



## July 2017 GGMC Meeting Notes & Articles

### **James Griffin - President's Corner**

#### **Greetings to all the GGMC family**

Please remember we have one more overnight ride to Lake Guntersville State Lodge October 7 & 8. If you have not made your reservations, you need to do so ASAP. See information listed under upcoming ride schedule below.

We have a few members with health issues Terry Meder, Dan Faust, and Scooby Pieper. Please keep them in your prayers.

There has been some questions about keeping our GGMC Website via GGMC Facebook and we will keep our GGMC Website.

I would like to remind our Members to visit our website and review our ride rules & hand signals. It never hurts to look at them from time to time.

We need our Road Captains to make sure their routes are planned and emailed to the members preferably one week ahead of time with as much details as possible. (At the latest midweek of the scheduled ride). This includes a description about the ride ie: Twisties, Highways, Gravel, Gas Stops, Mileage and any special circumstances that the club members should be aware of in advance such as State Park Entrance Fees.

In addition to having the routes and details sent via email, we need for our Road Captains to bring printed copies to hand out the morning of their ride.

I am looking into extra activity like the Gwinnett Braves game which is always a fun time.

Thanks Again to all of our Officers, Road Captains and Members that make GGMC the BEST Motorcycle club of them all!

As always, Ride safe, "IT'S ALL ABOUT THE RIDE!"

James Griffin, GGMC President

---

### **Richard Martin - Sunshine Report for July 2017**

Please welcome our latest new member, **Gail Hunsley**. She joined our club during our July 2017 meeting.

He spoke with Gary Lewis and found that he is having a hard time riding due to the Arthritis in his hands.

## Gary and Sheri Dorris - Treasurer's Report for July 2017

<b>Treasurer's Report for</b>	<b>17-July</b>
Beginning Balance	\$885.29
Income (\$62.00 from 50/50 drawing & 1 - New Member)	\$87.00
Expenses	\$0.00
Ending Balance	\$972.29

<b>Ride Statistics as of July 11, 2017</b>	
Rides Completed This Year	9
Avg. bikes per ride	14.8
Total scheduled route miles	2,450
Total bike miles	33,030
Members riding this year	39
Guests riding this year	4

## Mark Trager - WebMaster Report for July 2017

He is also going to update our GGMC Website Cover page and adjust the calendar so you can see the entire month at one time.

He is going to set up a GGMC Instagram account so the club members can load pictures immediately.

He has asked us to provide him with as much information and as early as possible for each ride | event so he can post it on our calendar. It would be helpful if you could rate your ride levels such as 1,2,3, & 4.

## Secretary Report for July 2017

The members asked the Reports, Minutes and letters be sent in PDF and Word format. Gary was unable to attend the meeting, I gave the treasures and ride report on his behalf.

## Upcoming Scheduled GGMC Rides:

### July:

8 - Sweet Home Alabama - Peter (Completed)

**23 - Ride to No Where - Bryson City, NC - James. This will be our next upcoming ride. It will be a fun day and great time as always. James said it will be approximately 300 miles round trip.**

### August:

5 - Jim's Smokin Que - Blairsville, GA - Kerry

20 - Cave Springs - Cave Springs, GA - Chris

### September:

9 - Cashiers, NC - Details to follow - Chris

17 - Little General - Details to follow - Gary

### **October:**

7 & 8 - Lake Guntersville State Lodge (3rd Overnight), Guntersville, AL. - Paul and Delree

**Note: We still have a few rooms available. If you are interested, please call and make your reservations@ (256) 571-5440 and give them the GGMC Group Code 6863. Our rate is \$131 for Double Queen Bed, Bluff-Side 3rd Floor.**

15 - Brother's at Willow Ranch - Young Harris, GA

### **November:**

4 - Richard Russell Dam, Elberton, GA

19 - Rumors Hazit, Clayton, GA

### **December:**

2 - GGMC Annual Charity Ride

9 2017 - Christmas Party will be hosted by Richard and Mabelle Martin

## **Group Riding Techniques (things to think about)**

**Article by Kerry Wood**

Most of motorcycle riding is solo, but group riding can also be an important part of motorcycling— lending to community, safety in numbers and an altogether different riding experience. But it's definitely not intuitive. Even if you've been riding for years, group riding isn't automatically in your wheelhouse, so it's wise to study up on how best to approach group riding. There are rules and suggestions, both of which you should be mindful of. This is by no means a complete list, but it will help you be better prepared for a safe and fun group ride.

### **Arrive Ready to Ride**

No, this doesn't mean just being excited to hang with other two-wheeling friends. It means having everything you need for the day's ride including a full gas tank (none of this, "Hey guys, mind if we stop for gas first?"), safety gear, communications device (CB, two-way, mobile phone), tools, map, etc. At least one member of the group should have a full tool kit, a master map, GPS routes or Printed Directions, and a first-aid kit with no exceptions.

### **Ride With Those You Know**

It's not a smart idea to just join a group where you hardly know anyone. Ride with those whose riding habits, maturity and skill you know and trust. There's no time to deal with idiosyncrasies in surprise mode. Everyone's safety is at risk, and who wants to ride with a group where they don't know anyone? It takes the fun out of it all and it's also unwise.

### **Hold a Pre-Ride Meeting**

Here's where you discuss vital things like group size, assigning a lead rider and a sweep rider, the route, planned stops, hand signals and other important details.

It's wise to keep the group no larger than seven, though nine isn't out of the question. If your group is bigger, then create separate groups with their own lead and sweep positions. Separate these groups with several seconds of gap. Regardless of

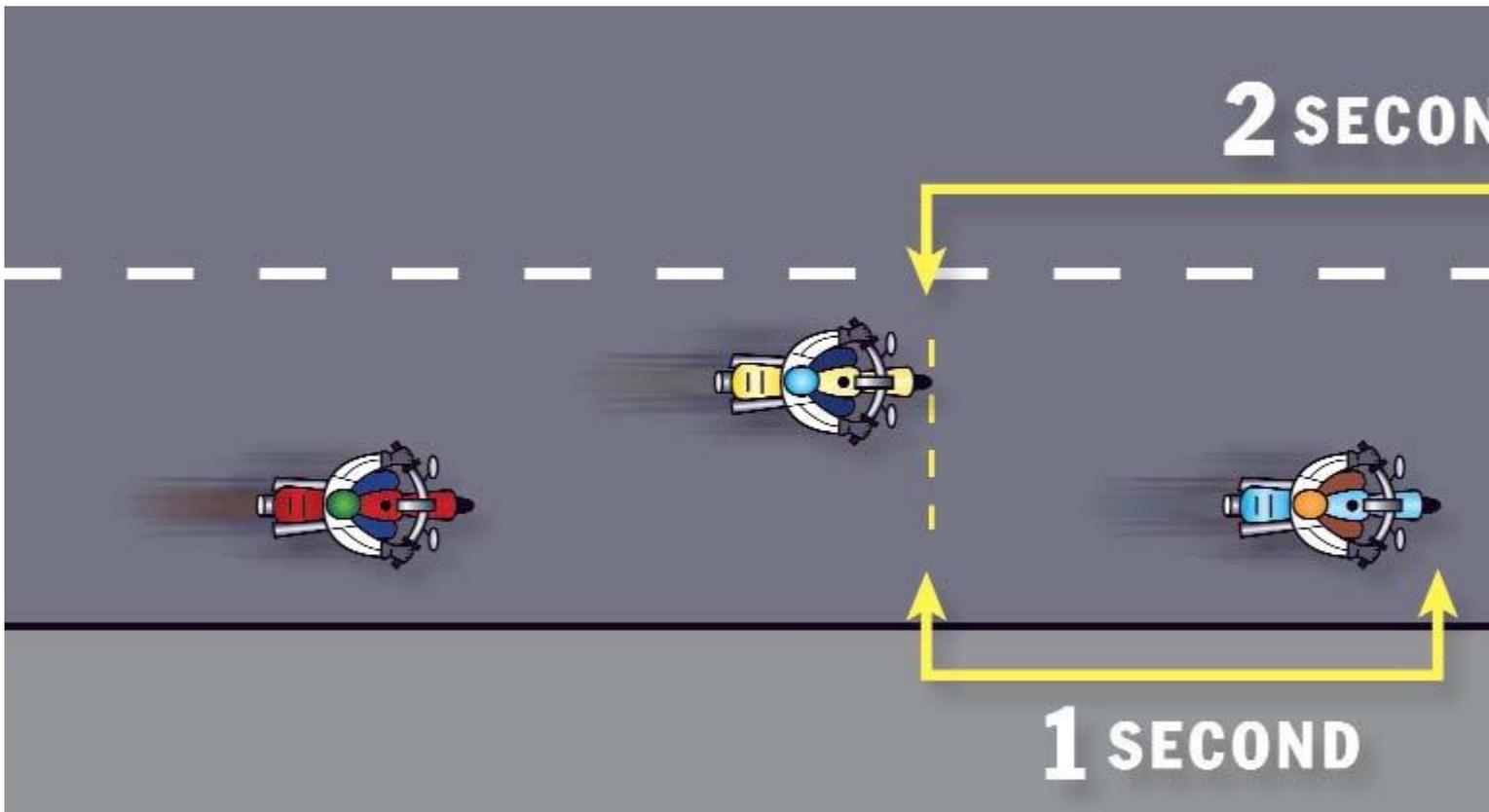
how many sub-groups there are, it's also smart to keep the number odd so when you stagger riders, the lead and sweep riders are in line and can see each other. These roles should also be held by experienced riders with communication devices. The weak rider should station behind the lead, with more experienced riders behind the least experienced. The lead acts as recon and initial communicator, and the sweep rider will manage the pace.

## **Staggered Formation**

A group ride without formation is an accident waiting to happen. Structure is very important, as is maintaining order and space. Too much space will break you up. Too little is dangerous. You might want to ride next to your buddy and have deep conversations, but that's just not smart—distracting your riding concentration and ridding you of at least one escape route.

The leaders should be positioned in the left portion of the lane with the next rider one second back and staggered, and so forth. If a rider(s) drops out, the other riders will fill vacant positions by moving up to the next staggered position, rather than immediately ahead of them. This prevents unnecessary passing in a single lane which can be dangerous.

The distance between riders should be lengthened as speed increases to allow riders time to react or during emergencies. If you are only two seconds behind the rider directly in front of you traveling at 70 miles per hour you do not have enough time to see what is happening or react fast enough when an emergency occurs. Additionally, too much distance can cause the group to become fragmented and harder to keep together. If you cannot maintain pace with the group then you might be someone who is best suited to solo riding.



## **The slinky effect**

The further you are behind the lead rider the more you are going to experience the “Slinky Effect”. This occurs due to reaction times of the riders within the chain. As the lead rider speeds up, slows down, switches lanes or performs any maneuver the riders behind him have to react to the rider directly in front. This delay in reaction times occurs because a group can’t move as a cohesive unit. An example of this effect occurs when the lead rider speeds up, he might go from 45 to 70 and by the time the riders at the rear realize this event has occurred they have to ride faster than 70 just to keep up. This “Slinky Effect” also happens during a slow down. Ever been on a freeway traveling at 70 when all the sudden you are forced to slam on your brakes to avoid hitting the car directly in front of you. This happened because correct spacing was not maintained in the column of vehicles and reaction times are shortened for each subsequent vehicle in the chain.

## **Know When to Go Single File**

It’s actually safer to ride single file in some situations where it’s narrow or unwise to stagger. Turns should always be done single file, as well as on/off ramps, construction areas, narrow streets with cars parallel parked, narrow bridges and when passing slow vehicles. Riding in heavy twisties should always be done in single file. Return to staggered formation once you’re out of these areas. Maintaining position in the lane is essential for your safety in addition to the safety of the other riders in the group. If you are constantly moving from one side of the lane to the other you can force riders behind you to always be reacting to a shortened distance. This occurs because you just became the rider directly in front of them. I can’t count the number of times I’ve had someone short me stopping distance because they were moving into my wheel track at the last minute. Stay on your chosen side of the lane especially during those stopping maneuvers.

## **Know How to Regroup**

It’s entirely possible that a rider or more than one will get separated from the rest of the group. Aside from knowing how to move into the vacant positions, it’s also vital to know regrouping plans. There should be meeting spots, fuel stops or waypoints that everyone knows in advance. A good rule is to convene at the next waypoint when you know you’ve lost someone. This is also where communications devices are key. If you are on a planned route and you are about to make a group turn and you no longer see the rider directly behind you, it is your responsibility to stop and wait for the other riders to catch up.

## **Pass Wisely**

The leader can’t just pass when the traffic in front of him is slow. He’s got to know there’s enough room in front of that vehicle to accommodate the whole group safely. Once you pass (in order, single file), each rider shouldn’t extend the gap, preventing riders behind him from making it into the open zone and getting stuck behind the slow vehicle.

## **Take Breaks**

Riding solo takes energy and concentration, and group riding adds another dimension to it all. Know your stopping points and keep to them. It doesn’t matter if someone in the group wants to keep riding. The rules are the rules. Plus, it gives you time to rest and actually talk face-to-face, sharing the pleasures of the group ride and reducing fatigue at the same time. Remember to keep yourself properly hydrated during the ride to prevent heat stroke and muscle cramps. Ever had a hamstring cramp doing 70 miles an hour down the road?

## **Being Courteous**

We have to share the road with our fellow travelers. A motorcycle group ride can create conditions where we have to allow for other vehicles to invade our column due to their need to exit a highway. We sometimes create unintentional situations where someone has to move into our group to reach an exit or pass. They may not want to invade our group but we need to be courteous enough to allow them too. Remember, road rage is a real threat out there and you will never win in a battle with a 2 ton vehicle.

## **Being a Road Captain**

The Road Captain is the lead rider. Although there can be other Road Captains positioned in the group (depending on its size) the lead rider plans the ride and ensures the overall safety of the group. It is his responsibility to verify that he obeys the law, knows the route and what is to be expected along the route. He is the primary one responsible for ensuring the safety of the ride.

Group riding can be a lot of fun and add to the enjoyment of the motorcycle experience.

**By Kerry Wood**