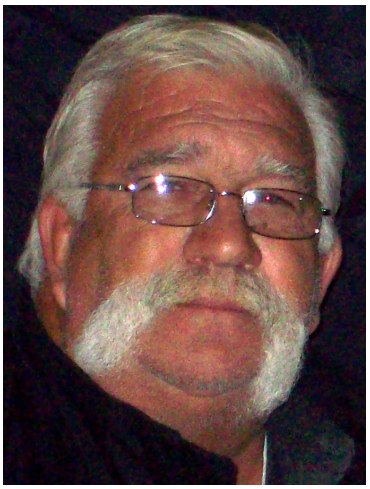
August 2010
Volume 24 Issue 7

Sponsored by

BUMPUS HARLEY-DAVIDSON

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

Director's Corner



by Joe Moscon

Well we asked for it, now we got it. It is the riding season for sure.

But which one of you asked it to be "The HOG days of Summer"?

You can do the math. I promised I would not ride if the temperature got to be twice my age. Heat index notwithstanding. Well it is hot, but I am still going to ride this weekend to the LOH Picnic.

Two things seem to be true here! One, damn I am getting old. Two, we must love to ride our Harley.

We will have our hydration vests on, not so we can look cool, so we can stay cool. We bought them after OK City last year and they do work. Dip them in the bath tub for 10 minutes, and it feels like this - AHHHHHHHH! If you don't have one, go see the girls in the motor clothes department and they can fix you up. Best money spent since true duals! Not very flashy, but it helps me sound better on hot days.

September is coming quick. Don't forget the upcoming overnight rides. For us, been there all ready, awesome and we are going again. So, make your reservations and come on, it will be a great time. There is some great riding there and I know some people are making a long weekend out of it, too.

See you out there.

Joe D Moscon
Director, Memphis HOG

Chapter Meeting

Friday, August 6, 2010

6:00pm

Fresh Slices in Bartlett

E-Mail Drawing Contest

Watch your E-Mail

August 3rd

Your 2010 Chapter Officers

Director	Joe Moscon
Assistant Director	J. Carolyn Rice
Treasurer	Jerry Rice
Secretary	Kelli Werkmeister
Dealer Liaison	Keith Gilooly
Head Road Captain	Greg Patton
Activities Officer	Laura LeDuc
Activities Officer	Jeff LeDuc
Membership	Kathy Chadwick
Editor	Burt Powell
Webmaster	Dan White
Photographer / Historian	Lisa Patton
Chaplain / Safety Officer	Larry Allen
Ladies of Harley	Pam Powell

and Road Captains

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The Memphis HOG Chapter has your HOG Colors for sale.

We also have large and small HOG patches, Memphis HOG rockers and LOH patches for sale as well.

All this can be purchased at the Motor Clothes Department at Bumpus on Whitten Road.

Call (901) 372-1121 for details.

Assistant Director's Article

J. Carolyn Rice

Chase The Vision of Freedom: Route 66

If you have a list of must ride roads, chances are Route 66 is on it. Few roads can rival this iconic roadway. In my opinion, it is the most famous highway in the world. Route 66. The name is magic and brings all kinds of images to mind. Route 66 has been the stimulus for many writers, artists, musicians and actors over the last 85 years.

Route 66 expresses who we are, where we live, what we do, and who we can become. Route 66—the highway some folks thought was dead and gone—is alive and well. It is important to remember that Route 66 is all about people. That is what the road has always been about and why it remains active and relevant, alive to this day.

"A stop in one of the small towns most anywhere along old Route 66 offers evidence that life begins at the off ramp. Away from the super slab, you can still order a piece of pie from the person who baked it, still get your change right from the shop owner, still take a moment to care and to be cared about, a long way from home."- Michael Wallis

"66 is the mother road…"- John Steinbeck

Route 66 is synonymous for "going somewhere." U.S. Route 66, starting at Grant Park in Chicago, reached across more than 2,400 miles, three time zones, and eight states—Illinois, Missouri, Kansas, Oklahoma, Texas, New Mexico, Arizona, and California—before it dead-ended at Santa Monica Boulevard and Ocean Avenue in Santa Monica. People like to say the highway started at Lake Michigan and ended in the roaring Pacific. It was one of the country's first continuous spans of paved highway linking East and West.

Now for the third time HOG is offering us the opportunity to travel all or part of Route 66 with our *"brothers and sisters"* from HOG chapters across the nation and world. Think about it, read about it, look at your schedule and see if you can make the time for this experience of a lifetime. You will never regret it, that I can promise you!

H.O.G.® RETURNS TO ROUTE 66

Motoring the Mother Road – September 11-25

Back in simpler times, Route 66 was the primary motor road for travelers heading from the eastern United States to the western. Today, the interstate highway system offers motorists a faster, more efficient passage. Yet, for those who prefer a more relaxed pace and greater adventure, Route 66 – a.k.a. the "Mother Road" – remains the crown jewel of American roadways.

H.O.G. has traveled this way before, with touring rallies in 1996 and 2001. Both events were spectacularly successful, leading members to often ask: "When are we going back to Route 66?"

"People ask me that all the time," says Joe Dowd, H.O.G. Events Manager. "The answer, I can now say, is September 11-25, 2010."

Motoring the Mother Road offers H.O.G. members the opportunity to travel every mile of this storied road, from Chicago to Los Angeles, the way it was meant to be traveled. Riders can take each leg at their own pace, with plenty of time to stop along the way and savor the history, the culture, the flavor of a bygone era.

And because it's a H.O.G. event, you can also expect to enjoy plenty of dealer parties, special events, exclusive access to certain attractions, and more (including a premium gift package) along the way - all in the company of fellow members from around the world.

For more information log on to members.hog.com. Registration is open now so make plans to sign up right away.

~Get Your Kicks On Route 66!~

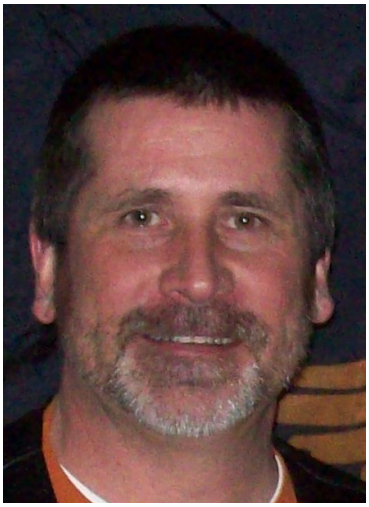
Activities and Happenings

Jeff LeDuc

Laura LeDuc

Man - somebody needs to go find the outdoor AC switch and turn it on! But, when the colder weather comes back, we'll be wanting that same person to go turn the heat back on! Never ending cycle! Oh well, maybe at least the rain is going away for a little bit. We've got some great rides coming up - our first overnight ride is Cahoots' in Fayetteville, TN - hope you made your reservation! Eating dinner in a jail cell - hmm, sounds familiar! We're going to Marcy Jo's in Columbia, TN for lunch. And, by special request, and the opportunity to compare it to Doe's, dinner at Como Steak House in Como, MS. Sort of going backwards a little bit, we're starting the month off with a ride to the Watermelon Festival in Water Valley, MS. We'll be blasting out more information on the rides as they get closer so be sure to check your email.

Thanks to everyone who has submitted ideas of restaurants, events, and locations. They've all been a great help - especially because everywhere we've gone has been a suggestion! So, again - THANKS!



This month's article has nothing to do with Chapter history, photography, or being a road captain. It has everything to do with what it means to The Patton Family to be members of the Memphis HOG Chapter.

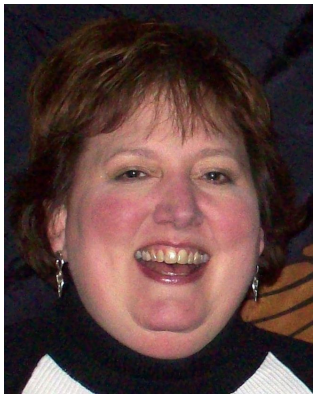
Our daughter, April, was in a very serious car accident on July 9, 2010 around 10pm. She was with her boyfriend on her way home to our house when a drunk driver crossed over into their lane and hit them head on. Then they were rear ended by a second car and then struck by a third car. April was extracted out of the passenger side of the car with the Jaws of Life then air lifted to the MED. She sustained a broken right femur, which is now held together with a rod and screws (we believe she is now part bionic woman), she broke both clavicles, she has two broken ribs, she suffered intestinal and colon damage which required 6 hours of surgery. She also had damage to her carotid artery which requires Heparin to thin the blood to ward off the risk of stroke. Unfortunately April suffered the major trauma of all the parties involved. At the time this article is being written, we are on our 6th day at the MED with another 4-6 days to go and then another 6-8 weeks of recovery at home.

I am not sure what we would have done without our HOG family. That Saturday morning after the accident, April was in surgery until 11:00am. HOG members were here for us in force with Chicken Biscuits from McDonalds, toothpaste, toothbrush, and deodorant. We did not realize how simple some toothpaste and a good brushing will make you feel after being up for more than 30 hours. HOG members rode in hot and tired from their 5 state ride to comfort us. Other HOG members brought us their support and caring words. Some just sat with us while we waited to visit April in ICU. HOG members texted and have followed us on Facebook. Some have sent cards and called. Some have repeated their visits this week bearing goodies and more comfort and support.

To us, this is what being a member of the Memphis HOG chapter means. Friends that really care and mean what they say. Just call us and we will be there. Three years ago, we never thought that we would have such dear friends, much less be riding a motorcycle to places we would never had gone. The Patton family wishes to thank everyone for all that they have done.

Our riding days may be less for awhile as we tend to a healing April. An occasional outting to dinner or short ride will be needed as we try to stay connected to a wonderful bunch of people.

Greg and Lisa Patton



Ladies Of Harley *by Pam Powell*

It is hard to believe that school is getting ready to start and that fall is just around the corner. I would like to thank all the members who have turned in pins and/or patches for the Irish children, Chapter Rockers for our Quilt of Memories, and pictures of Finnegan. The Road Stories Patch has been ordered and I can't wait to hand them out to the members who have helped the Memphis Chapter make a lot of wonderful memories! If you are not sure if you have fulfilled the requirements for receiving the patch, please check the link on the LOH Webpage or email me at pamela.powell754@att.net with any questions. Finnegan has traveled a lot of miles so far this year and visited a lot of interesting places. I wish I could have gone with him on some of his adventures!!

Our August LOH meeting will be Tuesday, August 17th at 6:30 pm. It will be held at El Mezcal's located at 9045 HWY64 Suite 101/ Lakeland, TN. The phone number is 383-4219. Please bring your donation for the September Basket to our meeting. The Sept. theme is Family Night.

See you on the road! (Soon I hope!)

Kelli's Korner

by Kelli Werkmeister

Thanks to everyone that came out to Fresh Slices for the July Chapter Meeting. We love seeing everyone enjoying good friendship and road stories.

The July meeting winners were:

Dinner Ticket -Bob Hunt

Email Drawing-Wally Sisk (Be sure to print your email that is blasted prior to each Chapter meeting and bring it to the meetings to be entered in this drawing.)

The 50-50 drawing…was won by Sharon Sisk. Sharon won $55!

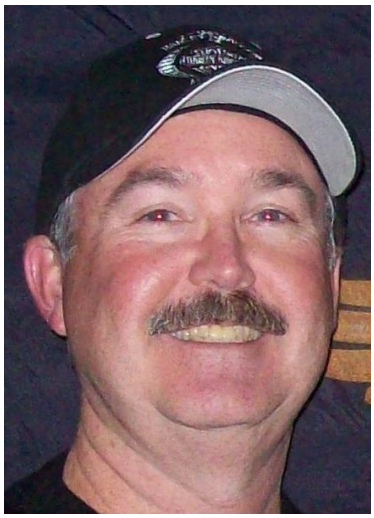
Ladies of Harley (LOH) July 4th basket- Kelli Werkmeister. A big THANKS to all of the ladies that donate every month for these baskets.

No Quarterly Membership drawing until the September meeting and we will draw three-remember the more chapter meetings you attend in quarter – the better your odds of winning are!

Tickets are sold for the 50-50 and the LOH basket at each chapter meeting. Prices are $1.00 each, 7 for $5.00 and 15 for $10.

Be sure to hydrate often when you ride in this extreme heat!

Hope to see you all at the August Chapter meeting!



Chaplain Larry Allen

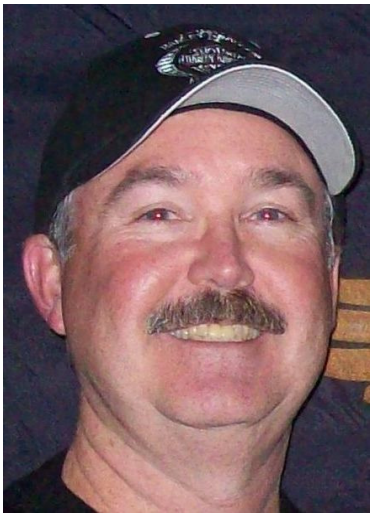
As we begin our chapter rides I am often called to lead the group in prayer. Have you ever thought to stop and think about why you pray? For me it is a time to simply talk with God. When we pray we should thank and praise him for his goodness to us, and tell him that we love Him. Prayer is also a time to confess our sins to Him and ask for His forgiveness. Even Jesus prayed to his father. When the disciples asked Jesus to teach them how to pray. Jesus told them to be not like the heathens and use vain repetitions but gave them a simple prayer to use as a model to approach our God and Heavenly Father. It became known as the Lord's Prayer.

Our Father, who art in heaven,
hallowed be thy name.
Thy Kingdom come,
thy will be done,
on earth as it is in heaven
Give us this day our daily bread.
And forgive us our trespasses,
as we forgive those who trespass against us.
And lead us not into temptation,
but deliver us from evil.
For thine is the kingdom, the power and the glory.
Forever and ever.
Amen

Take time each day to give thanks to God for our many blessings and ask his blessing for those who are suffering from health issues or life's burdens.

GOD IS WAITING TO HEAR FROM YOU.
God Bless
Chaplain Larry

Safety First
by Larry Allen



Group Riding - Size Matters
Rubber Band Effect

By: James R. Davis

While most of us know that it takes about 1 second to recognize and begin to react to a threat ahead of us, it usually takes from 2 to 3 seconds for riders to recognize and begin to react to a change in speed (increase) of the bike in front of them when they are riding in a group.

A couple of seconds doesn't sound like much, I'm sure, but while at 2 seconds a small group of bikes can usually manage rather well, at 3 seconds some serious problems result. This is particularly true if there are more than six bikes in the group.

The following, I hope, will convince those of you that lead group rides to behave with new caution.

At 60 MPH your bike moves 88 feet per second. Assuming that you maintain a 1-second gap between bikes in the group then each is about 88 feet behind the next one. At 70 MPH the gaps would be about 103 feet.

A trivial example first - let's say that the lead bike increases speed from 60 MPH to 70 MPH. It takes about 2 seconds to do so if you are casual about it (using an acceleration rate of 7.5 fps/s) though you could do it in half that time. What happens to all the bikes behind that lead bike?

Most people, I assume, think that each will, in turn, simply follow suit. That is, each will also accelerate modestly at the rate of about 7.5 fps/s (5 MPH/Sec) and, thus, maintain 'the group'. That is not at all what actually happens.

After the first second of modest acceleration by the lead bike the distance between the second bike and the first one has grown from 88 feet to 92 feet and one second later the gap has become 103 feet. By coincidence this is exactly what the new distance between bikes should be while riding at 70 MPH. However, the second bike has not yet even begun to accelerate and is now moving 10 MPH slower than the bike ahead of it.

It follows, of course, that the gap between the bikes will continue to grow until the second bike is also moving at 70 MPH - 2 or 3 seconds later.

That is, if the second bike realizes that the first one is pulling away from him and begins to accelerate his own bike within only 2 seconds then he too will be traveling at 70 MPH within another 2 seconds. If it takes him 3 seconds to recognize a widening gap and react to it then it will take another 2 seconds for his speed to match the bike ahead of him.

In the best case (2 second react/respond time) the gap between the bikes will have grown to 117 feet, and if it took 3 seconds that gap would have grown to 132 feet.

Clearly once the speeds are the same the gaps will remain the same. BUT, since the group prefers to travel with a 'one second' gap between bikes, the second bike MUST GO FASTER than the first one for a brief time in order to 'catch up.'

If we assume that the riders in this group are conservative and individually elect never to travel more than 5 MPH faster than the bike ahead of them as they are closing their gaps then the second bike will continue to accelerate for 1 additional second and attain a speed of 75 MPH while the first one continues at 70 MPH.

In fact, the second bike will have to ride for TWO SECONDS at 75 MPH while the first one rides at 70 MPH in order to close the gap to 106 feet, and then he takes 1 more second decelerating to 70 MPH during which the gap between them reduces itself to the desired 103 feet.

This little example of the dynamics between just two bikes is trivial in consequence and easy to understand. With modest effort it can be seen, however, to be anything but trivial farther back in the pack.

Let's look at the third bike in the group. About 2 seconds after the SECOND bike begins to accelerate the third one follows suit. Three seconds later the gap between the second and third bike has, as expected, become 117 feet. But, because the second bike is traveling at 75 MPH at that time rather than 70 MPH like the first bike, the gap continues to widen and within one more second becomes 128 feet. Clearly the third bike must use more effort to catch up to the second bike than the second bike needed to catch up with the lead bike. Indeed, the third bike will have to accelerate to 75 MPH and will have to maintain that speed for FOUR SECONDS instead of the two required by the second bike in order to close up that gap.

WORSE, the next bike will find that the gap he has to close has grown to 132 feet before it begins to shorten and then ONLY IF HE ACCELERATES TO 80 MPH instead of 75. This, because the third bike is traveling at 75 MPH rather than 70 MPH when the gap has reached 132 feet. The gap would be larger still if bike number four merely accelerates to 75 MPH.

In a group of only six motorcycles, the last one will find the gap between himself and bike number five to grow to 143 feet before it begins to close. He will have to accelerate to 80 MPH, hold that speed for three seconds, drop to 75 MPH for an additional three seconds, and then finally drop to the group speed of 70 MPH in order for all members of the group to end up with a 1-second gap between them.

Further, it will be at least 11 seconds after the lead bike has started to accelerate before the sixth bike does so. Imagine what will happen if during that time the lead bike applies his brakes in anticipation of entering a curve!!!!!!!!!

Though this was a trivial example it demonstrates very well what we have all experienced in the past - the 'rubber band' effect.

Imagine how PROFOUND this effect becomes when the example changes. For example, imagine what happens at the end of a string of 20 bikes rather than only 6. Or what happens if the lead bike, upon exiting a 35 MPH curve, gooses his bike to 60 MPH as fast as it can get there.

There are things that tend to mitigate these problems:

- Lead bikes can change speed more gradually.
- Lead bikes can announce speed changes over the CB and, thus, reduce reaction times for all.
- All bikes in a group can react to changes in speed of bikes that are farther ahead of them than just the one immediately ahead.
- The members of a group can simply NOT crank their throttles up to excessive speeds just to keep the group spacing 'correct'.
- A good group leader does NOT accelerate within 15 seconds of entering a curve (assuming he has to then slow down before actually entering that curve.)
- The '1-second between bikes' rule should be abandoned whenever the group is riding 'twisties' - it makes sense only when traveling in a straight line on open highway.
- Never allow a group to become larger than SIX bikes if even one of the riders is inexperienced with group riding. Never larger than EIGHT bikes even if all are familiar with the riding habits of each other.

RIDE SAFE AND KEEP THE SHINY SIDE UP

LARRY

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Contact Larry Allen at 901-378-7318 or by email at LDALLEN@MSN.COM if you are interested.

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