Arkansas Eagle Riders

Feb 2025

JANUARY 2025

HAPPY NEW YEAR 2025 to all. I am hopeful that 2025 will be our best year yet. Once again, we would all like to emphasize camaraderie within the group and a dedicated, solid commitment to SAFETY in all that we do as a club. As many of you are aware, our relationship with Clampit's for our monthly meetings has been terminated. There are no hard feelings involved, it is simply a fact that Clampit's consistently lost money by providing us with that space for our breakfast meeting.

For our next meeting on January 11, I have temporarily secured The Sand Trap for our meeting on a trial basis.

The owner, Mickey, appreciates AER and knows well a few of our members so she would like help us out with this change in venue but cautions that she can only provide a very limited breakfast menu. I would ask that all members give some thought to determine workable alternatives for our future meetings. I expect that we will spend the bulk of our time at the January meeting discussing the time, place and nature of our future meetings.

2025 Activities

OFFICIAL AER EVENTS

4/7-10 – Mountain View Trip, Mt View RV Park and Guest Motel - Mike/Don

5/13-16 – Harrison Trip – Mike, Quality Inn $98.10

5/15-17 – EWMA Arkansas Dist. Rally, Harrison

5/20 - 6/4 TN/NC Trip, Don planning

8/28-30 – Eagle Wings Rendezvous – Ft. Smith (EWMA Nat'l Rally)

9/13 – AER Club Picnic – Cortez Pavilion (reserved)

10/21 – 10/24 - Eureka Springs, Mike, Quality Inn $98.10

12/8 - Christmas Party at Desoto Club, HSV - Don

2025 Staff

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Vin Hayes

Vice President
Mike Neal

Treasurer
Butch Robbins

Newsletter/Webmaster
Valerie Hewett

Ride Coordinator
Bill (Brush) Brusenhan

Membership Enhancement
Don Hewett

Facebook Administrator
Andy George

Meet to Eat
Jim Perry

Safety Enhancement Advisor
Vin Hayes

Valentines Dinner

Valentines Dinner at Dolce Vita

Meeting at Sand Trap

Meeting at Sand Trap

Meeting at Sand Trap

Meeting at Sand Trap

Meeting at Sand Trap

Meeting at Sand Trap

Meeting at Sand Trap

Meeting at Sand Trap

Stuff like this just happens

Braking Techniques

Braking Techniques
by
Morgan Reynolds
March 2025

Let's begin with *awareness*. Attention is warranted full time on a motorcycle and that means 360 degree awareness. Yes, it's primarily about looking forward but also checking out the rear every 5-10 seconds, as well as instruments occasionally, especially directional signals.

Next, *emergency braking*. This is a rare event because it is a response to a surprise. Who likes surprises on a motorcycle? No one but it happens. In an emergency, use both front and rear brakes. The standard claim is that the front brakes do 70 percent of the braking leaving 30 percent for the rear. This outcome is the result of multiple factors, especially shift of weight forward, compression of both fork and front tire, plus the fact that many motorcycles have two rotors and calipers forward with beefier rotors while the rear has a smaller single rotor or even the old-fashioned drum brake.

A key factor in braking success is the *friction coefficient*. The standard definition is a numerical value representing the level of grip between the brake pads and the brake disc. I treat the "road friction coefficient" as more important. That means beware of rain (especially within first 15 minutes of rainfall), gravel and sand washout, railroad tracks and other dicey conditions. Another factor is worn or old tires. Tires beyond 5-6 yo should be replaced.

How about *covering the brake*? Yes, that is a good idea especially in traffic or other circumstances that look suspect. Say you are traveling 60 mph. That is 88 feet per second. If covering a brake cuts 1/4 second off your response time, that shortens distance traveled by 22 feet. That is really big. On standard motorcycles the rear brake is usually "covered" by the right foot brake already unless the rider is stretched out on after-market foot pegs. A maxi scooter like I ride has two hand brakes, with the left operating the rear brake. I usually rest three fingers on it, especially since I like rear braking. To cover the right hand brake I find the index and middle finger work just fine. Otherwise throttle manipulation can be difficult. You decide, of course, exactly how to cover that front brake, if at all.

Braking Techniques

.JP once remarked, “The front brake is your friend.” True of course but the dissident in me thought, “The *rear brake* is your friend.” The rear brake is just fine for slowing for most turns. The popular motorcycle instructor on *YouTube*, Motojitsu, backs me up on this proposition. Rear braking increases stability because it’s more of a control brake. Parking lot exercises confirm that proposition. In addition, when braking for a full stop you might try using only the rear brake for the final 10’ or so for a smoother finish with better balance.

What about *ABS*? Many motorcycles have Anti-Lock Braking, both front and rear. Its only function is to prevent locking up a wheel. However, this is a valuable safety feature, especially on the front wheel because if you lock it up it destabilizes the motorcycle and likely causes a crash. One reference I saw online cited a large study comparing the same bikes, Honda CBR 600Fs as I recall, and those equipped with ABS suffered 22 percent fewer fatalities than those without. The rear is more forgiving about lock up because the rear is designed to swing back the instant the rider instinctively lets up on the brake.

What about *trail braking*? This is defined as gradually releasing the brakes during a turn, thereby decelerating and helping to balance the bike. It can be especially useful in blind turns in order to be ready for an unpleasant surprise. At the apex, given a clear exit, hit the throttle. Use any combination of front and rear brake you like IMO. Finally, in a private conversation after my talk at our February 8 meeting, Eric Boe pointed out that manual downshifting acts like trail braking. Yes, sure thing, engine braking is braking too.

Morgan Reynolds

federal crash statistics

Drinking, distraction, dozers: Three takeaways from federal crash statistics

Lance Oliver
Apr 04, 2024
Excerpt from Revzilla Common Tread

The National Highway Traffic Safety Administration (NHTSA) has released its full overview of 2022 traffic crashes and its preliminary estimate of 2023 on-road fatalities and the news for motorcyclists is neither surprising nor positive.
The final statistics for 2022 show that the total number of crashes reported to police dropped 2.8% from 2021 even though estimated vehicle miles traveled rose by 2.0%. Overall highway fatalities were down 1.7% to 42,514 and the fatality rate per 100 million vehicle miles traveled fell by 3.6%. Meanwhile, motorcyclist fatalities increased by 1.2% over 2021 and accounted for 15% of all deaths on the road.
That was the picture for 2022. For 2023, we only have NHTSA's preliminary estimates so far and they only provide overall numbers, not a breakdown of the stats by category, such as the type of vehicle. So we can't yet deduce anything about motorcycles from that. The overall number of fatalities in 2023 was down 3.6% from 2022 but we'll have to wait for the final numbers to see if the recent trend continues: fewer people in cars and trucks dying, more pedestrians, bicyclists, and motorcyclists dying.
Three points caught my attention from the 2022 stats. Readers who have been following our coverage for a long time will realize none of this is new, but since we're talking about our lives on the line, I think it's worth revisiting. Here are my takeaways.
Drinking and riding is one of the few risk factors that's completely under our control. Photo by Bill Andrews.
Drinking and riding: Still our own worst enemy

federal crash statistics

On the other hand, the numbers are still smaller than you probably think. Just 8% of fatal crashes and 11% of all crashes were related to distracted driving. NHTSA defines distracted driving as diverting attention from driving to another task, so that's not just using a cell phone, but also adjusting the radio or climate controls, eating, or even talking to a passenger. Just 12% of those distracted driving fatal crashes were listed as involving cell phone use. So cell phones were blamed for for less than 1% of total traffic fatalities.

On the third hand, NHTSA admits that the distracted driving statistics could be inaccurate. NHTSA collects data from police reports and different jurisdictions have different ways of recording data about distraction. Plus, in the event of a fatal crash, there may be no way to know if a driver was looking at a phone or doing something else. A surviving driver may not give a truthful answer and there may be no witness accounts.

Those of us on the road on motorcycles are aware of the dangers and often have better visibility so we can spot drivers using a phone. We intuitively believe it's a real threat, and to some degree it is. But it's hard to pin down with precision.

The trends are small but steady. People in four-wheel vehicles are getting less likely to die on the highway, while everyone else is getting more likely to die. Is the increasing size of trucks and SUVs contributing to that trend?

Speculation: Bigger vehicles are killing us

This is my speculation, not NHTSA's findings, and I'm definitely not the first to suggest it. Plus, it fits with all the NHTSA data. I think the gradual decrease in passenger car and truck deaths and simultaneous increase in motorcyclist deaths — and much bigger increases in pedestrian and bicyclist deaths — can be partially explained by the increasing size of the vehicles on U.S. roads.

In 1992, the best selling car in the United States was the Ford Taurus. If a Taurus hit you on your motorcycle, odds are you'd flop onto the hood. In 2022, the best selling car in the United States was the Ford F series pickup truck. If one of those hits you on your bike, odds are you're going underneath the truck, because the hoodline may well be higher than your head when you're in the seated position.

This theory fits with NHTSA data. NHTSA splits vehicles into categories of passenger cars, pickups, SUVs, vans, motorcycles, and large trucks. The stats show increasing numbers of crashes by pickups and SUVs and fewer involving cars and vans, which no doubt reflects consumer shifts toward those kinds of vehicles. There are more hulking pickup trucks on the road (Ford today doesn't even sell anything in the United States, other than the Mustang, that would have been recognized as a "car" back when the Taurus was king) and when those larger vehicles hit pedestrians, bicyclists, or motorcyclists, they're more likely to kill.

Bottom line, we can control our risk exposure to drinking and riding. We can't totally control our risk exposure to distracted drivers and bro dozers mowing us down, but we can keep our situational awareness sharp, consider adjusting our tactics, and embrace life-long training.Motorcycling is fun but also involves risks, and those risks are not diminishing, as the NHTSA stats show. Do what you can to improve your odds.

Winter is Over

Winter is Over

VIN'S VIEW MARCH 2025

Good news from the weather god; Winter is over. That little ice storm that we had last week was just Nature's way of saying goodbye Winter, hello Spring. We'll probably have to keep our liners and heated gear nearby for the next month, just in case, but it won't be long until we will be whining about the heat.

On Saturday, March 8, we will be having our first meeting at Trademark Realty, 1060 Desoto Blvd. The meeting is at 9 AM and should be concluded before 10 so there's plenty of time for a ride. There is no breakfast planned although Louise has volunteered to bring donuts for all of us to munch on. Bring your own beverages. I am confident that this will work out well to be our regular meeting sight for the long haul. Our two meetings at The Sand Trap worked out pretty well. Great thanks and kudos to Mickey for taking such excellent care of us while we searched for a new venue.

Always keep SAFE RIDING TECHNIQUES at the front of your thoughts and PRACTICE

Happy Trails,

Vin

Wind Chill

Motorcycle Wind Chill Chart

Riding Speed (mph)	Air Temperature (degrees F)														
	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100
5	27	32	37	43	48	53	58	64	69	74	79	85	90	95	100
10	16	22	28	34	40	47	53	59	65	71	77	84	90	96	102
15	9	15	22	29	36	42	49	56	63	69	76	83	90	96	103
20	4	11	18	25	32	39	47	54	61	68	75	82	89	97	104
25	0	8	15	22	30	37	45	52	60	67	74	82	89	97	104
30	-3	5	13	20	28	36	43	51	59	66	74	82	89	97	105
35	-5	3	11	19	27	35	42	50	58	66	74	81	89	97	105
40	-6	2	10	18	26	34	42	50	57	65	73	81	89	97	105
45	-7	1	9	17	25	33	41	49	57	65	73	81	89	97	105
50	-7	1	9	17	25	33	41	49	57	65	73	81	89	97	105
55	-8	0	9	17	25	33	41	49	57	65	73	81	89	97	105
60	-8	1	9	17	25	33	41	49	57	65	73	81	89	97	105
65	-9	1	9	17	25	33	41	49	57	65	73	81	89	97	105

CycleFish.com
the Ultimate Biker Website

www.CycleFish.com

It doesn't take a rocket scientist to now that, the faster you go, the greater the variance between the ambient temperature and the physical effect know as WIND CHILL FACTOR. Notice that, as the speed increases, the wind chill temperature gets colder until you exceed 50 mph when it pretty much stabilizes. Looking at the warm end of the chart, it is interesting to see that, the temperature actually seems warmer as you increase speed – weird.

Happy Trails,

Vin

Mountain View

Looks like we have a good size group going on our annual ride up to Mountain View April 7-10. I think that the group has secured lodging at 3 different places in town but I'm sure we will have regular get-togethers every day. We are expecting to have 2 or 3 day rides each day while we are up there. We are currently planning to have a group cookout/picnic on Wednesday evening at the common area at the RV park compliments of AER. It will be a good opportunity to relive the trip with one another and swap stories. Things are coming together for the planned trip to TN/NC later in May; we'll have more details at our next meeting. Give some consideration to the tentative trip out West in Jun/Jul to meet up with Stu Sulter, our Aussie mate. Details are still being finalized but, if you may be interested, bring it up at our next meeting.

Always keep SAFE RIDING TECHNIQUES at the front of your thoughts and PRACTICE

Happy Trails,

Vin