

Southern Cruisers Riding Club

Chapter 62

Augusta, Georgia

The June 2009 Social will be held this Saturday June 6, 2009 from 4:00pm to 7:00pm at the home of Rick Sr.

Direction: From I-20, Get off off I-20 and go North on Belair Road towards Evans, turn left at the red light between the Circle K and Food Lion. Travel about 4 miles pass Brookwood Elementary school to the second road on your left. Veer left on to Old Belair Lane at the top of the hill. Turn left on Royal Springs Lane (Dirt rd) on your left. Follow Royal Springs lane to the second curve. We'll post a marker to help (741 Royal Springs Lane, Grovetown, Ga)

There is a pond in the backyard for those that can't resist the chance to wet a hook. We look forward to having the entire group come out and enjoy the social. We thank Randy for the opportunity to share our home.

Please contact Randy if you plan to bring a dish to share or check the Forum to find out what items are needed.

News Article of the Month:

Riding in the Wind and Rain

By Jeff Cobb, Jun. 03, 2009 www.motorcycle.com

We all know wet roads and bad weather offer some challenges while riding. The last couple of years we were blessed and cursed at the same time with the lack of rain we were having. If you are a motorcycle rider, we enjoyed the lack of rain because we had more time for riding but crops and our lawns suffered.

Depending on your riding experience, skill, preparation and risk tolerance, riding a motorcycle in the rain can be anything from frightening to fun. In any case, it is at least more complicated, potentially more hazardous, and afterward, your bike will need a bath.

Some riders avoid rain, but others, especially in areas with more annual rainfall, learn to deal with it. And odds are if you ride long and far enough, sooner or later you'll be confronted with adverse weather conditions, willingly or not.

If you think you may have to ride in rain, it helps if you think of it as essentially learning

a completely new subset of skills. Accepting it, and seeing it as a challenge, not necessarily a threat can also help.

As alluded to, some riders actually like the rain. Nor are MotoGP races cancelled just because it's raining either, which proves rain is not an automatic no-go if you learn to work with the demands made on you and your machine.

Covering Up

If there is ever a time when most riders agree on the value of a full-face helmet, rain riding could be one. Raindrops sting at speed, and storm winds can blow larger things out of nowhere into your face.

Having suitable clothing is also vital. Many rain suits work well, especially for lighter rain. Heavy precipitation will test any suit however, and even some expensive designs can let water creep in if you let it.

Motorcyclist raingear has the extra job of fighting constant wind currents that want to flow in and around the suit. Any opening - collar, sleeve, or pant cuff - is an invitation for water to enter.

For example, even if you have a watertight coat and gauntlet gloves, air pressure can drive rainwater down the gauntlets and into your sleeves. Some riders find tucking in the gloves works better for their setup, and others do OK as long as their adjustments are tight. The same goes around the neck. A high protruding collar or neck warmer can channel water in.

If planning a long trip, you might want to test your gear on a rainy day close to home. Working out these issues can make the difference between actually getting along fine with rain, and cursing the day.

If you do get wet, whether it's warm or cooler will affect how you'll like it. If heading toward rain, wearing a base layer that insulates when wet - like polyester, fleece or wool - may help. When uncomfortable, you are distracted, and more likely to make mistakes. It is during inclement weather that all the more focus is needed, so think of preparation as a word to the wise.

Traction

Rainwater makes even clean pavement less grippy and simultaneously prevents your tires from warming up as quickly or as well.

What's more, if it hasn't rained lately, accumulated dirt and oils will form a slippery film until they are washed off. This could take a while depending on how hard the rain is falling.

We all know dry traction varies depending on the surface, so does wet. Some roads offer surprisingly good wet traction, and other roads are bad. It's your job to figure out which is which and everything in between!

A way to test traction is to carefully and very briefly use the rear brake to the point of lock-up. This works in the dry too, and is a better-than-nothing gauge based on how easily your tire breaks loose. Do it on a flat part of the road - not on a crowned or cambered section, because the wheel will follow gravity and go out of line.

Hazard zones include repaired, or tarred pavement, old slick asphalt, some concrete surfaces, debris washed onto the roadway, and intersections rippled or soaked with oil. Toll booths and concrete parking garages that get wet, but never washed clean can also be sketchy. Also, watch out for railroad or trolley tracks, metal grates, expansion joints, and plates, which grip like Teflon. Rail tracks hit on an angle can steer your front wheel and instantly put you down. Likewise, painted crosswalks and lines can be very slick when wet, they offer poor traction for cornering or braking, and it's best to run over them when you're vertical as well.

Naturally, on wet roads lowered speeds, and careful movements are the watchwords. Keeping a relaxed body, and not a death grip on the bars also lets the bike do its thing. Progressively use the brakes. Take turns and accelerate smoothly. Going up a gear can help prevent spinning the rear wheel.

Hydroplaning is less likely for a motorcycle's rounded tire than a car's, but the wider the tire, or the faster you go, the more you increase your chances of it happening. The cuts in your tire treads, also need to be deep enough.

Generally, rain-oriented street tires have more cuts, and high performance street tires have fewer. Where sport tires may partially overcome this otherwise handicap is the quality of their compounds. Just as in the dry, softer rubber offers better traction than harder compounds.

Vision and visibility

In lieu of wipers, Rain-X helps on the outside of the face shield, especially at speeds. Some sort of anti-fog solution may help on the inside. At lower speeds fogging and rain buildup are more likely. Ratcheting the shield up a notch helps vent, and if you absolutely can't see through the rain, raising it so you can see either through or under it may do the trick at low speed.

Eyewear with yellow or orange lenses may also help your visual acuity, especially for daytime rain riding. If you have a fairing windshield, it should not be so high that you can't peer over it. Think about trimming or replacing it if you can't.

Hi-visibility colors and reflective bits are better than black or neutral colors without reflection. If you fell on the road, you would want to be easily identifiable as a human, not a piece of tarp or invisible.

Carve out a place

Try to maintain a safe following distance, and get away from drivers who want to tailgate. Sadly, many drivers who tend to follow too closely will not suddenly amend their ways in the rain. A trick that may or may not work is to look back for a moment,

and put an open hand up to the tailgating driver. An alternate to this is to make a one-handed pushing motion. Other riders find waving their hand back and forth, while reaching behind, works. Some drivers may not realize they are risking a person's life until you assertively but politely wake them up to this reality.

Thunderstorms

It is not advisable to ride if you are where lightning is striking. Riders can be killed or knocked unconscious while riding in lightning. The lucky ones wake up in a ditch. According to NASA, Florida has twice as many lightning-caused deaths and injuries than any other state. Other states with a high incidence of lightning strikes are Georgia, Tennessee, North Carolina, New York, Pennsylvania, Ohio, Michigan, Colorado and Texas. July is the peak month for lightning.

Wind

A motorcycle is like a little sail. Full fairings and lighter bikes are especially susceptible to side winds. Be prepared to have to lean into the crosswind just to stay upright. If leaning into the breeze, also be ready to compensate if the crosswind abruptly stops. Alternately, some riders have been known to parallel cars or larger vehicles to let them block extreme crosswinds. Be careful not to ride in anyone's blind spot though, if you try this.

Conclusion

A lot about how your rain riding experience goes is up to you. If, however, you are caught in a situation you feel is too much to handle, find the nearest safe spot to pull over. Otherwise, proactively teaching yourself to ride in the rain pushes back your fear threshold. Panic is the common denominator of all sorts of rider-induced crashes, so thinking about what you are doing, learning as you go, and not riding beyond the capacity of you or your machine is key.

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: We hold our monthly social on the first Saturday of every month.

The **June 2009 Social** information is posted above. It is on Saturday June 6, 2009 at Rick's house. There is a pre social ride scheduled, please check the forum for updates.

Regular Monthly Meeting - held the third Saturday of every month. Please see the beginning of the newsletter above – The Augusta Chapter Cookout will

be held on May 16, 2009, the regular scheduled day of the monthly meeting. The next scheduled monthly meeting is Saturday June 20, 2009.

NOTE:

If you no longer wish to receive the newsletter 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.

LOCAL CSRA EVENTS:

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

95 Rock Radio Station (<http://www.95rock.com/>) is hosting two events this month. Check the web site for updates.

- The first is the Mud-bug-a-beaux and Brew Festival held on Saturday June 6, 2009 from 12 to 8 pm.
- The second is the Rock & Pub Crawl held on Saturday June 13, 2009. The exact time was not announced. A great way to check out some of the Bars in the downtown Augusta area. You pay a \$5.00 cover and get in free in all the Bars that would normally charge a cover.

Local Bike Nights:

Tuesday Nights

Hooters, 2834 Washington Rd., Augusta, GA. Restarting on April 21, 2009

The Loft, 927 Broad St., Augusta, GA. Every Tuesday

Thursday Nights

Indigo Joe's Restaurant, 3730 Wheeler Rd., Augusta, GA

Laura's Backyard Tavern, 218 S. Belair Road, Evans, GA

Last Tuesday of Each Month

SnoCaps Drive In, 618 West Ave., North Augusta, SC. Held the last Tuesday of every month starting at 7pm, look on their web site to see the sponsor - <http://antique-shop.com/sno/snocapevents.htm>

UPCOMING DAY RIDES:

Check the Forum for updates for day rides @ <http://forums.delphiforums.com/augustachapter/start>

Possible Ride in July 2009 – Please read below:

John Lowe talked with Mark Mosley, the owner of the Indian motorcycle dealership in Charlotte, NC. He is willing to put together a tour of the Indian manufacturing shop and his dealership on a Friday, 2:00 the latest. In order for us to do this as a group we would need to leave Augusta by 8:00 am. The only way he will do the tour is to have 20 to 25 people to commit. No tour given for less then 20/25 people. Those willing to spend the night in the area can and then we will come back Saturday. You do not have to ride a motorcycle to go on the tour. If you want to drive your family up and meet at the dealership that is ok too.

The last two Fridays in July are currently available to do the tour, if we get enough to commit we will choose one of those days.

If anyone is interested please let John know as soon as possible.

His email is - llowe@charter.net

UPCOMING OVERNIGHT RIDES:

Blue Ridge Parkway Ride:

When: 13 – 19 Jun 09

Meet Time: @ 8:30am on 13 Jun 09

Meet Location: Pilot Gas Station on Riverwatch Pkwy at exit 200 on I-20.

KSU: @ 9:00am

This is a 7 day ride coming back from Cherokee, NC on Friday June 19 2009. Info is posted on the Event Calendar. Sometime in May we will have a meeting of all the people interested in participating in the ride.

Ride led by Mike Adams (aka - Super Chief)

FYI:

Continue to check the forum for updates as our Road Captains are always working on plans for day and weekend rides that don't make it in the newsletter.

AVAILABLE 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>

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 available: beginners, intermediate and advance.

Thanks,

Randy "X-Man"

Augusta SCRC Chapter 62

1st Officer

Ken "Axe"

Augusta SCRC Chapter 62

2nd Officer