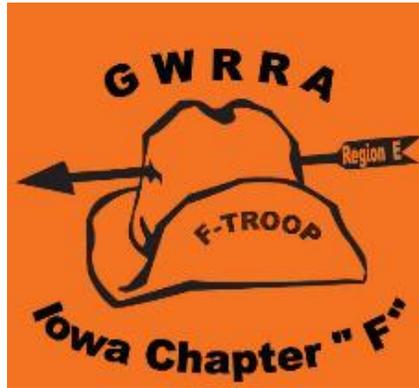




Friends for Fun, Safety and Knowledge



Chapter F meets
The third Saturday
of the month
(except December)
at:
Hy-Vee
3235 Oakland Road NE
Cedar Rapids, IA
Join us for breakfast at 8 am
Gathering at 8:30am

Volume 8 Issue 4 April 2018

CELEBRATING 25 YEARS OF FRIENDS FOR FUN, SAFETY AND KNOWLEDGE



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Notes from your Chapter Director

Planning a Group Ride in Eastern Iowa

A lot of the fun of motorcycling is in going for a day-trip with friends to see the countryside and grab a bite at a favorite destination.



This year your Chapter Directors are emphasizing route planning by all of the members in order to get variety and creative ride ideas, to make it fun for everyone to participate, and to build this valuable skill in our group. Here are some tips we've learned in the time since we began planning group rides.

The elements of a day ride are: Who, What, When, and Where.

Start with who: Will it be a couple of friends, or a large group of 7 to 12 vehicles?

What kind of a trip? Is it a lunch ride or to a special destination or a tour?

When, and how long? Start by making a rough estimate and see how that might fit the available time. Consider approximate times for travel, include rest stops, mealtimes, attractions. Once the route is known, recheck this estimate to keep in line with available time.

Where? Iowa is a fine state with lots of natural beauty, friendly people, and interesting sites and attractions. Maybe you want to introduce your friends to one of your favorite places, or maybe just the adventure of finding a new favorite place. Been somewhere, or always wanted to go there? Think about where you would like to take your friends.

Planning the tour route

Use Maps, grandpa's directions, favorite places in Eastern Iowa... Here are some resources

DOT Website

Historic roads, scenic byways can be found at:

<https://iowadot.gov/autotrails>

<https://iowadot.gov/iowasbyways>

County Maps: Detailed color PDF Maps for all 99 counties are available at:

<https://iowadot.gov/maps/digital-maps/city-and-county-maps>

Road Conditions in the state are easily located on the map at:

<http://www.511ia.org>

The GPS can be a big help with tours, taking some of the load of driving tasks to allow the leader to focus on the ride without having to flip through directions or maps while driving.

Mapping Software: I've written about this in a previous newsletter, refer to that on the [iowa-f-troop.org](http://www.iowa-f-troop.org) website. My current favorite routing software is Tyre-to-travel. This works with Garmin and Tom-Tom GPS and is free to download at: <http://www.tyretotravel.com/>

We've all heard that "Practice makes perfect", and this still applies to Planning a Route no matter how you approach it and what methods you use. Having gone from Novice to Expert, I assure you the first time will have glitches and unforeseen changes, maybe a U-turn or more, but it gets better with practice, and it's not a GWRRA ride without at least 1 U-turn!

Pete

Pete and I usually tag team when we are planning routes. He handles the roads and I search out restaurants and activities. Usually, my part comes first as it is helpful information to build a route around.

Choosing a Location to travel. Our state has a lot to offer and so do nearby states. The difficult thing is sniffing out those locations or activities. I'm a big fan of those free booklets that you can often pick up at gas stations, hotels, grocery stores or chamber of commerce. There will be plenty of items you'll pass by but there are hidden gems in those booklets. The internet is also a valuable source for interesting things to do. Say, for instance I search for museums in Iowa; That search leads me to a list of ALL the museums in Iowa. It's huge and it's alphabetized! Now I scan the list and look for something that I think will be interesting for our group and can plan a whole ride to get there, a restaurant near there, and a different route home. It sure helps with the "where should we go today syndrome" by adding a "feature" to our ride. Take our group trip this summer. Wing Ding is our main feature but we have added other features along the way – The Arc Experience, The Biltmore Mansion and the Smokey Mountain Railroad. These features direct our path in a sense. A second thing to consider since our path is usually indirect is to time it correctly. Directly the route could take say 30 minutes. If we take some back roads it might take 45 minutes but we want it to take 1 hour 15 minutes. Oh goodie! We get to make the route even more indirect. Indirect routes typically produce the most interesting scenery! So my advice, take the long way!

Finding a restaurant. Most likely a restaurant stop will be needed when travelling a group ride. This is your chance to gather together and talk about what you've seen and what lies ahead on your trip. It's a good idea to plan your restaurant stop in advance of the trip so that you can call ahead and let the establishment know you'll be coming (and when) so they are well staffed. If you are plugging your route into a mapping system, it will give you a good indication on when you will need a lunch stop. Travelling with a group can present timing problems so give the restaurant a time range that you think you will be there. How do I pick out restaurants? I first start with the town and then I go to my trusty little YELP Application or YELP's website. When you arrive at the app or website, there are two pieces of information you give it. Always the town or city and the second piece of information is what you are looking for. Commonly I key in "Restaurants" but you can also be a little more specific and put in "pizza" or "burger" or "coffee" or "ice cream" etc. Once the list comes up for restaurants you can see a compiled overall rating for the restaurant by people who have actually visited the restaurant. I typically

try to select at least a 4 or 5 rating for our group. You can also see the number of reviews the restaurant has. I'm a review reader because you can gain valuable information in these reviews which help me determine if the restaurant will be a good fit for our group. I also read the individual reviews because as a "foodie" I like to know the best things to order when I get there.

It does take a little time to plan a ride. It would be ideal if after you plan the ride, you ride the ride before leading the group. Why? You know those U-Turns that happen on a lot of the rides? Even though we planned the ride to the best of our ability, glitches happen in those GPS mapping programs, road construction, or our paved road is really gravel. Doing a pre-ride gives you a chance to catch some of those unfortunate things that might happen. Many of us do not have the extra time to do the pre-ride so let's extend a little understanding when that one little mistake happens.

If you were fortunate enough to pick a tube at our planning session that included planning a ride, we wish you an enjoyable experience as you plan and implement your ride(s) this summer. Let us know if you need any assistance and we'll be happy to help.

Cheryl

Pete and Cheryl Sayers
Chapter F Directors

Chapter Anniversaries
April 24—Fred & Sue McCombs
May 5—Terry & Kathy Zimmerman

Notes From Your Chapter MECs

Hello F Troop,

Well not much to say about the weather except that it is making me delay the rollout of my new swimsuit body for 2018! It is something I think has been much anticipated.

With the start of the good riding season on us I get more anxious to get on the bike and go. Seems like every winter sometime I have that dream that I forgot how to ride. It is always good mentally to be able to get on and disprove those thoughts in the back of my mind. I always notice for the first few weeks out that I have lost a little of the edge and need to work on getting it back whether it is using the clutch nice and smooth, braking smoothly, or a little getting used to the balance at slow speed. With all of the riding we have planned for the summer especially those of us going to Wingding it is important to get out and ride as much as we can to help hone the riding skills.



Maintenance day has been postponed until the 21st of April so if you were on the fence about doing something to your bike you still have a chance to act.

Hope to see you all at the get together.

Brad and Kim
Chapter MEC's



Educator's Corner

From the Iowa District Educator

Last month I started a series of articles I wanted to write about a study on motorcycle crashes that was done for the MSF (Motorcycle Safety Foundation) by the Virginia Tech Transportation Institute. This is a recent study that was done over a 2 year period and involved 100 riders. These were all 2 wheeled motorcycles, but it did involve a mixture of cruising, touring and sport bikes, with a breakdown of 78 male and 22 female participants. The rider ages ranged from 21 to 79 years old with a wide variety of levels of experience, from novice to veteran, but with an average of 17 years of riding experience. There was approximately 30,844 trips recorded, which represented 9,354 hours of seat time, and a total of 366,667 miles. However, as I had mentioned in the last article, this is still a fairly small number of participants so the results could vary from a different study that had more participants. Yet, there is enough information from these studies to make some important observations for any type of motorcycle.

In my previous article I noted one of the observations made in the study, which I found somewhat surprising, was that they found the most common incident amongst motorcyclists was the low speed or no speed tip over. Although most of us would not identify that as an accident, assuming no injury to the motorcycle or motorcyclist, I guess it falls in the "unintended incident" category. However, I think of it as the intention of gravity upon an unbalanced object to force that object toward a much more massive object, the Earth. It's just a reminder of how the science of physics impacts our lives. The VTTI study observed that dropping a bike is a fairly common incident. Of course, this is not going to be a problem with 3 wheel motorcycles since you need a higher speed before a trike has enough momentum to tip over. This study, though, did not involve any trikes. However, I think most of the other types of accidents identified in the study could have easily been involving either a 2 wheeler or 3 wheeler. So, let's move on to our next observation.

Another surprising observation from the study was how many motorcycles crashed into the back end of another vehicle or object. This represented 35 percent of the accidents in the study that were not single vehicle accidents. I think a lot of us on the road are worried about the car or truck behind us hitting the rear of our motorcycles. The study did not go into what the reasons were for these accidents. With proper braking technique we can stop pretty efficiently. Were the riders intimidated in using their

brakes, afraid of locking up their front wheel, or was overly aggressive on the front brake and caused a low side fall? Were they going too fast to stop in time? Were they distracted and did not see the vehicle in front of them, or saw them too late? I am going to speculate that the answer is yes to one of those questions for many of those riders.

On the last possibility, being distracted, we can easily underestimate how far we travel in a given time period. For example, if we are traveling 45 miles an hour and look away for 2 seconds we have traveled approximately 135 feet in that time. The formula converting miles an hour per second to an approximate distance traveled is to take your speed per miles per hour and multiple it by 1.5. This will give you the feet you have travelled each second at that speed. The math is not exact. This only gives you an approximate distance, but it is easy math. The multiplier is actually 1.4667 if carried out to four places. But, I can't do that math in my head. Since using that multiplier results in 132 feet versus my 135 feet approximation, I am willing to use the approximation method for this. The point being that 135 feet, or 132 feet, is a lot of ground covered by looking away for 2 seconds, especially if the car in front of me is only 30 feet away from my vehicle.

If the rider was just going too fast and was too close to the vehicle in front of them for that speed and that cause the rear-ender, then that means they did not have an adequate following distance. Isn't the basic problem with going too fast is that our stopping distance is going to be farther, so we are going to be traveling a greater distance in the time that it takes us to see a problem ahead of us and for the brain to react to that situation prior to us actually using the brakes? So, driving at a smart speed and maintaining a proper following distance reflective of that speed can help prevent some of these rear-enders.

Improper, or ineffective use of our brakes was one of the factors identified by previous motorcycle crash studies, such as the Hurt Study and the MAIDS Study almost 40 and 30 years ago, as being one of the three major skill lacking in those involved many of the accidents in their studies. To be honest, how many of us practice stopping quickly? Hopefully we are not using that skill very often in our typical riding. GWRRA does have rider courses where you are able to practice that technique in a safer environment than on the street. But, you could also practice this on your own if you found a safe place to practice. You just don't get the same type of feedback as you do in a rider course with a trained coach.

I should disclose that I am a GWRRA ride course instructor since the previous sentence sounds like an advertisement for taking a rider course, and I do my best to promote the GWRRA courses. But please note that I am not representing any organization's position on this article. The conclusions and opinions in this article are mine based on what I have read from the VTTI study and from other research I have read on this topic. I would encourage other people to read or research the study on their own if this interests them. But, I do have more that I want to pull from this study to share with you, which I will save for my next article.

Until then, I wish you safe riding!

Greg Hayes

Iowa District Educator, GWRRA



Hello Everyone,

Well I don't think I'm alone when I say I've had enough of this Iowa weather. April 15th and the snow is flying....grrrr. If don't see another flake before December I'll be happy. The bike is ready, the calendar is full, and all we need is the weather to cooperate. I went for a short ride last Thursday (70 degrees) and it felt great, but it was short lived. But that's enough about the weather since I can't do anything about it...except cry...again.

Is your bike ready? Tires, fluids, lights, shiny chrome, brake pads, and most importantly YOU. You are the most important part, and not just the rider but also the co-rider. Have you signed up for safety weekend? Well let's get on it. What better way to hone your skills than on a closed course with instructors that can give you pointers to help you be a better rider? As an instructor myself with a LOT of years of riding - I am still picking up pointers and trying new ways to lug the monster in tight corners and parking lots. Safety weekend is May 18th and 19th in Ankeny at DMAC and includes First Aid, CPR, Advanced Rider Courses, and Trike Rider Courses. Let's hope the weather is great - cause it makes it a lot more fun. Next, how's your calendar looking? Need something to do? I will guarantee you will not be able to make it to everything everyone is doing...it can't be done. You will have conflicts and decisions to make. The best way to solve it might be to do one event one year, and the other one the next. Maybe the grand kids have a sport or an event they want you to attend...well, I'm not coaching you on that one - you're on your own. But I will tell you this, if you find yourself at home with nothing to do, that's your own fault. Of course I want to see you support your chapter events, but also your neighboring chapters throughout the state, and finally those outside the state including other districts. Some of the neighboring states have events fairly close to us, and if they don't....ROAD TRIP! Remember, Iowa District rally on September 28-29 in Fort Dodge Iowa. A LOT of fun things planned both days, including riding, games, and some social time with your homies.

In closing I just want to say that the cold weather can't last forever (I hope), and we're looking forward to a great riding season and a chance to see ole friends and make some new ones throughout the year. Be safe out there, watch out for the critters, and make sure you're in the right state of mind when you ride - your life depends on it!

Now let's clear off that snow and ride,

John & Yvette Moravec
Iowa Team - District Directors

Chapter Birthdays April 24—Shelly Thomas



CHAPTER EVENTS

Gathering-- Saturday, April 21. 8:30 am. HyVee 32nd St & Oakland Rd, Cedar Rapids. Join us at 8 am in the Club room for breakfast if you can, gathering at 8:30 am.

Event—Maintenance Day, April 21, noon at Knupp's

Ice Cream Ride—Wednesday, April 25. Homemade Ice Cream and Pie at Brad and Kim Snyder's house. 2403 315th St. Hopkinton, IA. Meet there at 6:00 pm

Coffee—Thursday, May 3, Kava House, 122 2nd ST SW, Swisher. Meet there at 9:30 am

Event—Saturday, May 5, Spring Wing Warm Up, McGrath Powersports, 10:00 am

Ice Cream Ride—Thursday, May 10, Dan & Debbie's Creamery, 1600 Main St, Ely. Meet at Marion Walmart parking lot by the Service entrance. Kick stands up at 6:00.

Event—Friday and Saturday, May 18th & 19th, Iowa District Safety Weekend, DMACC Campus, Ankeny, 2006 S Ankeny Blvd

Gathering-- Saturday, May 19. 8:30 am. HyVee 32nd St & Oakland Rd, Cedar Rapids. Join us at 8 am in the Club room for breakfast if you can, gathering at 8:30 am.



EVENTS AROUND THE DISTRICT

April 21—Chapter D Mall Show, Willowbrook Mall, Mason City IA

Friday and Saturday, May 18th & 19th--Iowa District Safety Weekend, DMACC Campus, Ankeny, 2006 S Ankeny Blvd

2018 District Events around the Area

May 18-19--Wisconsin District Dust Off Campout, Glacier Valley Campground, Cambria WI gwrra-wi.org/gw

May 31-June 2--Missouri District Rally-Wingin the Ozarks, Branson MO mogwrra.mogwrra.org

July 6-7--Minnesota/North Dakota District Rally, Willmar MN mngwrra.us
July 26-28--Nebraska/South Dakota District Rally, Valentine NE gwrrane.com
August 2-4--Illinois District Rally, Litchfield IL gwrra-ildistrict.com
August 28-September 1--Wing Ding 40. Knoxville TN wing-ding.org/40/
September 14-15--Wisconsin District Rally, Wintergreen Resort, Wisconsin Dells gwrra

INTERNATIONAL EVENTS



August . 29-September 2, 2018

Go to <http://wingding.org/40/#pricing>

to register and

make your room reservations



Ramblings from a Wandering Mind

So, who wants to bet when spring will finally come to stay? I don't know about you, but I've had just about enough of sprinter. Let's get this over with soon. The only good thing about the weather is that I waited until last weekend to pull the radio out of my trike and get it sent off for an upgrade.

The weather makes looking at my half-naked trike every day just a little bit easier. I'm also going to be adding a couple of power outlets, one mainly for charging electronics and one in the trunk to be able to run my small air pump. Guess I'm starting to get smarter in my old age. I'm learning that if I plan on riding by myself I need to be more prepared. I can't always count on an angel showing up when I need one.

So, what are you doing the third weekend in May? You may think hard about sharpening your riding skills after this extremely long period of down time. The Iowa District Safety Weekend is being held in Ankeny on the DMACC campus. Friday is for those of us who have taken the ARC or TRC in the last three years. We can skip the classroom part of the course and head straight to the riding course. These classes will start at 1:00 and run to approximately 6:00. You can also do the CPR/First Aid course on Friday from 1:00 to 5:00. If you need to, or want to, take the full ARC or TRC on Saturday, you will need to be there at 8:00 to start the classroom part of the course. There will also be the CPR/First Aid class on Saturday. Donuts and coffee will be offered at 7:30 am Saturday morning and lunch will be provided on Saturday. I checked with the District Educator, Greg Hayes, the other day and there are LOTS of openings for both days. Don't wait for the weather to warm up before you register. This is a GREAT opportunity for us,

you can take a course each day and get fed for the low, low price of \$40 for the rider and \$30 for your lovely co-rider. Consider signing up today.

We have the rescheduled maintenance day at noon on the 21st after the get together. Even if you don't have anything to do on your bike or trike, consider heading over to the Knupp's for conversation and lunch. It's always a good time. I won't have my trike back together yet, but I still will show up in my car. Bring a side dish to share and drinks.

One more plug, the Iowa DOT Safety Forum. This year it is being held in Des Moines at the Holiday Inn Airport Conference Center. The registration is \$20 until the 20th, then \$25 until May 3rd. There will be no onsite registration. There will be speakers from ABATE, the DOT, MSF, Governor's Traffic & Safety Bureau among others. There will be exhibits, continental breakfast and lunch served. This is a good time to network with other riders from around the state, GWRRA members, ABATE members, sport bike riders, all sorts of riders. We are all there for one reason, to learn about and promote safe riding. I have always come away with good information each time I have attended these forums.

So, with riding season coming (someday) get your rides cleaned up and tuned up ready for when that time comes for that first ride of the season.

Sue T

Don't forget to patronize and thank our major sponsors!

