



The SparkPlug

Oregon State UMCI



Volume 02 - Issue 12



December 2018



Coming Events

2018 Rides and Rally Schedule

Oct 26-28	Wandering Spirit RV Park – Grande Ronde, Dick Carson, 503-581-8981
Oct 27	Planning Meeting & Potluck, Ben Altman 541-993-9015
Dec 15	Portland Christmas Lunch - 1:00 PM, The Chinese Garden

2018 Dinner Rides - Sundays at 1:00 pm

Oct 7th Camp 18, 43262 Hwy 26, 22 miles east of Seaside, OR

Cover Photo

Merry Christmas

[Oregon UMCI Website](#)

November 2018 Rep's Ramblings

I hope all is well with everyone out there!!!

We held our annual planning meeting on October 27th. We had 22 attending, which was a small turnout, but not unexpected.

I will be coordinating the Rally schedule with Idaho and Washington to try to avoid double-booking like what happened this year. So the schedule will be posted in the upcoming newsletters...

The seasons have definitely changed to more winter like conditions. Although we have still had some pretty nice dry days. We are now back on standard time, and yesterday (Friday 9th) had our first frost of the year, so had to scrape the windshield on the truck. That just isn't right!

I haven't said anything for a while, so it's about time again to challenge members to show people you are a member of this Club by wearing hats, shirts, pins, etc. that display the UMCI logo. Otherwise, we look like just any other group. I will note that at our 11-10 breakfast there were at least 3 with UMCI hats. That is better than usual. But I would still like to see more...

Listen closely, Grasshopper...

Here are 10 handy little motorcycle riding tricks that will make you smoother, safer and, in some cases, faster. They'll work on any bike, any time, whether you're cruising, tearing up a mountain road or heading out around the world.

In Traffic, Drag Your Back Brake For Better Balance

Picking your way through traffic at low speed is one of the hardest things we have to do as riders. Managing a heavy, unwieldy motorcycle while watching out for drivers and trying to figure out if your 'bars are going to fit between those mirrors (You do lane-split, right?) requires complete attention, strong situational awareness, good hand-eye coordination and, sometimes, an extraordinary sense of balance. We can't help you with the first three, but here's a trick that'll help make threading through cars less like walking a tightrope: drag a little back brake.

Doing so smooths out power delivery and preps you for emergency stops, of course, but by pushing the front end down as you accelerate and

easing the bounciness that occurs as you move between acceleration and deceleration, it also seems to help with lateral balance. Maybe that's because it allows you to focus on only side-to-side movements, without backward and forward heaves. Or maybe it's simply the added smoothness. But it really will help you eliminate wobbles and uncertainty at walking-pace speeds.

To do it, don't just stomp on the brake lever and hold it there, graze it with your toe and keep a minimal amount of pressure. Barely enough to provide a little friction, just enough so you won't coast if you were to pull in your clutch. Go try it – it works.

Blip The Throttle To Make Downshifts Smoother

Grab a lower gear as you're braking, let the clutch out quickly, and revs temporarily spike as the engine struggles to catch up to the rear tire's speed. Downshift too quickly and you'll lock up the rear tire due to the engine's compression. This limits how hot you can come into a corner, since you need to manage decreased rear wheel traction as you begin to turn. The solution? Rev matching. By blipping revs to match rear wheel speed, the engine doesn't need to catch up all of a sudden.

Simple to explain, but takes some practice to get right because it's all about timing and feel. You're braking with two fingers, right? Good, use the others to quickly blip the throttle after you pull in the clutch and downshift, spiking revs to where you think they'll be in the lower gear. If you get that right, you can just let that clutch spring back out to seamlessly engage that lower gear. You should be able to maintain consistent brake force while blipping. That, plus knowing the amount of throttle to apply and the right revs to reach is where the practice comes in. So go do that and you'll be rewarded with smoother riding, everywhere, but especially when flying into corners.

Trail Brake For Faster, Safer Cornering

Whoa, whoa, whoa? You mean you brake in a corner? Yep, and it'll make you both faster and safer. Here's how and why.

Applying a motorcycle's front brake will slow you down. Of course. And, in doing so, it'll compress the front suspension and shift the weight onto

the front tire, expanding its contact patch and increasing its grip. That has the dual effect of making the bike steer quicker and making it so you can push the front end harder. Together, that adds miles per hour.

You should really learn how to do this in the safe environment of a race track, where there are no cars around, where vision is good and where falling down won't necessarily kill you.

Just brake a little later into a corner so you'll still be on the brakes a little as you begin to turn. Feel good? Brake a little later the next time and a little later after that. Eventually, after much practice, you'll get to the point where you're hitting the apex at pace, just as you let go of the last little bit of front brake and begin to apply a little throttle. That's right, no coasting, you swap brake for throttle at the apex.

Later braking means more time spent accelerating on the straights means faster lap times.

It also helps with safety. Because the front suspension will already be compressed, the front tire's contact patch already maximized, you'll be able to use that brake lever to tighten or widen your line, without upsetting the bike. That pays huge dividends on the road, where you often come around a blind corner to spot a patch of gravel or similar. Trail braking will help you avoid that obstacle in a safe, fluid, smooth manner.

Be aware of the grip a tire has available. Leaning and braking both require grip from the same, finite source. The more you lean, the less you can brake and vice versa. As you near max lean, you near max grip. As you near max brake, you also near max grip. Cross the two and you'll be laying on the ground, watching your bike cartwheel through a gravel trap.

Is This Corner Tightening Or Opening Up?

You're in a blind corner, wondering when you can start getting on the throttle. In the absence of other visual references, simply look at the horizon point where the two sides of the road appear to meet. If that point is holding a steady distance from you, the corner is continuing at a constant radius. If it's moving towards you, the corner is tightening. If it's moving away from you, the corner opens up and you can begin accelerating. Sound like magic? It works like it, too.

Forget The Clutch For Upshifts

Forgive me if this sounds a little remedial, but I see a lot of guys out on the road who don't know how to do this. Works on any bike, be it crotch rocket, assless chaps-mobile or two-wheeled Hummer H2.

The benefit is smoother, faster shifts and slightly lower clutch wear. It's just easier and will better enable you to work shifting into the rest of your riding.

Super easy to do. As you accelerate and are approaching the point where you want to shift up, sneak your toe under the lever and apply a little upwards pressure. Now, quickly close the throttle a little while keeping that upward pressure on the shift lever, feel the gear slip home, and open it back up.

Takes a little practice to make it smooth, but once you've nailed it, you'll be surprised at how little time it took. Doesn't work so well if you're cruising along at constant speed or decelerating (then why are you upshifting?), you'll eventually just learn to get all your shifts out of the way as you increase speed, then be in the right gear for cruising along the highway or whatever. On some bikes, I still use the clutch between 1st and 2nd, just because going through neutral occasionally requires that in order to maintain smoothness. You'll figure it out.

Steer Left To Go Right

Counter-steering. It's the most often misunderstood, but most commonly practiced riding skill out there. If you ride a motorcycle or bicycle you already do it.

It's way more simple than its counterintuitive nature sounds. Go out to your bike, sit on it with both legs firmly on the ground. Now, turn the bars to the left. Which way does the bike want to fall? Yes, to the right. Look at the front wheel, you're creating a point, with it on one side and the bike's main body on the other. The bike wants to fall towards that point.

Out on the road, if you're successfully managing to not bounce off every tree, car and building, you're already doing it, just subconsciously. Consciously practicing it will enhance your control

over the bike and the speed at which you're able to turn.

To do it, go practice in a big, empty parking lot. Ride along at 25 mph or so and give the bar on the inside of the direction you want to turn a little nudge. You'll turn. Next time, nudge it a little harder. Then go out on the road and start incorporating that into your riding. There you go, you've mastered the art of the counter-steer.

Works on a bicycle, too, so feel free to practice it there first.

Look Where You Want To Go

Car veering into your lane? Tight corner catch you out? Obstacle in the road? Lane splitting? Look at the gap, where you want to be, the spot on the track you want to reach, not at the hazard or car or obstruction. Your body and the bike will follow. Consciously think about this, force yourself to do it if necessary, it works. Practice doing it, this will save your life.

Save Your Balls, Use Your Knees

You've likely heard or read somewhere that, for better control, you should keep your weight off your hands while riding. But, when you're braking heavily, it can be hard to keep that weight off your hands. The solution? Grip the tank firmly between your knees, then relax your upper body. Stomp Grip or a similar product that gives your legs better purchase on the tank can be a huge help here. Bonus: no more crushed testicles.

Brake! Right.

The front brake is the most powerful component on your motorcycle. It's capable of altering your bike's velocity far quicker than the engine. It's a far sharper tool than that found in even the most expensive performance cars and, as such, is also more difficult to use. Name one Porsche or Ferrari that can loop itself over its front wheels with an accidental brush of the brake pedal.

The sheer power of the front brake on performance motorcycles is one of the main reasons we advise new riders to begin on something small and light; mastering a motorcycle's brakes takes years of experience. Here's a shortcut:

Use two fingers only; your index and middle finger. Keep the others wrapped around the

throttle. Anytime you may need to brake in a hurry, such as riding through traffic, rest those two fingers on the lever, ready to go. This is called "covering" the brake. Doing so will help you actuate it smoothly and respond more quickly. Load the front tire to increase grip. To give yourself the maximum possible braking ability, you need to maximize the front tire's grip. Anytime you start braking, even in a panic situation, start by gently pulling in the lever, compressing the front suspension and pushing the front tire into the ground. Only once that tire's had a chance to compress and spread out, increasing its contact patch and accepting the bike's weight, can you begin to apply full braking force. Progressively squeeze harder and harder, until you've achieved the desired level of deceleration. Once the rear wheel starts coming off the ground, or you feel the front tire beginning to lose traction, you've reached the maximum possible amount of braking for those conditions. Hold lever pressure steady or back off slightly to a level you're comfortable with.

Above all, be smooth and progressive with your inputs. Grabbing a fist full of brake will just make you crash.

Rear brake? It's great for low-speed control, but on non-chopper-style motorcycles, contributes little to outright braking power; under heavy deceleration, the rear tire becomes unweighted. (Some of us disagree with Wes on this one. Your rear brake is useful and should be used in conjunction with your front – Ed.)

Continued Call for Articles

Please send in some notes as to what you all have been doing out there... Is there anyone out there that can write and has a computer that is willing to contribute an article now and then???

Oregon Web Site

www.orumci.weebly.com

For all newsletter information, or Web postings, please submit to David by the 20th of each month. David is requesting Oregon Scenery photos for the Newsletter cover. If you have some good scenic view from around the State, please get them to David... David's contact info is:

UmciNewsWash@gmail.com
SparkPlugEditor@gmail.com

Newsletter Subscriptions: Reminder...

We will continue to charge \$15 for snail mailing of the Newsletter. However, since we do not have any direct cost for email distribution, we are no longer charging \$5 for that service.

We will, however, graciously accept any voluntary donations for the club. If you are making a donation, rather than paying a mailing subscription, please indicate that on the form, and thank you in advance.

For all financial transactions please send to Sandy at:

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503-860-4486

A FALL RIDE or I NEED TO GET AWAY FOR A DAY

In early October the weather was perfect; not too hot and not too cold; lots of sunshine with just enough cloud cover to not really need sun glasses most of the day.

I decided to ride east from Salem on Hwy 22 but east of Stayton I turned off on the old highway that parallels the main road to Mehama. Reentering highway 22 just west of Mehama I then rode into town and turned south to follow the old highway east to Mill City before returning to the main road east.

Traffic was light and I was able to ride at a leisure 55 mph to just east of Marion Forks, well, it is actually south of Marion Forks in this location. Right near milepost 62 is a road to the west, with various signs calling it by various names. This is where Forest Road 11 turns off, also called the Quartzville Road or the Quartzville Backcountry Bi-way. As you cross the North Santiam River, which in this location is just a creek, on the single lane bridge you enter the Willamette National Forest. For the next 50 miles you will be in the remote back country; no houses, no businesses, few people. This time of the year you will find a few hunting camps but not much else.

The single lane pavement is in good repair, up, down and around and one's speed is about 20-30 mph. Any faster and you might end up being an ornament on a tree or an obstacle in a canyon. Some of the foliage is a gorgeous gold with splashes of red in the vast field of evergreen.

For 25 miles I did not meet another car or see another person. As I rode past several hunting camps alongside the road there were small campfires smoldering but no people. There is a couple of close-to-each-other-turns and you are then at the location where a road turns north for a couple of miles to the old Quartzville townsite. Here the road widens to a nominal two lanes for the remaining 25 miles, but still no people. I passed one old campsite where someone had left, or dumped, about a pickup load of garbage in what would have been a nice camping spot.

Along the way one crosses small bridges to get to one side or the other of the small streams until you reach the location where the Middle Santiam River comes into view on the left. Another mile of two and the beginning of the Green Peter Reservoir is on the left. Now the road has a painted centerline and there are more signs indicating campgrounds. I am back into civilization, but have only met two vehicles. Nearing the end of my ride I decided to turn left and cross the bridge where Foster Reservoir starts and drive the mile to Hwy 20.

I now rode the four-lane highway through Sweet Home and Lebanon and on toward Albany, but turning off for a few miles to ride Knox Butte Road and Scrael Hill Road to Hwy 99E and then I-5 to finish my day in the saddle and get home. When arriving home, I have travelled about 120 miles and spent about 4 hours of real clearing-the-cobwebs time.

Gary Shearer

December Birthdays



16 - Richard Headley

17 - Gary Miller

21 - Julia Bowcutt

21 - Linda Gritzner

24 - John Pursley

26 - Bill Garner

31 - Carol Smith

Happy Birthday

The SparkPlug

Oregon State UMCI

For Sale

Harbor Freight Rolling Motorcycle Dolly



\$25.00

Contact:

Dick Czmowski

971-338-3196

dickczmo@aol.com

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Oregon State UMCI

For Sale

Bush-Tec Motorcycle cargo trailer. Used very little, Painted green to match Honda Goldwing 1995 Special Edition 1500 bike. Complete with cooler, cover, spare tire, garment bag, rock guard and air adjustable suspension. \$1200.

Call Kathy [541-980-1157](tel:541-980-1157)



Chapter Breakfast Meetings - Come Early!

1st Saturday Metro South (Oregon City) 8:00 AM
Wichita Bar & Grill 19140 Molalla Ave., Oregon City
 Ben Altman Ph: 541-993-9015
 1111 SE 3rd St. Apt. 3, Canby, OR 97013
 Fax: 503-651-1247

1st Saturday Grants Pass/Medford 8:30 AM
Shenanigans Lounge (Herb's), 515 Rogue River Hwy
 Rick Foley cell: 541-916-2506
 P.O. Box 2497, Grants Pass, OR 97528
rick1foley@gmail.com

1st Sunday Mid Columbia 9:00 AM
Ranch Drive In 1950 12th St., Hood River
 John & Hazel Dougherty Ph: 541-399-6172
 Goldendale, WA

2nd Saturday Metro South (Milwaukie) 8:00 AM
The Wichita Grill 19140 Mollala Ave., Oregon City
 Ben Altman 29515 SW Serenity Way Apt D
 Wilsonville, OR 97070 Ph: 541-993-9015
 Email: ben.altman47@gmail.com

2nd Saturday La Grande 8:00 AM
Denny's Exit 261 off I-84 in LA Grande, No host

2nd Saturday Seattle/ Puget Sound Area 8:00 AM
Denny's 132 128th St SW Everett, WA
 Irene Blanes 206-805-2122

2nd Sunday Roseburg 8:00 AM
Abbys 1011 W. Central Sutherlin
 Zack Hoffman 401 Grape Ave. Ph: 541-430-3568
 Winston, OR 97496 zhoffman3478@msn.com

3rd Tuesday Portland Widow's Chapter 12:30 PM
Applebee's 10172 SE 82nd St., Happy Valley
 Ph: 503-775-7770
 Lyn McCabe 503-351-7009 lcbrenna3068@gmail.com

3rd Thursday North Coast 11:30 AM
 Great Wall of China

3rd Saturday Tangent 8:00 AM
 Dixie Creek Saloon (In heart of town)
 32994 Hwy 99E, Tangent, OR 97389
 Floyd McMillin Ph: 541-990-5304
ellentonimcmillin@gmail.com

3rd Saturday Vancouver 7:00 AM
 Paul's Restaurant
 1800 Broadway Street, Vancouver, WA.
 No host

3rd Saturday Hermiston 8:30 AM
Pheasant Café & Lounge 149 E. Main St., Hermiston
 Ed & Grace Baker Ph; 541-989-8347
 PO Box 141, Heppner, OR 97836

4th Saturday Portland 8:00 AM
Elmers 102nd & Sandy, Portland
 Jerry & Navada Broaddus Ph: 503-975-3580
 10235 N. Allegheny Ave.
 Portland, OR 97203

4th Sunday Coos Bay 9:00 AM
Kozy Kitchen Myrtle Point
 Chris & Eva Williams PH: 541-404-5286 721 7th St.
 Myrtle Point, OR 97458
cwilliams88ci@yahoo.com

Burns - Call Jim 9:00 AM
 Jim & Zelly Campbell Ph: 541-573-7607
 PO Box 1010, Hines, OR 9773

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