

GOLD WING ROAD RIDERS ASSOCIATION



*"Friends for Fun,
Safety and Knowledge"*

*Eagle Wings - Chapter E
Hot Springs, Arkansas*

Aug 2021

Our Trip to the Northwest

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Don & I toured down the coast of Oregon and into Northern California. We met Joe Maglie in Oregon with his new Gold Wing. Valerie decided that she wanted to stop at the sand dunes in Oregon and ride dune buggies through the sand dunes. We had a great time on Honda side-by-side four wheeler we rented and rode all over the sand dunes. The pictures show how tall the sand dunes were.

We then toured on down the coast of Oregon. It's really beautiful with lots of jagged rocks and cliffs and lots of great views of the Pacific ocean. We found one spot where there were lots of rocks out in the ocean and they were covered with seals. They were barking and making lots of noise we could hear. They are very hard to see in the pictures however.

We took a few pictures including drive-through trees in the redwoods. We had to change our route and go back further north to miss all the smoke from the fire in South Lake Tahoe that was coming up through Reno and making it terrible conditions for riding motorcycles. We added a couple of days to our return trip and arrived back in the Village Wednesday. One of our stops was the golden spike where the transcontinental railroad came together and we have pictures of the golden spike.

We found it very interesting that there were signs that we never see in Arkansas. Some of these signs would say sunken grade which I finally figured out was telling me I was going downhill. Another had to do with large trucks going down the hill on a 6% grade. They had multiple signs telling truck drivers recommended speed based on the number of axles they had on their truck and trailer. They had multiple warning signs, first warning sign 6% downgrade second warning sign 6% downgrade final warning sign 6% downgrade. They were very serious about slowing down trucks for this downgrade.

Another one was called abrupt centerline which in Arkansas would say uneven lanes. The most amusing one I saw of all was where they have fake cattle guards. Instead of having pipes laid in the highway they just simply had lines painted on the highway that looks like a cattle guard. It must work because we saw them in many different states out in the North West. I couldn't believe what I was seeing. Other signs were watch for Eagles on the highway. Deer migration area instead of deer crossing. Then there was the interstate oasis. That is what you would see after driving many, many miles with absolutely nothing at the exits on the highway and there would be gas and food at these interstate oasis.

Some of our route back home took us through some of the same roads and same areas that Vin took us on our Colorado trip earlier this summer. They were all great roads and we enjoy doing them again.

We traveled about 6,000 miles in 2 ½ weeks

2021 Activities

Aug 2021

2021 Staff

Chapter Director
Mike & Stephanie Catlett

Assistant Chapter Directors
Tim Starr

Treasurer
John Bowers

Newsletter/Webmaster
Valerie Hewett

Ride Coordinator
Jan Miles

Membership Enhancement
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Facebook Administrator
OJ & Jan Miles

Meet to Eat
Dan & Angie Drennon

Quarter Master
Dan Drennon

Sunshine Person
Mike Neal

Couple of the Year
Jan & OJ Miles

Safety Enhancement Advisor
Tom Harrison

Bold Red Italics = Chapter E Events

Black = 2021 Dates

August

8/20 - 8/21 Mountains Music Motorcycle Mountain View, AR

September

9/16 - 9/18 OK GWRRA District Rally Muskogee, OK

9/17 - 19 Spydys in the Ozarks Nixa, MO

9/18 Chapter E Picnic Blakely Dam

9/22 - 9/25 Bikes, Blues and BBQ Fayetteville, AR

9/30 - 10/2 Tehlequah Spider Jam Tehlequah, OK

October

10/15-17 MS GWRRA District Rally Gulf Port, Ms

TBD ***District Memorial Picnic TBD***

10/26 - 29 Leaf Peeping Trip Eureka Springs, AR

November

11/11/21 Flags at Cedarvale HSV

TBD

Bell Ringing HSV

December

12/2 Christmas Party TBD

12/11 ***Angel Tree Hot Springs, AR***



Safety Enhancement

Transitioning from a Motorcycle to a Trike By Tom Harrison, Chapter E Safety Enhancement Advisor

Before you commit to a Trike – The first thing I recommend is to test drive several different makes and configurations of trike. Take your time doing this and make sure a trike is the right choice for you. If you plan to carry a passenger, make sure you test drive with a passenger on board to check stability. This is particularly true with reverse configuration trikes such as the Spyder or Goldwing with the Hannigan front end kit. Several people have reported negative surprises and Hannigan does NOT recommend their front end kit if you carry a passenger. Test both solid axles and independent suspension trikes. Here are some pros and cons from my experience:

Pros:

- You have more control in slow riding situations and are not going to drop the bike, particularly with a passenger on board.
- Trikes are much safer on bad road conditions e.g. gravel, wet surfaces, uneven pavement, etc.
- Traditional trikes (two wheels are in the back), typically have automobile tires on the back that have a long wear life.
- Great cargo carrying capacity.
- Spyder trikes are the safest trikes now available because they can't be tipped over because of electronic controls preventing it. This was proven by MSF (Motorcycle Safety Foundation).



Safety Enhancement

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Cons:

- Turning is far more difficult and requires greater inputs with a trike. With two wheels, you effortlessly “waltz” around corners versus having to manhandle the bike. With a trike, you get tired of fighting lateral forces in corners (and so does your passenger!).
- Trikes steer the opposite of conventional two wheeled motorcycles. With trikes, the motorcycle goes when you point the front wheel whereas motorcycles counter steer and go in the opposite direction.
- If you have been riding two wheels for a long time, it will take time to unlearn automatic responses that will get you in trouble. For example, I almost drove my trike off of Jack Mountain because I was so used to counter steering. It took five full rides before I “reprogrammed” myself not to counter steer.
- The reports I have seen on Goldwing wings and other bikes equipped with front end kits have been negative. Friends who have bought them all report terrible results.
- Typical Goldwing trike literature specifically states NOT to use the engine for a brake. We had a Goldwing rider strip several drive shafts because he did not pay attention to this notice. Remember, Goldwing are engineered as a two wheeled machine and were not intended to be increased by several hundred pounds. This puts added strain on the drive train which is manageable with care. Harley Davidson and Spyder trikes are engineered from the factory to be trikes so using the engine as a brake is not a problem.

Other Considerations: Based personal experience and discussion with others who have made the change, independent suspension on a conventional trike is a waste of money. If the suspension is set soft enough to afford independent reaction to bumps, then cornering is heavily compromised. I believe you are better off to save you money and buy a trike with solid axle suspension. The Spyder trike is different. With it's reverse configuration, independent suspension on the front works very well.



Safety Article

August 2021 Goldwing Safety Article

This month's Subject: Assured clear distance ahead and overriding your line of sight

Assured clear distance:

Know your stopping distance with two up and down hill. This is particularly critical if you ride solo and then two up. Example: I was riding with my wife down the hill on Route 7 just below West Gate. A Cadillac suddenly slammed on the brakes and it was all I could do to stop in time. I forgot to adjust. Unlike a car, stopping distance varies greatly when you carry a passenger.

Leaving stop signs and lights, make sure the rider in front of you fully commits. I have seen two Chapter E members rear-ended when the rider in front of them started to leave an intersection and then suddenly decided to stop.

When you start to leave a light or stop sign, fully commit! If you suddenly change your mind and stop, you might be rear ended.

2 seconds is plenty of spacing from the rider in front of you under normal circumstances. Poor conditions might double that. If you ride with a longer interval, it puts all the riders in the group at risk.

I have seen too many impatient cars take advantage of a large gap in a motorcycle group to try to zoom around. It is often dangerous.

Line of Sight:

Never ride faster than the distance you can see to stop. If you don't have enough clearly visible road to stop in at the speed you are traveling, slow down.

Two examples: Coming back from a GWRRA gathering where I talked about this, I crested a sharp hill in the Village which had an intersection at the top. I came almost to a stop cresting the hill because I could not see the road ahead. Some old coot had missed the turn and was backing up the hill. Had I been doing the speed limit, we would have had a terrible and possibly fatal crash.

Riding back roads of Kentucky in route to West Virginia, I encountered a sharp little hill and remembered this lesson. I slowed way down and as luck would have it, farmer Brown was towing a 1.5 lane wide load of hay behind a tractor. Had I crested that hill at the speed limit, I would have rear ended the hay trailer and possibly been decapitated by the edge of the trailer.

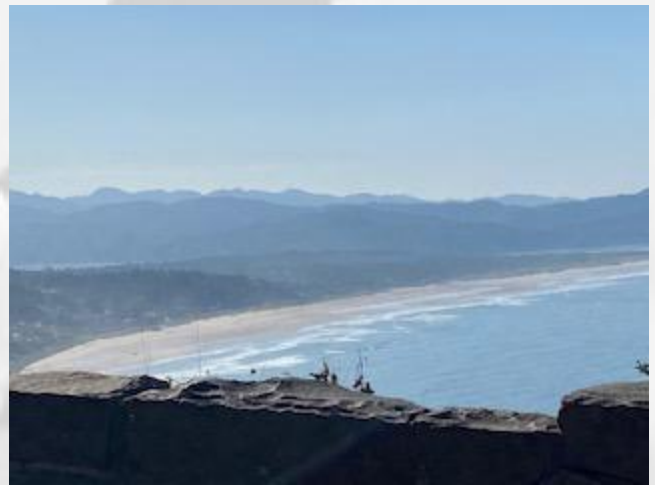
There are two curves on Highway 7 that are dangerous and I see people override their line of sight rounding them. What if there was a rock slide, road kill or other obstacle in the blind part of that corner?

A Southern Cruiser I rode with was killed when he topped a sharp little hill and was surprised by a driver who had stopped to chat with a neighbor. He hit the car and was killed instantly

Day 5 Oregon Coast



Day 5 Oregon Coast



Day 6 Sand Dunes



If you rolled the ATV on its side, you had to pay a 500\$ fine. If it rolled upside down you had to pay a 1000\$ fine



Day 6 Sand Dunes



Yes, this sand dune is 5 stories tall. Yes, I was totally scared

Day 7 Redwoods



Day 7 Redwoods



Day 7 Redwoods



Day 9 Cows on Hwy & Salt Flats



Day 9 Cows on Hwy & Drive thru Tree



Day 10 Malad Gorge



Day 10 Malad Gorge



Day 10 Northrop-Grumman



Day 10 Transcontinental RR

Imagine watching the last spike driven to complete the transcontinental railroad. Not too long before it had seemed an impossibility. The railroad was built by Central Pacific Railroad going from west to east. And the Union Pacific railroad going from east to west. The Golden Spike represents the meeting of the 2 trains and driving the final spike to connect the 2 railroads



Day 10 Transcontinental RR



The Golden Spike can be seen at Stanford University