible second off your next lap, it doesn't really matter. You just want to be in a gear that is low enough that you can accelerate out of a corner.

What do you do when you find yourself in the middle of a corner, you can see your exit and you start accelerating out of the corner but you are in too high of a gear and the bike has no power. Just downshift.

Here's the problem. I can't tell you what gear to be in as you enter a corner because so many things will affect which gear you should be in as you exit. If the corner is going downhill, getting into a lower gear isn't at all important because gravity will help you accelerate out. If the corner is uphill or really tight, you may need to downshift twice as you exit the corner. You may also find that as your experience grows and your skills sharpen, or even as you get your second motorcycle, how you shift in and out of corners will likely change.

So, don't worry too much about shifting. It's more important to get good at slowing into corners until you can see your exit and you can take away lean angle.

## Summary

1. Look ahead. Stay ahead of the motorcycle. Look and plan 12-15 seconds ahead.
2. Enter Corners Wide
3. Slow Before the Corner
4. Press to Initiate Lean
5. Continue to slow until you are comfortable with your speed *and* you can see your exit
6. When you can see your exit and take away lean angle, begin to gently accelerate out of the corner.

You'll notice that we do a lot more slowing than pretty much anything else. There's an old racer saying that goes, "The fastest riders use the brakes the most" This has often been misunderstood to mean fast riders brake hard and brake late. Nothing is further from the truth, fast riders go to the brakes early, gently, and then drag the brake for a long time. And, as it turns out, this is also what safe riders do too. Slower is smoother, slower is safer, and crazy as it may sound, slower is faster.

