

CHAPTER K NEWSLETTER



AUGUST 2016



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We started off last month with 7 of us (Ron Lefebvre, John and Bonnie Rogers, Jesse and Brenda Tuten, Buddy and Brenda Jones) in the chapter camping to visit various Grand Tour of Georgia (GTGA) locations. This trip lasted until the middle of July. Some took RV's, some took tents and some rested in cabins. Our first destination was Hard Labor Creek State Park in Rutledge, GA. The repairs on my trike were not completed so I had to rough it and tow the van behind the RV. I arrive at the turnoff for the State Park and my GPS was clanging bells and flashing low clearance. I observed that there was a steep incline going over the railroad tracks. I had crossed it before, but pulling a trailer and not a tow dolly. The front wheels of the RV crossed the track and the tow dolly ran aground. I was going to take the van off the dolly and cross, but I was fearful a train may come by and plow into my RV. I then decided to back the RV up with the tow dolly and the van behind it. I was backing up an inch at a time to avoid jackknifing and let me tell I had traffic backed up. I finally got in position where I could make a turn and took the van off the dolly. Brenda followed me in the van as we headed towards the State Park. We found our site and setup. This was an adventure as we had to rough it. We had no sewage hook ups, no cable, no satellite, no phone, and no WI FI. I thought about putting on a bear skin and carry around a big club on my shoulder. We survived the lack of luxuries, but the heat was almost unbearable. We took the van several times due the heat and afternoon thunderstorms.

We visited the following 6 GTGA sites: The March to the Sea HHM in Madison, The Waffle House Museum in Decatur, Rabbittown in Gainesville, the Whistlestop Café in Juliette, and the Cannonball House in Macon. When visiting the Whistlestop Café, we had to go in and order some of those Fried Green Tomatoes. We had a great time visiting those sites together and 8 days later.

We headed to Bald Mountain RV Park in Hiawassee. John and Bonnie left us at this point and headed home. I felt we had gone to heaven compared to the State Park. We had all the luxuries here. The next two destinations for the GTGA were, Brasstown Bald in Hiawassee and the Mr. Hobby (Muffler Man Statue) in Blue Ridge. The shopping center where the Muffler Man statue was had an Amish store and deli. Both Brenda's enjoyed shopping and we had lunch there too. Good Amish food.

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When we arrived back to the campsites each day, we would cook and just sit around and tell lies. After 11 days of camping, we all headed back arrived safely home.

At our tire kicker at Willie Jewells in Kingsland we had a good turnout with 10 showing up. Barry Owens, CD for the Tifton chapter visited us again and brought Chris and Pat Morton Chapter Educators from the Moultrie chapter. Barry is also our area representative to the district for us. They gave us information on the Levels program and explained the training needed for them. All 10 people there signed up and are now current in Level 1. Chris then explained the training that would be required to reactivate training levels for those of us that had let ours lapse. He also explained how and what training would be need for all of us to remain current. They will work with us on getting the training. There will be more information about that training coming soon

Group Riding - Roles and Form

Our way

By: James R. Davis

In my more than 40 years of riding I can honestly say that only a handful of negative experiences have occurred while I have ridden in groups. Very soon after the first instance of unsafe practices around me which seems to be generally tolerated by the others in the group I announce that I 'must' leave, and do so. This happened most recently about a year ago when my passenger (Elaine) and I joined a ride in Houston hosted by a group we had not ridden with before and found that it was a free-for-all in terms of style and lack of discipline. At the first rest stop we announced that we had to leave (politely) and then left.

Perhaps it's just pride in how we do things in our group rides - or simply that we don't want to 'own' any responsibility for the loss of or injury to anybody that rides with us. And because of this we know that there are plenty of people that would find our style of group riding to be too 'confining' or of insufficient 'excitement' for them. But we are proud of the way we handle group rides and want to share 'our way' with the readers here.

It seems to us that our 'job' as Road Captain and drag (last)bike is to do everything possible to make the experience on the roads as safe and pleasant for everybody in the group so long as they are together. When the group splits apart at the end of a ride our responsibilities end, of course, but even then it is not unusual to place a phone call or two when we get to our places to insure that everyone made it to their homes safely - particularly in bad weather or if someone had mechanical problems along the ride (in which case one or both of us might even escort that bike all the way to their home.)

We ride to the level of the least experienced/skilled in the group. We insist on discipline and hand signals being relayed and pit stops about every 75 miles.

We believe that *you cannot enjoy tomorrow's ride unless you live through today's.* And we believe it is the responsibility of each person in the group to insure that everyone does just that.

Nobody is allowed to leave the group without the drag (last) bike knowing about it and, in the case of relatively inexperienced riders, offering to ride escort for them. Nobody other than the person designated by our road captain is **ALLOWED** to ride 'last' for any reason whatever. Among other things, this insures that we never lose anyone or leave a straggler unintentionally at a rest stop. Most importantly, this insures that the Road Captain has eyes at the rear of the pack and can be kept apprised about how the group is doing (speed-wise, cornering ability, etc.) in order to make adjustments in behalf of the group.

Prior to any ride we host a "rider's meeting" during which we:

- Review where we are going and what route we will be taking
- Describe how we handle lane changing and what to do if the group splits apart
- Specify which channel on the CB we will be using and that we **ALL WILL USE** hand-signals as well
- Demonstrate and explain each hand-signal we use
- Determine the riding experience of everyone that is new to the group
- Assign (to new people only) 'SLOT' positions that they are to ride in until the drag bike is satisfied with their abilities to handle their bikes
- Invite all the riders to do a 'walk around' their bikes to insure all is in order and then to take a quick look at the bikes on either side of them for the same reason

As a result, there is no doubt who the Road Captain is and what the expectations are of the group. Authority is established and 'agreed to' by virtue of the participants getting into staggered formation.



AUGUST
8TH – VIVIAN CLARDY



AUGUST
6TH – ED & MARY JACKSON
14TH CHAD & CHARMIN MCCRACKIN
28TH –BARRY & MARY ANN MOODY

UPCOMING EVENTS

- 6 AUG – Dinner Ride
- 11 AUG– Monthly Meeting
- 16 AUG - TIRE KICKER
- 31 AUG – 3 SEP [WING DING BILLINGS MT](#)
- 3 SEP – LABOR DAY
- 22-24 SEP – [WINGS OVER THE SMOKIES](#)

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