



SYRACUSE HOG
CHAPTER 3424

The High Road

Syracuse H.O.G. Monthly Newsletter

Volume XXII, Issue 9 – September, 2015

License Plate Trivia

Can you name the owner of either of these plates? If you have a custom plate, please send a picture in to editor@syracusehog.com.



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Meeting Minutes – August 16, 2015

By Debbie Yackel, Secretary



The meeting was called to order by Director Bill Becker who then led us in the Pledge of Allegiance. Bill then welcomed everyone and asked for a moment of silence for Tricia Reney, Kevin's wife who passed away on August

9th. Our sincere condolences go out to Kevin and his family, as well as Tricia's.

Rich Milazzo our HOG Manager told us about the upcoming events at PHD. Open House is September 19th and Demo Day on September 26th. Volunteers will be needed for both events.

Assistant Director Ken Yackel talked about looking in your mirrors more often to make sure there aren't any problems behind you as there was an incident on the ride to the Switz Inn (no one was hurt or any damage to any bikes). If you do see something, let the riders ahead of you know.

The Treasurer's report was given by Garry Canino as Marj is away playing Grandma! We are in good shape money wise for the picnic.

Membership Officer Debbie Yackel reported that we stand at 154 paid members and that we already have some renewals for next year.

Head Road Captain Kevin Reney went over August and September's ride schedule. Also a ride leader is needed for the Picnic Ride in September.

Safety Officer Rob Gabor just reminded everyone about the saddlebag recall.

Activities Officers Cindy and Mike Standen spoke about the petition for the road repair on Spencer Street. More signatures are being added all the time. Cindy also reminded everyone about the Annual Picnic on September 19th. Get your money

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in ASAP so she can give the Cicero American Legion a total head count.

Webmaster Chris Blakley said that the website has been fixed.

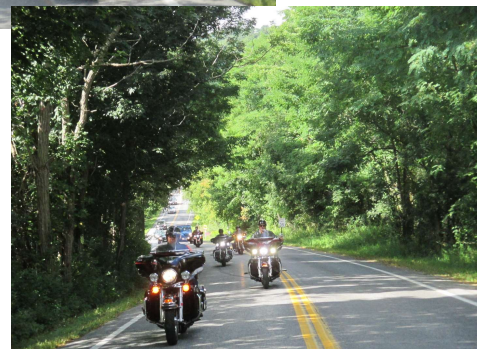
Editor Rob Gabor reminded everyone that articles are needed for the newsletter. It's not just for the Officers. Let's keep it getting bigger!

This month's T-Shirt Bingo state was NEVADA. We had a winner and the pot goes back to \$10.

A motion was made and the meeting was adjourned at 10:25 with 44 members in attendance.



Pictures from the escort ride at Tricia Reney's Funeral:



ACTIVITIES OFFICERS

By Cindy & Mike Standen:



You're getting this newsletter just days away from our September meeting and our Annual Picnic. This year's picnic is at the Cicero American Legion on Rt. 31. If you haven't signed up, PLEASE call me right now and I'll add you to the head count and collect your money at the picnic. Call my home 635-1831 or my cell 466-8288 right now – go grab the phone, I'll wait glad to hear from you and look forward to seeing you Sunday 9/20/15!

We have the PHD Open House this Saturday 9/19/15 which is Noon until 4:00 p.m. PHD asked us if we could assist by cooking up the hotdogs and serving. Those 9 volunteers that signed up should plan on being at PHD at 10:30 to get things ready. Let's hope for some good weather and a great turnout.

PHD's last Demo Day of the year is Saturday 9/26/15 and we have 10 signed up to help with that. This is always a lot of fun and we really enjoy it. There should be some 2016's available to test drive so we're hoping for a good turnout with this as well; see those volunteer at 10:00 a.m.

A big THANK YOU to all the volunteers we have – without you we aren't not sure if we would enjoy this club and have as much fun as we do.

Ride and Have Fun !!

MEMBERSHIP

By Debbie Yackel:



As of today's meeting, Sunday August 16, 2015, our membership stands at 154 paid members.

Memberships expiring in September:

Christopher Blakley

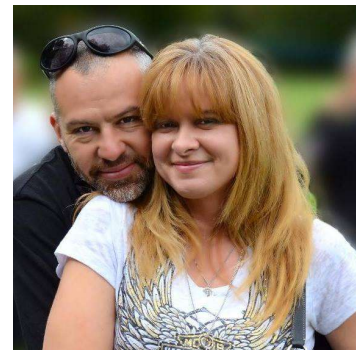
HEAD ROAD CAPTAIN

By Kevin Reney:



I am not one of many words...but I need to extend my Thanks to this CLUB, that I consider FAMILY.

I need you all to know how HAPPY I was to see so many of you at my Wife's calling hours and service. While she wasn't an avid rider, she sure loved to come to the picnic and the party.



She was always one to enjoy the games we played (On and off the bikes), and loved to be around the group.

The Escort was such a Touching Tribute for Tricia, and something our family will never forget. She would have loved to know how many of you showed up.

From the bottom of my heart, I thank you.



ASSISTANT DIRECTOR

By Ken Yackel:



Sunday August 30 was a great day for a HOG Club Ride. At 9 AM a small group left P.H.D. and made our way to Buffalo to the Anchor

Bar and Grill to enjoy some chicken wings. Although the day was cloudy to start the 149 mile ride went rain free and not a shark to be found.

Upon arrival we were greeted and seated quickly. The wings and wraps

were great. Just a hint: do not order the caesar salad.

After lunch, we sat at the table for a long time joking and laughing. I must say that the table had many jokesters among us. After our ribs and sides stopped hurting, Kirk Wilson took the lead and led us home via rte. 78 and 104 with a great ice cream stop along the way. Thank you, Kirk. It was a great ride home.

This year will be the first year that Debbie and I will miss the meeting and picnic since we have been members. I hope that every one that attends enjoys their day; I know that Cindy and Mike have put a lot of work and effort into this, and a big thank you from every one would be great.

More thanks go out to all our members that have volunteered for helping at the P.H.D. demo days and the P.H.D. open house. Again, Deb and I will be out of town.

In closing –let’s not forget to support our sponsoring Dealer for without them we do not have a club.

SADDLE UP...LETS RIDE!!!!!!!!!!!!!!!!!!!!!!



SAFETY OFFICER

By Rob Gabor:



This month, I will share an article regarding group riding.

Group Riding

Is NOT Playing 'Follow The Leader'

By James R. Davis

I have heard it argued by some who prefer not to ride in groups that group riding is no more than playing 'follow the leader'. And since most of us that ride big bikes are far from being simply followers, group riding is for 'the other guys'.

Well, I have no problem with people preferring to ride solo. But if the concept of group riding is generally thought to be simply playing 'follow the leader', I'd like to correct that impression immediately.

When you join a group ride you do agree to be led by a lead bike and to be sheperded by a drag bike. You agree that you will station-keep (maintain proper spacing and a staggered formation). And you agree that you will

adopt the 'prime directive' (never hit the bike in front of you).

Sounds like 'follow the leader' to me, too. But there is more. You, for example, agree to follow the lead bike UNLESS IT IS INTO DANGER. You agree to rely solely on yourself to determine that a lane change is safe for you to perform. You agree, in other words, to be responsible for your own safety. This is what is meant by the often heard admonition to 'ride your own ride!'

In other words, riding in a group is more than being a passive component. It involves being an ACTIVE participant.

Lest you think this is a trivial 'nit pick' and that despite the above you are nevertheless still just following the leader, let me describe a few situations that might change your mind.

Yesterday a group of 7 people on 5 bikes went out for a short (150 mile) ride together. One of the people was a newbie to the group and to group riding. We explained what our concept of group riding entails, and he had received a copy of our group riding guidelines document the week before. Because there was a new rider in the group we started out very conservatively.

That is, our lead bike decided to place the new person in the slot immediately in front of me (riding drag) and when we got to a freeway he kept the group in the right-most lane. This was done to give me an opportunity to gauge the skills of the new rider before we increased our speed and moved left.

What I observed was that this person had fine control of his bike, but he was

clearly anxious about being in the right lane (as was I.) There was rather a lot of merging traffic before we got out of town.

Someone in the group who was equally anxious said on the CB: "Hey, Harry, I have it on good authority that there are 2 more lanes on this freeway." Harry (our lead bike) responded by asking me to secure a lane to the left. I did so and the group moved to the left.

So? So one of the 'followers' changed the behavior of the group! He took an active role and asked, in his own fashion, for the group to move out of the slow lane.

[Had the newbie been having any trouble with highway speed or with control of his bike in any other way I would have vetoed the lane change and asked for an exit lane instead. The drag bike has a lot of discretion in our groups.] Taking an active role is expected of our riders! And not just to change some group behavior to accommodate a personal desire. Each rider in our group is expected to look out for the interests of the other riders as well.

Another example from yesterday. Elaine and I separated from the rest of the group as the ride came to an end. We rode our two bikes together through some unfamiliar back country roads that had essentially no traffic on them. We traveled at speeds of from 60 to 70 MPH most of the time, so long as conditions were favorable.

Elaine has led groups for in excess of 50,000 miles over the past 8 years and is very good at it. When we approach

unfamiliar curves she does not push the envelope, especially when there are others in the group besides just the two of us. It is not unusual, however, for her to take a marked curve at from 10 to 20 MPH above posted advisory speed limits. (If a sign says that the speed of a curve is 45 MPH, Elaine and I will usually take it about 60 MPH.)

Last night we were traveling at about 70 MPH when I noticed that we were about to enter a curve that was posted at 20MPH!!! Elaine had looked down at her instrument panel and had not noticed the sign at all. There is no way in the world that Elaine would try to take that curve at 70 MPH. So, I announced that 'this one is 20!' on the CB and she hit her binders and brought her bike down to about 30 MPH before she entered the curve. I hasten to add that the curve was not visible at all before I made my announcement, at least to me. Elaine had seen the first set of left-pointing arrows indicating that she was approaching a curve, but had no idea that it was such a slow one. We both made it through the curve without incident.

What's the message here? I took an ACTIVE role and warned her about the speed of the curve ahead. In other words, all riders in a group are expected to look out for everybody else. Elaine may have been the lead bike at the time, but if I had simply been a passive rider 'following the leader', both of us would have ended up on the side of the road waiting for a life-flight helicopter, or worse.

Being in a group provides everyone with many extra pairs of eyes, extra minds to deal with situations others are not

prepared to deal with, help in the event of problems, and a community of informed judgment makers. To think that any of the group would fail to be active when the need arose is out of the question. To think that anyone in our group of riding friends would have failed to warn Elaine about the speed of the curve ahead is simply nuts. None of use will follow a lead bike into danger - but more importantly, none of us would allow a lead bike to enter danger without trying to prevent it. ACTIVE roles for all.

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HISTORIAN

By Garry Canino:

TRAFFIC LIGHTS

This month I thought I would touch on a topic that we all have to deal with when we are driving and especially when were on the bike.

The “first” non-human traffic control system was in 1868 in England which used a method similar to that used by the railroads. They were mechanical arms manned by a police officer that had arms that extended out, when the

arm was raised horizontally it meant stop and when lowered to a 45 degree angle meant to proceed with caution. At night a red light meant stop and a green light meant proceed with caution.

It’s interesting to note that in the first two decades of the 20th century, traffic control caught on and each city and or town had its own design of a traffic control device. All were usually manned by a police officer; in some cases the police officer would blow a whistle before he changed the signal.

As a side note if you have ever seen early movies, especially the early comedies, you can actually see these devices in use, the cop controlling the device, or in some instances standing in the middle of the road controlling traffic, usually with comic results, it was the technology of the day and was used to get laughs.

The city of Detroit is the first city in the United States that has the distinction of being the first city to use the three colored system. William Potts a Detroit police officer was concerned that police officers at four different control devices couldn’t coordinate the four devices so he inserted a third light the amber light, again the same color used by the railroads which gave the police officers time to change the signals.

The traffic light caught on in other states again as I said they all used their own design. In 1922 they introduced an automatic timer (interesting enough Crouse Hinds was the first company to introduce timers to traffic lights.) In 1928 another feature was added to the traffic light, the hood was placed over

the light, which increased daytime visibility.

The 1950's saw the introduction of the computer, which was also successfully incorporated into the traffic light system. Pressure plates were placed at intersections and the weight of the car told the computer that traffic was waiting at the red light. As computer started to evolve other means were used to control traffic.

When you're riding you may run into that stubborn traffic light that won't change from red to green, one of the methods that I was told about or read somewhere was to rev your motor, to initiate the light to change, I found out that there may be some truth to that.

In researching this article I discovered that in place of the "old pressure plates", placed in the road at the intersection are "inductive-loop traffic detectors" that works something like a metal detector sensing any conductive metal, this is supposed to trigger the presence of a vehicle, sometimes they are improperly adjusted, these sensors don't detect the weight of the vehicle but rather how much it disturbs the electromagnetic field. Sometimes we may see cyclists or bicyclists jumping around on their bikes trying to trigger a change, we may have even done it ourselves, it doesn't work, it's not weight but that electromagnetic field that triggers the change.

Several methods are suggested to help you to increase your presence at the intersections, among them are: 1. Place your bike at the "saw" lines in the road, which would bring you closer to the "trip" wire. 2. Attach magnets to the

underside of your bike, strong magnets usually those found in old computers may work best, I've had experience using earth magnets as stud detectors they are very strong. 3. Some municipalities are starting to use X's or T's painted on the pavement to show you where to place your bike or small car at the intersection. 4. Shut off your engine and restart it, the starter motor will create a strong magnetic force that may trigger the change. 5. Turn right on red which is legal in most if not all states, and then correct your route away from the intersection.

In researching for this article I ran across an interesting article it's a little known law in Wisconsin passed in 2006 that if you are at an intersection and believe that the traffic control device isn't picking up your presence and you have waited at least 45 seconds, and you're not interfering with cross traffic you can legally go through a red light, it's suggested that you carry a copy of the statute with you in case you need it if you get stopped by an un-informed police officer. Remember this statute applies to Wisconsin, I don't know if this a law is in any of the other states.

So I hope I have enlightened all of us a little bit and made our rides a little easier.



GREEN SHUTTERS

By Cindy Standen:



WHO WOULD HAVE KNOWN ---

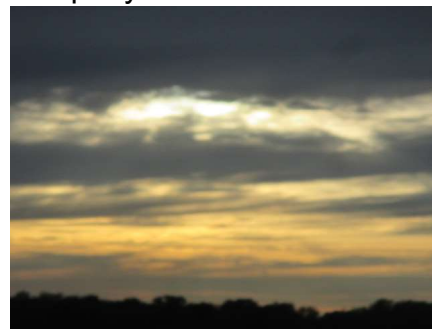
Green Shutters on the north shore of Owasco Lake. A simple menu, yes; but great waitresses and what an outdoor area for eating, drinks and listening to live music on Thursday evenings. Ten of us enjoyed a nice, cool ride thru some back roads from Warners, Elbridge, and Skaneateles to Auburn before having a nice bite to eat at this long established restaurant. It's been around since the 1920's and its quaintness is a nice reprieve from some of the larger chain restaurants. It originally started as an ice cream stand and still has a nice list of some good treats – which a couple of us saved room for!



We also had the pleasure of having a couple folks that we don't get to see much anymore because they've found that flying south in the winter is the thing to do. I personally wish that would stop because there seems to be too many good ole folks making these plans for their retirement years. We also had two newer members and that was nice to see.



Anyway, back to the ride. Thanks Terry Lynn for mapping out that route! Some nice views, rolling hills and great company!



Upcoming Rides & Events

(Please check the Syracuse HOG website for all updates and cancellations)

Date	Day	Ride Name	Leader	Time
09/20	Sunday	Chapter Meeting		10:00 AM
09/20	Sunday	Picnic Ride		11:00 AM
09/20	Sunday	HOG Picnic	Cicero American Legion	12:00 PM
09/26	Saturday	PHD Demo Days		10:00 AM
10/03	Saturday	Fall Foliage Ride	Bill Becker	7:00 AM
10/18	Sunday	Chapter Meeting		10:00 AM
10/18	Sunday	Big Moose	Ken Yackel	11:00 AM



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**For up-to-date information,
please visit our website at:
WWW.SYRACUSEHOG.COM**