

June 2024

Arkansas Eagle Riders



Vin's View

Vin's View	1
2024 Activities	2
CSI Safety Article	3-6
A SMART Woman says	7-10
Fisherman's Wharf	11
Friendly Bikers	12-18
Country Scenery	19-20

A few weeks ago, our club had another accident resulting in a totaled motorcycle and some serious but survivable injuries. As with the previous two accidents, it was a failure to properly execute a turn resulting in an overshoot and departure from the pavement on the outside of the turn.

In this most recent accident, the rider was one of our most experienced and capable, so don't think it can't happen to you. In most cases, a crash in a turn is usually the result of too much speed entering the turn and improper techniques to correct the overshoot. Everyone must make a dedicated effort to review the proper methods to initiate and execute a smooth and effective turn under variable conditions. For the safety essay in this month's newsletter, I have reissued a previous essay entitled "It's Your Turn" which reviews the basics of proper turning techniques. I encourage everyone to thoroughly digest it and to get online and research turning and cornering. Get on YouTube and search for "motojitsu" and "motorcycle training concepts" and then find videos dealing with cornering. We just have to eliminate these recurring accidents – we are in danger of transforming today's survivable injuries into tomorrow's fatalities. PRACTICE, PRACTICE, PRACTICE

2023 Activities



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

OFFICIAL AER EVENTS (AR Eagle Riders)

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



CSI Safety Article

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.

CSI Safety Article

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.

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

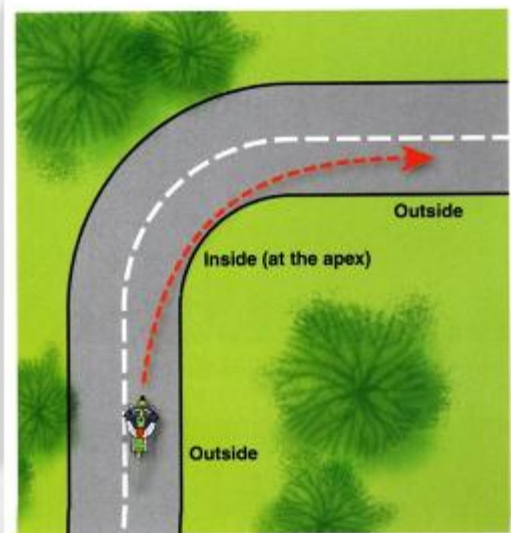


Diagram 14-1: Simple, constant-radius turn

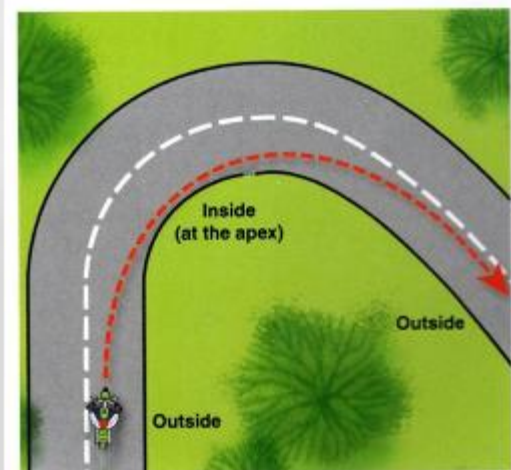


Diagram 14-2: Increasing-radius turn



CSI Safety Article



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.



CSI Safety Article

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.

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



A SMART Woman says

Marry a girl who says things like :

- I'm proud of you,
- I can't believe you're mine,
- You're right. I was wrong,
- You can do it, baby,
- I don't know where this new motorcycle came from but it looks great next to all your other motorcycles.

A SMART Woman says



her.two.wheels



The person that sent this to you wants you to quit your job, sell your car, sell your house, move somewhere warm together and ride motorcycles every day.



A SMART Woman says



**Wear safety equipment:
Helmet, boots, and motorcycle jacket with pads**

A SMART Woman says

You don't stop having fun
when you get old, you get old
when you stop having fun!



FIVE THINGS I LIKE

ALMOST AS MUCH AS RIDING MY BIKE

1. Looking at my bike
2. Talking about my bike
3. Watching television programmes that feature people riding bikes
4. Websites about bikes
5. Bacon



Another great dinner out with our AER friends! We had 17 total by my count. Service was great and we all got our food about the same time. Compliments to the kitchen staff!



Friendly Bikers



Friendly Bikers



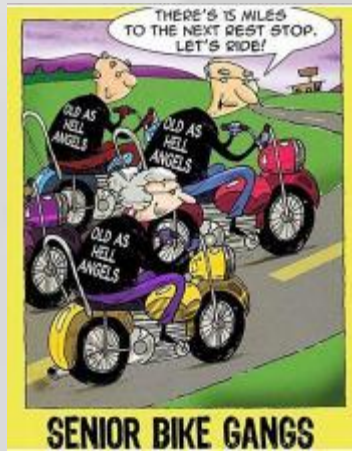
Friendly Bikers



Friendly Bikers



Friendly Trikes



Friendly Trikes



Hungry Bikers



Country Scenery



Country Scenery

