



The Kickstand

September 2007

WWW.VMTAColumbusga.org

Newsletter Editor: John Fiske (706) 561-3543, email: jfiske1941@bellsouth.net

Business Meeting

September 10th at 7:00 PM
Piccadilly's in Peachtree
Mall
Eat at 6:30 or earlier

Board Meeting

To Be Schedule
As needed

Board of Directors

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Presidents Note

A message from Sid...

As you may recall from the August meeting, we were invited to the Cunningham Center for the 30th anniversary of the death of The King and also the 60th birthday of our own Roger Miller. The club was well represented and those who attended had a wonderful evening. The facility is absolutely great, with three huge video screens. There were plenty of tables, comfortable chairs, and it was capable of a much greater audience than attended. Most everyone had gotten the message, and brown bags, cooler bags, commercial take-out bags or buckets were on nearly every table. It was a nice crowd, and it was a very enjoyable evening. We were met at the door by very gracious General Cavezza, wearing a black Elvis jacket with three stars on the shoulder! Susan had a similar jacket, minus the stars, and she also greeted us at the door, making me think she'd make a good general, but not a Cavezza! What a fabulous opportunity we have, and I'd encourage our membership to mark their calendars for the upcoming events Susan has planned for the Center and us.

The next program is Movie Night, September 6 at 6:30 at the Cunningham Center. "Wild Hogs" is the feature, and of course, bring your own dinner, if you desire. Soft drinks will be offered in a vending machine, but food is your own choice. Most likely, the next one planned is for January and will be an Elvis gospel night. Susan has indicated that the possibilities are limited by our suggestions, and she welcomes our input for ideas. Thank you, Susan, for the evening and for the future events you're planning. We are fortunate to have you doing this and including VMTA!

Motorcycle Safety

Asleep at the wheel

This is where I usually have our safety message. Well this month I have a story about safety. If you were at our last meeting you probably heard about my latest attempt to customize my bike, for those of you who weren't here is the story short and sweet.

Well, as you know the club went on a ride to the Blue Ridge Parkway the weekend of the 10th. The company was great and the weather fine. (Average 77 degrees) We heard that the temp here was 104 on that day. We rode the parkway to Mt Mitchell, and had started down to find a place to eat. I was in the middle of the group as we were making our way down the mountain. I must have let my mind wander while going into a turn. Before I realized it, I was in the turn and lost sight of the rider in front of me. I had fixated on the guardrail in front of me, and now had a new direction. "I panicked". First: I applied my front break this shifted the weight of my bike and me to the front tire. Second: still approaching the guardrail, I applied my rear break. With my weight still on the front tire this allowed the rear tire

September & October Ride Calendar



September 3rd – Labor Day Country Ride on two-lane roads. Leave Welcome Center Shell at 9:00 AM

September 6th – Wild Hogs - Movie review at the Cunningham Center at 6:30 PM.

September 8th – Bikes on Broadway Welcome Center Shell at 6:30. Will go eat then ride down as a group.

September 16th – Best Dam Ride Departs P.C. Home Depot lot at 9:00 AM.

September 20 – 22 - Wings Over The Smokies Contact John F or Roger if you desire to ride w/others.

October 7th – Membership Cook-out at FDR State Park.

October 14th – Bikes & Badges Ride – Leaving from Welcome Center at 8:30 AM. Arrive earlier to register.

October 20 & 21 – Annual Shimp Peel in Panama City

October 27th – Ocillia Pototo Festival – Departs from Miller Rd Burger King.

Long Term Planning Dates

November 10th - National Peanut Festival in Dothan

December 2nd – Toy For Tots Ride Gather at the Columbus Civic Center

December 8th - Christmas Party at Magnolia Cafe

to lock up and slide. The rest as we say is a painful history. I was able to walk away with skinned up elbow and a bruised heel on my left foot.

Lessons learned:

1. I took my eyes off of the rider in front of me. If I had just kept my eyes on him I would just rode on through the turn. I had fixated on the guardrail and that's where I went.
2. I applied my front break this shifted the weight of my bike and me to the front tire. I applied my rear break. With my weight still on the front tire this allowed the rear tire to lock up and slide. Never ever, not going into a turn.
3. Always stay alert to what you are doing, never pay more attention to your surrounding then you do to the road ahead.
4. Never under estimate the healing power of a good first aid kit. Do you have one on your bike?
5. Always wear your safety gear. A good leather vest saved me from further road rash and stout pair of boots left me with a bruised left heal. I hate to think what a 700 pound motorcycle would do to an unprotected foot.

I would like to say to everyone who was there. You have my thanks.

Paul L.

Announcements

September Birthdays

6th – Sue Sealy
18th – Myra Delay
22nd – John McRae
29th – Faye Delay

September Anniversaries

6th – Frank & Sue Sealy
13th – Fred and Lucy Manzer
19th – John and Mary Fiske
22nd – Jerry & DeEtta Morehouse

Crusin Cruso by Barry

We were planning this trip for some time but when I heard the temp at the local McDonalds was reading 109* I told Linda I had serious doubts. If any of you know Linda there was nothing going to get in the way of this trip, not even extreme heat. Me myself, I would have passed right then not knowing how great an adventure I would have missed.

We had to wait until Linda got off of work that evening to leave which meant it was to be around 7:00 Friday evening before we got to leave. With everything packed the prior evening we left right on time. Just about as soon as we left and headed down 80 we hit a gully washer which usually is not a good thing, but as fate would have it, it sure cooled us down and made the trip very pleasant. The rain was just enough to get us soaked and really felt great.

We had an uneventful trip up and arrived right around 1:00 am. We pitched our tent for the night not really knowing where everyone was but thanks to Clete's great directions we knew we were in the right place.



When we awoke in the morning we were greeted by Clete, Rich, Larry & Faith, Becky, John, Jackie, Mickey & Laura, Paul, Chris and Jerry. After some coffee and pancakes we hit the road. Chris and Jerry went their way and the rest of us went another. The Mountains were spectacular and the winding roads were awesome. I don't know where we were but the scenery was

magnificent. I remember we stopped by this lake which was incredibly beautiful and I would like to take some time to visit someday. We rode most all day stopping at Fatz for dinner.

When we arrived back at the campground Linda and I moved our tent closer to everyone. Once set up



we all set chairs around in a circle and enjoyed the fellowship of what makes the VMTA such a wonderful

organization to spend quality time with. Later, someone started a fire in the pit and we spent the later part of the evening making smores and swapping stories of the road with other motorcycle enthusiasts.

We turned in for the night and it was weighting heavy on my mind about the hot ride back, knowing how hot it was when we left. We got up early and left out around 7:00. All of my wearies were for nothing for we hit cloud cover the whole way back. That is until just before I185 and the trip home was very pleasant.

Thank you to all involved in making this trip happen, it was a BLAST!!

Titanic Ride

Because the Titanic Ride was scheduled and some had already made arrangements for lodging and animal care, etc., several expressed interest in continuing with the plans, so the Sealys, the Carters, and the Martins met at the Waffle King on 431 for a 7 AM departure.

Saturday, the 21st, was slightly overcast and pleasantly cool. Just before we reached Dothan, we experienced a light shower, but it wasn't raining enough to stop to don rain suits, so we kept riding. Of course, we'd stopped in Eufaula in honor of Clete and his McDonald, (never mind that we were starving for breakfast). We had a fuel stop and also stopped at the Florida Welcome Center for a cool glass of orange juice.

We arrived in PC before it got too hot and went directly on to the Titanic Exhibit at the Visual Arts Center. As we began our tour, we were each given a replica of an actual boarding pass, discovering that all of us were in first class accommodations. The exhibit contained many huge, historical pictures and a number of actual artifacts that have been recovered, several of which are in remarkable condition! We were there before it got too crowded, so we were able to take our time looking and reading. At the end of the exhibit, we were able to learn the fate of our passenger,

whose boarding pass we held. All the women survived, and all the men in our group perished!

We all had the sense that we'd like to review the movie again and perhaps find even more interest in it after having been in this place. That done, we were starving, naturally, and headed on to Thomas Drive to eat at Montego Bay, and by that time, our rooms were ready. On to the motel for a nap and to cool off, for now it was HOT, steamy July weather. The ladies were up to a trip to the mall before dinner at the Black Angus Restaurant, where we met with a friend of the Sealys who lives in the area. A nice, single lady - but, unfortunately, none of our bachelors were with us!

By now, we were all ready for our air-conditioned rooms and showers and beds, because we planned to leave early Sunday morning to beat the heat again. Well, we left after receiving a phone call from Bob Smith that he would meet us at the Sadie's Flea Market. Sunday was already much warmer and muggier than Saturday had been.

We arrived at the Flea Market, browsed leisurely until even George was content, and still no Bob. We left and within a mile north of there, saw Bob and John Fiske, connected with them, and thus had five bikes returning to Columbus! The ride home was far less comfortable than the ride south, but we made it safely, having had a nice, enjoyable weekend.

Sid

A Little Riding Essay

I raced a Harley today. I was riding on one of those really, really twisting sections of country road with no straight sections to speak of and where most of the curves have warning signs that say "15 MPH". I knew if I was going to pass one of those monsters with those big-cubic-inch motors, it would have to be a place like this where handling and rider skills are more important than horsepower alone. I saw the guy up ahead as I exited one of the turns and knew I could catch him, but it wouldn't be easy. I concentrated on my braking and cornering. Three corners later, I was on his fender. Catching him was one thing; passing him would prove to be another. Two corners later, I pulled up next to him as we sailed down the mountain. I think he was shocked to see me next to him, as I nearly got by him before he could recover. Next corner, same thing. I'd manage to pull up next to him as we started to enter the corners but when we came out he'd get on the throttle and out power me. His horsepower was almost too much to overcome, but this only made me more determined than ever. My only hope was to out brake him. I held off squeezing the lever until the last instant. I kept my nerve while he lost his. In an instant I was by him. Corner after corner, I could hear the roar of his engine as he struggled to keep up. Three more miles to go before the road straightens out and he would pass me for good. But now I was in the lead and he would no longer hold me back. I stretched out my lead and by the time we reached the bottom of the canyon, he was more than a full corner behind. I could no longer see him in my rear-view mirror.

Once the road did straighten out, it seemed like it took miles before he passed me, but it was probably just a few hundred yards. I was no match for that kind of horsepower, but it was done. In the tightest section of road, where bravery and skill count for more than horsepower and deep pockets, I had passed him. Though it was not easy, I had won the race to the bottom of the valley. I will always remember that moment. I don't think I've ever pedaled so hard in my life.

MUFFLED MOTORCYCLES ----Cities ask bikers to muffle their motorcycles

By EMILY FREDRIX AP Business Writer MILWAUKEE — Cities from New York to Denver are giving motorcyclists the silent treatment. And that worries riders rights groups, which fear that a wave of ordinances aimed at muffling Harley-Davidsons, hushing Hondas and stifling Suzukis will create a confusing patchwork of laws that motorcyclists won't be able to navigate. The motorcycle industry is concerned it could turn these frustrated riders away. "From our perspective, this creates enormous problems for us because people notice the one motorcycle that makes a lot of noise," said Bill Wood, spokesman for the American Motorcyclist Association. "They don't notice the 50 that pass that don't. So there's a perception that motorcycles are noisy." Ordinances come in many forms. Some are against certain types of products — like mufflers that would rattle the apples off of trees — while others are aimed more on the intent of the driver, who may want to turn some heads or rile up the neighbors on a Sunday afternoon. • As of July 1, riders in New York City are subject to a minimum \$440 fine for having a muffler or exhaust system that can be heard within 200 feet. • In Lancaster, Pa., starting this month riders — and all motor vehicle drivers — could be ticketed for drawing attention to themselves, whether by creating too much noise by revving their engines or doing hard accelerations. Tickets start at \$150. • As of July 1, motorcyclists in Denver could be ticketed \$500 for putting mufflers on their bikes made by someone other than the original manufacturer, if the bike is 25 years old or less. These so-called after-market products can be louder than their manufacturer-made counterparts. Denver's plan is unique because it targets the after-market equipment. Wood said it limits riders' freedom to choose what products to use. Many motorcyclists who need to replace parts use these products, rather than go to a dealer, which can be more expensive, Wood said. Ordinances restricting motorcycle noise have been around for years. The American Motorcyclist Association does not track the numbers of such ordinances and often only hears about them just as they're being passed, Wood said. The association would rather see an ordinance that targets all vehicles or uses a decibel test to measure actual noise output. The changes leave riders confused, said Pamela Amette, vice president of the Motorcycle Industry Council, the industry's trade group. Enforcement can be subjective, too. The Council

is working with the American Society of Engineers to establish a sound test that would help equalize enforcement. A similar test has been set for off-road bikes, and several states have adopted it, Amette said. The group hopes to have the test ready next year. The new tests could even heighten demand for quieter systems, she said, because riders will know what they need. "Unless it's very precise and adopted uniformly, then it's just really not fair to the riders and to the industry," Amette said. The stakes for the industry are big. There were 1.1 million new motorcycles sold for \$9.8 billion in 2005, the most recent year available, the Council said. Parts, including those after-market mufflers, accessories and riding apparel, were an additional \$2.8 billion. Noise complaints of all types are on the rise, as more Americans feel they are losing control of their neighborhoods, said Ted Rueter, who leads a national anti-noise group. Denver's ordinance is music to his ears. "I think more and more people are putting pressure on communities," said Rueter, director of Noise Free America, based in Madison, Wis. "That fact that Denver has done so is going to give a lot of encouragement to people who love peace and quiet." Harley-Davidson Inc., which tried in the 1990s to trademark its products' distinctive rumble, is monitoring the growth of anti-noise ordinances that target motorcyclists, said Rebecca Bortner, a Harley spokeswoman. The Milwaukee-based motorcycle maker feels the issue is less about the equipment and more about what riders do with it. The company asked its dealers a few years ago to stop carrying the loudest of after-market mufflers, straight unmuffled pipes, Bortner said. Harley is asking dealers to encourage riders to be considerate, she said. Sometimes, that means riders should put a bike in neutral when they're in a driveway. They can fire up the engine down the street. "You hear about jackhammers in New York City and people who live close to airports," Bortner said. "We are very sympathetic to that, but our stance is that we're really encouraging riders to take steps to be considerate and socially responsible about it." All motorcycles sold for road use in the U.S. are subject to federal noise laws keeping them within a certain range of decibels, below 80 decibels from 50 feet away, said the industry council's Amette. A good rule of thumb is that your average motorcycle — as approved by government standards — should hum like a sewing machine, she said. But some bikes are louder. That happens when bikers buy after-market equipment, either for the sound or for more heightened performance. Manufacturers divide their motorcycle products into two types — for highway use and off-road, which is more performance-based and sometimes louder. You can buy a road bike and then add an off-road muffler, which means it'll be louder on the street. That's what Denver's ordinance aims to stop. Enforcement has been minimal, said Wade Eldridge, a motorcycle-riding lawyer representing a handful of riders who have been ticketed so far. He said they're trying to get the ordinance declared unconstitutional because it creates two classes of motorcyclists. Rider Dave Christy, of Golden, Colo., said he knows some bikers now avoid Denver rather than

deal with the new ordinance. The problem is riders who enjoy being loud without a thought to people who live nearby, he said. Christy, a 53-year-old mechanic, uses after-market mufflers on his bikes, but he knows when not to be loud. "What came out of the ordinance is a result of what motorcyclists pretty much brought down on themselves," he said. On the Net: American Motorcyclist Association: <http://www.ama-cycle.org> Motorcycle Industry Council: <http://www.mic.org> Harley-Davidson: <http://www.harley-davidson.com>

VMTA Calendar of Events September 2007

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1
2	3 Labor Day Country Ride on 2-lanes. Lv Welcome Ctr Shell at 9 AM	4	5	6 Wild Hogs Movie at Cunningham Center 6:30	7	8 Bikes on Broadway Welcome Ctr Shell at 6:30 PM
9	10 Business Meeting 7:00 PM at Piccadilly's in the mall	11	12	13	14	15
16 Best Dam Ride Depart PC Home Depot at 9:00 AM	17	18	19	20 Wings Over the Smokies	21 Wings Over the Smokies	22 Wings Over the Smokies
23 Return from WOTS ----- 30	24	25	26	27	28	29

VMTA Calendar of Events October 2007

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3	4	5	6
7 Membership Cook out at FDR State Park	8 Business Meeting 7:00 PM at Piccadilly's in the mall	9	10	11	12	13
14 Bikes & Badges Ride Lv. Welcome Center at 8:30 AM.	15	16	17	18	19	20 Shrimp Peel Departs PC Waffle King at 8:00 AM sharp.
21 Shrimp Peel Return from Panama City	22	23	24	25	26	27 Ocillia Potato Festival
28	29	30	31			