



GOLD WING ROAD RIDERS ASSOCIATION Hart City Wings Communicator



INDIANA CHAPTER O2



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CHAPTER POET

Deb Whetstone

FROM YOUR CHAPTER DIRECTORS

Wolfgang & Connie Gless



Hello to All;

This month's article is starting on a sad note. As we all know by now a dear Chapter member and friend has passed on to a higher plane of Motorcycling, but in this article I want to remember the fun and enthusiasm that Glenn Rummel brought to this chapter and all its members. I first met Glenn at North End Cycle during one of our annual Bake Sales. Glenn was there doing what all good Gold Winger's do, buying safety chrome. We were in Chapter Shirts talking when Glenn came over to see what we were all about. Right away we could see that Glenn had a terrific personality and loved motorcycling, as a matter of fact he had just bought his new Wing after selling his sports bike. (Getting to old for that type of ride I guess.) We talked a bit and invited him to come to a chapter gathering to see if Chapter Life was for him. He and his wife Cathy did show up at our next gathering and I believe they joined the Chapter that night. From that point Glenn & Cathy became active members and participated in as many Chapter activates as time would allow. They attended quite a few motorcycling events and if I remember, every time they came back something new had been added to his bike. I think all Chapter members remember the time Glenn earned the Dumbo award, and then at a dinner ride forgot the little fellow in the restaurant. Dumbo was retrieved by another member and kept in hiding for almost 6 months. During that time Dumbo showed up at many events, for example he went to Italy, he went to the Americade in Lake George, NY., he even went to Canada on the Canada Ride and Glenn was on that ride to. Glenn was a good sport though, he made up a milk carton with Dumbo's photo on it and started a collection for The Ronald McDonald House telling all members that whatever he collected he would match from his business. To say the least it cost him a few hundred dollars. Dumbo was finally returned to Glenn and the rest of the Chapter after the RMH ride. Glenn went whitewater rafting with the Chapter and also was a member of the infamous O2 Lawn Chair Drill Team. In 2010 Glenn & Cathy became Chapter O2's Couple of the Year (COY) and did the chapter proud in that position. Glenn you will be missed but not forgotten. Gods speed and ride safe on Gods highway.

Ok on to fun times, the Canada Ride was a great success. Five couples and a solo went on the four day ride to Chapleau, ON. Canada. We had a stopover in Mackinaw City on the way up and on the way back. We hit a cloud burst on the second day in Canada and some rain on the last day on the way home, but, other than that, it was dry and comfortable. The only bad notes of the trip was the 4.5 mile stretch of road under construction and the 1 hour and 20 minutes it took to get through Customs coming back into the US. I will be looking forward to the next time we go on this trip or any other in the future.

Another year of Corn & Sausage at Case's was a good time with plenty of food and drink to go around. Yes we did have a little rain but that is expected with Frank hosting (Just Joking Frank) Those that couldn't attend, hope to see you next year, and Case's, you did another great job.

That's all folks, ride safe and ride often.

Wolfgang & Connie
CD

MONTHLY MEETINGS are held the 1st Thursday of each month at the Elk's Lodge on Bristol St. just west of Cassopolis St. Dinner @ 6:30, meeting @ 7:15 PM

DINNER RIDES are every Thursday night May-Sept. (except meeting night). Meet in the parking lot BEHIND Discovery Middle School on Ash Road. Leaving promptly at 6:30 PM

FROM YOUR ASST. CHAPTER DIRECTORS

Jim & Deb Whetstone



Greetings Fellow Chapter 02 Members,

Before I get started Deb and I just want to express our sorrow with the passing of our friend and fellow chapter member Glen Rummel. You could always count on Glen

to have a big smile, to support the group and bring us sweet treats. He will be greatly missed by everyone. Our sincere sympathy goes out to Cathy and her family. Please keep them all in your thoughts and prayers.

Well here we are, September - already seeing some cooler temps and definitely noticing the shorter daylight hours! Of course as I type this we are experiencing a couple of the dog days of summer. (Hopefully the last ones) Phew- I don't care what anyone says 90 degrees is HOT HOT HOT!

Let's take a look at what's coming up in September. **Sept 4th** Region 1 ABATE's annual MDA Ride. St. Joe Co. fairgrounds, registration starts at 8:00am, ride leaves at noon.

Sept 10th **Ronald McDonald House Ride** – Leave the Mishawaka Meijer parking lot at 9AM (Bremen HWY 331 SOUTH) Come one come all- It doesn't matter what you ride- what matters is that you ride, please join Chapter 02 for our 21st annual ride to the Ronald McDonald House.

Sept 11th The Ride for Kids in Indianapolis. Starts and ends at the Indianapolis Motor Speedway. Registration starts at 8:00am closes at 9:45 and leaves at 10:00am (includes a lap around the track)

Sept 15- 17 Region D Rally (Coldwater, MI) the theme is Monster Mash. Anyone planning on riding up for the day please contact others thru the phone tree.

Sept 24th Bon-Fire at Heckaman's – There will be a ride leaving at 3:00 from the Heckaman's home with the Bon fire around 6:00pm - Hotdogs, marshmallows, chips & S'mores provided. Did anyone know that S'mores is not recognized by spell check!!!

Oct 8th Fall Fest at the Howard County Fairgrounds, in Greentown IN.

Oct 13th Meeting night... Don't forget our October meeting will be the second week of October!

**That's about it for now!
Happy trails to you until we meet again,
Your ACD's Jim & Deb**

FROM YOUR CHAPTER EDUCATORS

Bob & Sue Chute

Group Riding - Size Matters

Rubber Band Effect

By: James R. Davis



While most of us know that it takes about 1 second to recognize and begin to react to a threat ahead of us, it usually takes from 2 to 3 seconds for riders to recognize and begin to react to a change in speed (increase) of the bike in front of them when they are riding in a group.

A couple of seconds doesn't sound like much, I'm sure, but while at 2 seconds a small group of bikes can usually manage rather well, at 3 seconds some serious problems result. This is particularly true if there are more than six bikes in the group.

The following, I hope, will convince those of you that lead group rides to behave with new caution.

At 60 MPH your bike moves 88 feet per second. Assuming that you maintain a 1-second gap between bikes in the group then each is about 88 feet behind the next one. At 70 MPH the gaps would be about 103 feet.

A trivial example first - let's say that the lead bike increases speed from 60 MPH to 70 MPH. It takes about 2 seconds to do so if you are casual about it (using an acceleration rate of 7.5 fps/s) though you could do it in half that time. What happens to all the bikes behind that lead bike?

Most people, I assume, think that each will, in turn, simply follow suit. That is, each will also accelerate modestly at the rate of about 7.5 fps/s (5 MPH/Sec) and, thus, maintain 'the group'. That is not at all what actually happens.

After the first second of modest acceleration by the lead bike the distance between the second bike and the first one has grown from 88 feet to 92 feet and one second later the gap has become 103 feet. By coincidence this is exactly what the new distance between bikes should be while riding at 70 MPH. However, the second bike has not yet even begun to accelerate and is now moving 10 MPH slower than the bike ahead of it.

It follows, of course, that the gap between the bikes will continue to grow until the second bike is also moving at 70 MPH - 2 or 3 seconds later.

That is, if the second bike realizes that the first one is pulling away from him and begins to accelerate his own bike within only 2 seconds then he too will be traveling at 70 MPH within another 2 seconds. If it takes him 3 seconds to recognize a widening gap and react to it then it will take another 2 seconds for his speed to match the bike ahead of him.

Continued on page 5

Editor's note. I know this is long this month but, due to the subject matter, I thought it was important to not break up this article.



Got an item that you would like to sell? Advertise it here in the "For Sale" listing of the newsletter. This publication is seen state wide and could help to locate someone that is looking for your item.

Your Chapter Store Representative:

Cindy Norman

Chapter items for sale:

Hats \$13.00

Chapter Flags \$12.00

Gold Wing Clocks \$15.00

Various pins, patches etc. also available. See Cindy for details.

FOR SALE: An Eclipse heated vest. Size Large. Perfect for extending that riding season or just adding some extra comfort when riding early or late in the day. Asking \$75.00 OBO. Call 574 273-3001

FOR SALE:

1 - Teal Goldwing jacket, quilt lined, size small \$20.00

1 - GWRRA 3-In-One jacket, size small \$40.00

1pr - Cruiserworks waterproof lace type boots
Womens size 7, like new \$20.00

269-641-7562

BONFIRE

A bonfire is planned for Sept. 24th at Heckaman's. Two times have been suggested, 3PM if you'd like to go on a little ride before the bonfire, 6PM if you just want to attend the bonfire. If it rains the ride will be canceled and probably the fire, but the get together will still take place, only inside with games. You're welcome to bring your favorite game.

Denny and Brenda will supply hotdogs and other goodies that we can do over the fire.

If you drive, you might want to bring bag chairs.



River Boat Ride

Sunday, September 18, Chapter O-2 members will take a "cruise down the river"..The St. Joe River, that is, on the Elkhart River Queen. This is an event we tried last year and everyone agreed it is a very relaxing way to spend an autumn afternoon, so this year is a repeat of last.

Meet at the River Queen dock on East Jackson St. (near the old Alick's building) at 1:30 PM. Boat departure time is 2:00, returning to the dock at 4:00.

After the ride, we will return to Clark's for a Coney/Cheese/Slaw Dog dinner. Clark's will provide hot dogs, buns, coney sauce, cheese, slaw, and all other toppings as well as drinks. They ask that side dishes be provided by attendees.

Please plan to join us for this fun, relaxing afternoon. If anyone feels the need for some activity after the relaxation of the boat ride, Corn Hole, Bocchi Ball, Bolo, and even Badminton will be available.



RECRUITER & RETENTION

Joann Gabbard

Please send your renewals to Joann and she will forward them to GWRRA. We want to keep everyone current and enjoying the many benefits of membership in this great association. None are due in November.

Appreciation is a wonderful thing. It makes what is excellent in others belong to us as well

[Voltaire \(1694 - 1778\)](#)

Meeting Notes: By Vern Daly



Wolfie opened the meeting to about 20 chapter members and 4 guests, Rusty and Karen Frank, relatives of Tom and Connie Whalen, and John and Laurel Kuehl, Region Educators.

Lucy McLeish reported on recent occurrences with Glen Rummel and that they had, in fact, removed him from life support that morning. He passed away very shortly thereafter. Glen will be missed by all of Chapter O2. We all wish Kathy the best in dealing with her loss. A moment of silence was observed in Glen's honor. Memorial services will be held at McGann funeral home in Granger on Tuesday from 3:00 to 5:00 and 6:00 to 8:00. Chapter members who are going to attend one of these services have been requested by Cathy to wear their Chapter shirt since the chapter was such a big part of both her and Glen's life.

Wolfie reviewed and asked for reports on recent Chapter Events. Frank reported on the Corn and Sausage Roast which was held on August 6th. Right on que we had a little rain, but that can't dampen the fun with Chapter O2. Wolfie reported on the Canada trip, which had six bikes. A couple of funny stories were related, which just made the ride that much more "interesting". Your newsletter editor was one of the participants, and I can attest to the fact that it was a fun time. If we do that ride again, and you haven't been able to participate, I strongly encourage you to try to attend.

Jim Whetstone gave a review of upcoming Chapter events. Most of those are listed elsewhere in this newsletter. The only one not mentioned is a picnic get-together in Glen Rummel's honor on Monday, Sept 5th, at noon at Rummel's house.

Since Bob and Sue were not present at the meeting Wolfie asked John if he would like to step in and do a brief "Chapter Educator" talk for the group, which he agreed to do. He talked about the importance of regularly checking over your tires. He related that, every few years, a problem with tire cracking seems to re-surface, and that there have been some recent problems with this lately. So give your tires a once-over every now and then.

Dumbo will be staying with Bob Chute for another month as he was not in attendance at the meeting.

Frank gave Udderly Fantastic to Wolfie and Connie for leading the Canada ride.

Remember the Ronald McDonald House ride Sept 10th. Kickstands up at 9AM at the Meijer parking lot corner of US20 and SR331

Important Notice: October's Monthly Meeting will be held on the 13th NOT the 6th.

Be sure to save crushed cans for the chapter. Jim McPhail or Frank Case will take those. And don't forget to get pictures to Cathy Rummel for the scrapbook.



Thursday Dinner Rides

Meet behind Discovery School. Leave promptly at 6:30

Sept 8 . . Don Norman

Sept 15 . . Tom Whalen

Sept 22 . . Jim Whetstone

Sept 29 . . No one assigned, Just show up. Someone will lead

October - - Rides End - - Thursday Dinners, sans rides, start.
Be at the restaurant at 6:30

We will probably be doing the dinners every other Thursday.

October 27 . . Jojo's Pizza

What's Coming Up

Sept 10 . . Ronald McDonald House Ride 9AM Meijer's

Sept 11 . . Ride For Kids - Indianapolis

Sept 15 - 17 . . Region D Rally (Coldwater, MI)

Sept 18 . . River Queen Boat Ride 1:30 Elkhart

See "RIVER BOAT RIDE" on page 3

Sept 24 . . Bonfire at Heckaman's 3:00 or 6:00

See "BONFIRE" on page 3 for details

Oct 8 . . Fall Fest at Howard County Fairgrounds.

Oct 13 . . Monthly Meeting (different date than usual**)**

Oct 22 . Card Party & Chili Cookoff, Gabbard's 5PM (Tentative)

Nov 12 . . Chapter Birthday Party (Miller's)

Birthdays & Anniversaries

Anniversaries:

Oct 7 . . Bruce & Lucy McLeish

Birthdays:

Oct 11 . . Jim Whetstone

Oct 13 . . Jo Ann Gabbard

Oct 14 . . Jim Butler

Oct 21 . . Wolfgang Gless



In the best case (2 second react/respond time) the gap between the bikes will have grown to 117 feet, and if it took 3 seconds that gap would have grown to 132 feet.

Clearly once the speeds are the same the gaps will remain the same. BUT, since the group prefers to travel with a 'one second' gap between bikes, the second bike MUST GO FASTER than the first one for a brief time in order to 'catch up.'

If we assume that the riders in this group are conservative and individually elect never to travel more than 5 MPH faster than the bike ahead of them as they are closing their gaps then the second bike will continue to accelerate for 1 additional second and attain a speed of 75 MPH while the first one continues at 70 MPH.

In fact, the second bike will have to ride for TWO SECONDS at 75 MPH while the first one rides at 70 MPH in order to close the gap to 106 feet, and then he takes 1 more second decelerating to 70 MPH during which the gap between them reduces itself to the desired 103 feet.

This little example of the dynamics between just two bikes is trivial in consequence and easy to understand. With modest effort it can be seen, however, to be anything but trivial farther back in the pack.

Let's look at the third bike in the group. About 2 seconds after the SECOND bike begins to accelerate the third one follows suit. Three seconds later the gap between the second and third bike has, as expected, become 117 feet. But, because the second bike is traveling at 75 MPH at that time rather than 70 MPH like the first bike, the gap continues to widen and within one more second becomes 128 feet. Clearly the third bike must use more effort to catch up to the second bike than the second bike needed to catch up with the lead bike. Indeed, the third bike will have to accelerate to 75 MPH and will have to maintain that speed for FOUR SECONDS instead of the two required by the second bike in order to close up that gap.

WORSE, the next bike will find that the gap he has to close has grown to 132 feet before it begins to shorten and then ONLY IF HE ACCELERATES TO 80 MPH instead of 75. This, because the third bike is traveling at 75 MPH rather than 70 MPH when the gap has reached 132 feet. The gap would be larger still if bike number four merely accelerates to 75 MPH.

In a group of only six motorcycles, the last one will find the gap between himself and bike number five to grow to 143 feet before it begins to close. He will have to accelerate to 80 MPH, hold that speed for three seconds, drop to 75 MPH for an additional three seconds, and then finally drop to the group speed of 70 MPH in order for all members of the group to end up with a 1-second gap between them.

Further, it will be at least 11 seconds after the lead bike has started to accelerate before the sixth bike does so. Imagine what will happen if during that time the lead bike applies his brakes in anticipation of entering a curve!!!!!!!!!!

Though this was a trivial example it demonstrates very well what we have all experienced in the past - the 'rubber band' effect.

Imagine how PROFOUND this effect becomes when the example changes. For example, imagine what happens at the end of a string of 20 bikes rather than only 6. Or what happens if the lead bike, upon exiting a 35 MPH curve, gooses his bike to 60 MPH as fast as it can get there.

There are things that tend to mitigate these problems:

- Lead bikes can change speed more gradually.
- Lead bikes can announce speed changes over the CB and, thus, reduce reaction times for all.
- All bikes in a group can react to changes in speed of bikes that are farther ahead of them than just the one immediately ahead.
- The members of a group can simply NOT crank their throttles up to excessive speeds just to keep the group spacing 'correct'.
- A good group leader does NOT accelerate within 15 seconds of entering a curve (assuming he has to then slow down before actually entering that curve.)
- The '1-second between bikes' rule should be abandoned whenever the group is riding 'twisties' - it makes sense only when traveling in a straight line on open highway.
- Never allow a group to become larger than SIX bikes if even one of the riders is inexperienced with group riding. Never larger than EIGHT bikes even if all are familiar with the riding habits of each other.

If you think that the 'rubber band' effect is a problem when accelerating think of what happens during braking!!

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