



GWRRA

# BATTLEFIELD WINGS, VA - E

REGION N

FEBRUARY 2007

[www.battlefieldwings.com](http://www.battlefieldwings.com)

## CHAPTER STAFF

### INSIDE THIS ISSUE:

|                         |   |
|-------------------------|---|
| CHAPTER DIRECTOR NEWS   | 2 |
| COUPLE OF THE YEAR NEWS | 3 |
| CHAPTER EDUCATOR NEWS   | 4 |
| UPCOMING EVENTS         | 5 |
| BIRTHDAYS/ANNIVERSARIES | 6 |
| UPDATE FROM BAGHDAD     | 7 |
| OTHER CHAPTER NEWS      | 8 |
| FOR SALE                | 9 |

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*Come to our Chapter meetings the 3<sup>rd</sup> Wednesday Of Each Month*

**Dynasty Buffet - Four-Mile Fork**

Meet at 6:30pm to Eat

Meeting begins at 7:30pm

## CHAPTER DIRECTOR NEWS

It's hard to believe that the first month of the year is already behind us. Normally most of us are probably not out riding at this time of the year, but with several warm days in January it was not unusual to see bikes on the road. Keri and I got out one weekend for a nice afternoon ride, knowing that eventually winter would come and it might be a month or two before another opportunity like this arrived.

The cold weather finally came upon us these past two weeks and it seems that only Butch is out riding. Chapter E came out in force on 26 January at Salem Church Library for the Mature Rider seminar. Our thanks to Gordon and Larry for putting on a very good show with help from Alec. It's a real eye opener to think about some of the challenges we face as bikers as we get older. In attendance were Gordon, Larry, Greg, Karen and Alec, Ray Hitt, Bob Dorminey, Mike & Carol, Ed & Wanda, Ron & Linda, Keith Hill, Richard Wilson, Katina Savage, Mike & Keri, Dan & Martha Jo, and Butch.

Coming up in February is our CPR/First Aid training also at Salem Church Library. If you haven't signed up yet, get in touch with Larry as soon as possible. CPR and first aid are needed to advance through the rider education levels and just good skills to have any time. We usually have a pretty good time during the training, and even get to learn something in the process.

Our January potluck packed out Bob & Linda's house. They pretty well ran out of places to sit and as always, everyone left with a full belly.

As most everyone should know, Keri and I are relinquishing the reins as Chapter Director to focus on our duties as District Membership Enhancement and Couple of the Year Coordinators. Gordon will assume the

responsibility for our chapter on 1 February. Good luck to Gordon and Julie. We ask that everyone rally together behind Gordon and Julie and give them your support in all our upcoming rides and events. There is a lot planned for 2007 and it will take everyone in the chapter to make all our events a success.

Gordon will run our February staff meeting and get the ball rolling from here on out. Keri and I will still be as active with the chapter as we have been in the past, and we hope to be able to do a little more riding this year than we have for the past two years.

Since we will be responsible for recruiting and retention duties for the district, we are asking everyone to be on the lookout for potential new members to join up with our chapter. There are a lot of Gold Wingers out there who are not in GWRRA and may not even be aware our organization exists. We will be looking for opportunities to get the word out about GWRRA. If every couple in our chapter could find just one member, think how much our chapter would grow. As we get the recruiting contest going for this year, we'll let everyone know what kind of rewards are available. Jim Travis was the top VA-E recruiter last year and I welcome the opportunity for him to top last year's numbers.

Let's get this year off to a great start and make Gordon glad he stepped up to the challenge.

Ride Safe,

**Mike & Keri**

## COUPLE OF THE YEAR NEWS

We, Sly & Katina would like to thank those of you who voted for us to wear such a crown. It truly is an honor to represent such a wonderful organization and be associated with such warm and loving people coming together for one common cause, "The sport of Motorcycling". At this time we are referring to our Chapter in VA,

point we have asked many questions about responsibilities etc. and have been assisted with answers by many of you, I thank you, especially Ed and Wanda Hoeferkamp. We had dinner with the outgoing COY who has assisted in making our transition easier. At the Christmas party I

sharing of food (lots of it) at Bob and Linda Jones home for Pot Luck on January 19. We look forward to any and all Pot Luck dinners as we anticipate the sharing of good food, good stories and getting to know our Chapter brothers and sisters better.



Chapter E. As we venture down new paths being uncertain of what to expect, we accept the challenge to assist in making the chapter and organization a more cohesive team and diverse efforts of togetherness.

Our year as COY has started with excitement and enthusiasm. It all began at the Christmas Party where the announcement was made that we were chosen as COY for 2007. From that

enjoyed performing as the late James Brown. My entertainment is your entertainment.

The first regular meeting we brought two of our neighbors who also ride motorcycles and they were very impressed by our togetherness and the love we shared within the Chapter. They thanked us for the invite.

Next we were blessed with the

I also thank Larry White who has spent many hours in my garage installing chrome etc. on my new toy (GL-1800) as I have told my wife, if I much represent Chapter VA-E, I must get the necessary accessories on my bike (smile).

Again (we) are looking forward to serving as COY, we also look forward to visiting other chapters and assisting anywhere there is a need.

**Sly & Katina Savage**

## CHAPTER EDUCATOR NEWS



## Speed

I suppose after reading the title of this article some of you are saying “Oh no, he’s going to tell me to slow down.” Well, I will mention that slowing down is a prudent action in many situations but I sincerely hope you will be saying to yourself “I already do that.” My purpose in writing this article is simply to remind us that a small decrease in speed at appropriate times can pay big dividends. And, I hope to provide insight on why even a small decrease can have a big effect.

To give this subject balanced treatment, let me start out by saying some riders can probably increase their safety by speeding up. One situation I’m thinking of is interstate riding. I think a good argument can be made for riding with the faster traffic on the interstate. I like to be in the left lane and traveling just a tiny bit faster than the traffic. The left lane keeps me away from the occasional (but deadly) driver that notices his exit late and swerves across one or more lanes at the last second to get off. It also keeps me away from vehicles merging onto the interstate at on ramps. Traveling a tiny bit faster than the average traffic keeps the hazards in front of me where they are easier for me to monitor. [The Police Riders Handbook to Better Motorcycling](#) espouses this approach. Of course, there are exceptions to every rule and I can be content to ride in the right lane when riding in a group because I’m more easily seen by other road users when I’m

in a group. My approach may not be comfortable to you and you shouldn’t use it if it isn’t. Always ride your own ride.

Now, the other side of the speed coin. It turns out that a rather modest speed reduction can make a big difference. Being reminded why may be profitable and I offer a quick physics lesson (I’m an engineer so I think in strange ways according to Sylvia – hope this makes sense to you non-engineers). Things in motion have “kinetic” energy – energy associated with their weight (mass, really) and speed. The relationship between energy and weight is linear – double the weight and you double the energy. But the relationship between energy and speed is quadratic – if you double the speed you quadruple the energy. This energy has to come from somewhere when you speed up (the engine) and has to go somewhere when you slow down (heat at the brakes). In a crash, the kinetic energy the rider had before the crash also has to go somewhere. If there is too much of it, it gets used up breaking bones, crushing the energy absorbing foam in helmets, imparting road rash, scattering plastic, bending motorcycle frames, etc. We want to minimize this energy and its destructive effects and we can do that by slowing down when the situation warrants it.

We can view that quadratic relationship I just mentioned as a friend. We don’t have to slow down to half our speed to halve the energy available to break bones, impart road rash, etc. At 35 mph (a typical speed in town going through intersections one after another) we only have to slow down to 25 mph to halve the destructive energy available. Slowing 10 mph might be a worthwhile “cost” when approaching a crowded or blind or other-

wise unpredictable intersection. The quadratic relationship also provides good justification for our knee jerk reaction to scrub speed when dangers present themselves. If we have time and space to slow down before swerving or executing other evasive maneuvers, doing so makes good sense. It makes particularly good sense when the danger is a deer that may zig at the same time and in the same direction you zig to avoid it.

The classical way to think about speed and avoiding crashes, is to consider stopping distances. Stopping distances are composed of two components – reaction distances and braking distances. Reaction distances are the distances traveled while you are deciding to slow and are reaching for the brakes. These distances double when speed doubles because reaction time is nearly constant at about one half second (attentive rider) regardless of speed. But braking distances quadruple with speed. The net result according to books I’ve read is that you can expect to halve your stopping distance for every 10 mph you slow down. This doesn’t exactly square with theory or the stopping distance chart in the Virginia Driver’s Manual but it’s close. 10 mph is not a bad price to pay when you consider that halving the stopping distance can certainly make the difference between a quick stop and a quick crash.

Now, that wasn’t so bad was it?

Larry

**UPCOMING EVENTS**

**February**

**2007**

| Sun                     | Mon | Tue            | Wed               | Thu | Fri                                    | Sat                                      |
|-------------------------|-----|----------------|-------------------|-----|--|--|
|                         |     |                |                   | 1   | 2                                      | 3  |
| 4                       | 5   | 6<br>Staff Mtg | 7                 | 8   | 9<br>Wingless Weekend—Williamsburg, VA | 10                                       |
| 11<br>Wingless Week-end | 12  | 13             | 14                | 15  | 16                                     | 17<br>VA-A1 Chocolate Festival           |
| 18                      | 19  | 20             | 21<br>Monthly Mtg | 22  | 23                                     | 24<br>Rider Education<br>VA-F Crazy Sup- |
| 25                      | 26  | 27             | 28                |     |  |  |

24 Mar – Rider Ed training Salem Church Library, 0900, Road Captain, classroom & riding

21 Apr – ride to VA-X Bike Show and Natural Bridge, time TBA

6 May – ride to West Virginia, time TBA

12 May – Tour De Burg

11 Aug – Bike Show

13 Oct – Fall Fantasy

15 Dec – Christmas Party

TBD – ride to Chrome World

TBD – chapter ERC

See Virginia District website for flyers to other chapter and district events.

<http://www.gwrrava.org/vaevents.html>

**CHAPTER BIRTHDAYS — FEBRUARY**

|                |    |
|----------------|----|
| Linda Hardisty | 7  |
| Nancy Groves   | 11 |
| Norma Tibbs    | 14 |
| Larry Gray     | 16 |
| Sonny Pratt    | 20 |



**CHAPTER ANNIVERSARIES — FEBRUARY**



Lou & Joyce Mitchell 11

## UPDATE FROM BAGHDAD

Fellow Chapter E Riders,

I was able to go back to the States (home – northern Virginia) for most of December. So I thought I would tell you how I traveled from / back to Baghdad.

I am not even going to go into the red tape for getting permission to take leave but I will elaborate on what I had to do during the travel to and from Baghdad.

First, since the International Zone (IZ) and the Baghdad International Airport (BIAP) is separated by 9 miles of “red zone,” I traveled to the BIAP by the “Rhino.” The Rhino is an up armored RV that has about 25 seats inside. In order to take the Rhino, which runs every night, is to show up at 11 PM at the manifesting station across from the Palace Compound. Once you sign up, you stage your luggage outside and then you wait until they announce when the convoy is leaving for the airport. They do this for security purposes as the Rhino leaves at irregular times each night. The Rhino convoy is composed of at least three Rhinos led by two armored hummers and followed by the vehicle with our baggage and two more hummers. The convoy is also followed by a Blackhawk helicopter. The drive takes about 40 minutes because of other traffic and speed bumps, which a vehicle has to go over very slowly.

Once at the airport, everyone must be manifested aboard a military aircraft going to other cities in Iraq, Amman Jordan, or Ali Al Salam Air Base in Kuwait (my destination). Of course the military get priority unless you are with the State Department and pre-manifested on the Embassy aircraft (me). The wait for the call to board (providing the flight is not cancelled) can be anywhere from a couple of hours

to a full day...very boring and no sleep!

Once you board the aircraft, a pallet with your baggage is loaded and the C-130 takes off for (in my case) Kuwait. The trip is about 90 minutes and once we land, we are loaded on buses and taken to the passenger terminal (about 20 minutes away). At the passenger terminal, I go through a customs like process where I register to leave the country, give a copy of my orders, and show my passport. I also turn in my personal protective equipment (flak jacket and helmet) required for the flight to/from Iraq on all military aircraft. I am issued a bus ticket to the Kuwait Airport. The wait is up to 4 hours for the bus. The trip to the Kuwait Airport is about an hour. At the airport, I go through Kuwait passport control and customs (not as bad as what I go through in the US on the return trip) where my baggage is x-rayed. Next is the ticket counter which is an easy process as long as all the paperwork is in proper order; however, if something is not in order, watch out. Once checked in then it is on to the waiting area for the flight out.

The flight (I had a direct flight to Dulles) is 14 hours. This can be a very trying experience since the trip from start to finish is about two and a half days and I get very little sleep. Of course that doesn't count going through customs at Dulles Airport or getting home from there. Reverse the steps for the return trip. The picture is of a typical Rhino used for the trip to/from the Baghdad Airport. I wonder if just staying in Iraq would be better...I don't think so!

Until the next Baghdad Burb...ride safe.

**Michael Herbaugh**



## OTHER CHAPTER NEWS

### CHAPTER POTLUCK

The January potluck was held at Bob and Linda Jones house on the 19<sup>th</sup>. In attendance were Mike and Carol Lucas, Ed and Wanda Hoeferkamp, Dan and Martha Jo Fritz, Keith and Dianne Hill, Russell Emily, Brenda Karhan, George Codoley, Jim and Beverly Travis, Greg and Karen and Alex Kestner, Gordon and Julie Combs, Mike and Keri Nelson, Sly and Katina Savage, Lloyd and Mary Messner, Ron and Linda and Mark Hardisty, and Bob and Linda Jones.

Also during this potluck we celebrated Gordon's (Chucky) Birthday featuring a lovely pink Birthday cake with colorful dainty candles. Everyone had a great time eating and talking and we would like to thank Bob and Linda Jones for their warm hospitality.

### HELMET HOUSE BILL UPDATE

*January 30, 2007*

**Virginia Legislative Action Alert**  
**Virginia**

**THANK YOU FOR HELPING TO DEFEAT VIRGINIA HOUSE BILL 2585 BY THE LARGEST MARGIN EVER!**

Thanks to your collective efforts, Virginia House Bill 2585—one of two bills being considered in Richmond to soften current law on motorcycle helmets— was defeated today by the largest margin ever! DriveSmart Virginia reports a “tremendous number of calls and e-mails” to legislators on this issue. Here’s DriveSmart Virginia’s report on today’s action:

**GREAT WORK FOLKS!!** We achieved HALF of our goal today regarding these helmet bills. HB 2585 was killed on the house floor by its greatest margin ever – 59 to 39. The vote last year was 57-42. What changed? The following delegates changed their votes to vote with us: Delegate Athey and Delegate Joannou and Delegate Suit. The following delegates changed their votes to vote against us: Delegate Wittman.

HB 3077 will come up on 3rd reading tomorrow. At this late time, there is little communication that can be delivered regarding this bill outside of another quick email or call. That would be most helpful as we feel the legislators may not realize the impact of this bill.

So again, many thanks to all of you for taking time out of your busy day to call or write your elected officials. As you can see, the process truly works!

## FOR SALE

### Motorcycle For Sale

#### 1997 Goldwing Aspencade (Forest Green):

- One owner, well maintained and garaged.
- Many options: CB, AM/FM, Ring of Fire, Lighted Rail on front Fender, Driving (FOG)Light, Heel & Toe Shifter, Floor Boards, Highway Boards, Chrome Mirrors, Lights around trunk, Lights around Saddle Bags, Lighted Mud Flap, Chrome on Fairing Uppers & Lower, too many other options to name.

Contact Sylvester Savage

Call 540-657-0297(H) or 540-379-8708(C)



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~

**Considering Triking your bike? – We now are taking reservations for winter MotorTrike and California Sidecar conversions – lead time from the factory is at least 4 months, so if you are planning on moving up to 3 wheels, call us today to compare our prices and get scheduled- you'll be glad you did!**

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