



August 2011

The Lone Star Ladies News

Announcements:

Birthdays

None

Anniversaries

Kay August 1st
 Donna August 23rd

Rides

Linda C's September ride

Website Address

www.lonestar-ladies.com
www.lonestar-ladies.org
www.lonestarladies.org

Meeting Notes:

Ride Theme for 2011 *Some Place TO DO Something / Unique*

March – none	April – Karleena	May – Debbie
June – Donna	July – Mel	Aug. – Jenifer
Sept. – Linda C.	October – Linda G.	Nov. - TBD

2011 Officers:

President – Kay	Vice President – Jenifer
Treasurer – Donna	Secretary – Debbie
Sgt. at Arms / Safety Officer – Karleena	
Web Mistress / Newsletter – Melody	
Membership Officer – Cindy	

Meetings are first Monday of each month at Kay's house.

September meeting will be September 12th due to the Labor Day Holiday.

Jenifer's ride was discussed. She has been in contact with the Houston Chapter to meet and ride with us.

IT'S ALL ABOUT THE RIDES ...

The Changing Times

By: Melody

In 2001 when Kyle and I bought our Goldwing, the motorcycle craze hadn't really started like we would soon see. The first year we rode on occasion, but if it was too cold we would wait for a warmer day. If it was too hot we would wait for a cooler day. And if the wind was blowing or even looking like rain ... forget it! We rode by ourselves because we didn't have any friends with a bike. So we enjoyed riding around close to home And we had lots of good times.

The following year started out the same until Debbie S. (a former Lonestar Lady) talked us into going on vacation with a group of biker friends. We gave her 101 excuses that we couldn't go, but in the end, we agreed to go. Overall we had a really good time and saw some beautiful county. The best part of it was that we made some lasting friendships. We also saw that we wanted to continue taking vacations on our bike.

With a new set of friends that like to ride as much as we did we started riding every weekend. We went everywhere. One of us might mention a balloon festival in East Texas and off we went. We might head north for the weekend only to wake up to rain in the area ... so we just turned and headed south. We didn't care if it was cold, hot, raining, sleeting or the wind blowing a gale, we just wanted to ride. The hill country was a regular ride for us if we didn't have anywhere else to go. Great curvy roads with lots to see and do.... You couldn't go wrong by going there.

Now we weren't the only ones riding a lot. Bikes were everywhere. You had to plan ahead on most weekends and make some reservations. It wasn't a spur of the moment decision to go spend the weekend in the Hill Country on a holiday weekend. You had to plan that at least a month ahead. The motel parking lots were full of motorcycles. They usually outnumbered the cars – 2 to 1. When you rode the countryside you would see groups of bikes – 10 to 20 bikes in a group.... With one group right after another. The motels, cabins, café's They were all full with bikers. Times were good!

Fast forward the years to a struggling economy, global warming, old age, grandkids, or “wake-up” call events times have changed. Some of us kept on riding. Maybe not as much as we used to – or in a different style But we are still out there riding. In the last couple of years, Kyle and I started riding dual sport bikes. They were great for riding short little rides on country back roads. You didn't go far because your butt would hurt too bad after about 50 miles. But, we had ridden every road around in the hill country and this gave us a chance to ride new roads while adjusting to our older age, grandkids and a different lifestyle. It was something new and different so we were still having fun.

I guess we weren't the only ones that tired of the same roads or had their lifestyles change. Over the last couple of years we have noticed that there are fewer and fewer bikes in the hill county on the weekends. We haven't been traveling the major roads of the street bikers since we have been doing more dual sporting But, the parking lots are telling lots of stories. Some weekends we don't see any bikes in the parking lots of the area motels and restaurants.

This year having rode most of the dirt and gravel roads around We started missing some of the old "regular" roads down here. I told Kyle that I wanted to ride the "Three 3's" or "3 Sister's" (whichever you prefer to call them) on my dual sport! We had ridden Hwy 337 several times into Leakey on our dual sport adventures and I had gotten a little taste of the twisties on it. Our little 50 mile rides had turned into 200 plus miles pretty regularly But, I figured Kyle would think I was crazy for wanting to do all three 3's! Instead, he thought that sounded like fun, so off we went.

The first day we rode we went from Leakey to Parade Ranch Rd. (the ones with all the cattle guards ... Debbie's favorite ... #336). It was great ... the long sweeping corners with twisties in there too That little bike is so easy to whip around you just zip along. Before you knew it you were at the end of it. The original plan was to get on Hwy 41 and head on back to the trailer. But, we had so much fun we decided to do some more, so we got on Hwy 338 and went back to Leakey. From Leakey we got on #337 and went to Medina. Considering you have to go up Hwy 16 to get back to Kerrville, we made a full day of it with switchbacks on 16. Our dual sports were more like sports bikes that day they are a blast on the curves! We had so much fun we did it several more times over the weekend.

Now that I got off the subject I was trying to make While we were traveling the street bike routes, we noticed that there were more bikes on the roads. Last weekend we had seen several small groups, but this weekend (Labor Day) we were seeing large groups as well as small groups and individuals. The parking lots were showing a lot more biker life too!

I don't know if the much anticipated "Cold Front" along with the long weekend was the instigator for all the bikers to get out Or, if the realization that our long summer days are getting shorter Or, if us old farts just decided we can't get those past years back so we better start enjoying what's ahead the bikers were out and about in the Hill County these last few weekends. It has been great to see!

SAFETY TIP

Crosswinds How to deal with them

By: James R. Davis

Sooner or later you are going to wonder about how to handle severe crosswinds - probably while fighting them.

Surprise, surprise - you don't have to do anything and the motorcycle will handle most crosswinds just fine - with only normal responses from you.

There are a couple of things that you can do to make the experience less stressful, however. For example, you can quit white-knuckling your grips. When you hold on tight you also tend to stiff arm your controls. That, as we've talked about before, merely allows front-end instability to propagate into the rest of the motorcycle. Relax your grips and droop your elbows. Allow your bike to be a bit unstable. Drive in the **CENTER OF YOUR LANE**. Lean forward and down to reduce your profile, and snug up your jacket.

What about traction? You neither gain nor lose any significant traction when the wind blows from your side unless you are in a curve. While you are leaned into the wind all of the weight of the bike remains on your tires (fancy that) and there is very little lateral force scrubbing that traction away.

How much lean do you need? Whatever the bike dials in for you.

Should you anticipate those gusts? Should you just respond quickly to a gust in order to remain in control and traveling in a straight line? No, and no. Your bike will **NOT** travel in a straight line. That is, as long as you allow it to do its thing, your bike will be modestly blown off course with a gust and the result of that movement is **EXACTLY** the same as any other minor course change - you will need modest counter-steer input to correct it - the CG of your bike will then be on the side the wind came from and the result is that it will lean towards the wind.

[Anticipating wind-shear **IS** important under a couple of scenarios: the approach of an oncoming large vehicle suggests that severe buffeting will occur when you pass it, and entering or exiting stretches protected from the wind such as tunnels or bridges with relatively high retaining walls. In these cases you will certainly want to position the bike away from the source of the wind-shear and insure you maintain a firm grip.]

Is a heavier bike less likely to be blown around than a lighter bike? Not necessarily. What is primarily determinant of how great the effect of a crosswind is on your bike is its profile. A garage door (GoldWing) will typically be more harshly affected by crosswinds than a lighter low profile bike.

Can you mitigate some of that instability in any way? Yes. There are cowling additions that can be designed (some are available off the shelf - called 'belly pans') that streamline the airflow under your bike and help (modestly) to reduce crosswind handling problems.

Your side profile area is what determines how your motorcycle reacts to crosswinds. Just as there is a Center of Gravity, there is also a Center of wind resistance. If that center of wind resistance is in front of your Center of Gravity then crosswinds will tend to push you off course while if it is behind your Center of Gravity the motorcycle will try to steer INTO the wind. Thus, mounting a high profile LIGHT object (a stuffed animal, for example) onto your trunk lid or your pillion can have a dramatically corrective effect rather than worsen the bike's steering reaction to those crosswinds.

Crosswinds can be murder if you are leaned way over in a curve. Don't, if you can avoid it.

As a result of a crosswind your bike will move off course and normal modest counter-steer will lean it into the wind. A strong gust will blow you out of track. So, correct your steering, gently, and keep going.

I admit that sometimes a gust can be ferocious! I was on the Golden gate bridge once when a crosswind blew me into the adjacent lane! But the bike was in no danger of falling down and it was easy to get back in lane. Had the gust been a sustained blast I would have been leaned over nearly 45 degrees. It was not, thankfully.

Note ... there are TWO times when a gusty crosswind changes your bike's direction of travel: when it hits, and when it stops. Both require that you allow the bike to respond and use normal modest counter-steering. (When it quits you will be leaned over and, as a result, your bike will move towards where the wind WAS coming from until you straighten it up.

If crosswinds involve huge short gusts, go park the bike. If the crosswinds are more sustained, pucker up and keep going.

FOR SALE ...

Got anything for sell? Just let me know

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Upcoming Events ...

Linda C.'s September Ride

Reminders ...

Come to our next meeting and bring a friend ... because our goal is to unite women motorcyclist, to promote a positive image of women on motorcycles and to help educate our members on motorcycle safety and maintenance.

Don't forget our meetings are the First Monday of each month at Kay's house!