



# SYRACUSE HOG

CHAPTER 3424



## The High Road

### Syracuse H.O.G. Monthly Newsletter Volume XXIII, Issue 8 – August, 2016

#### Ride pics from July 12, 2016

Dinosaur BBQ ride with a writer from HOG magazine.



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## **Meeting Minutes – July 17, 2016**

By Cindy Standen:



The meeting came to order at 11:00 a.m. with the Pledge of Allegiance.

New Members & Guests: We had two new members in attendance.

Health & Welfare: Nothing new to report.

Treasurer's Report: Joanne Piston reported that our current balance is at \$2600.

Membership: Mike Piston reported we currently have 139 members including the two that signed up today.

Road Captain: John Kresse talked about the NY HOG Rally in Alexandria Bay which is concluding today. Yesterday there were a few HOG Members and some guests. He also met the Canadian National HOG Coordinator who is planning a large event next year in Ottawa Canada. July 27 - 29, 2017 might be a nice opportunity for us to plan an overnight ride up there to participate. Everyone was also reminded that our Facebook page is a great tool to keep up with our Chapter's events and last minute changes to planned activities.

Safety - Steve Knowles was unavailable for today's meeting, nothing to pass on.

Ladies of Harley - Cindy Standen spoke on behalf of Terry Lynn. She read recent correspondence from the VA Hospital, thanking our members for their recent contributions to the veteran's staying at the VA.

Community Service - Karen Whedon was unavailable for today's meeting but wants everyone reminded of our food drive for the Food Bank - next load being dropped off after our August meeting. Any member that wants to drop off non-perishable food items can do so during normal PHD business hours.

Activities - Kristine Wilson was also unavailable today but wanted us to share that the Cicero American Legion has been booked for our September Annual Picnic. Kevin Reney will be our ride leader that day. Anyone

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who would like to help with planning or setup for the picnic should contact Kristine.

Photographer - Karen Whedon has been holding down this position for a few months, however a permanent Photographer for our Chapter is needed. Anyone wishing to step up is welcome.

Historian - nothing to report.

Webmaster & Editor - Rob Gabor reminded everyone that the cutoff for articles for each month's newsletter is the 7th of the month. He along with our Road Captain asked all ride leaders to share with them some more detailed information about their upcoming rides, preferably a week ahead of time. Our website and Facebook pages will post their information. New members were told about our website, SyracuseHOG.com and the password needed to access our information. The Bulletin Board page shows links to a printable ride calendar, this is not updated regularly so everyone should check their emails for updates as well as our Facebook page, Syracuse HOG. Also anyone can set up their phones to sync with our calendar and Rob will help you if needed.

Old Business - We're not sure of the timeframe of reimbursement for the recent Biker Safety Course that a few of us attended, but it shouldn't be too much longer.

New Business - Two new HOG Chapter Banners were recently made up to replace some really old bad looking ones. They were put on display.

T-Shirt Bingo - Texas, no winner this week for the \$50 pot.

Pig Pot - our newest member Jason Sutliff split the \$91 dollar pot with the Chapter.





## DIRECTOR

By Kevin Reney:



### Bailiwick Adventures of July 21<sup>st</sup>, 2016

So on this lovely  
Thursday night, Janine  
and I head towards

Performance Harley for the dinner ride.  
What an adventure it would turn out to  
be.

Living in Warners as I do, we head  
down Armstrong Road into Solvay.  
This is where we met up with the start of  
the traffic congestion.  
You guessed it, a concert at the  
Amphitheater. Someone known as  
Zack Brown, and what a crowd he  
draws. Other than the slow go in front of  
the Fairgrounds, we are doing well so  
far.



Thinking once we get on 690E we will  
be fine; everyone's headed to the  
parking areas, right? Up on 690, and  
start motoring along, we come across  
an accident. (This is where the  
excitement starts.) A few cars decide to  
STOP and rubberneck. This causes  
traffic to come to a screeching halt in all  
lanes. Yep, that means me too....  
Locked up the tires on the bike, smoke

and rubber everywhere. (Deep breath to  
calm the nerves).

We are still upright, and safe... So we  
continue to PHD to meet up with  
everyone.

Now it's approximately 5:45pm and we  
are trying to decide if we want to avoid  
getting back onto 690W to start the  
route. We waited a few minutes past  
6pm in case anyone was stuck in the  
traffic while we made up our minds.  
"Why not? It's moving along fine", I said.

Up onto 690 and we move to the left  
lane to avoid the traffic at the  
Fairgrounds.

Of course we get stuck behind a  
garbage truck... YUCK. That smelled  
bad!

We get clear of the traffic and head out  
690 to 48 towards Fulton. From 48 we  
headed out 176 towards South  
Hannibal. We stayed on 176 past Cross  
Lake, and some HUGE homes, down to  
34 to Weedsport.

While riding along we had a few Deer  
come up to the road, saw 2 sky divers,  
followed a tractor full of grain/hay that  
was flying off towards us, and took a  
loose gravel road.

What do you think? Did you miss an  
exciting ride, or what?



## TREASURER

By Joanne Piston:



The month of July brought us 7 new members! Welcome all!

In addition to their dues, we had some Pig Pot income and a few minor expenses.

The bank is currently \$2577.50.

If anyone wishes to see any of the transaction detail, please let me know.

## ACTIVITIES

By Kristine Wilson:



We are planning for our annual picnic, which will be at the Cicero American Legion on Sunday, September 18th after

our meeting. Please bring your checks/cash to our August meeting, or send your check to PHD, attention: HOG. Tickets are \$15 for members, \$25 for non-members. Please label who the attendees will be on your check. The menu will include BBQ pork ribs, BBQ chicken, hot dogs and coneys, salt potatoes, BBQ baked beans, coleslaw, bread and butter, and soda, iced tea

and coffee. If you want to purchase alcohol you can do so thru a legion member.

If you are willing to donate anything for prizes for the picnic, please let me know. If you are willing to help with (or have ideas for) games at the picnic, feel free to contact me! I would love the help!

See you at our next event!

## HEAD ROAD CAPTAIN

By Kirk Wilson:



We had a great time at Bike Night a couple of weeks ago, and would love to see all of you at PHD's final Bike Night of the season on August 10th. There will be a great band, lots of food and many vendors! Let's get out there and support PHD and HOG!

Make sure you are using PHD's app! You can find a lot of information there, including upcoming rides and PHD events.

We have some fun rides scheduled; if you are interested in leading an open ride or creating your own please let me know.

Let's Ride!

## ROAD CAPTAIN

By John Kresse:



I hope everyone is having a pleasant summer so far. We have had some spectacular weather; some even say TOO

hot but never-the-less, we've had lots of sunny days and pleasant evenings.

Just before last month's meeting several of us had an un-official HOG ride up to Alex Bay to check out the HOG rally. We arrived late Saturday morning and made the tour of the grounds and vendors and of course, strolled into town for lunch.

On the way back to our bikes, a gentleman with a camera stopped us and handed us the info for the 100 year anniversary of Harley Davidson in Canada. He was the rally coordinator which will be held in Ottawa on July 27th -29th 2017. I know I mentioned this at the last meeting but I wanted to get this into print for anyone else who wasn't at the meeting and to whom this may be of interest. Here is his info:

Robert (Bud) Ranger

budranger55@gmail.com

613-447-4238

Also, in case you weren't aware a freelance writer spent a few days cruising around CNY and made the rally in Alex Bay one of his stops. His name is Glen Abbott and several of us got to meet him and share some BBQ and

refreshments at the Dinosaur with him after he landed in town the Tuesday before the rally. It turns out both him and his wife (who flew in later that evening) have connections to Syracuse and Rochester and he seemed rather pleased to be able to hang at the Dinosaur for a while. He was kind enough to take his leftovers to go for his wife!

The point is, I asked him if he knew when his article about his travels around the Finger Lakes, A-Bay and the Adirondacks would be published in HOG Magazine. He said it was slated for issue #38. I think he has 2 'travel' articles in the most current issue. Check him out.

That's all for now. Ride safe everyone.

## SAFETY OFFICER

By Steve Knowles:



**Move Over, damn it!**

That's what I tell my wife when she driving our car. So we're going down 690 heading west through that curvy section while

approaching the congested area where both Bear St and Hiawatha Blvd have entrance ramps onto the highway, this is where the squeeze occurs. Now even if you're not on a bike, this is still the time to back off, move over and leave lots of space! As I'm checking out this article, I'm thinking oh gee, Carol has to see this, the merging part, it's the very picture of my words; move over, damn it!

Remember last month when I wrote about phrases I remembered from my high school Drivers' Ed course? Well, here's another that stuck with me through the years.... **'LEAVE A WAY OUT'**! Open up extra space ahead of you to allow room, time and space to react and maneuver in case an emergency develops. Another phrase I remember is like a cardinal rule to live by... **'DON'T GET BOXED IN'!!!** This is like a vehicle in front, one on both side and another behind, they got you **BOXED-IN**; there's nothing you can do but go with the flow and hope to escape in one piece. If something was to happen, there's no way out! The best hope for you is always gonna be, 2<sup>nd</sup> best; remember that. To avoid the box, be aware of positioning yourself in traffic so you don't fall into that trap. If traffic begins to build around you, fall back and leave an opening, do it again and repeat as necessary.

Hope you enjoy the following article....

### **Following Another Vehicle**

#### **'Ride Within Your Abilities' of NYS DMV Motorcycle Manual**

"Following too closely" is a major factor in crashes involving motorcyclists. In traffic, motorcycles need as much distance to stop as cars. Normally, a minimum of two seconds distance should be maintained behind the vehicle ahead.

To gauge your following distance:

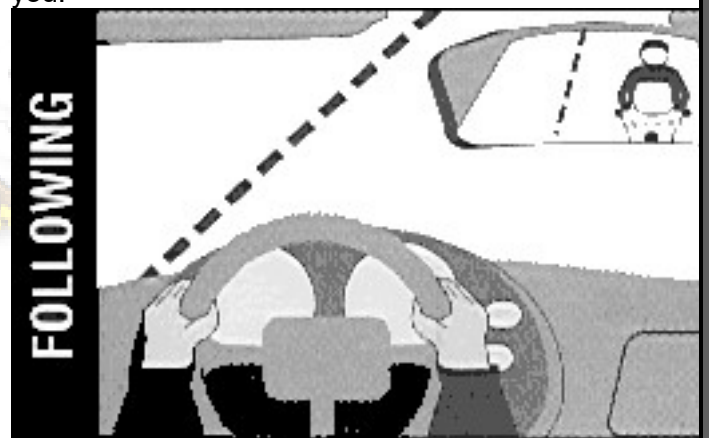
- Pick out a marker, such as a pavement marking or lamppost, on or near the road ahead.
- When the rear bumper of the vehicle ahead passes the marker, count off the seconds: "one-thousand-one, one-thousand-two."
- If you reach the marker before you reach "two," you are following too closely.

A two-second following distance leaves a minimum amount of space to stop or swerve

if the driver ahead suddenly stops. It also permits a better view of potholes and other hazards in the road.

A larger cushion of space is needed if your motorcycle will take longer than normal to stop. If the pavement is slippery, if you cannot see through the vehicle ahead, or if traffic is heavy and someone may squeeze in front of you, open up a three second or more following distance.

Keep well behind the vehicle ahead even when you are stopped. This will make it easier to get out of the way if someone bears down on you from behind. It will also give you a cushion of space if the vehicle ahead starts to back up for some reason. When behind a car, ride where the driver can see you in the rearview mirror. Riding in the center portion of the lane should put your image in the middle of the rearview mirror - where a driver is most likely to see you.



Riding at the far side of a lane may permit a driver to see you in a sideview mirror. But remember that most drivers do not look at their sideview mirrors nearly as often as they check the rearview mirror. If the traffic situation allows, the center portion of the lane is usually the best place for you to be seen by the drivers ahead and to prevent lane sharing by others.

#### **Being Followed**

Speeding up to lose someone following too closely only ends up with someone tailgating you at a higher speed.

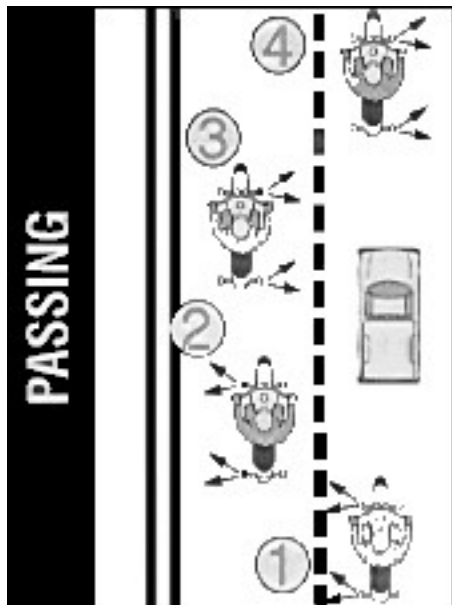
A better way to handle tailgaters is to get



them in front of you. When someone is following too closely, change lanes and let them pass. If you cannot do this, slow down and open up extra space ahead of you to allow room for both you and the tailgater to stop. This will also encourage them to pass. If they do not pass, you will have given yourself and the tailgater more time and space to react in case an emergency does develop ahead.

### Passing and Being Passed

Passing and being passed by another vehicle is not much different than with a car. However, visibility is more critical. Be sure other drivers see you, and that you see potential hazards.



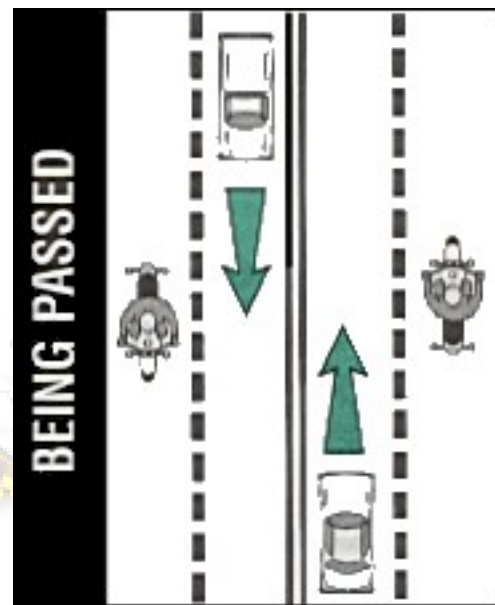
### Passing

- 1 Ride in the left portion of the lane at a safe following distance to increase your line of sight and make you more visible. Signal and check for oncoming traffic. Use your mirrors and turn your head to look for traffic behind.
- 2 When safe, move into the left lane and accelerate. Select a lane position that does not crowd the car you are passing and provides space to avoid hazards in your lane.
- 3 Ride through the blind spot as quickly as possible.

- 4 Signal again, and complete mirror and headchecks before returning to your original lane and then cancel signal. Remember, passes must be completed within posted speed limits, and only where permitted. Know your signs and road markings!

### Being Passed

When you are being passed from behind or by an oncoming vehicle, stay in the center portion of your lane. Riding any closer to them could put you in a hazardous situation.



### Avoid being hit by:

- The other vehicle. A slight mistake by you or the passing driver could cause a sideswipe.
- Extended mirrors — Some drivers forget that their mirrors hang out farther than their fenders.
- Objects thrown from windows — Even if the driver knows you're there a passenger may not see you and might toss something on you or the road ahead of you.
- Blasts of wind from larger vehicles can affect your control. You have more room for error if you are in the middle portion when hit by this blast than if you are on either side of the lane.

Do not move into the portion of the lane



farthest from the passing vehicle. It might invite the other driver to cut back into your lane too early.

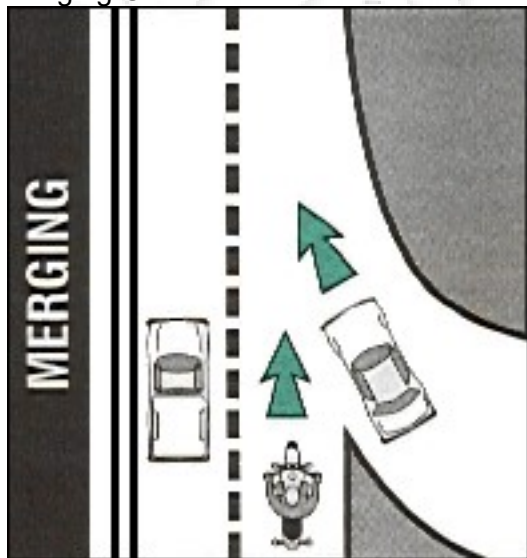
#### Lane Sharing

Cars and motorcycles cannot share a lane safely. Lane sharing is permitted only for two motorcycles.

Riding between rows of stopped or moving cars in the same lane can leave you vulnerable to the unexpected. A hand could come out of a window; a door could open; a car could turn suddenly. Discourage lane sharing by others. Keep a center-portion position whenever drivers might be tempted to squeeze by you. Drivers are most tempted to do this:

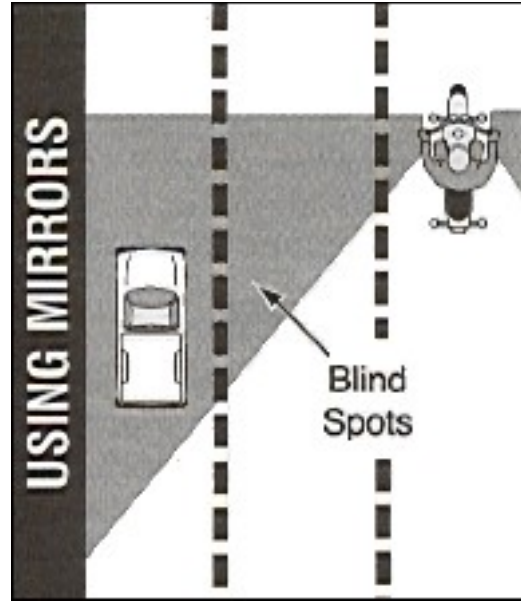
- In heavy, bumper-to-bumper traffic.
- When they want to pass you.
- When you are preparing to turn at an intersection.
- When you are getting in an exit lane or leaving a highway.

#### Merging Cars



Drivers on an entrance ramp may not see you on the highway. Give them plenty of room. Change to another lane if one is open. If there is no room for a lane change, adjust speed to open up space for the merging driver.

#### Cars Alongside



Do not ride next to cars or trucks in other lanes if you do not have to. You might be in the blind spot of a car in the next lane, which could switch into your lane without warning. Cars in the next lane also block your escape if you come upon danger in your own lane. Speed up or drop back to find a place clear of traffic on both sides.

#### TEST YOURSELF

4. Usually, a good way to handle tailgaters is to:

- A. Change lanes and let them pass.
- B. Use your horn and make obscene gestures.
- C. Speed up to put distance between you and the tailgater.
- D. Ignore them.

Answer: A



# MEMBERSHIP

By Mike Piston:



We would like to extend a warm welcome to our new HOG members:

- Dave Farina
- Laurie Hannam
- Ken Hannam
- Joel Soccio
- Richard Sturdevant
- Jason Sutliff
- Marybeth Vasiloff

The following members National HOG memberships are about to expire:

- September: Steve Berube  
 Anna Davidson  
 William Killgore

Remember - If your National HOG Membership expires, so does your Local Membership to Syracuse HOG and you will be removed from the roster.



- |        |    |                   |
|--------|----|-------------------|
| August | 5  | Timothy Alexander |
|        | 11 | Bruce Chimene     |
|        | 16 | Steven Dickinson  |
|        | 20 | Kathleen Killgore |

- 20 Mark Walker
- 24 William Cianciola
- 26 Ronald Berry
- 29 Eric Mabie

- |           |    |                  |
|-----------|----|------------------|
| September | 3  | Ed Van Auken     |
|           | 10 | Robert Stratton  |
|           | 12 | Mari Lynn Mocyk  |
|           | 16 | Gary Canino      |
|           | 16 | George Fields    |
|           | 18 | Deborah Poppe    |
|           | 20 | Vicky Cole       |
|           | 23 | Carl Barber      |
|           | 28 | William Killgore |
|           | 28 | Stephen Poppe    |
|           | 29 | Jason Sutliff    |

# LADIES OF HARLEY

By Terry Lynn Clark:



Summer is upon us. Hot days, hot nights to ride.

Destiny is parked in the garage waiting for repair.

sad day! I hope everyone else is out enjoying the ride. I thought this was a good article and a good reminder of what we contend with...

## Traction and Motorcycles [MOTORCYCLIST]

Riding Tips: How Much Traction Does Your Motorcycle Have?  
 The Critical Connection Between Your

Bike and the Road  
By Ken Condon Illustration: Rich  
Lee April 7, 2016

©Motorcyclist  
How to maximize the grip between your  
bike and the road.

Simply put, traction is the friction between your tires and the road surface. Several factors determine how much traction is available, including surface condition, the tires' ability to grip the road, and the amount of "load" or pressure pressing the tires onto the surface. Managing that small patch of friction, and knowing what factors help and hinder traction, will allow you to develop "traction intelligence" that helps you predict whether there is enough grip for whatever maneuver you want to attempt.

Tires are the critical connection between your bike and the road, and so keeping in mind that tire construction, compound, condition, and operating temperature directly affect traction potential gives you an immediate leg up. To attain the greatest traction potential a tire must reach its ideal operating temperature range. Street tires are designed to provide good grip over a wide range of temperatures and to get up to temperature quickly. Race tires have a very narrow usable range and higher operating temperature requirements that take longer to reach, making race rubber a lousy choice for most street situations.

Correct inflation pressure controls tire flex to attain and maintain the optimal heat range for the greatest durability and performance over a wide range of conditions. This is important because traction quality and quantity is also constantly changing with variations in the road surface. Roads with a coarse texture offer more dimples and voids

for the rubber to squeeze into, whereas very smooth surfaces, such as a steel construction plate, have very little roughness for tires to grip. Moisture and debris affects surfaces differently too. Wet pavement, for example, has reduced traction, but there is usually enough grip provided you brake, turn, and accelerate smoothly. Gravel or sand typically requires much more care.

Are You All-Around Ready To Ride?  
Being "ready to ride" includes mental, emotional, physical, and mechanical readiness, as well as crash readiness. To stay on two wheels you must become very good at identifying surfaces that may not provide sufficient grip. For example, look for variations in surface color or texture. A slick glossy surface reflects light differently than a grippy textured surface. Some hazards are easy to spot, but a light sprinkle of sand or some fluid spills can be almost impossible to see until it's too late. One trick to prevent getting caught out by hidden hazards is to predict that a hazard is likely to exist, like gravel near a construction site. If you must ride over a surface hazard, be sure to keep the bike as upright as possible and avoid braking, turning, or accelerating. Traction also varies by the amount of weight pressing each tire onto the surface. Basically, the more force there is pressing a tire onto the road the more traction you have on that tire. Tire load changes with every action you take; handlebar inputs from swerving and cornering cause lateral shifts in load, while accelerating causes weight to shift onto the rear tire, and braking causes load to pitch forward. The thing to remember is that one tire loaded means the other tire is unloaded. A front tire skimming the pavement on extreme acceleration has no grip for turning or braking. Likewise, the rear tire will skid easily as the load pitches forward under hard

deceleration. Being traction smart is the first step in developing a traction sense where your nerves and brain work together to recognize whether traction is sufficient or you're near the edge. The sense of traction is transmitted through the handlebars, seat or footpegs, with good grip feeling stable and poor grip feeling vague. Even if your senses indicate that traction is adequate, practicing smooth application of the brake, throttle, and steering inputs will help to avoid abrupt load spikes that squander available grip, as well as better prepare you to feel when traction is high and when it's low.

<http://www.motorcyclistonline.com/riding-tips-how-much-traction-does-your-motorcycle-have?>



The next drive will be in December.

Please place all items in boxes in the back of the meeting room and Thank You for caring.

## COMMUNITY SERVICE

By Karen Whedon:



We will be collecting canned goods at the July 17<sup>th</sup> and August 21<sup>st</sup> Syracuse HOG meetings. Please bring canned meats,

vegetables, condiments, pasta and any other items that have an extended shelf life. Do not bring any items in glass containers.

We will deliver whatever we have collected to the CNY Food Bank at the end of August.

If you have any questions, please contact me or catch me at the meetings.

## HISTORIAN

By Garry Canino:



My approach to being historian has been to center on key bits of information that I come across that I hope will enlighten and enhance our love for riding. In the past I have touched upon the invention of the traffic light, a quick history of the Harley Davidson Company and the events that occurred that made it the leader of the American motorcycle. I touched upon the two young ladies that repeated history from 100 years ago and traveled across the country, to pay homage to a mother and daughter.

Last month I brought us back to May 2009, I introduced us to our leaders of that year, mentioned the anticipation of gearing up for the ride season, and other incidentals unique to riding.



This month I would like to continue the journey, A Look Back to March 2011. In the March 2011 issue John Muldoon wrote about planning trips around riding, their bikes, when that wasn't possible they would rent bikes at the local Harley dealer, as they did on their honeymoon when they visited Hawaii.



John Snyder our capable director focused on getting bikes ready for the riding season. March in Syracuse really isn't rider friendly but you can get the bikes ready, inspections, oil changes, batteries, paperwork, everything that goes into getting ready to ride.

One interesting observation for the year 2011 the ride calendar showed 67 separate ride events, starting with the April 1, "April Fools Ride" (Weather Permitting), and ending with the October 22 "Roadside Cleanup Ride" (destination to be announced). In between we had rides planned to our favorite restaurants, orientation rides, destination rides, the PHD series, rides with a purpose such as the MDA ride, overnight rides, even an overnight ride to Vermont, and just plain fun rides. Also of note with a quick count I counted 27 different ride leaders, with some

leaders leading two, three or more rides. I counted 12 separate rides that club member Bob Davidson either lead or co lead.

The membership count for the month of March 2011 numbered at 201, with six members who were listed as recently joining.

So a look back in time can be fun, It may jog some memories, of individual trips that you may have taken on your own or with friends.

**Maui, from Page -1**

I know that some of you have ridden in the infamous "Deals Gap," but have any of you ridden the "Road to Hana"? How about a ride that takes you 52 miles, through 617 curves and over 56 bridges along the ocean? UNBELIEVABLE! Every turn was another amazing view of the ocean or the volcano. I'd like to have seen Mike and Allison do this one.

As you can imagine the sites were breathtaking. It was a "white knuckle" ride at times as you met the "locals" whizzing around the curves and over single lane bridges that are part of their daily routine.

When we arrived in Hana, we hiked two miles through the National Park where we saw seven whirlpools.

and hiked through the bamboo forest to the sacred waterfalls that they used to film the TV show "Fantasy Island." The trip took longer than we anticipated and by the time we headed back it was dark! Needless to say that was a learning experience and not for the timid rider.

The next trip was up to see the sunrise on top of Haleakala! We left our hotel at 4:30 in the morning and traveled up 10,000 feet to the House of the Sun. It was only 30 degrees but listening to a native Hawaiian chant while watching the sun peak over the crater of the volcano made us forget we were freezing!

Our next adventure took us on the road to Lahaina, which is an old fishing village. This roadway was more

"tourist friendly." It is nicely paved and striped with many stops to view the beautiful scenery along the way.

At almost every stop you could see the whales playing (or doing their "thing"). Lahaina was very relaxing and we sat by the water at an open air Cheese Burger in Paradise and dreamed of the snow we were missing. (ya right). This restaurant has been mentioned on the



Photo by Melissa Muldoon  
John contemplates life in the islands as a drag queen.



Photo by Melissa Muldoon  
Another point for the ABC's contest. This takes care of the "M" for Maui County.

national news this past week because it was hit by nine-foot waves from the aftermath of the Japanese earthquake.

We traveled to many more small villages and experienced "island life" at its best: 700+ miles and weather to be envied by anyone.

If you ever plan a trip to Maui, don't hesitate to ask us about ours.

**what I did (and didn't do) this winter....**

**Story and Photos**  
By Lora Duerr

According to all who are (supposed to be) in "the know," this winter was forecasted to be colder and snowier than normal. They were right!!! I have seen heavier snowfalls in my day, but this winter seemed exceptionally cold ...and long!!!

There was no "winter ride" for us this year. There were a couple of days that, with all the right gear, heated of course; one might venture out on the





CHAPTER 3/24

**Performance Harley-Davidson  
807 North Geddes St.  
Syracuse, NY 13204**

**For up-to-date information,  
please visit our website at:  
[WWW.SYRACUSEHOG.COM](http://WWW.SYRACUSEHOG.COM)**