



**GWRRA Northeast Region B
PA District
Chapter Y
Harleysville, PA**



Volume 2

March 2016

Issue 3

CHAPTER Y GATHERING

*******NEW LOCATION*******

**BLUE COMET MOTORCYCLE
FACILITY**

4042 Mensch Road
Skippack, PA

**MARCH 26, 2016
Saturday – 9:00 AM**

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UPCOMING EVENTS

Chapter Y

3/14 Informal dinner 6:30 pm at Franconia Heritage. RSVP to Peggy by 3/12.

3/16 **RFD** visit to PA-X, 6 pm at Perkins, Tunkhannock. Meet at 3:00 pm at Harleysville Walmart. RSVP to Peggy (pjkratz123@gmail.com) or Bob (bew1353@gmail.com) by 3/14.

3/19 **RFD** visit to NJ-D, 5 pm at Garden State Diner, Wrightstown, NJ. Meet at 3:00 pm at Harleysville Walmart. RSVP to Peggy or Bob by 3/16.

3/26 Gathering 9 am, Blue Comet Motorcycle Club building, 4042 Mensch Rd, Skippack

4/16 **RFD overnight** - PA-N Murder Mystery/ Anniversary party, 5 pm Fredonia Presbyterian Church, Fredonia, \$15.00. RSVP by 3/31. 4/17-- 8:30 am. Ch. P breakfast gathering, Eat & Park, Pittsburgh.

4/23 Gathering 8:30 am, BCMC. Ride to Boyertown Museum of Historic Vehicles.

Around the District

4/9 PA District Meeting, 11am, Claysburg, PA. Team only--RSVP to Peggy by 3/25.

4/23 PA-R 25th Anniversary party, 12 noon, Towanda Country Club, Towanda. RSVP by 4/6.

5/1 PA-M 28th Hobo Stew & Dice Run. Registration 9:30-11 am at Williamsport Honda. Donation: \$8 + can of non-cream style soup.

5/14 Chapter B 24th Spring Fling, Lancaster Central Park. Register by 5/9.

5/19-5/21 District Rally – Wing World of Sports, State College; Register by 5/4. gwrrapadist.org

6/17-6/19 All Chapters West, Vacationland Camp Ground, Sandy Lake. Register by 4/30.

9/16-9/18 All Chapters East, Drummer Boy Camping Resort, Gettysburg. Register by 8/10.

Around the Region

6/8-6/12 Region B Camp-out, River's Edge KOA, Connellsville, PA. Camp sites blocked until 2/29.

7/21-7/23 New England District Convention, West Lebanon, NY.

8/4-8/6 NY/ NJ Bi-State Convention – A Taste of Mardi Gras, Holiday Inn, Swedesboro, NJ. RSVP by 7/17.

National

7/6-7/9 Reno Rendezvous, Grand Sierra Resort, Reno, NV. Renorendezvous.com.

8/19-8/21 America's 15th Anniversary 9/11 Ride, Shanksville to the Pentagon to World Trade Center; can do any or all sections. Register by 8/7, americas911ride.org

8/31-9/3 Wing Ding, Billings, MT, wing-ding.org

FOOD FOR THOUGHT! C.D'S Peggy and Ron Kratz

THE WISE MAN AVOIDS EVIL BY ANTICIPATING IT.

**Better to be prepared in advance than to be taken by surprise!
Practice distraction-free mindful riding!!!**

I found this info, cleaned up the language a bit and felt it was worth repeating.
Here are some types of deadly drivers and how to avoid them!

ANTICIPATE THE BREAKERS!!!!

Imagine a crazy 4-lane highway... drivers jockeying for position. Look far enough ahead to see the unexpected... i.e., furniture in the lane, truck tire treads, etc. The line of cars ahead apply their brakes. Anticipate the Breakers!

ANTICIPATE THE RUSHER!!!!

You're in the fast lane of 3-lane roadway when a fool comes charging up faster on your right. Comes so fast he starts tail-gating the car in front of him. He's in a rush and you know he'll want to change to the faster lane. Don't compete... Ease off the throttle, give the reckless RUSHER the space he wants.

ANTICIPATE THE PASSER!!!!

Cruising at 50 mph secondary road with lots of big rigs. Someone is always in a hurry. A PASSER is anxiously waiting to pass an 18-wheeler and is... tail-gating! It's hard to see around a wide truck. Riders should move to the right-wheel track whenever you see a large or tall vehicle coming toward you... to avoid the wind blast and the impatient PASSER who may not see you in the left wheel track.

THE MISCALCULATORS!!!!

Because of our bike's skinny profile, to careless drivers we appear far away and slow moving... we're invisible! Anticipate the MISCALCULATORS! A driver who's all too eager to pull out in front of you from a side street or parking lot will look to his left and see this skinny figure approaching. Little does he know that you've got 150 horses between your legs and you're riding 15 mph over the limit. If you are mindful, you'll be in the left-wheel track where the miscalculator can spot you sooner.

THE TEXTER!!!!

Quite possibly the most distracted driver on the road. Talking on phones while driving makes you four times as likely to crash, and texting while driving increases your chances of a crash by up to 23 times, says the National Safety Council. All ages do it! Millennials text each other while in the same vehicle! While most states ban texting while driving, no state bans all cell phone use for all drivers. Some states ban hand-held phone use. Despite the laws, you still see TEXTING TOMS oblivious to bikers. Anticipate the texting head... it bobs up and down.

OLD CAR DRIVERS!!!!

The car that somehow miraculously passes state inspection. A number of states require no annual safety or emissions inspection. You see all sorts of terrible vehicles on the road driving lopsided from blown-out suspensions. Mufflers missing or dragging. Stinky blue smoke... maybe brake pads from 1980s. How about vintage 60s muscle cars that have no hydraulic steering or brakes. Anticipate (and steer clear away from) these vehicles. Consider making a habit of surveying drivers in relation to their cars. Late model Asian imports tend to carry the youngest drivers, just as late model American boats tend to carry Q-tips.

MEMBER ENHANCEMENT CORNER.....Pam Kratz

I'd like to take a moment to extend a warm and heartfelt thank you to Mike and Barb Silverman for all they have done for us this past year. Penn Valley Church has been a great location to facilitate our meetings. We will now be moving onto our new home at the Blue Comets Motorcycle Club facility. It is a great place including our essential amenities along with a pavilion outside to hold gatherings if the weather is cooperative. Many other organizations use this very same facility and seem very pleased with their experiences.

It is a fresh start, so I hope that all members, both near and far, continue to meet with us! We will now be meeting the fourth Saturday of each month. We have a great ride schedule that has been put together for us to enjoy so don't miss out! We are still searching for those of you willing to step up and volunteer to help with the rides. We certainly do not want to risk a chance of them potentially not happening. By all means, please feel free to call or email Jeff as soon as possible to pick your ride.

Lastly, I know I say this every month but, I really need all of you to check on the National website and see if GWRRA has your most recent email address and contact information. There are a number of you listed with old and outdated information. If you don't update this information regularly, you may miss out on important emails from GWRRA and the Chapter itself. Our list is only as good as the information provided. A simple and easy phone call or online access is all you will need to do. Likewise, the contact information is provided on the National website.

We certainly look forward to coming together, discussing ideas, sharing valuable information, and getting our ride organization planned out for each Chapter outing on the road! For those of you that won't be able to make it to the Gathering due to the holiday, we look forward to seeing you next time and wish you a Happy Easter!

ROLL FOR THE DOUGH ... Bob Williams, RFD Coordinator

On Saturday 27 February, we met Ron and Peggy at their house at 7AM. Then, Dan and Joan Reisinger showed up. We started out with me leading and our trusty guide, Ron, keeping us on track with Dan doing the tail for us.

Going over Route 23 through New Holland to Leola, picking up Route 772 through Lititz to Manheim. Made a left on Route 72 South for about 2 miles to Chapter B's meeting place. Low and behold, who did we see but Jeff and Pam Kratz. As you probably guessed by now, we took our cars.

After signing in, we had a very good breakfast. Eggs, sausage, bacon, chip beef along with a lot of fruit. After filling up, Chapter B started their meeting. I sure enjoyed the different seminars and their ride schedule. The Educator gave a brief message on riding beyond your comfort zone and how it can get you in over your head. We again met new friends there.

After we left on our own with Ron and Peggy, we had to uphold the Chapter Y reputation. We just made a U-turn on Route 23 over to Route 322 and stopped at the September Cheese Store for our beloved dessert... ICE CREAM. Then on home. Now, ask those that went how they enjoyed themselves.

We are looking into getting together and visiting more chapters. We now have a total of 3 points and that seems a lot in only 4 months. But, Chapter B has gained 6 points so far, which means we are a little behind them.

We are planning an overnight trip later in August to visit the ZIPPO lighter factory in Bradford and also visiting a few chapters that weekend as well. So keep this in mind.

MOTORCYCLE POSTURE

Doug Little, Rider Educator Director

Most street riders don't consider the significance their body position and the effects of motorcycle control. When riding at regular street speeds, the exact body position is not critical due to relatively moderate braking and cornering forces involved. However, even at moderate speeds there are times when assuming the correct body position can preserve traction or cornering clearance, and knowing when and how to correctly use your body weight can help your motorcycle turn more easily and handle better.

A rider's posture closely affects comfort and control even when you can adjust your posture to some extent. Body dimensions such as the length of your arms, legs and torso often dictate how you sit. The touring style cycle puts you in the most neutral upright position offering the greatest amount of comfort and control for most typical street riding situations.

Foot peg positioning is another key factor of riding posture. Foot pegs, floor boards and forward pegs all contribute to the weight distribution of the body's torso weight. Foot pegs and floor boards allow the rider to place more of the body's weight directly underneath them. This upright position also allows for the rider to put more weight on the pegs to rise off the seat when riding over large bumps or traveling obstacles.

Even though the style of cycle you ride has a large influence on your posture, there is a lot you can do to ensure that your body position is optimal for comfort and control. Slouching can compromise comfort and can lead to back pain which can cause distractions and limit your ability to concentrate. It also limits how long you can ride before mental and physical fatigue sets in.

Slouching rounds the back which does not allow the vertebrae to easily support body weight. Weak torso muscles can cause you to slouch. By strengthening the back and abdominal muscles this upright position becomes natural.

One aspect of riding posture that is important for safety is your ability to keep your head up so you can continually scan ahead for hazards and challenging roadway characteristics. Slouching bends the neck in a way that points the head downward. The rider usually compensates for this by extending the neck thereby causing fatigue and the head and eyes to drop. The scanning process is less effective and the hazards seem to appear suddenly. The hazards did not increase; rather it is because your eyes are not spotting the hazards as early.

Supporting your body weight with your thighs and keeping your knees against the gas tank allows your upper body to remain relaxed and stable. Letting your knees flop around can destabilize the cycle especially at lower speeds. Squeezing the tank with your knees also helps to support the upper body when braking strongly thereby limiting the transfer of upper body weight to the front end during rapid deceleration and takes weight off the arms, making steering control more sensitive.

Your legs are also important for maintaining control when going over bumps. By pushing on the foot pegs you take some weight off the seat so your legs become a secondary set of shock absorbers helping to isolate your body weight from the chassis, aiding stability over bumps while relieving some of the load on the suspension.

It is obvious that feet belong on the foot pegs. Your feet also help stabilize the motorcycle. By dangling your feet off the foot pegs you quickly realize how much your feet support and anchor the legs to the motorcycle.

Most riders routinely position the arches of their feet on the foot pegs, which is fine for most situations and is required when shifting or using the rear brake. There are also times when it is beneficial to have the balls of your feet support your legs. Having the balls of your feet on the foot pegs constitutes the "Ready" position and communicates

Continued.....

Motorcycle Posture Continued...

to your mind and muscles that you are ready for action. This action sharpens your attention to managing a challenging set of curves and is also used when slightly shifting your weight for bumps, cornering and executing a tight U-turn. Keeping the balls of your feet on the pegs can also avoid injury by preventing your toes from making contact with the road when cornering or impacting obstacles off-road.

Many riders who complain that their motorcycle will not turn easily are having problems not because of their machine, but because he or she is too stiff on the handlebars. Counter steering is used to initiate lean by pressing on the inside hand grip to cause the motorcycle to lean in that direction. Stiff arms often lead to restricted movement or the unconscious and dangerous act of pressing on both handlebars.

Stiff arm posture can inhibit corner turn-in, but also can contribute to mid-cornering problems. Upper body tension can lead to stiff arms and rigid handlebar inputs that hinder maneuverability. Slightly bent elbows and relaxed shoulders allow the rider to turn the handlebars without rotating the torso, thus isolating the upper body mass from the handlebars and allowing the motorcycle to maneuver more fluidly.

Remember that arm position affects steering inputs. The best position is to have the forearms horizontally or even lower to match the angle of the steering pivot. This affects handlebar leverage and aids in countering.

Hand positioning is a significant contributor to comfort and control. Wrists that are bent excessively can quickly become fatigued and inhibit throttle, clutch and brake control. Sit on your cycle and see if your hands and wrists are positioned naturally. The preferred position of the controls is personal but a rule of thumb is to adjust the brake and clutch lever so the wrists are relatively flat to the forearm when operating the controls. This will help alleviate fatigue and also provide quick access and the greatest control when squeezing the levers. Adjustable-reach levers allow you to increase or decrease the distance from the grip to the lever to accommodate various sized hands and fingers.

When braking the weight of the bike and rider(s) shifts forward to the fork and tire. During light and moderate braking the weight shift or handle pressure is minimal. When braking hard, this load shift is significant requiring the rider to brace him/herself against the handlebars. This handlebar pressure inhibits steering and requires the front suspension and tire to do more work. Handlebar pressure can be minimized by using body techniques.

One way to help is to keep the arms loose when braking and squeeze the fuel tank with your legs. Squeezing the tank between the knees keeps the point of contact between the body and the bike low and centered. You can also help minimize load shift by sitting back slightly in the seat.

So, as our school teachers used to say..... sit up straight in your seats good posture is important.

With the busy ride schedule comes the safety checks of the cycles. Don't forget to perform a periodic T-CLOCK, as well as any scheduled maintenance.

As always, feel free to offer any ideas/topics you may want to be mentioned or discussed to either Peggy Kratz or myself at any time. All suggestions are welcomed.

FROM THE TAILPIPE...

..... Jeff Kratz, Ride Coordinator

Well we certainly got a tantalizing taste of spring February 28th. Boy was it nice to take the bike out on an unprecedented February afternoon. The weather was gorgeous and by the looks of it a number of bikes slipped their covers to do likewise. It was awesome to see those two and three-wheelers out enjoying the open road again. Makes me want to jump off the bike and do a happy dance at every traffic light. Pam wasn't cool with that idea so I didn't push it.

We clocked 60 miles that afternoon scoping several of our favorite roads just to see how Old Man Winter treated them. As it turns out they fared pretty well, but the freeze-thaw effect isn't over yet so we'll check on them a bit later. Hopefully they won't get any worse. We really love those priceless gems and would hate to scratch them from our frequent flyer list. Nonetheless, they were crazy fun to ride in February on two wheels.

That taste of spring was like the first lick of an ice cream cone, you just have to have more. Unfortunately, weather has a lot more to say about riding motorcycles than eating ice cream and the spring teaser was simply just that. The good part is it rejuvenated my Class M adrenaline to the degree I might be able to make it to spring. But with my particular motor-psychological dependency, that remains to be seen.

To think I rode every month in the past year just blows my mind. It's not often you get to say that, but I'm savoring the moment and looking forward to extending that streak through another fantastic riding season. I hope you're gearing up for 2016 as well. I don't know about you, but I'm definitely ready for that spring teaser to become more permanent!

We have a great riding season planned for 2016. Check the website regularly for particulars, updates and important information: <http://www.gwrrapa-y.com/calendar.html>. We hope to see everyone enjoying the upcoming events. Remember, Friends for Fun, Safety and Knowledge starts with you!



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MONEY ISSUES

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From your CD's... Peggy and Ron Kratz

We don't talk about chapter money issues... but we'd like to share some info in this regard.

Money chapter gets comes from our 50/50 sales at Gatherings, and our sale of the District Lottery Tickets... that is unless we run some type of event that draws money to us.

Here are a few items that some Y funds will be covering soon. Some of us have the Chapter Y patch that was originally designed for us as the Liberty Wings. Many of our newer members do not have a chapter Y patch. We have requested a patch supplier to give us a quote on the purchase of a small number of Y patches... they have been re-designed to change the helmet in the center circle to the required griffin eagle and bring them into GWRRA compliance needs related to size. No patch can be larger than the GWRRA 4" patch. We are preparing to order a small number of patches ... at the Gathering there will be an order form... patches will sell for \$7 each... giving the chapter a small income from the sales. If you want a patch to put on your shirt or jacket, sign the order form. This will give us a better idea of the number we should order now. Our Goodies store (pins & patches) will be getting a small supply of items for purchase.

Also, the District Rally is coming up... District always puts together a cool booklet giving the daily schedule of events, info on seminars available, and COY intros. It is paid for by soliciting for ads from businesses and from the PA chapters. We will be designing an appropriate ad so Y is represented in the booklet.

Typically, chapters absorb some of the costs associated with the Couple of the Year attending the District Rally representing our chapter. We are proud to support our special couple at this event and will cover some of the related expenses if possible.

Our Rider Educator will be scheduling some training classes that may need some funding ... these we definitely want to support. GWRRA is all about becoming the best rider you can be... the Levels program urges/requires certain training, i.e., 1st Aid, CPR training, ERC, etc. Participating Members will have to bear some of this cost as well.

You all know by now that our chapter has had to find a new venue to hold our Gatherings in. After checking into various places, the staff agreed on and secured a motorcycle friendly place... Blue Comet Motorcycle Club ... their club building will be perfect for our chapter as it grows... and the price was reasonable and affordable by our treasury.

THE REAR VIEW

By Barbara Silverman

As I anticipate the start of riding season, my thoughts turn to staying warm in the early chilly days. We each have our own minimum temperature requirement for riding. The windscreen blocks a lot of the wind for the rider and it seems logical that the rider would act as a windscreen for the co-rider. However, the air goes by the rider and zaps the co-rider on both sides. Does this seem fair to you?!

Unlike my warm hubby, I get cold easily and our definitions of “comfortable” are vastly different. Mine is about 10-20° warmer than his. It has taken me some time to figure out how to dress for various temperatures/ conditions. I have been surprised how much chillier it feels at a relatively nice temperature when it’s an overcast day. I tend to overdress on occasion since I’m afraid I’ll be cold. I’d rather have to take something off when I’m too warm or have something extra in the trunk “in case” than to be cold and wish I had that extra piece. Needless to say, I’m a fair weather rider. The biggest boon to me is heated gear – I love my jacket liner for chilly mornings. That little bit of extra heat goes a long way to keeping me toasty. I learned very quickly that a little is all that’s needed or I’m getting roasted. I think Mike wore his once but didn’t turn it on. There’s also heated pants and gloves for the more hardy riders. If it’s cold enough for those, I’m staying home.

The key to riding comfort is layering: a layer at a time can be removed as the temperature rises or added as the temperature goes down. Leather or denim chaps protect legs from the chilly wind. Knee socks are great for keeping the lower legs warm when chilly air goes up the pant legs. Tucking the pant legs into the boots also solves that problem. A scarf or neck warmer is great for keeping the cold air from going up the back of the helmet or a balaclava for the really cold days.

Keep comfy and have a great riding season.

FOR SALE

2003 Gold Wing Trike with 2005 Motor Trike 2x2 Conversion, 38K Miles, Illusion Blue, good condition, garage kept, new cover, AM/FM/CB Radio, Intercom, Luggage Rack, Heel/Toe Shifter, Air Ride Suspension, Trailer hitch with cooler attachment and cooler. \$18,500 215-368-4936.