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Serving Members' Needs Since 1984



The Official Publication of The Motorcycle Touring Association

MTA Gathering 2007

La Crosse, Wisconsin



Monday Night
Dinner Ride



Publisher
MTA, Inc.

Production Director
Howie Klix

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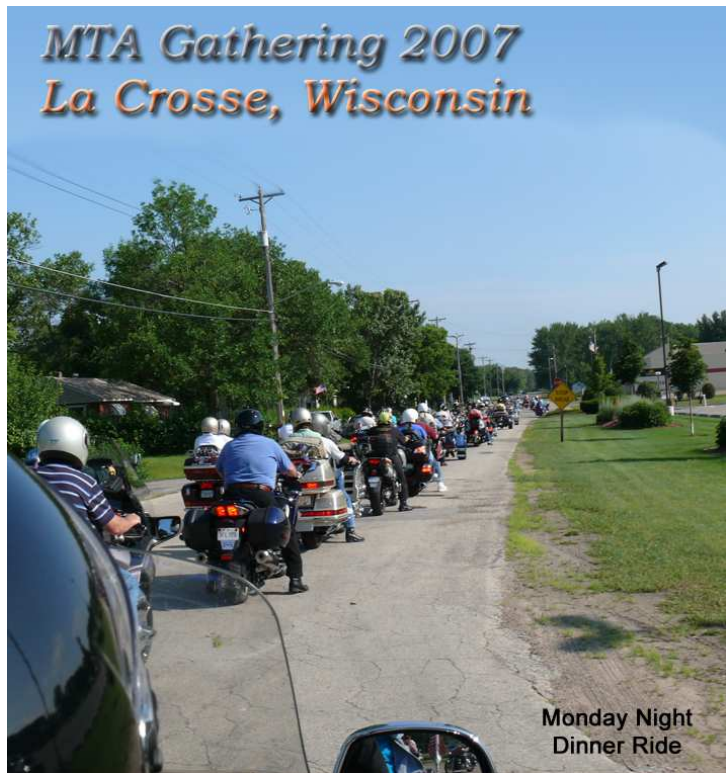
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From The Old Desk

by Darrell Steuer
MTA President

Here it is, August already, and it just seems like just yesterday that we were all together in La Crosse Wisconsin. I hope that all of you that had the chance to attend had a great time there with friends. For those of you that could not make it you were missed by many. There were many times when we heard the question, is so-and-so coming this year and we would check the registrations to see if you had planned to attend.

I would like to thank Ron and Charlene Bushman who worked so hard putting this rally together; the "Supremes": Mary, Martha, Jeep and Irene were *supreme* in looking after the registration table; Steve and Josie, Kevin and Darla for taking on responsibility for the bike games; and I must not forget the Board of Directors that worked hard to help with everything to pull this together. Thanks Pat, Chuck, Dave, Harvey, and Keith. And I would like to thank you, the Members, for coming out and supporting this organization.

I think we all agree that both the dinner ride and the banquet food were excellently prepared. Thanks to the American Legion for the great meal and the MTA cake. There were a couple little malfunctions and we will work to correct them.

In my address to the Membership, the Life members were recognized and there were many of you that attended this year. Thank you! But I also have noted the commitment of this membership to support it. James and Bonnie Dameron came in four wheels because James had a car accident. Bascom and Mary came by four wheels because they had problems with their trailer. There is also Jeep who, even though she does not ride anymore and is 82, still comes, pays for her registration and then volunteers the rally away. Why do these members do this? Because they are committed to this organization.

Past Board members were recognized also at the business meeting for the work that they did over the years; this is not an easy job, and the Board cannot please everyone. But this Board will continue to do it's best to make us grow and be accountable. As you know you have the right to vote, but you also have the right to be on the Board if you wish.

On a lighter note Dan Griffith, who had an accident on the way to the rally, is doing very well and will be riding soon. I would also like to note that Randy Frank is still trying to get members to come to Colorado in the first part of so if you would like to attend please get a hold of him for the details at 970 667-2162. Big Daddy Joel has the Florida campout out details worked out and

that will take place in Tenn. Sept 28th 29th 30th. If there are any of you in the area make a point in coming out and joining in. For more info call Dan Griffith at 941 493-4565. I hope in the near future we have gatherings springing up all over the country even here in Canada.

I would like to send out my sincere sympathies to Rose Goulet on the passing of Dave. We will miss his Canadian flag pants and shirt and the yellow bee suit. Dave was on the MTA Board for many years and it is unfortunate that I did not have a lot of time to work with him for this organization. I had some time to talk with Dave at this past rally and we agreed on ways that he could use his talents to help this club. But a heart attack took him from us. Dave we will miss you. Rose we are here for you at this time, just let us know if you need anything.

To all of you, safe riding and enjoy every minute that you have.

Darrell



Photo submitted by Gary Droege

Finally received a photo from Paul Bigler of the kids and MTA MO#1 after the ceremony. What a great picture!

I hope we all can enjoy a similar experience next year. I will put a reduced version on the club website.

From the Forums

Harley-Davidson-Drawn Hearse, Anyone?

By MARCUS FRANKLIN, Associated Press Writer

NEW YORK - Harley-Davidson enthusiasts who take the motto "Live to Ride, Ride to Live" to heart now have a proper conveyance to hog heaven.

A Long Island funeral home chain invested \$100,000 in a three-wheeled Harley and carriage-style hearse for bikers who want to go out in style.

So far, reaction has been "favorable and positive," Michael Moloney of Moloney Family Funeral Homes said Thursday during a Manhattan demonstration.

"People see it and go, 'Wow, this can be really cool and different for my dad, for my uncle,'" Moloney said.

The black hearse is a replica of a 19th-century horse-drawn carriage and features sconces in each corner, a large window on either side and burgundy and gold curtains. It can fit caskets up to 39 inches wide and carry more than 900 pounds of coffin and dead weight. The black and chrome motorcycle is a 2006 Road King Classic.

For \$795, a driver will take the dearly departed from the funeral home to the house of worship, then on to the cemetery _ compared to \$475 to \$575 for a lift in a traditional hearse, they said.

Moloney said his family hoped to capitalize on a high concentration of military veterans and bike fanatics on Long Island.

"It's not morbid, it's cool," he said. "It's a way for people to always remember your funeral."

Eamon Connors, 38, who rides with a Brooklyn biker club when he's not driving a bus, loves the idea.

"It's unique, something different," said Connors, who like other passers-by snapped a picture with his cell phone. "If you're going to go out, you gotta go out in style, right?"

[From: Harvey]

"Howdy Folks, I know everyone is anxious to know where the Gathering will be held in 2008! Since I have not heard anything either, I thought I would start a rumor.

I heard that if you take Bowling Green, KY as the center and then

draw a circle with a radius of only 350 miles you will have the next Gathering within your circle.

Sounds amazing but it might work, or not.

Now who has some idea where we are going to be next year?"

[From: Bikenut]

Just wanted to tell you all the Marty Olson the guy that won the Jacket that Harvey got for us did receive it and below is a picture of it.



That is one happy guy that drives a scooter.

[From: Harvey]

That jacket was given to MTA for a prize. It is made by First Gear and called the Kilimanjaro.

First Gear makes many different styles of jackets and riding pants. Their products are available from any dealer that sells Tucker Rocky products (mostly USA dealers).

I have no involvement with either company, I am just putting in the ad to support them for supporting our Gathering.

Chapel Australian Bike Tours

19 Wattle Avenue
Sanctuary Point, NSW Australia
2540

Web:

www.chapelaustrianbiketours.com

Email: mike@chapelaustrianbiketours

ABN 44 085 078 469

Phone: + 61 2 4443 7086

Hello from Australia,

My name is Michael McHenry and I hail from the small town of Paris, Illinois. I came to Australia in 1986 married and have been in this beautiful country ever since.

We have started a new personal guided motorcycle touring company in Australia named 'Chapel Australian Bike Tours'. The company offers tours all around Australia on Honda GL1100 & GL1200 Goldwings.

Marg and I are excited about showing Australia to visitors so please check out our website to view our guided tours and photos of our bikes.

Unlike most bike tours here in Australia which offer only the opportunity of being a passenger, we supply you with a Honda Goldwing of your own to ride around Australia.

Could you please display this letter for any interested members of your Lodge. If these members E-mail us, we will send them a DVD (free of charge) which contains some information about us, but mostly it shows the places we visit in Australia on the bike tours (as seen from a Goldwing).

You can E-mail us from the website:
www.chapelaustrianbiketours.com

Enjoy the road wherever you travel.
Hope to hear from you and your members

Mick & Marg McHenry

Have an article or ad you would like to see published in the next Motorcycle Roads? Become part of the MTA community by joining the forums at <http://www.mtariders.com>, or send your request to webmaster@mtariders.com. All submissions become the property of the Motorcycle Touring Association and content may be edited for publication.

MILWAUKEE RALLY - BACK ON THE STREETS:

The Harley-Davidson Dealers of Metro Milwaukee will be hosting this year's action packed Milwaukee Rally! The event will be held August 30, 31, and September 1, 2007 - Labor Day Weekend - back on the streets-at the four Milwaukee area Harley dealer locations:

Milwaukee Harley-Davidson/Buell
11310 W. Silver Spring Road
Milwaukee, WI

Hal's Harley Davidson/Buell
1925 S. Moorland Road
New Berlin, WI

Suburban Motors
139 N. Main Street
Thiensville, WI

House of Harley-Davidson/Buell
6221 W. Layton Avenue
Milwaukee, WI

VIP PACKAGES ON SALE NOW!

VIP Packages for the Milwaukee Rally are available for purchase at the participating Harley-Davidson dealerships (listed above) or on the web at www.milwaukeerally.com. The VIP packages will sell for \$29.95 & include:

- VIP Laminate & Lanyard
- Pin
- Patch
- Rocker
- Poker Run Ticket
- T-shirt

2007 MILWAUKEE RALLY EVENT DETAILS:

The Milwaukee Rally will feature FREE entertainment at the four dealer locations, plus on Friday and Saturday night, (August 31 & Sep-

Motorcycle Roads

Submission of Articles and Photographs

ARTICLES can be mailed or e-mailed as an attached file. Electronic files should be in MS-Word or PDF.

PHOTOGRAPHS should be mailed or sent electronically as a medium- to high-res TIFF or JPEG (150-300 DPI). For mailed photos, please include a SASE if you would like to have them returned.

NEWSLETTER EDITORS: If you have photos, please send them along with your newsletters!

Motorcycle Roads (c/o Howie Klix)
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tember 1), a street party will rock Water Street in downtown Milwaukee, with a national headliner (to be announced) taking the stage on September 1, 2007. The event is FREE and open to the general public and motorcycle enthusiasts worldwide!

Rally attendees will also enjoy:

- 4 giant vendor villages
- A look at the brand new 2008 Harleys - direct from the factory
- The Miss & Mr. Milwaukee Rally contest
- Stunt riding
- Pin stops
- And much more

Stay tuned for additional Milwaukee Rally entertainment and activity announcements.

DEALER EVENT TIMES:

THURSDAY 4:00pm - 7:00pm
FRIDAY 9:00am - 7:00pm
SATURDAY 9:00am - 7:00pm

STREET PARTY TIMES:

FRIDAY 6:00pm - 12:00am
SATURDAY 10:00am - 12:00am

MORE INFO:

For a current listing of events and activities, visit www.MilwaukeeRally.com.

From the Treasurer:

Here are the financial results of the 07 Gathering

Expenses:

Thank you gifts	50.00
Office expenses (certificates, programs, ect)	297.71
Raffle and Door Prizes	1019.98
Postage (includes shipping of office equipment)	147.83
Banquets and refreshments	3716.66
T shirts and patches	1726.60
Field events (Steve's baby dolls)	13.87
AMA Fees	511.50
Bingo Poker Observation Prizes (cash)	1000.00

Grand total expenses	8484.15
Grand total income (registrations, raffle, purchases, tshirt sales, patches, ect).....	9320.29
Total net event income	836.14

A very successful event in financial terms!
Thank you everyone who attended and made memories for all!

If anyone would like to further discuss the breakdown of expenses feel free to email me and I will provide specific numbers for any area of interest.

The Treasurer's Office.

Joel "Big Daddy" Bachhuber

MODERN DRUGS

The other day, someone at a store in our town read that a methamphetamine lab had been found in an old farmhouse in the adjoining county and he asked me a rhetorical question.

"Why didn't we have a drug problem when you and I were growing up?"

I replied, I had a drug problem when I was young: I was drug to church on Sunday morning. I was drug to church for weddings and funerals.

I was drug to family reunions and community socials no matter the weather.

I was drug by my ears when I was disrespectful to adults.

I was also drug to the woodshed when I disobeyed my parents, told a lie, brought home a bad report card, did not speak with respect, spoke ill of the teacher or the preacher, or if I didn't put forth my best effort in everything that was asked of me.

I was drug to the kitchen sink to have my mouth washed out with soap if I uttered a profanity.

I was drug out to pull weeds in mom's garden and flower beds and cockle-burs out of dad's fields.

I was drug to the homes of family, friends, and neighbors to help out some poor soul who had no one to mow the yard, repair the clothesline, or chop some firewood; and, if my mother had ever known that I took a single dime as a tip for this kindness, she would have drug me back to the woodshed.

Those drugs are still in my veins and they affect my behavior in everything I do, say, or think. They are stronger than cocaine, crack, or heroin; and, if today's children had this kind of drug problem, America would be a better place!

God bless the parents who drugged us.

Motorcycle Touring Association

Annual Business Meeting

June 27, 2007

LaCrosse, Wisconsin

The meeting was called to order by the President, Darrell Steuer at 7:05 PM.

Darrell introduced the Board Members, Pat Klix, Chuck Chavas, Dave Goulet, Harvey Wilson, and Keith Yedica.

Darrell then asked for all the Life Members to please stand so we could identify those who have pledged their support for a long time.

The President recognized the oldest female in attendance, Geneva Davis "Jeep".

The President recognized the oldest male in attendance, Jim Haynes.

Pat Klix presented the minutes from last years meeting in Eureka Springs. It was noted in the motion to approve them that they had been published in the newsletter and copies were available for all who wanted them. Gary Kurtzweil moved that they be approved as published, Howard Ray seconded the motion and the motion was approved unanimously.

The treasurer, Joel Bachhuber gave his report. He noted that last year at this time we were about \$7,000.00 in debt. He mentioned a number of actions by the Board to reduce or trim costs such as getting rid of paid employees, reducing the number of mailings of the newsletter, and so forth which have resulted in a balance of \$16,432.10. He noted that about \$6,000.00 would be used for expenses related to the Gathering. Joel then asked how can we give this back to the members? The immediate response was "give it back in twenties and fifties."

Rob Roberts, member from Hawaii, asked what was the current membership and Joel deferred to Keith who stated that we have about 950 members including members and associates.

Fred Vogt made a motion that the treasurer's report be accepted and this was seconded by Bascom Rhodes. The members unanimously voted to accept the report.

Harvey K. Wilson, Board Secretary, presented the following proposal on behalf of the Board of Directors. The motion was that the MTA set aside \$500 for the remainder of 2007, and then an amount of \$1000.00 for each year thereafter to be paid in an amount not to exceed \$50.00 per year to a member or chapter to use the money for printing informational brochures to pass out to enhance the MTA. The motion is further clarified that reimbursement would only happen after the receipts for printing had been received and approved by the treasurer.

A question was raised from the members if this was to be the brochure that is presently on the website in PDF format or something else. It was noted that a suggested form is on the website but that it can be obtained in a variety of ways and downloaded.

Fred suggested that members or Chapters forward a copy for approval prior to printing.

Rob Roberts then asked a question about the organization being member driven or driven by the Board of Directors. Keith Yedica pointed out that the By Laws clearly state that this is a member driven organization but

that the Board exists to carry out the wishes of the members. Created growth of the organization is one of those stated wishes of the membership.

The motion was reread to include the phrase to send the item to be printed to the Board for approval prior to printing. J. O. Hurley moved that the motion be accepted as read. This was seconded by Kevin Kruta and approved by majority voice vote.

Harvey then addressed this issue of AMA sanctioning for our events. He discussed very briefly the need for this sanctioning and the insurance the AMA provides is very cost effective for us. The problem we are having is that some of our Board Members are not AMA members which the AMA requires. There based on recommendation of the Board Harvey presented the motion that MTA pay for AMA memberships for all Board members not currently members of the AMA. Harvey noted that Keith, Pat and he are AMA members.

Fred Vogt stated that AMA guidelines mandate that all Board Members be AMA members.

Jeep, Geneva Davis pointed out that all who ride should be AMA members. This led to a lively discussion with several suggestions to include that all Board Members should join the AMA.

This was followed by the issue that compensation must be equal to all and how this should be done. Several amendments were offered.

After asking those who made amendments if they would agree, Harvey withdrew the original motion, thus clearing the floor.

A motion was made by Rob Roberts that all Board Members and the Officers must be AMA members. This was seconded by Frank Flickinger. The motion was approved



by majority voice vote of Ayes. There were six nays and one abstention.

Pat Klix made a motion that the Board of Directors and Officers be compensated for their AMA membership costs. The motion was seconded by Sharon Eubanks and the motion passed by majority voice vote with one abstention.

It was pointed out that AMA insurance does not cover events in Canada or outside the USA.

Ric Zittenfield applauded the Board of Directors for their quick action to work with the AMA as moved very close to the Gathering to get this accomplished in time. He and the Board thanked Steve Morris for his work on this issue. He then noted that we are getting a bargain on this insurance.

Darrell then put the issue to the members of adding a member to the Board.

Harry Johnson nominated Gary Kurtzweil and this nomination was seconded by Mike Velazquez.

Joel Bachhuber then nominated Ric Zittenfield and this nomination was seconded by Keith Yedica.

Frank Flickinger made a motion that the nominations be closed and this was seconded by Rob Roberts. This motion was approved unanimously.

Both were then asked to present their interest and prior involvement with the MTA. They did an admirable job of boosting each other.

Rob Roberts then made a motion that we accept both to the Board of Directors and that we do it by a vote of acclamation. They were elected unanimously.

Darrell then made some comments stating that he had no idea two years ago when elected to the Board what he was getting into. It is a lot of work.

Darrell then asked all past Board Members to stand and thanked them for their work and efforts.

Darrell then asked for anyone with website skill to help our webmaster Howie. He pointed out all that Howie does for us to include the newsletter and how seriously we need to get him some help. *[From the Editor: I have had overwhelming support in get-*



ting new information for the newsletters. Thank you everyone for your submissions!] He asked if you have any interest to please get in touch with the Board during the remainder of the Gathering.

Harvey then explained about the sponsorship that Tucker Rocky was providing. Mark Kincart of TR had graciously offered a First Gear Jacket as a prize for the Gathering. Since the jacket was not present, Harvey explained how this prize would be obtained.

A question was asked about our tax exempt status. It was pointed out that the Board has not been able to find any record of this. The Board would like to work in that direction and asked if the members had any expertise to please contact Joel or any Board member.

Darrell, on behalf of the Board, apologized for the difficulties and inconveniences caused by not posting the location of the Monday night dinner and a map to get there.

Pat announced the winners of a 50/50 drawing and the Bingo results. This info is on the list of all 2007 Gathering winners on the website and will be in an upcoming newsletter.

Mark Massie reported on the Pie and Ice Cream fund raising. MO I raised \$264.44 for the Children's Ride for Kids. And all of us enhanced our belt lines.

Steve Morris made a motion that we adjourn.

The motion was seconded by Keith Yedica and approved by all.

Respectfully submitted,

Harvey Wilson
Secretary, MTA Board of Directors

Hi Gang,

We hope you are all set to join us for the **Fall Smokey Ride!**

We will be camping and staying at **Hunt's Lodge in Tellico Plains, TN.**

www.huntslodge.com.
Telephone #423-253-2918.

They have 5 cabins available at this point but if you want a cabin, you should reserve today! Arrive the afternoon of Sep 27th or the 28th depending on your schedule, and we will plan our group rides on 29th and 30th, heading home on Monday October 1.

Please let us know if you have any questions.
Dan Griffith 941-493-4565

The Gathering Winners

PRE-REGISTRATION WINNERS

Most Mature Female Driver – Martha Mazzei
(Presented by Pete Davis in honor of his mother-in-law Emily Jackson)
Most Mature Male Driver – Jim Hayner & Joe Krbec
Most Mature Couple – Fred & Pat Vogt
Youngest Female Driver – Sara Campbell
Youngest Male Driver – Joel “Big Daddy” Bachhuber
Longest Distance Female Driver – Martha Mazzei
Longest Distance Male Driver – Rob Roberts
(the distance by ship from Hawaii did not count.)
Largest Pre-Registered Chapter – Wisconsin 1
Longest Distance Chapter – Ontario 1

FIELD EVENTS

Hang the Clothes-Pin:

Trike: Tie between Fred & Pat Vogt and Gene & Mary Ann Vandermause
Bike: Tie between Darla & Kevin Kruta and Josie & Steve Morris

Toss The Baby:

1st : Tie between Pat & Fred Vogt and Sarah Campbell & Kevin Kruta
2nd : Tie between Steve & Josie Morris and Mary Ann & Gene Vandermause

Slow Race:

1st : Alex Martin
2nd: Steve Morris

Balloon Toss:

1st : Kevin & Darla Kruta
2nd : Alex Martin and Theron Thurston

BIKE SHOW

93 & Older Touring:

1st – Chris Schmelzle
2nd – John Krbec

Sport Touring:

1st – Tom Martin (ST1300)
2nd – John Gross (FJR)

Trike:

1st – Gene “Mouse” Vandermause
2nd – Harry Johnson

Open Class:

1st – Marty Olsen
2nd – Alex Martin

Cruiser:

1st – Gary Kurtzweil
2nd – Howard Ray

BEST OF SHOW:

Joel Bachhuber (1st Gen Venture)

LIGHT SHOW

Functional Legal:

1st – Steve Morris
2nd – Drew Crawford

Razzle-Dazzle:

1st – Rob Roberts
2nd – Drew Crawford

GRAND PRIZE

8th	New Helmet	Dennis Frye
7th	New Helmet	James Damron
6th	iPod	Harry Johnson
5th	Yamaha Bag/Pack	Dawn Marie McGarry
4th	Zumo 550	Gerry Ray
3rd	iPod	Steve Morris
2nd	First Gear Jacket	Marty Olsen
1st	2007 Gathering room & registration	Steve & Josie Morris

Winners of Free Registrations to the 2008 Gathering:

Steve Morris
Cynthia Massey
Helen Dohahue
Mary Droege



POKER RUN

1st – \$100.00	Judy Michael
2nd - \$75.00	Bonnie Damron
3rd - \$50.00	Don Sorenson

50/50 WINNERS

Tuesday:

\$24.00 Darrell Steuer
\$36.00 Harry Johnson
\$60.00 Louise Tripanien

Wednesday:

\$30.00 Tom Notz
\$45.00 Carol Zittenfield
\$75.00 Hilda Tietjen

Thursday:

\$45.00 Pam Wilson
\$67.00 Rick Zittenfield
\$113.00 Nancy Smith

In Remembrance Of...



Way back in the mid 60's when you did not need a license to ride a motorcycle I bought my first bike, a 1965, 65 cc Honda. It was followed up by a Harley Electriglide, and a Triumph 650 Bonneville. That led to owning a 1974 KZ400 Kawasaki, followed by a KZ1000J which I owed for a week and took it back to the dealer and traded it and a few dollars for my favorite motorcycle: a 1984 Kawasaki KZ1100A2. It was red, and had color matched Vetter saddlebags and trunk. Unfortunately it got written off by a truck driver making an illegal left turn. From there I bought a 1984 Yamaha Venture Royal. That bike lasted me 14 years without a problem. In 1997 I wanted a new bike — I did not need one, but I wanted one. There were plenty of miles left in the Venture. I borrowed a Goldwing for a short ride and the next thing you know I owed a green 1997 Goldwing SE (Green in color. The last green bike I will own). I had one minor and two serious accidents with that bike. The last accident wrote it off so we had to go looking for a new bike. We looked at everything, and decided on a Yellow 2001 Honda Goldwing (my second most favorite motorcycle). It has served us well and never given us a bit of problem, and is an absolute joy to ride.

My first passion with motorcycling is to teach people

to ride motorcycles safely. It started about 30 years ago to teach people to ride. It started out as a part time job and now is something I look forward to doing as often as I can. It gives me great satisfaction to see someone struggling on a Saturday and then on Sunday the light comes on and they get it. When it comes to riding a motorcycle, we are long distance see the country type of people. We have been from coast to coast to coast in Canada and the United States. I have also had the opportunity to ride in Europe and Aruba. We like to travel mainly on the super highways until we get to the tourist things and then tend to drive the secondary roads. But if have been known to travel nothing but the secondary roads. The traveling has helped us to better understand Canada and the U.S. and it many peoples.

All the time I was teaching people to ride motorcycles I was in the Canadian Navy as a Communication Technician. I spent 33 life-fulfilling years. I got to see almost all the countries on both sides of the Atlantic Ocean from the Arctic Circle to the Equator. I retired from the military in 2002 as a Petty Officer Second Class. Since retiring it has given me more time to ride and to teach the motorcycle courses.

*Ride in Peace and in the wind always.
You will be missed our good friend.*

Goulet, PO2 David Gene, Retired -

unexpectedly, at home, on Tuesday, July 31, 2007, at the age of 60. Beloved husband and best friend of Rose for 17 years. Devoted father to Krysta Taylor and her husband Allan, and Gregory and his wife Christina. Adored Gramper to David, Lauren, Kate, and one grandchild expected in October. Dear brother to Ann, Richard, Cameron, Scott, Stephen, Bryan and the late George. David will be lovingly remembered by his family, friends, and his colleagues at Humber College Motorcycle Training. David was retired from the Canadian Navy in 2002 after serving 33 years. A Celebration of Life Service will be held at St. Olave's Anglican Church, 360 Windermere Ave., (south of Bloor St. W.) on Saturday, August 4, 2007 at 1 p.m. Flowers gratefully accepted, or, if desired, remembrances may be made to the Heart and Stroke Foundation. Arrangements entrusted to the Turner & Porter Yorke Chapel, 416-767-3153.

Analysis of a Motorcycle Crash

Submitted by Dan Griffin

Joel and I took off on our journey to the MTA 2007 Gathering in LaCrosse, Wisconsin on June 21, 2007 and rode 515 miles of the I-75 slab up to Forsyth, Georgia. We stayed at a KOA cabin with some really hard beds for the night. June 22, we headed up the back roads for some twisty riding on our way to Tellico Plains, TN for the night. We stopped in Helen, Georgia for lunch and headed to Suches riding roads that we had traveled last September on our September 2006 Florida Chapter One trip. We took the Russell Skyway over to Wolf Pen Gap Road and sharpened up our twisty skills. As you know in Florida, we boast 11 curves in 318 miles, so getting reacquainted with curves and elevation changes takes some getting used to again!

We stopped at Dale's in Suches at the junction of GA 60 Wolf Pen Gap Rd. We talked about our technical skills and what we could do to improve them. We like to ride the "pace" and avoid hard braking and hard accelerating whenever we can. One of the folks there advised us that a rider had gone down that morning a few miles down the mountain on GA 60 as a result of gravel in the road. We found the spot and after seeing it, we went back and stopped. With the help of 2 other local riders, we cleaned the gravel off the corner to hopefully avoid another rider losing it in the gravel.

We headed West on GA 60 with Joel leading us through those great curves and sweepers and then took a right on TN 68. We stopped around Ducktown and got refreshed. I took off my riding jacket and took the lead. We were 36 miles from our destination. TN 68 is a 55 mph roadway through the mountains with curves that are marked with a squiggly line road sign but no other information.

At about 12 miles from our destination, I entered what turned out to be an "S" curve with the first move a left hander. I was at the apex, just ready to fully commit my lean into the curve and into my vision a car, that had not been anywhere in sight before this, popped up. The car was in the second left hander probably 100 yards away going down the mountain in our direction and I was seeing him straight over the middle of the "S". I reacted to the unexpected stimulus by applying front brakes and as I did the bike stood up from the lean that I had established to get to the apex. I got off the brakes as soon as the bike straightened up but now, I am going straight with no real estate left to get the bike leaned over to save it.

We went off the road surface and down an embankment about 12 feet into brambles and brush mostly. I high sided over the bike and I think I flipped and then landed hard on my left side. I remember thinking "oh s--t, I'm f----d" en-route. My life did not flash before my eyes. My Honda ST 1300 ended up behind me actually facing the other direction.

Fortunately, I was able to sit up, I got my helmet off and started to hold my left side which hurt. Joel saw me go off the road (he reports a recurring sickening vision of this) and was able to stop very quickly thanks to his new brakes. He reassured me that I was going to be OK and soon help started to arrive. They took me to a

local emergency room at Copper Basin and took x-rays, which confirmed that I had broken 5 ribs and my scapula. Then they air lifted me in a helicopter to the trauma center in Chattanooga for further treatment including a chest tube to take fluid off my chest wall so that my lung would stay inflated. I was released on Sunday and 2 of my neighbors, Dennis and Warren bless their hearts, drove up to meet me and took me back to our Florida home.

Frankly, I was very lucky, while I hit hard, the brush cushioned my fall and I did not hit a tree or anything else that could have maimed or killed me. Joel was told that three other riders had crashed on this same curve in the last two weeks, so something is going on that is somewhat unusual there.

Lessons learned:

One. Slow down enough to be able to handle the unexpected. At 55 mph your reaction distance alone before you do anything is 120 feet between seeing something and deciding upon an action. 120 feet is a long distance when you are in a curve.

Two. Using the rear brake a little in that situation would not have been as likely to upset the suspension and straightened the bike up. Trail braking is tricky, so it would still have been better to brake before I got into the curve.

Three. I needed to force myself to get my sight back on my intended line as quickly as possible. If that had been my first reaction after seeing the car, I think I could have avoided the crash. I don't know how to practice this, so if anybody has any ideas, I sure would like to hear them.

Four. Keep the jacket on, sure, it is hot but dress for the crash, not the weather.

Five. Full face helmets work! Mine has a really hard hit on the left side of it and it saved my brain and face from injury.

Here are a couple of links on reaction time:

<http://visualexpert.com/Resources/reactiontime.html> and
<http://biae.clemson.edu/bpc/bp/Lab/110/reaction.htm>

I hope this helps anyone who reads it. I keep kicking myself really hard for not reacting better to the unexpected but not immediately threatening stimulus and simply executing my turn. Maybe my reaction time is a little slower now that I am 66. My goal now is to be more careful on roads I don't know and to leave myself enough time to take the action necessary to avoid crashing anywhere. Motorcycling is dangerous anytime but it is one of my greatest passions and I will not go quietly into the night.

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Honda VFR 800
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Tucson Police get 65 Harleys...

<http://www.tucsoncitizen.com/>

...they beat out BMW and Honda /*because?*

"People pull up next to you and say, 'Hey, you got a Harley. That's a nice bike,' " said Officer Terry Sarabia. "It's people friendly. People like to talk to you about your Harley. It's an ice-breaker between police and the citizens." "When we've had them out on the street, we've had pretty positive reaction," said Motorcycle Sgt. Mary Kay Slyter. "Harley is American."

..."Many of the officers who rode each bike said they preferred the Harley because of its seating comfort, braking ability, handling and performance, Schuler said." OK, so maybe the seats ARE more comfortable....

SOOOoooo Mary Kay, I guess performance takes a back seat to public relations.. I'll bet they use Colt 38 revolvers instead of Glock 40's as well.

This could *never * happen in Scottsdale. it would go more like this:

"People pull up next to you and say, 'Hey, you got a Bimmer, didn't know they made motorcycles." said Officer Buffy Peters. "It's got great performance, ABS brakes and hauls butt, perfect for catching Lhamborghinis, and is people friendly. People like to talk to you about your Bimmer since just about every one in town drives one! It's an ice-breaker between police and the citizens, and speaking of ice lets go get a couple of Cosmoplitans at the Ritz!" said officer Biff Johnson. "When we've had them out on the street, we've had pretty positive reaction," said Buffy. "BMW is German and we need to keep our streets clear of all that inferior American iron."

Hybrid Scooter Gets 140 MPG

With all the focus on our environment over the last few years, hybrid cars have become a viable and popular form of transportation. Those preferring an open air method of travel will like the hybrid scooter from Piaggio.

This scooter is rated for up to 140 MPG and is powered by Piaggio's HyS system combining a hybrid combustion engine with an electric one. With normal operation the high-efficiency combustion engine charges the electric unit. The electric unit provides more power during starts.



Three scooter models will be equipped with this system, the Vespa LX, Piaggio X8 and the three-wheel [MP3](#) pictured here. The HyS system will also allow the scooters to run in emission-free mode for up to 12 miles.

Sorry guys, the leather clad hottie isn't included.

100 Car Study

Submitted by Ric Zittenfields

This was an important study that finally demonstrates what I have been saying for decades; drivers are becoming more and more cavalier about their responsibilities behind the wheel. The sad thing about this study is that all the subject drivers were aware that they were being watched and filmed by multiple in car cameras. Yet, they still continued doing their dangerous and irresponsible behaviors. Click on the link for a summary of the study.

100 CAR STUDY:

http://www-nrd.nhtsa.dot.gov/pdf/nrd-12/100Car_ESV05summary.pdf

For my motorcycling friends (and those interested) here's a link to the American Motorcyclist Association's "Justice For All" program to get states to legislate appropriate punishments for those who injure/kill those more vulnerable with a motor vehicle. In my state of Oregon, there have been too many instances of drivers who killed bicyclists, motorcyclists and pedestrians and received but a couple months in jail and a \$250 fine. Appalling!

AMA Justice of All right-of-way summary table:

<http://www.amadirectlink.com/justice/billsummary.pdf>

MTA Membership Application (please print clearly)

AMA # _____ (If you are a member) Membership # _____
(for renewals only)

Member Name: _____
(First) (Initial) (Last) (Age)

Associate Name: _____
(First) (Initial) (Last) (Age)

Mailing Address
Street or P.O. Box: _____ Phone Number: (____) _____

City: _____ State/Province: _____ Postal Code: _____

E-mail Address: _____ Motorcycle Make/Model _____

Optional Emergency Road Service Program—Just \$28.00 Year (U.S. funds)

The following information is necessary for the Emergency Road Service Program. You can register as many bikes as you own (none older than 1980), but YOU MUST be the driver to be covered. Coverage expires on the expiration date of your membership. This program has no grace period. If an associate member drives their own bike and would like ERS coverage they must also pay the \$28.00 (U.S. fund) fee.

* Coverage is limited to the first \$100.00 of each tow. Certain restrictions apply.

	Year	Make	Model	License Plate #
Bike #1	_____	_____	_____	_____
Bike #2	_____	_____	_____	_____

Regular Membership **1 year** **\$40.00 US funds** \$ _____
Includes Pin. Embroidered Patch, Membership Card, 6-months of Motorcycle Roads as per new membership rules, Annual Tour Directory, and numerous discount opportunities.

Associate Membership **1 year** **\$10.00 US funds** \$ _____
Must be sponsored by Full Member. Includes all of the above.

Emergency Road Service (Only with Membership) **\$28.00 year US funds** \$ _____

Total Amount Enclosed (Outside North America — Add \$8.00 per year to cover extra mailing cost) \$ _____

Referred by (for recruiter credit) _____ MTA # (if known) _____

Method of Payment: Check or M.O. Visa Master Card

Member Signature: _____ Associate Signature: _____

Card Number: _____ Expiration Date: _____

Signature: _____ Date: _____

Annual Tour Directory — MTA Fellow Pages

Please include My Name and Telephone Number Please Do Not List

Please Include My e-mail Address

Additional Services I can provide to fellow members are:

Pickup-Up Truck/Bike Trailer Tent Space Lodging Tech ‘N Tools

Where did you hear about the MTA? _____

Will you be joining a Chapter? Yes _____ No _____
(If yes, Name of Chapter)

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