



RIDER EDUCATION

*Mack, Bettye and Tony Novak.
Your humble Chapter Educators.*

Hey Ya'll. Been trying to reach me via e-mail have you? Sorry. The trusty Dell is down for maintenance. More like rebuilding, but the "computer dude" says it's just simple maintenance. I am a bit adverse to "maintenance" that I have to save up for. Computer to be back up soon. Please call if you really need or want to talk to me.

I was reading old articles to fuel this newsletter submission. I need to discuss safety. Summer is about done, so another heat stress article is unnecessary. I came across a current article from "MOTORCYCLING" magazine. Article is about slow speed handling skills. I speak often about the importance of practice. Get out and practice the skills that we all worked so long and hard on learning. I credit Mitch Boehm for the information in this month's article. Get out and ride your motorcycle, will ya? Street motorcycles aren't the most nimble animals on the road. They are more nimble than our four-wheeled friends, for sure, but nearly as maneuverable as the old '83 Honda CR480R or my old Schwinn Stingray. Don't laugh. Those were the wheels that started this addiction I have with two wheels. But that's another article. Stability inherent in today's Goldwing is a welcome thing when you're hauling down the freeway. But when you're picking your way through a really crowded parking lot, or through stopped traffic on I-95. Once in awhile we all need to thread our way through tightly spaced cars or other obstacles, and doing so without the bike lurching around is not that easy. It takes practice. The trick to making these maneuvers a lot easier. Use that rear brake. I know some of you are thinking "rear brake? They might as well tell me to turn left to go right." (That one works, too; try it sometime.) maneuvering a 800 pound Goldwing within tight confines is tricky business. Too much throttle, you overshoot; too much front brake and you stop short, the chassis pitching forward violently. Try dragging the rear brake when moving around tight obstacles. Use throttle and clutch to provide smooth and constant forward motion, but use the rear brake to regulate it. Unlike the front brake, the rear brake keeps the chassis steady, which is what you desperately need when you're moving at less than 2 mph around an Escalades bumper. Don't believe me? Give it a try in an empty-and grease-free parking lot sometime. Try turning circles with your handlebar up against the right or left stop; go slowly in first gear, push the bar all the way left or right, lean the bike over a bit, keep the throttle steady and practice using the rear brake to regulate forward motion and keep the bike from lurching. Now granted, full stop circles on a Goldwing, maybe a high order, but it can be done. Use your head, "get it around!", look where you want to go. Use the rear brake, and crank her around. With practice, most riders become very good at slow, tight maneuvers. With enough practice you'll be ready to tackle those tight parking lot confines with confidence, even if that parking lot is I-95. Remember kids, ride smart, ride sober and practice, practice, practice.

Four wheels move your body. Two wheels move your soul.