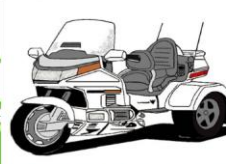
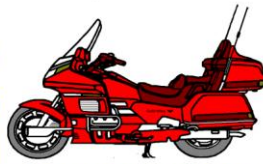




BLACK SHEEP PEN ~ CHAPTER A DES MOINES, IOWA

January 2022

Chapter **G2G** -First Saturday of every month at Steamboat Boys, 1301 NW 114th Street, Clive, Iowa 50325. Phone number 515-223-5700. Breakfast from 8:00 to 8:30 and Information Sharing at 8:30



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www.gwrra.org

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Director of Motorist Awareness: James & Freida Clayson--james.clayson@gmail.com
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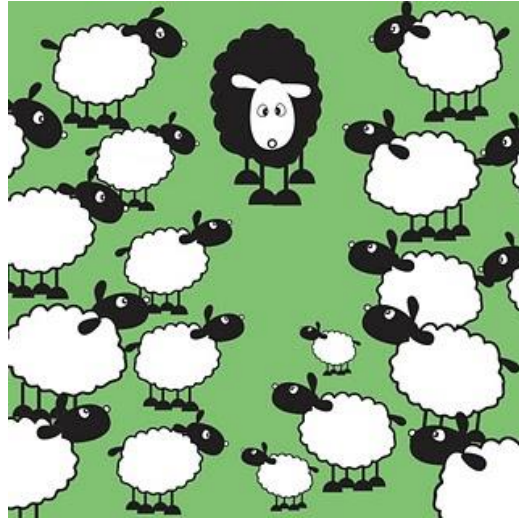
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Directors: Roxanne Oder and Roger Munson
Assistant Directors: Roger and Sue Bahe
Assistant Director: Randy Heath
Ride Coordinator: John and Yvette Moravec
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Member Enhancement: Sue Thompson
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Newsletter: Sue Thompson
Motorist Awareness: Donna and Rich Wesolowski
Motorist Awareness: Don and June Detwiler
2021-2022 Couple of the Year: Motorist Awareness: Don and June Detwiler
Roger and Lisa Fleming

CHAPTER A TEAM

www.gwrraiachapa.com

Co-Chapter Director-Dennis Irvin and Dave Tingle
Assistant Chapter Directors- **OPEN**
Membership Enhancement Coordinators-Brian and Karen Black
Treasurer-Rick Halbur
Newsletter- **OPEN**
Ronald McDonald House Coordinator- **OPEN**



SHEPHERD'S STORIES



Dennis Irvin / Donna McCullough
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Happy New Year everyone. Donna and I hope that the holiday season and new year were good to everyone and that you all are doing well. We hope you got to spend time with family and friends.

Our first gathering of the new year went well. We had a good sized group and that was nice since we had a speaker from the Iowa State Patrol come in and have a safety talk.

Trooper Larson was a very well versed, informative, fun and friendly presenter. The patrol and their Public Resource Officer program have several different topics they can present if asked to do so. In this case, we of course, asked for a motorcycle safety talk. The presentation is not too long, 15 minutes or so but includes a lot of important information. Afterwards, he opened it up for a Q&A session and I personally think that went very well. Lots of good questions were asked and answered.

Some of the topics I thought that were of major importance were speed and stopping distance. He is a firm believer in the speed limit. With perception and reaction time being about 1.5 – 2 seconds on average, at 55 mph, you will travel the distance of a football field before any braking,

slowing, or swerving action will begin to take place. Something to keep in mind while you are out riding or driving. That led us to talk about looking as far ahead of you as you can. 12 seconds is the standard teaching but just try to look ahead of you as far as you can. This way, you can see possible issues and make any corrections before it becomes a real problem, and you must make sudden changes.

One member who couldn't attend asked us to ask about modulating headlights. Specifically, if he was aware of the state and federal laws concerning them and if it was part of the presentation. Trooper Larson is aware of the laws, and it is part of his presentation. He did not spend a lot of time on it, however. He is a firm supporter of modulating headlights as they help to get you seen. By the way, he is a former rider himself. As for if this is part of all the Public Resource Officers programs, I did not ask.

Some riders in this group and others that I know have been stopped by law enforcement and issued warnings or even tickets for their modulating headlights. Some officers simply don't know the laws. I carry a card that has the Iowa code and the federal code to be able to show the officer if needed. We will put copies of these in this newsletter and you can make copies and carry or just take a photo with your phone. Some officers simply don't care and will demand that they be turned off. If you run into this situation, the prevailing advice is to just comply until you get out of their jurisdiction and then turn them back on if you see fit. Should you get a ticket, Trooper Larson suggests that you call the county attorney in charge of the area you are in, explain the issue and applicable laws if necessary and that they will most likely just decline to prosecute. You could take it to trial if you so desire as well.

There is some ambiguity as to what constitutes a modulating headlight. What it CANNOT do is flash. That means the light cannot go completely out and back on. You also can't have wigwag headlights. Modulating means that it loses part of its power and then goes back to full power. I have seen different percentages as to what those percentages are. Anywhere between 5 and 20%. Anything you buy commercially should fall into the legal spectrum.

Another issue Trooper Larson explained is where the modulator is placed on the high beams. There is some regulations as to how much wattage they can put out but no one really has the equipment to test this so that shouldn't be an issue.

Some concern was expressed that if you put it on the low beams and get told to turn them off, you won't be able to. I cannot speak for all the systems out there but the one I had on my wing had a light sensor that you could cover up, thereby making the system think it was dark and it would then shut off giving you just the low beams. Use them or not, it's your decision but just be prepared.

Otherwise, we just put out some information on upcoming events and then we went into working on this coming years schedule. We got the dinner rides set. We are working on at least three camping events. And, we have an idea already working for the Memorial Weekend trip. We are also working on a CPR/First Aid course for those that need it and so that I can complete my certification as an instructor.

Thanks to everyone who made the meeting. Good to see you all. We missed those of you that couldn't make it. We understand that things don't always work out.

Just an FYI, we are looking at a different location for the monthly gatherings. Steamboat Boys is under new management, and they are making some changes. Part of the issue is that they are looking for a guaranteed number of attendees and we just can't do that. More information on the new location when we have it.

We had a good dinner at Los Tres Amigos for our first dinner of the new year. Food was good and we had lots of good conversations going.

VETTIX FOR YOU

I talked earlier about an organization that provides tickets for veterans, retirees and any others that fit their requirements. I thought I'd provide the information again in case anyone wanted it again or perhaps missed it.

This organization gets tickets donated and then provides them to vets at no charge. The only charge would be the processing fee to the venue where the event is held at.

You can sign up to get notifications for just about anything you might want. Sports events, concerts, races, gardening shows and a whole host of other things. Whatever you might be interested in.

We have taken advantage of this and have had some really good seats and seen some really good shows that we might not otherwise have been able to go to.

Here is a link you can use to go to their site and check it out more and sign up if you so desire. Here you will also find out all the information you will need to qualify.

<https://www.vettix.org/ref/919134>

Some **Events for 2022** were discussed with flyers that we had at the meetings, and we will try to cover here in case you want to put on your calendar now.

January 21/22 Illinois District Under the Big Top Three Wing Circus - Springfield, IL

March 11/12 Missouri Spring Fling – Osage Beach, MO

March 26 Iowa District Officers Conference and Loco Looney Lunch – Springville, IA

June 2-4 Missouri District Rally – Branson, MO

June 17/18 Wisconsin District Rally – Reedsburg, WI

June 29/July 2 Wing Ding 43 – Shreveport, LA

July 22/23 MN/ND District Rally – Worthington, MN

September 9/10 New Hampton Motorcycle Rally – New Hampton, Iowa

August 26/27 GWRRA Multi District Ride In – Dubuque, Iowa

September 9/10 New Hampton Motorcycle Rally – New Hampton, Iowa

September 23/24 Iowa District Rally – New Hampton, Iowa



Dave & Diane Tingle
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SHEEP HERDER'S



RAM WISDOM



From your Iowa District Educator,

Chapter A had invited a highway patrolman with the Iowa State Patrol to their January G2G. He gave an excellent but short presentation about motorcycle accidents. Other chapters may be interested to know that the Iowa State Patrol has a number of officers around the state that give similar presentations for public relations. The Chapter members had many questions for him about modulating headlights and other topics. It is surprising how many misconceptions there are what is legal and what is not.

In his presentation he had mentioned that the severity of a crash was determined by speed multiplied by weight. There are actually quite a few factors that determine the severity of a crash, but he was right that these factors determine the amount of energy involved in a crash. Speed times weight, or more accurately it is velocity times mass that equals momentum. The amount of momentum that a body has colliding into another body will have definitely affect the damage done in an accident. Enough with the physics. The point he was trying to make us aware of is that both the speed we are traveling and the weight of our vehicles are going to affect how much impact a collision will have. So, a Goldwing loaded with 2 passengers and all their luggage traveling at interstate speeds can make quite the impact in an accident.

Speed also affects how time we have to react or come to a stop when we need to. An easy formula that gives you an approximation of how far you are moving per feet per second is to take your MPH and multiply it by 1.5. So, someone driving at 50 MPH is moving 75 feet per second. The actual calculation is slightly less (1.46667 instead of 1.5), but 75 MPH is pretty close to 73.3. At 60 MPH you are moving 90 feet per second. So, an increase of 10 MPH resulted in an extra 15 feet per second. That means that if you have to stop in 240 feet to avoid a collision then you have 3.2 seconds to stop if moving at 50 MPH, but you only have 2.7 seconds if you are moving at 60 MPH. A half second may not seem very long but it can have a big impact on the speed you are going if you had that extra half second.

So, going faster will affect both the amount of time we have to avoid an accident and the amount of damage that can occur in an accident. Double whammy! For me, too often I feel the need to make good use of time, to get where I am going and may be guilty of going faster than the posted speed. Okay, I am guilty of speeding a little at times, not 'may be'. So, what is the harm of going a little bit faster? Even though speed usually is not the primary cause of accidents it is a very common contributing factor. I know it would be very wise of me to observe posted speed limits more closely and adjust my speed slower when conditions warrant. Do you think I can change?

Don't forget to sign up for ARC or TRC classes at Safety Weekend, which is on May 21st and 22nd. We have a First Aid/CPR class scheduled for February 19th in Cedar Rapids and hope to have dates set soon for classes in Waterloo and Des Moines. Contact Cheryl Sayers if you want to attend the class in Cedar Rapids.

That is it for me this month. Until next month, stay healthy, stay safe, stay warm and stay happy.

Greg Hayes

Greg Hayes
Iowa District Educator
515.229.1597
hayeswing@gmail.com

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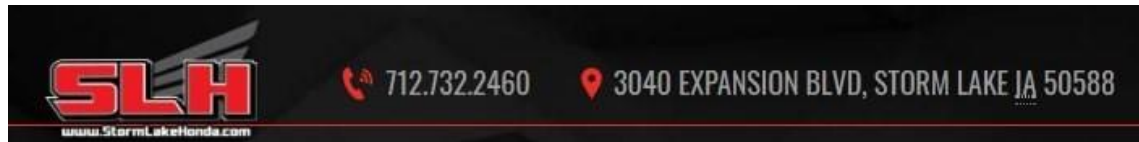
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