

The Baffle

VOLUME 8, ISSUE 4

APRIL 12, 2018

SPECIAL POINTS OF INTEREST:

- Ride Planning
- Ladies of UR
- Save the dates

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“Spring Has Sprung”

Hello to all the UR family. It's that time of year again to shake the dust off that steel horse and put some smile miles on; but don't put the snow shoes away. Just yet. Spring sprung with a small snow shower that had it been colder, would have been nasty. Hopefully warmer weather is here to stay and some good riding on its way.

UR has a lot of opportunities to ride coming up this year but we are always interested in new destinations, because with each new destination there is always that new journey we all look forward too!

We are looking into rescheduling a new parking lot practice to fill in for the one rained out. With the other 2 already scheduled UR will come up with the best possible time to best serve the membership criteria.

The committee is also working on a time to take a new UR group photo.

So be on the lookout for more info on this so we can get as many members as possible. Facebook, the web site and the calendar in UR baffle will post this time, hopefully with plenty of notice for everyone to be able to make it.

Check the calendar for other upcoming events. Until then practice good riding habits, use those hand signals and As always:

“Peace be the Journey!”

Delbert Himshaw



THE VP'S CORNER "Time for Upgrades"

Hello United Riders! Well this spring has been described as "Bipolar and not on its medications", however; it's a typical North Carolina spring, "You never know what you're gonna get". It's usually warmer in February and colder in March. April can be anyone's guess.

Nevertheless, the good thing is, the further we get into spring the better the riding weather gets. I'm just impatient to get on the road.

It is a good time to make a few upgrades. I decided to change out my handlebars for some mini-apes. I set on several of the members bikes and asked a lot of questions before I pulled the trigger. I finally decided to go with 12" KST Customs Renegade handlebars. They are made out of stainless steel, and polished up to look just like chrome. I really like the look, and the comfort level is much improved. I was debating between 12" and 14". But, I think the 12" were the right ones for me. Now if we can just get the weather to cooperate, I can but some serious miles with those new bars.

I hope everyone is making their upgrades and making their plans for the summer. This year will be full of fun and adventure. There's no sense in waiting till later to travel and explore, when we can do it now. There is no time like the present to start planning and doing, and share your ideas with the club. I hope it's a banner year for the United Riders. The future is ours to make.



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

Dale Jones ~ VP

“Free your mind, and the rest will follow” By Sandy Batton

Ever heard the expression “free your mind, and the rest will follow?” Well, the adage may as well be applied to the long-term benefits of a healthy relationship with motorcycle riding. Consider how the positive benefits of regularly riding a motorcycle begin with the brain.



Benefit #1 – Increase Your Brain Power on a Motorcycle

We would all love that perfectly toned body, but let's not forget to appreciate the important role an active and healthy brain plays in achieving our physical goals. Don't drive a car, ride a bike. When we sit a car, our bodies are sedentary, almost entirely at rest. However, navigating a motorcycle requires physical and mental work. Mentally, a bike activates the prefrontal areas of the brain, or in other words, the concentration required while riding keeps your brain functioning at its current prime and can even establish higher levels of cognitive function.

Benefit #2 – Improve Your Mental Health With Motorcycle Riding

In addition to keeping your brain functioning at its optimal level, motorcycle riding has been shown to positively impact mental health. Your mood improves and your stress reduces as you cruise down scenic back roads. Each time you accelerate on the bike, you feel a rush of adrenaline. Well, that's your body releasing endorphins, which not only feels great but helps improve your mood as well. When you add your increased sun exposure and all of the extra Vitamin D you'll absorb, you're looking at a happy and healthy mind. As substantial as the mental benefits of motorcycle riding are, they're significantly physical as well.

Benefit #3 – Enhance Your Core Strength and Stability by Motorcycle Riding

Amazing, right? Enjoying a scenic ride through the country can improve core strength. You have to work out your core just to keep yourself upright on a bike. By maintaining the correct posture, you are working the core, strengthening your neck, and working those back muscles. Now, factor in some wind and you are definitely working yourself out with an easy low-impact exercise.

Benefit #4 – Don't Skip Leg Day – Ride a Motorcycle

Riding a motorcycle can also strengthen your knees and thighs. Rather than spending hours in the gym doing squats and deadlifts, consider the benefits of the bike. It requires you to use your knees and thighs, but without straining them too much. Over time, you'll build muscle while eliminating any pains.

Benefit #5 – Burn More Calories – Motorcycles are a Total Body Workout

Riding takes effort, especially compared to driving in a car. Not only is it a physical and mental workout, but it increases your insulin sensitivity too, which helps your metabolism and will help you burn calories and store less fat. While burning these calories, you're also gaining a full body workout. Considering that most motorcycles usually weigh at least a few hundred pounds, riders must use their bodies to help safely balance and steer. These demands use nearly every muscle, which, over time, improves muscle tone.

So the next time you fret about wasting hours at the gym, try getting that mental and physical fitness in by doing something you already love – motorcycling.

“10 Lane Positioning Tips”

Left, center, right: which spot is best when on your motorcycle?

One of the most important street survival skills every rider should strive to perfect is choosing proper lane positioning. The Motorcycle Safety Foundation (MSF) teaches that there are three positions within each lane: left, center, and right. But which is the best position?

There's no one correct answer to this question. A multitude of factors and circumstances need to be taken into account before choosing the best lane position. Following are 10 factors to consider when choosing the best lane position for optimal safety.

1. Road surface conditions

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Sometimes it's not possible to avoid poor road surfaces, like a grated surface. Choose a lane position that allows you to minimize the motorcycle's lean where traction is compromised. In this case, staying to the outside of the curve at the apex allows the rider to make a quick turn-in to keep the bike more upright once reaching the grated surface. This maximizes tire traction on the grated surface, as opposed to taking the corner tighter, which would require a lean and limited tire traction on the grated surface.

Your eyes should be constantly scanning for hazards while riding, one being the condition of the road your tires are about to travel over. Are there soft, gooey tar snakes running along your chosen position? Has gravel collected in a certain area in the road? Are there grooves that might "lead" your tire like between the new black-top patches here? The first thing that determines your lane position might be simply finding the best road surface area.

When riding on dirt and gravel roads, keep scanning and position yourself to avoid potholes, ruts, and piles where the dirt will be deeper and softer. Proceed slowly and steadily, and try to minimize lean and sudden inputs while avoiding the worst areas.

2. Available cornering clearance

Is the road you're riding on level, or is it crowned, meaning that it's higher in the middle? Crowned roads are sometimes designed this way so that water can run off the sides more easily. While you could choose to ride on top of the crowned (center) portion of the lane, the center of the road is where all of the fluids leaking from cars end up, leaving a slippery cocktail of oil, transmission fluid, and anti-freeze that builds up on a daily basis until it's washed away by rain. During the first few minutes of rain, you should avoid the center portion of the roadway. But be mindful that riding beside the crowned middle will offer you less cornering clearance when you lean the motorcycle in its direction.

If you are riding at you and your bike's limits, you've also limited your options for escape. Once your footpeg touches down, that's usually a sign that you don't have the ability to lean the motorcycle much more—you've used up the bike's cornering clearance. Using an outside, inside, outside path of travel through a curve requires the least amount of lean. Using advanced riding techniques learned at an advanced riding class can help reduce lean as well. When cornering, make sure that you reserve some cornering clearance at the apex (the middle of the curve), in case you need to lean your bike further into the curve if an oncoming vehicle or animal enters your lane.

3. Visibility

Remember the motto "see and be seen." The ideal lane position puts you in the best position to be seen by others and at the same time gives you the ability to see as far ahead as possible.

When following a car or SUV, you may want to position yourself—even temporarily—in the center of your lane, so you are seen by the driver in his rearview mirror.

Don't think that you need to stay in one lane position either. Sometimes changing positions within your lane offer drivers a better chance to notice you're there. This big pickup truck couldn't see me in his rearview mirror, so I moved to the left portion of my lane to provide that driver a better view of me, hopefully from his side driver's mirror.

Before passing, move to the left side of your lane so that you can see and be seen, both by the driver in front of you and oncoming traffic.

4. Blind spots *If you're riding in someone's blind spot, move to where they can see you. A general rule to help you figure out if you are riding in someone's blind spot is if you can't see their eyes in their mirror, they can't see you.*

5. Blind corners

When approaching a blind corner, adjust your speed and shift over to where you can see the furthest through the curve. For right curves, this mean the left portion of the lane. For left curves, it's the right portion. Keep a good half-car width away from the centerline in case an oncoming vehicle has drifted into your lane. Choose the path that gives you the most time and space to react to any given circumstance while utilizing the "see and be seen" theory. Be mindful of whether or not there is a shoulder, and what the condition of it is in case you need to avoid something around the corner.

"10 Lane Positioning Tips" *con't*

6. Nighttime Visibility

How far does your headlight reach? Slow down, and be able to stop in the amount of time it takes to reach as far as you can see. If an animal appears, you only have that much time to evade it. You may want to use a "delayed apex" path of travel for cornering. This means that you "turn in" to the corner a little later than you normally would with a quick, sharp lean. Depending how your motorcycle is set up, this can help at night to get your headlight pointed a bit further through the curve.

If you can get behind another vehicle, you can use its headlights to light the way even further, but remember that your headlight is going to blend into its lights, making you less visible to oncoming traffic. Put extra space between you and him and adjust your lane position to separate yourself. These double headlights on the Harley-Davidson Fat Bob could be mistaken for a car in the distance.

7. Intersections

Your senses should be extra-alert at intersections, where most multi-vehicle motorcycle accidents occur. If you scan ahead to see a potential hazard at an intersection, such as a car waiting to pull into your path, a deliberate weave in your lane can get that driver to notice you, especially if you are following a large vehicle making it difficult to be seen. *Choosing a good lane position in order to make a turn at an intersection is important, too. For right turns, to avoid running wide into the oncoming lane, begin from a bit left of center in your lane. This position requires the least amount of lean in order to successfully complete the turn. Be sure to signal your intentions to other motorists. If you are in the far left portion of your lane an oblivious driver may think you're turning left and sneak up on your right and pass you—a dangerous situation if you aren't aware of its presence.*

Sometimes you may need to stop for a stop sign that puts you out of sight from traffic. Make the stop, then stop again in a more optimal viewing position before starting out through the intersection.

8. Escape paths

Choose a lane position that allows you the most options to move to—either left, right, or ahead—if something enters your lane from any direction. This requires constantly reevaluating your situation and making adjustments. If a car passes on your left like in the picture here, avoid riding in his blind spot and move a little to the right to allow the most space all around you.

If you are traveling on a single lane road in the far right position, where will you go if a distracted driver barrels over the blind hill in your lane? All you have as an option is the shoulder. Conversely, if you are on that same road in the far left lane, you may be putting yourself at a greater risk when coming to that blind hill. Center is the ideal position in these circumstances.

Try not to box yourself in, so that you only have one way to go. If you're passing a vehicle on the highway for instance, and a construction barrier is on your left while passing the vehicle, where is your out? It's better to adjust your speed and wait for a better opportunity to pass, when there isn't an object like a guard rail, construction barrier, or a steep drop off limiting your opportunities for an "out."

9. Following distance

When you are following another vehicle make sure that you have enough time and space to either stop or swerve out of the way if that vehicle makes a sudden move. The MSF's general rule of thumb is to keep a 3-second minimum following distance. The minimum distance should be increased behind larger vehicles and other motorcycles to 4 to 5 seconds. This is only enough time to react to a hazard but may not be enough time to stop. Remember, the more space and time you build in, the more options you have to avoid a potentially disastrous situation.

10. Group riding

If you are riding with a partner or in a group, a staggered formation with a good following distance will offer more time and space to make emergency maneuvers than if your group is riding in a straight line or next to each other.

In curves and on narrow roads, you don't have to hold the staggered lane position. Give yourself some extra room behind the rider in front of you, so you can choose your own line. If this style of riding doesn't work for the group you're riding with but is best for your own safety, back off and get away from the group. You can always meet up at the next intersection.

Don't toss your knowledge and skill of riding out the window when you're riding in a group. Ride your own ride, even with friends, and encourage them to do the same. Choose your own speed and position.

While riding motorcycles is an expression of freedom, make sure to always stay sharp and focused when you're on the road. Be aware of all the hazards and oblivious drivers that are too busy texting, reading, eating, and daydreaming to think about your safety. Proper lane position gives you all the information you need to be in the right place at the right time. Practice your skills and your bike's limitations when you're in a safe, controlled environment so that when you need to call on them, it comes as second nature.

Ride Safe and Peace On...
Kathy Blackburn

Save the date

April 2018

April 7th ~ Parking Lot Practice

This is the 1st of 3 this year. ~ 10AM
Annual Parking Lot Practice at Creekside Park in Archdale.
214 Park Dr, Archdale, NC 27263

April 21st ~ Bon Fire or Game Night

Bon Fire if weather permits. Game Night if not. United Riders will provide Subway sandwiches. Bring drink of choice and something to share Kim & Delberts House
2604 Briarcreek Road, High Point, NC 27265, USA

April 21st - 22nd ~ OBX overnight trip for Bike week

Meet at the Shell station on Hwy 49 exit 145 off interstate 85/40 at 7am. Jackie will lead us down to the Baymont Inn and Suites in Kitty Hawk. Sheri has some rooms on hold, she will provide us with the info we need to book in our name. The cost of the room is 121.76 for the night. We will visit some vendors and head back on Sunday

April 22nd ~ UR Sunday Funday

Kickback Jacks in Asheboro. Meet @ DK' Cycles at 5:30 or restaurant 6:30
Kick Back Jack's ~ 1131 E Dixie Dr Suite 40, Asheboro, NC 27203

Save the date

May 2018

May 5th ~ International Women's Ride Day,

This is a WOMEN'S only ride.

May 6th ~ Pik N Pig

Meet at Cox's H-D, KSU @ 9:30.

May 18th - May 20th Busco Beach Weekend

A fun filled weekend of camping & 4-wheeling

Save the dates for these future weekend trips

Details coming soon

June 9th - Hillbilly Hotdogs

Mark your calendars for this super fun place to eat. We will meet up for breakfast before heading out to WV, we'll eat a late lunch/early dinner at Hillbilly Hotdogs, then stay the night before heading home Sunday morning.

June 15th - 17th ~ Ruby Falls, Chattanooga TN

A nice weekend ride to Chattanooga TN. Lookout Mountain & Ruby Falls. Leave after work on Friday and stay in Maggie Valley over night. Leave out the next morning to Chattanooga. Spend the day seeing Look Out Mountain, Ruby Falls & maybe a castle in the area... Head home Sunday Morning.

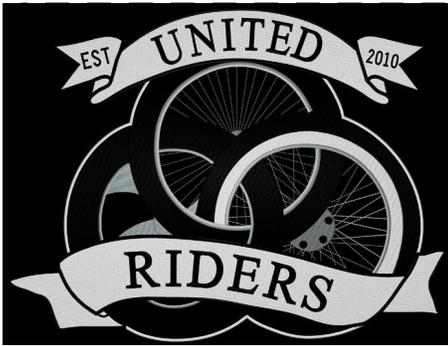
June 30th - July 2nd ~ Blacksburg Va Weekend

APRIL 2018

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1 	2 Clay Morgan's Birthday	3	4	5 Bus Meeting Jackie Jackson's Birthday	6	7 Parking Lot Practice Creekside Park 10AM
8	9	10	11	12 UR Open Meeting	13	14
15	16	17 Sherry Graves Birthday	18	19	20	21 Bon Fire / Game Night Kim & Delbert's House 6PM OBX ←
22 Sunday Funday Kick Back Jack's Meet at DK 5:30PM Or there at 6:30PM Weekend →	23	24	25	26	27	28 Michael Rutenberg's Birthday
29	30					

MAY 2018

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3 UR Bus Meeting	4	5 International Women's Ride Day
6 Pik N Pig Cox's HD 9:30am	7	8	9	10 UR Open Meeting	11	12 Sheri Sandoval's Birthday
13 MOTHER'S DAY	14	15 Barry Gaither's Birthday	16	17	18 Busco ←—————	19 Beach —————→
20 Weekend —————→ Sergio Sandoval's Birthday	21	22	23	24	25	26 Jeff Kirby's Birthday
27	28	29	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
Sherry Graves ~ April 17th
Mike Rutenberg ~ April 28th