



Since 2014

Valley Riders

March 2016



Volume 3

Number 3



What's Happening



Ride to Woodlake: We met up at Perko's at 9:30, then 13 bikes and 2 cars headed for the hills... and what green hills they were against a backdrop of the snow covered Sierra Nevada's. It was a great day for a ride. The food at the Run Way Café was great and so was the company. The company was so great, we decided to head for Hanford for some ice cream at Superior Dairy so we could chat some more.



Monthly Meeting: We had 22 members and 2 guests at our meeting this morning. We would like to thank all who were able to come. We would also like to apologize for the room mix-up. After Butch had a little chat with the manager, not only did he promise it would never happen again, he gave us two \$25 gift certificates (which were won by Glen Gee and Shawna Wright). We now have \$302.00 in our treasury and it was decided that to add a few bucks more in order to purchase food for our upcoming picnic, we would have a brown bag auction at our March meeting. So start looking for a little item to place in a brown bag to bring with you to the next meeting. Speaking of picnic, Sindi let us in on the latest news and passed out a beautiful flyer she made with all the info and Marilyn brought a sackful of eggs for Sindi to fill for the kids. John C. talked about the importance of giving that extra space when changing lanes in front of other vehicles. The decision was made to switch our March and April socials, so we will be going to Javier's in March and Pieology in April. I think maybe it is getting time to head back to Fat Jack's for a burger, too! Mary Erlewine won the 50/50 of \$58. Butch let everyone know that he has a very fine 1994 Goldwing 1500 in his garage that is for sale. It has a new transmission, was just serviced, and has new tires. The asking price is \$4000.00. Hans checked Rodeo Lanes for a day of bowling and can get us the price of \$3.39 per game on Sundays at 12:00 p.m. That is less than \$10 for 3 games. We will definitely be looking into that soon! After the meeting we headed over to the swap meet at BMW and Indian Motorcycles. After the swap meet, we decided to ride up Tollhouse and have some lunch. What a beautiful ride. The flowers were all over the hills.



Parkfield Ride: What a wonderful ride to Parkfield for lunch. We left Brook's Ranch with about 15 bikes and Jerry in the lead. It was a little overcast, but we were hopeful the sun would show itself. Just past Kettleman City the clouds broke and the sun came out. It was our first time going to Parkfield and were surprised to find a really nice 'bar and grill' there. The food was really good and they even brought us apple dumplings with ice cream for free. Yum! We left there and headed toward 198 using Indian Valley Road. What a beautiful ride. The temp was about 70 degrees, the hills were lush and green, and the flowers were blooming. A quick stop in Coalinga to gas up and we headed back home.



Celebrations

Birthdays: Mar 12: **Jon Moe**; Mar 13: **Irv Stout**; Mar 16: **Ken Stark**; Mar 25: **Rich Richardson**;
Mar 26: **Kim Grant**

Anniversary: Mar 5: **Jerry & Jamie Slater**; Mar 27: **Curtis & Kelly Ray**



MOTORCYCLE SAFETY

Safety



MOTORCYCLE SAFETY

Motorcycle Lane Position

It always amazes me when I see riders that are riding in the incorrect lane, or lane position. First I will talk about lane position. The average lane on a road or highway is roughly 8 feet wide, while in comparison the average motorcycle is only 2 to 3 feet wide. This means that there is a lot of unused space around a motorcycle. While having space has its advantages there are also a few disadvantages as well.

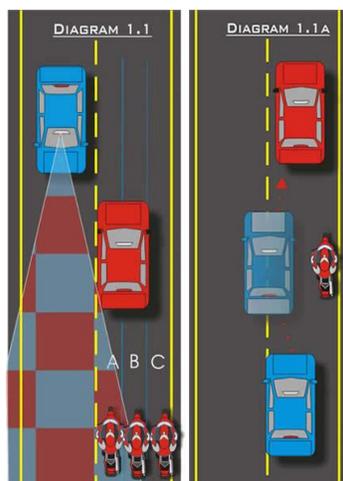


Diagram 1.1 illustrates that a lane can be divided into 3 mini-lanes, left (A), middle (B) and right (C). Which part of the lane should a rider be in? Position (A) or the (blocking position) would be the best choice most of the time. I say most of the time because, sometimes the situation may call for a rider to choose another part of a lane (B) or (C) for short periods of time. It gives the

best opportunity for a rider to see as well as be seen by other vehicles. I do not recommend riding in the middle part of the lane because that is the area where a lot of debris tends to gather, also that is usually where you will find oil, coolant and other slick fluids that are deposited from cars and trucks. As for position (C) the drawbacks are that the rider may not be visible to other drivers, as well as it might encourage other drivers to try and share your lane and shown in Diagram 1.1A. Where the driver of the blue car attempts to pass the rider in the same lane, which could force the rider off the road. So we see that on a single lane road the blocking position is on the left side of the lane, but what about a two lane road?

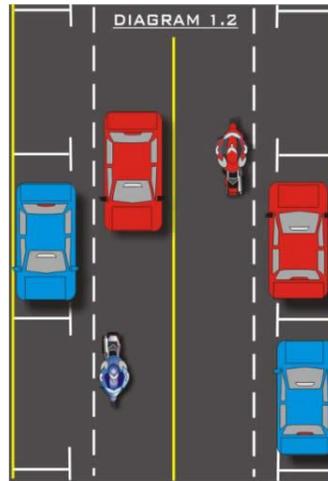


Diagram 1.2 shows the blocking position for the left lane of a two lane roadway.



Diagram 1.3 And finally, when on a roadway or highway with 3 or more lanes, what lane should you ride in? The best advice that I can give is to ride in the outside lanes, and try to stay away from the middle lanes. These outside lanes (A & C) are considered to be safer because the rider only has to contend with possible hazards from one side. While the rider in the middle lane (B), is vulnerable from both sides. Now I am not telling you that you should never ride in the middle lanes because, that would be unrealistic. I'm only saying that you should be aware of the dangers and try to limit the amount of time that you spend there.

5 Bad Habits You Must Fix, NOW!

No matter how “good” a rider you are, it’s likely that you have at least a few bad habits and attitudes. Poor habits and dangerous perceptions can develop over time without us even knowing it. That is, until we experience a close call or crash. Let’s take a look at a few bad habits that many riders possess.

- 1. Believing You’re a Better Rider than You Are:** A lot of RITZ blog readers would be considered “experienced” riders. But, the truth is that experience alone does not make you a proficient rider. I can’t begin to count how many so-called experienced riders I’ve encountered who demonstrate a significant lack of proficiency. Unfortunately, unless the rider admits that he or she has a problem and asks for advice, their poor riding will continue indefinitely and ultimately lead to a mishap. Unsolicited advice usually is not appreciated, so knowledgeable riders are reluctant to share their wisdom to the riders who need it most. Attempts to enlighten the problem rider often results in exclamations about how many years of riding experience they have and that they know all they need to know to get by...never really knowing the danger they are in. The solution? First, take a good look in the mirror. What skills are you lacking? (I’m sure there are many, but let’s stick with motorcycle-related skills for now). Next, get the knowledge and training you need to bring all of your skills up to snuff. Thirdly, remind yourself that what skills you have are perishable and need to be kept fresh. Promise yourself that you will purposefully practice braking, turning, and swerving. It doesn’t have to take a lot of effort to keep skills sharp. Learn about proper cornering technique and then practice it on your Sunday rides. And be sure to learn about all the ways to keep yourself safe in traffic and practice on your way to work every day. Over time, you just might become as good as you think you are.



2. **Forgetting You Are Vulnerable:** Experience can often lead to complacency. If you ride many miles without an incident, you are at risk of thinking that riding a motorcycle is not as dangerous as it's made out to be. This perception leads to many crashes and fatalities. Complacency and overconfidence can occur when you don't recognize subtle signals that indicate just how close you are to catastrophe. Get into the habit of recognizing clues that should alert you to threats. Make a concerted effort to scan the landscape and roadway for anything that can turn into a hazard, such as a reflection on the windshield of a car that is rolling toward you. Ask yourself whether the driver sees you and what are the chances that he will accelerate in front of you. Evaluate each clue to determine whether you can reliably read what is being communicated. For instance, direct eye contact with the driver may indicate that the he sees you, but don't count on it!



Always remember that you are vulnerable...and hard to see.

3. **Assuming the Coast is Clear:** You know what they say about making assumptions, right? “They make an ASS out of U and ME”. One of the most problematic situations is when a motorcycle is approaching an intersection with other drivers waiting to turn left across the rider’s lane. Part of the problem is that the approach speed of a narrow vehicle is much harder to judge compared to a wide vehicle. This is why motorcyclists experience drivers “cutting them off”. The drivers aren’t necessarily out to get you; they more likely misjudged your approach speed and thought that they had plenty of time to make the turn. The message is to never assume that a driver who appears to see you will not cut in front of you.. A lot of riders also assume the coast is clear around corners. Depending on the region you ride in, many, or even most corners you encounter do not provide a clear view of the corner exit. Hillsides, vegetation and roadside structures all conspire to block your vision. Too many riders approach corners at a speed that does not allow the time and space to stop or maneuver if a mid-corner hazard were present. It’s a good idea to enter blind turns slow enough so you can confidently avoid a hidden hazard. If no hazard exists, then you can roll on the throttle and accelerate safely through the turn with no drama.



What’s around that corner?

4. **Not Wearing ATGATT**

ATGATT is an acronym that stands for “All The Gear, All The Time”. MY definition of “All the gear” means helmet, appropriate eye protection, jacket and pants with protective armor, gloves, and over-the-ankle boots. The obvious reason for buying and wearing all this gear is for protection in the event of a crash. Since motorcycle riders don’t have bumpers, airbags, crumple zones and safety glass surrounding us, we must wear our protection. Unfortunately, way too many motorcyclists choose not to wear full protective gear. In states where helmet laws are enforced, riders are compelled to wear this most important piece of protective gear, but helmet choice states leave the option of helmet use to the rider. Whether you agree with helmet laws or not, it’s hard to dispute the benefits of having a helmet strapped to your head

when you and your bike separate at speed. Currently, no states require any other protective gear to be worn, with the exception of eye protection. This means that you can ride legally in a tank top, shorts and sandals. Good luck with that. The reasons why riders do not wear protective gear often include image, peer pressure (you gotta look cool), and cost. But, there is plenty of inexpensive protective gear that meet most rider's fashion sensibilities while providing decent protection (at least for a single crash).



Rider wears ATGATT



No Gear=Greater Risk of injury

5. Being an Idiot

This topic can cover a lot of ground, but let's focus on your attitude when you ride. This pretty much means riding with your head securely screwed onto your neck. Letting destructive influences like ego, peer pressure, intoxication, and distraction make decisions for you will eventually lead to a hospital visit. So, just say no to stupidity. 'nuff said.



Both speed and lack of visibility caused this crash



Rides



Saturday, Mar 12: [Lunch at Fruit Yard](#) Departure Time TBA

Saturday Mar 26: [Valley Riders' Family Picnic at Choinumin Park](#) 10 am



Next Get Together



Friday Night Coffee and Conversation: **Starbuck's in Riverpark** (near the circle) 7:00 pm

Monthly Dinner Social: Monday, Mar 7: **Javier's** 5680 E kings Canyon Fresno 93727
(Kings Canyon / Clovis) 6:30 pm

Monthly Meeting: Saturday, Mar 19: **Yosemite Falls Cafe** 4278 W Ashlan Ave Fresno
(Ashlan/Hwy 99) 8:30 am



Valley Riders

www.thevalleyriders.com



Find us on
Facebook