



The Baffle

SPECIAL POINTS OF INTEREST:

- Spring Fever
- Riding tips
- Save the dates

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MARCH 9, 2017

“Spring is right around the corner”

Hey UR Brothers & Sisters.... Spring is right around the corner and you know what that means... Warmer weather & more riding!! Last month we had our annual Valentine's Day dinner. *That* was allot of fun. Everyone had a few laughs at the stories being told around the table. I'd like to thank Robin for all the work she did to provide a great time for everyone. We look forward to next year and another good time.

I hope everyone is looking forward to a great riding season. With 4th of July, Labor day and Rolling Thunder rides we hope to give you plenty of opportunities to enjoy these steel horses we all love so much. There will also be dinner rides and fun day rides so keep UR eyes on the website and calendar for info on coming events.

Until then remember to practice good riding habits and use those hand signals, the UR member's life behind you may depend on it.

Here's to warmer weather and the open road!!

As always,

“Peace be the Journey”

Delbert Hinshaw



THE VP'S CORNER "SPRING"

Hello everyone!

Mother Nature gave us a little taste of spring over the last month. Nice sunny skies and warm temperatures were just calling me to get on the bike and ride. We have gotten to ride a couple of weekends. Unfortunately the flu has been spreading like wildfire, along with stomach bugs, and bronchitis. We had a house full of sick family members who were victims for six days. Fortunately they are all better now and back home. There's nothing like running a hospital, day care and restaurant for six days. Pretty much wore Sheri and me out. I know from talking to some of you, and seeing Facebook posts that a lot of you are dealing with issues also. Let's hope that we are putting all the sickness behind us. The club will have their spring kick off ride soon. This will start another season of club rides. I'm really looking forward to this season. There are plans for Memorial weekend, and July 4th trips. There are also several suggestions have already been put on Facebook for additional weekend rides. I hope club members will continue to put forth ideas to the point



that we have to pick and choose what will be able to do. I enjoy the weekend trips the best. You really get to spend time with the other members, knowing there will always be an unexpected adventure or two, during the trip.

So get ready...the adventures, and memories of them, are awaiting us!

WORDS TO LIVE BY

May your roads always be smooth, and full of curves,

May the sun always shine behind you, and the wind be at your back,

May your journeys always be safe, and full of great memories,

May you never forget those less fortunate..... Those on four wheels.

Live Free ~ Ride Free

10 Common Motorcycle Accidents and How to Avoid Them

by Sandy Batton

Riding a motorcycle is dangerous. Luckily, bikes also give you the best possible tools to avoid crashing — incredibly powerful brakes, obstruction-free vision, excellent handling and very grippy tires.

Here's how to use those tools, and your very own brain, to avoid one of these common motorcycle accidents. Motorcycle Safety: Want to reduce your odds of dying in a crash?

1) Get educated.

New riders should complete a basic rider course from the MSF or similar while advanced tuition is available at race tracks. It can be cheaper than you fear. Safety gear doesn't just help prevent injury in a crash, but can make riding more comfortable, put you in better control of your bike and help you be seen by other drivers.

Bright colors on your helmet and jacket/suit will help car drivers see you, potentially avoiding some of the common accidents detailed below. A Car Turns Left In front Of You The most common motorcycle accident. A car fails to see you or judges your speed incorrectly, turning in front of you at an intersection. Blame inattention, distraction, blind spots and even psychology; a driver looking for cars perceives merely an absence of cars, not the presence of a motorcycle.

How To Avoid It: Simple, you just need to see it coming. Part of your job as a motorcyclist is to develop a precognitive sixth sense. Look for signs that could indicate someone may turn in front of you: a car is at an intersection waiting to turn, there's a gap in traffic near an intersection, driveway or parking lot. In either situation, slow down, cover your brakes and get ready to take evasive action. Yes, you do need to take something as innocuous as a car waiting in a turn lane as a major and immediate threat to your life. You also need to account for objects outside of your vision. Gaps in traffic indicate the possibility of someone coming through that gap, even if you can't see them. Again, MAJOR THREAT, PREPARE FOR EVASIVE ACTION. And once you've identified said threat, you can work it through levels of severity. Is the driver clearly able to see you, without obstruction from their window pillars, trees or signs? Is that person actually looking? Are they looking at you? How are they situated in the road? What is their speed? Where are their wheels pointing? Look at their wheels, not the car, they'll give you the first clue of movement. During all this, also be aware of what's behind and to your side. Should you need to take evasive action, you'll need to know your routes of escape. It's no good braking in time to avoid a turning car, only to be swatted from behind by a tailgating SUV. What's the road surface like? Is it going to be able to handle the full force of your brakes or are you going to lock them? You do know how to use the full ability of your brakes, right? Under no circumstances should you "lay the bike down." Your best chance of survival comes from shedding as much speed as possible pre-collision, and you're going to be able to do that best with the bike completely upright, using both brakes. Even if you only have time to lose 10 or 20mph, that could be the difference between going home with bruises and going home at all.

2) You Hit Gravel In A Blind Corner

You're out riding the twisties when, seemingly without warning, you round a corner to find a patch of sand/gravel/leaves/horse dung/whatever in your path. You put your front tire in it and wipe out.

How To Avoid It: Don't hit it in the first place. Ride at a pace where your reaction time and ability to take action fit within your range of vision. On the road, "Slow In, Fast Out" is an effective rule of thumb. Enter a corner wide, to increase your vision and at an easy pace. You can pick up the speed on the way out, once you can see all the way through.



10 Common Motorcycle Accidents and How to Avoid Them *Con't*

by Sandy Batton

Trail braking is a slightly more advanced skill that you'll need to learn and practice on a track before applying on the road. Using it, you brake all the way to the apex using the front brake before swapping brake for throttle. Since you're already on the brakes and the bike's weight is distributed forward, compressing the front suspension and increasing the size of the front tire's contact patch, you can easily tighten your line by applying a little more brake or widen it by letting off. Doing so should help you avoid obstacles such as gravel. Another advanced skill, which is oddly controversial in rule-loving America, but which is taught by advanced police riders abroad, is to maximize vision by using the full width of the road, regardless of lanes.

Vision equals safety equals speed. Again, learn this from a trained professional before trying it yourself.

3) You Entered A Corner Too Fast And now it's unexpectedly tightening and you're just not going to make it around. Oh no.

How To Avoid It: Don't be a dummy. Only ride as fast as you can see and use visual clues like telephone polls and signs to judge a road's direction, even if that road is disappearing over a blind crest. If you do find yourself going too fast in a corner, the best approach is to trust the bike and try to ride it out. The bike is likely more capable than you are, so it's really you that's not capable of making around. Take as much lean out of the bike as possible by hanging off, look where you want to go and be as smooth as possible on the controls. Do not whack on the brakes, chop the throttle or do anything else that may upset the bike and cause a loss of traction. Don't panic if a peg or knee or something else touches down, just try to hold that lean angle, look for the corner exit and ride it out. This is another situation in which trail braking can be a real help, allowing you to safely shed speed while already in the corner.

4) A Car Changes Lane Into You: You're riding in traffic when a car in another lane suddenly veers into the space you're occupying. Remember, our tiny motorcycles can easily fit into blind spots and drivers looking for cars aren't psychologically programmed to see motorcycles.

How To Avoid It: Be aware of where blind spots lie and spend as little time in them as possible. If you can see a driver's eyes in their mirrors, then they have the ability to see you too. Beware of situations where lane changes become more possible. Is highway traffic slowing, with one lane moving faster than others? People are going to want to be in that lane. Don't be where they want to be. Look for signs of a car changing lanes: turn signals, wheels turning, the car wandering around its own lane while the driver checks his mirrors and, of course, the driver's head moving. Be aware of all that, in all the cars around you, at all times, and you'll be good.

5) A Car Hits You From Behind: You come to a halt a stop sign/cross walk/intersection/to avoid a family of baby ducks when, the driver behind you doesn't see you or isn't trying to and plows into you at high speed. The most common car accident is a "fender bender." A fender bender can kill a motorcyclist.

How To Avoid It: Use cars as your very own crumple zone. A single car stopped at a multi-lane stoplight, with more cars coming from behind? Pull in front of it (wave nicely) and you're cushioned from any subsequent impacts. Between a line of cars works just as well. No free crumple zones available? Stop to the side rather than the center of a lane, rapidly flash your brake light by tapping a brake lever, keep the bike in gear and your right hand on the throttle. Pay attention to what's coming up behind you and be prepared to scoot away should it appear someone's about to come plowing into you. Be particularly aware in situations where there's bad visibility, at times when drunk driving is prevalent (do all the bars around you let out at 1am?) and when stops are unexpected, such as at pedestrian crosswalks on very busy streets and stuff like those cute baby ducks crossing the road.

10 Common Motorcycle Accidents and How to Avoid Them *Con't*

by Sandy Batton

6) **Your Riding Buddies: Are Idiots** You've seen it happen. A group is out for a ride when one of them stops suddenly or something similar. His buddy is too busy day dreaming to realize and hits him from behind. This has happened to us, it can happen to anyone.

How To Avoid It: Make sure everyone is aware of proper group riding etiquette and knows to ride in a staggered formation. You'd be amazed how many people are unaware of this simple technique. Doing so increases vision and moves bikes out of line with each other, meaning a temporary lapse in attention won't result in a collision. Pick smarter riding buddies or do what I do: ride alone.

7) **You Locked The Front Brake:** Oh no, a deer/cute girl/cop/stopped traffic. You grab a fistful of front brake and, next thing you know, you're laying on the ground, watching your bike cartwheel down the street.

How To Avoid It: Learn to use your front brake. It might seem counterintuitive, but that front brake is the most powerful and difficult-to-master component on your motorcycle; it can alter your speed much more quickly than your engine. If you're just learning to ride, have simply never mastered this skill or bought a new bike and need to learn it, find a big, empty parking lot and start practicing. From a set speed (say 30mph), start braking at a certain mark, then repeat ad infinitum until you've reduced your braking distance as much as possible. You should be able to feel the tire on the very edge of locking up and the rear wheel lifting off the ground. Then go and practice at higher and higher speeds until you can employ the maximum braking ability of your motorcycle reliably and safely. Or just buy a bike with ABS, remember you have it, and squeeze the lever as hard as you can when you need to make an emergency stop.

8) **A Car Opened Its Door:** The biggest gap in traffic was between a line of parked cars and a stationary line of active traffic. So you go scooting through it when, all of a sudden, Nathan-no-look swings his door wide open right in front of you.

How To Avoid It: Never, ever, ever, ever ride between an active traffic lane and parked cars. Not just because of the opening doors thing, but because pedestrians step out, cars pull out so they can see, and for a million other reasons. Just don't do it. If you do, somehow, find yourself in a door opening situation though, follow all the advice above and brake as hard as possible. Even if a collision is inevitable, shedding even a small fraction of your speed can really help. Cyclists call the area next to parked cars, within a door's width "The Death Zone" for a reason.

*9) **It's Slippery:** Stuff is coming out of the sky! That stuff is cold, wet and, surprise surprise, slippery. Listen to Douglas Adams and don't panic.

How To Avoid It: Does your bike have decent tires on it or were you silly and decided that running track rubber on the road was a good idea. Hint: it's not. So long as you're running reasonable tires and those tires aren't worn out, you'll be surprised at how well a motorcycle does in wet or even snowy conditions. Just slow down and be as smooth as possible on the controls. In the wet, stuff like manhole covers become super, extra slippery and you'll need to watch out for oil and Diesel on the road as well. Look for patches of rainbow and avoid those. If it hasn't rained for a while, the first hour or so of rainfall is the most treacherous, it lifts all the oils and whatnot out of the pavement, floating it on top. Treat yourself to a hot cup of coffee and wait for a solid downpour to wash all that junk away. Also beware of the limited visibility rain creates for other drivers and their general ineptitude; car drivers don't seem to understand that slippery conditions necessitate longer following distances and earlier braking. Keep revs up in the wet. The thinking is that, should your rear spin up, you'll be using a smaller amount of throttle opening, allowing you to regain traction much easier than if you're riding at 30mph in 6th, at wide open throttle.

10) **The Most Common Bike Accident According to the 1981 Hurt Report** — the largest study ever conducted on motorcycle accident causation — alcohol is a factor in 50 percent of all bike wrecks.

How To Avoid It: Don't drink and ride.

"SPRING RIDING TIP: KEEP YOUR EYES UP "

by Kathy Blackburn

The driver in the car parked at the side of the road. The brake lights on as he shifted to park. Luckily, when he threw open his door just feet in front of me; I was able to swerve into the next lane. If there had been a car next to me, the situation could have been much more dire. All because I wasn't keeping my eyes up and I wasn't looking far enough down the road.

Spring can be a dangerous time of year. As motorcyclists, many of us are pulling bikes out of garages after a few months off the road. Other road users have gotten used to not seeing those motorcycles on the road, and are not yet actively scanning for them. On top of this, those of us who don't ride all winter are rejoining the roads a little bit rusty, or used to driving a car these past few months. The faster your vehicle can change speed or direction, the further up the road your eyes need to go our eyes, however, are imperfect tools and can actively work against us. Humans are far from having the best eyesight in the world. If you could see an unfiltered image of what your eyes pick up, you would see an upside-down, mostly blurry image with a blind spot right in the middle. Luckily, there are two things making our eyes more effective: the fact they are constantly moving, and our brains. Our eyes are constantly scanning and tracking movement, even at the peripheries of our vision range. In this sense, they are sort of like an old-fashioned radar, and our brain makes sense of these signals to form a coherent picture.

Now, the issue is the vast amount of information coming in, and our brain has to sort out what is a priority so we don't get overwhelmed. Because of these two factors, there are some things that move fast enough that we can't register them until it is too late. Picture the driver who pulls out of a side street and joins traffic inches in front of your front wheel — the classic "Oh S@#\$\$!" example for most motorcyclists.



"SPRING RIDING TIP: KEEP YOUR EYES UP " *con't*

by Kathy Blackburn

That driver could have done everything right and still not seen you. He could have looked right, at which point your bike was far enough away that even though his eyes registered your bike, that information was filed away in the “not immediately important” category. Then the driver looked left, and since that side was clear, he continued pulling out, working off the assumption that since there was no immediate danger on the right a few seconds ago, that side was still clear. Meanwhile, your bike covered that distance and is now exactly where that car wants to be.

If something were to happen, the car driver would swear he “Didn’t see you,” which may very well be the case — Our eyes register the movement, but our brain filters that signal out as interference.

This is where we need to make a conscious effort. Knowing the biological limitations of our eyesight, and knowing full well that other road users are likely to be distracted, negligent or inexperienced, we need to actively think about what visual signals our brain is filtering out. The best way to do that is to buy ourselves some time by forcing our eyes up the road, well past where the bike will be in a few seconds, and instead looking at the horizon (on open roads and highways, where possible) or as far forward as conditions allow. The more time we can provide for our eyes to scan what is in front of us, the more recurring details our brain will have to interpret, and that will eventually move a detail from the “not immediately important” category, and into the “danger now” category. We will see that driver sitting in a parked car, or the car merging from the side road. We give our brains time to process this information before the door opens in front of us or the car merges into us.

The temptation is always strong to look one or two seconds ahead of your front wheel and forcing your eyes up as far as they can see will feel very alien at first. However, with practice and conscious effort, this will become second nature, and as any track instructor will say, the first step to going fast is looking far enough up the road to see where you’re going. In this case, looking as far forward as possible will make you safer on the road, and may even save your life.

Keep those eyes up and Peace On

Save the date

March 2017

March 4th ~ Bowling night

Countryside Lanes Moonlight Bowling

1005 Masten Dr, Kernersville, North Carolina 27284

We have reserved 4 lanes, the cost is \$2.50 per games & \$2.50 for shoe rental. Come have some fun, even if you don't bowl there's always a great time with our riding family!

March 12th ~ DAYLIGHT SAVING TIME ~ SPRING AHEAD 1HR

March 18th ~ David Honeycutts Birthday & Brunswick Stew

6828 Branson Mill Rd, Pleasant Garden, NC 27313-9786, United States

Arrive anytime after 5pm and bring a lawn chair & drink of choice.

March 26th ~ Benefit ride for Scotty Daniels

This is that benefit ride Lee came to talk to us about at the last open meeting.

More details to follow

From now on *****

ALL UR EVENTS ARE 2 wheels or 4 wheels, whatever you're comfortable driving in or on.

Save the date

April 2017

April 1st ~ UR Game Night ~ 6PM

Kim & Delberts House - 2604 Briar Creek Road, High Point NC

Come play Pictionary - Guys against the girls. You wouldn't believe how somethings are drawn... This is an adults only party. BYOB & an small appetizer. Let's get together & have some fun...Hope to see you there

April 9th ~ UR Sunday Funday Dinner Ride

5PM - Place to be determined at the open meeting

April 15th ~ April 22nd ~ UR 2nd Annual Cruise to the Caribbean

April 16 ~ Happy Easter ~ Wishing you all many blessings!!

April 22th or 23rd ~ UR Ride

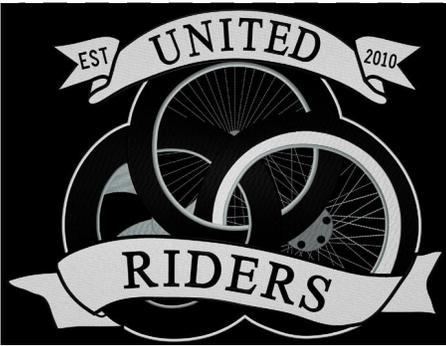
Where & when to be determined at the next open meeting

MARCH 2017

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2 UR Business Mtg	3	4 Bowling Details to follow
5	6	7	8	9 UR Open Mtg Sheri Jone's Birthday	10 Crissy Clement's Birthday	11
12 Daylight Saving Time	13	14 David Honeycutt's Birthday	15	16 David McGill's Birthday	17  St. Patrick's Day	18 David Honeycutt's Birthday & Brunswick Stew 5pm
19	20	21	22	23	24	25
26 Benefit ride for Scotty Daniels 12/noon	27 Delano Spears Inskeep's Birthday	28	26	30	31	

APRIL 2017

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1 UR Game Night 6pm
2 Clay Morgan's Birthday	3	4	5 Jackie Jackson's Birthday	6 UR Business Mtg	7	8
9 UR Sunday Funday Dinner Ride 5PM	10	11	12	13 UR Open Mtg	14	15
16 	17 <- _____	18 _____	19 UR Cruise	20 _____	21 _____	22 Ride _____>
23 Ride	24	25	26	27	28	29
30						



**United Riders
Riding Club**

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The UR Garage
Minor Repair & Maintenance
Mike Rutenberg
[\(336\)-847-7475](tel:(336)847-7475)
Rate- \$35 hr



If you see the following family member,
wish them a



*** Happy Birthday ***

- Sheri Jones ~ March 9th
- Crissy Clement ~ March 10th
- David Honeycutt ~ March 14th
- David McGill ~ March 16th
- Delano Spears-Inskeep ~ March 27th