



"Soaring Eagle"



www.southern cruisers.net
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News For and From Our SCRC Nation

November 2015
Vol. 2015-11

2015 SCRC Event Calendar

Is your chapter hosting a SCRC event in 2015? Maybe a multi-chapter ride? A fund raiser for a local charity? Or a fund raiser for St. Jude – SCRC's charity of choice?

November 5-7 [National Peanut Festival](#) Dothan, GA

Contact your first officer (FO) to get something planned. The FO will get it approved by SCRC National (if needed) before it happens. Once approved, the FO can send the info to me at: srcnews@gmail.com

SEPTEMBER 2016

2016 SCRC National Rally – June 5-7, 2016 in Oakhurst, California: <http://www.scrconationalrally.com/>

SCRC Memorial Page

Visit the SCRC memorial page: www.scrcmemorial.net

It is offered as a memorial to our fallen brothers & sisters. Read a few of the poems & stories. They are absolutely awesome!

God's Greatest Plan

He was so special and dear to so many here
Oh how we cherished our time with him here
below but for each there will come a time to go

Dismayed we were when angels
above took our beloved

In God's plan there is no sickness or pain
just all of God's riches to gain

Just remember nothing is greater
Then to spend eternity with our Creator
For that is God's Greatest Plan

Has your chapter lost an SCRC brother/sister? Please get them added to the SCRC Memorial page. The contact info (email link) for changes or additions to the memorial page is at the top of the page.

There are many faces of members that I never met... & some that I have. We are all Southern Cruisers! We're all family here!! The pictures prompt me to... Reflect & Remember!

Did You Say Safety? T-CLOCS

Ever read something important.. important advice. And ignored it? Well this is important – don't ignore it!!

T-CLOCS – Motorcycle Inspection. There are many T-CLOCS Inspection Lists online for you to view, print our, and use before a ride.

- T – Tires & Wheels. Inspect Tires, Wheels, & Brakes
- C – Controls. Inspect Handlebars, Levers & Pedals, Cables, Hoses, Throttle
- L – Lights & Electrics. Inspect Battery, Headlamp, Tail lamp / Brake lamp, Turn Signals, Switches, Mirrors, Lenses & Reflectors, & Wiring

- O – Oil & Other Fluids. Levels, Leaks.
- C – Chassis. Frame, Suspension, Chain or Belt, Fasteners,
- S – Stands. Center stand, Side stands

This checklist promotes good inspection practices which may offset your having a "bad ride day". Maybe you can catch a problem **before** it actually shuts you down out on the road.

News from SCRC National

2015 - Event Money Raised for St. Jude

\$ 16,711.21	Savannah Invasion
\$ 8,591.00	Florida State Rally
\$ 1,670.22	Chilly Willy
\$ 2,900.00	Loudoun SCRC Rolling Thunder Weekend
\$ 10,000.66	TN. State Rally
\$ 4,016.17	KY State Rally
\$ 2,154.12	Missouri 2nd Annual Dice Run (Chap.602 & 110)
\$ 966.63	Delmarva Cruisers #425
\$ 6,000.00	West Virginia State Rally
\$ 3,400.00	Oklahoma State Rally
\$ 50.00	Harrisonburg Va. Quaker Steak Bike Night
\$ 27,960.61	Ga. State Rally
\$ 400.00	PA State Meet & Greet
\$ 6,292.92	TN Ridge Runner
\$ 425.00	North Carolina Spring Gathering
\$ 6,530.98	California State Rally
\$ 3,400.00	Virginia State Rally
\$ 3,041.46	Indiana State Rally
\$ 2,150.00	Kentucky Graves Co. Dice Run
\$ 275.00	New York #376 Dice Run
\$ 28,047.22	2015 SCRC National Rally - Orange Beach,
\$ 10,000.00	Georgia Covington Bike Fest
\$ 2,255.29	Party In The Panhandle

=====
\$147,238.49 Total (as of Oct. 27, 2015)

Great Job Everyone!!

If you have hosted an event & do not see it here, please contact the SCRC Board of Trustees to get the accounting papers filled out: src.bot.events@gmail.com

Top Ten Laws of Motorcycling

- 1) A motorcycle will not fall over without a crowd present.
- 2) The odds of a motorcycle falling over are directly proportional to the size of the audience and the owners ego.
- 3) Moving motorcycles are to juicy bugs what U.S. Navy carriers once were to kamikaze pilots.
- 4) You will not feel a need to go to the restroom until after you have put on your rain suit.
- 5) The fact that your keys are in your pants pocket will only become apparent after you have put your gloves on.
- 6) Quick fixes are named for how long they stay fixed.
- 7) The only part you really need will also be the only one on permanent backorder.
- 8) Nothing is harder to start than a used motorcycle being shown to a prospective buyer.
- 9) You will never have a flat tire on the road unless you leave the flat repair kit a home.
- 10) Universal kit accessories are so named because without modification they fit no bike in the universe.





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SCRC 101 #22: Group Ride Guidelines – Part 7

SAFETY EQUIPMENT:

- A) As mentioned previously, it is assumed that all riders will come to the ride with a well-maintained motorcycle.
- B) All riders should show up with appropriate riding apparel for the weather conditions.
- C) All group riders are encouraged to bring a well-stocked tool kit to all club rides.
- D) All group riders are encouraged to bring a well-maintained first aid kit to all club rides.
- E) The SCRC Road Captain should bring the following to the ride:
 - 1) First aid kit.
 - 2) Route maps
 - 3) Run information.
 - 4) Cell phone. If a Road Captain does not have a cell phone, he or she will locate another group rider who does (obviously, subject to availability), and designate that rider as the 911 caller.

13. TIPS and Past experience:

Nothing can replace Good Judgement and Common Sense !!!!!

- 11) It is recommended for the Road Captain to have scouted the route prior to conducting the ride.
- 12) Be aware of places you may have to stop. Watch for loose gravel or sand.
- 13) The arrows painted on the lanes indicating the lane traffic flow become slick when wet.
- 14) Watch for oil slicks around stop lights, stop signs or around areas where cars may have to sit for a period of time.
- 15) The use of 2-way radios between the Road Captain and Tail Gunner is Highly Recommended.
- 16) When pulling out from a stop sign or stop light and after making a turn, an even, steady acceleration is highly recommended. This will keep the formation together better than speeding up and having to slow back down. Do not slow to make sure the formation is following. This will cause a back up and may actually prevent the rear bikes from making it through the light. If the formation is broken for whatever reason, keep the speed limit to 5-10 miles below the posted speed limit to allow the rest of the formation to catch up. You do not need to stop (this is a judgement call based on the road and the traffic flow).
- 17) If the formation is broken, and there is a turn in the route, the formation does need to stop as close to the turn as possible, allowing the trailing group to see where you turned. You may also instruct (prior to the ride in the pre-ride brief) that the last person in line wait at the corner to guide the rest back up to the formation. This is the Road Captain's decision based on what they know of the route, the traffic, and safe riding practices.
- 18) Summer time and asphalt do not mix well, kickstands will sink in and the bike may fall over. Be aware of where you park.
- 19) All riders need to pay attention to the bikes and traffic around them!!!! There is nothing worse than a bike hitting another bike in formation because they were not paying attention.
- 20) If you need to speed to get to your destination – you should have made better plans and started earlier. Chapter group rides are supposed to be enjoyable not racing events.
- 21) Riders - So what if the Road Captain makes a wrong turn. Sometimes that's how you find that hidden special road!!!!!!
- 22) If you think you need to burn a whole tank of gas before you stop for a 5 min break, you are missing half the fun of riding with a group. The BS sessions at stops are all part of the experience.

- 23) If you know the trip will take 3 hours, plan on it taking 4. Something will always happen to cause a delay. The larger the group, the more time you should allow for rest stops, gas breaks, food breaks, etc.
- 24) One lesson that the MSF class teaches that I think needs to be clarified better is their admonition to always stop with one foot on the ground. Fine, if it is a small bike, but a touring bike should be stopped placing both feet on the ground at the same time, in my opinion. A slick spot is unforgiving and very dangerous. Your rear brake can be released if your front brake is holding at 2 MPH with no concerns whatever. (Obviously, you do not put feet down until the bike is fully stopped.) The MSF used to teach that you stop with your RIGHT foot on the ground and the other on the peg. That was changed to LEFT foot down so that you could keep your right foot on the brake. In either case, by definition, your bike is not vertical with only one foot on the ground. If you must make a fast departure (to get out of somebody's way, for example), it takes more time to do so with one foot down rather than two. This, because you must straighten the bike as you depart, you have a more erratic start, and you must first take your right foot OFF the brake - all time consuming. Finally, you can probably more easily handle a smaller bike with one leg, but a large touring bike is another case entirely. [There are always exceptions to the rule, of course. If you are stopped at a light on a severe incline, your right foot belongs on the brake pedal. Similarly, in a panic stop situation you want to stop with your foot still on the rear brake.
- 25) Assuming you are in the slow or second slowest lane and you approach an on-ramp, do a head check to the right. Equally as important, if you are approaching an off-ramp, do a head check to the LEFT (and catch that guy who is about to cut in front of you to make his exit).
- 26) REMEMBER! Too much following distance can be just as bad as, and frequently is WORSE THAN, too little following distance. If the formation lacks uniformity in what we appear to be doing, then we don't "look" like we are "together" as group. We become regarded as random individual vehicles in the traffic pattern and not like a group or unit trying to function as one vehicle. Too much following distance INVITES cars into the formation, splitting it up in traffic. And if we don't control our lane space, the cars WILL take it away from us. Be prepared! Non-motorcycling car drivers really do NOT understand what we do when we ride as a group or why. So, if a car starts to blindly move into or through the group - LET THEM IN. We can always re-form the group a little later down the road.

Footnote: If you are new to group riding or are uncomfortable riding in a Southern Cruisers Ride, please let the Road Captain know. Excessive following distance defeats the purpose of maintaining an equally spaced stagger formation. If you are new to group riding or have a handicap (visual, etc.) and prefer/need to ride on the left or right side of the lane, let the Road Captain know in advance. Also, make sure you line up in the proper position for where you need to be (odd-numbered bikes will ride on the left and even-numbered bikes will ride on the right). If you need to switch with another bike, do so before the ride begins and explain to them why you are doing so. If necessary, until you become more comfortable with group riding, it may be much better for your safety and the safety of the group that you ride individually 1/4 mile behind the group. We want to encourage you to be comfortable about making that choice.



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SCRC 101 #22: Group Ride Guidelines – Part 7 (continued)

- 27) Any SCRC member that needs to leave the ride early, please notify the Road Captain AND the Tail Gunner where you plan on leaving the group. If possible be at the rear of the formation (ahead of the Tail Gunner) prior to leaving the group. Any bikes following should move up into the standard group riding positions.
- 28) BLOCKING. Remember, the cars on the road have the right of way and blocking is considered illegal. The Southern Cruisers Riding Club does not approve of the use of blocking, it is illegal in most States. If there is a need to block traffic, it should only be done with prior arrangements with the local law enforcement officials. It may take a few extra moments to wait for the traffic to clear. This will keep the formation together and safer. If the formation does get split up – refer to the section on rejoining the formation.
- 29) STOPS AT TRAFFIC LIGHTS. Keep your bike in first gear and ready to move when the light turns green, unless you know that it will be an extremely long red light and need to give your hand a rest. The few seconds' delay for shifting from neutral to first gear can cause the group to be split because not everyone is able to make it through a turn signal.
- 30) INTERSTATE/HIGHWAYS. When approaching the interstate or a limited access highway, you should gradually increase your speed while on the entrance ramp as you see that you'll be able to merge on to the interstate. Depending upon the size of the group, the Tail Gunner may not be able to move over and protect the lane for the entire group. COMMON SENSE AND GOOD JUDGMENT WILL NEED TO BE USED TO DETERMINE IF YOU WILL BE ABLE TO MERGE SAFELY. Do not assume that since the Road Captain and several bikes have merged on to the highway that it will be safe. If the group is separated, regroup when it is safe to do so.
- 31) EXITING INTERSTATES/HIGHWAYS. When you are leaving the interstate or highway, try to maintain a speed that will allow all of the bikes to exit without being on the interstate and having to ride at an extremely low speed. Move fully on to the exit ramp or turning lane as quickly as possible. To properly protect the group, the Tail Gunner cannot move over until every bike is safely on the exit ramp or in the turning lane.
- 32) TUNNELS. The Blue Ridge Parkway is a favorite place to ride for many local and out of state riders. Numerous tunnels exist on the parkway. Some are over 1/4 mile long. There is no lighting in Parkway tunnels. Cars are required to turn on lights, but some don't. On a motorcycle, the instant of going from sunlight to darkness is disorienting. Your eyes are not used to the dark. The first thing you do is instinctively brake a little. The eyes of car drivers as well do not adjust to darkness instantly. They may not even see the yellow line on the road in a tunnel. In addition, bicyclists may be encountered in tunnels as well. WHEN APPROACHING TUNNELS, SLOW FAR AHEAD OF TIME, ALLOW MORE SPACE BETWEEN RIDERS, GET INTO SINGLE FILE AND STAY AWAY FROM THE YELLOW LINE. You may encounter one tunnel after another so maintain this safe riding posture as long as you are in "Tunnel areas" of the parkway.
- 33) CURVES. Many roads in the mountain are switchbacks, with non-stop sharp curves. You are riding along at 40 mph, come into the curve and you are down to 15. With a tight curve, riders behind you cannot see that you braked, or have little room to brake and slow, so it is easy to get bunched up. ALWAYS STAY IN SINGLE FILE, MAINTAIN GREATER SPACING BETWEEN

RIDERS AND PAY ATTENTION. A group of H.O.G riders were riding on the parkway. The lead bike missed a sharp curve, left the parkway and went over the side of the mountain and fell 60 feet, resulting in a rider's death and a critically injured passenger. Riders in the group said that it appeared the rider, while entering a sharp curve, looked away for a second and then missed the curve. Many areas on the parkway and other mountain roads are like riding on the edge of a cliff - you miss your turn and you are airborne without a parachute! It's not the fall -it's that sudden stop at the end that'll get ya.

Also be aware that after heavy rains on these kinds of roads in the mountains, that sand and mud will be washed down onto the road and can make the curves and corners very dangerous. There are many opinions on curves. A lot depends on how sharp the curve is.

This, IMO, is one of the many reasons to ride in a good even staggered formation. This allows riders to be able to shift in the lane to take a curve better. Several groups have established signals to spread out the gap and this works well before going into curves to allow more freedom for the individual riders to have more space to work with. If the Road Captain sees that the curve may be a little sharp for the group, he/she can anticipate by signaling to slow down before going into the curve.

If there are sharp curves, I would recommend single file spaced at least 3-4 seconds apart. This gives the rider the option to use as much of the road as they want and also allows for people slowing down when going into sharp corners.

I highly recommend that the Road Captain be aware of the riding experience of the people they are leading on a ride. A pre-ride of the route (when possible) is also recommended. It is also up to the individual rider to admit to his/her abilities.

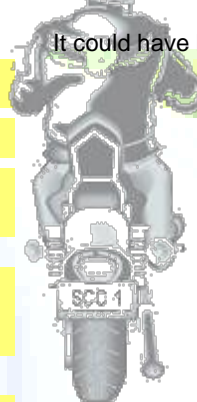
Compiled By - Greg "Dragon" Love

This concludes the Group Ride Guidelines. Many thanks to Greg "Dragon" Love for ALL of this riding information, rules & recommendations. Once you learn & apply some or all of these, you can definitely tell when you are riding close to someone that does not follow these (and maybe not any) rules & recommendations. You can view more on previous editions... or on www.southerncruisers.net. In the next edition - Standard Motorcycle Hand Signals. "Hammer"

Hey Texas!!

Your story could have been here!!! Where does your chapter ride? There has to be some good Southern Cruisers stories out there... send thme to me with a few pics.

It could have been right here!!





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Ride to Forksville Store

Walt and Jackie Jones and Ken Keggerman are longtime members of Lehigh Valley Chapter #083. Ken is the Chapter's 2nd Officer. This was a lunch ride to Forksville Store for lunch. Lehigh Valley covers the cities of Allentown and Bethlehem. Lisa Slobodow is the 1st Officer.

Walt & Jackie,

First thanks for the meal although I could have used a Lager after the last few miles but I will digress to that until later. Magellan - before I forget - you are no longer #1 on picking bad roads. But I will admit that the ones you have put us on were not totally your fault. Usually the result of a "road closed" or "bridge out". Back to Walt, the man I call "DAD" and the man I am convinced after today tried to "KILL ME".

After putting me at ease with some fantastic curvy roads and some awesome scenery along the way, he made the turn onto a road that at first seemed like any other road in the mountains in the rural Pennsylvania countryside... until a sign appeared "Road not maintained in winter". This should have been the first sign that I should be afraid, very afraid. It was not long after this that our well-manicured macadam road turned to well packed dirt and stone. This then turned to just well packed.

After drawing me further into his web of deceit he sprung his cruelest trick of all. Let us first realize he is riding a trike, a well planted motorized vehicle on 3 wheels. We also have to mention the horrific rain we had on Friday. It was not enough that earlier we rode through many spots where water was still gushing across the roads with many a gravel driveway had given its all to create a cyclist road hazard. We all know how well-groomed I keep my beloved Road Star. I spent hours cleaning it this week. Hours I tell you "Hours" of cleaning and polishing.



Back to the subject at hand. So we enter his web and the road turns to a well center crowned road of slippery clay. No longer well packed but the stuff you would use on a pottery wheel. I cannot tell you how many times I prayed to God to keep me upright. Just about the time he saved me from one disaster, then another slip of the front wheel going in a direction other than straight and to make it worse the back tire also had a mind of its own. I finally came to a stop to catch my breath and try to decide to continue or turn back. I am sure Dad will deny this but I could hear him snickering while waving me to come forward. 3.5 miles of death road but I made it.

We are within 12 miles of our destination. Since he did not get me with the slime of death, he then speeds along what was a beautiful curvy road along a creek. But then, to what do my eyes

see but a cut across the road where they obviously must have laid pipe. That little trench according to my spine was 3 feet deep.



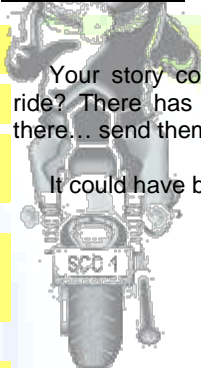
Then the sign of an oasis. Welcome to Forksville and a very nice covered bridge. To make amends for trying to "KILL ME", he and his sweet wife Jackie bought my lunch. I at first wanted a Lager to come my nerves, but alas the strongest they had was root beer. After a wonderful lunch (Cheese Steak that was delicious) we leave. At my request we are going to take a less scenic route with less curves and one totally well paved. So the evil Walt begins to think of other ways to take me out. He looks to the sky to find the biggest ugliest black cloud he could find. And of course once again trying to lure me into a feeling of well-being, he first heads out to what appears to be a road that will take us away or around that black cloud. He then hangs a quick left while we are in the warmth of the sun onto a road that goes straight up closer to the cloud so that we can partake in all the glorious views. While we were looking at the scenery to the left, the black cloud (remember me mentioning it) approached from the right. Now I don't want to call Dad the man who tried to KILL ME on the clay pottery road a rain man, but this is the third time in a row that we rode together that it rained.

I also want to mention that I have never been to Texas but today I did ride through Dallas. Dallas to me now will be the place where I saw sweet Jackie pull a perfect Gibbs to DiNozzo head slap on Dad. He says it was her pointing to the sky. I say it was her pointing to red light he just ran.

We left at 9 AM, arrived back home approx. 5:15 PM and 276 miles later. Except for the parts where he tried to KILL ME. It was a great ride. I have always said I would follow him anywhere but today he went beyond the limits. Thanks dad and Jackie for a interesting day.

<http://www.forksvillestore.com/>

Hey New York!!!



Your story could have been here!!! Where does your chapter ride? There has to be some good Southern Cruisers stories out there... send them to me with a few pics.

It could have been right here!!



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Chapter 197 joined about 100 other bikes and riders. It was a very meaningful and patriotic service. If possible, we will place this on our calendar for each year.

Bill Presley, the National Membership Director recently joined us at our safety meeting to tell us that we are the fastest growing Chapter in the entire USA. In fact, we are the 2nd fastest growing chapter of Southern Cruisers in the World. I am so fortunate to be the 1st officer of this great chapter.

Jeff Gray, 1st Officer, SCRC Chapter 197, Tuscaloosa, AL



Ride in 12th Annual Eldridge Children's Home Toy Run

My name is Jeff Gray and I am the 1st officer of Chapter 197 Tuscaloosa, AL. We participated in 2 great events.



On December 6, 2014, we met at the Northport Civic Center and gathered with other riders from the community and made the 60 mile trip to Eldridge Children's Home for the 12th Annual Eldridge Children's Home Toy Run. This is a benefit ride that raises funds for the children's home for the year. Over 500 bikes participated in this ride and came from all over the Southeast. I counted at least 5 Southern Cruisers chapters that participated. At last tally, over \$81,000.00 was raised. We had over 20 members that participated in this event. See pic above.

The very next Saturday, we participated in “Wreaths Across America” at the National Cemetery in Montevallo, AL. We had a large group that left Tuscaloosa with their Red, White and Blue American Flags waving in the wind. This was also a 60 mile ride.

When we got to the National Cemetery, we gathered with some Patriot Riders and American Legend Riders and made the short trip to the ceremony area where family members of some of the fallen soldiers were gathering. After a very Patriotic ceremony, a family member of each branch of the Military was presented a wreath to place in a stand. We had a military gun salute, singing of the National Anthem and a trio of bugles playing taps and echoing each other.

Our Chapter participated by holding full size American flags during the entire ceremony as a backdrop. At the end of the ceremony, we moved into straight lines forming an entry way guiding the group to the cemetery. As we formed a line on each side facing each other, a man playing Amazing Grace on his bag pipe led the group to the location of 3200 beautiful wreaths that would be placed on each grave located in this National Cemetery.



“Hammer Time”

Everyone has a story to tell. Easy to tell, but harder to write down! Thanks to all of those that have responded & sent me stories for the newsletter. It will be a great help for future newsletters.

When you send me your story, it MUST come to me from your FO (first officer):

- Your full name (& nickname if you have one)
- Chapter name & no.
- Chapter hometown
- A few pictures to go with it - PLEASE remove your helmet & sunglasses for pics
- Your 1st officer MUST send it in
- Stories should be your story about riding... and/or riding with Southern Cruisers

Thanks for the stories. Just wanna make sure it is tied to SCRC & an SCRC chapter. Again... thanks. Send me your story & pics.

Please note – promotions for your individual chapter's events (other than from the SCRC calendar) will not be included in the newsletter.

Remember, my 2015 mantra is...

“I am Southern Cruisers! It's time to RIDE!!”

Send them to me at scrcnews@gmail.com

“Grab some wind... hammer down!” by Bruce “Hammer” Mathis
p.s. – Did you find the misspelled word? Watch for it!!



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T-CLOCS Inspection Checklist

T-CLOCS ITEM	WHAT TO CHECK	WHAT TO LOOK FOR	CHECK-OFF	
T-TIRES & WHEELS				
Tires	Condition	Tread depth, wear, weathering, evenly seated, bulges, embedded objects.	Front	Rear
	Air Pressure	Check when cold, adjust to load.	Front	Rear
Wheels	Spokes	Bent, broken, missing, tension, check at top of wheel: "ring" = OK — "thud" = loose spoke	Front	Rear
	Cast	Cracks, dents.	Front	Rear
	Rims	Out of round/true = 5mm. Spin wheel, index against stationary pointer.	Front	Rear
	Bearings	Grab top and bottom of tire and flex: No freeplay (click) between hub and axle, no growl when spinning.	Front	Rear
	Seals	Cracked, cut or torn, excessive grease on outside, reddish-brown around outside.	Front	Rear
C-CONTROLS				
Levers and Pedal	Condition	Broken, bent, cracked, mounts tight, ball ends on handlebar levers, proper adjustment.		
	Pivots	Lubricated.		
Cables	Condition	Fraying, kinks, lubrication: ends and interior.		
	Routing	No interference or pulling at steering head, suspension, no sharp angles, wire supports in place.		
Hoses	Condition	Cuts, cracks, leaks, bulges, chafing, deterioration.		
	Routing	No interference or pulling at steering head, suspension, no sharp angles, hose supports in place.		
Throttle	Operation	Moves freely, snaps closed, no revving when handlebars are turned.		
L-LIGHTS				
Battery	Condition	Terminals: clean and tight, electrolyte level, held down securely.		
	Vent Tube	Not kinked, routed properly, not plugged.		
Lenses	Condition	Cracked, broken, securely mounted, excessive condensation.		
Reflectors	Condition	Cracked, broken, securely mounted.		
Wiring	Condition	Fraying, chafing, insulation.		
	Routing	Pinched, no interference or pulling at steering head or suspension, wire looms and ties in place, connectors tight, clean.		
Headlamp	Condition	Cracks, reflector, mounting and adjustment system.		
	Aim	Height and right/left.		
	Operation	Hi beam/low beam operation.		
Tail lamp/brake lamp	Condition	Cracks, clean and tight.		
	Operation	Activates upon front brake/rear brake application.		
Turn signals	Operation	Flashes correctly.	Front left	Front right
			Rear left	Rear right
O-OIL				
Levels	Engine Oil	Check warm on center stand on level ground, dipstick, sight glass.		
	Hypoid Gear Oil, Shaft Drive	Transmission, rear drive, shaft.		
	Hydraulic Fluid	Brakes, clutch, reservoir or sight glass.		
	Coolant	Reservoir and/or coolant recovery tank — check only when cool.		
	Fuel	Tank or gauge.		
Leaks	Engine Oil	Gaskets, housings, seals.		
	Hypoid Gear Oil, Shaft Drive	Gaskets, seals, breathers.		
	Hydraulic Fluid	Hoses, master cylinders, calipers.		
	Coolant	Radiator, hoses, tanks, fittings, pipes.		
	Fuel	Lines, fuel valve, carbs.		
C-CHASSIS				
Frame	Condition	Cracks at gussets, accessory mounts, look for paint lifting.		
	Steering Head Bearings	No detent or tight spots through full travel, raise front wheel, check for play by pulling/pushing forks.		
	Swingarm Bushings/Bearings	Raise rear wheel, check for play by pushing/pulling swingarm.		
Suspension	Front Forks	Smooth travel, equal air pressure/damping, anti-dive settings.	Left	Right
	Rear Shock(s)	Smooth travel, equal pre-load/air pressure/damping settings, linkage moves freely and is lubricated.	Left	Right
Chain or Belt	Tension	Check at tightest point.		
	Lubrication	Side plates when hot. Note: do not lubricate belts.		
	Sprockets	Teeth not hooked, securely mounted		
Fasteners	Threaded	Tight, missing bolts, nuts.		
	Clips	Broken, missing.		
	Cotter Pins	Broken, missing.		
S-STANDS				
Center Stand	Condition	Cracks, bent.		
	Retention	Springs in place, tension to hold position.		
Side stand	Condition	Cracks, bent (safety cut-out switch or pad equipped).		
	Retention	Springs in place, tension to hold position.		