



www.odysseusmc.co.za

BROUGHT TO YOU BY ODYSSEUS MOTORCYCLE CLUB



3RD ANNUAL POKER RUN

9 June 2024

R95 entry includes metal badge , R25 for extra cards

START

Viper Lounge 9:00 am - Stands up at 10 am

END

Pinelands Bowling Club

5 Stops, great prizes, music and full bar.



[HTTPS://ODYSSEUSMC.CO.ZA](https://odysseusmc.co.za)



Scan here



MOTORCYCLE

LATEST NEWS

page 10
Who says
What

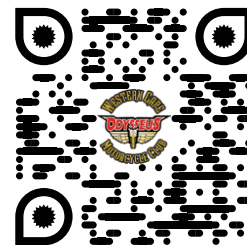
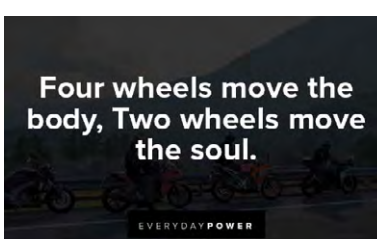
THE ODYSSEIAN

March '24
ISSUE - 57

CLUB
NEWS



IN THIS ISSUE



Regulars

CONTENT

Contents pg **2**; Chairmans Report pg **3**; General Meeting pg **4/5**; Committee, Finance & Birthdays **pg 6** & Diary & Events pg **7**; April Rides pg **8**; Stats pg **9**;

Features



Dunes Outing Pg 13



How far are you willing to go to be safe!!!!

MOTORCYCLE LATEST NEWS



Pg 10



EDITORS NOTE!

NOTE: The editor or any club member shall not be held liable for errors and / or omissions in any article and / or drawing contained in this newsletter. Furthermore, any view expressed is not necessarily that of the Editor, and committee member or other members of the club. If copyright is infringed, it is not intentional but, is published as a free service to the Odyssey Motor Cycle Club (Cape Town) Member and friends, and is not for profit or gain.

Greetings and salutations from the chair,

So, the year is well under way and we already have a few runs and meetings behind us. I feel that we have already some really good ones too, with good rides and nice venues, so thanks to the organizers for that. Let's keep up the good work.

As the year pans out ahead of us, we have a few upcoming events to look forward to, namely, the Poker Run in June and the Brass in July. The dates and venue for the Brass have been set in stone, so we are off to St Helena Bay on the 26th to the 28th of July – Thank you Therese for all your hard work in finding a suitable venue at a decent price.

I would also like to say a big thank you to our new(ish) member, "Heef" in his new position on the committee as Media Coordinator/IT. He has been putting in much effort on our Website and Facebook page, as well as the design of our Poker Run "poster" and the backbone IT behind the registration and email communication between participants and us. Methinks he will eventually drag us kicking and screaming into the 21st century. Last but not least, thanks to Basil for continuing with this very publication (the Odysseian) – appreciated bud.

I would also like to wish our non well members a speedy recovery and hope to see you all around again soon.

For the last couple of years or so, I have been on a personal drive to grow our membership, as I think it is imperative that we get in new faces with fresh enthusiasm and ideas. I think it is slowly starting to bear fruit, as we are seeing several visitors joining us on runs, a few of which have now completed application forms and are in the process of earning their "wings" (Or should that be horns?).

Anyways... Keep safe out there and see you one the road.

Devin



Odysseus Members Partaking in Rides 2024																	
Where	Sbosch Air	Memorial Ride	Sunset Ride	Station Pub Floek	Dunes Houtbay												
Date:	28-Jan	28-Jan	10-Feb	25-Feb	14-Mar												
Memb	29	27	14	16	14											20	22%
Visitors	8	2	8	3	13											7	
Bikes	21	11	0	6	15											11	
Cars	5	5	8	5	4											5	
Telem	0	0	0	0	0											0	

OUR OBJECTIVES AS A STRONG CLUB

To help aging bikers to stay active, alive and well.

To encourage others who look like they could be getting old to stop it and to do things to enjoy life, preferably on bikes. To encourage members to keep on biking or to enjoy biking activities. To foster an interest in motorcycles and to promote unity amongst bikers. To encourage and support all forms of road and off-road biking activities. To enhance relationships between bikers and those less fortunate.

To organize social biking events

General MEETING

Held in
March 2024
19H00 @ Clubhouse

Invitees: All members

Welcome : Devin welcomed all present- 24 members plus 4 visitors, Total 28.

Apologies: Michele Davies, Rob & Lizl Todd, Malcolm, Graham, Freda

Unwell member: Michele Davies & Malcolm, Grumpy & Freda

Matters Arising from Previous Minutes:

Previous Minutes Acceptance: Dave Roux / Pink Bob

Correspondence: Membership Application received from Peter (2nd Meeting/2nd ride)& Gail Holder



Membership: As mentioned under Correspondence.

The Odysseian: All reports sent to Basil? Confirmed (Hector)

Lucky draw: 1. Peter Holder 2. Huey 3. Anne

Social Responsibility: Lily Rose until end 2024- Robbie dropped off Clothes & groceries.

Birthdays: March : 29 Annette Camacho, 31 Peter Cowman

April : 1 Iain Fergusson, 4 Tiaan Gilbert, 11 Erasmus Coetzee & Michele Davis,
14 Lizl Todd, 19 Hannelie Gilbert & Peter Erasmus, 30 Paul Schuter.

Official Rides:

Past Rides: 25.2.2024 - Iain, Station Pub, Franschhoek- Susan leading, some rain en route.

Good venue with expensive but very good breakfast. 16 Members + 3 visitors Total
19 present on the day.

10.3.2024 - No ride (Assisting at CT Cycle race) members marshaling duties.

24.3.2024 - Hector, The Dunes, Houtbay. Devin leading on a scenic route reserved tables, tea/coffee awaiting us by helpful staff. Very successful ride with 14 members, 13 guests on 15 bikes and 4 cars.

Special thanks to Moth members attending.

General MEETING

Held in
March 2024
19H00 @ Clubhouse

Future Rides: 14.4.2024 - Heath/Steven, Helderberg visiting the Bike Museum with a huge collection of bikes worth admiring. New venue that needs our support @ R50ea entrance fee.
Michele invited all to her place afterwards for a 'boerie roll'

28.4.2024 - Heath, Monkey Valley, Noordhoek- Details to be confirmed later.

9.6.2024 - Poker Run- Posters done and handed out for distribution/advertising with registration online via website/ with built-in scanning registration facility Meet up for registration at:

1. Viper, coffee, breakfast bun etc- manned by Pink Bob, Devin, Susan & Heath.
2. Melkbos Parking area opposite Lapa. Manned by Terence, Gavin & Freda (with OBS)
3. Die Werf Engen on R27. Manned by Steven, Penny & Rodney.
4. Engen Winelands parking area. Manned by Peter, Jaqui & Melissa.
5. PBC (Finish). Manned by Pink Bob Devin, Susan Heath.
Road Marshalls to stop traffic ensuring riders stay together:
Devin/Susan/Errol/Grant (TBC)

Past Events : None

Future Events: 27.7.2024 - Brass Monkey- Therese informed members St Helena Hotel chosen as venue with total cost of approx R2480 per couple (single R1240) includes weekend accommodation & food. Final figures to be confirmed after the recce trip next week by her and Robbie.
18x Double rooms and 5 Chalets available.

General:

- Platinum status 2024: Iain Ferguson on 1 April 2024 - coincides with his birthday!
- New Regalia - Melissa will handle it going forward.-
Co ordinators name will be added when posting ride details going forward. Please make contact with the ride coordinators and/or whoever has arranged the particular ride when enquiring re any rides information.
- Peter also requested a new name badge- Robbie to add to order.
- Discussion followed re patch issued to new members/ partners at cost or free of charge as Patch remains property of Odysseus when membership ceases. Floor suggested Partner's patch to be paid for in lieu of a new membership fee.
- Dave extended appreciation to four members representing the Club on a recent Radio broadcast- Thank you and well done.

Meeting closed at: 20H40

Next meeting : 25.4.2024

OUR 2024

COMMITTEE



SPOKESPERSON
Devin Corney
083 310 2485



TREASURER
SUSAN JAMES
082 353 7531



SECRETARY
LINDA GROVES
083 626 8796



**HEAD
RIDE COORDINATOR**
IAIN FERGUSON
083 555 5787



EVENTS COORDINATOR
THERESE DOIDGE
083 925 3647

RIDE COORDINATORS

HECTOR GROVES
060 534 3445



STEVEN BENTLEY
083 293 4616



**IT & MEDIA
COORDINATOR**
HEATH COLEMAN
071 894 7373



MONEY MATTERS FINANCIAL REPORT

CLUB BANKING DETAILS: **BANK: ABSA** **ACC Name: Odysseus Western Cape**
Account: 9263536308 **Savings Account** **Branch Code: 632005**

Finance: (Treasurer-Susan) - Account Balances up to 28 March 2024

Investment R 64205.75

Savings R 24265.55

Petty Cash R 1796.39

Current Total R92064.08 (incl. R1080 - Charity fund)

Susan reported expected income from CTCT approx R23,000 bolstering Club funds- with 29 Odysseus people assisting on the day. Big thank you to them.

THIS April BIRTHDAYS

**1 Iain Fergusson,
14 Lizl Todd,
30 Paul Schuter.**

**4 Tian Gilbert,
19 Hannelie Gilbert & Peter Erasmus,**

11 Erasmus Coetzee & Michele Davis,

Meetings 2024

23 May - 27 June - 25 July - 22 August - 26 Sept -
24 Oct - 21 Nov

EVENTS

Sat Apr 13, 2024

2pm Warlords Bad 2 the Bone Day jol
Where: Stikland Driving Range, 5 Ampere St, Stikland Industrial, Cape Town, 7530, South Africa

Sun Apr 14, 2024

10am Mini Whale Day Jol Ulysses SA
Where: Legends , LAke Pleasant, Sedge-field

RALLY TIME in LAMBERTS BAY
COME JOIN US AT MALKOPPAN 3-5 MAY 2024

LOBSTER RALLY

STALLS - CASH BAR - LIVE MUSIC
GAMES - BURNOUTS - CONCOURSE
MRS&MISS LOBSTER - LOADS OF PRIZES
BEST REPRESENTED AND SPIRITED CLUBS

AVAILABLE

WE ARE LOOKING FOR ANY DONATIONS.
BLANKETS, SCARVES, SOCKS, BEANIES
DONATION TO THE LOCAL OLD AGE HOME IN
LAMBERTS BAY. PLEASE BRING SOMETHING
ALONG FOR THE OLD FOLK.....GOD BLESS

Pre Entry R240
Late Entry R270
Day Pass R150
Vehicles R120
Badges R20 (not for sale)
PRE ENTRIES OUT FROM 1 FEB

FOR MORE INFO CONTACT
ANTON: 085 8506 762
STEPHEN: 083 2842 265
RYAN: 072 8875 559 [ACCOMMODATION]

HOSTED BY the MOHICANS

WESTERN CAPE ODYSSEUS MOTORCYCLE CLUB

3RD ANNUAL POKER RUN

9 June 2024

R95 entry includes metal badge , R25 for extra cards

START Viper Lounge 9:00 am - Stands up at 10 am

END Pinelands Bowling Club

5 Stops, great prizes, music and full bar.

Scan here

To register

[HTTPS://ODYSSEUSMC.CO.ZA](https://odysseusmc.co.za)
POKERRUN2024@ODYSSEUSMC.CO.ZA
CONTACT: DEVIN - 083 310 2485

Brass Monkey 2024
27.7.2024
St Helena Hotel



April

RIDES



**14.4.2024 - Heath/Steven,
Helderberg visiting the Bike Museum**



**28.4.2024 -
Heath, Monkey
Valley, Noord-
hoek**



Statistics

3[illegible]

LIBERTY “VERY CONFIDENT” MOTOGP BUYOUT DEAL WILL GET REGULATOR CLEARANCE

Liberty Media says it is “very confident” that its multi-billion euro deal to purchase Dorna Sports and MotoGP will clear the anti-trust regulatory process.

On Monday 1 April, Formula 1 owner Liberty announced it had acquired MotoGP and parent company Dorna Sports from Bridgepoint Capital for €4.2 billion.

The deal was originally set to be finalised prior to the start of the 2024 MotoGP season, but getting it cleared by anti-trust boards – particularly in the European Union – slowed the process.

Former owner CVC Capital was forced to sell MotoGP when it bought F1 in 2006, which has led to some questions as to how Liberty plans to avoid the same fate.

Speaking in an investors call, Liberty CEO Greg Maffei was confident the deal will meet regulatory approval and that no leveraging of the two entities is taking place.

“We are very confident we will get this through regulators because we believe there is a broad market for sports and entertainment properties, of which both Formula 1 and MotoGP are only a small subset, and the market has continued to change from the time when the market was previously reviewed in a major way,” he said.

“We are going to not treat these as a bundle or try to bring them together in the market.

“These are both separate properties. The things that we are bringing to the table here are not in any way leveraging the two.

“I think it’s pattern recognition and leveraging some of the learnings we’ve had from F1, and some of the opportunity we see to expose MotoGP not in any way to leverage the two.

“So, I think we are very confident on the regulatory side.”



Liberty’s chief legal officer Renee Wilm noted that the company “will be filing with the EU. We will also be filing with the UK, Brazil and Australia for anti-trust clearance.

“And secondarily we will be making FDI [Foreign Direct Investment] filings with Spain and Italy.

“We think those should be done pretty quickly, and I think the anti-trust clearance should be done by the end of the year so we can have a Q4 closing.”

Maffei noted that CVC didn’t have time to go through the regulatory process in 2006 due to the deadline on it acquiring F1, adding to his confidence in the MotoGP deal being cleared.

“I would add one more thing, and I remember speaking to the CVC management, they were under a tight timeframe to get a deal done to buy F1,” he said.

“So, they did not have the time to go and work through the regulatory process.

“And they were a PE [private equity] firm which had a big gain in one product and were moving to buy the other when they had a contract to execute on. We are in a very different position.

“We are absolutely aligned as a group into a changed market.

“We’re not under the same sort of time pressures. We believe the regulatory process will move quickly and smoothly, but will take the time they need and this deal will get done.”



24.3.2024 The Dunes, Houtbay

All present met at McDonalds NI @ 8H00 and riders left @ 8H30 after route briefing by Devin. Leaving the highway the roads took us up Kloofnek, through beautiful but busy Camps bay, scenic Llandudno into Houtbay.

Arrived at The Dunes around 9H40 where reserved tables were waiting for us with a hot coffee/Tea served by helpful staff. Good food , service and venue.

Had a good turnout with a total of 27 people in attendance (15 members, 13 guests on 15 Bikes and 4 cars)

Very successful ride and special thanks to all members present as well as guests and particularly the Moth members.





Riders Make Better Drivers

By: Jonathon Klein



I'm sorry, but we're better than you.



Here's Why Riding Motorcycles Makes You a Better Driver

Another lifetime ago, I wrote about cars a lot. I worked for BoldRide before it became Motor1, wrote for Automobile Magazine before Motor Trend folded it, and scribbled pretty words over at The Drive for a good spell. And I got to do a lot of really rad things for all those publications, including driving with a handful of really talented, truly cool race car drivers.

And all of them asked me a single question after about five minutes of me behind the wheel, "Do you ride bikes?"

The question always took me by surprise, as it was sort of out of the blue and I never thought I was doing anything to elicit it. But these disparate drivers, all professional in their capabilities, could almost instantaneously determine that I rode motorcycles and had been for some time. And that's not me braggin', I'll get to that in a second, but merely what happened. One of the first folks who asked me the question was Bugatti's own test driver, Andy Wallace, the guy responsible for setting not just the Chiron's 300 mph top speed record, but also the McLaren F1's top speed record back in the day. I still recall asking him how he knew, to which he responded "You're looking way ahead and you're turning your head. Only motorcyclists do that."

The memories, and reason behind this article, were stirred up by a recent Reddit thread asking whether or not it was true that motorcyclists make better drivers. I chimed in with my thoughts and experience, but it really got me thinking about how I firmly believe motorcycling does indeed make you a better driver and it comes down to the simple fact of being far more aware of your surroundings. And my beliefs are apparently backed up by the countless racing drivers I've spoken to over the years.





I'm not trying to knock car drivers, here, but the fact of the matter is you're pretty well safe within the confines of a car's cage. There are fewer hazards to life and limb when you're surrounded by 16 airbags, crumple zones, and a reinforced aluminum exoskeleton. And as such, you worry less about the outside world and those driving alongside of you. That's just not the case with motorcycles with much smaller footprints and with which you can disappear into someone's many blind spots.

Hyper-awareness is a lifesaving adaptation you acquire when riding bikes.

You're looking ahead for the Camry driver making a U-turn in the middle of a busy street or at the Silverado that's on their phone and weaving back and forth. You're watching for the person doing their makeup or the driver who hates the idea of someone legally lane-splitting. Those are real experiences I've had, by the way, not just fabricated possibilities. I've been pinched in traffic by lane-splitting haters and hit by a Toyota who was looking at their phone. And I can't count how many times I've had near-misses thanks to just general inattentiveness.

I've also seen friends hurt in ways that caused them to give up motorcycling. Car drivers just aren't as aware as motorcyclists of the dangers of the road we all inhabit. They don't have to be, they're safe inside their cars. We're exposed to the elements.

That's not to say we aren't aware of what we do or the dangers it poses. But because of it, motorcyclists are watching up and out, sideways and backward, and trying to guess what everyone is going to do around you just in order to get to your destination safely. That sort of awareness doesn't leave you when you switch from a bike to a car, or at least it hasn't in my experience. And I'm not even talking about in a high-performance driving situation like me driving a Bugatti Chiron (there's the subtle flex), but in everyday life commuting to work, dropping the kids off at school, or running to the grocery store.

You're far more aware of what's going on around you.

After riding for any amount of time, once you get into a car, you're still watching ahead, behind, and to the sides. You're looking up and out, reading the road and conditions, and making sure that other riders are safe out there too. You're less distracted as you know your actions can hurt or



kill those who are riding at that moment. You're an overall better driver because of your riding. In terms of performance driving, however, look at the motorcycle racers who've turned to four wheels over the years; Deagan and Pastrana, Rossi, Surtees, Lawson, Nuvolari, and others. All hellas awesome riders and equally good drivers. I wouldn't be surprised if Marquez went to four wheels once he finally retires.



Honestly, I think everyone should ride a street bike when they're learning to drive a car or before it. It helps you gain better situational awareness and driving technique than our measly Driver's Education courses offer, and it gives you a better understanding of road manners than just driving some clapped-out Honda Civic with a failed gym teacher riding shotgun could ever give you. It's why my kids

are going to learn how to ride motorcycles before they ever touch a car. I want them to be safer, better drivers.

I'm sure I'll get some thoughts in my inbox, but maybe this story will spur some folks on into getting a motorcycle themselves or push some parents into teaching their kids how to ride before they learn how to drive. Or maybe people will better understand to give motorcyclists more room when out in the world?

One could hope, right?



TOP COMMENTS

KLRJUNE

Mar 28, 2024, 12:31 PM

Cool story. Sounds like biker horn blowing to me.

KennethJohnson

Mar 28, 2024, 12:36 AM

Riding a motorcycle on public roads before you have the experience to predict traffic is an exponentially more dangerous prospect than sticking a teenager in a car. Men shouldn't own a street-bike until they're 30, because the part of the male brain that deals with risk aversion doesn't fully develop until 30 years old.

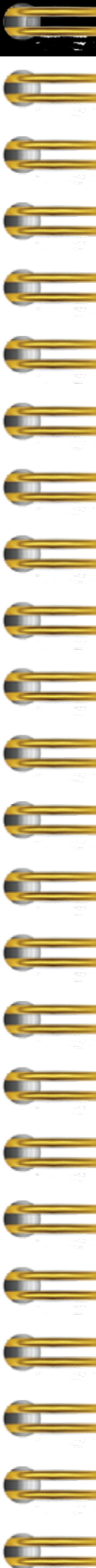
Jeff Toppston

Mar 28, 2024, 12:35 AM

Not only do both of my son's ride motorcycles, but they both went to introductory racing school when the first started driving. Performance driving school helped them understand safe braking distance at different speeds, proper cornering geometry, and basic safety mechanics like brake and tire inspection.

There was also an unintended lesson. If they wanted to drive fast, there was a place to do that. And it was around like minded drivers, with better than average skills, all going the same direction with no cross traffic.

Consequently, they drive safely on the road, within better than average awareness. Occasionally, there is an autocross or track day, just for fun.



Review Summary

1. Innovv Tech makes top-quality technology products for motorcycles.
2. The ThirdEYE provides blind spot detection, lane change assistance, and rear collision warning.
3. If you love having the latest technology on your bike this is for you.
4. The system works very well, but isn't perfect and not for every rider.

BREAKDOWN

INNOVV TECH is a company dedicated to crafting cutting-edge devices that elevate rider safety. Their ThirdEYE Blind Spot Detection system utilizes advanced millimeter wave radar technology to detect moving objects beside and behind a motorcycle. Any potential dangers within the radar's target zones can be promptly signaled to the rider through LED indicators on the mirrors or a dashboard display. While the product boasts exquisite craftsmanship and lives up to its claims, it left this rider pondering, "Is this truly a necessity for me?"

The automotive world has been working on the development of blind spot detection systems for several years, and back in 2019, Rock Liu the man behind Innovv Tech, recognized the safety advantage these devices were having to the cager crowd yet nothing like it was available to the motorcycling world.

Engineering difficulties surfaced as soon as automotive technology was investigated. Typically in cars, the BSD system consists of two millimeter-wave radars operating at 24GHz. Although the system's brains were reduced in size to a motorcycle-friendly size by Innovv Tech, the radar system's detecting range was only 6–10 meters. The radar detected a possible accident less than a second after a car approached the motorcycle from behind at a speed of forty km/h quicker. Although this fast reaction time is the industry norm for cars, it seriously jeopardizes rider safety.

Innovv Tech has a reputation for building high-quality products, and that is certainly evident with the ThirdEYE BSD System I tested.

INNOVV ThirdEYE BSD - The Tech

Innovv explored the 24GHz radar, they also tried laser systems, but both had issues with range and with false positives in the target zones. Fortunately, the development of new technology led to the availability of 77GHz radar. This technology offered significant advantages.

Firstly, a single radar could divide the detection range into left, right, and middle directions. Secondly, the detection range could extend up to 50 meters, even with a small antenna. This provides riders with ample time (4.5 seconds calculated as 50 meters divided by the speed difference of 40 km/h converted to meters per second) to take appropriate action.



Up to 64 targets: Detecting 64 targets simultaneously in a 50m maximum detecting range helps the driver get more time to react and respond to avoid the accident. Wide field of view: 150° horizontal detecting angle maximizing the detecting range, which helps the riders to get more time to react and respond to emergencies.

Encased in a sleek aluminum cylinder measuring 36mm by 26mm, and reinforced by an aluminum bracket, this device boasts an IP67 rating. It offers exceptional protection against water and dust, withstanding operating temperatures ranging from -40°C to +80°C.

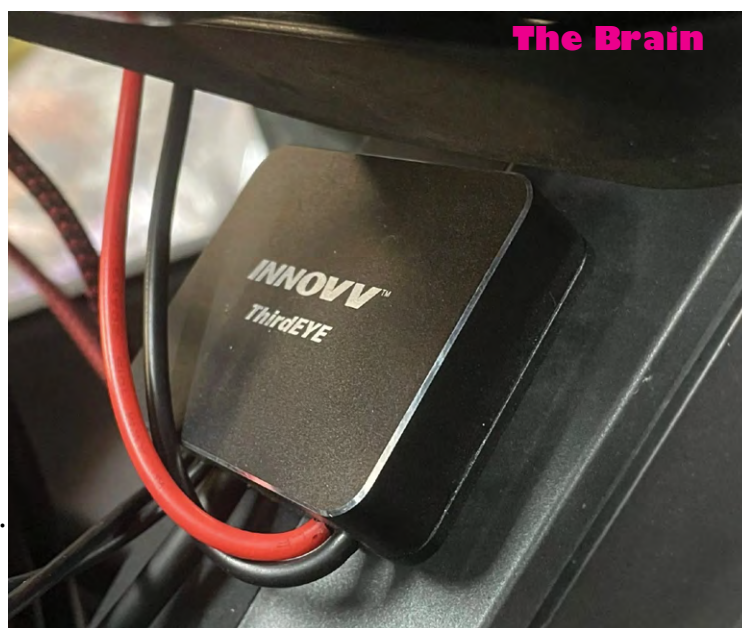


INNOVV ThirdEYE BSD - The Tech

I preferred the Mirror version of the ThirdEYE, for which Innovv has placed the advanced 77 Hz sensor onto a well-executed PCB that has been somehow shrunk down to just a 50mm square about 20mm thick. Sophisticated software allows for 3 unique modes, blind spot detection, lane change assistance, and Rear Collision warning.

This entire package is also sealed in a high-end aluminum alloy housing. I was pleased to see that the wiring all flows out just one side of the unit. I found this made for many more placement choices.

Riders choosing the round dash display model will find the bring is part of the dash mount, a remarkably small form factor.



INNOVV ThirdEYE BSD – Installation

The installation of the Innovv Third EYE Mirror version on my 2016 KTM Super Duke GT proved far simpler than I imagined. First things first, I scoped out the spot on my motorcycle where I planned to mount the Third EYE. Given its compact design, it nestled up snugly just inside the frame of my mirror housing—like it was always meant to be there.

I needed a few basic tools for the job, but small cable ties and methodical planning were most helpful. Oh and the supplied 3M strips. The 3M is incredible and ensured I did not need to drill any holes on my bike.

I ensured my bike was stable and secure before I started wrenching away, safety first folks. From my KTM manual, I learned that accessory power connections are provided under my instrument cluster. A couple of screws and the cluster was out of the way and then I removed my seat to make feeding the radar cable to the rear of the bike a simple affair. Overall the whole process was about 90 min, and much of that was just securing the excess wire and making everything neat and tidy. I used the supplied 3M tape to mount all the parts to the bike, I dread the thought of having to drill any holes.

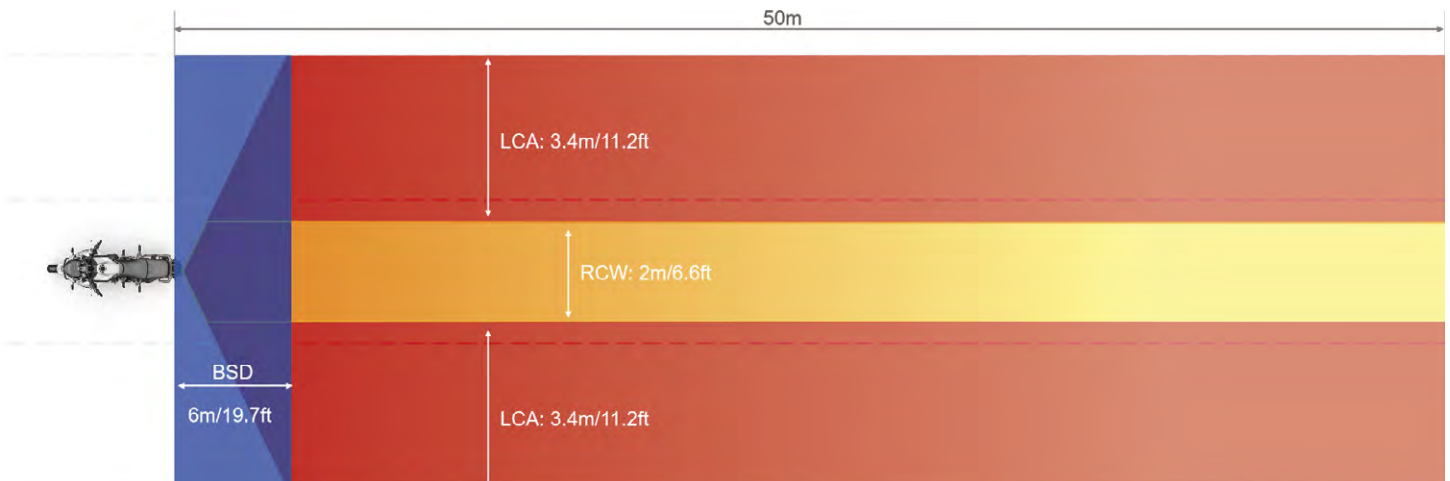
Innovv has made the entire package foolproof. If you just plan the wire paths and find the proper place to draw power, anyone can handle this installation. I powered up my bike and watched the Third EYE come to life. I made a few adjustments to the radar angle, as per Innovv, ensuring I had a full view of what was behind me.

Riding with the INNOVV ThirdEYE BSD System

The first thing you will notice, is how loud the indicator sounds are. They blast away when I turn the key and give the unit life, plus the LEDs all light up as the system gives itself a wake-up. That level of volume is quite a good thing. I ride with Earpeace ear plugs in, and the audible warning is loud enough for me to hear it over those and over any road noise.

I spent plenty of time during my rides trying to see if the system would ever give a false warning. I was especially curious how it would cope with rain. Turns out that was never an issue. I did not have any false warnings, the radar performed flawlessly in that respect.

Innovv talks about three distinct safety operations it can perform.



Blind Spot Detection (BSD)

In this condition the sensor is looking for targets on your left and right sides, within 6M, and a velocity difference of more than 5km/h. In this mode the LED lights up solid on the target side, and you get an audible beeping.

This is the mode where I most often would get warnings, and I would say when I was at speed and these occurred, I wasn't bothered by them, but I also wasn't surprised by them. My riding style has my head on a swivel, and I scan my mirrors and turn my head constantly. It is habitual, and how I have always taught others to ride. The driving habits on a motorcycle are not the same as those in a car, you must be far more diligent.

That said, not a single rider out there is perfect, and my ego is more than willing to accept that I can miss things. The ThirdEYE never missed someone in my blind spot.

My final comments on the BSD readings have to do with when I was stopped in traffic. More than a few times I would hit the mute button on the left mirror LED. The audible warning would be constantly going off and driving me nuts. If I was waiting at a light and there was a left turning lane beside me, the system would beep nonstop with every car going past. Or when I was stopped and there was a bicycle lane beside me. My beeps even made those riders jump. This was frustrating but I learned that the mute button solved much of that frustration.

Lane Change Assistance (LCA)

This mode will detect targets in a range from 0.2m to 50 m down both the left and right sides when TTC (Time to collision) is less than or equal to 3 seconds. In this mode the target side will flash the LED on that side and the audible beeping will go off.

This mode was the one I experienced the least, and it again never caught me unaware when it happened. I was always well aware of a target closing on me from behind. Again riding habits played the largest part of why I often didn't see this mode going off. When I am riding I avoid being in vulnerable spots, I keep my speed with the fastest segment of traffic, and rarely encountered situations when that velocity gap would trigger the ThirdEYE by meeting the software condition of a TTC of 3 secs or less.

For me I found this to be the least intuitive warning, and the one that had me trying to decide if this safety device was useful for me.

Rear Collision Warning (RCW)

This mode will detect targets in a range from 0.2m to 50 m directly behind the bike when TTC (Time to collision) is less than or equal to 3 seconds. In this mode both LEDs flash and the audible beeping will go off.

Overall I didn't have too many of these happen. Occasionally when stopped and someone was a bit aggressive with their braking behind me it would go off. This again mostly didn't give me the information I didn't already have, but a couple of times it did. Many of us have our phones mounted on our bars, and if I was stopped and looking down and it went off, I did appreciate that info.

What I came to want though, was what I would call a creep mode. If the system could tell me that the car stopped behind me was creeping up on me because they were not paying attention. That would be very useful. We all tend to relax when everyone around us is also at a standstill. Knowing that my rear tire was about to get bumped would be an excellent addition to the RCW software.

Final Verdict on the INNOVV ThirdEYE BSD System



There is no arguing that Innovv makes a quality product. The fit and finish are top-notch, and the installation was a breeze with all the supplied parts. I would never choose the dashboard display, the mirrors are where I am already looking, so having to look down to see what the beep is for just doesn't suit me.

The ThirdEYE performed as advertised, and I cannot fault it there. It just leaves this rider wondering if "I" need it. No rider aid should ever be a replacement for riding skills, this is the nugget with which everyone is holding up as the reason to not bother with the ThirdEYE. If you check your God-like skill set at the door beside your ego, and simply look at what

this product is providing, I feel it certainly has merit, and clearly manufacturers are agreeing, as similar systems are beginning to show up on premium bikes.

My plan for the upcoming riding season is to move the ThirdEYE to my Goldwing. When I am riding that bike I tend to often be riding with a passenger. The physical size of the bike adds blindspots, and I may just find it more useful on that style of ride.

Final thought? It is not exactly an expensive add-on at \$300, and it does work well. Will the sport bike crowd be clamoring for it, not likely. But touring, cruiser, and ADV riders should have a look.

SEE YOU IN THE NEXT ISSUE



QATAR 1 08 - 10 MAR	PORTUGAL 2 22 - 24 MAR	ARGENTINA 3 05 - 07 APR	AMERICAS 4 12 - 14 AUG
SPAIN 5 26 - 28 APR	FRANCE 6 10 - 12 MAY	CATALUNYA 7 24 - 26 MAY	ITALY 8 31 - 02 MAY - JUN
KAZAKHSTAN 9 14 - 16 JUN	NETHERLANDS 10 28 - 30 JUN	GERMAN 11 05 - 07 JUL	BRITISH 12 02 - 04 AUG
AUSTRIA 13 16 - 18 SEP	ARAGON 14 30 - 01 AUG - SEP	SAN MARINO 15 06 - 08 SEP	INDIA 16 20 - 22 SEP
INDONESIA 17 27 - 29 SEP	JAPAN 18 04 - 06 OCT	AUSTRALIA 19 18 - 20 OCT	THAILAND 20 25 - 27 OCT
MALAYSIA 21 01 - 03 NOV	VALENCIA 22 15 - 17 NOV	MOTOGP 2024 CALENDAR	

MOTORCYCLE HAND SIGNALS		
LEFT TURN Arm and hand extended left, palm facing down	RIGHT TURN Arm out bent at 90° angle up with fist clenched	STOP Arm out bent at 90° angle down with palm facing back
SLOW DOWN Arm extended straight out with palm facing down while swinging arm down	SPEED UP Arm extended straight out with palm facing up while swinging arm upward	HAZARD IN ROAD On left point with left hand On right point with right foot
FOLLOW ME Arm extended straight up with palm facing forward	COME AROUND/ TAKE THE LEAD Arm extended index finger pointing out while swinging arc from back to front	PULL OFF Arm extended index finger pointing out while swinging arc from left to over head
SINGLE FILE Arm straight up with index finger pointed up	DOUBLE FILE Arm straight up with index finger and middle finger up	RIDE STAGGERED Arm straight up with index finger and pinky up
FUEL STOP Point to fuel tank	COMFORT STOP Arm extended with clenched fist with short up and down motion	REFRESHMENT STOP Fingers closed with thumb to mouth
TURN SIGNAL ON Extend arm while opening and closing hand	POLICE AHEAD Tap top of head or helmet with palm of hand	CYCLEFISH BIKER & MOTORCYCLE NETWORK

BROUGHT TO YOU BY ODYSSEUS MOTORCYCLE CLUB