

# SYRACUSE HOG

CHAPTER 3424



## The High Road

Syracuse H.O.G. Monthly Newsletter

Volume XXIV Issue 9 – October 2017

### HOG PICNIC



## 2017 Chapter Officers

### Director

Kevin Reney  
[director@syracusehog.com](mailto:director@syracusehog.com)  
(315) 374-2601

### Assistant Director

Steve Knowles  
[assistantdirector@syracusehog.com](mailto:assistantdirector@syracusehog.com)  
(315) 456-9473

### Treasurer

Joanne Piston  
[treasurer@syracusehog.com](mailto:treasurer@syracusehog.com)  
(315) 447-5251

### Secretary

Kristine Wilson  
[secretary@syracusehog.com](mailto:secretary@syracusehog.com)  
(315) 663-5972

### Activities Officer

Christine Lanfair  
[activities@syracusehog.com](mailto:activities@syracusehog.com)  
(315) 383-2333

### Head Road Captain

John Kresse  
[roadcaptain@syracusehog.com](mailto:roadcaptain@syracusehog.com)  
(315) 436-4254

### Safety Officer

Kirk Wilson  
[safety@syracusehog.com](mailto:safety@syracusehog.com)

### Membership

Mike Piston  
[membership@syracusehog.com](mailto:membership@syracusehog.com)  
(315) 289-4939

### Ladies of Harley

Terry Lynn Clark  
[ladiesofharley@syracusehog.com](mailto:ladiesofharley@syracusehog.com)  
(315) 427-3376

### Historian

vacant  
[historian@syracusehog.com](mailto:historian@syracusehog.com)

### Webmaster

Patti Reith  
[webmaster@syracusehog.com](mailto:webmaster@syracusehog.com)  
(315) 345-6401

### Photographer/Community Service

Karen Whedon  
[photo@syracusehog.com](mailto:photo@syracusehog.com)  
[communityservice@syracusehog.com](mailto:communityservice@syracusehog.com)  
(315) 963-1941

### Editor

Anne Marie Camardella  
[editor@syracusehog.com](mailto:editor@syracusehog.com)  
(315) 409-8058

### Sponsoring Dealership

Performance Harley Davidson  
Dave Sedlack  
[david@performancehd.com](mailto:david@performancehd.com)  
(315) 471-1157

## Director's Report



Kevin Reney

## Happy Fall

I really want to thank all of those that helped put together a wonderful picnic. To those of you that came, I know you had a good time.

To those that didn't, you missed a lot of fun.

We've really had some fantastic rides this summer. I hope some of you have taken advantage of the good weather we finally have had. We started out a little rocky, but boy what a great August, September and even October is starting out great! Let's hope the weather keeps up being this beautiful and we can get more rides in.

Don't forget, if the weather is nice and someone wants to plan a ride, you can post it a few days in advance on our Facebook page.

Kevin

## Meeting Minutes



Submitted by Kristine Wilson  
Chapter 3424 Secretary

The meeting came to order at 10:00 am with the Pledge of Allegiance.

**New Members and Guests** – There were no new members or guests.

**Health and Welfare** – Sandy and Paul Allen had a mishap on their bike during a ride. They are luckily fine!

**Dealership** – Bruno thanked the group and John Kresse for a fantastic ride yesterday (including an ice cream stop!) and a great season. We had a 'celebrity sweep' with Brian Sedlack...he was looking forward to an opportunity to join us! This year was a tough road for Harley Davidson...stocks dropped, but everyone's stock is dropping. The last two years have been low for everyone, but we aren't hurting.

The weather doesn't help! Nationwide, HD is going strong with the new 2018 models. Production has been diminished on every model, which is a business move.

Next week, September 23<sup>rd</sup>, is the PHD Open House from 12-4. Bruno is looking to have a couple bikes to ride, including the new Fat Bob, which is 35 pounds lighter with a 114 motor...it moves! PHD is reducing the Open House to dogs, burgers and bikes.

**Treasurer's Report** – Joanne Piston was setting up for the picnic during the meeting, so we will find out more next month.

**Membership** – Mike Piston announced that we currently have 118 members for 2017. Please sign in at each meeting! We are a little down in membership from last year, and asked the group if there are any ideas to increase membership. We will probably do a drive in November. Bruno added that the HOG brochure created by Joanne is a wonderful and easy tool to give to new buyers. Having the ride schedule right there is great and he wants to mass produce the brochures.

**Road Captain** – John Kresse announced that the ride yesterday was a blast and the ice cream stop was a really good move! He wants to learn more about the ride planner that Kevin uses for next year. He'd like to do one more ride this year in a couple of weeks to Old Forge. Next week is the Clear Path for Veterans ride in Chittenango.

**Safety** – Kirk Wilson reminded us to please read the article for reminders and safety tips.

**Activities** – Christine Lanfair was setting up for the picnic, which is after the HOG meeting at Jamesville Beach at the Sandpiper Pavilion (picnic at 12, food at 12:30). \$25 for members and \$40 for non-members. Next year Christine will not be doing Activities. She is already looking into the annual dinner.

**Community Service** – Karen Whedon was unable to make the meeting, but please email her pictures!

**Ladies of Harley** – Terry reminded us that we are continuing to collect sundries for the veterans (hotel samples), as well as new clothes with tags. We are still collecting food for the food drive, and hospitals like new sweats and flip flops as well as sundries.

**Photographer** – Please send Karen your pictures- anything HOG related- email them to her because it's easier to download than to transfer from Facebook. This is how she makes the disk for the end of the year.

**Historian** – This position is open- if you are interested in being the historian, please let Kevin know!

**Webmaster in Training** – Rob Gabor is still filling in and Patti Reith is working on it! Patti told us that anything club-related can be posted on Facebook for her to approve.

**Editor** – Anne Marie thanked Duane for printing the newsletter. She and Christine are going to switch positions for next year. Steve recognized Anne Marie for her work on the newsletters this year.

**Assistant Director** – Steve talked about the bike games and prizes for the picnic. He also talked about his article and injury reports. The forms can be found inside the HOG cabinet and anyone can fill it out. It is very straight-forward and Kevin will keep the form updated with PHD info on it.

**Director** – No new information, he will lead the ride to the picnic today.

**Old Business** – None

**New Business** – None

**T-Shirt Bingo** –Hawaii was chosen and one lucky winner took home \$10!

**Pig Pot** – Total was \$80.00. One lucky winner took home \$40.00.

Motion to adjourn was made around 10:40. Ride to follow to the picnic!

## **Assistant Director**



**Steve Knowles**

### **LET THE GAMES BEGIN !**

Fun for a day 😊

Hats off to all those who helped make our 2017 HOG picnic such a wonderful event and a special shout out to our local weather gurus who handed us a picture-perfect day.

I'm the blame for this year's bike games... Yeah because, I asked the question during the picnic planning if we were going to have any bike games? As the picnic planners looked at me like a herd of deer staring into headlight beams, I quickly realized I just volunteered myself!

No worries I thought, as I remembered loving our previous picnic bike games in years past. I took on the challenge not really knowing what I was in for, though I quickly came to realization of all the hard work performed by the dedicated folks who came before me. Therefore, before I continue, we need to extend our gratitude and appreciation to all those folks who in the past, who brought bike games to life and made it fun for our Syracuse HOG Chapter. So from all of us today, to all of you in the past... WOW and THANK YOU !!!

Bike Games just don't happen; they're brought to life and made fun by so many volunteers. So I gotta say... A thousand Thank You's to all the judges and staging staff, who helped me this year; you guys and gals made the fun happen!!! Thanks for taking the photos and posting on our Facebook page. We gave the park spectators a good show.

The Line up... getting pumped and ready to go!



The Bike Wash... Catch the water balloon or Kerrr Splash!



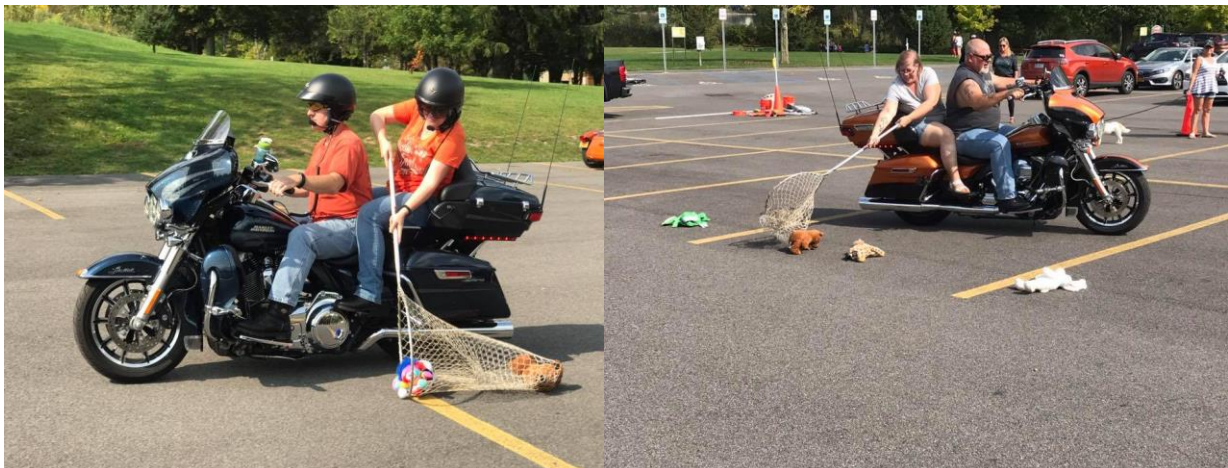
This was super fun cause it was such a hot day!



Harley Hoops... throw a series of foam dart through 3 different height hoops



ROADKILL... Scoop up as many stuffed animals as you can (it isn't as easy as it looks).



SLOW Race Line up... 1 for the money, 2 for the show, 3 to get ready, 4 to SLOW



As day got long it also got pretty hot on the blacktop, so as a group, we opted not to play the last 3 games; Barrel Roll, Ball Drop and Hotdog Bite were scratched. Expect to see them make a comeback, next year.

Special thanks to Mike & Cindy (last year's activities chair) who pointed me in the right direction, they gave me the inside scoop of our very own HOG supply cabinet at PHD. They also pointed me to the HOG Chapter Officer Handbook where I found much of the organized games that are approved and provided by HOG. To my amazement, the HOG Chapter handbook has it all laid out with pictures and instructions of how to run the event, including rules, judging and even how to spice-up the fun to make it more challenging.

Special thanks to Dick Davidson, who provided traffic cones and a bit of chapter game history. Also, I'd like to give a huge shout out to the folks who attended the games and picnic and a special shout-out to my fellow HOG officers who provided their support and funding for materials needed to build the game-props.

**By the Powers Invested in Me (...LoL),  
I declare the 2017 HOG Games a Success and all participants are WINNERS!**



## **Treasurer's Report**



**Joanne Piston**

During the month of September, we held our annual picnic which cost the club approximately \$230. We also had our regular meeting Pig Pot income. On 9/30/17 our bank balance was \$1975.26.

If you have any questions regarding the club's finances, please contact me at [treasurer@syracusehog.com](mailto:treasurer@syracusehog.com).

## **Activities Director**



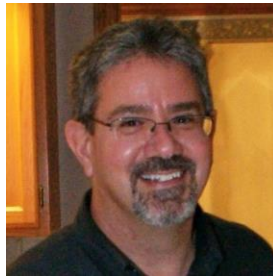
**Christine Lanfair**

I hope everyone had a blast at the Annual Picnic on September 17th. Thank you to Steve Knowles who did an amazing job with the bike games. Everyone had a ton of fun playing the games. Hopefully we will have more participants in next year's games. Bella Domani did a great job on the food, no one left hungry. The raffles were fun and we had a ton of items. Thank you to Terri Lynn Clark for bringing the donated items to raffle off.

I am starting the planning phase for the annual dinner in January and hope everyone is able to come. If you have any suggestions please let me know.

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## **Membership Report**



**Mike Piston**

Thank you to all who renewed their membership for 2017; so far, this year, we have 122 members. Last year, 2016, we ended the year with 145 members. So, let's remind our family, friends, and those we meet to join HOG. Non-members and anyone who has not renewed their local membership this year may participate in club rides by filling out a guest waiver form. Let's all ride and have fun!!!!

The following members National HOG memberships have or are about to expire:

July 2017:	Steven Johnson
July 2017:	Joel Soccio
September 2017:	Joel Campagnola

Just a reminder, the local membership to Syracuse HOG is for the calendar year; your National HOG membership may cover a different time period. Your local membership to Syracuse HOG requires an active National HOG membership.

## **Happy HOG Birthday!!**

October 1	Mike Bell
1	Walter Bialobreski
4	Carmen Rinaldo
7	Cathy Damiano
7	Anthony Lapcznski
17	Patti Reith
22	Bruno Schirripa
23	Joseph Swierk
31	Paul Killian
November 2	Ray Liepke

3	Donald Myers
3	John Romanowicz
5	James Allen
20	Joel Campagnola
23	Joanne Piston
23	Janine Fabian

## Ladies of Harley



## Terry Lynn Clark

Hey there,  
Can you believe the weather we are having??  
It's so fabulous to ride, see the leaves change AND be able to ride in a light jacket because the sun is beating down on me.

I sure hope you are able to take advantage of this riding opportunity. I am loving it as my bike was in the shop most of the summer. So now, I ride to work most every day and get out with Carl on his trike...  
I found this article critiquing a rider that I found interesting. Hoping you all might take a little something out of it as well.

In the Wind,

Terry Lynn



**What We Learned  
From Riding with British Police**

By [Chris Cope](#) - May 06, 2015

Categories: [How To](#), [Skills](#), [Safety](#)

There's a police officer behind me urging me to ride faster. I'm too dumb to figure this out just yet.

"Leaving a built-up area now," he says over the radio. "So, perform your checks... when it's safe to do so, we're away."

Just before a 60 mph sign, and as I learned in my initial rider training, I check both mirrors, glance over my shoulder, and roll the throttle. I reach 60 and peg it there.

"OK," says the voice in my ear. "Road ahead is clear. We're making progress..."

The voice belongs to Kevin, a motorcycle instructor for South Wales Police. He's following me as part of a BikeSafe course.

The British love red tape. Getting your license here ultimately requires that you take five tests — more if you're under the age of 24. Many riders can't get enough, though. There are several levels of post-license training—all the way up to being certified at the level of police motorcyclists. And you have never seen someone ride as well as a British police officer. It's freaky. Not just slow-speed Shiner tricks, but ghost-like ability at bladder-loosening speed. To me, they are a high-vis Nazgûl from *Lord of the Rings*. You'll never outrun them.

BikeSafe is the first step toward achieving such prowess. I've been at it less than 10 minutes and I'm already doing something wrong.

**MUST READ:** [15 Things Motorcycling Will Teach You](#)

"Road's clear," repeats Kevin. "So, let's make progress."

I know I should be doing something, but I can't figure out what that might be. My shoulders tense up and I can feel his Nazgûl stare from behind.

"Can you hear me alright on the radio?" he asks.

The gentle lilt of his South Wales accent has subtly crossed the line from "calm and reassuring" to "explaining things to an idiot." I nod my head to indicate I've heard him.

"Right," he sighs. "Why don't we pull up by here and have a little chat?"

By the time I cut my engine, he's already stomping toward me. A lot of Welsh cops play rugby in their spare time, and for a tiny moment, I fear Kevin is going to see how far he can throw me.

"You ride like this normally, do you?" he asks. "Like someone's granny?"

And here's where I begin to learn the primary lesson of the day, which is:

### **Use your brain box all the time**

All the tips and techniques I'll learn today fall under this category. Ultimately, the goal is to achieve a state of constant mindfulness: Be fully aware of where you are, what you're doing, and how you're doing it.

This means analyzing each situation anew, and avoiding routines. In watching me check my mirrors, Kevin had seen me performing a routine, rather than an act intended to gather information about my surroundings.

**MUST READ:** [Top 4 Tips on How to Group Ride the Right Way](#)

"You had a cop up your arse, mate," he says, "but you didn't make much effort to find me in your mirrors. And what was behind me? Had there been a car there, how close would it have been to me? How close was I to

you? Had you been forced to stop quickly, would I have had enough time to react? Would the driver behind me have had enough time, as well? Or would he bump me into you?"

On a single, seemingly insignificant action, Kevin is able to write an entire *Choose Your Own Adventure* novel. This is what I mean about using your brain box all the time. All the time. Constantly. For everything.

Breaking that down, my instructor offers a few specific areas of thought to focus on:

### **The tennis ball technique**

Imagine a tennis ball attached to an infinitely long piece of string. Imagine throwing that tennis ball to the very limit of your vision and reeling it back in. Doing this over and over and over as you ride, the tennis ball is your line of sight. Your goal is to take in as much information as you possibly can, not just about what's in front of you, but what's way off in the distance.

Initially, my inclination in doing this is to stretch my vision to the furthest point in the road, but soon I realize this isn't enough.

"You see that cyclist?" Kevin observes as we ride. "When he catches up with that tractor, it's inevitably going to cause traffic to slow."

I nod my head but see neither a cyclist nor tractor. We ride over a hill and around two bends, then I see the cyclist. As I move closer, a tractor appears from further downhill.

I can't imagine how Kevin saw these things. I decide he may be a witch. Then I get worried, because Kevin can probably also read my mind.

### **Predict what you can't see**

Beyond the information you're gathering with the tennis ball technique, you can take educated guesses about what might be even further down the road. This may come from your experiences or your knowledge of the area.

For example, in Britain, it's quite common to find a village every 10 miles or so. If you've been zipping along for nine miles, it's reasonable to expect you'll soon be hitting an area where traffic is slow, and perhaps additional vehicles will be joining your route from side roads.

If you're riding somewhere scenic, it's common for people to stop just beyond the crest of a hill so they can take pictures. It's possible cars will be pulling away slowly from this point, or that there will be people in the roadway.

And so on, and so on. Think about what might be several minutes ahead and consider how that could affect you sooner.

### **Make decisions early**

Using the information gathered from the above, decide what you're going to do at a given point before you get there.

### **MUST READ: [British Police Use Drones to Track Misbehaving Bikers](#)**

This is something Kevin identifies as a challenge for me. At roundabouts, I have a tendency to only begin to assess the situation after I've arrived. This means I'm slowing and treating them somewhat as I would a four-way stop in the United States. This is unnecessary. It's perfectly acceptable to zip through a roundabout if the situation allows, and on a motorcycle it's a lot of fun— instant twisties.

Additionally, by slowing too much I may run the risk of being rear-ended.

Kevin's constant "what if" scenarios teach me I should also come into situations with two or three back-up plans.

### **Ride with confidence**

Once you've decided to do something, do it. In a riding scenario, one of the keys to ensuring a decision is the right one is committing to it. So, if I've approached that roundabout and I've decided I'm going to move through with pace, I need to commit to that decision.

The caveat to this is that you heed the old Marine Corps advice: "Don't fall in love with the plan." Even after making a decision, you should be constantly gathering information and reassessing your situation. Always be ready to implement the Plan B that you've already thought through.

### **Ride according to the actual conditions**

Normally, when we see that sort of advice we think the obvious things: don't drag a knee in the rain; don't crack it WFO through rush-hour traffic. But this also applies when everything is lovely. The conditions on a public road are never right for you to pretend you're Guy Martin, but it's not necessarily bad to get your hustle on. Especially when doing so will create more distance between you and other road users.

Kevin stresses that he does not endorse speeding for the sake of going fast, and points out you're unlikely to find a judge who will see things your way if you get caught. But throughout the day, my instructor uses terms like "making progress" and "enjoy the acceleration" when I'm dogmatically sticking to the speed limit. He wants me to get going.

Eventually, I interpret this as emphasis on being a moving target.

This is especially true on fast-moving roads like motorways, freeways, and interstates. The less time you spend hanging out near someone's car, the less time you need to spend worrying about whether that driver sees you. As such, it may be the right call to give the throttle a quick twist if you find yourself riding even with traffic in another lane.

That's doubly true for large trucks. The odds are they can't see you. Plus, they're riding on tires pumped to upward of 100 PSI. If one of those things blows up next to you, it will definitely ruin your weekend plans.

Kevin spends all day suffering my riding on motorways, down country lanes, and through towns. We cover roughly 120 miles of Welsh terrain. Toward the end of the day he takes to saying, "Yeeha, Texas, yeeha," when he wants me to ride faster. The experience teaches me to put more faith in my bike and more faith in myself.

Finally, with the light fading, we pull over for a final chat. He identifies a few things for me to work on, mostly based around my incredible tendency to get lost in British cities. Then he issues me a very fancy certificate. I have earned a B grade. He encourages me to continue the process toward advanced rider certification, then speeds off.

On the motorway back to Cardiff, it feels as if the road is suddenly wider—that I am seeing more of it. With the dying sunset at my back, I take in everything around me, twist the throttle, and make progress into the night.

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### Community Services Report



Karen Whedon

### ***FOOD, FOOD, AND BELLS RINGING***



Hi there! Just another quick reminder from your “invisible” Community Services officer to please continue bringing canned goods to the meetings. Even the smallest donation can make a difference. My summer job is ending so I hope to become “visible” once again starting with the October meeting.

I will be making a delivery to the **Central NY Food Bank** in October. Hopefully we will have a lot of donations. Many stores offer deals such as BOGOF, or mix and match 10 items for \$10.00. I will be happy to accept cash donations and then do the shopping for items needed.



Once again with the support of Performance Harley Davidson, we will be ringing the **Salvation Army Red Kettle** bell around the holidays. The first will be on Black Friday, November 24, 2017. The second will be at Performance Harley Davison's Holiday party and the last will be on the Friday before Christmas which is December 22, 2017. I will be sending around sign-up sheets at the meetings or you can contact me direct and let me know when you are available.

Thank you,  
Karen Whedon  
(Community Services)

### Safety Officer Report



## **Don't go down with the sun**

**By Elaine Anthony**

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A number of area riders had the experience recently of having to ride for quite a few miles directly into a setting sun. The glare was not only a strain on tired eyes but also a very real safety issue, as it effectively blocked all visual detail in the landscape and made scanning for hazards almost impossible. Our lead bike saved several riders a bad spill by warning us of a large dog in the road: our thanks to him was heartfelt, because although the dog was roughly the size and shape of an adult Wolfhound (not a small critter!) and came completely into the lane, it was in shadow and couldn't be seen against the brilliant sun until we were all but on top of it.

Here's a thought about seasonal trip planning. During our long summer days, a group of motorcyclists can make good time and cover plenty of miles by getting an early start, when the temperatures are still cool. Even after taking a break in the hottest part of the day, many summer riders are already checked into their night's lodging and enjoying the pool by sunset. By the time the sun drops to the horizon and starts causing problems with visibility, their bikes are put to bed. As the daylight hours grow shorter, however, it becomes normal or even necessary to keep riding until twilight in order to make the day's destination.

Those who are planning rides can save themselves and their riding buddies headaches (literally) and worse by giving some thought to the sun's position relative to routing. If you're riding eastward, try to do





so in the afternoon or evening so that the sun will be behind you. If westward bound, set off in the morning and keep the sun to your back. If neither of these scenarios is possible on your route, plan to take the north or south legs of a trip late in the afternoon, and do your east-west travel according to the sun's positioning earlier in the day.

While all of us who tour become familiar with riding toward the sun and that "tipped head" position it can take (to permit a helmet edge, visor, or sunglasses frame to block the brightest light), this should be an occasional remedy and not one regularly used. It shouldn't be done for miles on top of miles, either, as this adds considerably to a rider's fatigue and stress. When it's become too painful or really impossible to see where you're going and what's on the road, the best choice is not to ride. Take a break, wait for the glare to diminish, and then go on. Otherwise you may be taking a chance that tearful admonitions to "Go to the Light!" will be the last thing you hear!

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**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)**

