



The Baffle

SPECIAL POINTS OF INTEREST:

- Spring Fever
- Riding tips
- Save the dates

INSIDE THIS ISSUE:

From our President	1
Watch Out	2
10 MC Myths & legends	3
Be Visible	4
Clear Vision	5 & 6
Save the dates	7 & 8
April's Calendar	9
May's Calendar	10
Website Info	11
Birthday's	11

VOLUME 7, ISSUE 4

APRIL 13, 2017

“Use those Hand Signals”

We start this month off by welcoming Vicky and Jackie Jackson & Luis Tenorio to the UR family. It's always good to welcome new members. We look forward to many smiles and plenty miles to come.

With the riding season upon us it's time to T
-CLOCK those steel horses, shake off the winter rust and gear up for another great year with the UR family.

UR is looking into a safety ride with the Guilford Co. sheriff's dept. A time has not been determined as of yet and we are looking to see how many members would be interested. There will be more info to come on this so let us know if UR.

Our no.1 goal at UR is to ride and have a good time. With this being said I believe the best way to do this is to make everyone in the group as comfortable as possible with where and who they are riding with. Arriving safely from any ride is priority #1. *That's why we preach using hand signals, passing them back and practicing good riding habits.* If you do this, even when riding alone, it becomes second nature. I think *hand signals* make you just a little bit more visible to other vehicle operators, especially when slowing down, changing lanes and making right and left turns.

Remember to check the calendar and the web for more rides and events that gives you the opportunity to share

some good times with some great friends.

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 "Watch Out

Hello United Riders!

Spring has finally arrived. Everything is blooming and turning green or other vibrant colors, including our cars (pollen). I think it's my favorite time of the year. It's nice to be able to get some consistent riding in. But, this time of the year can be potentially dangerous for bikers. The road hasn't seen a lot of bikers since last fall. Drivers tend to forget about the motorcycles on the road. That should change as spring turns into summer. We just need to be extra cautious as our presence starts reminding drivers to watch out for us. So, be extra careful out there.

I hope everyone has a great Easter. We will have Easter lunch with family, and do an egg hunt with the nieces and nephews.

Take time to enjoy this time with your family, and remember the real reason for Easter.

Oh I forgot one thing...Not that it has anything to do with motorcycles. There was this national tournament, which one of the local universities won. You may have heard about it.....

GO HEELS!!!!



Top 10 Motorcycle Myths and Legends *by Sandy Batton*

We've all heard the tall stories about what will happen to you if you ride a motorcycle, the weird things you can do to make your bike faster or what to do if you crash. Most, if not all, is nonsense.

1. You should lay down your bike if you're going to crash. It's never going to happen. For one thing most accidents happen so quickly that as a rider you're simply not going to have the time to think about doing this. It's also a bit odd that you should try and crash before potentially hitting whatever risks you're about to encounter. Never, ever try and lay your bike down. It's not going to help. Instead, shed as much speed as you can, stay upright and use both your brakes.

2. Race tires will make me and my bike faster on the road. Uh, no. Motorcycle race tires are completely different from road tires. They have different compounds and properties and are designed to work best when really hot to create grip. You're rarely going to get a set of race tires up to proper race temperature out on the highway. The chances are, after setting off on your bike, you're going to probably fall off. at the first intersection. Stick to road tires for your bike for anything apart from track days.

4. It'll never happen to me. Yes, it will. Just because you've ridden for years without falling or getting into an accident on a motorcycle doesn't mean that it's never going to happen. Always ride prepared for the unexpected and remember that it's never a case of if it happens, but when it happens.

5. Traction control on a motorcycle will help me go faster. Yes and no. If you're new to riding and not that confident yet, you're never going to be aware of what traction control does. If you're an all out racer and ride really hard, then the chances are traction control is actually going to get in your way and slow you down, even when set on the least interfering mode. If you fit somewhere between these two groups then it's good to have traction control as a sort of safety net if you find yourself going a little faster than expected into and out of the corners. Its there to help you out of trouble.

6. New tires come with a coating that can only be removed by riding them for a few miles under inflated. No. You're going to fall off and hurt yourself or maybe get killed. Most new motorcycle road tires look like they have a coating on them but in effect that's because that's what they look like when they come out of the mold at the factory. Never, ever reduce the pressure in the tires to try and scrub them in. Riding on under inflated tires causes them to flex, damages the sidewall and potentially could cause a blow out throwing you off the bike and down on the road. Don't do it.

7. 18-25 year-olds are the most at risk category for injury or death in the motorcycle community. While novice riders run a high degree of risk due to lack of experience, the facts are, according to the National Highway Transport Safety Administration's latest findings on motorcycle deaths, that the biggest group of riders to be killed in the U.S. are the 40-55 year-olds. NHTSA has been tracking this information for the past 10 years and the single largest group – more than 40% - of all riders killed in U.S. traffic accidents had an average age of 42-years-old. Tell your relatives that when you choose a bike over a car.

8. You must never worry about crashing on a bike because if you do you will automatically crash. Nonsense. While you shouldn't be mentally fixated on the possibility of hurting yourself on a bike, every single time you get on your motorcycle you need to be fully aware of what you are doing and always be ready to take evasive action. If you think it won't happen to you, it will.

9. Buy the bike of your dreams as your first bike as you'll soon learn how to ride it. This depends on what your dream bike is. But before you even part with your hard-earned cash you should have budgeted for all of the good safety gear you need. Not just a helmet. But gloves, good boots and riding leathers are a must. Once you have all of that, it is only then that you should worry about a bike. Also, just because you've set your heart on a particular bike doesn't mean you should go straight out and buy it. Do your homework. Talk to friends who ride and people who know. Take a Motorcycle Safety Foundation course and learn how to ride. Then buy something that matches your abilities and that you will be confident on. Make it a bike that you will not worry too much about dropping and that can be fixed easily and cheaply. It will save you a lot of time and money in the long run and then when your skills are really up to speed you can go out and buy that dream bike. It will still be there.

10. Because you ride a motorcycle and are dressed from head to toe in leathers you will be completely irresistible. Possibly. But only if you can find someone who is happy with the fact you have oil under your fingernails and won't be put off because you and your leathers smell like a badger's armpit after eight hours of riding. They think your helmet hair is cute and will be more than happy to look at your road scars and hear for the thousandth time about how you fell off at over 100 mph even though it wasn't your fault.



“Be Visible” by Tony Batton

- Remember that motorists often have trouble seeing motorcycles and reacting in time.
- Make sure your headlight works and is on day and night.
- Use reflective strips or decals on your clothing and on your motorcycle.
- Be aware of the blind spots cars and trucks have.
- Flash your brake light when you are slowing down and before stopping.
- If a motorist doesn't see you, don't be afraid to use your horn.

Dress for safety:

- Wear a quality helmet and eye protection.
- Wear bright clothing and a light-colored helmet.
- Wear leather or other thick, protective clothing.
- Choose long sleeves and pants, over-the-ankle boots, and gloves.
- Remember – the only thing between you and the road is your protective gear.

Apply effective mental strategies:

- Constantly search the road for changing conditions. Use MSF's Search, Evaluate, Execute strategy (SEESM) to increase time and space safety margins.
- Give yourself space and time to respond to other motorists' actions.
- Give other motorists time and space to respond to you.
- Use lane positioning to be seen; ride in the part of a lane where you are most visible.
- Watch for turning vehicles.
- Signal your next move in advance.
- Avoid weaving between lanes.
- Pretend you're invisible, and ride extra defensively.
- Don't ride when you are tired or under the influence of alcohol or other drugs.
- Know and follow the rules of the road, and stick to the speed limit.

Know your bike and how to use it:

- Get formal training and take refresher courses.
- Call 800.446.9227 or visit www.msf-usa.org to locate the Motorcycle Safety Foundation hands-on RiderCourseSM nearest you.
- Practice. Develop your riding techniques before going into heavy traffic. Know how to handle your bike in conditions such as wet or sandy roads, high winds, and uneven surfaces.

Remember: Give yourself space. People driving cars often just don't see motorcycles. Even when drivers do see you, chances are they've never been on a motorcycle and can't properly judge your speed.

"Clear vision is critical for safe riding. "

by *Kathy Blackburn*

While the motorcycle industry has made great strides in helmet ventilation and increasing the number of face shields that accept a Pinlock system to virtually eliminate shield fogging, little seems to have been done for eyeglasses. It does not help to have a clear face shield and totally fogged eyeglass lenses. In fact, it is downright dangerous. Oh to see clearly!

As the average age of motorcyclists in the United States increases, the odds that the rider is sporting progressive lenses also increases. And progressive lens wearers have another problem to deal with when riding — visual frame distortion.

Even the most aerodynamic helmets suffer from some wind buffeting at speed.

Every bike transmits some engine and road chatter to the rider. If you have sandwiched your eyeglass stems between your helmet and your head, your head and glasses will move up and down and somewhat side-to-side at speed. If you have progressive lenses, the lens is shaped to enable distance vision in the upper portion, mid-range vision in the middle, and close-up vision in the lower with gradations in between the three zones — hence, progressive. With transmitted motion, the image you have in front of you may appear to move up and down like going over a series of big bumps in your car.

Somewhat manageable during the daytime, but a potential disaster at night. Now imagine that while fogged...

Clearing the fog

Let's address the fogging issue first. Fogging occurs when your hot breath meets your cooler eyeglass lenses. If you ride with a half or three-quarter helmet, you likely do not have this problem, since there is so much air flow. For those with full-face or modular helmets, either warming the lenses (not happening) or cooling your breath makes this issue go away. A common approach is to use the "city position" of your face shield to increase airflow and cool the temperature of gas reaching the lens. On the other hand, it does lead to a cold face, and if left widely open, especially in the absence of a windshield, leaves your face vulnerable to impacts from road debris, bugs, cigarette butts, etc. Not pleasant, especially at speed.

Are there other fixes? Sure! A wide variety of lens wipes proclaim to conquer fogging. I have had modest success with all that I have tried; most wipe on, dry and then get buffed. The main downsides? Haloing of lights at night and of course, fogging. Some lenses come with anti-fogging coatings but they, too, have less success than desired with the temperature difference between your body (98.6 degrees Fahrenheit) and the outside air that cools your glasses (seemingly anything under 50 degrees). A host of other products, such as soap, shaving cream, and water-repellent sprays, have also been touted as anti-fog solutions. Some riders swear by them and others, well, not so much. The next step in fixing this issue is to control the flow of exhaled breath to your lenses.



"Clear vision is critical for safe riding. " *con't* by Kathy Blackburn

Some eyeglass companies offer frames that position the lenses further away from your face and come with a foam-like spacer that fills the gap between the frame and your face. The spacer generally provides some ventilation but not much, controlling what hits the inside of the eyeglass — and your eyes. The helmet's chin vent generally keeps the outside lens face lens clear. While it minimizes fogging, if it does fog, it clears much less slowly than regular eyeglasses. They are *much* better than plain glasses, and the lenses are ballistic, affording excellent eye protection.

Another approach is to use a breath deflector that covers your nose and mouth and directs gas away from your shield and lenses; these products work with full-face helmets but not modular, as they must stick to the inside of the helmet. Some balaclavas may help, too, especially if they have a neoprene breath guard.

Other options: Contact lenses and surgery

Perfection is, however, achievable! There are three options, two of which are surgical. The non-surgical option is contact lenses. This one is easy with many options, and the technology has advanced over the last two decades, making them well tolerated by most.

If putting things onto your eyeball is not for you, then on to the surgical options. One is Lasik, which corrects distance vision really well, allowing you to ride without glasses. This is best for younger riders (generally under 50 years old) whose eyeball lenses remain somewhat flexible and are not on their way to cataract formation. For those of us who are older, a different option has become popular: lens replacement, just like for cataracts. It is called a clear lens extraction, since there is no cataract (cataracts makes the lens cloudy). One eye gets a lens designed for distance and the other eye gets a lens designed for close vision. Sounds crazy, but your brain adjusts and rapidly learns to ignore the "wrong" eye. Presto! Three options that let you eliminate glasses and thus eliminate fogging.

But what about that moving visual frame if you desire to wear prescription lenses, or surgery is not an option for you? Changing from the progressive lens to your grandfather's old-style bifocal lenses works wonders.

Success lies in simplicity. The main lens is designed for distance vision with the half-moon cutout portion in the bottom supporting close vision. When the glasses and you move, it does not make your visual field cross transition zones leading to less change in your visual frame. If you run over a rough patch, you will still see some motion, but on a fairly level road, vision remains crisp and clear. The bifocal lets you look at your fuel gauge, GPS, and well, occasionally at least, your speedometer.

Ride Safe and Peace On..

Save the date

April 2017

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

To the UR Members heading out on the high seas... You are taking us all with you in Spirit ~ God Speed on your journey!!

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



April 21st or 23rd ~ UR Girls Beach trip

Leaving Friday after work and head to the beach for a girls R&R weekend.

***** April 22nd or 23rd ~ UR OPEN FOR POP-UP RIDE

***** April 29th or 30th ~ UR OPEN FOR POP-UP RIDE

Save the date

May 2017

May 4th ~ Cinco De Mayo ~ 7:00 PM

Meet at Poncho Villas - 206 W. Fairfield Rd, High Point
Come join us for a fun evening of spicy food, "Hot" friends and salty drinks..... Please RSVP so we can reserve enough room. Hope you all can join us...

May 14th ~ Mothers Day weekend

May 21st ~ Sunday Funday Ride

Our May's pick from the box....

Meet at Hop's Burger Bar @ 11am for a great lunch followed by a great ride through the country. Maybe even a stop for Ice Cream... Hope you all can join us.

May 26th ~ Rolling Thunder Trip - 6AM

Meet at Cracker Barrel (Burlington)

850 Huffman Mill Road, Burlington

We will be meeting for breakfast at 0600HRS at Cracker Barrel, we will follow up breakfast with a quick safety meeting to review trip route, safety instructions and have a word of prayer for traveling mercies.

We plan to be KSU at 0715HRS.

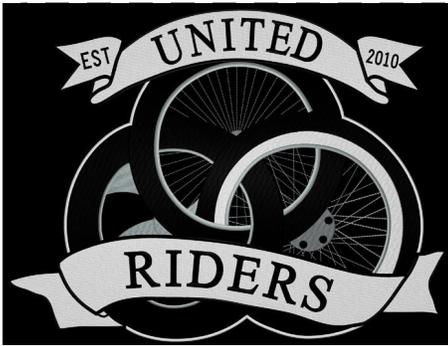
The Hilton Garden Inn Reagan National

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 Drag Racing 11:30am
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 Pop up Ride _____>
23 Pop Up Ride	24	25	26	27	28 Mike Rutenberg's Birthday	29 Pop up Ride
30 Pop up Ride						

MAY 2017

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4 UR Bus Mtg	5 Cinco De Mayo 7PM	6
7	8	9	10	11 UR Open Meeting	12 Sheri Sandoval's Birthday	13
14 Mother's Day	15 Barry Gaither's Birthday	16	17	18	19	20 ARMED FORCES DAY Sergio Sandoval's Birthday
21 Sunday Funday Ride 11AM	22	23	24	25	26 Rolling Thunder ← Jeff Kirby's Birthday Karen Morrison's Birthday	27
28 →	29 Memorial Day	30	31			



**United Riders
Riding Club**

609 Vista Drive
High Point, NC 27263

E-mail:
unitedriders2010@yahoo.com



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 ***

Clay Morgan ~ April 2nd
Jackie Jackson ~ April 5th
Mike Rutenberg ~ April 28th