

The Toronto Wing's



Kickstand

News and views of the Toronto Wings – Chapter “T” of the Goldwing Touring Association
May 2006

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Coffee Nights

Every Thursday 8:00 p.m.
Tim Horton's Donuts
4400 Dufferin Street
(on Dufferin – south of finch)

Breakfast Meetings (in the winter)

(Date & location determined each month)
Check out our webpage for changes as we often try new locations in the winter

Web Site

<http://www.torontowings.com>
(Check regularly for meetings and changes)

Ramblings from the Editor(s)

Hello everyone.

May finds us busy still planning the Toronto Wings Spring Warm up. The weather in April has been amazing and some of us have been out riding early (end of March).....the only good thing to be said about “global warming”.

Everyone needs practice. Car drivers aren't use to seeing bikers out this early. They too need practice in checking their blind spots, seeing individual and group bikers and giving us our right of way.

Our chapter spring warm up will give us all a chance to improve and review our riding skills with our chapter riding buddies. We each have a responsibility to improve our current level of skills since we group ride. We look forward to make this another great riding season.

This newsletter will focus on our responsibilities for our machines, group riding skills and the constant need to improve. Father William continues to do his part with the request for good weather on the day of our spring warm up. Looking forward to seeing the gang. there.



What's this excitement about biking all about?

by Pat



The bike's in storage for the winter and I haven't even been on it. Yet, I've been swept up into the excitement of it all and the social activities that seem to be a big part of what it's all about for the Toronto Goldwings. In December I was at the bike show, a Thursday evening coffee night and a holiday party. The eclectic group didn't seem to mind that I'd never been on the bike. We found lots of other things to talk about and I felt welcomed.

By January I found myself at another bike show shopping for a jacket and helmet. Everyone started talking about the rides they were going to do when winter was over. I noticed that the descriptions of the rides didn't talk about the beautiful scenery or the smooth roads; they described what everyone was going to eat at the end of the ride. So I started to question this whole "sense of freedom" that I was told was the real reason for becoming a "biking enthusiast". I started to ask "Is it the journey or the destination that gets everyone excited?"

To break up the winter the group planned a long weekend in Ottawa in early March. That's when I found out the real truth. No one talked about biking much. It was BREAKFAST, LUNCH and DINNER broken up by visits to museums. The Ottawa chapter came out in force to meet us (over dinner of course). It seems that they get excited about a good meal too. Needless to say, we had a wonderful time. I got to know some of the members better and, it only took me 3 weeks to take off the 3 pounds that I put on.

I'm looking forward to finally getting the bike on the road. But, I have another mystery to solve. Someone told me that "Biking is better than sex". I wonder?

Motorcycle Safety tips

from GWRAA

• *Why Conspicuity?*

"The greatest risk to all motorcyclists is the violation of their right-of-way by the driver of another vehicle." The failure of motorists to detect and recognize motorcycles in traffic is the predominating cause of motorcycle accidents. A significant "Hurt" finding was that conspicuous motorcycles and riders were less likely to have their right-of way violated by other vehicles.

• *Why Are Motorcycles Difficult to Detect?*

There is no clear answer. But there is a great deal of conjecture and many theories. It is known that the problem centers on at least three potential factors.

1. *Detection of the motorcyclist!* People truly fail to detect a motorcycle in the traffic environment.

2. *Human visual-perception limitations.* People fail to attach valid, meaningful relationships to what they observe. Their matching, comparing and association of the information they gather yields them inaccurate conclusions.

3. *Misinformation.* The observer sees a motorcycle, then identifies it in the same category as a bicycle or moped. They do not view the motorcycle as a threat to their safety.

- Riders are responsible for their own wellbeing in traffic. Conspicuity is a rider/corider responsibility.
- Approximately 3/4 of all motorcycle accidents involve another motor vehicle.
- 2/3s of these accidents were caused by the motorist failing to yield the right of way.

- **Left Turns**—Over 40% of all motorcycle accidents occur at intersections.
- Motorcycles are often hidden in a vehicles blind spot or missed in a quick look due to their smaller size. Always ride where you can be seen.
- **Bright Colors**—Wear brightly colored upper- torso clothing and light-colored helmet. Use retro reflective material on your clothing, your motorcycle and your helmet to increase your visibility in low-light conditions.
- **Headlights**—Ride with your headlight on high beam during the daytime. You might consider a modulator that pulses your headlight during daylight hours. Headlight modulators are federally regulated lighting devices and as such, all state laws governing them are pre-empted.
- **Position Lamps**—Many modern motorcycles are equipped with position lamps in their front turn signals. This may help other motorists to identify the vehicle as a motorcycle and enable them to better judge its distance and speed.

- **Turn Signals**—Communicate with other road users by signaling your intentions. Combine hand with electric signals whenever possible and legal. Remember to cancel your turn signals. A false signal is as dangerous as none at all..
- **Brake Light**—A flashing light is more visible than a steady one. Use your brake light before and during stops to make yourself more conspicuous and to communicate your intentions.
- **Horn**—Use your horn to gain attention but don't rely on it. Most motorcycle horns cannot be heard over traffic noise and a 4-speaker stereo. Use the horn to gain attention but don't rely upon it.
- **Lane Positioning**—Rider traffic strategy strongly affects visibility. Position yourself within a lane to avoid windblast from other vehicles, avoid roadway hazards and to create a space cushion between you and other traffic. Don't hide among other vehicles.

Position yourself so drivers ahead can see you in their mirrors.

- **Fairings**—Motorcycles equipped with fairings were under-represented in crashes where motorists violated the motorcyclist's right-of-way. The larger the fairing and the brighter the color the more effective it seemed to be in preventing other vehicle right of-way violations (Hurt, 1981)

CD/ACD MEETING Report by Linda – April 2 2006

Kevin, Rose and I attended as Nedda was unavailable due to health reasons. The Canadian 911 ride, Friendship Rally, Ride in Lunch, Ride Calendar and chapter reports were presented.

Several Executive vacancies were announced and are as follows:

- a)Regional Director(s)
- b) Board Representative
- c) Region J Secretary

You may apply or nominate someone for any of these positions. To find out more info or nominate someone contact the current Region Directors at:

[**martinscott15@sympatico.ca**](mailto:martinscott15@sympatico.ca)

Currently there are 2 people who have put forth their names for board representative. They will be forwarding a letter to each chapter about their candidacy. Others interested will be asked to do the same. Since this position is an elected position, each chapter will be asked to vote for 1 candidate some time in August. Our CD will send the marked ballots to the US for validation. More details will follow.

Chapter T would like to thank the following Region J Executive members for their years of service:

Ian Wisdom(Board Representative)
Martin & Judy Scott(Directors).

The volunteer hours, travel, conference calls, Canadian representation have not gone unnoticed. You all leave big shoes that will be difficult to fill.

Birthday Beauty this May

Bobby May 07
Olga May 12
Rose May 23

**new members please submit your date to Linda for recognition in newsletter

Motorcycle and parking in Toronto from

Councilor Mark Grimes - Ward 6 - Etobicoke-Lakeshore Oct 2005.

I called our parking enforcement to ask if this bylaw is now in effect. The officer read me the regulations indicating the below ruling is now in effect. rose

Operators of motorcycles will benefit from a decision to give them free parking on Toronto streets. Council agreed to amend City bylaws in order to exempt motorcycles from parking fees at on-street parking meters/machines. The rationale is that parking receipts tend to disappear from parked motorcycles, resulting in unwarranted parking fines. Council also wants the Toronto Parking Authority to consider designating areas for motorcycle parking at its parking lots.

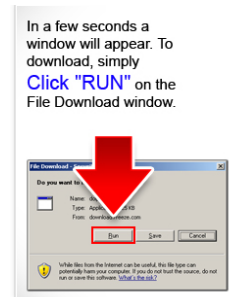
Father William will not be able to attend the spring warm up and therefore there will be no blessings of the bikes at this event. He found he had a prior commitment when he went to pencil our event on his calendar. He is sorry and but will continue to work on the weather for us.

Submit photo's/articles to Linda/Rose for newsletter...



Something new to try:

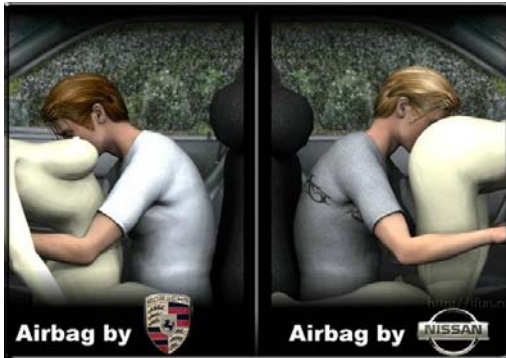
We have created a "jigsaw photo" puzzle for you to try. It contains no viruses and you can open it onto your computer safely. Double Click the box below:



OR...

It has been posted on the Toronto Wings Website but in a "hidden format" so only readers of the newsletter can access it. To access it open your web browser and type in the following link in the address bar and choose RUN: **HAVE FUN!** <http://www.torontowings.com/rose/d.exe>

Humor and Smiles





New Addition to Toronto Wings

Hey Linda

Its a new 2005 Burger....

Oops Burgman



2 month Toronto Calendar

May 2006						
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
	1		3	4 Coffee Night Tim Hortons 8 pm	5	6 Waterloo spring warm up http://waterloo.wings.tk.com/
7 Region J Ride in Lunch Peterborough	8	9	10	11 Club Meeting ???? Location? 7:30 start	12	13 Toronto Wings Spring Warm UP 9:30am Honda Canada
14 Mother's Day	15	16 	17	18 Club Meeting ???? Location? 7:30 start	19	20
21	22 Victoria Day	23	24	25 Coffee Night Tim Hortons 8 pm	26	27 Ride for Dad Iaronia www.motorcyclesridefordad.org Waterloo Wings Spring Warm Up
28 MADD Ride Newmarket 9am start BADD Ride www.thebadride.com Huntington Ride for a Cure Welland	29	30 	31			

June 2006						
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
				1 Coffee Night Tim Hortons 8 pm	2	3
4	5 Americade Lake George , NY www.touzeip.com	6 Americade Lake George , NY	7 Americade Lake George , NY www.touzeip.com	8 Coffee Night Tim Hortons 8 pm Americade Lake George , NY	9 Americade Lake George , NY	10 Americade Lake George , NY
11	12 	13	14	15 Club Meeting Location?? 7:30 pm start	16	17
18 Father's Day Barrie Toy Ride/Poker run	19 HONDA HOOT www.hondahoot.com	20 HONDA HOOT	21 HONDA HOOT www.hondahoot.com	22 Coffee Night Tim Hortons 8 pm HONDA HOOT	23 HONDA HOOT	24 Ride for sight
25	26	27 	28	29	30 Friendship Rally	

APRIL MEETING FOCUS:

Group Riding:

Seventeen tips to ensure everybody has a great day

By **Bill Andrews**

1) The first thing is organize the ride. This can be as informal as standing around in a parking lot, or as complicated as a special meeting to hand out maps and cell phone #'s.

2) Remember that riding in a group does not mean you surrender any decision making when it comes to your safety. Ride your own ride, and don't go any faster than you feel comfortable going.

3) When picking your route and the stops you'll make along it, consider the stamina of the group, the experience of all the riders, and the limits of the motorcycles in the group. Remember, these are your friends. If it's going to be a long ride, be sure to have a few break stops along the way.

4) You'll need to communicate while on the ride, so make sure everyone knows the signals you'll use.

5) When creating your formation, it's wise to have your experienced riders at the lead and running sweep. Consider positioning the less experienced riders immediately behind the leader. This allows the front rider to adjust the pace if necessary.

6) Ideally, the sweep rider will have a cell phone to call for help if a motorcycle is disabled, or if there has been an accident.

7) If the goal of the ride is to keep the group together, the leader should only go at the pace of the least experienced rider.

8) While riding, don't fixate on the motorcycle in front of you. Instead, remember your basic training. Look well through the turn to where you want to go.

9) If the group is riding faster than you are comfortable with, let the sweep rider know you're dropping out and ride at your own pace. So you may reach your destination a few seconds behind the others, but you will get there, and that's what's important. Keep in mind, it's all about fun.

10) All riders are also responsible for making sure their motorcycles are mechanically up to the task. Before you even meet up with the group, make sure you've got plenty of fuel in the tank, and you've taken care of all those maintenance issues. Not sure what to check? Use [T-CLOCS](#). You really don't want to be the reason for stopping the group for something mechanical you could have prevented.



Click [here](#) to see some commonly used hand signals. (Reprinted with permission of the Motorcycle Safety Foundation, copyright 2003.)



11) If it's going to be a large group, consider establishing a buddy system among the riders, or divide the group into smaller five- or seven-rider packs. That way, if something goes wrong, you don't have 25 motorcycles sitting on the side of a busy highway. Also, smaller groups can more easily navigate through city streets.

12) On the road, motorcyclists should have at least a 2-second cushion in front and behind them. If you want to keep the group tight, consider a staggered formation. Leave enough room per lane so each rider can maneuver side-to-side if need be. Avoid side-by-side formations as they shrink your space cushion.

13) Trikes and sidecars should stay in the center of the lane, and should be given the same amount of cushion as if they were a car.

14) As turns get sharper, or as visibility decreases, move back to a single file formation. You'll also want to use single file when entering or exiting a highway, at toll booths, or when roads have a rough or questionable surface.

15) At intersections where you've come to a stop, tighten the formation to side-by-side to take up less space. As the light turns green, or when traffic opens up, the bike on the left proceeds through first.

16) Remember we share the road with many other vehicles, and it's against the law to block an intersection.

17) When parking, try to get the group off the roadway as quickly as possible. If you can, arrange in advance to have pull-through parking at your destination, or at the very least, make sure there is ample parking for your size group.



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Ottawa Wing Whirl

September 1~4 2006

This year's event is being held in Ottawa
at the
Embassy West Hotel
1400 Carling Ave., Ottawa, ON. K1Z 7L8
phone: 1-800-267-8696
www.embassywesthotel.com

Reservations being accepted now - state that you
are with Wing Whirl and you will receive the
preferred rate which includes breakfast buffet.

Visit
www.ottawagoldwingriders.homestead.com
for more information



Region “J”
Ride in Luncheon
Sunday May 07, 2006
12 noon sharp

Rockhaven Motel & Conference Centre
1875 Lansdowne St. West
Peterborough, Ontario
\$15.00 per person

** Nedda still has tickets and there are 9 of us going so far

Region J



Niagara Falls, Ontario

KOA Campground

8625 Lundy's Lane, Niagara, ON L2H 2H5

Phone 905-356-2267 Fax 905-354-0900

from Friday June 30 thru Sunday July 2

Registration Fees:

Before June 1, 2006	GWTA Member	\$35. Cdn	\$30. U.S.
	Non-Members	\$45. Cdn	\$35. U.S.
After June 1, 2006	GWTA Member	\$45. Cdn	\$35. U.S.
	Non-Members	\$55. Cdn	\$45. U.S.

Info/Registration form: www.gwtaregionj.com
or e-mail: martinscott15@sympatico.ca