

# Arkansas Eagle Riders



May 2023

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## Director's Ramblins'

Membership is doing great! We are now up to 103 members. Thanks to everyone for doing a great job recruiting new members! We are finding people who just want to join us and ride with us. They like having fun as much as we do.

We had a wonderful time on the Mt. View trip with 20 people. We had two days of riding after we got there with a variety of rides. We were lucky with beautiful weather and no rain for the entire trip. We ended the trip with a pizza party on the last night as we didn't have a grill to cook food like last year. We made the best of it and I think everyone enjoyed the trip. Thanks to Jan for organizing this trip every year.

I hope to see you all at our first Club meeting on May 13 at Clampit's Country Kitchen, 9 AM for breakfast and 10 AM for our meeting.

Don Hewett  
AER Club President



In addition to our weekly rides, we have several overnights planned already, Brush's ride to Tenn. (repeat of Vin's ride several years ago). Eureka Springs, and then Vin's 14 day Rockies trip to everywhere fun! Don't forget to make your reservations for these trips early as you can always cancel them if necessary. Valerie and I are excited about going on every one of these trips this year.

# 2023 Activities



## 2023 Staff

### President

**Don Hewett**

### Vice President

**Scott Pennington**

### Treasurer

**Butch Robbins**

### Newsletter/Webmaster

**Valerie Hewett**

### Ride Coordinator

**Bill (Brush) Brusenhan**

### Membership Enhancement

**Mike Neal**

### Facebook Administrator

**OJ & Jan Miles**

### Meet to Eat

**Dan & Angie Drennon**

### Quarter Master

**Dan Drennon**

### Safety Enhancement Advisor

**Vin Hayes**

## OFFICIAL AER EVENTS

### May

5/18-20 - Arkansas District Rally

5/29 Memorial Day Celebration Mt Carmel

### June

6/8-10 - Bike Fest in HS Convention Ctr

6/20-22 - Devils Den, Jan planning

### August

8/19-9/1 - Rockies Trip, Vin planning

### September

9/9 - Club Picnic at Avery Pavilion

9/28 30 Green Country Spider Jam

### October

10/7 ar District Rally

10/23-26 Eureka Springs Mike

### November

11/6-9 - Leaf Peeping Trip, Jasper

December - Christmas Party-Scott & Don

# AT THE SCENE

## AT THE SCENE

In all the years and the thousands of miles that our group has been motorcycling throughout Arkansas and all around the U.S., it is quite remarkable that we have not experienced a serious accident or major injury. While dumb luck may have a part to play, I am confident that our success thus far is greatly dependent on the group's competent leadership, our advanced riding skills and the overall safety consciousness which is practiced regularly by everyone.

That being said, let us take a deep dive into the correct and proper procedures that we should exercise should a serious accident or crash occur during one of our group rides. The simplest form of accident would likely be a single bike running off the road perhaps in a turn on a road with no shoulder. Next up would be two or more bikes crashing into one another which may or may not involve one or both leaving the pavement. Worst of all would be an incident where a bike is involved in a collision with another vehicle. That clearly would involve a greater likelihood of injury as well as the legal aspects to be considered. In any of these cases, the following procedures should serve well as a guide for the group. Let's assume that we have a group of 12 bikes riding on rural roads here in Arkansas and someone runs off the road. Per our standard procedures, the following bikes should pull off the road immediately and the nearest bike ahead should move ahead and get notification to the ride leader. Obviously, there are many permutations concerning the relocation of bikes and riders. We surely don't need all 12 bikes and riders at the accident scene so the leader needs to find a safe place nearby for the group ahead to loiter while the situation is evaluated.

1. The first priority is to secure the scene. Someone needs to step up to be on-scene commander and designate two people to be road guards, one a few hundred yards ahead of the accident and one a few hundred yards behind the accident staying there to provide an alert to oncoming vehicles.

2. Quickly assess the condition of the victim to determine if there are any serious injuries present, i.e. broken bones, serious bleeding, unconsciousness. If that be the case, do not attempt to move or disturb the victim rendering only methods of comfort. Immediately call 911 to get the EMT's on their way. In a remote area with poor cellular coverage, this may require someone to ride to the nearest suitable location to make the 911 call. Do whatever is necessary to communicate an EXACT location to 911 dispatch. This may involve GPS coordinates, mile marker number or nearest town. Make certain that the area is clear enough (two car lengths) to make room for emergency vehicles. If the victim ends up being transported via ambulance, make sure to recover the key to his/her bike before the ambulance departs.

# AT THE SCENE

3. If the victim's injuries are clearly very minor, i.e. some scrapes and bruises with little or no bleeding, then we can administer minor first aid (gauze, band-aids anti-inflammatory drugs). At this point, the concern is to make every effort to retrieve the bike and determine if it is safely operable. If the group has been split up, it may be necessary to re-join in order to have sufficient hands available. The decision needs to be made within the group whether to continue the route or return home or to break up into segments.
4. If the accident involves another vehicle, call 911 immediately and request law enforcement as well as EMS identifying the exact location. Set up the road guards, clear the area and administer first-aid as necessary. In this situation, make every effort to locate the motorcyclist's license, registration and insurance papers as well as any form of roadside coverage he/she may have. The on-scene commander must take responsibility for any necessary communications with the driver and/or occupants of the other vehicle(s). It is important to make every effort to take care of our rider and his/her bike but we want to be sure to have "all our ducks in a row" when the police/sheriff arrive. Survey the scene, try to determine what happened and how, be prepared to answer questions and try not to be defensive about "motorcycle prejudice".
5. During the confusion that will no doubt ensue during the events described above, the ride leader is going to be hard-pressed to put all the pieces back together. Hopefully, the group did not get terribly dispersed as a result of the accident. Obviously, it would be best if everyone was able to communicate via mobile phones. When that is not practical, shuttle trips back and forth from the scene may be necessary to reorganize the group. Depending on the seriousness of the accident, it is best to organize the minimum number of people necessary to operate at the scene while the rest loiter at a paved, open area nearby under the guidance of an appointed leader.
6. In order to keep mayhem to a minimum, everyone needs to understand that we have all just experienced a form of trauma and keeping our cool at this point is the surest way to prevent a mishap from turning into a disaster. Undoubtedly, the group has been split up into two or three parts. Some are acutely involved in managing the scene, others may be miles away and have no idea what has happened. Leadership is highly important at this time and true leaders must have a clear head and a reasonable understanding of what the situation requires. We began this ride as a group and now, due to this accident, supporting one another in the group is of the highest priority. Proper communication within the group is absolutely vital at this time and establishing proper means and methods of communication will surely make the event more endurable and less traumatic. If we strive to regularly communicate these protocols within the group before we start out on a ride, then the group will have a higher probability of enduring a mishap with a minimum of damage.



# *Vin's Accident*

## ALL OF A SUDDEN

It was not a dark and stormy night! Actually, it was a clear, warm, sunny, Sunday afternoon, the 9<sup>th</sup> of August, 2015, as I was traveling eastbound on US Rte 66 halfway between Peach Springs and Seligman, AZ. I was leading a group of 14 bikes and a Mustang convertible on a 14 day Wild West Tour for EagleRider motorcycles. We were on day 3 traveling from Laughlin, NV to Grand Canyon, AZ. I had an eclectic group; a few Germans, a few Brits, a number of Brazilians and 2 guys from New Zealand. Among the Brazilians was a young guy who was with his parents and their best friends from back home. His mother and the other woman were driving the Mustang.

It is a common practice with EagleRider, on these longer tours, to give the riders a chance each day for a "Free Ride". Normally, we all travel in a solid, staggered group but the free ride gives folks a chance to ride on their own and have the opportunity to take in the scenery. The leader goes on ahead and leaves them to depart on their own after 15-20 minutes. The van driver/sweeper follows the last bike to be sure that everyone makes it to the rendezvous point. In this case, I briefed everyone at our regular rest stop in Hackberry and headed the 62 miles to Seligman where we were scheduled to stop for lunch at the famed Roadkill Cafe, a regular Rte 66 tourist haven. There was nowhere else to go but straight on Rte 66 where I'd be waiting at the Chevron station for our fill-up before lunch. It was VERY fortunate that we were on a free ride at this point, as you will see.

In north central AZ, Rte 66 is a nicely paved and well marked two-lane highway with a 65 MPH speed limit. So I was cruising along at 65 on the brand new Indian Roadmaster that EagleRider provided, somewhere between Peach Springs and Seligman. The highway had a long, gentle climb in both directions with a gravel side road off to the south side. Just as I crested the rise, a Toyota Tacoma coming westbound ALL OF A SUDDEN took a sudden left turn right in front of me in order to enter the side road. The driver was a seventeen year old girl driving her grandfather's truck and had her younger sister and her grandmother riding with her. According to the police report, she made a really dumb move about 20 seconds earlier. She knew she was going to make that turn but she had two dually trucks behind her so she pulled over to the shoulder to let them pass and initiated her left turn just as they passed her giving her no chance to see oncoming traffic, ME. While the Tacoma was part-way through the turn, I hit it dead center and spun the truck around more than 180 degrees as the Indian and I careened off to the right and into the ditch along the eastbound side of the highway

# *Vin's Accident*

Any details I might be able to provide all come from eyewitnesses and the 2 police reports. Personally, I don't remember a thing since going through Peach Springs and my memory did not kick back in for about three days. Obviously I was wearing a full compliment of riding gear, without which I would have been a certain fatality. I landed about 10 feet from the bike and no one knows if I rode the bike in or I went flying through the air. Remember that I mentioned the young man from Brazil? Turns out, he's been in the U.S. a few years since he finished medical school and was currently an ER Doc at a large hospital in Manhattan, NYC. Miraculously, he was the first of our group to arrive at the accident scene and his heroic actions quite possibly saved my life. When the ambulance and EMT's arrived, he took command and told them what to do and what not to do. When the State Trooper arrived, he insisted that he call in a helicopter because the local hospital in the Navajo Nation was insufficient and I needed quick transport to a level one trauma center. The chopper arrived after the EMT's did their life-saving work and they took me from the ambulance to the chopper wearing nothing but my jockey shorts and my helmet. They flew me directly to UMC Trauma Center in Las Vegas. Very sadly, the last to arrive was the van driver who, just so happens, is my younger brother. He has told me many times what a crushing blow it was for him to arrive at what he knew was an accident and find his brother lying in the ditch all twisted up and bleeding. I've reiterated many times that, at that moment, he was surely in more pain than I was. After leaving the van at Grand Canyon, he took a bus to Las Vegas where I was at UMC trauma center and stayed there with me the full 18 days. It just so happens that, on this occasion, we were conducting parallel tours; there was a second group about an hour behind us. The leader of that group took charge of all 29 bikes and two vans and got everyone to Grand Canyon that evening.



**MY HIGHWAY OPPOSITION**



# *Vin's Accident*

## THE MORNING AFTER

The trauma inventory report from UMC is 24 pages long so I'll just give you a quick rundown of my injuries. The expert team of trauma surgeons there felt quite confident that I likely would have died if I had been transported to the local Navajo hospital. My brother arrived from Grand Canyon about 10 PM and my son and daughter arrived from Denver around 11. Liz managed to get there the next morning (flying from LIT is generally non-accommodating). Another great blessing in all of this; I have a longtime buddy from United Airlines who lives in Henderson, NV and he was able to house my family for the 18 days I was at UMC.

Obviously, I had multiple, serious injuries the worst being to my left foot and right elbow. A quick list: both ankles broken, left foot crushed, right elbow utterly dislocated with the ulna protruding out the back of my elbow, left pneumo-thorax, a few broken ribs, left clavicle dislocated through the skin and multiple concussive events. As I said, I don't remember anything until about three days later. They got right to work trying to rebuild my left foot. Photos of the destroyed bike indicate that the left foot-board folded up around my foot as the left side of the bike smashed into the Tacoma's bumper. There are 5 metatarsals between the ankle and the toes. All five were broken and separated; the surgeon said there were dozens of pieces. They used 3 metal plates and 5 screws to get it all back together. There are 5 major bones in the ankle, the largest one being the Talus which hooks into the lower leg bones. The Talus in both ankles were dislocated and the left one was also fractured. When you see me get off my bike and walk away gingerly, now you know why. The orthopedic surgeon was quite sure that, if I hadn't been wearing sturdy motorcycle boots, I likely would have lost my foot. About the right elbow; all the experts have surmised that, when I hit that truck at 65 MPH, I instinctively locked both arms to brace against the hand grips. Because of the angle of impact, at the instant of collision, the front wheel snapped violently to the right pushing thousands of pounds of force through my right wrist and against the elbow joint. The forearm consists of the radius and the ulna both attaching at the bottom of the humerus to form the elbow joint. Unlike most movable joints in the body, the elbow is kind of free floating to allow for twisting and turning. There are very few orthopedic surgeons who will even touch an elbow because the success rate is so low. The surgeons at UMC put my elbow back together and casted it but, in less than a week, it was obvious the bones had dislocated again. Back in Arkansas, I had two more surgeries to rebuild it. At best, it has about 75% function. Liz was concerned that I was not quite right in the head (in addition to being heavily drugged) so she insisted that they give me a CT Scan of the brain. Sure enough, they found two brain lesions that they were confident would ultimately heal themselves. So far, I am still pretty good at math and I can find my way home.

# Vin's Accident

## Liz's first sight of me!

It's important to note that, during this tour, I was an official employee of EagleRider thus all of the medical expenses were covered with the Workers Compensation insurance at EagleRider. You may recall the mass shooting at a concert in Las Vegas a few years ago. Nearly all of those victims were transported to UMC. While there we discovered that it is a first class trauma hospital and a not so good medical facility once you leave the ICU. After 18 days, the insurance authorized an air ambulance to fly me and Liz to LIT where I was transferred to Baptist Health Rehab Hospital, a truly excellent facility. They cared for my injuries and prepared a program of PT and rehab. Thankfully, they hooked me up with the preeminent elbow surgeon in Arkansas and he re-did my elbow reconstruction after the UMC job fell apart. He had to do a third surgery about 8 months later because the insurance company dropped the ball on the necessary PT. That's another story.



It was nearly 4 months before I could walk at all. I spent 9 months working at PT three times a week. I am certain that I cost the insurance company so much money that they eventually didn't want to talk with me any more. I'm guessing that it cost them \$7-800,000. If you ever want a helicopter med-evac, you'd better have good insurance. My ride to Las Vegas cost \$56,000.

All in all, I am happy to be here and very satisfied to be back on the road on my bike. I suppose that many of you may have numerous questions about the specifics. I have no qualms about sharing and I'd certainly be willing to fill you in on all the details. Enjoy your rides and remember ATGATT!

## A CELEBRATORY MOMENT 6 MONTHS LATER

Happy Trails,

Vin Hayes







# WHAT GEAR ARE YOU IN

## WHAT GEAR ARE YOU IN

We've all heard the oft-repeated acronym ATGATT, All The Gear All The Time. Let's dig a little deeper to study exactly what that means.

ALL THE GEAR obviously refers to a complete set of riding gear: helmet, protective, long sleeve jacket, gloves, reinforced pants or leggings and sturdy, protective boots.

ALL THE TIME means anytime, every time, not only for long trips or day rides. Many motorcyclists have sustained serious injury, even death, while just running a quick errand.

### THE GEAR

**HELMET** – The most protective helmet is a DOT approved full-face model with sufficient, approved padding secured by a double D ring strap. Half helmets and quick disconnect fasteners are asking for trouble.

**JACKET** – A proper jacket must be constructed of material that provides a good degree of protection against scraping and abrasion. Protection against the elements is variable depending on the weather. The best jackets should include embedded padding/armor for the shoulders and elbows. Thick leather provides the best protection but sturdy, ballistic nylon can provide nearly as much protection and is much more adaptable.

**GLOVES** – Most motorcycle gloves provide proper protection against abrasions for the hands and fingers. Defense against cold and rain are obviously quite important as well. The best gloves also include a 3-6 inch gauntlet to protect the wrists.

**PANTS/LEGGINGS** – Once again, sturdy leather provides the best protection against abrasion but most ballistic nylon pants also include armored protection for hips and knees. Denim jeans will definitely give way quickly during a slide on asphalt.

**BOOTS** – Sturdy leather boots that come up over the ankles are mandatory. Anything less is surely inviting injuries to ankles and toes. Steel-toed boots may seem to provide extra protection but there have been instances where, in high impact accidents, the steel insert actually added to injuries.



# WHAT GEAR ARE YOU IN

## GOING DOWN

There are two types of motorcyclists; those who HAVE gone down and those who WILL go down.

1. You can avoid the discomfort of wearing a helmet but your cranium won't like it  
WHEN YOU GO DOWN.

.2. You can wear a half-helmet (brain bucket) but your ears and face won't like it  
WHEN YOU GO DOWN.

3. You can ride in a tee shirt, or no shirt at all, but your arms and elbows won't like it  
WHEN YOU GO DOWN.

4. You can ride in jeans or shorts but your knees and hips won't like it  
WHEN YOU GO DOWN.

5. You can ride in chaps to be cool but your ass won't like it  
WHEN YOU GO DOWN.

6. You can ride in sneakers or soft hiking boots but your feet and ankles won't like it  
WHEN YOU GO DOWN.

7. You can ride without gloves or cutoff gloves but your fingers won't like it  
WHEN YOU GO DOWN.

Happy Trails,

Vin Hayes



# WHAT GEAR ARE YOU IN

## A PERTINENT STORY

About 25 years ago, my son was working as a paramedic for an ambulance company in the suburbs north of Denver when they received a call to an accident in the area, a single guy on a single motorcycle. It was a beautiful, warm day in late Spring. This guy lived in a typical suburban neighborhood. He was going from his house to visit a buddy less than half a mile away to show him some new additions to his bike. Because he was going such a short distance within the local area, he just jumped on his bike wearing a tee shirt and shorts and headed off on his bike. He rode 300 yards to turn left on the main entry road and another 500 yards to turn right into the street where his buddy lived. In the tight right turn, he hit the collection of road sand that normally accumulates at the sides of the roads. He was traveling less than 25 MPH when he instantly WENT DOWN on his right side. Because he was close inside the right turn, he smashed his head on the high curb at the corner. When my son arrived, he was certain the guy was dead as he could see brain matter on the sidewalk.

Happy Trails,

Vin Hayes



# MC Accident Statistics

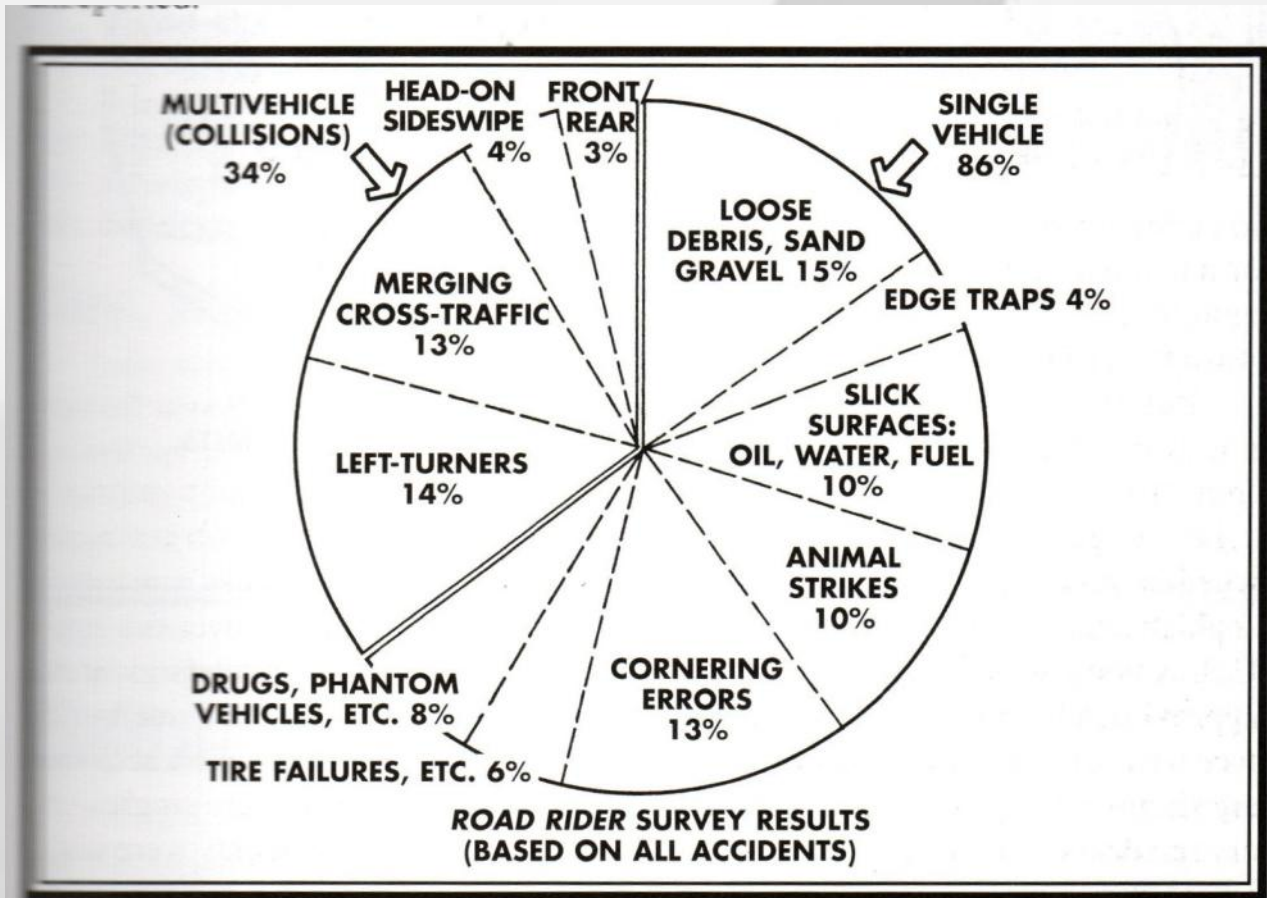
## GUANO HAPPENS

For this month's article we are going to give our attention to the statistics and circumstances concerning motorcycle accidents. Many in our group have had the sad experience of suffering a crash or accident while on a motorcycle, some rather minor and some terribly severe. Hopefully, we can ponder the following information and hopefully work to prevent the next crash or minimize the eventual damage. We all have varying opinions about how dangerous motorcycles are but it goes without saying that the likelihood of serious injury or death is nearly ten times higher on a motorcycle than in an automobile with a steel cage, a seat belt and multiple air bags. While we all hope to never be involved in a motorcycle accident, let's look at some statistical analysis with the hope that we can optimize our chances to prevent or avoid an accident.

First of all, whoever made this pie chart can't add to 100. The section referencing "single vehicle" accident should obviously be 66%. This chart reflects combined statistics of both urban and rural accidents. Clearly, single vehicle accidents occur about twice as often as accidents involving another vehicle. That variance reflects two important factors which are subject to location and environment. When we are riding in the city/town where there are considerably more other vehicles, we tend to be more watchful and more careful of our surroundings. When we ride out in the more rural areas, most of us tend to ride a bit riskier on the open road. The clear majority of single vehicle motorcycle accidents involve some form of loss of control due to inattention or poor technique in turns or road debris. Notice on the multivehicle section of the chart the high percentage of accidents involving left turns. This includes left turns by opposing vehicles as well as improper left turns executed by the motorcyclist. While we all endeavor to enjoy the ride and get home safely, a sudden accident and the possibility of serious injury can crop up in a split second. Beware and be prepared. Next month we will review the proper procedures necessary at the scene of an accident.

Here is a little questionnaire to help you determine your own personal safety quotient. Check it out and see your total score. It may suggest to you that you may need to make a few changes. Hopefully, you can score near 70. If your score is less than 50, you probably need to make some changes.

# MC Accident Statistics



# MC Accident Statistics

## Quiz Time

Okay, now that I've rambled through a few of the statistics, put on your thickest skin and tally up your personal score. The numbers are weighted in an approximate relationship to the statistics.

	<b>Add</b>	<b>Subtract</b>
1. Have motorcycle license	10	
2. Commercial driving license	5	
3. Learner's permit, no license	2	
4. License revoked		10
5. No motorcycle license		10
6. Less than six month's experience		2
7. Twenty-five to thirty-six month's experience		5
8. More than forty-eight month's experience	8	
9. Taught by friends or family		2
10. Self-taught		2
11. Passed Motorcycle RiderCourse	10	
12. Passed Experienced RiderCourse	10	
13. No training within last five years		5
14. Sometimes ride after drinking		20
15. Never ride after drinking	20	
16. Often ride in city traffic		5
17. Mostly ride 250 to 500cc		2
18. Mostly ride 750cc or larger	2	
19. Can name twenty common surface hazards	5	

	<b>Add</b>	<b>Subtract</b>
20. Know technique to cross edge traps	5	
21. Practiced quick stops this year	5	
22. Not practiced quick stops this year		5
23. Frequently use countersteering	5	
24. Don't understand countersteering		5
25. Rider age under twenty-seven		5
26. Rider age over forty	5	
27. Always wear armored riding gear	5	
28. Usually wear only denims		5
29. Always wear approved helmet	5	
30. Seldom wear approved helmet		5



# DON'T PRESS YOUR LUCK

## DON'T PRESS YOUR LUCK

Admittedly, we've all had this unhappy experience a time or two. You are happily cruising along a nice country road enjoying the beautiful weather and the scenery, sharing the ride with all of your moto buddies. You come upon a fairly demanding right hand turn but, regretfully, you initiated a pretty incompetent entry. Halfway through the turn, you have no option but to slide across the center-line to finish the turn and get back to your proper position. Once settled back in normal cruise, the thought occurs to you, "Geez, I sure am LUCKY there was no one coming the other way in that turn". Undoubtedly, your next few turns will be very well executed.

Let's face it, the reason that you just avoided a very serious or fatal accident is nothing other than JUST PLAIN DUMB LUCK! So let's have a little chat about LUCK. It seems that good luck and bad luck come to us equally throughout our adventures in life. We tend to bemoan the bad luck and praise the good luck, in a most natural way. In the above mentioned scenario, you could have executed that turn perfectly but then been hit by an oncoming semi that was cutting the corner inside the center-line. That would certainly be considered BAD LUCK. Obviously, most instances of luck, good or bad, are capricious and unpredictable.

As a serious and experienced motorcycle rider, what can you do to minimize the occurrence and influence of luck to ensure a safe and successful ride? Like most of our performance on motorcycles, it usually comes down to TRAINING and PRACTICE.

Was it UNLUCKY that you ran out of gas in the middle of nowhere? No, it was dumb.

Was it UNLUCKY that your rear wheel slipped out on a damp road? Perhaps you need to check the tread on your tires more often. Perhaps you need more PRACTICE on wet roads.

Was it UNLUCKY that you hit a deer? Perhaps you need more PRACTICE on developing an effective, rapid scan of the road ahead.

Always make yourself open to more TRAINING. Continually PRACTICE safe and conscientious procedures and maneuvers whenever out on your bike.

An old Golf maxim: The more I PRACTICE, the LUCKIER I get.

Remember, "An OUTSTANDING aviator is one who uses his OUTSTANDING judgment to avoid situations that may require his OUTSTANDING skills.



# SAFETY UPDATE

## SAFETY UPDATE

Unfortunately, in the past few weeks, AER has experienced three motorcycle accidents a week apart. Two of those accidents seem to have been preventable, the third, a sudden, leaping deer was likely unavoidable. It seems to be a proper time for all of us to take some serious time to reflect and review our level of safety awareness and the practical application of proper techniques and procedures. We should engage in this review as individuals and also as a group.

Since being appointed the Safety Coordinator for AER, I have tried to publish monthly safety articles in our newsletter with the intent of educating our riders and promoting safe and conscientious practices that will help us all to ride with confidence and proficiency.

During the past 6-7 months we have welcomed many new members to our AER club. Since many of these newcomers have not had the opportunity to digest these safety articles written earlier, for the May newsletter, I would like to include these seven previous monthly articles for review and retention. For those of us who have been around for a while, re-reading these articles should very well serve to orient our minds to a higher level of safety awareness.

Happy Trails,

Vin Hayes





# IT'S YOUR TURN

## IT'S YOUR TURN

In this essay we are going to discuss proper and effective turns on a motorcycle. Obviously, there are noticeable differences between two-wheeled and three-wheeled bikes. I will try to highlight those as we go along. No doubt, you feel that you've heard all of this many times before but we are going to dig deeper into the physics and dynamics of turning. We'll consider turning radius, centripetal vs centrifugal force, gyroscopic precession, angular vectors, scientific stuff, with the hope that you will become noticeably more proficient in negotiating any kind of turn after this analysis.

RSS – On most highways that we ride, there will be a sign prior to the turn with a Recommended Safe Speed for that turn. I would certainly not encourage any unsafe or risky practices but, bear in mind, the RSS, like most highway regulations, is calculated to accommodate the most incompetent dumbass out there. If the speed limit is 55 MPH and the RSS is 40 MPH, do you really think that Mario Andretti would be unsafe taking the curve at 60 MPH? A reasonably proficient motorcyclist should be well within safe limits to take the turn at RSS times 1.5. For a three-wheeler simply adding 10 MPH to the RSS should certainly be comfortable.

ENTRY – Every well executed turn begins with a proper entry. Anytime you get into a turn and risk going over the center line or leaving the paved surface, it is almost certain that you began the turn with a poor or late entry. The critical items are; SPEED, POSITION and SIGHT LINE. Approaching the turn, roll off the throttle to slow to the desired speed, use brakes if necessary, BRAKING WHILE IN THE TURN is an absolute emergency maneuver. Position your bike to the outside of the turn, then look and lean to the apex of the turn then slide back to the outside as you complete the turn. As you enter the turn, your sight line should be well ahead of you, looking as far beyond the apex as is visible.

A well executed turn begins from the outside, aims to the inside and glides back to the outside. For a right turn, enter from the left edge of the lane, input the necessary angle to aim for the apex of the turn (the right edge of the lane midpoint in the turn) while looking well ahead. To exit the turn, gradually decrease the turn angle and slide back out to the left edge of the lane. It is important to monitor the throttle throughout the turning maneuver. Roll off the throttle some to enter the turn. Once the turn angle is established, you may need to add a little throttle to maintain the driving forces in the turn. As you exit the turn, roll on sufficient throttle to accelerate back to cruising speed.



# IT'S YOUR TURN

**CENTRIPETAL FORCE** – This is where there is an absolute difference between a two-wheeler and a three-wheeler. On a two-wheeler which is leaned into the turn, the forces are applied downward on the vertical axis of the bike adding G forces to the suspension and the tires thereby increasing frictional contact with the pavement. That's a good thing. On a three-wheeler, the forces are exerted perpendicular to the vertical axis toward the outside of the turn thereby inducing the bike and the rider to tip to the outside. This is a bad thing.

**WEIGHT SHIFT** – Another major difference between the two-wheeler and the three-wheeler is the proper distribution of weight in relation to the centripetal forces in the turn. For the two-wheeler in a serious turn, shift your butt to the outside edge of the saddle in order to maintain the lean angle. DO NOT lean your body. Keep your spinal axis in line with the bike's vertical axis. Leaning your body actually counters the leaning forces of the bike. For a three-wheeler in a serious turn, you want to LEAN your body weight to the inside of the turn in order to counteract the forces trying to flip the bike, even to the point of having your butt slide off the inside of the saddle.

**TIRE PROFILE** – This is another noticeable difference between two-wheelers and three-wheelers. Motorcycle tires are designed with a rounded bottom surface which makes the least contact with the pavement when driving straight. As you lean the bike into the turn, you are actually adding more tire surface to make contact with the pavement. On a three-wheeler, the flat bottom tires have the greatest contact when driving straight and less contact during a turn due to the centripetal forces which tend to "lift" the tire.

**GYROSCOPIC PRECESSION** – This applies to the front wheel of a motorcycle and also a trike but does not really come into play with a Spyder. At 60 MPH your front wheel is rotating at 800-1000 RPM creating a gyroscopic effect meaning it resists any forces away from the vertical. Thus, a positive input of force is necessary to initiate a turn. On a two-wheeler, the bike leans as a result of this input. On a trike, the wheel obviously doesn't lean but it wants to come back to vertical rotation so it requires continued input of force to maintain the turn.

**GROUP RIDING** – Because we generally ride in a staggered formation, you may wonder about the best way to integrate the proper turning techniques discussed above. Quite simply, if approaching a gentle turn (sweeper), you can easily make the turn while maintaining your stagger. When approaching a sharper turn (twisty), abandon the staggered position and execute the proper outside-inside-outside technique to finish the turn and then slide back into your proper staggered position while accelerating back to cruise speed. The common failure to accelerate out of the turn will cause the group to get all strung out.

# IT'S YOUR TURN

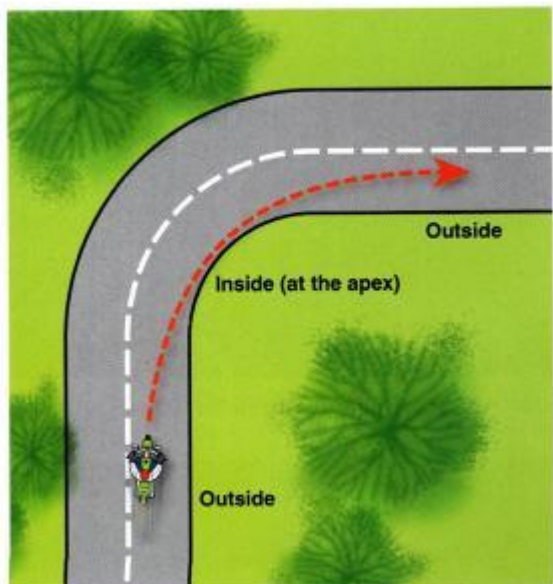


Diagram 14-1: Simple, constant-radius turn

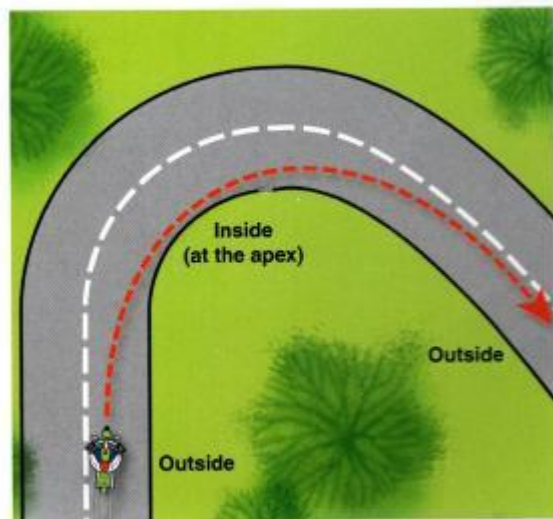


Diagram 14-2: Increasing-radius turn

Here is a graphic depicting the proper execution of a right turn.

Hopefully, you have picked up a few tidbits here so that you can work to improve your ability to negotiate better turns. As with any other endeavor of performance, the best road to improvement is PRACTICE, PRACTICE, PRACTICE.

Happy Trails,

Vin



# VISUAL APTITUDE

## VISUAL APTITUDE

When you were a kid, your parents likely told you that it is not polite to stare. Now, when you are riding your motorcycle, staring is a very bad idea and can be quite dangerous. Let's take a look at a thorough review of what your eyes should be doing while riding a motorcycle.

**DON'T STARE** – It is a common error when riding within a group, riders have a natural tendency to stare at the license plate of the bike immediately ahead. It needs not be said, that an established fact of human physiology, is that your eyes can only see and focus on where they are aimed. We all have varying degrees of peripheral vision but true visual acuity only occurs within a small cone directly in line with your aim point. When you stare at one point for any length of time, you block out anything outside that cone and, the longer you stare, the smaller the cone becomes.

**SCAN** – Here is some more pilot lingo. In order to maintain total awareness of your surroundings, it is imperative that you develop a constant, well-managed scan. On a motorcycle, your primary focus is an area straight ahead about 150 yards which allows you to see “through” the bikes or cars ahead of you and pick up any visual clues in the road ahead. Here is an example of a good, functional scan with 85% of your focus straight ahead, with your eyes moving constantly: AHEAD - RIGHT SIDE - AHEAD - LEFT SIDE - ,AHEAD -RT MIRROR – AHEAD – LT MIRROR – AHEAD – INSTRUMENTS – AHEAD. No matter what is happening, you will get to see it in less than two seconds.

**BLIND SPOT** – Where the optic nerve exits the eyeball in the back of the retina, there is an absence of visual receptor cells, hence a blind spot. When your eyes stare and are unmoving, whatever is in that blind spot, is literally invisible. Another good reason to keep your eyes moving constantly.



# VISUAL APTITUDE

**REAR VIEW** – All street bikes have two rear view mirrors. You need to be constantly aware of what is behind you. When group riding, it is necessary to maintain a constant awareness of the number of bikes behind you so that you can determine right away if someone drops out. Keeping up a good SCAN should easily facilitate this. The best time to check the bikes behind you is coming out of a curve onto a straight-away or on a downhill straight segment which enables you to see the bikes quite a ways back. **DO NOT STARE** in your mirror! I once totaled my bike by running off a curve while checking on the bike behind me.

**SIDE ROADS** – When you approach a side road or a driveway, and you see a vehicle waiting to enter your road, the absolute best way to determine if it is going to move out, is to look directly at its front tire. That will be the fastest and most accurate indication that it is moving.

**BLOCKAGE** – When you are riding behind a vehicle that is tall or large enough to block your view ahead, it is prudent to double your normal following distance to allow you time to react to any sudden changes.  $\text{MPH} \times 1.5 = \text{FPS}$ . If you are doing 60 MPH that means you are traveling at 90 feet per second. Thus, a 1 second reaction time (if you're lucky) uses up 90 feet.

**Happy Trails,**

**Vin**

# Flat Track MC Races

**SCOTT CELEBRATED HIS BIRTHDAY BY  
GOING TO THE FLAT TRACK RACES**



Don and his  
son, John



# Trip To Mtn View & Mammoth Spring

Pictures by Jan and Sherri



Had to bail Linda & Ron out



At Mi Pueblitos



Dogwood Trees at Mammoth  
Spring



# Trip To Mtn View & Mammoth Spring





# Trip To Mtn View & Mammoth Spring



OJ looks like he is having a good time.



Chillin' on Porch at Pinewood Cabins



# Trip To Mtn View & Mammoth Spring



# Trip To Mtn View & Mammoth Spring



# Trip To Mtn View & Mammoth Spring

JoJo's on deck at  
White River



# Trip To Mtn View & Mammoth Spring

Don loves to smoke  
his Big Cigars



# Meet to Eat at Las Colinas



**David Dorrough is our 100th AER Member  
As of April 28, we have 103 members**



**We had 26 people at our MTE**