

*Apr 2024*



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### **Vin's View**

March has been a very active and productive month. Those of us who participated had 4 exciting and rewarding days during our annual visit to Mountain View. We traveled some of the best motorcycle roads in Arkansas, had some great evening get-togethers and enjoyed pretty decent weather except for a light rain during the last half hour riding home. Many of us had the opportunity to take part in some excellent closed course training led by Leroy Douglas, a certified MSF instructor from Ft. Smith. We executed 8 slow speed maneuver courses at the Jessierville High School parking lot. It was very rewarding training for techniques and we are hoping to repeat it again in the fall. In a month or so, we will be switching over to our summer riding gear and begin complaining about the heat. Can't wait!

Happy Trails,  
Vin

# 2023 Activities



## OFFICIAL AER EVENTS (AR Eagle Riders)

### *2024 Staff*

#### *President*

*Vin Hayes*

#### *Vice President*

*Mike Neal*

#### *Treasurer*

*Butch Robbins*

#### *Newsletter/Webmaster*

*Valerie Hewett*

#### *Ride Coordinator*

*Bill (Brush) Brusenhan*

#### *Membership Enhancement*

*Don Hewett*

#### *Facebook Administrator*

*Sherri Stuckey*

#### *Meet to Eat*

*Dan & Angie Drennon*

#### *Safety Enhancement Advisor*

*Vin Hayes*

*3/9 – AER Safety Course Training*

*3/19-22 – Mt. View, Pinewood Cabin*

*3/23 – ARC/TRC Training course @  
Jesseville School Parking lot*

*5/16-18 – EWMA Arkansas Dist. Rally,  
Harrison*

*6/4-7 – TN/NC Trip, Mike & Bobby  
Rhea planning*

*9/7-13 – NM/CO Trip, Brush, Don &  
Joe planning*

*9/14 - Club Picnic*

*10/21 – 10/24 - Eureka Springs, Jan/Mike*

*12/9 - Christmas Party at Desoto Club*

# AER Meeting



# AER Meeting



# Calico Rock



# Mammoth Spring



# Mammoth Spring



# Mammoth Spring





# Mammoth Spring

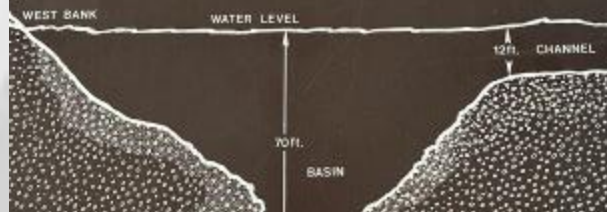


# Mammoth Spring

## THE SPRING

The Mammoth Spring water has a year-round temperature of 58° F. with an average measured flow of 9 million gallons of water per hour.

The Spring originates from rainwater which soaks down through the clay soils found on the high, flat plateau areas south of West Plains, MO, and southwest of Koshkonong, MO. This rainwater percolates through the soil and fractured limestone deposits until it finally reaches the underground water table. From there, the water flows along a vast underground system of interconnected, water-filled "caves" that eventually converges into a main artery which surfaces in this basin at the foot of the hill in front of you. The basin measures 70 feet deep at the head of the Spring and 12 feet deep at the channels.



# Mammoth Spring



# Mammoth Spring



# Mammoth Spring



# Mammoth Spring



# Mammoth Spring



# Mammoth Spring





# Advanced Rider Course & Trike Rider Course



LeRoy & Andrea Douglas  
from Ft Smith



# Advanced Rider Course & Trike Rider Course



# Advanced Rider Course & Trike Rider Course

## AR Eagle Riders Parking Lot Practice, 23 March 2024



**LeRoy is a certified  
MSF instructor from  
Ft. Smith**

Click the link below to see a video of one of our training sessions last Saturday. Leroy had a camera that would capture 360 deg video. See if you can identify the riders! The video is about 19 minutes long. We each did 3 runs in one direction and then reversed for 3 more runs. This was a decreasing radius turn. If you watch closely, we started on the outside of the orange cones then came back and did a sharper turn in between the orange and green cones to finish.

Go to this site

[https://youtu.be/Yi\\_0V\\_HIJts?feature=shared.](https://youtu.be/Yi_0V_HIJts?feature=shared)

This was the last exercise of the parking lot practice that I helped Arkansas Eagle Riders conduct on 23 March 2024. This particular exercise is one of the exercises I coach as an Advanced Rider Instructor with the RPM Academy. It was a fun exercise that I enjoy coaching as an instructor, and it was enjoyed by all that practiced it. I did this training as a guest, did not bill Arkansas Eagle Riders or any individual with AR Eagle Riders Group. Even though, I received \$15 for riders that hit my cones!!!!

**LeRoy Douglas**

# Advanced Rider Course & Trike Rider Course



# Advanced Rider Course & Trike Rider Course



# Advanced Rider Course & Trike Rider Course



# Advanced Rider Course & Trike Rider Course



# Advanced Rider Course & Trike Rider Course

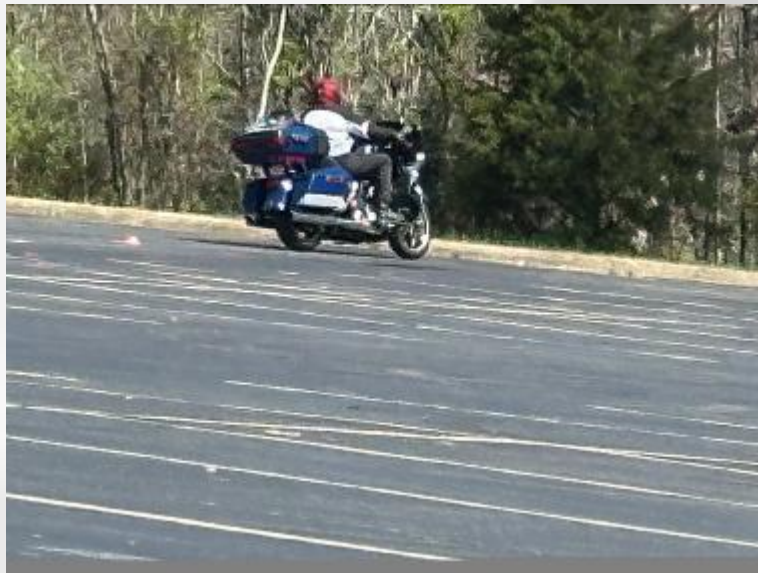




# Advanced Rider Course & Trike Rider Course



# Advanced Rider Course & Trike Rider Course



# Advanced Rider Course & Trike Rider Course



# Riding in a Group

**Group rides can be a gas, but only if everyone gels.**



What was that classic grandparents' advice, "Pick your friends wisely?" The same goes for riding in a group. Imagine, if you will, the last lap of the Daytona 500 with the entire field packed together at nearly 200 mph. Or the peloton rushing along some winding backroad in the Tour de France. One wrong move and it's mayhem for everyone. These are extreme examples of chain reactions in a pack of moving vehicles, but to some extent, that is the risk for motorcyclists riding in a group. And it's exactly why you should, as the grandparents warned, pick your riding partners wisely.

Traveling in a group is fun. It's a shared experience that becomes a bond that will be remembered indefinitely, especially if you're all headed somewhere new to see and learn together. That said, as the racing examples above illustrate, risks do exist, and therefore safety must trump the experiential part of your journey. Here are some techniques we've integrated into group riding.



# Riding in a Group

## Choose a Leader

If you're riding with a group of friends, have a discussion beforehand and select a good, experienced rider to set the speed and the tone for your trip. A good leader will choose a safe speed for conditions, ride smoothly and consistently, make safe passing moves (see below), keep a

## Staggered Formation

Instead of riding in a direct line, i.e., nose to tail, adopt staggered formation. That leaves an extra bike length of space between you and both the rider ahead and the rider behind. A helpful tip here: Once your group has established a staggered formation, where practical, maintain your position in the formation. By adjusting positions, you can start a ripple effect that makes

## Ride as a Team

Since one mistake or miscue can mess up the entire group, every rider should have their act together before heading out. That means your rest-stop needs are met, your helmet strap is tight, your gloves are on, and your phone and water bottle are stored before the leader fires up their engine. As they say, "Don't be that guy" who delays the group. To avoid doing this, consider your own punctuality and professionalism as a gift to your fellow riders.

## Leave Extra Room

If Daytona 500 drivers and Tour de France peloton riders had larger gaps in the pack, the occasional multi-vehicle pileups might not happen. For motorcyclists then, at higher velocities on the highway, more space buys more time to avoid trouble ahead of or within the pack.

# Riding in a Group





# Riding in a Group

## **Make Sure You Can See**

Regardless of whether you're riding in organized formation or more loosely tooling along as a group, try to position yourself so you can see ahead. Particularly in a group of bikes, which often ride close together, optimizing your field of view is essential for active safety. And when you feel safe on your bike, you'll have a better experience.

## **Keep the Speed Sane**

From 30 mph, a good motorcycle and rider can stop in less than 30 ft. But braking from 60 mph will take the same bike and pilot closer to 120 ft. – roughly four times as far. So, as you can see, even with top equipment and skills, the higher the speed, the more space is needed to not simply to stop, but also to brake, swerve, and avoid trouble. If you've taken a DMV written test, you probably already know to extend the following distance as speed increases. Same goes in a group.



# Riding in a Group

## Smooth Inputs

Unintentional though it might be, a sudden maneuver within a tight group of riders can cause chaos behind the person who started it. So, keep your act together while group riding; ride smoothly, and make smooth throttle and brake inputs, too. If everyone practices this, it will help keep the group flowing extremely well.

## Passing Strategy

Passing protocols are important when encountering slower traffic, particularly on 2-lane roads. (We probably don't need to mention that passing is legal where the lanes are separated by broken – aka dotted or dashed – lines, right?) In general, the larger the group of riders, the slimmer the odds that everyone will be able to pass a slower vehicle or a knot of slow vehicles at once. In this case, the leader should pass first and proceed ahead, with the rest of the riders passing as safety permits. Depending on traffic, eventually the group can recombine.

## Hand Signals

DMV handbooks show the approved hand signals to communicate making a left turn, a right turn, and to brake. Well, the turn signals and brake light on your bike do that for you, but if safety permits, using the braking hand signal, or some facsimile of it, is a nice gesture to the following riders in non-emergencies. (Group riders will often point out debris in the road by pointing with a hand or leg too. That can save misery if the debris happens to be serious, like rock at the apex of a turn.) Mind you, removing your left hand from the grip leaves you controlling the bike with your throttle hand for a few moments. Just remember that emergencies happen quickly, and if one does, you'll likely appreciate having both mitts on the handlebar.





# Riding in a Group



## Remember “Tail End Charlie”

In the WW2 years, the British term “Tail End Charlie” described the last plane in a formation. Well, every ride group has a Tail End Charlie, too. So, what happens if Charlie has a flat tire, luggage is slipping, or the engine falters or runs out of gas? Poor Charlie drops back and pulls over, that’s what. And then, who finds Tail End Charlie, and when? Cellphones may be hard to access in motion, and depending on where you are, there may be no signal anyway. A proven way to take care of Charlie is for everyone in the group – from the leader back down the order – to keep the person behind them in sight in their mirrors. If someone behind you falters, because you’re looking after them, you will signal, pull over and stop. Soon the rider ahead of you will find you missing and do the same. Soon enough, the message will reach the ride leader too, even if they’re way ahead.

## Give Practice a Chance

We’ve been on weeklong group rides where, for the first couple of days, the group operated like it was made of different alien species, unable to communicate or understand each other. But by week’s end, even without that much conversation about it, we had a group leader, defined our general order in line, worked out key hand signals, and had developed a wait strategy when the group was separated. The point here is, give your ride group time to congeal and formulate its patterns. They will come, either organically or through dialog and design. Now, that’s group gravitas.

# Riding in a Group



# Scared Riders

## Open letter to a scared rider

[Ari Henning](#)

Aug 15, 2023 Posted on Revzilla – Common Tread

Every so often I get a message from someone who's had their first crash or close call, and now they're intimidated to get back on the bike. Or, the incident stirred concern within the family, and the rider wants to know what they can say to their spouse or parent to convince them that riding is safe.

With no cage, seat belt, or airbags to protect you, the simple, brutal fact is that riding a motorcycle is not safe. You intuitively know that, without reading the stats, but here are a couple anyway. According to the National Safety Council, **motorcycles are 3% of the registered vehicles on U.S. roads but account for 17% of occupant fatalities. The National Highway Traffic Safety Administration estimates that motorcyclist fatalities are 24 times the rate per mile traveled of deaths of people in cars.**

It's easy to ignore that reality until your first incident, and then the veil falls. The "it won't happen to me" naiveté is gone. These newly spooked riders have eaten from the Tree of Knowledge and can no longer deny that this thing they enjoy doing could injure them, or worse.

They're hoping for some sage advice or better yet a silver bullet that will ensure their safety and restore the ignorant bliss they once enjoyed. There is no panacea, however, so I'm left with the unpleasant responsibility of reinforcing their newfound awareness. My response usually reads something like this:

I'm sorry to hear you're scared, but the reality is that motorcycles are dangerous, so your concern is warranted and healthy. There are myriad factors that we can control to help limit the risk (get proper training, wear the best gear, make smart choices about when/where to ride, remain sober, ride defensively, etc.), but there's no denying that when we get on a bike instead of into a car, we are ratcheting up our chances of injury and death. It's an unfortunate truth that you need to address, both with yourself and with your loved ones.

Similarly, I hope that my candid response to these riders helps lay the groundwork for an honest assessment of their risk tolerance. Motorcycling is certainly fun, but it needs to be taken seriously, and we should address the risks head on so that we have a better chance of enjoying the ride for decades.