



# HSTA - Utah

Honda Sport Touring Association - Utah Chapter - Newsletter  
May 1998

## WINTER USUALLY LEAVES US WITH RUSTY RIDING SKILLS

If you are like most of us, winter has probably taken the edge off of your riding skills. Give some thought to taking a MSF Experienced Rider Course to freshen up your riding a bit or at least take a couple of hours out to do a little work on your braking and turning. Find a clean level parking lot with no traffic that's large enough to get your speeds up to 30 or 40 miles per hour and make a normal stop. Research shows that it's best to apply both brakes when stopping. Concentrate on using a good smooth firm application of your front brake since it provides seventy percent or more of your braking power. Use a pop can or something to mark a point to start applying your brakes. A couple of extra cans to mark your stopping points will help you see your progress. Begin with moderate brake application and gradually work toward hard emergency braking. Work at this until you are comfortable doing it. It's not good to be faced with a dangerous situation that requires hard braking if you are not confident and comfortable about applying your brakes near the point of impending skid. Don't forget to pickup your markers before heading out to find a few curves.

Planning a curve instead of just riding it is a good habit to get into. Slowing to an entrance speed that will allow you to gradually accelerate through the curve is important for good stability. Using only your traffic lane, look for your curve entrance, apex and exit points within your lane and try to be as precise as you can about hitting them. Remember, entering a curve wide and using a late apex will often prevent your line from leading you too close to the edge of the road or too close to the oncoming traffic lane. On blind curves, don't begin your throttle roll on until you can see the apex. Concentrate on turning your head and POINTING YOUR NOSE around the curve to your exit point and beyond.

Lets all have a great and safe riding season.

Jim Barnes

## YOUR STATE DIRECTOR

As promised here is another member autobiography. I starting riding at about the same time as Honda's famous "You meet the nicest people on a Honda" advertising campaign. Looking for cheap transportation to my job and to college, I was interested in getting a scooter, but my parents bought into Honda's advertising and convinced me to buy a Honda instead. For something under \$500, I became the proud owner of a brand new 1962 Honda 150 (CB72?). This little bike took me on my first sport tour, well almost took me.

One fine spring morning, with maybe \$10 in my pocket, I decided it would be a good day to go riding to Yosemite. I left Alamo, California, with map in hand and no experience riding further from home than maybe 50 miles. Yosemite was a little less than 200 miles away, which didn't seem very far. That ride to Yosemite Valley was perhaps the most memorable ride I have ever taken. It was the first time I ever saw such natural beauty and I was completely free to go where ever the little bike could take me. Only those of you who have sport toured on a motorcycle can appreciate that feeling. It's just you and the motorcycle. My youthful enthusiasm was soon dispelled. On my return journey through California's Central Valley, the air temperature was near 100 degrees. I was anxious to get home and was pushing the little Honda a bit hard. As I approached the low hills between me and home, the bike was no longer able to maintain its normal cruising speed. Being completely ignorant of motors and the care of, I compensated for the drop in power by shifting to a lower gear. This of course made matters worse causing an even greater loss of power and further down shifts. I finally made it over the hills and down the other side before the engine finally seized and locked up the rear tire about 25 miles from home. Not a very auspicious beginning to a motorcycle touring career, but none the less, I had the sport touring BUG.

Since then, my wife, Eve, and I have ridden all over the US, Newfoundland, England, Scotland, Ireland, the Isle of Man, Germany, France, Italy, Switzerland, Belgium, Luxembourg and Liechtenstein.

Ken Bertran

**STAR 98 is almost here!!!** We really hope ya'll are going to make it. Freddie Spencer plans to arrive Tuesday evening, M&M Honda will provide a bike for him to ride on Wednesday. Sunday night reception is organized, with speeches from State Police and the Mayor. Model specific forums are set up for VFR, PC, ST. If anyone would like company on the ride to Taos, contact Ken or Jim and we will coordinate. If you haven't registered for STAR 98 and made your reservations, you need to do so **now!** Several of the primary hotels are already fully booked.

HSTA has 2125 active members as of 4/22/98.



## HSTA - Utah Officers

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## Ride Calendar

### May 2 (Forecast to be near 80 degrees)

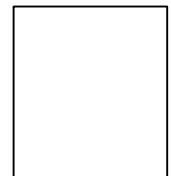
**First "Official" ride of 1998.** Meet at the Eastwood Elementary school parking lot (3300 South at about 3000 East) in Salt Lake City at 10:00am. This will be a vary casual ride with several designated regrouping points. The planned ride is a little over 100 miles and ends in Clinton (the junction of state highways 68 and 73) near Utah Lake. We will have lunch in Midway at the BurgerMeister Swiss restaurant at about 1pm. The ride will finish by 4pm. If you plan to join us, please contact either Jim or Ken so we don't leave without you or if you wish to join the ride somewhere along the way.

### May 23

**Our second "Official" ride of 1998.** Meet for Breakfast at the Village Inn at 150 West 106<sup>th</sup> South at 9:00am. The ride will start at about 10:30 or whenever everyone finishes eating. The route and destination will be announced at Breakfast. The ride will not exceed 150 miles or 5 hours and will end within 50 miles of Salt Lake City. If you don't want to join us for breakfast, just show up around 10:30 and hang around the parking lot of the Village Inn where the bikes are parked. Route sheets will be available before we leave the parking lot.

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To:

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