

Southern Cruisers Riding Club

Chapter 62

Augusta, Georgia

Chris Bennett, 1st officer of Valdosta, GA found the following article and asked to share with everyone. In light of the recent number of motorcycle accidents that occurred around the CSRA in the last couple of months I felt the information would be a good article for this news letter. I hope everyone reads the article to learn a very important part of motorcycle riding. As the article states, "The only to become proficient is to practice" before you have to use in an emergency.

News Article of the Month:

Number One Motorcycle Survival Skill

The NUMBER ONE motorcycle survival skill is **HARD BRAKING** - also known as "panic" braking, or "emergency" braking.

HARD BRAKING is applied during those infrequent times when you need to INSTANTLY exert FULL BRAKING FORCE - *without losing traction and/or losing control of your bike.*

Typically, this is because something or someone just became positioned right in your path at the last second.

HARD BRAKING is the strongest possible braking force you can apply to avoid a collision - **with the vital and additional point of "not" losing traction or losing control of your bike.**

When such an occasion occurs that your very survival is at stake, **will you be able to immediately apply full-force braking pressure, without hitting your brakes so hard that you lose control of your bike?**

If you cannot confidently answer "Yes" to that question, **the remedy is simple:** you need to **PRACTICE HARD BRAKING right away!** (And then practice again and again).

When faced with a sudden potential motorcycle mishap, a **common rider reaction** is to slam the brake so hard on the brakes, that **one, or both tires lock up and skid.**

Locked up tires result in lost traction - and a longer stopping distance - presuming, of course, that the rider is still in control of the bike while the tires are locked! (That's actually "not" a likely presumption, since many riders "will" lose control of their bike when they lock up a tire and lose traction).

YOU should practice emergency braking from time to time in an empty parking lot or some other location without traffic. And keep practicing!!

Another point to consider for those riders who are not always solo: You should also practice hard braking with a passenger! Not only does the increased weight cause the bike to handle differently, but how will you react during an emergency with a passenger slamming into your back during a hard braking situation?

PRACTICE emergency braking with and without a passenger to develop your rider survival skills!

If you are a rider who loads down your bike with gear for a long-distance ride, you should also **PRACTICE HARD BRAKING with your bike fully loaded**. Not only is this a good way to develop your braking skill with the exact load you are riding with, such practice braking is a good way to test your load security. Better to learn that your improperly secured sleeping bag will go flying forward in a panic stop, while you are practicing, then under the duress of a real road threat.

Keep in mind that if you are continually in the habit of applying "normal" braking pressure under "normal" riding circumstances, how do you think YOU will react in an emergency?

Oh! And if you happen to have an [Anti-Lock Braking System](#) (ABS) integrated on your bike does that mean all of this is unnecessary? In brief, there is no substitute for improving your rider experience, but ABS does have some compelling advantages.

Only by **PRACTICING HARD BRAKING, over and over and over again**, will you create the proper reaction habit for the time when you may most need it....**Good luck out on the road.**

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 **Aug 2009 Social** will be held at 7:00pm Saturday Aug 1, 2009 at the Road Runner Café located at 2508 Peach Orchard Road, Augusta, GA.

Regular Monthly Meeting - held the third Saturday of every month. The next scheduled monthly meeting is Saturday Aug 15, 2009 at the Side Tracks Bar and Grill.

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>

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>

UPCOMING OVERNIGHT RIDES:

Mountain Ride @ Two Wheel Inn Oct 23-25: Staying at TWO WHEEL INN in Robbinsville, NC. I suggest calling to confirm your reservation. The number to call is on the web site below. Also, when you call to make your reservation tell them you are with the Southern Cruisers group.

<http://twowheelinn.com/>

As of July 09, there are NO rooms left at the Two Wheel Inn, I suggest calling one of the other hotels located in Robbinsville, NC if you plan to attend.

John and I talked about the size of the group that is going, for safety reasons we decided to lead two separate groups. John (Old School) is leading **Group 1** and Ken (Axe) is leading **Group 2**. We will meet at the hotel in Robbinsville.

We are asking everyone's assistance to help us split the two groups as evenly as possible to have an equal amount of bikes. If one group gets bigger than the other we will ask a rider(s) to volunteer to switch groups depending on where the closest starting point is to where they live. Also if you desire to change groups for the return trip please make arrangements to have someone from the opposite group swap with you.

There is the possibility of adding a third group if more people with bikes decide to attend.

Group 1 - Leaving from Appling - John (Old School) is leading -

Meet: At 8:00am in Appling, GA at the Circle K gas station located at the intersection of Columbia Rd and Appling Harlem Rd.

When: Friday morning October 23

KSU: At 8:15am. He will drive to Thomson, GA by 8:45 and stop at LUVS gas station located at the intersection of Hwy 17 & I-20. KSU from Thomson 9:00.

Group 1 - will travel Georgia roads by way of Suches, Ga. Stop to have lunch at Two Wheels Only (TWO) in Suches, then on to Robbinsville..245 miles. We will meet up with 2nd group at hotel in Robbinsville, NC.

Group 2 - Leaving from Evans - Ken (Axe) is leading -

Meet: At 8:00am in Evans, GA at the Circle K Shell gas station located at the intersection of Hwy 28 (Furys Ferry Rd) & N. Belair Rd.

When: Friday morning October 23

KSU: At 8:15am.

Group 2 - will travel South Carolina back roads until we cross into Georgia between Westminster and Clayton. Stop to have lunch at Rumor Hazit in Clayton, GA. After lunch we will ride to Franklin, NC and catch Wayah Road towards Robbinsville. Will travel 210 +/- miles to get to the hotel.

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.

What to Eat?

By Randy Taylor

The staple of the modern American diet is either being vastly overeaten, under-eaten, or completely abandoned all across the country, and I think that it's time we found out the truth about the infamous carbohydrate. Atkins and South Beach philosophies aside, we'll focus on modern research to learn more about the carbohydrate as a substance, as well as an appropriate and recommended intake.

Let us first identify carbohydrates as a substance. Carbohydrates are your body's primary source of energy. They can be found in grains, starches (pasta, potatoes) vegetables and legumes (beans and peas). They're also found in sugar and sweets, including fruit and candy, and even in dairy products. Each gram of carbohydrate contains 4 calories. During digestion, your body converts carbohydrates into sugar (glucose). The sugar enters your bloodstream, where it is transferred to individual cells to provide energy. Some of the extra sugar is stored in your liver and muscles as glycogen. Your muscles normally store only small amounts of glycogen--enough to support you during activities such as recreational biking or swimming, weightlifting, and 5- to 10-kilometer runs. But depending on your level of fitness, your muscles may run low on glycogen if you exercise intensely for more than 90 to 120 minutes. In turn, your stamina and performance may suffer. This can be an issue during activities such as long-distance running, swimming, cycling, soccer and triathlons.

Endurance exercise is not the only form of training and competition in which carbohydrate depletion can compromise performance; it can also occur during high-intensity exercise as well, especially during activities that involve high quantities of repeated anaerobic bouts. This depletion can then trigger a phenomenon known as gluconeogenesis, a process by which additional energy is produced by the synthesis of glucose from protein and fats. Unfortunately, a prevailing disadvantage of this compensatory energy-producing mechanism is the potential loss of (muscle tissue). This fact, of course, flags the significance of adequate carbohydrate intake and its role in the maintenance of the body's protein stores.

Insufficient carbohydrate supplies can also affect the brain, since the primary fuel for the brain is glucose. Impaired central nervous system (CNS) function is apparent during starvation and prolonged endurance exercise, when depleted glycogen stores can induce feelings of dizziness and general malaise. In the case of low-carbohydrate diets, prevalent side effects are symptoms of fatigue, weakness, and hunger.

Conversely, excess carbohydrate intake can lead to undesired weight gain. Ingested carbohydrates are converted to muscle and liver glycogen, but once their carrying capacity is achieved, the rest is converted to fat--an unwanted result for those who want to lose weight and improve body composition. It is also critically disadvantageous for athletes engaged in events in which weight gain diminishes performance (e.g., distance running, swimming, etc.). This signifies the extreme importance of a dietary regimen that maintains a balance between adequate energy production and physique maintenance or improvement.

Given all of this information, let's take a look at how many daily carbohydrates are necessary but not excessive. This is a complicated question based on the various and particular needs of individuals. For the "average" person wanting to increase muscle and decrease fat, 1 part fat, 2 parts protein, and 3 parts carbs--is a good general reference when deciding on your daily meals. Additionally, we also recommend that out of that 3 parts carbohydrates, no more than 25% be comprised of simple carbohydrates such as sugars and processed foods. For instance, if an individual required 2400 calories per day based on BMR and activity level, each "part" would translate to 400 calories ($2400/6$ parts = 400). Therefore, 1 part fat would equal 400 calories from fat, 2 parts protein would equal 800 calories from protein, and 3 parts carbohydrates would equal 1200 calories from carbohydrates. Of those 1200 carb calories, a maximum of 300 would come from sugars and processed foods.

In reference to general carbohydrate intake percentage, I recommend that the average active individual ingest roughly 50% to 55% of their daily calories from carbohydrate sources, preferably complex carbohydrates. Mind you, this is a general recommendation based on low to moderate activity levels. For those who are more active or training rigorously for an event such as a triathlon or a sport, that carbohydrate percentage may need to be increased to 60% or higher to account for the additional energy needed to perform at maximal levels. If you are worried about carbohydrate intake affecting your physique, remember, the Zig Zag approach is a perfect remedy for this. On days that you plan to exercise or train at high intensity levels for an extended period of time, more carbohydrates are naturally required; but days that are going to be used for rest and recovery, cut back slightly on your calories and carbohydrates, and focus more heavily on lean sources of protein in your meals to reinforce muscle recovery. This way, you'll rarely have to worry about reaching a surplus of carbohydrates that your body can't process and use for fuel.

Studies are being conducted daily on the topic of carbohydrate needs for both fat loss and performance enhancement all over the world, so new and exciting developments are sure to find us in the near future. In the meantime, my recommendation is to keep your carbohydrates around that 50% to 55% range, trying to derive most of your carbs from high quality, complex carbohydrates. Whatever you do, stay away from any diets or "experts" advising you to severely limit your carb intake for an extended period of time. This is both counterproductive and potentially dangerous, and for an athlete can be disastrous to performance.

Carbohydrates are one of the most vital nutrients offered to us, so enjoy them, just not too much.

Eat Healthy, Be Healthy.

Thanks,

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

Ken "Axe"
Augusta SCRC Chapter 62
2nd Officer