



The Fox Tales

Volume 8 Issue 7

Chapter B2

July 2011

Notes from the CD

Summer is finally really here and the riding season is in full form.

This is a great time in Illinois and almost anywhere you want to ride, including Wing Ding. For those of us who are planning on taking this great ride to Knoxville Tennessee, we would like for all to have a safe and comfortable ride.

One of the things that I do after the TCLOCK is to re-check the lights and turn signals on my 1500. Am I being a little picky, yes probably so. I know that turn signals and flashing lights are really only ornaments and not to be trusted, but I still like to use them. This lets the other people in traffic, who are at least paying a little attention, on what will be happening in just a moment. Do you still look, my suggestion is always and try not to make any assumptions. Also, for me this is a little peace of mind, because of checking the lights, there is no issue of them not working.

We have some nice future rides coming up, so please check the schedule that is included in this newsletter.

Dan Ribbing from GWRRRA sent the following to me to be shared with all our members. Well, the old adage, ask and you shall receive is evidently true! We've asked for an online version of the OCP for the people that just can't get away for a weekend to attend the seminar. It was promised. It is delivered! Not only that, if you don't have high speed internet, they've solved that problem there too by offering a DVD for those special circumstances.

If you are interested in the program, send an e-mail to trainer@gwrra-ildistrict.org and request your login and password. You will have **30 days** to complete the program but that should be more than enough time. It is still strongly suggested you attend a seminar in

person. We will attempt to schedule one master seminar to be held at a central location for all to attend for those that would like the one-on-one time and are interested in interacting with other officers and members to get new ideas.

If you have any questions please feel free to give me a call or drop a line to myself (dd@gwrra-ildistrict.org) or Cindy (trainer@gwrra-ildistrict.org) and we'll get you whatever answers you need.

Thanks for the update Dan and everyone is encouraged to use this beneficial training.

That is all I have for the moment as Wing Ding is just 3 days away for me and Lina. We will see you at the meeting on July 11 and have a great ride to where you are going. **John and Lina Katkus**

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Bob and Judy Shaw - Educators

Motorcycle Wobble and Weave – we have all heard the term, yet it is difficult to explain what it is unless you experience it or see it. We are not talking about the bike responding to an operator that needs training on how to make a turn with smooth throttle control and visual focus on the exit of the turn.

Please see the video article: “Some Harley Motorcycles Known For Death Wobble”: The link below is to a news channel video describing what wobble and weave are and the consequences. It speaks about a particular manufacturer, but also identifies that other bikes may also be susceptible due to a combination of design and what owners cause when adding on aftermarket parts. This message from us is not meant as a bashing of a particular brand. Instead, please focus on the technical message and consequences.

When we watched the video showing the phenomenon, we were immediately reminded of what it felt like when we experienced a rear tire blowout at 65 mph on an interstate while towing a cargo trailer. We had performed a T-CLOCS inspection prior to the trip start. We were en-route to CT from central NY to teach a Trike Rider Course. The entire right sidewall of the tire was disintegrated, possibly indicating a low pressure problem. (We now ride with a digital tire pressure monitor system, AND continued T-CLOCS checks.) Rider Training saved us then – maintain a firm (but not white knuckled) grip, roll off the throttle, and keep off the brakes or apply them sparingly. (With the 1800 Wing’s linked braking system, you cannot apply the unaffected wheel’s brake like on an independent system - which many of us learned in MSF training. The 1500’s integrated braking system is different as well – the front brake can be applied independently, but not the rear. That also assumes you know which tire is affected. It is not so easy as you think (a humbled admission of an experienced MSF Rider-Coach). We had previously always associated loss of steering control with a Front tire blowout.) While slowing, you must still negotiate traffic and get off the road in a safe spot if possible. NOTE: in our experience, handlebar steering control was completely lost. Yes, it was in a REAR tire blowout. Body lean was the only success path for steering for our situation.

Many of our Members purchase aftermarket parts that claim to add stability by modifying the manufacturer’s design. In some cases it may be true, or is true only in certain situations. In other cases, there is no affect other than a placebo belief of a change – or worse, a negative impact. In the end it is a matter of trust. Do you believe the company that poured years and millions into the Research and Development of your bike or the aftermarket add-on manufacturers targeting us? Who will your surviving relatives go after: Honda or mom & pop aftermarket dealer? Buyer beware. We applaud those that make product that improve our safety, but recognize that we don’t have the engineering training to understand which ones live up to their claim. Knowledge that we should not accept the salesperson’s claim or package labeling at face value can help us have more fun and be safer. *Friends don’t let Friends learn by ACCIDENT. This is something I thought would be interesting to all*

From GWRRA *Wingin' It - "Friends for Fun, Safety & Knowledge - July, 2011*

Humor with a Moral!

Submitted by Jodi Starr - at Home Office

Subject: Old Dogs

One day an old German Shepherd starts chasing rabbits and before long, discovers that he's lost. Wandering about, he notices a young panther heading rapidly in his direction with the intention of having lunch. The old German Shepherd thinks, "Oh, oh! I'm in deep doo-doo now!"

Noticing some bones on the ground close by, he immediately settles down to chew on the bones with his back to the approaching cat. Just as the young panther is about to leap, the old German Shepherd exclaims loudly,

"Boy that was one delicious panther! I wonder if there are any more around here."

Hearing this, the young panther halts his attack in mid-strike, a look of terror comes over him and he slinks away into the trees.

"Whew!" says the panther, "That was close! That old German Shepherd nearly had me!"

Meanwhile, a squirrel who had been watching the whole scene from a nearby tree, figures he can put this knowledge to good use and trade it for protection from the panther. So, off he goes.

The squirrel soon catches up with the panther, spills the beans and strikes a deal for himself with the panther.

The young panther is furious at being made a fool of and says, "Here, squirrel, hop on my back and see what's going to happen to that conniving canine!"

Now, the old German Shepherd sees the panther coming with the squirrel on his back and thinks, "What am I going to do now?" Instead of running, the dog sits down with his back to his attackers, pretending he hasn't seen them yet, and just when they get close enough to hear, the old German Shepherd says, "Where's that squirrel? I sent him off an hour ago to bring me another panther!"

Moral of this story...

Don't mess with the OLD DOGS... Age and skill will always overcome youth and treachery! BS and brilliance only come with age and experience.

Riding in the Heat

Doug and Lynn Kerst Chapter Oh-Y Rider Educators

I have heard that this year is going to be a hot one and thought I might write about riding in the heat. There are a couple of ways to make sure that you are ready to ride in the heat.

The three things that you should keep in mind are to keep hydrated, keep your body as cool as possible, and try to keep your skin covered. Lynn almost got dehydrated going out to Wing Ding in Billings, but she got lucky and caught it in time and got rehydrated and got a neck wrap so that we could finish up the trip.

The first thing is to keep the riding group and yourself hydrated. People think that Gatorade is great but some people have to watch how much sodium is in those types of drinks. The other drinks that you should avoid are drinks with lots of sugar because sugar and the sun don't mix when it is hot out. If you want to drink liquid with sugar in it wait until you are done for the night. I have read articles that you should drink about 12 ounces of water for every hour of riding when the temperature is over 85 degrees. I know that riders get sick of the boring taste of water so you can go out to the grocery store and get flavor packets and they only cost about \$3 for about 10 of them. You should stop and take a break every hour and fifteen minutes to get rehydrated.

The second thing is to keep as cool as possible by wearing cool vests, which ranges in price from \$35 to about \$200 and are great to keep you cool while riding. The other things that you can use is a cold pack, necktie or something that you can wrap around your neck to keep it as cool or cold as possible with water or ice. You can usually pick up one of these items for under \$30 at rallies/conventions. The thing to cover with is a bandana soaked in cold water, or if you can stand it, ice water; then put it on under your helmet. It might feel real cold for a moment but refreshing after that.

The last thing is to keep your skin covered so that the sun doesn't pull the hydration out of your body. You can wear anything from a long sleeve t-shirt, under armour or a breathable jacket, or a combo of either. If you don't wear something long sleeve, which I don't recommend, make sure that you put on sun screen. You can get sunburn within an hour and then it is too late.

We all need to keep a look out for other Members on rides to make sure they are doing ok and are safe to proceed on with the ride. If you think someone is having problems with the heat, stop and rest for awhile or until the group thinks it is safe to continue on the ride. The group is only as strong as the weakest person, whether it is the rider or co rider, just like the article in June, 2011 *Wing World* says. RIDE SMART, RIDE SAFE, ENJOY THE JOURNEY!!

July Birthdays

- No July Birthdays



July Anniversaries

- George & Jennifer Kam - 07-13
- Floyd and Margaret Meyers - 07-20



IL Chapter B2 --2011 Calendar of Events

All regular chapter meetings are held on the second Monday of each month at Giordano's Pizza, 1505 South Randall Road, Algonquin, IL. Dinner at 6:00 pm, order off the menu with meeting at 7:00 pm.

July	July 2 - 10	Wing Ding 33 - Knoxville TN
	Monday July 11	Chapter Meeting
	July 17	White Pines
August	Saturday Aug 6	Poopy's
	Monday Aug 8	Chapter Meeting
	Sunday Aug 14	Thunder Bay - Rockford, IL
	Saturday Aug 27	Cedarburg / Port Washington
September	Fri-Sunday 2-4	Region E Convention, Moline, IL
	Saturday 10	Pop Eyes - Lake Geneva
	Monday 12	Chapter Meeting
	Sep 23 - 25	Door County, WI
October	Monday Oct 10	Chapter Meeting
	Saturday Oct 15	Galena Color Ride
November	Monday Nov 14	Chapter Meeting
December	Monday Dec 12	Chapter Meeting

Region E Convention

The Region E Convention is being held September 2-4 (Labor Day Weekend) in Moline, IL.

The Convention Lodging is on site at : RAMADA AIRPORT & CONFERENCE CTR.

6902 27th Street

Moline , Il. 61265

309-762-8811

www.ramadamoline.com

Rates are \$65 single \$73 double/@night-----mention "GWRRA or GOLDWING"

**FLYERS, PRE-REGISTRATION FORMS AND MORE INFORMATION
AVAILABLE AT THE JULY 11TH CHAPTER MEETING.**

WEEKEND THEME:

"Characters on Wings"

EVENTS TO ENJOY	
• Region Couple of the Year	• Light Parade
• Individual of the Year	• Talent Show
• Individual of the Year	• Raffle Prizes
• District Challenge	• Door Prizes
• Off Bike Skills	• Bike Show
• On Bike Skills	• Characters Hunt

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