Southern Cruisers Riding Club
Chapter 62
Augusta, Georgia

Can you believe another year has come and gone? January 2009 is in full swing, we had a great New Years Day Ride, the weather was a little chilly, at least it wasn't wet. Your First Officer, Randy, has a lot of ideas of the direction he would like to see the club go. Please go the forum web page and read the meeting minutes if you have not already done so.

Also, at the bottom of this newsletter there is monthly health tip provided by Randy.

Everyone should be aware this club enjoys riding and we have proof! Our mileage log for 2008 indicated we logged 105,927 miles as a club. This is the third year in a row we have gone over 100,000 miles. Remember these are only club rides, imagine if we kept track of non-club miles everyone rides on a daily basis.

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This is an article I found about Urban Motorcycling and some interesting facts about breaking. It is a little long but well worth the reading.

Familiarity Breeds Complacency

The majority of motorcycle crashes occur in business or shopping areas, on sunny days, on straight, level, dry roads, at speeds below 40 mph, and that about half of all motorcycle crashes are collisions with cars, pickup trucks, and SUVs. One of the interesting statistics from the Hurt Report is that most accidents occurred within the first 12 minutes of the intended trip, or on trips of less than five miles.

Think about that. When you're close to home, you are familiar with your surroundings. I've traveled this street a thousand times before, and never had a car pull out of that alley before. I've ridden past these same parked cars on this residential side street for five years, and never had anyone back out of a driveway into my path. On the street where I live I've never had someone swerve into my lane to get around a bicyclist. Familiarity tends to breed complacency. Obviously, it's a lot quieter on the side streets. But if you happen along at the same instant when someone else suddenly gets in your way, you need to be just as prepared to avoid a crash as you would be on the busier arterials.

Timing Timing Timing

You might be amazed that there are significant differences in the accident and fatality numbers depending upon time of day. The time frames when frustrated workers head

home from the job, and when the drunks head home from the bars on weekends are especially hazardous. Be aware that afternoons between 3 pm and 6 pm generate about one fourth of all motorcycle crashes and fatalities. There is also a surge in accidents around midnight on Friday and Saturday nights. By comparison, early mornings between 3 am and 6 am have a very low accident frequency, even on weekends. So, Bigdawg Dan actually faced a much lower collision risk heading out on a Friday morning than if he'd waited until Saturday afternoon. That ought to be useful information when you're scrambling for an excuse to slip away from the job for a day in the mountains. But, whatever the time of day or week, the risk of a crash never drops to zero. All streets have peculiar hazards we need to understand.

Quick Stops

When you are approaching an intersection where you predict the possibility of a collision, prepare yourself for aggressive braking. Consider that stopping distance depends upon your speed, your reaction time, and your skill, as well as your equipment.

The higher your speed, the greater the distance required to stop, even with quick reaction and perfect braking technique. At typical street speeds, stopping distance almost doubles for every 10 mph increase. For example, if it takes you 65 feet to stop from 30 mph, it will take you more than 100 feet to stop from 40 mph. Even at 30 mph, your reaction time to get on the brakes might eat up 30 feet-or more if you don't already have your fingers squeezing the brake lever. The moral is: slowing down just 10 mph can cut 40 feet off your stopping distance at typical urban street speeds. Slowing down 10 mph could make the difference between a quick stop and a collision.

Regardless of when you manage to get on the brakes, your actual stopping distance depends greatly upon your braking skill as well as your equipment. Riders, who haven't actually practiced quick stops from 30 to 0, typically can't pull off a quick stop successfully. In rider training
courses for experienced motorcyclists, even veteran riders, often can't stop quickly without sliding the rear tire, or don't know how to do a quick stop in a curve without losing control. If the thought of practicing quick stops makes you nervous, that's probably something you should take care of before you get the big test out in traffic.

Practicing your quick stops at least once each year will help keep your braking skills proficient.

Once more, I'll remind you that in a panic situation your muscles will follow your habits. Too many riders don't use enough front brake, or don't use the front brake at all. That's why some machines have integrated brake systems that automatically activate both front and rear brakes, and ABS to help prevent skids. But the quickest stop still requires proficient use of the front brake lever in addition to the rear pedal.

Riders who have spent the big bucks for anti-lock brake systems (ABS) are sometimes under the delusion that they don't need to be proficient at braking, since the ABS will save them from a spill. Yes, ABS can help avoid a spill if you over brake on a rain slick surface, but ABS won't prevent the tires from sliding out if you snap the throttle closed

while leaned over in a curve. And even with ABS, shortest stops can be made if the rider brakes to a maximum just short of where the ABS activates. ABS doesn't stand for automatic brake system. So, whether your bike has interlocked brakes, ABS, or independent brakes, you need to be proficient at both comprehending the situation, and making quick stops; whether in a straight line, or in a curve.

The Possibilities
Let's add up the tactics, and see what they mean in terms of straight-line stopping distance:

Tactic Effect

- reaction, already on brake lever +30 feet
- reaction, reaching for brake lever +54 feet
- marginal braking technique at 40 mph +75 feet
- proficient braking technique at 30 mph +33 feet
- potential difference in braking distance: 129 ft. vs. 63 feet

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MEETING INFO:

We have two regular scheduled Monthly Meetings, one is the Monthly Social, held the first Saturday of every month at 7:00pm at various locations and the regular Monthly Meeting held the third Saturday of every month at 1:00pm:

NOTE: The **Jan 2009 Social** will be Saturday Jan 10, 2009 at 7:00pm at Tony Roma's Restaurant located in Augusta, GA. Normally the monthly social is held the first Saturday of the month, since the New Years holiday weekend fell on the first Saturday of January it was decided to move the social to the second Saturday.

Regular Monthly Meeting - held third Saturday of the month. Time - 1:00pm. Location is at the **Side Track Bar and Grill** on Washington Road in Martinez. The next monthly meeting is on Saturday Jan 17, 2009.

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NOTE:

If you no longer wish to receive future newsletters please let me know and I will remove your name from the email list. If you would like to have your name removed from being a member of the Augusta SCRC Chapter Riding Club please let our 1st Officer Randy know at the following email address - crt3@knology.net, he will then ask me to remove your name from the email list.

This newsletter is intended to provide basic information about what is going on with the Augusta SCRC Chapter. **Please take the time to visit our Forum web page on Delphi Forums -** http://forums.delphiforums.com/augustachapter/start there is no cost for the basic membership. There you will find the latest ride information and general discussions about events going on with

the chapter. There is also a link to our new web site - http://www.augustascrc.net/default.aspx

There is also info about the mileage program and other news about the chapter.

Remember if you are joining the forum page for the first time, introduce yourself to everyone in the "New Members" tab with your forum name and your real name so the rest of us will know who you are.

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ONGOING RIDE(S): NONE

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LOCAL CSRA EVENTS:

Check the following web link: http://www.metrospirit.com

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UPCOMING OVERNIGHT / DAY RIDES:

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Ride to the International Motorcycle Show in Greenville, SC February 21st (Saturday).
Meet at the Pilot Gas Station located at River watch Pkwy and I-20.
Ride should take about 2 hours (114 miles).
Meet @ 7:30 A.M. --- KSU 8 A.M.

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The 2009 Savannah Invasion will be Friday Feb 27 & Saturday Feb 28, with Sunday March 1 as checkout and go home day. Friday we will have an evening at Augie's with a live band. There will be special discount tickets for Friday and Saturday to the Mighty Eighth Air Force Museum. Friday afternoon we will have guided rides for the local area. Saturday will be a dice run, our famous and fabulous lunch and Saturday evening our main gathering with 50/50, silent and live auctions. Start making your plans now. Hope to see ya there!

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Road Captains are working on plans for day and weekend rides. Ride times are announced on the Forum, keep checking for the latest ride info.

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MOTORCYCLE SAFETY COURSES

Georgia Motorcycle Safety Course

Tobacco Road Elementary School & Ft. Gordon, Augusta, GA
(800) 245-4410
https://online.dds.ga.gov/motorcycle/index.aspx

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South Carolina Motorcycle Safety Course

Aiken Technical College
(803) 593-9954, ext. 1230
In Person: Aiken Technical College
700-800 Building
WBDD Registration Desk
Mon. - Thurs. 8 a.m. - 6 p.m.
Fri. 8 a.m. - 5 p.m.

They have three levels, beginners, intermediate and advance.

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MONTHLY HEALTH TIP: by Randy Taylor

Beginners Guide To Basic Nutrition

(A little long to read, but good information to have.)

Below you will find information containing the most important parts of every person's diet. Along with each will be a short description explaining what it is, what its role is in the human body, the recommendations for how much of it you should consume per day.

Calories

A calorie is the unit of measurement for how much energy there is in a food or drink. We consume calories in the form of carbohydrates, protein and fat which all contain a certain number of calories per gram. The calories are used by the body to do literally everything it needs to do (pump blood, walk, etc.). This is why very low calorie diets are dangerous and should be avoided.

Calories also play the largest role in weight control. If you consume more calories than your body needs to use for energy, the left over calories will be stored on the body mostly in the form of fat (thus causing weight gain). If you consume fewer calories than your body needs to use, it does the opposite and uses stored body fat for energy instead (thus causing weight loss). If you consume the same number of calories that your body uses, everything evens out (thus causing weight maintenance). The number of calories you should consume per day is based on way too many factors for there to just be a general guideline for everyone. Your height/weight, your gender, your metabolism, your activity level and your goals (weight loss, weight gain, weight maintenance) all play a role. For this reason, your daily calorie intake has to be tailored specifically to you and your body.

Calories per gram:
Carbs: 4 cals
Protein: 4 cals
Fat: 9 cals

Fat:

Despite all of the crazy things you may have heard, fat is required by our bodies to function properly. For starters, certain vitamins cannot be absorbed by the body without fat. It also plays an important role in healthy hair, skin and cell function and is the source of essential fatty acids, another extremely important part of our diet.

I will also mention that the idea that "eating fat makes you fat" is a myth. As mentioned above, weight gain/loss is controlled by calories. If you supply your body with too many calories, you will gain fat. It won't matter what nutrient those calories came from (fat, protein or carbs), too much of anything will cause weight gain.

Of course, not all fat is equal. Certain types (polyunsaturated and monounsaturated) should comprise the majority of your fat intake. These "good" fats have been shown to lower blood cholesterol levels and the risk of heart disease. One specific polyunsaturated fat, the omega-3 fatty acid (found in fish, fish oil and walnuts), may be the most beneficial of all.

On the other hand, there are certain types of fat that do the complete opposite (cause rather than prevent) and should be greatly limited (saturated) and even avoided completely (trans).

The USDA recommends that a maximum of 30% of your total daily calorie intake comes from fat. Most other sources/experts recommend something in a similar range, typically somewhere between 20-30 percent.

So, if an example person eats 2000 calories per day, 20-30 percent of that would be 400-600 calories. And, since 1 gram of fat contains 9 calories, this works out to be about 44-66 grams of fat per day for this example.

Saturated Fat:

This is one of the "bad" fats. Despite there being some debate as to exactly what degree saturated fats negatively affect us, there is more than enough research available to know that this type of fat should be kept to a minimum in your diet. Want a reason? According to the AHA, "saturated fat is the main dietary cause of high blood cholesterol." The USDA recommends limiting your saturated fat intake to a maximum of 10% of your total calorie intake, or a maximum of 1/3 of your total fat intake (which is basically the same thing if you follow the above recommendation for total fat). The American Heart Association's saturated fat recommendations are a bit lower, suggesting a maximum of 7% of your total calorie intake.

Trans Fat:

Trans fat is bad. In fact, it just may be as bad as it gets. Trans fat has been shown to raise

your bad (LDL) cholesterol levels and lower your good (HDL) cholesterol levels. A diet containing a significant amount of trans fat increases your risk of heart disease, stroke, type 2 diabetes and possibly even more. Long story short, avoid it.

I will also mention that there are two different ways you could consume trans fat. One is in the small amounts found naturally in certain meat and dairy products. The second and much more common way is in the man-made form that is found in a variety of other foods. The reason for its usage in these foods is that it is cheap to use, has a longer shelf life, and tastes good. Food companies have no problem focusing on those 3 reasons and ignoring the fact that it's probably the worst thing you could possibly eat. The American Heart Association recommends a maximum of 2 grams of trans fat per day. The keyword there is maximum. There is a ton of research proving that this stuff is borderline poison, which is why you really want to shoot for an even 0 grams. Out of all the stuff in your diet that should be kept on the low side (saturated fat, sodium, cholesterol), trans fat appears to be the only one that should be eliminated completely.

Something else to keep in mind when avoiding trans fat is that due to some idiotic labeling rules, food companies only need to list trans fat content if the food contains 0.5 grams or more per serving. So, if a food contains 0.4999 grams of trans fat in one serving, it will say "Trans Fat: 0 grams" on the label. Stupid? Very. On the bright side, you can spot the foods that do this (and there are MANY of them). Check the ingredients for the words "hydrogenated" or "partially hydrogenated" (usually followed by an oil of some sort). If it shows up, then you know that food contains some amount of trans fat no matter what the label says.

Next month I will continue with the second part of Beginners Guide to Nutrition! (Carbs,Protien,Cholesterol,Fiber,Sodium)

Be Health,Ride More!

Thanks,
Randy "X-Man"
Augusta SCRC Chapter 62
1st Officer

Hope to see you out on the road.

Ken "Ax"
Augusta SCRC Chapter 62
2nd Officer