



Mid Michigan Riders Inc.

Established 1986

MAY 2010

2009 Officers

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Vice President: Rodney Chapin (517) 699-2887
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MAY ACTIVITIES:

- 8 Mystery Ride meet at Flap Jack on S. Cedar 9 AM
- 15 K'zoo Air Museum meet at Big Boy in Charlotte 9 AM
- 23 Blessing in Hell meet at MillCreek Depot in Leslie 9 AM
- 27 DeLuca's for Dinner 7 PM
- 29 Hudson Leather ride meet at Mason A & W 9 AM

Tuesday night Ice Cream Rides start this month

Meet at DeWitt Powersports, 11666 US 27

Riding In the Rain and Wins by Jeff Cobb taken from motorcycle.com/rider-safety

Depending on your experience, skill, preparation and risk tolerance, riding a motorcycle in the rain can be anything from frightening to fun. In any case, it is at least more complicated, potentially more hazardous, and afterward, your bike will need a bath.

Some riders avoid rain, but others, especially in areas with more annual rainfall, learn to deal with it. And odds are if you ride long and far enough, sooner or later you'll be confronted with it, willingly or not.

If you think you may have to ride in rain, it helps if you think of it as essentially learning a whole new subset of skills. Accepting it, and seeing it as a challenge, not necessarily a threat can help.

And as alluded to, some riders actually like the rain. Nor are MotoGP races cancelled just because it's raining either, which proves rain is not an automatic no-go if you learn to work with the demands made on you and your machine.

Covering up

If there is ever a time when most riders agree on the value of a full-face helmet, rain riding could be the one. Raindrops sting at speed, and storm winds can blow larger things out of nowhere into your face.

Having suitable clothing is also vital. Many rain suits work well, especially for lighter rain. Heavy participation will test any suit however,

Riding in the Rain and Wind con't.

and even some expensive designs can let water creep in if you let it.

Motorcyclist raingear has the extra job of fighting constant wind currents that want to flow in and around the suit. Any opening—collar, sleeve, or pant cuff—is an invitation for water to enter.

For example, even if you have a watertight coat and gauntlet gloves, air pressure can drive rainwater down the gauntlets and into your sleeves. Some riders find tucking in the gloves works better for their setup, and others do OK as long as their adjustments are tight. The same goes around the neck. A high protruding collar or neck warmer can channel water in.

If planning a long trip, you might want to test your gear on a rainy day close to home. Working out these issues can make the difference between actually getting along fine with rain, and cursing the day.

And if you do get wet, whether it's warm or cooler will affect how you'll like it. If heading toward rain, wearing a base layer that insulates when wet—like polyester, fleece, wool—may help. When uncomfortable, you are distracted, and more likely to make mistakes. But it is during inclement weather that all the more focus is needed, so think of preparation as a word to the wise.

Traction

Rainwater makes even clean pavement less grippy and simultaneously prevents your tires from warming up as quickly or as well.

What's more, if it hasn't rained lately, accumulated dirt and oils will form a slippery film until they are washed off. This could take a while depending on how hard the rain is falling.

And just as dry traction varies depending on surface, so does wet. Some roads offer surprisingly good wet traction, and others surprisingly bad. It's your job to figure out which is which and everything in between.

A way to test traction is to carefully and very briefly use the rear brake to the point of lock-up. This works in the dry too, and is a better-than-nothing gauge based on how easily your tire breaks loose. Do it on a flat part of the road—not on a crowned or cambered section, because the wheel will follow gravity and go out of line.

Hazard zones include repaired, or tarred pavement, old slick asphalt, some concrete surfaces, debris washed onto the roadway, and intersections rippled or soaked with oil. Toll booths and concrete parking garages that get wet, but never washed clean can also be sketchy. And watch out for railroad or trolley tracks, metal grates, expansion joints, and plates, which grip like Teflon. Rail tracks hit on an angle can steer your front wheel and instantly put you down. Likewise painted crosswalks and lines can be very slick when wet, offer poor traction for cornering or braking, and it's best to run over them when you're vertical as well.

Naturally, on wet roads lowered speeds, and careful movements are the watchwords. Keeping a relaxed body, and not a death grip on the bars also lets the bike do its thing. Progressively use the brakes. Take turns and accelerate smoothly. Going up a gear can help prevent spinning the rear wheel.

Hydroplaning is less likely for a motorcycle's rounded tire than a car's, but the wider the tire, or the faster you go, the more you increase your chances of it happening. The sipes, or cuts in the treads, also need to be

Riding in the Rain and Wind con't.

deep enough.

Generally rain-oriented street tires have more sipes, and high performance street tires have fewer. Where sport tires may partially overcome this otherwise handicap is the quality of their compounds. Just as in the dry, softer rubber offers better traction than harder compounds.

Vision and visibility

In lieu of wipers, Rain-X helps on the outside of the face shield, especially at speed. Some sort of anti-fog may help on the inside. At lower speeds fogging and rain buildup are more likely. Ratcheting the shield up a notch helps vent, and if you absolutely can't see through the rain, raising it so you can see either through or under it may do the trick at low speed.

Eyewear with yellow or orange lenses may also help your visual acuity, especially for daytime rain riding.

If you have a fairing windshield, it should not be so high that you can't peer over it. Think about trimming it or replacing it if you can't.

Hi-visibility colors and reflective bits are better than black or neutral colors without reflection. Or you fell on the road, you would want to be easily identifiable as a human, not a piece of tarp or invisible.

Carve out a place

Try to maintain a safe following distance, and get away from drivers who want to tailgate. Sadly, many drivers who tend to follow too closely will not suddenly amend their ways in the rain. A trick that may or may not work is to look back for a moment, and put an open hand up to the tailgating driver. An alternate to this is to make a one-handed pushing motion. Other riders find waving their hand back and forth, while reaching behind, works. Some drivers may not realize they are risking a person's life until you assertively but politely wake them up to this reality.

Thunderstorms

It is not advisable to ride if you are where lightning is striking. Riders have been killed or knocked unconscious while riding in lightning. The lucky ones wake up in a ditch. According to NASA, Florida has twice as many lightning-caused deaths and injuries than any other state. Other states with a high incidence of lightning strikes are in Georgia, Tennessee, North Carolina, New York, Pennsylvania, Ohio, Michigan, Colorado and Texas. July is the peak month for lightning.

Wind

A motorcycle is like a little sail. Full fairings and lighter bikes are especially susceptible to side winds. Be prepared to have to lean into crosswind just to stay upright. But if leaning into the breeze, also be ready to compensate if the crosswind abruptly stops. Alternately, some riders have been known to parallel cars or larger vehicles to let them block extreme crosswinds. Be careful not to ride in anyone's

iding in the Rain and Wind con't.

blind spot though, if you try this.

Conclusion

A lot about how your rain riding experience goes is up to you. If, however, you are caught in a situation you feel is too much to handle, find the nearest safe spot to pull over. Otherwise, proactively teaching yourself to ride in the rain pushes back your fear threshold. Panic is the common denominator of all sorts of rider-induced crashes, so thinking about what you are doing, learning as you go, and not riding beyond the Capacity of you or your machine is key.



ROAD CAPTAIN REMINDERS from Warren Davis

This season should be a lot of fun.

Dawn and I sure are glad that riding season has arrived.

We are looking forward to riding with everyone at the April kickoff ride to Vermontville.

We have been out a few times this month and so far there is still a fair amount of loose sand, dirt and gravel, so keep your speed down on the curves unless you are sure it's a clean road. I am seeing a lot of potholes out there. Hopefully the road crews will get to most of them soon.

Just a reminder, everyone needs to have a current insurance and a current drivers license with a cycle endorsement if driving a motorcycle with the club.

MAY IS MOTORCYCLE SAFETY AWARENESS MONTH

PRESIDENTIAL RAMBLINGS Of Gene Hoover

I hate to start a newsletter off with bad news, but our dear friends and members, Jerry and Cheri, lost their house to a fire. Never a good thing, but I hear they got the car and bikes out safely!

Now is a good time to be thinking about our new (Thanks to David) Helping Hands program, what timing.

Now let's get to some warmer weather and some good old fashioned riding to get our minds off all these trials and tribulations.



VICE PRESIDENT'S THOUGHTS of Rodney Chapin

Well this month will be our last meeting of the year, at least until September. Now is the time to ride and have fun.

David win the 50/50 drawing of \$20.00 and Nancy won the Incentive drawing of \$10.00.

We have decided to get back out of District 14. Really wasn't a good deal for us.

Just before I started this article, Jerry & Cheri Neu's house caught fire and they lost everything they had. Thanks to the different fire departments, their motorcycles were saved and the car also. The neighbors got their utility trailer away from the house.

Hope to see everyone soon.



SECRETARY'S REPORT

by Gwen

April 21, 2010 Club Meeting Minutes

Meeting was called to order by Pres. Gene at 6:42 PM.

Minutes from the March meeting were approved with no corrections. Motioned by Rodney/2nd by Don. Passed.

Treasurer's report was given by Beth. Motion by Rodney/2nd by Bob to accept the report as presented. Passed.

Committee Reports:

Rally—Terri reported we had a meeting on April 5th. Flyers are printed, both big and small and are ready to be passed out. Rodney received a donation from Albin's of a leather jacket. Way to go Rodney! Any-time members go out to eat or anyplace, ask for a donation for our Rally.

Picnic Committee—no report

Christmas Committee—no report

Club Tour—Nancy reported that she has a list of 25 county seats. It will cost \$5 per person and \$10 a couple to participate in the club tour. If out riding your bike and you go through a county seat, take a picture or have a receipt for gas, pop, a meal. The items for the tour have to be turned in to Nancy by October 30th. There is a total of 83 county seats in Michigan. How many can you get?

Recessed at 7:00 for dinner. In session at 7:26.

Old Business:

Warren reported the ride to Stockbridge for October 3rd has been changed to September 19th. Meet at Cracker Barrel in Okemos at 9 AM, leave at 10. The October 3rd Mystery ride will be led by Bill. Meet at Flap Jack in DeWitt at 9 AM. Ride leaves at 10.

April 24 is our first ride of the season. We are meeting at Flap Jack in DeWitt at 9 AM. Leave at 10. We will stop at the Flying J and pass out flyers for our Rally. We heard there is going to be several bikes there for a rest stop.

Safety—Dave reported we had a meeting and watched a video on safety. We are going to set up a time and place to practice some of these safety tips.

New Business:

Helping Hands emergency fund can will be in Beth's bike.

50/50 drawing won by Don Fuller for \$17.50

Incentive drawing would have been \$5.00 for Sherie Sherwood if she were present.

Meeting adjourned at 8:00 PM.



MEMBERSHIP CHANGES

- 1) EVERY club member will need to fill out a new membership form EVERY year.
- 2) EVERY club member driving a bike will have to show proof of his/her cycle endorsement.
- 3) EVERY club member will have to sign an annual waiver

You cannot be a club member in good standing without completing these items.

It will also be necessary for family or friends riding with the club to do item 2 and 3.

This proposal was adopted by vote on March 17, 2010.

Proposal for Mid-Michigan Riders “Helping Hand” club member assistance program

Submitted by David Finet

For consideration at the next club membership meeting – March 17th, 2010 voted and passed

Purpose:

This proposal is to establish a program that would make funds available to provide financial assistance to club members who find themselves facing tough financial circumstances. All contributions to this fund would be voluntary and administered by three officers of the club as described below.

How the program would operate:

Funds gathered (see “How the program would be funded” below) would be held separate (not necessarily a separate account, but kept track of separately and reported at each meeting during the Treasurer’s report) from other funds of the group and used for the sole purpose of giving financial aid to members who find themselves in need of some monetary assistance. Need would be determined by three officers of the club (I suggest the President, Vice President, and Treasurer ~ unless two or more of those offices are held by members of the same household, and then the next highest ranking officer who lives in a different household would sit on the Helping Hand committee). Should one of those officers be the club member making a request for assistance, the club Secretary would sit in for that officer for the purpose of making a decision on their particular request. The club would entrust these officers to make decisions on behalf of the club based on the seriousness of the problem, and the size of the request relative to the size of the fund at the time the request is considered. An affirmative vote of two of the responsible officers would be enough to grant the request. The officers administering the fund can also make adjustments to the request as they see fit and the club member who makes the request can decide to accept the changes or not. It is hoped that the club member and officers administering the fund can find a mutually acceptable manner for the club to provide assistance to members in need. Finally, while members will be encouraged to pay back the fund when they can, this should only rarely (if ever) be a requirement for receiving assistance.

How the program would be funded:

This program would be funded in three ways. First, at any club event where we would usually have 50/50 and incentive drawings, we’d add in a completely voluntary 50/50 drawing to fund the “Helping Hand” program. Second, there would be a suggested (but still voluntary) donation of \$1 from each rider at each club sponsored ride. Third, anyone who would like to contribute directly to the fund would be able to do so voluntarily at any level that they choose.

Confidentiality:

In an effort to make the process of asking for assistance as comfortable as possible for all involved, all requests and all decisions of the Helping Hands committee will be handled with strict confidentiality by members of the committee. The only information about the committee’s work that will be reported out to members is the balance available in the fund during regular secretary reports.

TREASURER'S REPORT

by Beth Hoover

Well it is starting to get warmer! I haven't been brave enough to ride yet though. I know some of you have been out, but I just couldn't do it. I will be ready for the first ride. (Think warm! Think warm!) See everyone on Saturday.

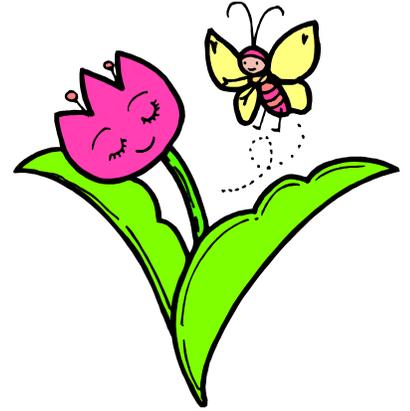
Beginning Balance \$948.43

Flags 10.00

Helping Hands \$71.00

Ending Balance \$958.43

Petty Cash \$50.00



MID MICHIGAN RIDERS, TEN YEARS AGO

by Nancy Chapin,
Historian

Bits & Pieces from the May 2000 Rider Chatter

May 2000 was the year we had a lot of changes. Dues were changed to \$25 for a couple and \$20 for singles. By Laws were changed & changing the way we did elections also. We would have nominations in September and October, along with the election in October. New officers would take over in November. (I guess this year was a repeat)

We had our maple syrup ride to Shepherd. Everyone had a great time and lots of pancakes and sausage and crafts.

Had all our ice cream rides set up along with our dinner rides. Looks like it was going to be a great summer.

Bits & Pieces from the 1990 MMR newsletter

On April 14th, Howard, Brett Lock, Rodney and I took a ride to map out a course for the poker run that would be in July. It was the coldest ride I have ever been on. We all about froze to death.

We had all of our dinner ride dates and places set for May and June.

As of May 1999, we had 58 members in the club.

Some of us have been out riding and some are getting ready to get out there. I would like to remind each of you to be careful and be safe.

I started this newsletter with the article about riding in the rain and wind. We will all be in those conditions sooner or later. We will ride in the dark and in the heat, in traffic, through loose gravel, in rain, in high winds, and who knows what else.

I just want to urge each of you to be safe and always aware. Ride your own ride and keep your eyes open and your mind on operating your bike safely.

On another note, Cheri and Jerry, two of our new members this year, lost their home to a fire. The important part is that they are both OK. Right now I am sure their world is upside-down but I know that our club members and Cheri and Jerry's family and friends will all be there to help them with anything they need and to support them in their effort to get back on track.

This is going to be another great season of fun times and great company. Have fun but always be careful!

Granny's Mumbings

Riding season has come!

We made it through the winter and things are rolling.

First I want to give Rodney a big YAAAHOOOOO!

He got a new leather jacket donated for our Hospice ride! How great is that? Things are falling together. This event is going to be SUPER!

Second, I want to take a minute to ask that each of us really thinks about our limits and the conditions we ride on these bikes.

On April 16th I received a phone call. The wife of someone I know was killed. Left behind are three kids and a husband.

She was on her bike in high gusting wind and the wind caught her and knocked her into a bridge abutment, which tossed her off the bike and into the path of a semi.

I'll save the ugly details, but we all need to give serious thoughts to how we feel physically and mentally before we hop on for a ride. We also need to think about weather conditions.

I, personally, know that if I'm not well rested and feeling strong and upbeat, that it is no time to hitch up my horse or get on my bike.

Being tired or having your mind on other business, will put you in a bad position for things that can, and inevitably will, go on around you.

The weather we ride in is another factor to always consider.

So as we start our riding season, please take care so none of us gets a horrible phone call.

Looking forward to our first ride together this year.

Granny with training wheels

COUNTY SEAT TOUR 2010

Cost \$5.00 per person for anyone that wants to do the tour (4-23-2010 to 10-30-2010). Give the money to Nancy. Has to be done on your motorcycle with pictures or a receipt with the name of the town on it, turned in by 11-1-2010. If you want, you can look the county seats up on Google, or check your Michigan map. Any questions, call 517-699-2887.

Counties in the Tour:

Arenac	Atrim	Barry	Berrien	Clare
Dickinson	Emmet	Gratiot	Hillsdale	Ingham
Isabella	Ionia	Jackson	Livingston	Mason
Midland	Monroe	Montmorency	Newaygo	Ogemaw
Ottawa	Sanilac	St. Joseph	Tuscola	Van Buren



FOR SALE:

1 women's snow pant, very warm \$50

These pants zip down the sides
cost about \$150 new.

Contact Nancy Chapin

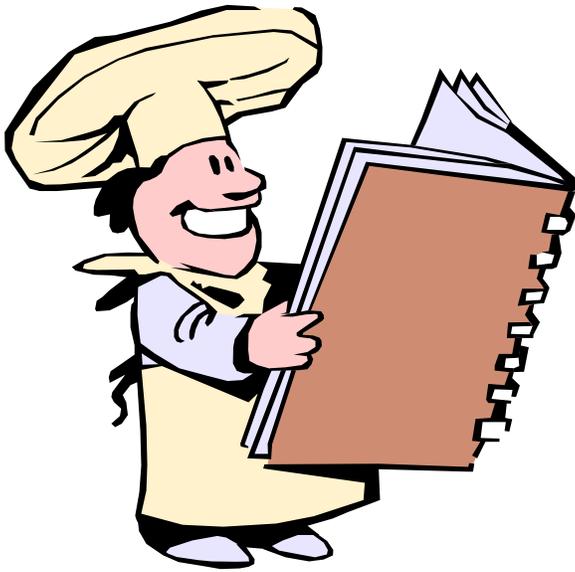
1996 Goldwing SE, Pearl White, 78,300 miles \$6,500

2005 Yamaha V-Star 1100 Classic, metal flake white,
many custom parts, 7,945 miles \$5,500

Contact Norb at 517-323-7053

FAVORITE RECIPE

submitted by Terri



Speedy Guacamole

In a medium bowl, combine 4 avocados, halved, pitted and peeled, 1/2 cup chopped fresh cilantro, and 1 table-spoons fresh lime juice. With a fork, gently mash until guacamole reaches desired consistency. Season with course salt. Serve with tortilla chips.

Serves 8

MAY ACTIVITIES

- 8 Mystery Ride
Bob, leader meet at
Flap Jack S. Cedar
9 AM
- 15 K'zoo Air Museum
Warren, leader meet
at Big Boy Char--
lotte 9 AM
- 23 Blessing in Hell
Gene, leader meet
at Millcreek Depot
in Leslie 9 AM
- 27 DeLuca's 7 PM
- 29 Hudson Leather
Warren, leader
meet at
Mason A & W
9 AM

JUNE ACTIVITIES

- 4-6 Don's Auburn
Carl-Dusenberg
Museum in IN
met at Millcreek
Depot in Leslie
at 8 AM
- 13 Gilmore Museum
meet at Sophia's on
Saginaw in Grand
Ledge 9 AM
Terri, leader
- 24 Tomato Bros. at
M-59 & Grand
River
Howell 7 PM
- 26 MI Military
Family Benefit
meet at
Piazzano's at 9 AM

JULY ACTIVITIES

- 3 BC Air Show
meet at Sophia's
on W. Saginaw in
Grand Ledge 9AM
- 11 Turkeyville Ride
meet at Millcreek
Depot in Leslie
at 8 AM
- 16-18 Bike Time
Gene leaves
Friday &
Warren
leaves Sat.
- 29 Dinner at
Waldorff
BrewPub
in Hastings
7 PM
- 31 Riders for
Hospice

MAY Activities:

- 8 Mystery Ride meet at Flap Jack on S. Cedar 9 AM
- 15 K'zoo Air Museum meet at Big Boy in Charlotte 9 AM
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- 27 DeLuca's Dinner 7 PM
- 29 Hudson Leather Ride meet at Mason A & W 9 AM



Ice Cream Rides every Tuesday

Meet at :
DeWitt Powersports, corner of US27 & Sheridan Rd. (11666 US27)
ride leaves at 7 PM

Mid Michigan Riders

P. O. Box 172
Eagle, MI 48822

Email: Midmichiganriders@gmail.com

www.midmichiganriders.com

MAY 2010

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4 Ice cream Ride	5	6	7	8 Mystery Ride
9 Mother's Day	10 Dawn's B-day	11 Ice cream Ride	12	13	14	15 K/zoo Air Museum
16	17	18 Ice cream Ride	19	20	21	22 Cheri & Jerry's Anniversary
23 Blessing in Hell	24 Memorial Day Observed	25 Ice cream Ride	26	27 DeLuca's 7 PM	28	29 Hudson Leather Ride
30	31					