

May, 2018



## ***Unmuffled Sounds***

The Newsletter of the  
Langley Roadriders  
Motorcycle Club

Page #	Index
1	Down The Road
1	Happy Birthday
1	Five Essential Riding Skills
4	How To Be A Good Riding Buddy
6	For Sale
7	Lighter Side
8	Contact Numbers
9	Ride Schedule
11	Library Inventory

### **Down The Road**

April 29 – Vintage / Classic Car Show  
(Cloverdale)

May 6 - Squamish for lunch

10 – MLA Ride to Victoria

13 - Local Lakes – Mother's  
Day

20 - Manning Park and Merritt

19 - 21 Sorrento / 100 Mile  
House (long weekend)

24 – Next club meeting

June 18 - Ride To Work Day

**Please note!! For the USA rides you must have a valid passport or enhanced driver's license with you to enter the USA.**

### **Happy Birthday**

May 17 Mary Ann Anderson

### **Five Essential Motorcycle Riding Skills Best Kept at Hand**

If you already have a few riding seasons to your record, you've then experienced how rusty your skills can get when you're not using all of them. Sometimes too there can be long pauses where you've not had the chance to ride for weeks or even months. Therefore its best to keep your motorcycle riding skills especially those emergency procedures honed, active and –close at hand.

When on the road, many riders go to great lengths to avoid situations which would call upon these abilities, rather than challenge themselves to learn them proficiently. And yes, you can ride for many years avoiding many motorcycle riding skills manoeuvring in your own little bubble so to speak. But what fun is that? On top of which you create unnecessary anxiety. For example – riders who can't make sharp right turns tend to avoid stopping and roll right through these stops which can be hazardous.

The following five key motorcycle riding skills will not only give you a refresher but will without a doubt increase your riding pleasure and confidence. Practice them in a parking lot at the beginning of a ride especially if you've been off the bike for some time. Also these are important to practice at the beginning of every new riding season and/or when you buy a new motorcycle or scooter.

#### **SLOW SPEED RIDING (WALKING PACE)**

Riding at slow speeds is used in city traffic, moving off from a stop, turning around in parking lots, turning around on a road/highway to change direction; bumper to bumper highway traffic to name a few.

##### **What to do and how to practice it:**

- The technique of riding your motorcycle clutch at the friction zone the area when the clutch is released begins the engaging of the power to the rear wheel.
- Rear brake is applied creating a drag and increasing stability of the motorcycle
- No front brake use
- Throttle at constant level creating available power – “money in the bank” as I like to call it.
- Clutch controls delivery of power to rear wheel – need more: clutch out; need less: clutch slightly in.
- Upper body relaxed – don't fight handlebars/steering.

#### **SHARP RIGHT TURN FROM A STOP**

This technique still stifles riders – experienced or starters alike. This manoeuvre is a challenge because you need to turn sharply within a smaller space (i.e. right lane) and avoid the power of the motorcycle forcing you to the outside of your turn and into oncoming traffic! You also have to manage the throttle keep it applied and smooth.

##### **What to do and how to practice it:**

- From a stop move off using the riding with the friction zone technique and make an immediate sharp right turn. Make sure you aim for a 90 degree angle, narrow turn. If not you won't improve your skills!
- Look up and ahead to where you want to be (don't look down).
- Feel the motorcycle; listen to the rev's which will guide your sense of power/engine management judgement
- Increase space between your body and your right elbow. Extend right elbow only away from your body. This will prevent your elbow cramping into your body where there is no more room to manoeuvre while increasing space to turn.
- Use a small amount of push steering – a push applied to the right bar to keep the motorcycle in its line/path. (Push right go right—remember?)

- Once the turn is completed, fully release throttle and return your fingers to grip the handlebar fully and move your feet back from the levers (gear-shift and rear brake) to pegs with feet positioned on the balls of the foot.

#### **HIGH SPEED BRAKING / QUICK STOP**

Higher speed braking or a emergency quick stop is actually quite simple to do. It's a truly important skill as this will ensure you avoid collision in any applicable emergency situation – or when any abrupt stop is required in general traffic.

#### **What to do and how to practice it:**

- You will need to accelerate in a straight line to at least mid/high 2nd gear. Pick a predetermined stopping point ahead and apply both brakes simultaneously along with clutch lever, stop as quickly and safely as possible without locking up the rear wheel or skidding.
- You are not 'grabbing' the controls but quickly squeezing them. As you need more stopping – squeeze more toward you. You'll find there is much more 'brake' available as you squeeze.
- When you make the decision to stop...STOP!
- Tapping down on the gear-shifter while you are in the motion of stopping aiming at being in first gear when fully stopped.

- Keep the motorcycle straight and upright in order to use the full amount of the tyre's contact patch (Maximum grip!)
- Expect your body to be forced forward due to the stopping thrust of the motorcycle. Keep knees into tank/grip tank with knees; chin up and arms strong to avoid this.
- Once fully stopped, left foot goes to ground. This is then your signal to perform a traffic check over your left and then right shoulder to ensure no hazard(s) coming into the back of you.
- Important to note: feet do not leave pegs until full stop nor do you perform traffic checks until after full stop. Movement on the motorcycle during this manoeuvre could result in upset/the motorcycles path changing.

#### **PUSH STEERING / COUNTER STEERING / GYROSCOPIC STEERING**

It's a fact that you can achieve your motorcycle license with never really push steering to full ability. In a parking lot (most training courses in North America are done in this manner) you can actually achieve high speed swerving by body and usual bicycle steering inputs without truly doing a push steer (even though your test said you did it!)

This is a manoeuvre you will use all the time and truly must be grasped to be a proficient and safe motorcycle rider.

**What to do and how to practice it:**

- Accelerate in a straight line to at least mid/high 2nd gear or higher! Pick a spot ahead and as you approach it, push to swerve around it.
- Remember this is a push forward like you would do to a door. There is no pulling.

**RELAXATION TO AVOID “SR’S” AND “PR’S”**

It is important when riding a motorcycle to learn NOT to overreact at the same not to under-react. Our self-imposed fears can be our greatest hurdles!

SR’s are called “survival responses” and PR’s are “panic reflexes” – they’re bunched into the same set of reactions on a motorcycle.

The challenge is when you’re finally relaxed and something jumps out in your path – number one reaction is panic. This usually means grab a handful of brakes resulting in mishap. Really, at no time on a motorcycle can you drop your guard.

**What to do and how to practice it:**

- Constantly scanning the road and area – front, sides and rear will make sure ongoing flow of information.

Interpreting hazard: i.e. car ahead turning left in front of you, street car tracks, construction zone ahead, lane positions

- Predict – i.e. if the car did pull in front of you – you would be ready and not need to deploy a PR!

- Decide – if the car did cross your path would you stop or can simply slow to avoid it.
- Execute would be the operation you would choose and of course the ability to do it i.e. Proper quick stop – are your abilities good enough to do this?

Skill development never ends. Road scenarios are ever changing. Perhaps you’ll go from riding a cruiser style motorcycle to a sportbike with twitchy power and instead of one disc brake it will have a multi-disc brake system. Take even the fact of eventually taking a friend for a ride. Passenger riding changes dynamics entirely.

It’s these constantly changing variables we embrace and which keep the adventures ever riding forward!

**How To Be A Good Riding Buddy**

Bein’ a good riding buddy ain’t easy, but it’s worth doing.

The guys I ride with most often generally have some traits that I dig, and I like to think I try and be a good rider in kind. Getting along is not accidental; keeping everyone around you happy is a constant task. To be good at that task, you have to know what to look for in your friends — and yourself. Here’s some things you can do to be a good ride pal (and qualities you may want to look for in others.)

**Be cool.**

Forget sunglasses or having lots of Insta followers. I mean just chill out. Riding a motorcycle is

supposed to be fun. If you break down, so what? It's a chance to drink beer in a new town. If you miss your turn, maybe you'll find a place you'd rather be instead. Freaking out over things that are often well outside your control is literally no help at all. My friends have waited on me while I fixed bikes roadside, shared beers when I limped into camp, and puzzled out where the hell we were on the side of some gravel goat path. Don't forget that you're in the middle of a great story you'll tell for years. Who gives a shit about that punctured tube? The order is mindset, then skillset, then toolset.

#### **Ride the same ride**

We've all heard someone say, "Ride your own ride!" That's worthwhile advice, but when you're riding with someone, being on the same page is critical. Spurg said, "You have to want to ride the same amount of miles at the same aggression level. You have to know if you're sleeping in a hotel or in the dirt. Are you gonna get Red Bull and peanut butter crackers at the gas station, or are you having a sit-down lunch?"

Another important point to cover is fuel stops. Even if you can burn 300 miles on a tank, if your buddy's chopular peanut tank only gets 70 miles before he's running on sailboat fuel, guess what? You're not going 300 miles between fuel stops. Some people like to break up the riding, others are irked by it. Finding a like-minded riding pal prevents irking.

#### **Watch out**

Just as you watch your own six, look out for your buddy. My good friend Nate has pulled up alongside me plenty and motioned at me to follow him... only to pull up to a gas station where he informed me I was riding inconsistently and needed to treat myself to a Red Bull. (And a requisite Tijuana Mama.) Return the favor when possible — make sure nobody rips off your pal's sled while he's off taking a whiz, tell him if it looks like his pack is loosening up, and "close the door" on that guy in the Forester trying to jam him up in the zipper merge.

#### **Be predictable**

I lay down heavy mileage with people I trust at freeway speeds or better running two abreast. (I may occasionally sneak up and pinch a buddy on the tuchus, just for a little "gotcha!") We don't necessarily ride like that all the time, but it's a good illustration of the level of trust you need to have in your bud doing what you expect him to do. Not everyone I ride with is a road angel, but I know without a doubt how they'll react to a given situation. It's not so much that they're super-skilled as they're a sure bet. (Most are very skilled, too, but that's not the most important part.) Pothole? Asshole taking a left across your lane? Kick-only bike just ran out of fuel? I know what to expect with each of my friends in those scenarios, simply because they are reliable and measured in their actions.

**Buy fuel**

Multiple bikes can easily stack up at a fuel pump. Play Big Spender and buy your friends a round. (They'll appreciate it and get you back later, and you'll all save time.)

**Wait at turns**

I don't care how many riders you are with, how well you know the road, who has a GPS, or how short a hop it is. Hang back. Travel until you have to do something other than simply go straight. Not everyone has a smartphone or a map, and if someone breaks down, it's liable to be a long walk or push.

The best reason, though, is because you're supposed to be watching your buddy's back. If your pal drops off, pull over. If he's not with you within a minute or two, the reason is sometimes due to a wreck. Sometimes those critical minutes between the headlight disappearing from your mirror and getting the ambulance there is the difference between having another ride in the future with your buddy or not.

**Help**

Do you know how to plug a tire? Does your phone still have a few bars? Does your saddlebag still have some room for that night's beer? Just like in real life, life on the road is easier with some assistance. If you can do something nice when someone else is in need, it's often repaid when your buddy is in a better spot than you are. Having different skills, different spares, and different snacks in your bag and being willing to share all of them goes a long way.

**Clear your calendar**

The guys I ride with most often are the ones most willing to drop everything, pack a bike, and roll. They're not unpopular, they just like riding and they like me. Of course, I have to return that favor as best I could. (Nate will read this and shake his head at all the times I have stood him up at the last minute. I guess I am not really that good of a riding buddy.) People grow old and unable to ride, and others stop walking this earth far sooner than we might have supposed. Friendships take work and effort, they don't just happen. Find the time.

**Be the riding buddy you want to ride with.**

**Newsletter Items**

This is a newsletter for the club, so if you have anything to contribute get it to LeRoy by the weekend before the meeting. Items for submission could include riding tips, bike maintenance tips, or accounts of rides that have been taken (local or extended holiday trips). Do you have anything for sale? Are you looking for a particular item? Are your kids performing in a play or concert? Is the school trying to raise funds for a project? This is the place to put this kind of information. If you belong to another club or organization and have some information that may be of interest, put it in the newsletter.

**For Sale, Etc.**

Don't forget we have **Golf shirts**, red or White with Logo, \$26.00. They can

be ordered but we have some in stock, as well as **crests, caps, pins** (\$6.00), and **license plate holders** (\$9.00) for sale. Contact Paul at 604-576-4075.

### Lighter Side

#### The Jewish Elbow

A Jewish grandmother is giving directions to her grown grandson who is coming to visit with his wife.

"You come to the front door of the apartment. I am in apartment 301 . There is a big panel at the front door. With your elbow, push button 301. I will buzz you in. Come inside, the elevator is on the right. Get in, and with your elbow, push 3. When you get out, I'm on the left.. With your elbow, hit my doorbell."

"Grandma, that sounds easy, but, why am I hitting all these buttons with my elbow? .....

"What . . . .. You're coming empty handed?"

#### Wise Italian Grandfather

Why Italian Fathers and Grandfathers pass their handguns down through the family.

An old Italian man is dying. He calls his grandson to his bedside, Guido, I wan' you lissina me. I wan' you to take-a my chrome plated .38 revolver so you will always remember me."

"But grandpa, I really don't like guns.. How about you leave me your Rolex watch instead?"

"You lissina me, boy. Somma day you gonna be runna da business, you gonna have a beautiful wife,

lotsa money, a big-a home and maybe a couple of bambinos. "

"Somma day you gonna come-a home and maybe finda you wife inna bed with another man.

"Whatta you gonna do then? Pointa to you watch and say, 'times up' "?

#### Irish Blonde...

An attractive blonde from Cork , Ireland , arrived at the casino. She seemed a little intoxicated and bet twenty thousand dollars in a single roll of the dice.

She said, "I hope you don't mind, but I feel much luckier when I'm completely nude." with that, she stripped from the neck down, rolled the dice and with an Irish brogue yelled, "Come on, baby, Mama needs new clothes!"

As the dice came to a stop, she jumped up and down and squealed. "Yes! Yes! I won, I won!" She hugged each of the dealers, picked up her winnings and her clothes and quickly departed.

The dealers stared at each other dumbfounded.

Finally, one of them asked, "What did she roll?" The other answered, "I don't know - I thought you were watching."

#### MORAL OF THE STORY

Not all Irish are drunks, not all blondes are dumb,..... but all men...are men

## Langley Roadriders Contact Numbers

Langley Roadriders

P.O.Box 61544

Langley, B.C., V3A 8C8

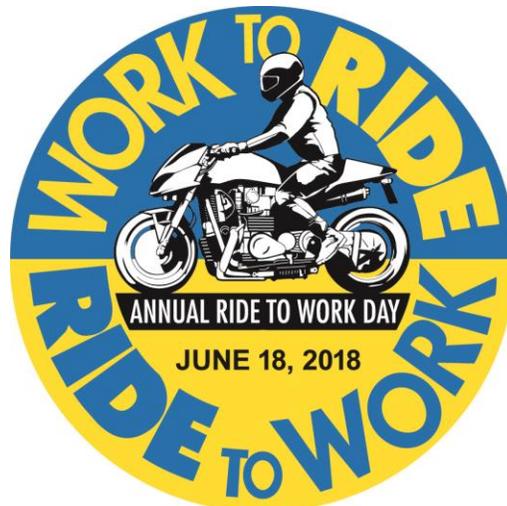
Web Page at <http://www.langleyroadriders.com>

Position		Home #	Cell #
President	George Anderson	604-534-1166	604-999-0203
Vice-Pres.	Scott Maynard	604 575 4720	604 240 9483
Secretary	Cliff Hayes	604-628-2063	
Treasurer	Ken Neville	604-541-2399	604-803-7344
Safety Director	Bob Baines	604-594-6629	604-908-3728
<b>Other</b>			
Ride Committee	George Anderson	604-534-1166	704 999 0203
Webmaster	George Anderson	604-534-1166	604 999 0203
Newsletter	LeRoy Pattison	604-740-0313	604 308 0660
Librarian	Bob Vaughn	604 535 6083	604 649 6073

1. Ride like they don't see you. Because they might not.
2. Ride like they don't care. Because they almost certainly do not.
3. Ride like your life depends on it. Because it absolutely does.

The next meeting of the **Langley RoadRiders** will be held on **Thursday, May 24<sup>th</sup>**, at 7:00 p.m. at Kalma Restaurant, 20555 – 56th Ave, Langley

*Ride Safely And Give Your Guardian Angel A Chance!*



## Langley Roadriders Motorcycle Club Ride Schedule For 2018

April	29	32nd annual Vintage/Classic Show, Cloverdale.
May	6	Squamish for lunch
	13	Local Lakes – Mother's Day
	20	Manning Park and Merritt
	19 – 21	Sorrento / 100 Mile House, (long weekend)
	27	Boston Bar
June	3	Pender Harbor, Sunshine Coast
	10	Boeing Tour, <b>Everett, WA</b>
	17	Explore locally
	18	Ride To Work Day
	24	Pemberton
June 30 – July 2		<i>Still being planned</i>
July	2	Keremeos for cherries (date depends on the cherry crop)
	8	Bowen Island. (Bridge & ferry tolls)
	15	Duffy Lake loop
	22	<b>Ice Caves at</b>
	29	Logan Lake
Aug.	5	Open ride
	4,5,6	<b>Mt. Rainier, Mt. St. Helens, WA</b> (3 day long weekend ride)
	12	<b>Mt. Baker, WA?</b> & Barbecue
	19	Darcy
	26	<b>Oak Bay WA or Oak Harbor, Van Isle</b>
Sep	2	Open
	1, 2, 3	Whistler, Kamloops, Chase, Kelowna (Long weekend)
	9	Fraser Valley Toy Run
	16	Sunshine Coast, Egmont for lunch
	23	<b>Anacortes Oyster Run, WA</b>
Oct	1	Vancouver Toy Run
	8	Inch and Weaver Creeks (depending on the salmon run)
	15	Othello Tunnels
	22	Open Ride (weather permitting)
Dec.	1	Club Christmas Party & Gift Exchange

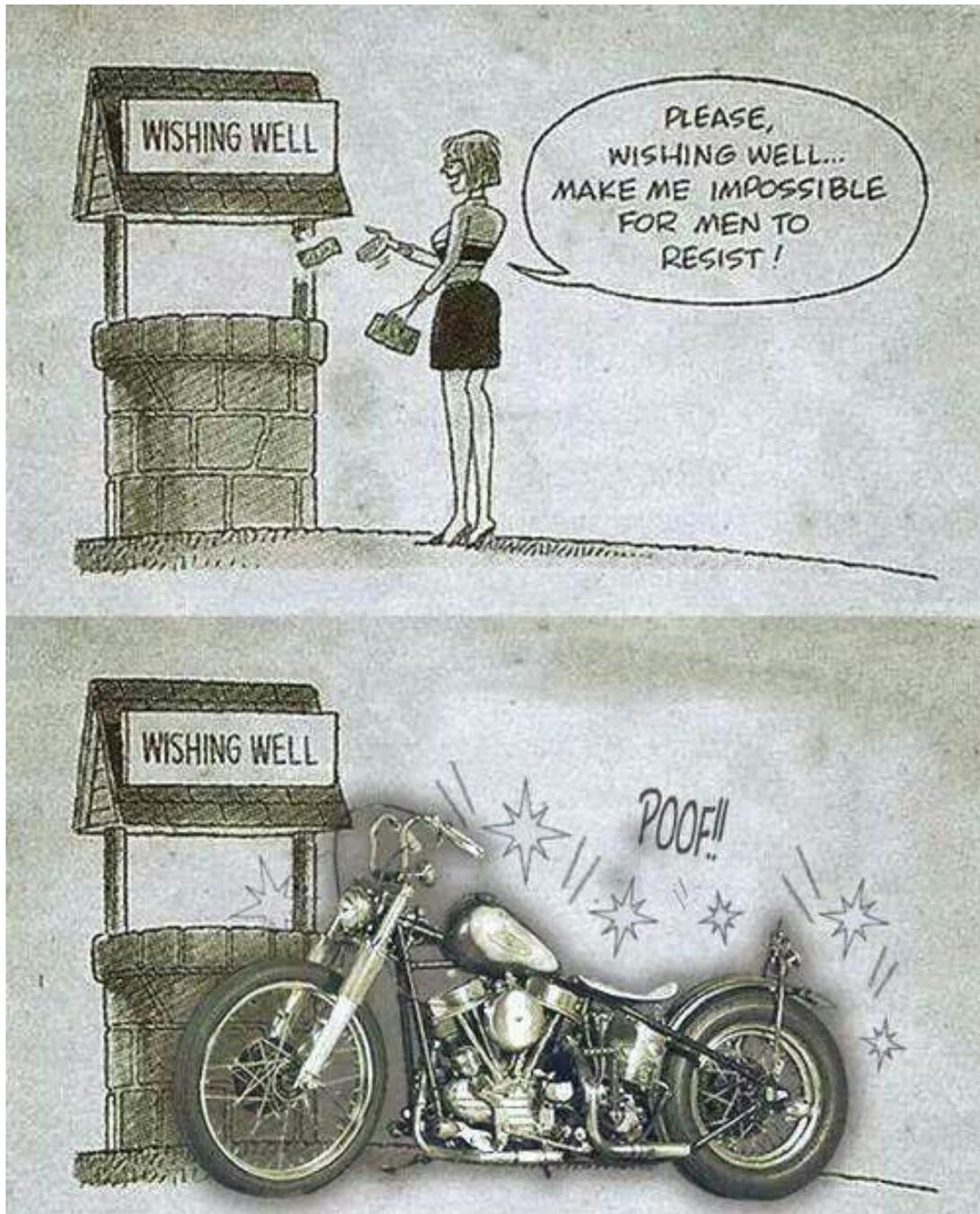
**Please note!! For the USA rides you must have valid identification to enter the USA.**

Please arrive with your gas tank full! Rides leave from McDonalds on the by-pass in Langley unless otherwise informed. See website for latest ride information.

Because the line ups at the border crossings may be long, possibly 1 hr. or more members will receive an email stating where to meet in the USA so those who do not have Nexus won't get caught at the border. It will be your responsibility to be there on time. Ride will still start from McDonalds, However if you don't have Nexus you should go straight to the meet up place in the USA.

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## Library Inventory

<b>Title</b>	<b>Format</b>
Destination Highways – BC	Book
Destination Highways – BC	Companion Map
Destination Highways – WA	Book
Destination Highways – WA	Companion Map
Destination Highways – CA	Book
Destination Highways – CA	Companion Map
<b>Come Ride With Us!</b> , These are hand drawn specifically for motorcycles	
2011 Eastern Oregon	Map
2011 Central Idaho - S/W Montana & some Eastern Oregon	Map
2009 Central Idaho - S/W Montana & some Eastern Oregon	Map
<b>DVD's</b>	
Ride Like A Pro	DVD
Ride Like A Pro Exercise Guide	PDF on CD
<b>Maps – Brochures - Booklets</b>	
Western States & provinces- published by CAA/AAA - 2008	Map
Washington State- published by WSDOT	Map
Washington State Scenic Byways Published by WS DOT	Map
Cascade Loop Scenic Highway- Travel Guide	Booklet
Grand Coulee Dam Visitors Guiden2011-2012	Booklet
Oregon State -published by ODOT - 2011	Map
Oregon State -published by ODOT - 2011 (second copy)	Map
Oregon State Motorcycle Map	Map
Oregon State Scenic Byways & Tours	Booklet
Oregon Coast, Eugene & Cascades Visitor Guide	Booklet
Oregon Coast Hwy 101 Mile by Mile	Booklet
Where to stay in Oregon	Booklet
Idaho State- published by IDOT - 2008	Map
Nevada State- published by NVDOT - 2011	Map
Montana State-published by MDT - 2009	Map
Craters of the Moon	Pamphlet
Black Hills & Badlands of South Dakota	Map
Exploring The Black Hills & Badlands of SD - 2011	Booklet
Wyoming State- published by WYDOT - 2011	Map

Library items may be borrowed for 2 weeks at a time. If there are no other requests for a borrowed item, the time limit may be extended to 3 weeks. If any library items are not returned ie. lost or if they are returned in an unusable state, then they will have to be replaced, either in kind or by paying the club the replacement value.