

MOTORCYCLISTS AGAINST STAYING HOME



Next Gathering
August 3rd, 7:15pm at
IHOP
The Woodlands



August 2018

Texas District
Chapter **M2**
Spring, Texas

Gold Wing Road Riders Association
Friends for Fun, Safety, and Knowledge
South Central Region H



H.E.A.R.T.S. Veterans Museum



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Director's Corner

Bart & Cheryl Harris



Endless Summer

One more month to go before summer comes to a close and the weather gets more rider friendly. Ok, this is South Texas, maybe two months. We have a few more people choosing to take A/C transportation of late and that is o.k. If you want to stay a little more comfortable, come on out in your car. The main thing is that you are out having fun with your friends!

In August, we will continue effort to keep on having fun and minimize exposure to the elements. On the 5th, we have an early breakfast ride up to Montgomery. Should be home before it really heats up. On the 18th, we have a dessert ride to Pie in The Sky (which will really be dinner+dessert) in Conroe. We will keep the ride up in the heat of the afternoon fairly short and the ride home should be almost pleasant. Finally, the Woodard's have graciously opened their home once again for a Game Night on the 25th.

Everyone should have received the e-mail from Linda regarding our upcoming Casino bus trip to the Golden Nugget Casino on September 1st. Although the upfront payment of \$43 may seem a little pricy on first glance, when you do the math, the ultimate cost for the bus ride ends up being \$23 per person. That is really not a bad deal to travel all the way to Louisiana in comfort without having to worry about driving and having the opportunity to have fun with everyone in one vehicle. We did something similar a couple of years ago at the Texas District Rally and we really had fun on the bus. Do remember that you need to pay Linda in advance by August 8th. Hope to see you there!

Until next time,

Ride Smart, Ride Safe!

PLAN AHEAD!:

- ♦ Aug. 28th-Sep. 1st Wing Ding 40, Knoxville, TN
- ♦ October 13th Nun Run
- ♦ December 9th Chapter Christmas Party



The M * A * S * H Chapter

August Events

Aug. 3rd
Friday
6:30pm

Chapter Gathering at I-Hop in the Woodlands
Come early and visit; meeting starts at 7:15pm



Aug. 5th
Sunday
8:30am

Breakfast Ride to Montgomery Steakhouse
Meet at Stripes-Sunoco Station



Aug. 7th
Tuesday
7:15pm

M2 Team Meeting Conference Call
Contact Bart Harris for call in number.



Aug. 18th
Saturday
4:30pm

Dessert Ride to Pie In the Sky in Conroe
Meet at Chevron Station



Aug. 25th.
Saturday
5:00pm

Game Night at the Woodard's
Meet at Claudia & Andy's home



Forthcoming in September

Sept. 1st
Saturday

Chartered Bus Trip to the Golden Nugget Casino in Lake Charles
Meet at HARC, 8801 Gosling, The Woodlands 77381
8:45am (Bus leaves at 9:00am sharp), pay by August 8th.

Sept. 7th
Friday

Chapter Gathering at I-Hop in the Woodlands
Come early and visit; meeting starts at 7:15pm

Sept. 11th
Tuesday

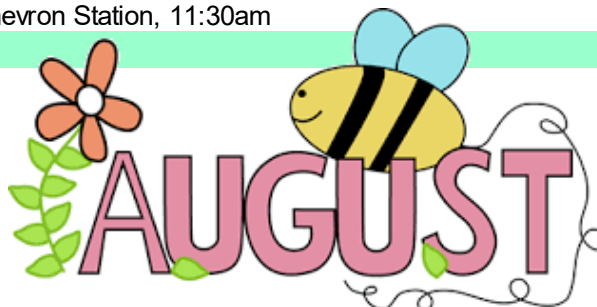
M2 Team Meeting Conference Call
Contact Bart Harris for call in number.

Sept 15th
Saturday

Ride to Relay Station in Plantersville
Meet at Stripes-Sunoco Station, 10:30am

Sept. 23rd
Sunday

Ride to Manny's Seafood in Livingston
Meet at Chevron Station, 11:30am



A BUSY WEEKEND

The 3rd weekend of July ended up being a busy one for M2. We had already scheduled a ride for Sunday when N2 invited us to join them on an ice-cream ride on Saturday evening.

Given the 100° heat, everyone opted for some sort of A/C system for our late afternoon trip. Lloyd, on his trike, showed up with an ice powered cooling system. Bart & Cheryl, Chris & Brenda, Britt & Debbie and Scott & Linda choose traditionally air-conditioned vehicles. We ran down FM242 to meet up with N2 at the Valero station. N2 turned out to be the hardier bunch with most of them on bikes. From there we headed down into the heart of Kingwood to the Sub-Zero Nitrogen Ice Cream store. It is somewhat interesting the way they do that. You pick out your flavors; they mix it up in bowl right in front of you and then freeze it with nitrogen in a matter of a minute or less. The ice cream was tasty. Maybe not the best I have ever eaten, but a little unique.

The next day, we took a Sunday afternoon ride over to Dobbin for lunch at Holder's Old Fashion Burgers. We did have a few more brave the heat for this one. Andy & Claudia, Charlie & Brenda and Bart rode. Britt & Debbie, Howard & Carol and Scott & Linda also attended representing the



The M * A * S * H Chapter

“M2 Car Club” as Scott has named it. Again, in deference to the heat, we took a direct route to get up to Dobbin and enjoy some traditional American food in the cool. After a leisurely lunch, we all went our separate ways. As it turned out, Cheryl, who had decided to skip this one, actually did end up coming to Dobbin as well to rescue your brilliant ride leader who somehow managed to lock his keys in the glove box.



Mr. Happy Key



How Does Riding Style Effect Motorist Awareness?

Have you gotten a chance to ride this summer? It seems like we went from 3 great weather days into the depths of the summer heat. But whether you only had a 100-mile chapter ride or a cross-country trip, have you considered that your riding style effects motorist awareness?

Judy and I just returned from a 5-week, 7600 mile trip to Newfoundland. Along the way, I had many miles to consider how our riding style impacts motorist awareness; sometimes for the good and sometimes for the bad. Consider what a motorist thinks when they see a rider. Often on TV and in the movies if you see a rider, it's a bad guy. Not always but very often. First of all, we are glad when they see us but part of our mission in the motorist awareness program is to let non-riders know that we are people just like them. We're not the bad guys. We have jobs, families, responsibilities and people who care about us. If we are riding recklessly, speeding or darting in and out of traffic, we reinforce the negative Hollywood image of riders.



Our motorist awareness program wants to emphasize that every GWRRA member is an ambassador to the non-riding public. I encourage you give that some thought as you prepare for the next ride. When we put on all the gear (even in the summer), we communicate our dedication to safety. When we allow a safe distance between ourselves and other vehicles, we do the same.



I followed Judy almost every mile of our trip. I think she hurt her arm waving at all the truckers we passed along the way. I'm sure they saw her and had a much more positive attitude toward her than they would have if we had cut in front of them in an unsafe manner or used an obscene jester because they blocked the road for 5 minutes trying to pass another truck.

Motorist awareness opportunities are all around us. I hope you will consider your riding style as just one of them the next time to head out on a ride.

Be safe. See you at Wing Ding.

Scott and Judy Finnell

H.E.A.R.T.S

VETERANS MUSEUM

On July 7th, M2 had a short ride up to the H.E.A.R.T.S. Veteran's Museum in Huntsville. Despite being right up the road, I cannot recall M2 ever visiting this jewel of a museum in the dozen or so years I have been riding with the chapter.

What a cool place it turned out to be! It was jammed full of memorabilia and stories of local veterans dating back to the colonial era. There were guns, model ships, pictures, stories, a film on the Holocaust and much more. You could literally spend a whole day in this place and not see everything. I highly recommend a trip up to Huntsville one weekend if you missed this ride.



Attendees included Scott & Linda, Chris & Brenda, Bart & Cheryl, Howard, Lloyd and Andy. After touring the museum we headed over to McKenzie's in Huntsville for a nice BBQ lunch. The

weatherman had predicted thunderstorms late in the day but the clouds were building by the time we finished lunch. Those of us on bikes decided to take Hwy. 75 back home and it took a little

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*The M * A * S * H Chapter*

time to get through the traffic of Huntsville. We did run into some rain on the way but our delay turned out to be fortunate as I understand those that went straight down I-45 in cars got hammered!

I truly enjoyed the museum and spending time with our M2 mates. The afternoon showers kept it cooler without getting too wet. Of course, I did have to wash the bike the next day....







August Birthdays

| | |
|------------------|---------------|
| 4 th | Kathy Bryan |
| 16 th | Donna Uphoff |
| 19 th | Allan Douglas |
| 22 nd | Michele West |
| 29 th | Bart Harris |

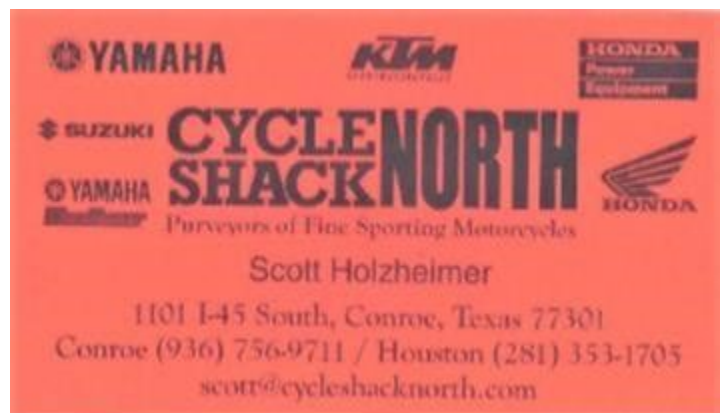
Quote by Claudia

Sign at a construction company
that is hiring someone to dig
holes:

“Ground-level position
available.”



YAMAHA KTM HONDA
SUZUKI
YAMAHA HONDA
Cycle Shack NORTH
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YAMAHA KTM HONDA
SUZUKI
YAMAHA HONDA
Cycle Shack NORTH
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10 Common Motorcycle Accidents and How To Avoid Them

From: Wes Siler, Ride Apart Online Magazine, February, 2017

Riding a motorcycle is dangerous. Luckily, bikes also give you the best possible tools to avoid crashing — incredibly powerful brakes, obstruction-free vision, excellent handling and very grippy tires. Here's how to use those tools, and your very own brain, to avoid one of these common motorcycle accidents.

Motorcycle Safety:

Want to reduce your odds of dying in a crash? Get educated. New riders should complete a basic rider course from the MSF or similar while advanced tuition is available at race tracks. It can be cheaper than you fear.

Safety gear doesn't just help prevent injury in a crash, it can also make riding more comfortable, put you in better control of your bike, and help you be seen by other drivers. Bright colors on your helmet and jacket/suit will help car drivers see you, potentially avoiding some of the common accidents detailed below.

1: A Car Turns Left In Front Of You

The most common motorcycle accident. A car fails to see you or judges your speed incorrectly, turning in front of you at an intersection. Blame inattention, distraction, blind spots and even psychology; a driver looking for cars perceives merely an absence of cars, not the presence of a motorcycle.

How To Avoid It: Simple, you just need to see it coming. Part of your job as a motorcyclist is to develop a precognitive sixth sense. Look for signs that could indicate someone may turn in front of you: a car is at an intersection waiting to turn, there's a gap in traffic near an intersection, driveway or parking lot. In either situation, slow down, cover your brakes and get ready to take evasive action. Yes, you do need to take something as innocuous as a car waiting in a turn lane as a major and immediate threat to your life. You also need to account for objects outside of your vision. Gaps in traffic indicate the possibility of someone coming through that gap, even if you can't see them. Again, MAJOR THREAT, PREPARE FOR EVASIVE ACTION.

And once you've identified said threat, you can work it through levels of severity. Is the driver clearly able to see you, without obstruction from their window pillars, trees or signs? Is that person actually looking? Are they looking at you? How are they situated in the road? What is their speed? Where are their wheels pointing?

Look at their wheels, not the car — they'll give you the first clue of movement. During all this, also be aware of what's behind and to your side. Should you need to take evasive action, you'll need to know your routes of escape. It's no good braking in time to avoid a turning car, only to be swatted from behind by a tailgating SUV. What's the road surface like? Is it going to be able to handle the full force of your brakes or are you going to lock them? You do know how to use the full ability of your brakes, right?

Under no circumstances should you "lay the bike down." Your best chance of survival comes from shedding as much speed as possible pre-collision, and you're going to be able to do that best with the bike completely upright, using both brakes. Even if you only have time to lose 10 or 20 mph, that could be the difference between going home with bruises and going home at all.



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2: You Hit Gravel In A Blind Corner

You're out riding the twisties when, seemingly without warning, you round a corner to find a patch of sand/gravel/leaves/horse dung/whatever in your path. You put your front tire in it and wipe out.

How To Avoid It: Don't hit it in the first place. Ride at a pace where your reaction time and ability to take action fit within your range of vision. On the road, "Slow In, Fast Out" is an effective rule of thumb. Enter a corner wide, to increase your vision and at an easy pace. You can pick up the speed on the way out, once you can see.

Trail braking is a slightly more advanced skill that you'll need to learn and practice on a track before applying on the road. Using it, you brake all the way to the apex using the front brake before swapping brake for throttle. Since you're already on the brakes and the bike's weight is distributed forward, compressing the front suspension and increasing the size of the front tire's contact patch, you can easily tighten your line by applying a little more brake or widen it by letting off. Doing so should help you avoid obstacles such as gravel.

Another advanced skill, which is oddly controversial in rule-loving America, but which is taught by advanced police riders abroad, is to maximize vision by using the full width of the road, regardless of lanes. Vision equals safety equals speed. Again, learn this from a trained professional before trying it yourself.



3: You Entered A Corner Too Fast

And now it's unexpectedly tightening and you're just not going to make it around. Oh no.

How To Avoid It: Don't be a dummy. Only ride as fast as you can see and use visual clues like telephone polls and signs to judge a road's direction, even if that road is disappearing over a blind crest.

If you do find yourself going too fast in a corner, the best approach is to trust the bike and try to ride it out. The bike is likely more capable than you are, so it's really you that's not capable of making it around. Take as much lean out of the bike as possible by hanging off, look where you want to go and be as smooth as possible on the controls. Do not whack on the brakes, chop the throttle or do anything else that may upset the bike and cause a loss of traction. Don't panic if a peg or knee or something else touches down, just try to hold that lean angle, look for the corner exit and ride it out.

This is another situation in which trail braking can be a real help, allowing you to safely shed speed while already in the corner.

4: A Car Changes Lane Into You

You're riding in traffic when a car in another lane suddenly veers into the space you're occupying. Remember, our tiny motorcycles can easily fit into blind spots and drivers looking for cars aren't psychologically programmed to see motorcycles.

How To Avoid It: Be aware of where blind spots lie and spend as little time in them as possible. If you can see a driver's eyes in their mirrors, then they have the ability to see you, too (*But remember that still doesn't always mean they're looking – Ed.*).

Beware of situations where lane changes become more possible. Is highway traffic slowing, with one lane moving faster than others? People are going to want to be in that lane. Don't be where they want to be.

Look for signs of a car changing lanes: turn signals, wheels turning, the car wandering around its own lane while the driver checks his/her mirrors and, of course, the driver's head moving. Be aware of all that, in all the cars around you, at all times, and you'll be good.

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GWRRA TX WINGERS-N-WAVES 2018



Liberty of the Seas

Mark your calendar and come sail away with us on October 21, 2018 for 7 nights of WOW! Departs from Galveston, Texas to Honduras, Belize & Cozumel!

Wingers and friends are invited to join the FUN from all over the country! You do not need a Passport if you're a US citizen (original Birth Certificate with state ID).



The sale rates include ALL port taxes, based on double occupancy as of 1/19/18. The rates are subject to change until booked. Please book your cabin with **WINGERS-N-WAVES** to ensure you're included into the special functions and group dinners!

Oceanview Balcony cabin - \$871.00 per person

Window cabin - \$603.50 per person

Inside Cabin - \$519.50 per person



Royal Caribbean is having a special sale currently. We promise to book your cabin at the lowest price at the time of booking and guarantee the best possible price. We will honor Crown & Anchor rates and special discounts if offered at the time of booking. Only a \$250pp deposit final payment July 20th.

LIMITED SPACE – CALL TODAY TO RESERVE YOUR CABIN (386) 299-7535

Check out our Annual Alaska Cruisetour, Viking River Cruise & Australia & New Zealand 2019!

For full event details WWW.WINGERSNWAVES.COM

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5: A Car Hits You From Behind

You come to a halt a stop sign/cross walk/intersection/to avoid a family of baby ducks when, the driver behind you doesn't see you or isn't trying to and plows into you at high speed. The most common car accident is a "fender bender." A fender bender can kill a motorcyclist.

How To Avoid It: Use cars as your very own crumple zone. A single car stopped at a multi-lane stoplight, with more cars coming from behind? Pull in front of it (wave nicely) and you're cushioned from any subsequent impacts. Between a line of cars works just as well.

No free crumple zones available? Stop to the side rather than the center of a lane, rapidly flash your brake light by tapping a brake lever, keep the bike in gear and your right hand on the throttle. Pay attention to what's coming up behind you and be prepared to scoot away should it appear someone's about to come plowing into you.

Be particularly aware in situations where there's bad visibility, at times when drunk driving is prevalent (do all the bars around you let out at 1am?) and when stops are unexpected, such as at pedestrian crosswalks on very busy streets and stuff like those cute baby ducks crossing the road.

6: Your Riding Buddies Are Idiots

You've seen it happen. A group is out for a ride when one of them stops suddenly or something similar. His buddy is too busy daydreaming to realize and hits him from behind. This has happened to us; it can happen to anyone.

How To Avoid It: Make sure everyone is aware of proper group riding etiquette and knows to ride in a staggered formation. You'd be amazed how many people are unaware of this simple technique. Doing so increases vision and moves bikes out of line with each other, meaning a temporary lapse in attention won't result in a collision. Pick smarter riding buddies or do what I do: ride alone.



7: You Locked The Front Brake

Oh no, a deer/cute girl/cop/stopped traffic. You grab a fistful of front brake and, next thing you know, you're lying on the ground, watching your bike cartwheel down the street.

How To Avoid It: Learn to use your front brake. It might seem counterintuitive, but that front brake is the most powerful and difficult-to-master component on your motorcycle; it can alter your speed much more quickly than your engine.

If you're just learning to ride, have simply never mastered this skill or bought a new bike and need to learn it, find a big, empty parking lot and start practicing. From a set speed (say, 30 mph), start braking at a certain mark, then repeat ad infinitum until you've reduced your braking distance as much as possible. You should be able to feel the tire on the very edge of locking up and the rear wheel lifting off the ground. Then go and practice at higher and higher speeds until you can employ the maximum braking ability of your motorcycle reliably and safely.



Or just buy a bike with ABS, remember you have it, and squeeze the lever as hard as you can when you need to make an emergency stop.

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8: A Car Opened Its Door

The biggest gap in traffic was between a line of parked cars and a stationary line of active traffic. So you go scooting through it when, all of a sudden, Nathan-no-look swings his door wide open right in front of you.

How To Avoid It: Never, ever, ever, ever ride between an active traffic lane and parked cars. Not just because of the opening doors thing, but because pedestrians step out, cars pull out so they can see, and for a million other reasons. Just don't do it. If you do, somehow, find yourself in a door-opening situation though, follow all the advice above and brake as hard as possible. Even if a collision is inevitable, shedding even a small fraction of your speed can really help.

Cyclists call the area next to parked cars, within a door's width "The Death Zone" for a reason.

9: It's Slippery!

Stuff is coming out of the sky! That stuff is cold, wet and, surprise surprise, slippery. Listen to Douglas Adams and don't panic.

How To Avoid It: Does your bike have decent tires on it or were you silly and decided that running track rubber on the road was a good idea? Hint: it's not. So long as you're running reasonable tires and those tires aren't worn out, you'll be surprised at how well a motorcycle does in wet or even snowy conditions. Just slow down and be as smooth as possible on the controls.

In the wet, stuff like manhole covers become super, extra slippery and you'll need to watch out for oil and diesel on the road as well. Look for patches of rainbow and avoid those. If it hasn't rained for a while, the first hour or so of rainfall is the most treacherous; it lifts all the oils and whatnot out of the pavement, floating it on top. Treat yourself to a hot cup of coffee and wait for a solid downpour to wash all that junk away.



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| TEAM GWRRA | | |
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| For a list and contact information on the Texas District Staff go to: http://www.gwrra-tx.org/staff/staff.php | | |



The M * A * S * H Chapter Team

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| | | | |
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Also beware of the limited visibility rain creates for other drivers and their general ineptitude; car drivers don't seem to understand that slippery conditions necessitate longer following distances and earlier braking.

Ron Haslam advocates keeping revs up in the wet. The thinking is that, should your rear spin up, you'll be using a smaller amount of throttle opening, allowing you to regain traction much easier than if you're riding at 30mph in 6th, at wide open throttle.

10: The Most Common Bike Accident

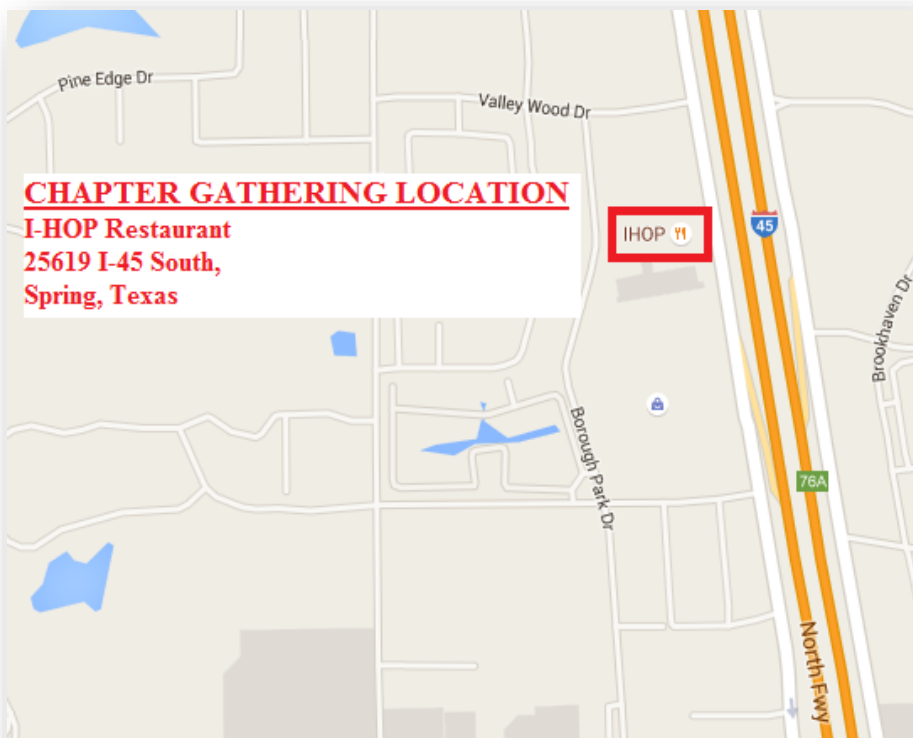
According to the 1981 Hurt Report — the largest study ever conducted on motorcycle accident causation — alcohol is a factor in 50 percent of all bike wrecks.

How To Avoid It: Don't drink and ride.



The M * A * S * H Chapter

**Come have some fun with your friends and neighbors,
Join us on a ride or at our Monthly Chapter Gathering**



*Traveling around Texas?
Pay a visit to some of our
friends.*

*Go to the Texas District Website for
links to other GWRRA local
chapters:*

[http://www.gwr-ra-tx.org/chapters/
chapters.php](http://www.gwr-ra-tx.org/chapters/chapters.php)

