



***July 2010***

***The Lone Star Ladies News***

***Announcements:***

***Birthdays***

Melody. .... July 10th

***Anniversaries***

Melody ..... July 27th

***Rides***

***Kay's Ride – July 25th***

***Website Address***

[www.lonestar-ladies.com](http://www.lonestar-ladies.com)  
[www.lonestar-ladies.org](http://www.lonestar-ladies.org)  
[www.lonestarladies.org](http://www.lonestarladies.org)

***Meeting Notes:***

***Kay's ride on July 25th***

***Ride Theme for 2010***

[http://texasescapes.com/Texas\\_architecture/TexasSchoolhouses/TexasSchoolhouses.htm](http://texasescapes.com/Texas_architecture/TexasSchoolhouses/TexasSchoolhouses.htm)

***March – Karleena***

***April – Jenifer***

***May – Debbie***

***June – Melody***

***July – Kay (or Mel)***

***Aug. – Karleena***

***Sept. – Linda***

***October – Donna***

***Nov. - Cindy***

***2010 Officers:***

***President – Kay***

***Vice President – Jenifer***

***Treasurer – Donna***

***Secretary – Debbie***

***Sgt. at Arms / Safety Officer – Karleena***

***Web Mistress / Newsletter – Melody***

***Membership Officer – Cindy***

***Meetings are first Monday of each month at Kay's house.***

## ***FEATURED MEMBER ... Donna***

***“Donna is the most organized person I know” was how Donna was described to me by one of her former coworkers, a doctor at Scott & White Hospital. She proceeded to tell me how much she admired her eye for detail and her professionalism. She said it was no surprise that her career had advanced to the stage that it was at.***

***The first time that I rode in a group ride, Donna was there and it was very intimidating. She was riding her Valkyrie and she handled it like she had been riding it forever. Donna flew past me like I was setting still. I knew then that she was a woman that likes to go far and fast. What I didn't know was that she had only been riding a short while. She had ridden when she was younger, but had just recently starting riding again (it must be a forty something thing). You couldn't tell it by the way she was riding that day.***

***I was right with my first impression of Donna, she does like to go fast and far. She has ridden in several Iron Butt Rides and she will be the first to tell you she likes to go fast. After riding her Valkyrie for a while she started talking about getting a GL1800 Goldwing ... because she wanted to go faster. One time we were doing an ABC ride and she once again flew past me .... I started to tell her that she was going to mess up my surprise, but I didn't, I knew she couldn't help it with that open rode and that 1800 underneath her. But this time, it didn't intimidate me like it had the first time.***



***Now that I have told you about how much Donna likes to go fast I will tell you what a great ride leader she is. Donna is one of the best ride leaders we have. She always knows where she is going and is aware of the conditions, and she is very conscious of her other riders and their abilities. One ride we were on there was a long straight hilly country road that I know she would have loved to have been flying down. But, she refrained and kept her speed down and stayed within her groups riding ability. (I think when she pre-rode it she did her flying.) Donna's ride leadership goes hand in hand with her work ethics. As her co-worker said she is very detailed and organized while being considerate of others.***



***A couple of years ago Donna met Dennis and fell in love. Dennis didn't ride so Donna had to learn something new. Donna had never carried a passenger before – but that didn't stop her. Next thing we knew Dennis was riding “bitch”. Dennis has been a regular back there – but now he has gone and got his own license.***

***Throw the professionalism out the window and let Donna have some fun. Donna is a regular at the ROT Rally. I have been told she is the queen of the beads. Donna is always willing to share with others too. Over the years I always here her offer to let someone stay with her, haul or store someone's cooler or chairs, or just offer a beer. I also understand that she has a great spot for viewing the parade. This year she took April under her wing and showed her***

*the sites. I always check out the internet pictures of ROT – I'm always looking for Donna having a good time!*

## ***IT'S ALL ABOUT THE RIDES ...***

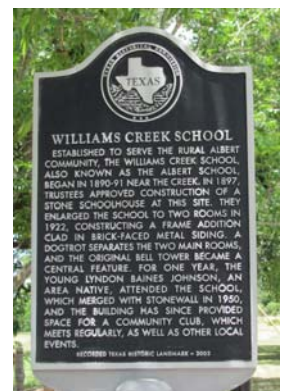
*Our June School House Ride to Albert, Texas.*



*On June 26th we met at the Shell station in Belton. Cindy, Edd and their granddaughter Chelsea, Kay, Dale, Jenifer, Kyle and myself. Linda was there to send us off on our way – but was unable to make it herself since she didn't have a bike to ride with us. She did bring good news that hers was in the process of getting fixed up after its run-in with the asphalt. It was good to see that Linda was indeed still in tact too.*

*KSU were at 9:00 and we left pretty much late as usual for me. But, it wasn't too bad. The weather was really nice – it wasn't too hot and there was no site of rain. We went on 1670 over to 2484 to Youngsport then over to 2670 to Maxsdale Rd. This is one of my favorite ways to go south – but I don't get to do it very often because we are usually in a hurry. It is a very leisurely ride on a back road – which is my choice of riding any time. Once we got to Oakalla we headed to Burnett for our first break. During our break, Chelsea (who had been riding with Cindy) and Jenifer got to talking about how uncomfortable she was. Jenifer told her that she could try riding with her for a while. Then, Jenifer had the ideal to ask good ole Dale if she could ride with him. Of course Dale told her she could and that was all we heard about discomfort for the rest of the day. She said she was perfectly happy back there.*

*We left Burnett and went on Park Rd 4 to Kingsland. We then on Hwy 2900 to Hwy 71 then Ranch Rd. 962 to Round Mountain. We then went to Sandy and rode 1320 on into Stonewall. At Stonewall we gassed up before heading to Albert. Once we all got to Albert we were starving. They had a neat little trailer that was selling some good BBQ, etc., and a pavilion with a really large fan blowing that we ate at. After our cook got through serving us – he came out and sat with us and told us a little history on Albert. According to him, Albert Luckenbach opened a store in what is now Luckenbach. He also registered the Post Office in his name, so it remained as his name after he sold it and moved. Albert Luckenbach then moved to the community of what is now known as Albert. His wife served as postmaster, so Luckenbach registered this post office in his given name of Albert. In this way, Albert Luckenbach got his name on two towns. After we ate, we walked over to the school. We had made arrangements with one of the community members, Ida, to show us around.*





**Ida told us about the schools history and let us roam around and take pictures. Ida told us that the school house was originally on the Williams Creek, about a mile above the community of Albert. Built in 1891 as a one room log cabin, it was originally called the Williams Creek School. However, in 1897, the community felt the need to locate the school away**



**from the creek to its current location. This schoolhouse was built out of quarried limestone block. At some point in time the schools name was changed to Albert School, no one is quite sure when though. The schools history tells that Lyndon Baines Johnson attended the Albert School for a short time.. One of his old schoolmates recalls him telling them that he was going to be President someday .... They all laughed at him. In 1950 the school closed due to a drastic drop in enrollment. They consolidated with the Stonewall School District.**

**Ida also provided us with some literature on the Gillespie County Country Schools Driving Trail. There are seventeen schools on this trail. I have been to several of these places, but not all of them yet, it looks to be an excellent weekend ride!**



**After touring the schoolhouse we walked back to the Albert Dance Hall and checked it out. It looks like a nice place to go out honky tonking ... check it out! We then walked back to the Icehouse. We all got us a drink and sat out back and visited a little before we headed home. Kyle and I were going to go on to Kerrville for the remaining weekend, so Kay took everyone else safely home.**



## **CONGRATULATIONS .....**

**Cindy's daughter Jeannie was recently married. Cindy made a beautiful mother of the bride!**



## ***SAFETY TIP .....***

### **How To Ride Over That Thing In The Road And survive the encounter**

**By: James R. Davis**

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Sooner or later you will find something in the road just ahead of you and you are going to hit it. Maybe a small animal. Possibly something that falls off of the vehicle in front of you. Maybe you have missed a curve and a curb is dead ahead.

One of the exercises taught by the MSF includes running over a board (4x4?) and you are told to 'lift' the front-end of your motorcycle at the last possible moment before you hit. I suspect that most of us could actually 'lift' the front-end of a little 125cc motorcycle, but I can tell you that this is one reasonably strong male that couldn't raise the front-end of my GoldWing a meaningful fraction of an inch, from my seat, and neither can you. What's the point of the exercise, then?

Maybe it was just badly explained in my particular class, but I'm sure that what the instructor said was that you are trying to 'help' the bike over the obstacle by lifting it. While that is correct, both the explanation and the exercise fell as short of the mark as did my ability to lift the Wing.

Remember our discussion about shock absorbers? It was learned that bumps are first absorbed by your springs and that your front-end rises and falls as allowed by how the shock absorber/spring set are designed and setup. If you are traveling at a steady speed your front-end is extended about as far as it will normally be extended and your ability to 'lift' it further is a function of how much weight you can remove from it, not how strong you are. That 'for every action there is an equal and opposite reaction' tells you that if you are able to exert 200 pounds of lift on your grips you will put the same amount of new 'weight' on the seat and pegs while you do it. So, even if you try to 'snap' lift the front while throwing as much of your body towards the rear of your bike as possible, the result will be a TRIVIAL difference in the extension of your front forks. i.e., virtually a waste of time and energy.

Still, the idea is RIGHT! But instead of you doing the lifting, you want the bike to lift itself by transferring its weight from the front to the rear wheel.

You already know that this happens naturally as a result of acceleration. So, the way you lift the front end without suffering a hernia is to twist your wrist and open the throttle.

But you will remember that your front-end is already almost fully extended to start with. Wouldn't it be nice if you could get a whole lot more extension just before you hit that object? Well, of course the fact is that the only way to do that is if the front-end was more heavily loaded (compressed) before you started to accelerate. And how do you get the front-end to be more loaded? Why you hit the brakes, of course.

In other words, in the real world if you see that you are going to hit something you will naturally apply your

brakes in an effort to slow down before you do so. Isn't that fortunate? For in order to maintain as much control of your bike as possible WHEN you hit it all you have to do is roll-on the throttle at the very last moment (about 1/2 second will do very nicely.) This will result in a weight shift from front to rear, and allows the springs in your shock absorber system to extend. Thus, as you hit the object you have maximum shock absorbing capacity, just when you need it. (Don't forget to shift your weight to your pegs and get that butt off the seat when you do this since when the rear tire hits the obstacle it will receive a severe vertical bounce.)

[I suppose it is obvious, but since you are going to experience a vertical jarring of the bike and you are going to be lifting your butt off your seat just before that happens, you will want to have all of your fingers wrapped around your grips at the time - not covering any levers.]

But why not just stay on the brakes all the way, you ask? At the very least this will insure that you hit the object with the minimum of speed possible. What's wrong with that?

The shock absorber system is compressed almost as far as it will go during hard braking. That means there is essentially no more travel left to absorb the bump. That, in turn, means that you will FEEL and be affected by that bump - just as if you didn't have any shock absorber at all. You will remember that this means that the entire bike will rise and fall at least as much as the height of what you hit because it is no longer 'sprung weight'. And it is just such bike motion which usually translates into loss of control!

Another, but equally important reason you do not want to have your brakes maximally applied at the time you hit the object is that you are then at, or past, the point of a skid. When you hit you will certainly pass that point and end up in a skid. It takes only a fraction of a second of front tire skid to totally lose control of your motorcycle. If you happened to be going in a straight line when you start a skid, your chance of recovering and not going down is actually pretty good. But if the skid is the result of your front-end being lifted off the ground because of hitting something, the odds that it will come down with the front wheel pointing straight ahead is not very good at all.

The third reason you do not want to be braking when you hit is that the object may well be alive and your tires will act like erasers as they go over it. Indeed, the 'object' you hit might even have been human (before you 'erased' it.)

Five things to do if you are going to run over something:

- Use maximum braking in an effort to stop before you hit it.
  - Wrap all of your fingers around your grips - do not 'cover' any levers
  - Roll-on your throttle starting about 1/2 second before the impact and shift your weight onto your feet.
  - Roll-off your throttle right after the front tire surmounts the obstacle (shifts weight to front and lengthens the rear shocks).
  - Control stop (if you want to) after BOTH tires return to the ground.
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## ***FOR SALE ...***

Got anything for sell? Just let me know .....

## ***Thoughts and Prayers ...***

*Kay still isn't feeling real well so keep her in your thoughts. Edd has been having some trouble as well. Keep them BOTH in your prayers.*

*Debbie's friend Jeff in Arkansas recently lost his wife in a motorcycle accident.*

*The United States of America's Military and their families. Just because the July 4<sup>th</sup> holiday is over let's not forget them! **GOD BLESS AMERICA !!!!***

## ***Upcoming Events ...***

*Kay's ride is July 25<sup>th</sup>  
Karleena has the August ride.*

## ***Reminders ...***

*Come to our next meeting and bring a friend ... because our goal is to unite women motorcyclist, to promote a positive image of women on motorcycles and to help educate our members on motorcycle safety and maintenance.*

***Don't forget our meetings are the First Monday of each month at Kay's house!***