



# Chapter IL-Z2 News

GWRRA REGION E • ILLINOIS DISTRICT • CHICAGOLAND WINGS

*Our next two meetings are on Sunday, Feb. 11, and Sunday, Mar. 11, at the convenient Old Country Buffet on North Avenue, Northlake, Ill. Visit us on the Web: [www.ilz2.com](http://www.ilz2.com)*

Feb., 2007

Volume #10

Issue #2

## Chapter Directors *Jerry & Irene Ciesla*



With February here, I'm sure most of us are suffering from PMS. No, not that thing. I'm talking about "Parked Motorcycle Syndrome"! Well, let's assume that at this point we've made it over the hump of this winter thing and that better days coming soon.

Congratulations go out again to Don and Danni Schwieger being selected as our 2007 chapter Couple of the Year at our After-Holiday Party. Let's see if Z-2 can excel as a chapter to take the Chapter of the Year award for its 10th birthday. Oh, didn't you hear? November, 2007, marks Z-2's 10th year since being chartered with GWRRA here in Illinois. A BIG birthday celebration party is being planned for Saturday, November 10. Ask

us if would like to help out putting this special event together. Photos and chapter memorabilia are just a few of the things we'll need to have an unforgettable day!

Though I am writing this article in January, I'm sure that a fun time was had by all who attended the District Winter Warm-up in Bloomington February 2-3. Our District Directors, Dave & Gwen Carter, and their staff always put together a fun event.

After our monthly meeting coming up February 11, we'll be going to the annual motorcycle show at the Rosemont convention center, then out for lunch at 3PM at Famous Freddie's in Mount Prospect. Don't forget about the discounted parking at the CTA lot just two blocks north of the convention center. FREE shuttle busses are expected again this year for transportation to and from the show. Let's see who buys the most goodies at this year's show!

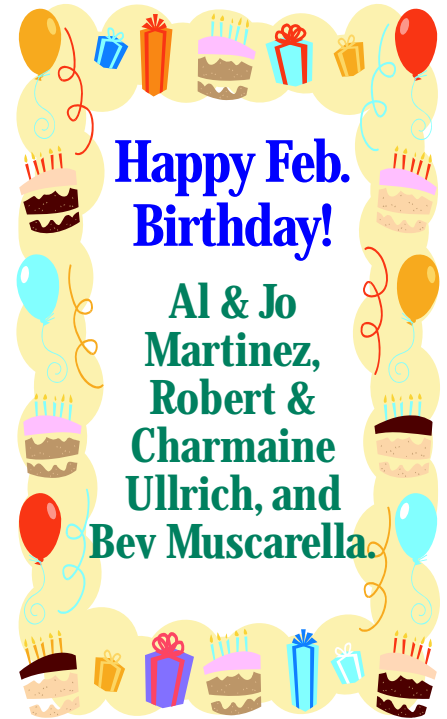
Also, to help break up the winter blahs, we're having our first annual Z-2 Bowling and Pizza Party Sunday, February 25, at Stardust Bowl in Addison. The fun starts at 4PM. Sign up at the monthly meeting. We hope to see you all there.

As announced at the January meeting, beginning in March, Z-2 will have two mid-week breakfast rides with the first one on Wednesday, March 7 at the Phoenix Restaurant in Norridge, and the second on Wednesday, March 21, at the Elmhurst Family Restaurant in, you guessed it, Elmhurst. Breakfast off the menu at 9AM, ride at 10AM. No sign-ups, just show up for an extra day of riding. Have a destination within reasonable distance to share with us? Come out for the day, and let's ride!

Lastly, we're looking again to the membership for donations of raffle

prizes for this years' Spring Fling event coming up in May. Anyone having friends or family in various businesses who would like to contribute items or services receives a FREE business card-sized ad in our newsletter for the rest of 2007! Bring your contributions to the monthly meetings. Thanks to all in advance for helping out.

Be safe, see you soon.



## Chapter Educator & Motorcycle Safety Instructor *Dennis Wegener*



### **“Speed Kills!”**

Last month, our C/D commented on taking your bike out for a ride this time of the year, reminding us to watch for road salt and to do subsequent cleaning when returning home. Well, if you were able to go for a ride, you're lucky, as I wasn't able to get the battery out of my ride until last week partly due to sudden cold temps coming in so quickly and partly due to family commitments. I went out to at least start my bike, and, although I have a Battery Tender on the AGM sealed battery, the bike wouldn't turn over. Dead battery. I later found that the battery had frozen in my unheated garage, rendering it useless even with a 12.6-volt charge in it. It wouldn't even light the headlight. Oh well, it was about 2-1/2 years old, and I intended to buy a new one anyway.

With Gerry's comments in mind, here's more to start thinking about — this from a back issue of Motorcycle Consumer News story entitled “Orange Barrel Blues.”

“You've finally found time for a weekend ride, and you've been riding mostly the Interstates to save time. There has been a lot more construction than you would have liked, but you know that's just the nature of some travels. You notice those big plastic construction barrels used as warning barriers. Some have flashing lights on top. You also observe that some are placed outside of

concrete barriers. But you also observe that some are placed between the right lane and that entry ramp, and you wonder if they are a motorcycle hazard.

“With several trucks entering the freeway on the entry ramp, you're probably looking for an opening that will allow you to change lanes to get out of their way. But before you can move over, the wind blast from a large truck has blown over an orange barrel, and it's bouncing right toward you. **Before you can react, the barrel slams into the front wheel and is crunched under the engine. You lose steering control, and the bike topples over in a trail of sparks and an exploding saddlebag.** Fortunately, drivers behind you are able to brake in time to avoid running you over. You're not hurt badly, thanks to your riding gear.

“When approaching or riding through a construction zone, you need to be aware of hazards such as loose gravel and edge traps, but don't forget those big orange barrels. The greatest barrel hazard is when they are placed between two lanes, where larger vehicles might knock them out into your path.”

Some months ago, a few of us got together at a table for eats. One of those at the table was our own Harry P. Somehow the conversation turned to alcohol consumption. Harry made a statement that really hit home for me and to this day still sticks in my mind. He asked, “Why do we have a legal consumption of 0.08 in Illinois? That's like saying, it's OK to drink until you reach 0.08.” These words might not be exactly how he said it, but I think that I'm close enough. He added that in some European countries the alcohol level is .00, and potential drivers are taught this in schools, well in advance of taking their first drive.

This is what I'm getting at (from Roadrunner Magazine dated 10/04 by Christian Neuhauser): “The difference boils down to education. Austria (his birthplace) obligates their motorcyclists to 26 hours of theoretical classes, 12 riding hours, and six hours of instruction in first aid. You can begin at age 18 and, once passing that curriculum, you can ride a bike that churns out

no more than 34 hp. Two years later, with a clean record, you're allowed to advance into the open class. In Europe -- with more traffic congestion, higher speed limits, and legal forbearance until blood alcohol content reaches .05 -- 1,004 bikers died in accidents in 2002. That same year in the U.S., families buried 3,244 loved ones who died on the road.

“In 1984, Austria instituted a strict helmet law. For every 100,000 bikers then, 75 fatalities were listed. In 2003, Austria counted over three times that number of licensed bikes (331,000) and five fewer fatalities (70). The numbers speak for themselves.

“I don't presume to affect much change in a nation of 285 million people, but I'm also not looking forward to subsidizing ever-increasing insurance costs (bike, health, life, etc.) in part just because all the scofflaw “cool guys” (who are too cool to wear a helmet) continue to get a pass.”

Thank you Harry and Christian.  
Ride more safely.

This month, we are publishing additional winter weather riding tips. Please see page 4.

***Finally, here is an item that Dennis Wegener received from a fellow instructor: We don't know about its validity, but it's a nice read anyway:***

**Do You Need a Helmet This Good?? He Did! A 140mph Get-Off, Taking Out a Signpost with His Head!**

Dear Arai Helmets:

I want to express my gratitude for the fine product you make and the way one of your helmets served me in an accident.

I was riding westbound on 1-20 near Weatherford, TX at what eyewitnesses later said was about 140mph on my CBR600RR when the accident happened. I don't remember the accident or, in fact, most of that day. However, I know I took out a street sign with my Arai helmeted head and also took out a guard rail which indicates the force of the impact.

Most of my ribs on the left side were  
*(continued on page 8)*

## Secretaries

**Butch & Mary Thielenhouse**



The January monthly meeting had 42 members and guests in attendance. Mid-week breakfast rides were announced. Thanks to all who came out to the annual After-Holiday Party. Good food and fun for everyone. Earl McLaughlin addressed the meeting, announcing a Ride for Kids fundraiser auction scheduled for Saturday, May 19, in West Dundee. Fifty/fifty winners included Mary Payonk, Butch Thielenhouse, and Mike Kresch.

Happy Birthday, Mike!

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## Events to Look Forward to:

**Feb. 2-4, 2007 - Illinois District 2007 Winter Warm-Up at Chateau Motel, Bloomington**

**Feb. 11 - Z2 Meeting, Rosemont Motorcycle Show Visit, Lunch/Dinner at Freddie's Afterward**

**Feb. 25 - Z2 Bowling & Pizza Party, Stardust Bowl, Addison, 4PM**

**March 3 - Video Golf, Orland Park, 9AM**

**March 7 - Z2 Breakfast Club, 9AM, Phoenix Rest., Norridge**

**March 11 - Chapter Meeting 9AM;**

**Spring Fling Board Meeting Afterward**

**March 21 - Z2 Breakfast Club, 9AM, Elmhurst Rest., 441 W. Lake St., Elmhurst**

**April 1 - Dinner Ride, Boback's, I-55 & County Line Rd., Burr Ridge, 4PM**

**April 4 - Z2 Breakfast Club, 9AM, Phoenix Rest., Norridge**

**April 7 - Seasoned Rider Course, in-class only; Community Bank of Elmhurst, 9AM**

**April 8 - Easter (meeting rescheduled for April 15)**

**April 14 - Medic First Aid Course, Community Bank of Elmhurst, 10AM**

**April 15 - Chapter Meeting and Ride to Starved Rock;**

**Eat at R-Place in Morris Afterward**

**April 18 - Z2 Breakfast Club, 9AM, Elmhurst Rest., 441 W. Lake St., Elmhurst**

**April 21 - Group Riding Course, Community Bank of Elmhurst, 9AM**

**May 12 - Spring Fling, Randall Oaks Park**

**July 15 - Ride for Kids**

*Chapter Meetings are held at the Northlake Old Country Buffet.*

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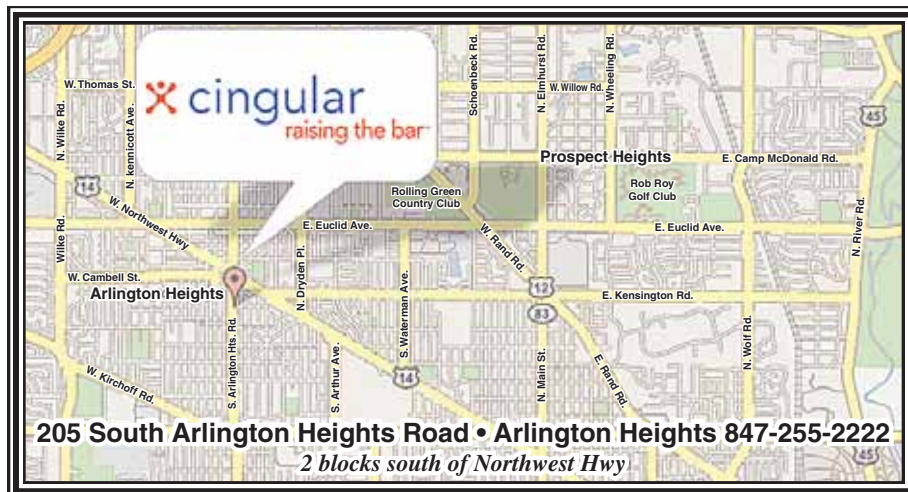
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## Winter Riding Tips

*(from Road Runner Motorcycle Cruising & Touring Magazine)*

Unless you are lucky enough to live somewhere that escapes winter's icy grip, there is a special set of hazards everyone else has to deal with to keep rolling year-round: the cold, the dark, the precipitation, and changes in traction. And winter conditions are a potential hazard on high mountain passes all year. Put them all together, and make way for a new frontier in adventurous riding.

**Hazard 1:** I've heard it said that mountains make their own weather. As I turn the Yamaha FZ1 east onto Utah's Highway 6 for the climb over 7,500 ft. Soldier Summit to Price, the heavens open. The deluge continues as I climb, and though my rainsuit keeps my body core dry, both of my "waterproof" gloves begin to fill with water. My own bike has heated grips, but my "press" FZ1 doesn't, and I soon lose contact with my fingertips.

**Hazard 2:** As I continue climbing, I hit the cloud base. Now I can see little more than 25 yards ahead. Can I be sure other road users will see me?

**Hazard 3:** At 6,500 ft., the precipitation turns solid. At first the sleet just melts on the grassy edge, but soon starts coating the wet road. As soon as there is enough for tire tracks to be visible, I stop, turn around, and head back down toward Salt Lake.

Did I feel like I lost my nerve? A little, for sure; but safe discretion beats foolhardy valor every time. In his masterful tome, *Proficient Motorcycling*, riding guru David L. Hough concludes, "**It's not smart to keep motoring ahead into worsening conditions if you have a choice.**"

So, what can you do to make winter riding safer and more enjoyable?

**Cold and Wet:** It may sound like stating the obvious, but keeping warm and dry is vital to your personal riding comfort in winter. And layering is the most effective way to stay warm: more, thinner layers of clothing are more effective at trapping body heat than fewer, heavier layers. Just adding an extra T-shirt, for example, can make an

enormous difference. I also buy thermal underwear from my local mountain equipment store to wear as a base layer. Changing into that extra pair of dry socks you have in your tank bag can make a huge difference in your mental state if your feet get wet, keeping them warm for a bit longer even in rain.

Three areas of the body require special attention, though: body core, head, and hands. It's essential to maintain body core temperature to ward off hypothermia, and wearing an electrically heated vest is a option. A neck warmer also helps keep good circulation flowing to the command center above. Maintaining dexterity is critical to safe operation of a motorcycle, too, so either use heated gloves or install heated grips. There seems to be a positive psychological benefit to having warm hands -- and that's also important in winter riding.

Clearly, your winter riding gear should prevent wind and water from getting to your skin. Few things will cause you to lose body heat faster than riding in winter in wet gear. And though there's a trend now toward windproof, waterproof liners worn under jackets and pants, it makes more sense to me to put the waterproof layer on the outside. Otherwise, evaporation will cause even more heat loss. A simple rainsuit can make a huge difference in winter riding comfort simply by keeping out wind and water, trapping warm air inside.

Finally, knowing when your safe riding ability is being compromised by the conditions is critical for survival. If you notice that you're shivering uncontrollably, or start making errors of judgment, it's time to pull over for a hot drink.

**Being Seen:** Light is generally at a premium in winter, especially in more northerly regions. Riding with headlights on and wearing a high-visibility vest is a minimum in terms of winter conspicuity. Also look for clothing that has reflective piping or patches. Bear in mind that some materials look bright in daylight, but if they're not reflective, they may not stand out in the dark. A quick test with a flashlight in a darkened room will show how effectively you'll be

seen at night.

**Traction:** It's worth remembering that a motorcycle's lowest energy state is lying on its side: That's the position it will tend toward if the lateral forces on the tire exceed the friction between the tire and the road.

Plenty of factors negatively impact that friction, and most of them are at play in winter at some time.

Another given is that your bike should be in top mechanical condition with good tires. **Black ice** is perhaps the most dangerous because it is difficult to see. And because it's caused by moisture freezing out of still air, it also occurs when there's no precipitation. Patches may remain on bridge decks and in shaded areas even after the air temperature has risen above freezing. So if you can't avoid riding in sub-freezing temperatures, look for a telltale sheen on the tarmac, and test the surface by dragging a boot every so often. **If your bike does start to slide**, try to retain as much traction as possible: avoid braking or sudden throttle transitions. If you're lucky, it may just be a small patch, and your tires will hook up again. Best plan: Have another coffee and wait for the day to warm up.

It is better to avoid snow, too, if you can. But if not, **try to stay out of the tracks of other vehicles.** In the tracks, the snow will have been compacted, making it even more slippery. You may be tempted to slide your boots on the road for extra stability; but this probably won't help, and you may trap a leg or ankle if the bike does go down.

It's usually safer to adopt general loose-surface riding techniques: transfer weight to the footpegs to lower the bike's center of gravity, and try to keep the tires as close to vertical as possible in bends -- you stand a greater chance of keeping the bike upright in a slide that way. And consider lowering your tire pressures for a larger contact patch. Just remember to re-inflate the tires later.

Riding year round can be fun as long as you're ready for what winter can throw at you. Just be prepared and always ready to turn back. ###

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Feb., 2007

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March 2007

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## February 2007

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
28	29	30	31	1	2 Illinois District 2007 Winter Warm-Up, Bloomington	3 Illinois District 2007 Winter Warm-Up
4 Winter Warm-Up return	5	6	7	8	9	10
11 Z2 Mtg. & Ride, Motorcycle Show Visit, Famous Freddie's After	12	13	14	15	16	17
18	19	20	21	22	23	24
25 Z2 Bowling & Pizza Party, Stardust, Addison, 4PM	26	27	28	1	2	3

February 2007

S	M	T	W	T	F	S
28	29	30	31	1	2	3
4	5	6	7	8	9	10
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April 2007

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22	23	24	25	26	27	28
29	30	1	2	3	4	5

## March 2007

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
25	26	27	28	1	2	3 Video Golf, Orland Park, 9AM
4	5	6	7 Z2 Breakfast Club; Phoenix Rest., Norridge, 9AM	8	9	10
11 Daylight Saving Time Begins Z2 Mtg.; Spring Fling Meeting After @ Mimmo's	12	13	14	15	16	17
18	19	20	21 Z2 Breakfast Club; Elmhurst Rest., 441 W. Lake St., Elmhurst, 9AM	22	23	24
25	26	27	28	29	30	31



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## Friends and Fun at Our After-Holiday Party 2007!



### Chapter Educator

*(continued from page 2)*

broken as was my sternum. My lungs were bruised. My leg was broken in eight places and my back was broken. There was no injury to my head or brain thanks to my Arai helmet. I was a paramedic for six years and attended too many crashed motorcyclists and had seen first hand the difference a quality helmet can make in the after accident outcome. That is why I bought the Arai just two weeks before my accident.

The responding trooper had taken the helmet to use in safety lectures. When I asked my mother to get the helmet for me she contacted him. He was amazed that I had survived and returned the helmet so that I could use it in my own lectures on safety. My body was so damaged that the hospital gave me only a ten percent chance of recovering. But I did and my head and brain are just fine and I've returned to full time work. I've sent a series of photos of the helmet so that you can see how good a job it did for me.

Thanks again, Arai,  
Gary Blanton / Fort Worth Tex.



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Cost of ride to be determined!

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IL-Z2 monitors CB Channel 2

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**The Old Country Buffet is located just east of I-294 and I-290 at the North Avenue exit.**

**Look for us between Sam's Club and the Wal-Mart in this large shopping center/parking lot.**

**Our next two meetings will be Sunday, Feb. 11, and Sunday, Mar. 11. Please join us!**