



Newsletter of the Memphis Harley Owners Group
Chapter 4928~Founded February 20, 1986

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January 2017

The Director Says... The Way I See It

Well, my first thought is that I never thought I would be writing an article as the Director again!

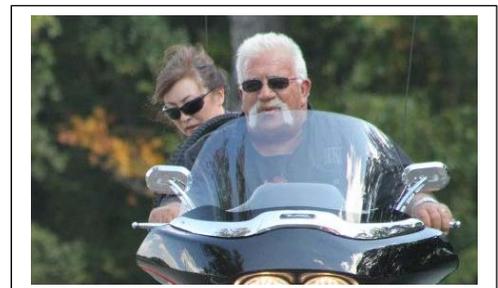
I have seen 11 Directors come and go so far. Whereas I can't speak for them, I can speak to the subject since I was Director twice before. To me, there is no doubt being allowed to hold this position. You must either win an election, or no one else runs and be accepted by the Dealer Principal. Then, you send in the proper paperwork to H.O.G.

You spend time reading your job description. I mean hours and hours making sure you know it all and are determined to do it all correctly. Then, all of a sudden, the emails start coming in, the text messages, and the calls making suggestions or better said, criticizing what the Chapter is doing wrong again. Oh well, it is part of the job, right?

Look, the fact is that it takes a lot of time and effort to take any position in the club. It just does. I can promise all of you this. We have some good ideas for rides and activities. Will everyone be happy with them? Probably not. We will do our best though.

It is the Credo of H.O.G. to "Ride and Have Fun." Let's do just that.

Your 2017 Director,
Joe D. Moscon



JANUARY CHAPTER EVENTS

- 1 Polar Bear Ride: meet 9:30am @ Bumpus Memphis, KSU 10:30am
Lunch at Robillio's SideCar Café (after Polar Bear Ride)
- 12 Monthly Meeting: Bumpus Memphis, 6:30pm



2017 Officer Team

Dealer Liaison: Tim Bumpus

Director: Joe Moscon

Assistant Director: Bob Gasko

Treasurer: Robert Gantt

Newsletter Editor: Leigh Williams

Activities: Michelle Beitz-Demery,
Michele & Jeff Poland

Head Road Captain: Dan White

Assistant Head Road Captain:
Dave Stockton

Membership: Deborah Gasko

Photographer: Jim Ferguson

Greeter: Richard Cooley

Safety Officer: Larry Allen



Bob Gasko



Dan White

Assistant Director: Bob Gasko

I would like to introduce myself for those that do not know me. My name is Bob Gasko. My wife Deborah and I have been riding with the club for about six years now. I am very excited to be in the position of assistant director for the upcoming year.

I believe the goal of the club should be to "Ride and Have Fun." I also believe my role should be to help you do just that. We have a number of rides planned for this year that should appeal to everyone, from one day out and backs to multiple cities and overnights. I hope that if you can't make all the rides, that you will find a ride that works for you and come on out.

As I said earlier my job is to help you have a fun year with the club. If there is anything I can do for you, please let me know.

Bob

Head Road Captain: Dan White

Hey HOGs! This is Dan, your 2017 Memphis HOG Chapter Road Captain.

I'm honored to have been asked and able to volunteer for the position this year. The officers in the club have asked Dave Stockton (Assistant Road Captain) and I to come up with more great rides for this year. We have roughly seven big rides planned; one each month from April thru November, ranging from overnights to some long weekends and a couple 5-6 days rides. As soon as these are firmed up, we'll let y'all know the dates and destinations so you can mark your calendars and request time off from work (that thing that gets in the way of riding sometimes) to attend. There will be some one day rides sprinkled in there too.

For those of you who want to go for a virtual ride during the next couple winter months, check out

www.bikersbywayshighways.com and go to the "videos and maps" tab. There's a couple really warm weather rides there.

Also for those of you who haven't been on a group ride yet or just want to brush up on the skills, watch the "Chickasaw State Park Ride" to see what it looks like and some of the things we do while group riding.

Let's Ride!

Assistant Head Road Captain: Dave Stockton

As I write this, the Polar Vortex has us in its grasp. It feels like I haven't ridden my bikes in months. I'm trying to cope, but the bottom line is I'm really, really, really ready to ride. I suspect many of you out there feel the same way. Well, relief is on its way, even if for a little time. The annual Polar Bear Ride to the Ski Freeze downtown is coming soon. I plan to be there and hope to see many of you as well.

As most of you know, I like to ride and have gone on every chapter ride I could make. That won't change and I'm particularly excited about the year we've got coming up. We had an officer get together a few weeks ago and went over some of the weekend ride plans that Dan White has been putting together. I'm not going to give anything away, but there are some old favorites we haven't done in years and some new destinations. So get your bikes ready, polish your riding boots, and join us for an exciting year of fun and adventure. Oh, and I bet we find some good eating spots as well.



Membership: Deborah Gasko



I'm Deborah Gasko and I'm married to Bob Gasko. We have 2 kids, ages 21 and 16. We have lived in Memphis for the last 10 years. I will be the membership officer this year. Bob and I have belonged to HOG for a while now. Bob has a Ultra Glide that we ride on long trips but, I have a 2005 Softail Deluxe that I adore!! She has gone to Kentucky, Oklahoma, and all around TN!

I am excited for the new year and all the rides we're planning to go on together. Looking forward to helping out any way I can and increasing the membership to our riding club.

I want to spread the love of riding with all new bike owners.

Have you renewed your Memphis HOG membership for 2017?

**Membership renewal forms are available at the
Bumpus HD Parts Counter
AND our January chapter meeting.**

Pay by cash or check at either location.

**Don't forget to renew your National HOG
membership too. All local members must be a
national member.**

Newsletter Editor: Leigh Williams

Hi all! I'm happy to be your newsletter editor again this year. With your assistance, this year I'm hoping to include stories about your rides, lists of favorite destinations (so others can plan to go there too), and possibly some fun items (see below). We'd like to promote businesses owned by HOG members or that provide a discount to HOG members, so please consider purchasing an ad for the newsletter. Lastly, we will always post items for sale by HOG members for free.

Word Find Puzzle

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K H P D S S X L L S K H S N D
H N X A T U I D H C A Z T O K
A A U A N A G O E P N G R S I
R R R C T H V E N G S V F D T
L Y E T K E E E K U A W L I M
E M F T L L J A G H S M O V H
Y O K H S U E N D Q C W Q A G
S A E V G T X H V K I W J D S
X A H J T I R K E Z T G F T W
D N I W T V O O B A Y O R Y F
R O A D K I N G P P D E M P D
G R D K Q U B Y M S E T W T O
K S A R N L C O A T S D K B D
K Z K O E I L O D L L U A F W
L Q A Y A O Q E D Q H P W V C
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List of Words

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DAVIDSON
HARLEY
KANSASCITY
KNUCKLEHEAD
MILWAUKEE
PANHEAD
ROADKING
SHOVELHEAD
SOFTTAIL
SPORTSTER
STREET
ULTRA
VROD
VTWIN
YORK
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Safety: Larry Allen

I am glad to be back in the saddle as the Memphis HOG Club Safety officer for 2017. I look forward to providing our new and veteran members articles and classes that will keep us safer as we ride our bikes the coming year.

The facts are we participate in a slightly dangerous activity with risks. Most of us feel the enjoyment outweighs the risks so we keep riding while trying to improve our skills as best we can. Don't get complacent about riding and keep your radar on at all times for pending situations. Constantly play what if in your mind as a training tool as it will make you more instinctive and react faster when the need arises

Well cold weather is almost upon us. One of the good things about riding in the cooler weather is we can now wear our leather chaps and jackets without sweating profusely. Wearing our leathers does give us a large degree of safety in case of a fall. Blue jeans will last about 10 feet before wearing through when sliding on asphalt and leather will last you about 85 feet. At 50 MPH you will slide about 50+ feet. So enjoy your leathers. Also be careful as the leaves start to fall they will make the road a littler more slick especially after it rains. Slow down in the corners with leaves on the road.

Below is my group-riding article for the month. Hope your enjoy it and put it to use. Keep the chrome side up, rubber side down and the wind in your face.

Never Hit The Bike In Front Of You

By James R. Davis

Group riding has lots of benefits for its participants, and a few new responsibilities.

For example, recently we heard about a group ride that turned sour when the lead bike failed to recognize where he was supposed to make a left turn and drove past that road. The second bike in the group did recognize the turnoff and decided to make it. He turned left and the third bike promptly ran into him.

What went wrong? It was argued that if nobody was following too closely then the actions of bike two would have saved everybody in the group (other than the lead bike) from having to make a U-turn and there would have been no accident.

Probably true, but almost any group rider with experience understands that it is up to the leader to make decisions about when and where the group will change directions. It might well have been that the leader had a reason for failing to make that turn. He could, for example, have realized that the group was going too fast to safely make that turn. (If anybody in the group understands the danger to a group of making sudden moves it is an experienced lead bike.) Further, what if the second bike did not willingly make that left turn - that he had a mechanical problem such as a flat tire that caused it. Since all members of a group are expected to follow the direction set by the lead bike, **UNLESS IT IS INTO DANGER**, all other bikes in the group (other than the drag bike) should have attempted to avoid bike two and continue behind the leader.

An example: The past State Director for GWRRA in Texas was once leading a ride in which he took a turn too fast and left the road. Not one single rider behind him followed - they were experienced group riders, not just 'chicken'. You are, ultimately, responsible for your own ride from a safety point of view.

Bike two, in the accident described earlier, was way out of line to unilaterally decide to take over lead position - to mutiny, if you will. However, the fact that the third rider ran into the second rider suggests that she was either riding too close to the second rider, or was inattentive, or was so confused by the unorthodox behavior of bike two that she could not react fast enough to prevent the accident. Whatever the reason, bike three broke the prime directive - 'Never hit the bike in front of you!'

When you are riding in a group as other than lead or drag bike your principal activity is 'station keeping' - maintaining proper distance between yourself and the bike ahead of you. Since the vast majority of accident threats present themselves to you from the front, each person should be encouraged to focus their attention primarily in front of them. In other words, it is dangerous to spend too much time watching your rear-view mirrors. Thus, the prime directive.

That said, if you accept the prime directive and assume that all the other riders have done the same, then you are also tacitly acknowledging that you trust the rider behind you. But, of course, you may never have ridden in a group with that person before. You may not have even met that person before. Further, it is common practice to put the weakest and least experienced riders towards the back of a group. Is that not setting up for an accident?

Not at all! The weakest/least-experienced riders are in the back because these are the people most likely to have an accident. Thus, they are placed towards the back so that such an accident can put the fewest other people as possible into danger. It also allows the drag bike to observe how these riders handle themselves and to work with them at stops about the little things that they may be doing wrong. (CONT. ON NEXT PAGE)

Never Hit The Bike In Front Of You (cont.)

As to their potential danger to the riders in front of them, that can be managed. Let me give you an example of savvy group riding behavior by an experienced rider who became concerned that the bike following was too close to her. She simply used a hand signal telling the bike behind her to slow down.

Even though most of us have CBs, we tend to use hand signals as well - to keep those without CBs informed. While there is a stated rule that all hand signals must be passed back, most individuals in a group ride tend never to originate such a signal thinking that this is just one more job of the lead bike. The exception to this is the case where an individual rider in the group notices a hazard in the roadway and points to it so that all behind will be alerted.

Individual group riders CAN ALWAYS initiate a hand signal telling the person behind him/her to slow down. This is the way to reduce concern about an inexperienced rider in the rear driving too close to the bike ahead of him. On the other hand, nobody but the lead bike is entitled to originate a hand signal telling the person behind him/her to speed up. (This is another way of saying that spacing in a group is usually specified in terms of minimums ('no closer than 1 second') - the riders can individually decide to use a larger space.)

The prime directive, if flawed, errors on the side of conservatism. It mandates that attention be primarily directed towards the front. It mandates that you not follow too closely. It makes you think about what the bike ahead of you (closest ahead of you, not literally 'straight ahead') is doing or might do next rather than what the lead bike is up to. It gives you a modest suggestion about what to do if *you* are about to have an accident. (i.e., if you are riding in the right track, and there is a hazard in the road ahead of you, the prime directive forces you to tend to turn towards the right to avoid that hazard - thus, taking you farther away from the closest bike ahead.)

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John Jennings Jason Kyle Lisa Patton
Michele Poland Leigh Williams Robert Williams

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To get texts: Text a message to 40404 with the following informat
Follow memhog4928
You should receive an instant confirmation.



- Join our members-only Facebook group

Link: <https://www.facebook.com/groups/282199048513345/>

To join: Go to the page and click "Join"
One of the officers will add you to the FB group.

Note: There is a public FB page but it DOES NOT have event information.
<https://www.facebook.com/MemphisHogChapter/>

- Check out our webpage and online calendar

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

<http://www.memphishog.com/#!calendar/c1nf7>

The chapter calendar is compatible with Google Calendar and iPhones.
Search for the calendar associated with the chapter activities email:
memphishogactivities@gmail.com

DO YOU KNOW HOW TO STAY IN CONTACT WITH BUMPUS HARLEY DAVIDSON (MEMPHIS)?

Website: <http://www.bumpushdmemphis.com/>

Event calendar: <http://www.bumpushdmemphis.com/check-out-our-events--xcalendar>

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Twitter: [@BumpusHDMem](https://twitter.com/BumpusHDMem)

Youtube: <https://www.youtube.com/user/bumpusmphs/videos>

INTERESTED IN ADVERTISING IN OUR MONTHLY NEWSLETTER?

Ads are free to current members selling personal items, e.g. bikes, bike parts, garage sale items, etc.

Business ads run for \$50/yr. for a business card, \$75/yr. for a ½ page, and \$100/yr. for a full page ad. Please contact Leigh Williams to set up your ad.

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