

May 2011 Newsletter
High Country Wings Chapter Y Prescott, AZ
<http://chapter-y.tripod.com>

Chapter Director – Sandy Gaston

HIGH COUNTRY ARIZONA CHAPTER-Y
GOLD WING ROAD RIDERS ASSOCIATION

Hi to all you Y'ld Wingers,

Can you believe that another month is upon us? Time sure does fly.

At our April 23rd 2011 meeting we had several guests. Ron & Sandy had guests from Merced CA, Bruce Okal & Penny Guthrie. Bill & Susan Trask our district leaders were there also. Along with them were Bud & Dot Kapp; Glen Crossno; John Lenio & DeLores Shoecraft, and Ton Kerr from CARR. We were so proud to have all of these visitors. All together we had 34 in attendance.

I want to thank Lu Crawford for taking over the meeting last month. I hear she did a bang up job.

Sherwin & Heather are still being gracious enough to do the 50/50. I know they are sure getting tired of doing it. They have done it for so many years. I want to give a big 'THANK YOU' to Heather & Sherwin for all their labors. We really need to step up and get someone else to take on that task. The trouble with our group is that we are mostly made up of 'old' people. And most of us have already had most of the positions in the organization. Do you think we need to get some new blood in? I am putting on my thinking cap. Don't be surprised if I come up to you and ask you to volunteer.

Mike Berman approached me a while back with a beautiful slice of wood with the bark still on it. So the two of us put our talents together and created a beautiful piece of art. We are going to raffle this artwork off and the proceeds are going to Ride For Kids. We have been showing it off to CARR & Victory also. The drawing will be in September. We will be posting the picture on the web so everyone can get a chance to see it.

Wow! There are a lot of ride and events coming up. Be sure to check out our web site for all the rides coming up.

Lee & Lu were not able to attend this meeting. But Lee made up booklets to hand out on 'Group Riding'. There sure was a lot of information on hand signals and proper lane coverage and distance between riders. Dick Studdard presented this to everyone.

On April 2nd. CARR had a Poker Night at Ron & Sandy's house. All proceeds are going to Relay For Life, the American Cancer Society. It was a great success and everyone had a blast. We made over \$200.00 for the charity. The rest went to the winners. Because it was such a success we are planning another Poker Night. It is set for June 4th. It will be at Frank Gary's house. 5:30-10:00. \$25.00 buys you \$35.00 in chips. BYOB. There will be a table set up for those who do not gamble. It promises to be a night of fun. So keep this date on your calendar.

After the meeting we had a ride to the Grand Canyon Caverns. We had 10 bikes and 14 people: Ron, Sandy, Guests Bruce & Penny, Earl Spenard, Tony Miller Mike Berman, Ton Kerr, Tom Nicol, Ray Shaver, Bob & Maryann Kroenig, and one car with Sherwin & Heather. Most of us went on the tour of the caverns after we had lunch there. Dick Kniepkamp, Dick Studdard, Paul Dunn, joined us up there. It turned out to be a beautiful day and a great ride.

I look forward to seeing you at the next meeting on May 28th. We may have a small group. Some are going to the convention.
Sandy Gaston

Asst. Chapter Director – Lu Crawford

Thought we could use a bit of biker humor this month.

One for the guys:

A drunk biker is riding through the city and his bike is weaving violently all over the road. A cop pulls him over. The cop says to the biker, "Where have you been?" "I've been in a bar," slurs the biker. "Well", says the cop, "It looks like you've had quite a few." "I did all right," the biker says with a smile. "Did ya know," says the cop, standing straight and folding his arms, "that a few intersections back, your wife fell off the bike?" "Oh, thank heavens" sighs the biker. "For a minute there, I thought I'd gone deaf."

Now, one for the girls:

A biker lady has a heart attack and is taken to the hospital. While on the operating table, she has a near death experience. Seeing God, she asked, "Is my time up?" God said, "No, you have another 43 years, 2 months, and 8 days to live."

Upon recovery, the woman decided to stay in the hospital and have a facelift, liposuction, and tummy tuck. Since she had so much more time to live, and new roads to ride, she figures she might as well look even nicer.

After her last operation, she was released from the hospital. While riding her motorcycle home, she was run into by a delivery truck and killed. Arriving in front of God, she demanded, "I thought you said I had another 40+ years? How come you didn't pull me out of the path of that truck?"

God replied, "I didn't recognize you."

Chapter Educator – Lee Crawford

Here's a portion of an article from Motorcycle Cruiser Magazine that you may find helpful regarding effective braking:

Handle the pressure:

Maximum braking loads your body tremendously, throwing you and your passenger forward and putting lots of pressure on your arms and upper body. The researchers said that the pressure was equal to what you'd feel if the bike was angled 64 degrees nose-down. The pressure on your body also makes tall handlebars very awkward as you try to hold your position under full-force stops.

The researchers also pointed out that once you are on the brakes, you become a “prisoner of pressure”. The forces effectively lock you into a single posture until the brakes are released. You can’t even change the number of fingers on the brake lever, so your practice needs to condition you to wrap the right number of fingers (usually all of them) around the lever. Of course, once you’re braking this hard, you are committed to going straight; there is no traction reserve for swerving, and releasing the brakes to change direction uses up a lot of time and distance.

For best results:

Basically, there are two major components of a typical hard, short stop: quick and effective initial braking and then modulating pressure as the bike’s weight shifts and speed decreases. The researchers offer this sequence:

- 1.) Close the throttle and apply the rear brake;
- 2.) Straighten the motorcycle and adjust your posture and hand position;
- 3.) Apply the front brake and declutch;
- 4.) Adjust brake pressure. The initial weight transfer takes about .6 seconds, and the whole stop from 60 mph requires about 3 seconds from initial brake application.

That’s not a lot of time, of course. However, immediate and effective braking may be enough to avoid the impact, and, if not, it will certainly lower the speed at which you make contact. So, when was the last time you practiced braking from high speeds?

TOP TEN TIPS FOR SUCCESSFUL MOTORCYCLING

This information is from a pamphlet that was published by the Arizona Motorcycle Safety Program about 15 years ago.

1. Alcohol and other drugs affect judgment and do not mix with motorcycling.
2. Take a Motorcycle Rider Course to develop good basic riding techniques.
3. Conduct a safety inspection of your motorcycle before each ride.
4. Don’t speed; know the local traffic laws and rules of the road.
5. Wear state-of-the-art equipment for comfort and protection.
6. Get a license. Nearly half to all motorcycle riders involved in accidents are unlicensed or improperly licensed.
7. Take an Experienced Rider Course to sharpen your street riding strategies and accident avoidance skills.
8. Be considerate on the road; show courtesy and respect to other drivers.
9. Complete a Motorcycle Co-Rider Course if you plan to ride with a passenger.
10. When riding in a group, determine your route in advance and coordinate it with the other riders.