

The Official Publication of the Municipal Motorcycle Officers Of California May 2017 Siren



MMOC—President's Letter



Another Annual Cioppino Feed has come & gone. The food was superb, with gallons of exquisite and tasty cioppino, great sausage links, delicious chicken, plenty of friendship, libations, mirth, jocularly, camaraderie, and “Comedians” (one *Professional*, and about 20 *Wanna Bee*'s from each department represented). Our Municipal Motorcycle Officers of California is still kicking and our hearts are still ticking but as the old saying goes, “we need new blood” as well as “old blood”. Much like any fraternal organization, we thrive (*or wilt*) based upon how much “Blood”, and the bodies holding it, join in. Have a good idea for MMOC, a desire to help organize a fun event, or just seeking world domination? Well then, step-right-up, speak-up, and **Join In!**

Seriously folks, we want & we need **YOU** to be an active part of our organization; our operating revenue is driven by membership **AND** participation, and our events are fun. You always knew you were a leader, so this is where you can take on a challenge and become a driving force to help MMOC continue our proud tradition. It can be challenging yet gratifying work, which gives us something to do with all that “free time” everyone else says we have, all while having a good time with colleagues & friends.

Okay, down to business. Here are the 3 things our members need to do now:

First: Don't forget our **88th Annual MMOC Convention Cruise**, beginning September 17th, 4 nights (available Cabins/Suites from \$250 to \$900 - *info in article below*). My better-half, Theresa, with help from Nancy & LaRene, have offered to put together more “*Fabulous Gift Bags*”. This **Colossally Cool Cruise** will be **The Best Ever**. Unlimited fun, relaxation, food, libations and camaraderie, but only if you sign-up as directed in the enclosed article.

Second: **Effective with the September issue, all future Sirens will be transmitted via email and posted online at www.mmoc.org unless you immediately email our Web-Master Doug Wayne at: dwayne@mmoc.org to request a hard-copy.** No computer? Call the MMOC message phone @ 707 948 MMOC (6662) and leave a clear and concise message stating your wishes OR send a note to MMOC, P.O. Box 531, San Lorenzo, Ca. 94580. Our hard copy printing and mailing costs for each Siren edition are exorbitant at **\$14,000 to \$18,000** and as an organization we cannot afford that continued luxury.

Third: After the Cioppino Feed, one of our Colleagues informed me I was not clear about the need for assistance with the annual organizational efforts. So to be clear, if we do not get new people to help organize our next Annual Cioppino Feed, **THERE WILL NOT** be another one. If anyone is interested in helping, please contact Rich Bailey (or Kim) at: onemrriich@aol.com.

In closing, to all of our Membership, I look forward to seeing you folks at our upcoming **MMOC Colossally Cool Convention Cruise**. Please visit www.mmoc.org to see pictures of everyone at the Cioppino Feed, learn about updates, and purchase MMOC memorabilia. I would also like to thank all of our “behind the scenes” Staff & Volunteers for their dedication and hard work at the Cioppino Feed, as well as thank everyone who helps keep MMOC going strong. MMOC Treasurer/PP Gene Gray, Secretary Rhoda Nishiyama, Quartermaster Cliff Heanes, Ride Director /PP Dennis Brown, Web-Master/Director Doug Wayne, and “Editor in Cheese” and VP Larry Hodson.

24th Annual MMOC Ride, July, 2017

Ladies and gentlemen, here's our 24th Annual MMOC ride information, courtesy of the Three Musketeers. We be: Yours truly, fellow Past President Terry Blumenthal and esteemed vintner and Honorary Member Phil Ponzo. Terry did most of the leg work, I added a pinch of salt and Phil a splash of Chianti and dash of rosemary. We hope you enjoy the flavor of our off-the-beaten-path back country journey.

Terry has reserved 20 rooms at each hotel, 5 of which are King and the remaining 15, Double Queens. Each establishment has a 1 month cutoff for the guaranteed rates and room availability and a 72 hour cancellation clause. All bookings are under "MMOC Group Reservations".

We begin our ride, eat, drink and be merry expedition with a meet and greet social evening Sunday, July 9, 2017 at the Best Western Dry Creek Inn, 198 Dry Creek Rd., Healdsburg, Ca. 95448. 707 433 0300. Their check in time is 1500hrs. All rooms are \$139.00 plus tax.

Monday, July 10 we're in the wind for the Clarion Hotel Humboldt Bay, 2223 4th St., Eureka, Ca. 95501. 707 442 3261. All rooms \$94.99 plus tax.

Tuesday, July 11 lodging: Hampton Inn and Suites, 520 Adobe Rd., Red Bluff, Ca. 96086. 530 529 4178. All rooms \$109.00 plus tax.

Wednesday, July 12: Comfort Suites, 800 Mesa Dr., Fernley, Nv. 89408. 775 980 6514. All rooms \$91.00 plus tax.

Thursday, July 13: Aladdin Inn, 14260 Mono Way, Sonoma, Ca. 95370. 209 533 4971. \$90.00 plus tax for King, \$94.00 plus tax for Double Queen.

Friday, July 14: Best Western Plus, 375 Leavesley Rd., Gilroy, Ca. 95020. 408 848 5144. All rooms \$149.00 plus tax.

Contact Terry @ TerryB7879@aol.com within a month or so if you want copies of the daily directions to pre-program your GPS for routing, gas and food waypoints. He will forward them electronically. As is our custom, we will once again form into our successful two group format, Touring and Sport Touring. Again, we're looking for two dedicated chase vehicles; all riders will be asked for a \$30.00 toke to defray their gas guzzler propensity. Daily start times will vary dependent on weather, route and mileage, but you must be fueled up before departure. There should not be a drop of rain, perhaps one foggy morning and heat management may be necessary in 2 areas, dictating earlier departure times. Sound off if you're joining us, and where.

For now, I remain His Own Self, Dennis M. Brown at hos6350@sbcglobal.net

Reprinted from the August, 2016 issue of BMW Owners News with permission of magazine Editor Bill Wiegand and Author Dr. Robert E. Vanderhoof. Comprehensive and statistically rich, the author provides firsthand professional knowledge on deer behavior and safety aspects beneficial to all motorcyclists.

Deer, The Motorcyclist's Menace

The rally in Billings was over, my 2013 GS Adventure packed and ready to go. I said goodbye to some old Poverty Riders from Florida, and I was ready to head back to Utah. It was a beautiful July day, mild temperatures, sunshine, not a cloud in the sky. I had left the rally grounds early that morning without breakfast, so I stopped in Bozeman at about 11 a.m. to eat an early lunch. On the road again and heading west, about 20 miles west of Bozeman the country opened up into large expanses of farm fields and sagebrush. I remember riding along at 70-75 mph, seeing the Spanish Peaks off to the south with the wide open road ahead of me and thinking, "What a great day for a ride."

The flash was brief, but in a millisecond I recognized the image, now unforgettably burned into my memory: a deer running full speed from the left, perpendicular to my line of travel, head down (like they run when busting through wooded thickets). Like a rocket it launched itself into the side of my bike, hitting me in the left arm and striking the bike just behind the front wheel. The bike pitched violently back and forth. For a brief moment I thought I could regain control, but I was skidding along the pavement before I knew it. After sliding for what seemed like an eternity, I stood up, briefly assessed my injuries and flagged down the first car to arrive. The whole encounter probably took less than seven seconds.

My story is not unusual. Deer-vehicle collisions (DVCs) are all too common, and despite declining deer populations, appear to be on the rise. The Wisconsin DOT reports that in 1978 and 1979 DVCs made up just 5.1 percent and 4.7 percent of all crashes respectively. From 1996 to 2013, the number of DVCs averaged 15.3 percent. State Farm estimates that in West Virginia an average motorist has a 1 in 40 chance of striking a deer over a 12-month period. A single county in Wisconsin reported 809 deer-vehicle collisions in 2013.

Most often when a car or truck is involved, the encounter means death for the deer and a minor inconvenience for the motorist. When a motorcycle is involved, however, both the deer and rider can share the same fate. According to AAA's Mid-Atlantic chapter, during 2010-2012 in Maryland and Virginia seven of eight deaths in fatal DVCs were motorcyclists. The Wisconsin DOT reports that 13 of 14 fatal DVCs in 2012 involved motorcycles. Across the country AAA estimates 70 percent of deer crash fatalities involve motorcycles.

These statistics, while startling, are certainly consistent with my experience during 20 years of riding. While on a cross country trip in 2002, my wife hit a deer on her K75 in Wisconsin. After restoring the bike, I sold it to a fellow rider who also hit deer on two different occasions with the same bike! In fact, just about anyone even remotely associated with motorcycles knows several people who have hit deer while riding. Check out YouTube and you will find any number of sport-cam videos of riders hitting deer. While the threat to motorcyclists from deer is real and substantial, there are measures riders can take to lower their risk of hitting a deer while riding.

Know thine enemy. I've spent a good portion of my life studying deer and deer behavior. Not only did I write my master's thesis and Ph.D. dissertations on deer, I worked for the Florida Fish and Wildlife Conservation Commission for over a dozen years as a deer management program leader. Fortunately, the average rider doesn't need a Ph.D. in deer to significantly lower their risk of a deer collision.

The first thing to know about deer behavior is that deer are crepuscular, which is a biological term for morning and evening. Daily deer activity is at its peak during the early morning and early evening hours. Unfortunately, it is at precisely those times when light is low and deer are most difficult to see. Deer are essentially invisible at night. Their coat is virtually non-reflective and blends into the background, a great adaptation to have when being chased by a predator but a grave disadvantage for motorcyclists trying to avoid them. At night, the only real chance of seeing a deer along the roadside is if the animal looks into your headlight. Deer, like many other animals, are adapted to foraging in low light conditions and possess a highly reflective layer of tissue in the eye. When riding at night, eye shine may be your best and only clue that deer are nearby.

Deer mating season peaks in November throughout much of the country. Why is this important to know? Deer, particularly males, significantly increase their home range and activity during mating season. This behavior makes it much more likely to encounter a deer crossing the road during this time of year. A 2012 Highway Loss Data Institute (HLDI) report reveals that vehicle damage from hitting an animal is more than three-and-a-half times more likely in November than in August. Hunting season also occurs during this time of year. The elevated level of human activity in the woods increases the likelihood deer will be on the move.

Deer seldom travel alone. Seeing one often means there are more nearby. Because of their cryptic coloration, as you approach the deer you see, others often appear seeming out of nowhere. Female deer often travel with fawns or yearlings. A common behavior is for the doe to cross the road first and then signal her young to follow. If you see a deer looking back across the road in the opposite direction of its travel, expect other deer to cross.

Deer spook easily, especially during hunting season. Deer along with many other animals exhibit what biologist's term "flushing distance." When that distance is broached deer have evolved several predator avoidance behaviors, among them, the ability to leap great distances in seemingly random directions at very high rates of speed. This behavior is designed to momentarily confuse a predator and allow the deer to escape. A seemingly calm and peaceful deer foraging along the road will suddenly bolt in an unpredictable manner as you approach. Never assume that grazing deer will stay where they are while you pass.

Deer love cover, whether it's the cover of darkness or that provided by vegetation. To a deer, a heavily traveled roadway provides a significant impediment to movement. Deer prefer to cross roadways in those areas where vegetation is very near the road such as stream crossings or swampy areas. In areas where open farm fields dominate the landscape these "corridors" of deer movement can be hot spots for DVCs. Many of these areas are marked with deer crossing signs. Look for these yellow signs while riding. The reason the signs are there is because that particular stretch of road has exhibited high rates of DVCs in the past.

Good news and bad news. Okay, let's assume you know you're in deer country, you realize it's the right time of year, the sun has set, and you've got vegetation next to the road. You spot a deer, now what? Well, the good news is you have actually seen the deer and you have time to react. The bad news is you may have seen one deer, but there are likely more nearby and they may be closer than the one you have spotted. Remember, deer are very difficult to see in low light conditions and they seldom travel alone. At this point in time, according to the published statistics you are now in a life threatening situation, and you have no idea of how many deer there are, or where they will be when you approach. What's the appropriate response? Flash your lights? Blow the horn? These activities may take several seconds to initiate and complete. At 60 mph you just brought yourself anywhere between 80 and 260 ft. closer to possible impact. These activities waste valuable time. They may cause the deer to move, but in what direction? Remember, there may be deer closer to you that you haven't seen yet. Blowing the horn or flashing the lights may spook one right into your path. What about swerving around the deer? Again you have no idea if, when, or in what direction the deer will move. Also, you have vegetation near the road. Swerving the bike at high speed could send you off the road into the trees or into oncoming traffic.

In a seemingly uncontrollable situation you have control over one of the most critical factors in surviving, or avoiding a collision, SPEED. Remember, you're lucky, you've actually seen the deer. You have time to react. The appropriate response is to brake and brake hard, keeping the bike upright. The idea is to slow down faster than you think you need to, because it's the deer you don't see that may get you. The faster you can reduce your speed, the more time you have to assess if there are other deer nearby and the better your chance of avoiding a collision. If the worst happens and you do collide with a deer, low speeds and a stable riding position will give you the best chance of remaining upright.

What about deer Whistles? Deer whistles have been on the market for years. The claim is that the high-pitched sound they emit will somehow scare deer out of your path. Not only has this claim never been proven with actual data, the few credible, published studies involving whistles have shown no effect. A 1992 study in the Wildlife Society Bulletin could not detect any differences in responses from 150 groups of free-roaming mule deer to a vehicle with and without deer whistles. A 2009 Journal of Wildlife Management study concluded that the sounds typically generated by deer whistles did not alter behavior of free-ranging white-tailed deer in a manner that would prevent deer-vehicle collisions. Some of the deer whistles available today can cost upwards of \$30. My advice to riders is to save your money and use it toward a good helmet.

While no riding behavior will completely eliminate the chance of hitting a deer, there is one that can significantly lessen the severity of the outcome. Many refer to it as ATGATT (all the gear, all the time). Back in July, standing along the road after just colliding with a deer at 75 mph and sliding down the pavement for nearly 100 yards, I realized I *was* standing. My bike was totaled, parts strewn across the roadway. The deer lay on the side of the road gasping its last breath, and I was standing! Later at the trauma center in Bozeman, the staff looked at me in amazement after hearing what happened. The only injury I sustained was a fractured forearm, nothing a short cast and six weeks wouldn't fix. The attending, a puzzled look on his face, asked me, "What were you wearing?" I told him, "The usual, one-piece riding suit with body armor, full face helmet, riding boots, and gloves." He looked me square in the eye and said in a low voice, "That's not the usual." In my situation, I have no doubt that wearing good gear while riding greatly lessened the severity of my injuries and may have saved my life.

There is no riding behavior that will completely prevent a DVC, short of not riding at all, but knowing the risks, understanding deer behavior and modifying your actions accordingly will certainly reduce your chances of a serious collision.

I picked up my new GS Adventure in October. I even managed to get in a few hundred miles of riding before the snow fell. Come Spring, I'll be riding again. I've got two camping trips and two rallies planned for next year.

Ride on and ride safe.

Robert E. Vanderhoof

President Chuck Rabaut

Vice President Lawrence Hodson

Director Doug Wayne

Director Mark Murray

Director Jim Davis



Treasure: Gene Gray

Secretary Rhoda Nishiyama

Quartermaster Cliff Heanes

Ride Director Dennis Brown

Web-Master Doug Wayne

Honor Guard Don Winslow

2017 CIOPPINO FEED



SJPD Ret., Rich Bailey, MMOC Board members and Volunteers finished orchestrating another successful Cioppino Feed in San Jose and the compliments keep coming! We were entertained by performer and entrepreneur, Mr. Michael Mancini, "*World's Funniest Cop*" who currently with Monterey Presidio P.D. and formerly a Santa Cruz P.D. cop. He brought us down memory lane with many of those crazy cop stories you all have.

For those who attended, a BIG THANK YOU for lending your support to Municipal Motorcycle Officers of California! If it were not for the attendees, well, we wouldn't have enjoyed the success we've shared over 40 years. Although we missed one of our original Cioppino Feed founders, MMOC Past President SJPD Ret., Dick Tush, we had 8 Past Presidents in attendance along with our current board including Terry Blumenthal,



Pasadena, Dennis Brown, Oakland, Gene Gray, Pasadena, Mark Murray, San Leandro, Keith Thomas, Santa Rosa, Al Wheeler, Sunnyvale, Norm Wintjen, LAPD and Chuck Rabault, Huron.

We had a great time. For those who missed it or were not able to attend, we missed YOU! There was a tremendous outpouring of laughter and camaraderie as everyone caught up on the past and enjoyed fabulous Cioppino from our own SJPD Reserve Chief, Bob Collins' of The Pasta Market in San Jose and Nick Nicosia for his fabu-



lous Sausages He and his committed employees did a fabulous job serving up a delicious meal.

We enjoyed a raffle which offered an array of crazy digital and electronic gadgets as well as some great donations by attendees.

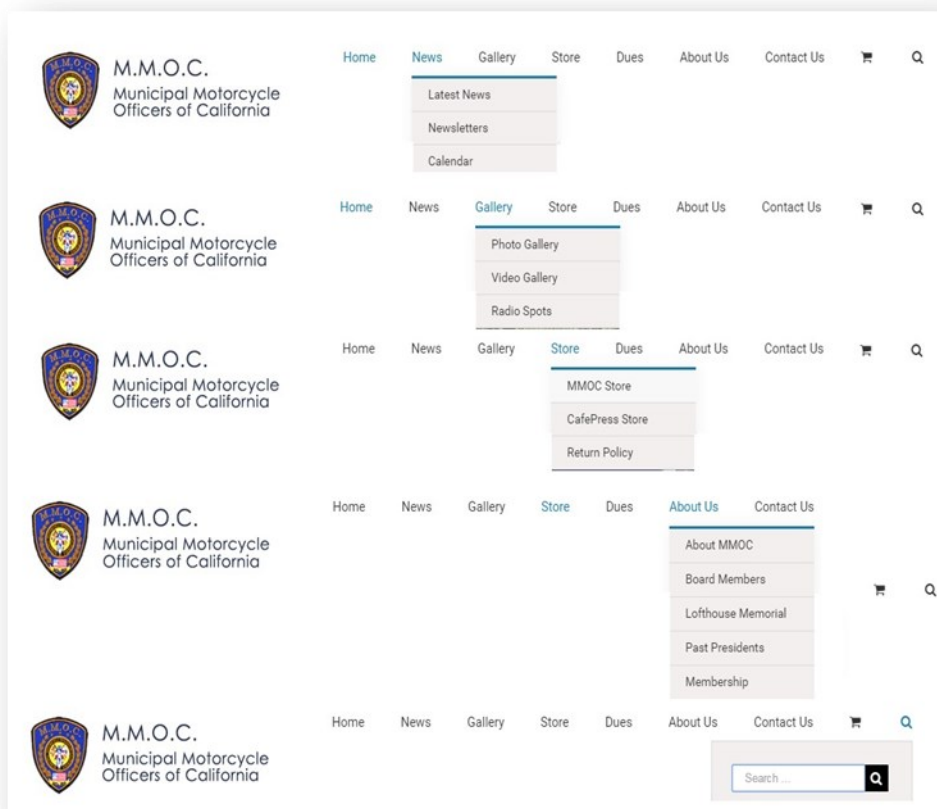
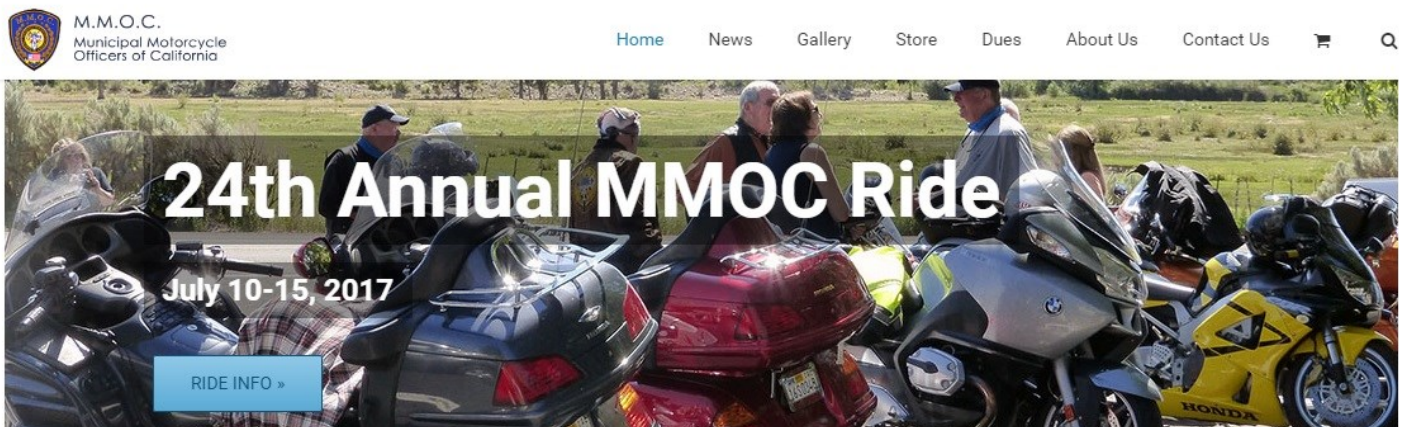
Kim Wirht & Rich Bailey

MMOC Website Doug Wayne – Director/Webmaster

MMOC has a new and improved website. What hasn't changed is how you get there: www.mmoc.org.

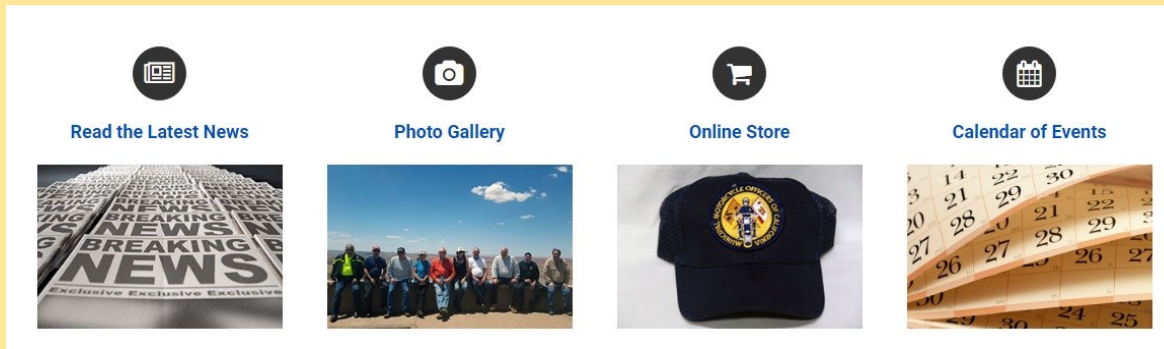
What has changed is the computer format, as well as your ability to use the site on your cellphone.

When you open the website, on your computer, you will see the opening page (below). The photo will automatically change with the latest events and news. If you want more information regarding a specific event, click on the info. button in the picture.

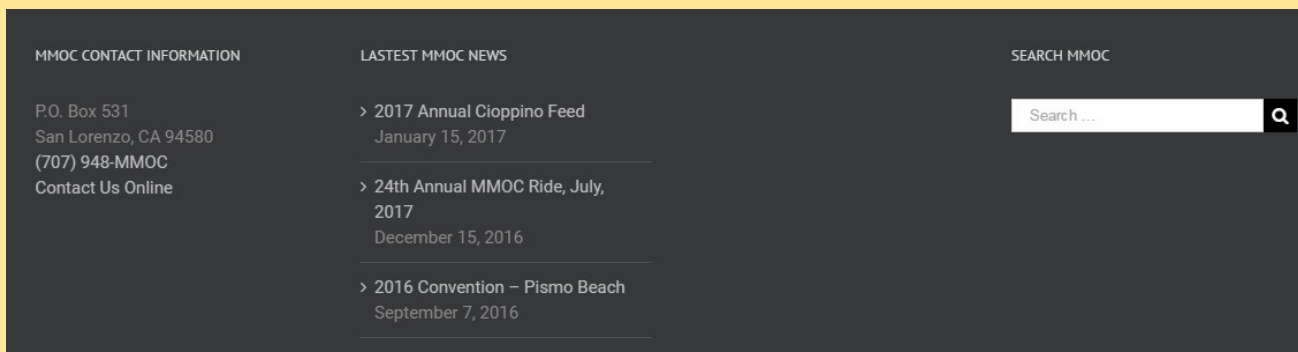


Click on that icon and enter a keyword (ie; ride, convention, dues, hat, shirt, etc), which will take you directly to all pages using those keywords.

Scroll down the “Home” page and you will see these links. Click on any of them to go directly to that page.



At the bottom of the “Home” page you can find more information just by clicking on any the listed items.



These are screen shots from a cell phone. (1) is the “Home” page.

If you tap on the three bar icon, you will go to page (2). Tap on any of those items to go to that page.

(1)

(2)

