

# Northside Harley News

**My Tail of the Dragon**

**A View From the Road**

**Southern Dozen**

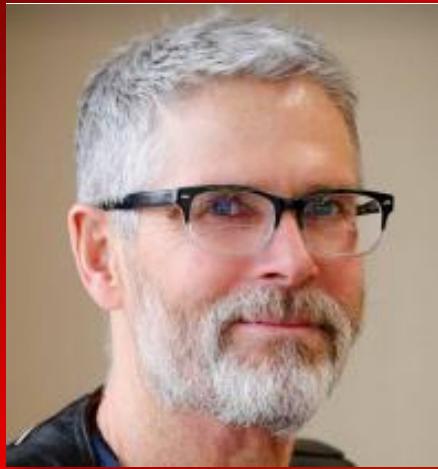
**I Couldn't Ask**

**Group Riding**

**Oldenburg and Space**



# Your 2020 Chapter Officers



**Top Left: Director ~ Meade Van Wyck**

**Center: Chapter Manager ~ Connor Howard**

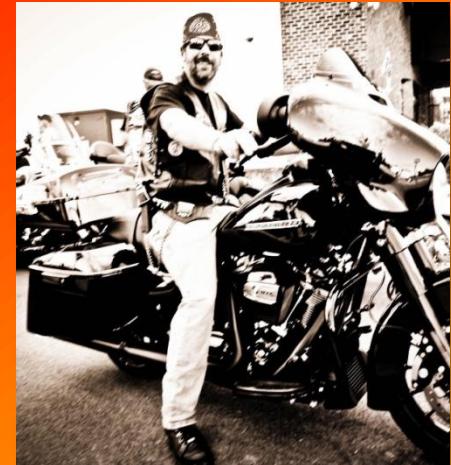
**Top Right: Assistant Director ~ Mic Woodrum**



**Left: Treasurer ~ Judy McQuoid**



**Right: Secretary ~ Jason Long**



**Top Left: Membership ~ Tammy Short**

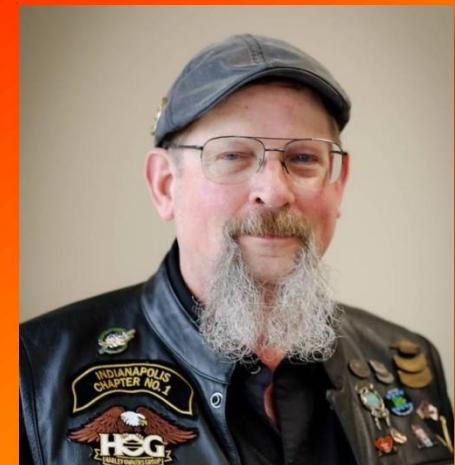
**Center: Safety Officer ~ Bob King**

**Top Right: Head Road Captain ~ Jason Probst**

**Left: Activities ~ Richard Daugherty**

**Right: Webmaster ~ Candy Kennedy**



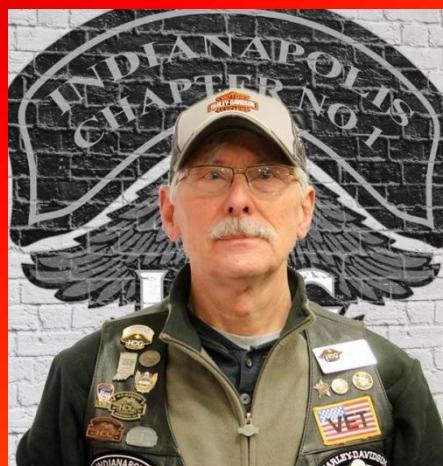


**Top Left: Fundraiser ~ Tristan Daugherty**

**Center: Newsletter Editor ~ Julie Henshaw**

**Top Right: Photographer ~ Mike Friel**

**Left: Historian ~ Allen “Sprunky” Sprunk**



**Right: Publicity ~ Lori Lee**



**Left: Awards Officer ~ Lori Ellis**

**Right: Sergeant-at-Arms ~ John Burris**



# LOAN OFFICER noun

[lōn]-[of·fi·cer]

Someone who solves a problem you didn't know you had in a way you do not understand. SEE ALSO: wizard, magician



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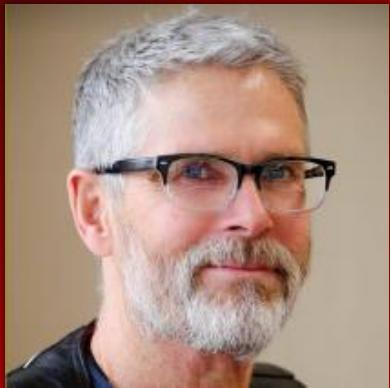
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# BOWWOW CHICKA WOOWOW

**FINALLY able to see the results from the March Torture the Director fundraiser! Nice legs!**

**Thanks Meade for being such a great sport.**



# *Our Director*

## *Meade "Warthog" Van Wyck*

Well, it finally feels like we are getting our riding season back, slowly but surely.

The Mystery Picnic Ride on the Sunday after our first non Zoom meeting in several months was a great success and well attended. Only a couple of U turns were involved....

The Southern Dozen Ride sounds like it was a hoot judging by all the FB posts and pictures that we saw. I know there was a little rain mixed in to make the stories even better(!) but you just can't beat riding in the mountains of Tennessee.

A few chapter members rode up to participate in the Battle Ride put on by the Cicero American Legion. Although it appeared that attendance was down somewhat, they raised the most money for vets with PTSD of all the Battle rides to date! Way to go Cicero American Legion

Next up on the calendar is the Fried Lobster Ride out to Macon MO, where they grow the lobsters thick and luscious I hear. Although the primary hotel is full, there is more room at another one nearby. If you want to go, you will need to hurry. Call Mic Woodrum who is the lead. Info is on the calendar.

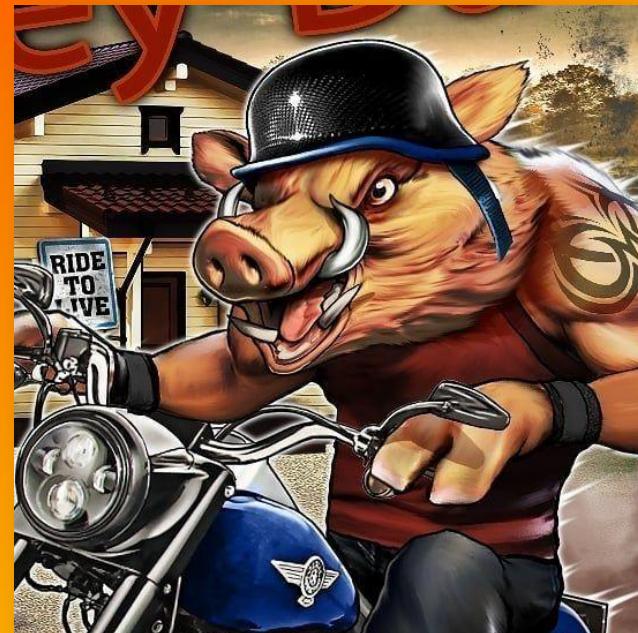
After the meeting on July 11, Dean Hoover will lead us up to the Grissom AFB museum with a lunch stop at the Dutch Cafe right across the road. The museum loves to see us roll in and may allow us to take pics of our bikes with the aircraft again.

And the dealership is getting back to it as well: The RDMR (Russ Dellen Memorial Ride) is on July 25.

So yes, we are returning to some sort of “new” normal and I’m glad to say that we are getting more miles under our foot pegs.

However, it seems as if most of the cagers have completely forgotten how to drive! So please be careful out there.

Looking forward to seeing you on the road....





# *Our Safety Officer*

## *Bob King*

### **Group Riding**

#### *Group Riding Introduction*

There is a night and day difference between group riding and riding alone. Group riding is disciplined with established rules that if everyone follows helps to ensure a safe and fun ride for all in the group. After all, our Number 1 rule is to ride and have fun.

Everyone is responsible for the safety of the group. All riders and even passengers should ride in a way that enhances the group's safety while maintaining the flow of traffic. While riding in a group, you are still responsible for your own motorcycle and your own decision making when it comes to your safety.

#### *The Ride*

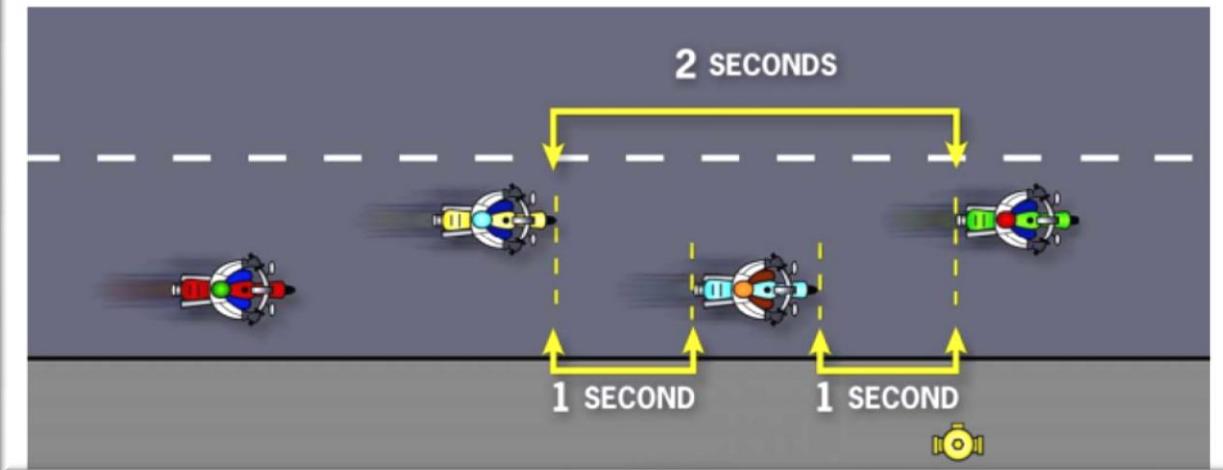
Riding with a group is full of excitement, comradery and that feeling of being a group. Most importantly it is supposed to be fun. However, there is also a feeling of power when riding in a mass of bikes. It is tempting to allow that exhilarating feeling cloud your senses. Be conscious and cautious of those feelings.

Also, it is important to remember although you are in a mass of motorcycles you will be riding your own motorcycle and remember you are responsible to ride within your skill level. Don't get caught into a false sense of invincibility. Don't allow what is going on within the group entice you to ride outside your comfort. Don't get caught up in "White Knuckling" and over tense concentration. That is not fun and maybe in dangerous for you and the group.

If you don't feel like you can comfortably keep up with the group, let the ride leader or sweep or an officer on the ride know at a safe stop point. They will work with you to regain that sense of comfort and security. Don't ride outside your skill level if you are not comfortable.

### Our Standard Formation

**Ride in formation.** The staggered riding formation (see diagram below) allows a proper space cushion between motorcycles so that each rider has enough time and space to maneuver and to react to hazards. The leader rides in the left third of the lane, while the next rider stays at least one second behind in the right third of the lane; the rest of the group follows the same pattern. A single-file formation with a minimum 2-second following distance is preferred on a curvy road, under conditions of poor visibility or poor road surfaces, entering/leaving highways, or other situations where an increased space cushion or maneuvering room is needed.



## Group Riding Tips

Group Riding requires awareness and concentration of what you and others around you are doing. Clear your mind of distractions and strong emotions. If you are angry, tired, really frustrated or super anxious maybe wait for another ride. We will have plenty. Here are a few tips:

- Know your limits and ride within them. *Never ride above your abilities*
- Come prepared to the ride. *Arrive with a full tank of gas and an empty bladder. Bring the appropriate riding gear. Rain, cold, sun, heat. We could see them all.*
- Maintain a constant speed. *This helps to prevent the "Rubber band effect".*
- Always ride in a tight but courteous staggered formation or single file line depending on what is signaled by the ride leader.
- Focus your eyes on a few bikes up the road and don't just focus on the bike in front of you. *Avoid target fixation and remember we scan at 12 second, 4 second and then 2 second.*
- Riding side by side is dangerous. *The only time bikes are to be side by side is when the group is stopped at an intersection.*
- Always be in first gear at a stop. *This allows for a quick escape if needed and may save you from embarrassment of a stall taking off.*
- Never ride up on motorcycle in front of you or beside you. *This should only happen during a stop or emergency.*
- Do not pass the motorcycle in front of you. *This is very unsafe and can put the entire group in an unsafe position. If you are signaled around, please do so safely and regain staggered format.*
- If you miss an exit, stick together. *Proceed to the next exit and the return to the correct exit.*
- Never stop in the road. *If the group or a rider needs to stop they should proceed to the next safe area and pull over.*

- Allow vehicles to enter and exit the highway and change lanes. *A group of motorcycles is not considered a single vehicle. Be courteous. Generally speaking, cars don't want to be in the middle of a group of motorcycles any more than we want them in the middle of the group.*
- Always ride with your headlight on. *It is the law.*
- When in a curve, the rider on the outside of the curve should give room to the rider on the inside of the curve. *If we ride staggered this should not be an issue and will give each rider the entire lane should it be needed.*



# Hand Signals

## MSF's Guide to Group Riding: Hand Signals

**Stop** - arm extended straight down, palm facing back



**Slow Down** - arm extended straight out, palm facing down



**Speed Up** - arm extended straight out, palm facing up



**You Lead/Come** - arm extended upward 45 degrees, palm forward pointing with index finger, swing in arc from back to front



**Follow Me** - arm extended straight up from shoulder, palm forward



**Single File** - arm and index finger extended straight up



**Turn Signal On** - open and close hand with fingers and thumb extended



**Fuel** - arm out to side pointing to tank with finger extended



**Refreshment Stop** - fingers closed, thumb to mouth



**Highbeam** - tap on top of helmet with open palm down



**Comfort Stop** - forearm extended, fist clenched with short up and down motion



**Pull Off** - arm positioned as for right turn, forearm swung toward shoulder



Some others we use:

- Left and right turn like you did before turn signals.
- Close the gap (avoiding rubber banding) is a motion with left hand open palm down low to move forward

### Turn Signals

Use them (enough said). *Besides the hand signals go ahead and use those turn signals to keep others informed. Also, if they don't auto cancel, turn them off.*

I wanted to add this bit of information to this month's newsletter mainly because we have not been able to have a Group Riding Orientation like we normally do at the beginning of each riding season. Not only is it important to inform new chapter members on our riding guidelines, but it is also good to keep it fresh in all our minds.

You can find a full version of the Group Riding Orientation Manual on our website or you can follow the link below.

### Indianapolis HOG Chapter No. 1 - Group Riding Orientation Manual

As I always say at the end:

Let's ride, have a lot of fun but..."Let's be careful out there."

Until next month, "Peace Out."



# *Our Treasurer*

## *Judy McQuoid*

Since I am married to McHuggins and am high risk for Covid19, I want to share the “safe” hugging rules for those who cannot live without their Mic hugs any longer:

Outdoors hugging only  
Wear a face mask if you want a hug  
Turn your faces away from each other  
Keep it short  
Enjoy!

Thanks for being considerate of our situation.  
Jude





# *My Tail of the Dragon*

*By: Jim Moore*

This was a great surprise, when three good friends and I went to Tennessee. I was hoping we would go to the Tail of the Dragon but from what our routes for the weekend looked like, it did not look like we would be down that way but, only just close.

The Tail of the Dragon has been on my bucket list for as long as I can remember. I have been to other friends' homes and saw pictures, posters, and shirts they had brought back with them, from their adventures. Therefore, seeing those things, just made me want to go more. In addition, seeing some of our chapter members posting pictures on social media, made me want to go even more.

Well, my dream had come true on Sunday May 24 2020. Richard Daugherty, Bryan Stiff, and I left the hotel in Caryville Tennessee at around 7:30am and started on our adventure. Of course, when we left the hotel, I had no clue where we were going or would end up. The first part of the morning was an odd beginning. Because of Richards GPS not picking the right road to turn on, it was as if, we found the people of Deliverance. Yes, just like the movie! We were on a road that took us back to the same ending spot twice. Even though, we turned in a different direction once we turned around. I am sure it was just in my head but I was hearing banjos starting to play. Hahaha!!

Finally, after getting off the dead end road, we were back on track and heading southeast. I still had no idea where we were going to end up. I trusted my friend and his route he put together. Our first stop was Norris Dam. A beautiful sight to see early in the morning. The fog was lifting and the water was calm. We took a few pictures and then hit the road again.

Our next stop was Smoky Mountain Harley Davidson in Kodak Tennessee. They were not on a scheduled stop but, Bryan and Richard just happened to see the dealership so, we stopped in. They were not open that early in the morning unfortunately and it would have been nice to grab a poker chip and a T-shirt. Maybe next time. After we left there, we stopped at another Harley Davidson in Pigeon Forge called Rocky Top Harley Davidson. This store was open and then the buying of shirts and chips began. Little did I know, the spending of money, also began hahaha! That is not a bad thing though because, memories were being made. After hanging out at the Harley store, we made our way through town and went to our lunch stop. Bubba Gump Shrimp Co. The food was good and the service was good. At least up to the point until the server dropped a ramekin of ketchup on the floor and it splattered on one of my nice Harley shirts. The waiter became nervous and was apologizing frequently. He even went as far as to say he was glad I stayed calm and did not get up and kick his butt (insert a more profane word) hahaha! Once we were done eating, we went back to our bikes to continue our adventure.

The next stop on our day, was yet another Harley Davidson dealership (imagine that hahaha). Cherokee Harley Davidson in Cherokee North Carolina. More T-shirts and chips were had! Once we were done there, we were on our way again. Richard was leading and had the router entered into his GPS. We unfortunately, ran into a little rain and had to stop and put on rain gear but, that didn't last long.

We were able to remove our gear at a gas station that was closed that day. Then the fun began. We were on, or actually, already on 129. Being on that road never rang a bell as to where we are. We started down the road and the twisties began. The adrenaline and excitement of being on a road like that started and a smile was on my face. Happiness was my only emotion. Once we got through those twisties, it opened up and I saw bikes galore! The smile became bigger. I was in heaven. Then I saw the signs. Deals Gap! I knew then, where we were! More excitement ensued! We went in and I bought more T-shirts and chips and even a few vest pins. Proof I was there.

You now had heard the beginning of this adventure. The real excitement and adrenaline was about to happen. We saddled up and Richard took the back of our small group so he could Go-Pro our fun. Bryan took the lead and I was right behind him. I do have to admit, I was a little nervous and did mention how nervous I was to Bryan and Richard. They both spoke up and said, "Don't worry; you ride how you feel comfortable"! That actually calmed my nerves that I was with friend that were looking out for my safety and me. The bikes fired up, the nerves were calm and the fun began. The first couple of curves were a little intimidating but, after that, I felt at home and the real fun began. We had no bikes or cars in front of us from top to bottom. We owned the road!

I became one with the road. I know that sounds corny but, it is how I felt and it was comfortable. We started rocking those curves as if they were nothing. I heard my floorboards scrap several times and that is when I knew, I was one with the road and I was having fun. There was no curve that I could not handle and I seemed to know my bike and my limits. The road, my bike and I were as one. The Dragon was being tamed. I had her by the tail and she was mine. I owned her!



**She was not going to own me! 11 miles and 318 curves later, I claimed my Dragon slayer title. One last stop after the Dragon and it was 129 Dragon Harley Davidson. More shirts and chip. Our last adventure of the day was making our way back to the hotel in Caryville Tennessee.**

**I could not thank Richard and Bryan enough for taking me on this trip. It was an awesome experience and one I will never forget. So, one last time, thank you Richard and Bryan for this adventure. You two rock!! I am looking forward to the next big adventure in my life and to check mark yet another off my bucket list!**





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# *HOG Time Machine*

*Let's see what went on way back then...*



Above: Chapter Picnic, Aug 2014

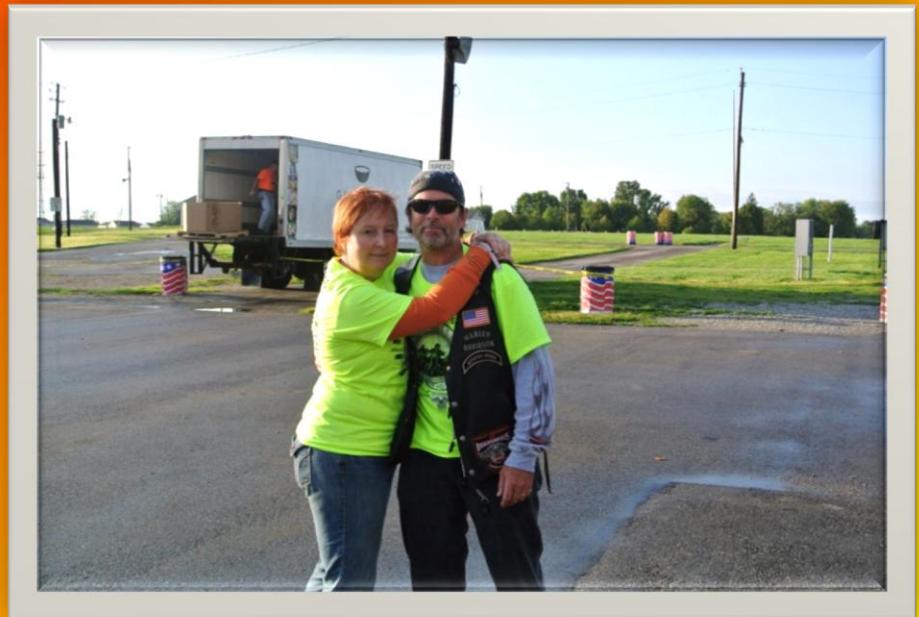
Right: Flags for Heroes, May 2015





**Left: Moonshine Lunch Ride, April 2014**

**Right: Rew & Meade, Sept 2012**





# *Southern Dozen*

*By: Chip Sandleben*

It was an excellent start to a fantastic weekend of riding. Everybody was on time, early even, for the 7-hour ride to Johnson City, TN. The sun was shining and the air was crisp as Bob King took the first group out of the Shell station on Post at I-74 promptly at 8:00am. John "Let's Roll JRay" Short took the second group about 15 minutes behind the first group for most of the route.

After the first of 5 stops, JRay took his crew down a different set of roads ultimately ending up at the Hampton Inn in Johnson City. John even had directions printed out for anybody riding in his group. I asked if they had medication for that level of OCD. He seemed uncertain.

The stagger, communication and weather kept us in a good mood. Bob and I tried desperately to sing to anybody listening to channel 4 on the CB but we both decided we missed Mic's serenades.

We took leisurely breaks along the route only exceeding 90 minutes once or twice. The weather couldn't have been better. After lunch at Cheddars in London, Kentucky, we did finally veer off the interstate onto Cumberland Parkway in Corbin, KY.

That was mostly 4 lane highway defined by long sweeping turns accented by long climbs and long descents to test the throttle control of the best among us. Most of you that know me, have to understand the struggle of keeping Barney at a reasonable pace. But Bob, in his wisdom, put me at the back as sweep to herd our crew and keep me in check.

Upon arrival at the hotel we met up with Kristi and Dawn, who drove down so they could make shopping stops along the way. I think they drove so they didn't have to hear Bob and I sing but they hid it well as not to hurt our fragile egos. It worked out well for Bob and me as they were already checked in at the hotel when we got there and drinks were cold.

After checking in, most of the group split up for dinner. A large part of the group went to a Mexican place that Kristi and I found last year by accident. Good food, low prices and very happy to see customers. Covid impact was noticeable in Johnson City, especially at the hotel, but widely ignored in most of the places we visited over the weekend. Some masks were visible but along the bike rest stops it was not seen hardly at all.

Saturday morning, we ended up with a group of about 10 bikes. I was the lead of this crew and we were making up the route on the fly. This is ok when you have a few bikes but with 10, it became a challenge for all to wait while we made a decision on what road we should be on. Diana Eash put it best when she told me that she didn't remember making that many U-turns on any other ride she has been on. It hurt, but I was able to carry on.

In that Saturday ride we did hit some of the hotspots around Johnson City. We didn't get any rain and rode about 7 hours in all. We were on many of the mountain switchbacks that pepper that make that area such the attraction for bikers and sport scar enthusiasts alike. We had to talk Linda down after one of the segments as she was as giddy as a schoolgirl. "That was awesome!" was repeated several times.

We did finally find our way back to the hotel. Again, went our separate ways for dinner. That night we were guided to dinner by the desire to eat local. It turned out to be a noble cause that didn't end all that well. I think it was summed up best by Bob's description of dinner. "Their Iced Tea was awful and the wings probably came out of a Tyson's bag."

Sunday started out as another sunny summer day. However, it didn't hold. We set out in a much smaller group, mostly because Bob, Dawn and Kristi slept in and the others were already gone. We were going to ride the "Copperhead Road" which mapped out like 3.5 hours of extremely technical riding. I was excited for more Twisteess. We decided to hit Colbach HD for a quick shop stop. Unfortunately they didn't open until noon on Sunday and we got there around 11. We went further up the highway and ended up taking an early lunch at Cook's Boathouse. It was a lakeside café with good food, low prices and lakeside deck seating. When we were settling up the bill, we noticed the sky started to look ominous. We consulted radar and sure enough, there was a nasty blob of green, yellow, red and purple over Copperhead Road. We decided to head back to Colbach HD, to do that quick shop stop and the rain chased us there. We talked to the local staff for some guidance on a southwesterly route to dodge the line of storms and sure enough we had some success. We caught a couple of drops but didn't get wet and were able to hit some nice back roads. Sadly, Copperhead Rd. was not to be had this day. We kept adjusting our route to outrun the rain.

We ended up in Virginia by mistake, did another U-turn and then got on a nice road that seemed to go on forever. We made it to Gate City for a long needed pit stop and to reconnoiter dinner.

Dinner selection didn't quite go as planned. The first place we tried was a Chinese restaurant that screamed Ptomaine Palace and it was a nonstarter. The second place we picked was shuttered. It looked closed for a long time even though they are still listed on Google. The third place was so seedy that even I wouldn't think of getting dinner there. We finally landed at a spot in downtown Gate City. And that was perfect. It was a local tavern that had a great menu. Good times had by all. Several of us had a beer. Even Dawn and Diana had a beer. However, their sizes were only slightly different.

After that we decided to head back to the hotel. How did we get along without Google Maps? After a short discussion on how we were going to get home on Monday, we all said goodnight and went lights out.



Monday morning, Bob, David and I decided we would go back to do part of Copperhead Rd. on our way northward. Copperhead Road was having nothing of it. On the way there, we rode straight toward a dark wall cloud. It was visibly raining from miles away. We performed another about face and ran from the rain yet again. This time we went way east then north before breaking west toward Lexington to avoid the rain. We again were successful in staying dry. We decided to hit the Nada Tunnel on the way home. It was quite impressive, and we had to take a few pics.



After a late lunch near Lexington, we deadheaded it homeward. We did stop at the Love's Truck Stop in Greensburg in remembrance of the Southern Dozen of 2019 when Barney had his stroke. We successfully left that stop this year with all mechanicals intact for a safe ride home without incident.

It was a great weekend, filled with silly shenanigans and seriously curvy roads. Special shout out to Bob King and John Short for leading our two intrepid groups southward. And to Mark Jones, Rick Cass and the cast of others who made this ride successful.

Indianapolis  
Chapter #1  
Out and About...  
Mic, Judy, Bill & Julie on  
a weekend Ohio River  
trip.



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# Where's Harley?



◀◀◀ From Jason

To Larry ►►►



# Indianapolis Chapter #1 Out and About... S12 Pics





# *Oldenburg and Space*

*By: Tim Givan*

Back in May Cheri and I were part of the Oldenburg Ride. It was an enjoyable ride (a couple of hiccups with bikes but otherwise a great ride) and we were glad we went. However we almost didn't. Nothing against Mark, in fact, he led a great ride and look forward to more rides he leads in the future, but it was something else going on that day...SpaceX.

Many of you don't know me but one of my passions is anything to do with outer space, particularly the space program. Growing up I was privileged to be able to watch launches to the moon. I remember the first crew going to Skylab. In school, my teachers would pull me out of class to watch launches in the library, cultivating that love of space flight.

When I heard about this new space flight called the "shuttle" I wrote a letter (no email back then, this was real pen and paper folks) to NASA asking what I needed to do to be able to be a mission specialist...and they replied with an application and a letter on what courses to concentrate on!

My heart broke when the Challenger exploded and broke again when NASA mothballed future space flight. I honestly thought I would never see another American space flight in my lifetime. Then along came Elon Musk and SpaceX.

I had heard rumors of him wanting to build a space craft and about some of the dealings (some pretty, most not so much) between him and NASA. They worked it out. There was going to be an American launched space flight again! I was ecstatic! And it was going to be on a Wednesday, with me teleworking and be able to see it! Yay!

Then it got scrubbed with less than a half hour to launch....and moved to Saturday....the same day as the Oldenburg Ride. I had a decision to make. Part of me really wanted to go on this ride. It would be our (Cheri and I) first group ride of the year. Plus we missed riding with the group. And yet, first American launch space flight in almost 10 years! We both wanted to see the flight but go ride also so we decided to ride and hoped to catch the replay later on.

If you remember at the beginning of this article I said it was a great ride with a couple of hiccups. Sitting at lunch Cheri was able to bring up the live coverage of the SpaceX Dragon as it was finalizing to launch. We finished lunch and walked to the bikes with about a half hour to go before launch. One of those hiccups I mentioned earlier was a dead battery on one of the bikes in our group. This resulted in a new battery being needed. So as we waited for the new battery Cheri and I, being unsociable (lol), hovered around her phone watching the final countdown. The Dragon launched.

We both whooped with joy as it took off and climbed faster and faster into the heavens. Riding home we chatted about the launch and realized we got to do both of the things we enjoyed, ride with the group and watch an American space launch almost 10 years in the making.

**It was a great day.**



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## Piggy Prose



Hard roads and endless lines flow through his veins  
Cold steel and hot fuel injected 's the dream that fills  
his brain

But no, not slow, the speed fever grows  
He rides, he sees, he knows

You've got to ride to live, live to ride  
Feel the flames burn inside  
And though you know, you ride to hide  
You ride to live to ride

*Twisted Sister ~ Ride to Live, Live to Ride*

You don't stop riding when you get  
old, you get old when you stop  
riding.

*Anonymous*



# *A View From the Road*

*By: Mark Jones*

## **A View From The Road - Be Aware of New Specification Changes**

We drive or ride on them daily. We take them for granted when their condition is good, we bitch about them when they are bad, and we despise them in the winter with snow, ice and salt on them and the resulting potholes come springtime. Through this all we recognize that roads are a vital part of our existence.

Many of the roads we have today started as Indian trails. The majority of the roads were constructed in the 1930's to 1960's, when traffic volumes were lighter, freight was carried by train, and people didn't commute to work. Roads were not designed and built to carry the vehicle weight and traffic volume we have today.

The clay soil in Indiana is a detriment to the life of our roadways. The clay soil traps water, which leads to subgrade failures and potholes. The most important part of maintaining a road is drainage. Water has to run off the surface. The pavement needs to be designed so that water does not go through it. Adequate drainage features need to be in place in order to keep the water from collecting along the sides and underneath the road base.

New and re-constructed roadways today are designed and built to handle the volume of today's traffic. The clay soil is stabilized with lime or cement, drainage layers are built within

the pavement to eliminate water infiltration, and underground drainage is installed to carry the water away from the pavement subgrade.

Federal Highway and the Indiana Department of Transportation (INDOT) have also modified their specifications to increase the lifespan of the pavement and reduce the life cycle cost. The new specifications require contractors to install a rubberized pavement joint sealer on paving joints for the top two layers of asphalt pavement. The joint sealer will seal up any voids that may occur on the joint. A liquid asphalt joint sealant is also required. The joint sealant is a two foot wide band of liquid asphalt that is designed to seal up the pavement joint. Specifications require that pavement joints be within 1 foot of the pavement striping.



There were problems with the thermoplastic striping adhering to the liquid asphalt sealant and the snow plows were removing the striping. The new specifications require that the center line and edge line striping be grooved. Installing a groove gets the striping surface below the road surface so it is less likely to be scraped off by the snow plows. Reflectivity specifications were increased so the striping lines are more reflective at night.

The raised reflective pavement markers are also being phased out. There are issues with these markers becoming projectiles if they are removed by a snow plow. The new specifications require grooved rumble strips for center lines and shoulders on higher volume highways. Be aware of the joint sealant areas, rumble strips, and grooved pavement lines when riding.



Any state or federal highway with a speed limit of 45 mph or greater is required to have a skid resistance surface. A polished resistant aggregate, blast furnace slag, or steel slag is used for the surface layer. INDOT will perform a skid test periodically. If the road surface fails the skid test, the roadway will need to be resurfaced. On higher volume roads that are in good condition, INDOT is now profile milling and using a thin lift of asphalt with a polymer modified asphalt emulsion. The asphalt emulsion seals up any small cracks and voids. If the roadway has significant cracking and settlement, a conventional mill and 1 1/2" overlay may be in order.

Chip and Seal is a lower cost alternative for many of our county roads. INDOT is now utilizing it on lower volume roads with speed limits of 45 mph or higher that are in good shape. The process includes installing a heavy layer of polymer modified asphalt, covered with a polished resistance aggregate. The aggregate is rolled and the polymer modified asphalt seals up the voids within the aggregate. After the aggregate is installed, a Fog seal is then applied to the roadway to eliminate the dust from the stone and the fog seal locks in the top layer of aggregate. Freshly installed chip and seal roads should be avoided by motorcyclists.



Another common maintenance practice for the department of transportation is crack sealing. The best time of the year for crack sealing is the fall. The cooler temperatures allow the cracks to contract, allowing more of the sealant to get into the crack. This material is rubberized and moves with the expansion and contraction of pavement. These “tar snakes” can be hazardous to motorcyclists so ride with caution!

Every state DOT has a website that will show construction and current closures. These sites are a great resource when planning a trip.

<http://indot.carsprogram.org/>

<https://www.ohgo.com/>

<https://kytc.maps.arcgis.com/>

<https://smartway.tn.gov/>

<http://traveler.modot.org/>

<https://www.gettingaroundillinois.com/>

Be on the lookout for some of these features when traveling state highways this summer and ride safely.

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# Indianapolis Chapter #1 Out and About... Battle Ride Pics



# Stage, Sound, Lighting



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Cell: 1-260-223-8125



# *I Couldn't Ask*

*By: Kathy Campbell*

I couldn't ask anyone to escort me to the task I had to complete.

I couldn't ask for better people to step up and be there for me in my time of need.

I couldn't ask to be blessed with a better HOG family.

As many of you know, my hero, my father passed last month. The support I received from the HOG members was outstanding. The flowers from Indianapolis Chapter #1 were absolutely beautiful. It touched my heart when I saw my HOG family come to the viewing and the service the following day. I couldn't believe that the masked riders came to the first funeral in town since the big COVID hit. All of the cards and messages I received from this amazing group reconfirmed that I was a part of something special. That was only the beginning.

I had to do something unbelievable. Nicholson just happened to text on a Wednesday and indicated that he would love to get some wind therapy that weekend. I had to make a trip to Riley Indiana on Friday and jokingly asked if he wanted to go. He was in! Then I revealed the reason I had to go and he was still in. I couldn't believe it. Then out of the blue, on Thursday night at 11pm, Miss Jamie Bridges texted and asked what was up for the weekend. I revealed my Friday plan. She asked if I had asked "Daddio" to go. I couldn't ask! I couldn't ask another human being to ride to a cemetery in Riley Indiana to witness my father being dug up and moved to the correct grave.

Ten minutes later, after "Daddio" was woken from his slumber, I got the message that he was definitely in. I was in awe! I arrived, slightly late, to the McD's to meet the two Davids on their Harleys. It was never so happy to see these two riders so early in the morning.

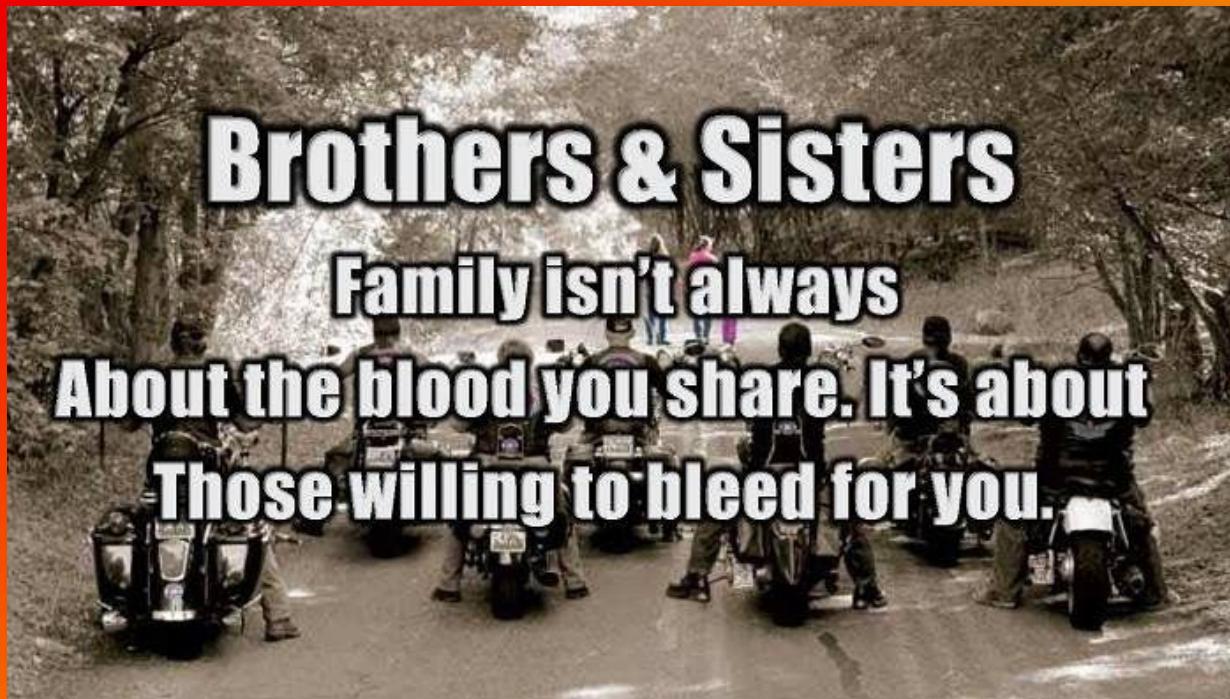
The day was sunny and perfect for a ride. These two riders were my saving grace when I had such an emotional task to complete. Back story is that they buried my father in the wrong grave site and it needed to be corrected as soon as possible. I couldn't ask my mother, my siblings or my friends to witness this event. As you can imagine, the two Davids made fantastic supervisors. They watched the entire process and even took photos of me lining the new grave with rose petals.

They watched the entire process and even took photos of me lining the new grave with rose petals. Who does this? My HOG family, that's who. After Dad was settled into his correct spot, we headed to 36 Saloon for a scrumptious lunch. At this point, I would follow these two anywhere. "Daddio" knew just what I needed to keep the tears from having a party in my eyes. We took the scenic country roads through the countryside. And as you know, county roads equal a stretch of gravel, the size of baseballs. I confess that last year I did say that I needed practice riding on gravel. My wish came true. I was not afraid, I just followed. I did not think about the dirt pile left behind and those tears had to social distance.



I believe that the last-minute texts contacting me were some kind of HOG intervention. I couldn't ask for a such a task to turn into an adventure. I couldn't ask for more compassionate comrades. When I joined HOG Indy Chapter 1, I had no idea that this group was a really a family.

#MYHOGFAMILY



# Indianapolis Chapter #1 Out and About...





Rew Van Wyck  
317-709-5027  
[rew@rethewrealm.com](mailto:rew@rethewrealm.com)

@hbtrealty317

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**Elaine Simmons**



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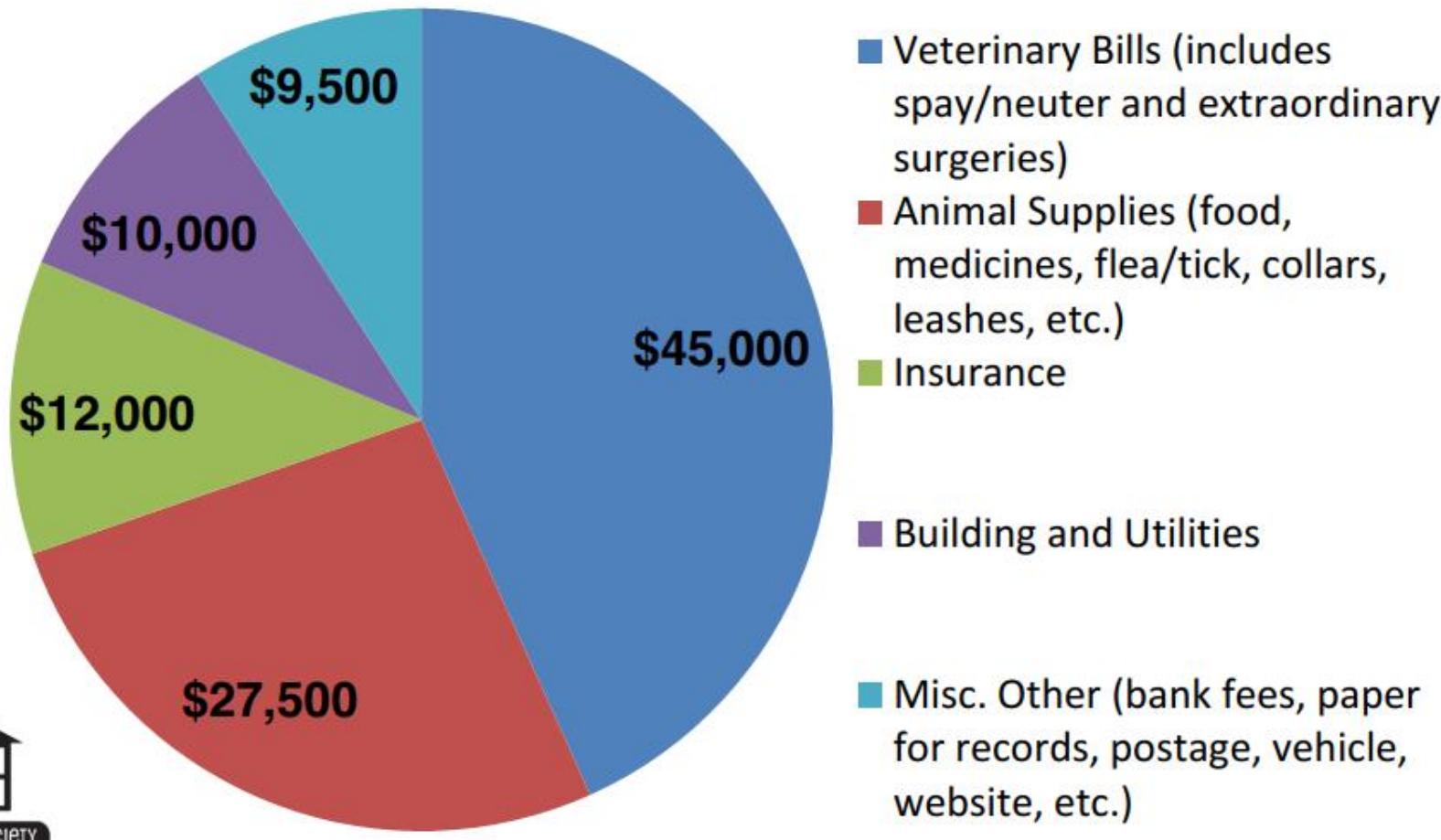
# Welcome New Members

**Jim McCarter**



If you've missed getting your photo taken, please see Mike Friel at the next in person Chapter meeting. We want to showcase all the new smiling faces!

# Humane Society for Boone County is always fundraising because ... there is always another animal that needs help!

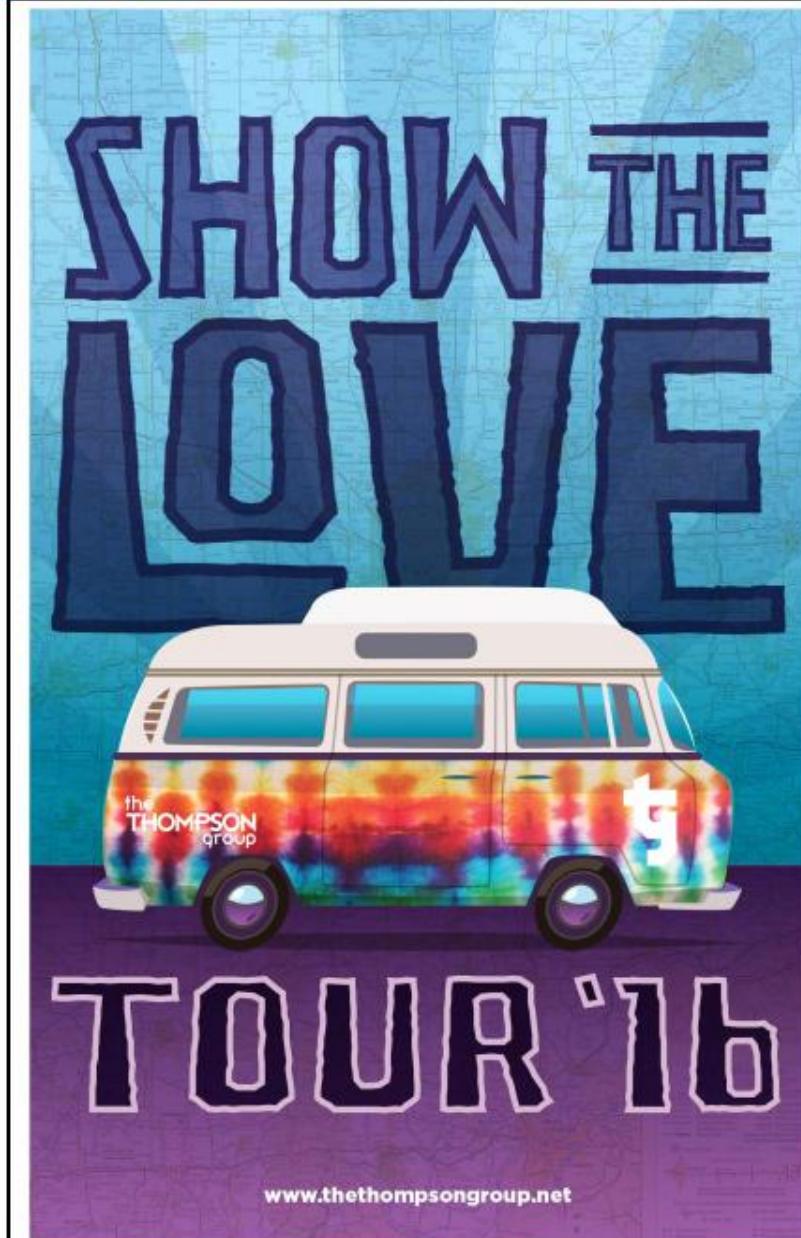


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**IT'S A BEAUTIFUL DAY**

Editor: Julie Henshaw

*“Strive to overcome the otherness of the others.”*

I promise, this is not a political post.

The quote above is from an ethics professor my younger brother had in college, whose name unfortunately alludes me in my old age. But I love this quote and it has stuck with me for years.

The world is in quite a strange place right now. Whose right, whose wrong, who knows? What matters most to me is that the majority of us are good people down deep, no matter what our political or social ideals are. The struggle seems to be everyone seeing that goodness in others, that otherness.

We are lucky though, as HOG members we are involved in a group that has all types of people and because of our collective love of Harleys and riding, we come together with no thoughts of our differences, only our desire to feel the rumble of the bike and have the wind in our faces. We are happy to see everyone, to give hugs ('Rona acceptable ones of course) and tell each other how good it is to see them. We are there for each other in times of need or to take an impromptu ride with no destination, only a direction in mind.

No matter how you feel about certain things going on, no matter how angry or sad you may get, just try your best to *strive to overcome the otherness of the others* and remember, you have a group of people who love you no matter what. You have your HOG family.

Namaste...and see you on the road!