



The Kickstand

July 2008

WWW.VMTAColumbusga.org

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

Business Meeting

July 14th 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

President: Sid Martin
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Cell: (706) 329-7555

Vice-President: Paul Lujan
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Cell: (706) 681-6030

Ride Chairpersons:
Roger & Susan Miller
Rogers Cell: (706) 402-7399
Susans Cell: (706) 615-3355

Treasurer: Mary Fiske
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Secretary: Gwen Carter
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Public Relations: Art Murphy
Tel: (706) 569-6820
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Presidents Note

A message from Sid...

At the June business meeting, changing the location of the traditional Shrimp Peel was brought up. Several have looked at motels to consider, and Travis and Margie have attended dance competitions at one that we are considering. Keep in mind that moving might mean an increase in the room rates, even though it is off season. In order to find a more suitable location that can accommodate our needs, we may have to spend more money. We did not feel very welcome at the last Shrimp Peel, and perhaps the timing is right for a change, if the membership so desires.

Please e-mail me your thoughts on this matter, and we can get working on it if that is the wish of the majority. We need to firm up the date and then we can begin to plan our course of action. Your input is valuable and necessary, and your opinions will be the deciding factor. I look forward to your response.

Sid

Announcements

July Birthdays

15th – Sonja Boyd
15th – Lora Atkins-Dick
23rd – Curt Adkins
27th - Fred Manzer

July Anniversaries

2nd - Tim & Carol Neal
26th – Larry and Faith Mack
28th – Cornelius and Leslie
Smith

July & August Ride/Event Calendar



July 12 -Poker Night and a Chick

Flick at the Cunningham Center. Doors open at 6:00 PM. Games and movie begin at 6:30 PM. Bring your own dinner or an appetizer to share. Soft drinks available for purchase. Folks who want to play poker play poker. Folks who want to watch a chick flick watch a chick flick in an adjacent room.

July 17 - Good Ol' Boys in Opelika. Phenix City Home Depot at 6:30 PM

July 19 - Sid's Red Neck Yacht Club

Party on the lake - 4:00 PM until. Those who have a boat, dock at the Miller's on the lake. Those who don't have a boat, meet at the Miller's on the lake by car. We'll all ride out to the sand bar on boats and tie up together. Bring your own food, snacks and drinks. (For those who prefer to be picked up at a GA boat landing, plans will be announced later.)

July 25 - 27 - Overnight camp out at Cruso's in NC. Contact Clete for details. Home: (334) 291-0055 Cell: (706) 289-0055 E-mail: cleterich@bellsouth.net Reservations can be made Tel: 828-235-8350 or www.blueridgemotorcyclecamp.com/

July 31 - Movie Night at the Cunningham Center - Feature movie is Talladega Nights. Doors open at 6:00 PM. Movie begins at 6:30 PM. Bring your own dinner and snacks. Soft drinks available for purchase.

Long Term Planning Dates

August 23rd – Mid-night ride. History says we will leave at 9:00 PM.

September 18 – 20th – Wings Over The Smokies.

October 18th – 19th Annual Shrimp Peel

Oct 31st – Nov 2nd – North Alabama Ride

Safety Message

You Only Hit That Car ...If You Don't Quite Stop In Time

By: James R. Davis

It takes most people about 4.5 seconds to read this sentence.

4.5 seconds is not a lot of time - but it could be the rest of your life. 4.5 seconds is also (not really a coincidence) about how long it SHOULD take you to stop your motorcycle after applying your brakes at 60 MPH!

Stopping a motorcycle as fast as possible requires that you master only a few fundamentals:

- Alertness - No matter how fast your reflexes are or how skillful you are with your brakes, if you don't see the need to stop, you won't.
- Reflexes - First you need time to recognize a threat and decide to react to it, then your fast reflexes take over and make the difference.
- Skill - Under-utilizing your brakes is just as dangerous as over-doing it.
Let's get a feel for magnitudes.

It usually takes about .7 seconds to recognize a threat. A person with normal reflexes takes about .3 seconds to start braking from the moment he realizes he has to do so. Combined, that's about 1 full second from the time a threat presents itself to you and you begin to slow down.

At 60 MPH you travel 88 FEET in 1 second!

That it takes you about .7 seconds to recognize the threat is a mental reality. But it does not necessarily take .3 seconds to react to it. The simple practice of always covering your front brake can shave a full tenth of a second (1/3!!) of that time away. That's almost 9 FEET!

Assuming you have read the tips on braking methods earlier, you have a good idea about how to use those brakes. Now let me try to give you a sense of magnitude associated with the skill part of braking.

Traffic Engineers have some rules-of-thumb they developed over time. They, for example, have found that if the street surface is dry, the average person can safely decelerate an automobile at the rate of 15 feet per second per second (fpsps). That is, an average person can slow down at this rate without any real likelihood that they will lose control in the process.

If the surface is wet they assume a deceleration rate of 10 fpsps is safely attainable by almost anyone.

Let's assume a wet street surface and that you are moving at 60 MPH. At a 10 fps deceleration rate it will take you 8.8 seconds to stop after you begin applying your brakes. (A total of 9.8 seconds from the time the threat we earlier talked about presents itself.) The distance you would travel before coming to a complete stop is 475 feet.

If, however, the road is dry, it would take you only a total of 6.9 seconds to stop, (including the 1 second recognition/reaction delay.) and the distance traveled until you came to rest would be 346 feet.

Clearly the more effective your braking is, the less time it takes to stop,

and the less distance traveled.

I think most of you know that your motorcycles can stop more quickly than can an automobile. Indeed, a professional motorcycle racer can obtain a 1g deceleration rate, or more, on his motorcycle. (1g deceleration is 32 fpsps.)

With practice, your braking skills should easily allow you to attain deceleration rates in excess of 20 fpsps. What would that mean in our example threat scenario?

It would mean that you could stop your motorcycle in a total of 5.4 seconds (including the 1 second delay.) and your total stopping distance would be only 281.5 feet!

By enhancing your braking skills with practice you can shave 64.5 feet and 1.5 seconds off 'normal' results. And you could shave off another nearly 9 feet just by covering your brakes. That brings the distance traveled before stopping down by about 73.5 feet.

73.5 feet is about four car-lengths!

The message is clear: You only hit that car if you don't **quite** stop in time. You might not hit it at all if you cover your brakes and practice your braking skills.

This article written by **James R. Davis from the American Motor Cycle Safety Foundation.** Remember have fun and ride safe and I'll see you at the meeting.

Paul Lujan

New Wing

On Thursday June 5th, Frank picked up his new Wing from Extreme Sports.



It was just like he wanted except they had made a mistake on his helmet. It was black not white and my helmet was on backorder. Without the helmets we could not take full advantage of all the new features. Frank put in about 100 miles and when he returned he was ready to take me for a ride. It was not at all like I thought. Even

though everyone had told me what a smooth ride the Wing had I was not real sure of it until I got on and went for a ride. It was great! Of course it took me several tries to figure out how to get on and off.

Later we met for the ride to Pat's Backwater. We pulled into the Shell where we were to meet and everyone gathered around for a look.

Bob lead us out to River Road and to Pat's. It was a good ride. The weather was not very hot. Friends of ours, Bob and Evelyn Davidson joined us at Pat's making us have 10 at our table.

After dinner we stood around and talked. Some had to leave and others were ready to ride. Bob and Jerry followed Frank and I home and then they continued on down the road.

We had a terrific time.

S. Sealy

First Extended Ride

On Saturday morning June 7th we made a trip straight through Atlanta to Columbia SC to see our middle son. Due to the extreme heat we left early enough to arrive before it got too hot



We made the return trip on Sunday. We used state roads that took us through Macon and then home. We left early to beat the heat again. We had a hard time finding a gas station open and when we did the pump would only show half of what you owed. We had a great adventure on our first trip on our new Wing.

S. Sealy

Ride To Work Day

Motorcycle and Scooter Ride To Work Day is Wednesday, July 16, 2008

This year's seventeenth annual motorcycle and scooter commuting demonstration will increase the number of riders on the road, according to Ride to Work, a non-profit advocacy organization. "Riding to work on this day shows the positive value of motorcycles and scooters for transportation. For many people, riding is an

economical, efficient and socially responsible form of mobility that saves energy, helps the environment and provides a broad range of other public benefits," states Andy Goldfine, the event organizer. Motorcycle and scooter enthusiasts and rider organizations worldwide encourage their members to ride to work on this day.

According to the United States Census Bureau and the Department of Transportation, over eighty million cars and light trucks are used for daily commuting on American roads, and about 200,000 motorcycles and scooters are a regular part of this mix. On Ride To Work Day, the practical side of riding becomes more visible as

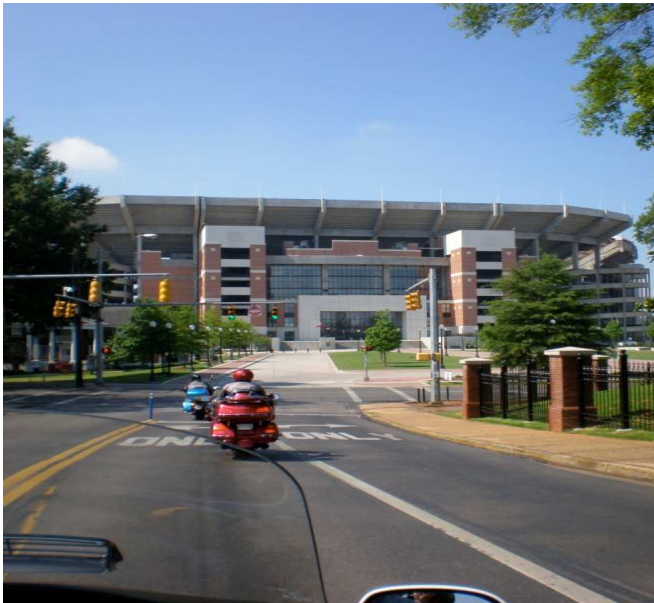
Sun Up to Sun Set

June 21, 2008

At 5:50 we pulled into the gas station to meet Bob and Chris for a ride I was not sure I could complete. Go from Columbus Georgia to Columbus Mississippi and back in one day, Could we do it? We were going to try.

We pulled out with Chris leading. The weather was great it was about 72 degrees. We stopped for breakfast in Opelika. As we headed west we got into a little rain. Not much just a light sprinkle.

We made a couple of stops and before you know it we were in Tuscaloosa. We did a tour of the University of Alabama.



We pressed on and before long there was the

a larger number of America's 8,000,000 cycles are ridden to work.

Ride to Work Day helps demonstrate how these vehicles make parking easier and help traffic flow better. Studies have shown that across equal distances, commuting motorcyclists reach their destinations in less time than those using automobiles, that motorcycles and scooters consume less resources per mile than automobiles, and that they take up less space on roads. Motorcycle and scooter riders seek improved employer recognition and support for this form of transportation, and more public and government awareness of the positive value of riding. Mississippi State line.



We were ready for lunch and Chris began looking for a place to eat. When we found the place it was carry out only. So we went next door to a place where we could sit down and cool off.

After lunch we toured the town and looked at its history.



The Mississippi University for Women (MUW) is located in Columbus.



When the tour was over we headed out. We took highway 14 which will take us all the way to Auburn, Alabama. It was hot by now and of course we were only half way through our trip.

We made several stops so we could walk around and get something to drink.

We made it to Auburn where we stopped to have something to eat. The clouds were rolling around, the temperature had dropped and water was on the road. It had rained and we had missed it.

The ride on into Columbus, Georgia was cool and pleasant. It almost made you feel like you could make it. What a beautiful sunset we saw in our mirrors.

We arrived home at 9:30 we had been 591 miles. We had made it.

S. Sealy

Michelle's, Sunday June 22

Ten o'clock on Sunday morning we gathered at the 'new' Burger King on Victory drive. There were 9-bikes; Rich & Sally Curtis, Clete, John & Mary, Jim Ingram, Larry & Faith, Tim & Carol, Frank & Sue, Bobby Shackelford and Bob Smith.

After spending a little extra time looking over the new Wings, Frank's white one & Rich's black one, it was time to leave. No one volunteered, so Mr. Clete pulled out to the lead. While heading down RT. 27 in Cusseta he asked over the CB, "which Michelle's are we going to?" Consensus was – Georgetown. So we headed across RT. 39 Spur, past Little Grand Canyon and down 39.

Great food and plenty on conversation. John & Mary were happy to talk about their recent trip out West and Mary had plenty of pictures to show. Our return route would take us south of Eufaula to RT. 30 west, then 51 north. Turning east we reached 431 and headed for Phenix City.

Everyone started to peel off to their homes. OH – although Clete lead this ride and chased the dark clouds all afternoon, we did not get rained on.

Great ride, great food & great company. You missed a good time if you were not there.

John F

Pictures provided by Sue S.



Gathering to ride



Mary sharing her trip



Getting directions

Columbus, NC

Recently a couple of members made a day ride to Columbus, MS. Mary F. thought it would be nice to see how many of the 17 towns/cities named Columbus within the lower 48 we could ride to.

Therefore; on Tuesday July 15th, Wed. 16th and Thur. 17th we will ride to Columbus, NC. Then spend time riding some of the favorite roads in NC & TN before returning home.

Point of Information: Unlike most communities' towns or cities in western North Carolina, Columbus did not grow from its position as a crossroads, its nearness to a body of water, or a gradual accumulation of residences. It was born overnight as a county seat, deliberately carved from 100 acres of pure wilderness on what was then known as Foster Race path in the shadow of Fosters Mountain, known today as Chocolate Drop.

We welcome any and all to come with us. Please call us for further information

John & Mary

Buckner's – June 28

Time to leave Burger King saw six bikes gassed up and ready. There was John & Mary, Jim Ingram, George & Gwen, Frank & Sue, Johnny & Connie, and Bob Smith. John took the lead and off on old 85 we went. Turned east on 36 planning to follow all the way. We took a



short break in Thomaston. John had his GPS turned on and it instructed to turn left off 36 a bit earlier than normal. Well the route had us coming to Buckners from the west and turning left into the parking lot. Well, one of the short cut roads turned to gravel. GPS says only 3/10 mile before turn, so we continued. The turn put us back on blacktop.

We were all able sit at one table and eat to our hearts content. The food was excellent.



The return trip took us back on 36 to 18 west to 74 before turning on an old favorite, Cove Road leading us to Rt.85. We could not pass the DQ in Manchester with out stopping for something 'cold'. Then it was across 190 and down 27. It sprinkled on us going across the mountain but it never rained. Reached home about 3:00.

Great day, good food, and good friends.

John F.

VMTA Calendar of Events July 2008

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1		1	2	3 GWRRA Wing Ding in Greenville	4 GWRRA Wing Ding in Greenville	5 GWRRA Wing Ding in Greenville
6 GWRRA Wing Ding in Greenville	7	8	9	10	11	12 Poker Night & Chick Flick. 6:00 Cunningham Center
113	14 Business Meeting at 7:00 PM	15	16 National Ride-to-Work-Day	17 Good Ol' Boys in Opelika Departs Home Depot 6:30	18	19 Red Neck Yacht Party 4 PM Lake Harding Begin at Miller's place
20	21	22	23	24	25 Campout in Curso Contact Clete	26 Campout in Curso
27 Campout in Curso	28	29	30	31 Movie Night at Cunningham Center 6:00 doors open		

VMTA Calendar of Events August 2008

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
3	4	5	6	7	8	9
10	11 Business Meeting at 7:00 PM	12	13	14	15	16
17	18	19	20	21	22	23 Mid-night ride
24	25	26	27	28	29	30
----- 31						