

# Cruis'n with the



**February 2007**

Chapter FL1-A2 Tallahassee, Florida

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**We're On The Net!**  
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**Florida GWRRA Home Page Address**  
<http://floridadistrict.com>

**Chapter FL1-A2 Information**

**General Membership Meeting**  
Second Thursday monthly  
At  
Golden Corral Buffet  
Dinner at 6:30 pm  
Meeting at 7:30 pm

**Supper Rides Every Third Thursday**

**Dinner Social Every Fourth Thursday**

**We miss you when you're not there!**  
**Welcome to all visitors and new members!!!**  
**We're glad you're with us!!!**

**NATIONAL, REGIONAL & DISTRICT**

**EXECUTIVE DIRECTOR:**  
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**REGION A DIRECTOR:**  
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**REGION A RIDER EDUCATOR**  
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**DISTRICT MAD COORDINATOR :**  
Jim & Linda McGinnis

**DISTRICT WEBMASTER/MISTRESS**  
Thomas & Penny Treadwell

**DISTRICT TREASURER**  
Bill & Austine Barbour

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**Friends for Fun, Safety and Knowledge**



**ED GOLDLINE**

Help!!! Somebody call the cops. Somebody stole January. It was Christmas just yesterday?? I can't believe February is already here. Our Rally is just three weeks away.

Saturday is our day to visit Ed & Peggy at their lake home for lunch. We looking forward to it (yum—yum).

Just been sitting around working on E-mails, Rally stuff, etc. Got a real cute e-mail for us old timers, when you've got a few minutes try [frontiernet.net/~jimdandy/specials/remember/remember.htm](http://frontiernet.net/~jimdandy/specials/remember/remember.htm)—(That's a long e-mail address) check it out and see what you remember. I'm old because I remembered all but one person.

Leucetia and I along with George Walsh and Pat Gordon attended the Chapter Director's conference in Plant City last month. We brought back some good information and ideas. We'll share them with you at the Chapter meeting.

Those of you who missed the ride to the Rattlesnake Roundup last Saturday missed a good time. Although no one tried the fried rattlesnake, we were told it is delicious. Tastes like chicken???? Doesn't everything that's a little out of the ordinary for us Americans.

On a serious note George Walsh is to have open heart surgery Wednesday morning, January 31<sup>st</sup>, at 7:00am. Our prayers are with him and his doctors. Get well soon George!!

Looking forward to our Rally. Be sure and tell everyone you know and invite them to come. We have six big time vendors coming and if we want them to return we need to make this a profitable experience for them. Let's support them as much as we can\$\$.

See you at the February meeting, February 8<sup>th</sup>.

Ride Safe and Enjoy  
Lenton and Leucetia Stephens

**Safety Corner**  
*Safety Corner*

*From: Jim Zumbrunn  
Rider Educator*

## HIGHSIDE

More often than not, making a mistake while riding a motorcycle leads to misfortune, usually not serious, but sometimes fatal. One of the most deadly mistakes you can make is called doing a highside.



When a bike is 'dumped', or 'laid down', it falls DOWN, gravity assisted, all the way to the ground and ends up on its side. At slow speeds this usually results in little or

no damage to the bike or the rider. Even at higher speeds, given that the rider is wearing appropriate protective clothing, most damage is restricted to the bike. In either case, these are known as doing a low-side - meaning that the rider exits the bike by going in the direction of the fall: down.

Obviously, doing a high-side means that you exit the bike by being thrown up and over the high side of the bike. That, in itself, is not particularly deadly, but it happens that the bike usually follows the rider into the air and then it comes back down, often on top of him. Not too many people survive such an encounter.

So how does a high-side happen? What causes it and what can you do to prevent it from happening?

To begin with, a high-side starts when you use so much rear brake pressure that you lock your rear wheel. If you are in a curve, (or if you have also applied your front brake while going in a straight line, or if there is substantial road camber, or severely unbalanced loading of the motorcycle), this starts the rear end sliding/skewing away from the direction the bike had been moving because traction is diminished on the rear tire (it has become 'sliding friction' - about 80% of what it was just prior to the skid) and that tire has begun to MOVE FASTER (in the direction of bike movement) than the front tire (centrifugal force, among others, is having its way.) The automatic, and correct, driver response to this situation is to turn the front wheel in the direction of the slide. [Actually, the front wheel will turn in the direction of the slide by itself - your job is merely to let it.] **Let me be clear about that - I do not mean that the front-end ACTUALLY is steered or turns toward the slide but that it will APPEAR to be doing so. Without steering input the front-end will continue to point in the direction of bike travel while the rear-end slides to the side which makes it look like the front-end is being steered in that direction - and your job is NOT TO FIGHT these dynamics.** But now he can make a mistake that can cost him his life - he can release the rear brake.

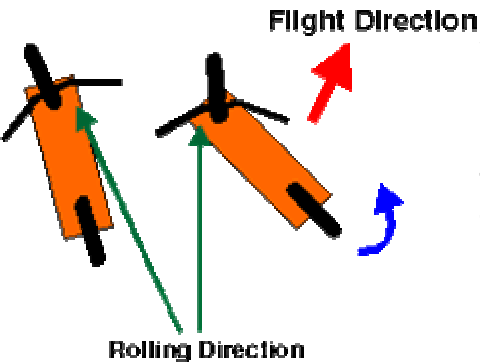
Let's look at what is happening at the instant his rear brake locks up causing his rear wheel to begin to slide and the instant that he releases pressure on the rear brake. Let's assume a rider is in a gentle turn at the time. (Riding in a straight line is exactly the same as soon as the rear wheel starts to skew to one side or the other of the front wheel track.) The bike is moving in the direction pointed to by the front tire at this instant. Note that the back tire is always 'scuffing' a little as it tries to get into the same direction pointed to by the front tire.

Now at this instant the rear brake locks and the rear wheel loses a significant amount of its traction (at least 20%). It begins to skew outward from the center of the curve.

The driver now allows the front wheel to turn in the direction of the slide. The direction of bike travel has thus changed. Meanwhile, the rear end continues to slide and is still moving FASTER than the front end at this instant. The bike is trying to 'lay down' [because with the rear-wheel no longer spinning you have lost

its gyroscopic effect and, thus, attitude stability for about 80% of the bike] and will do so if nothing else happens quickly.

But the rider, realizing that his rear end is sliding completely out of control, decides to release the pressure on the rear brake to try to drive out of the situation. When he does so the rear tire, which is being dragged forward as well as to the side, is suddenly able to start turning again. This allows it to move in the forward direction much more easily than a moment before, and just as suddenly it regains traction (mind you, it lost only about 20% of its traction when it began to slide and it is picking up only that 20% or so of traction at this point.)



Whether the engine is driving the rear tire or not, because the bike is not simply 'dragging/scuffing' the rear tire forward with it (because the tire is now rotating), the bike begins to move faster (actually, is slowing more slowly) in the direction pointed to by the front tire. At the same time, because full traction has been regained, the sliding movement of the rear end of the bike comes to an abrupt end. And what next happens is the high-side!

Whether the slide movement of the rear end is abruptly stopped because the rear wheel hits a curb, or because the tire has regained traction, the results are the same: centrifugal force, coupled with inertia, try to keep the center of gravity of the bike moving in the direction it was last traveling. Since the bottom of the rear wheel has stopped sliding, (all stopping forces are at the contact patch), clearly a torque is developed. The result is that the bike is violently twisted in the direction of the earlier slide. The front wheel actually helps this twisting action because it has a bearing in its axle and the bike merely rotates using that bearing as an axis.

Naturally, the driver will be thrown in the same direction as the bike is twisted.

The mistake, of course, was releasing the pressure on the rear brake. Said differently, if you are in a situation where the rear wheel is sliding out from under you, despite having turned the front wheel in the direction of the slide, then the safest course of action is to RIDE THE BIKE INTO THE GROUND - do a low-side. (i.e., do NOT release the pressure on the rear brake.)

Let me also add that there is one more thing that could have been done to avoid the high-side described here: always straighten the bike BEFORE you aggressively use your brakes when in a curve!

If the bike is moving in a straight line, particularly if the bike has any form of integrated braking, and the rear wheel brake locks resulting in a skid, it is still possible to do a high-side, but the odds of doing so are far less than when in a curve [the faster you are moving, and the greater the camber (slope) of the road, the higher the odds.] Still, the best decision the rider can make is to NOT RELEASE the rear brake if it is locked to try to insure that a high-side does not result.

Abruptly releasing the front brake when the rear wheel is locked and skidding can also cause a high-side because it will increase rear wheel weight and, therefore, traction. Nevertheless, the only possible way to 'ride out' of this situation is to get the front end of the bike to go faster than the rear in the direction of the skid. Thus, a gentle relaxation of the front brake is a reasonable action to take. (Note, however, that with any form of integrated braking, this is virtually hopeless because so long as the rear brake is applied the front brake is also being applied.) Increasing front brake pressure, on the other hand, will almost certainly result in immediately laying the bike down on the low side.

Can a high-side occur if you do not release the rear brake pressure at all? You bet! If you have ever witnessed a 'straight line' high-side accident you will remember that the skid mark was a straight line until the very end at which point it became a 'J'. What that shows is that the rider successfully managed to keep his front wheel pointed in the direction of the skid until he had turned his wheel to its limit (a 'stop' was reached.) When that happens, of course, he can no longer continue to turn into the skid and the direction the bike travels begins to abruptly change - the skid increases until it presents a 90 degree tire face in the direction the bike is moving, which happens to present the largest contact patch 'face' perpendicular to direction of travel and, thus, maximizes the odds that traction can be reestablished. This, then, is approximately when the bike stops its skid and violently snaps into the air.

Having seen that a rear end skid requires that you gently relax front brake pressure and maintain rear brake pressure in hopes that the front wheel can be coaxed into catching up with the rear one (slow more slowly), what should you do if the front wheel begins to skid instead of the rear one? EXACTLY THE SAME THING! Gently release the front brake and maintain the rear one! Thus, you do not have to make a decision based on which tire is skidding. The reaction is the same.

So, above I said that if you have a choice you should ride the bike into the ground rather than do a high-side. I also said that the dynamics will almost certainly result in a high-side even if you do what is corrective - turning into the slide and feathering the front brake. Is it hopeless? Must you do the high-side? Not at all. It means that as soon as you know the attempt you are making is not going to work, CLIMB ON THE FRONT BRAKE! This will FORCE a low-side!!! (If you have any form of interlocked brakes you can also force a low-side by INCREASING rear-brake pressure because that increases front-brake pressure as well.)

Please, I do not want to get flamed for suggesting that you actively low-side your bike! If you have ever seen the results of a high-side, you should kiss the ground that you have the ability to stop it by laying your bike down. If you can do it, do it. If not, good luck to you anyway.

[I have been asked why aggressively using the front brake will cause a low-side rather than making a high-side happen sooner. This is because by applying front brake you cause weight transfer that further relieves the rear wheel traction which, in turn, both reduces the odds of a high-side and slows the bike faster. i.e., it falls over (low-sides) sooner.]

Some people have argued that if you can release the rear brake quickly enough after it locks you can avoid a high-side and regain control of your bike. This is TRUE! However, you should understand what that really means. There is a difference between a SKID and a SLIDE. During a skid your tire is not rotating at the same speed as the bike is moving and so you scrub off some rubber but you are still fundamentally in control of your bike - that is, the tire is still pointing in the direction of bike movement during a skid. During a slide, however, the bike is FALLING OVER and the rear wheel is moving laterally - to the side - and you are no longer in control of your bike. If you release the rear brake during a skid you will feel a modest 'jerk' as the rear wheel regains traction and you continue on - UNDER CONTROL. If you release the rear brake while in a slide regaining control is far from assured as the 'jerk' becomes a very severe 'jolt', or worse, a high-side.

So, the advice to not release the rear brake when it is locked refers to the situation where a SLIDE HAS BEGUN. For almost everybody this means NEVER RELEASE A LOCKED REAR BRAKE because a slide begins VERY QUICKLY in the real world and most people cannot react quickly enough or even recognize that the rear tire is sliding - it is foolish in the extreme to pretend that you are the exception and can catch it before that slide has begun.



## **From The Chief Bandit's House**

by Jack Birge, Assistant District Director

Jack & Betty  
Florida Assistant Directors

January was another busy month for the Gold Wingers in the Panhandle. The Annual Officer Conference was well attended, 275 and from 45 chapters. We, the District Staff, received a lot of compliments for another successful event. Betty and I hope the ones who attended thought it worthwhile and gained something to bring back to the general membership.

The Region Rally dates have been confirmed, Sept. 13-15 and will again be held in Perry FL. If you are thinking about attending, you should go ahead and secure your lodging. The Hampton Inn is the host again and has already started filling up. Don't delay, act now. If interested, the Inn's phone number is 850-223-3000.

Speaking of lodging, I hope you have your reservations for the Florida District Rally because the host hotel is full. There are several motels in the area catching the over flow, if interested in which ones, check with me and I will steer you in the right direction.

Tallahassee's event is fast approaching, Feb 23-24. This will be their 2<sup>nd</sup> year at this location. Betty and I enjoyed the peaceful setting on the lake last year and are looking forward to doing so again this year. See ya there.

I traveled down to Lakeland for their annual event the weekend of the 20<sup>th</sup> and they sure did draw a crowd. Hats off to Wes and Jil Davis, CD's from Crestview for winning the popular Chapter Challenge, Jil winning first place in the female costume contest and Wes even won one of the several grand prizes. The weather was rather cool riding down on Friday morning and returning on Saturday evening, overall though a good ride adding over 900 miles to the trike. I had hoped more from the Panhandle would have made the trip to return the great support FL2-L showed us during the Annual Bandit Getaway. Maybe next year.

I spoke with Judy Seadorf in reference to the upcoming Horizon Program and there are a few slots available. This is an excellent leadership program and all Chapter Officers and anyone who may consider an officer position in the future should attend.



By Leucetia Stephens

I would welcome an article from you! Have you been on a ride that you enjoyed? Have you learned some helpful little tidbit? Have you had any beneficial learning experience? Maybe you'd just like to share the joy of the experience of riding. This is your newsletter! Please share your experience with the rest of us.



### 2007 EVENTS

February 3	FL1-M Anniversary	Clearwater FL
February 17	FL1-F Sweetheart Dance	Port St. John FL
February 23/24	FL1-A2 Annual Mini Rally	Lake Talquin FL
March 2-11	FL1-H Goldwing Getaway	New Smyrna Beach
March 3	FL1-W Breakfast/Brunch	Apopka FL
March 10	FL1-Q Annual Charity Poker Run	Milton FL
March 15-17	Florida District Rally	Kissimmee FL
March 25	FL1-E2 Charity Poker Run	Ft. Walton Bch FL
March 29-30	Alabama District Rally	Mobile AL
April 14	FL1-B 4 <sup>th</sup> Annual Road Rally/Fun Day	Valrico FL
April 21-22	Horizons Program	Ocala FL
April 28	FL1-W Green Eggs & Ham	Apopka FL
May 3-5	South Carolina District Rally	Spartanburg SC
May 5	FL1-T 20 <sup>th</sup> Anniversary Poker Run	Crystal River FL
May 26	FL1-F2 20 <sup>th</sup> Anniversary Poker Run	Ocala FL
June 14-16	Georgia District Rally	Rome GA
Jul 4-7	Wing Ding	Billings MT
Aug 31-Sep 2	GWRRA 30 <sup>th</sup> Anniversary Party	Nashville TN
Sep 8	FL1-A Picnic/Auction	Tampa FL
Sep 13-15	Region A Rally	Perry FL
Oct 11-13	Mississippi District Rally	Biloxi MS
Nov 10	FL1-X Four Chapter Spaghetti Social	Orange Park FL
Nov 17	Florida District Rider Ed Fair	St. Petersburg FL

### LOCAL DINNER RIDE SCHEDULE



### February Birthdays

Carolyn Campbell – 2\3  
Hugh Waller – 2/12  
Gary Allen – 2\27

Karen Share – 2/3  
Mary Ann McKee – 2\16

Durell Daniels – 2\8  
Margaret Parmer – 2\22

### February Anniversaries

None

### March Birthdays

Leucetia Stephens – 3\2  
Mary Lee Rouse – 3\5  
Mattie Lussier – 3/9

Marvin Culverson – 3\3  
Carol Ergenbright – 3\6  
Sheila West – 3/12  
Richard Lussier – 3/31

Jo Nell Culverson – 3\5  
Ann Lumsden – 3\8  
Wayne Parmer – 3/24

### March Anniversaries

Wayne & Belinda Hicks – 3/30

## KUDOS

Ed & Peggy  
For the cookout on the Feb 3<sup>rd</sup> ride!  
Thanks a million!

## WELCOME

Invite your neighbors and friends to our meetings! We'd love to have them visit!!!

## NEW BIKE CLUB

Someone out there needs a new bike? Don't they??



# Notes From Last Meeting

What You Missed If You Weren't There:  
By



Lenton Stephens  
Various 1500 Parts  
Seat, chrome corning light covers, etc.

The logo for 'Ruffriders Clothing & Apparel' features a silhouette of a person riding a motorcycle on the left. To the right, the word 'Ruffriders' is written in a red, cursive font, with a red gear icon integrated into the letter 'R'. Below this, 'Clothing & Apparel' is written in a blue, sans-serif font.

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