



## *The Shadow Writer* *April, 2015*

Official Newsletter of the  
Shadow Riders Club of St. Louis  
[www.shadowriders-stl.com](http://www.shadowriders-stl.com)

### **A Letter from the President**

Hey Everybody,

It's been a looong winter but the club riding season is finally here. The clubs calendar is starting to fill up with some great Sunday rides this year. Let's keep our fingers crossed for good weather. If every member would just volunteer to do just one or two things for their fellow club members this year it would make it more enjoyable for everyone. There are so many way's that you can help out: Organize a ride; Lead or drag groups on rides; Help lineup groups for Sunday rides; Help with the picnic or holiday party; Help collecting for our chosen charity on helmet collection days; Hot dog grill days at St Charles HD; and the list goes on. Many hands make for light work, few hands just plain old suck!

Hopefully everyone has been taking a look at the SRC website calendar to keep up with club activities, rides, trips etc. There are four trips on the calendar under the road trips tab: Arkansas in May; Branson in June; Colorado in August; and of course Bikes Blues and BBQ in September. We are blessed with some great roads to ride all over the country. Doing it with a group of friends is icing on the cake.

If you are a ride organizer please make sure that you send Ted Koski and John Geiler a description of your ride to put on the website calendar and newsletter.

Let's go for a ride together, Lou Soucy

#### **Club Meeting (General Membership)**

7:00 pm, 4th Tuesday of the Month

The Sports Café, 3579 Pennridge (West of St. Charles  
Rock Road, North of I-270)

**Next Meeting: April 28, 2015**

Board meeting 30 minutes before regular meeting.

#### **Sunday Rides**

April through November:  
Meet at Old Orchard Center, 14128  
Manchester, behind Arby's. Plan to arrive around 9:30, line up your bike, then visit with friends. Rides leave at 10 a.m.

## Minutes of meeting 3/24/15

Safety meeting will occur on Monday March 30th at the Elks Lodge, where the holiday party was held.

A call for this year's picnic organizers was answered by Tony Weaver and Andrea Geiler. Lou said he would put the ride together.

On Saturday April 18th, starting at 2:00 pm, we have arranged for an EMT trained guest speaker to cover accident situations. A Power Point presentation will be given and questions answered. Tentatively held at the Grand Glaize library location at highway 141 and Big Bend.

On April 25th, a swap meet will take place at the Landing dock, located on the way to Grafton via the Great River Road.

On May 25th., we will be roasting hot dogs for Big St Charles.

Our Helmet Day is May 16th at the intersection of Manchester Rd. and Barrett Station Rd. We have 11 volunteers, however we would like a minimum of 2 more.

Russ stated he was pleased with membership renewals, since they are running ahead of last year. 82 members, 20 significant others, 1 junior giving us a total of 103.

Nita Fisher was recognized for her 15th year club anniversary.

Gateway BMW is having an open house on April 11th from 10am to 3pm.

Ted Koski was recognized for his 50th birthday.

There was much discussion about shirt merchandise. After a hand vote, the color Ash and Yellow will be ordered in long sleeves. Place your order with Lisa by stating quantity, color and size.

Check upcoming trip schedule posted on our web site: Arkansas trip, Branson trip, Colorado trip, and Bikes Blues & BBQ trip.

Joe Kalal won \$37.00 on 50/50.

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**March Membership**

<b>Main Members</b>	<b>82</b>
<b>Significant Others</b>	<b>20</b>
<b>Juniors</b>	<b>1</b>
<b>Total</b>	<b>103</b>

**April Anniversaries**

**20 years – Founding members:**  
**Bob and Cindy Gebel**  
**Bob Rau**  
**Robert Schoenbeck**

**5 years – Renee Hess**

**May Birthdays**

04 - TOM COX & JOSEF FLANTER  
 05 - DAVID MATTIS  
 23 - JERRY MCBRIDE

I promised that I would let everyone know the outcome of what was covered in our Safety Meeting for those unable to attend. First off I would like to thank all those who took the time out of their busy schedules to attend. It was a great turn-out with some great topics for discussion. The first things we went over were the club's riding guidelines which I gave a copy of to everyone attending. We then discussed some topics not in our guidelines such as the effectiveness of our "one-second; two-second" staggered riding formation. We decided that the principle doesn't work ideally in all situations and agreed that it is a basic concept and works well at low speeds in traffic situations.

The next topic was the Road Captains' role in our club operation. Most of those attending agreed that almost anybody who knows our riding guidelines and are willing to share that knowledge with others could act as a Road Captain on any given day. It's that will to help out and promote safe riding in our club that makes someone a Captain. Thanks for all the volunteers that we had this year to help with ride operations.

We discussed our passing procedures when in highway situations which we experience occasionally on our Sunday rides and almost always on our trip rides. After some discussion and input by different members we decided that the "lead the group like you're driving an 18-wheeler" approach will help us to keep our group together when passing and returning to our driving lane while maintaining safety for everyone involved. If the leader takes the time to make extra room behind himself for his group before and after returning to the driving lane there's less chance of someone having to cut someone off in an attempt to return with the group.

I stressed again the need for us to check our oncoming traffic as individuals when leaving tricky intersections on our Sunday rides. I stressed this last year and had someone follow the person in front of him onto the next road without checking for himself only to be greeted by screeching tires and honking horns. Once the person in front of you pulls out you have to be sure it's safe for you to do the same. Remember: if we get separated we will pull to the side wherever it's practical for the purpose of re-grouping.

One of the things discussed, which opened some debate, ( my fault unintentionally!) was the topic of the situation created by the new conceal/carry laws in our state. I wasn't attempting to sound like I was telling people what they could or couldn't do with the side-arms even though it sounded like I was. After some discussion we decided that when we travel and are "sitting around the campfire" at night that we not display our conceals while partaking of adult beverages. Some concerns were brought to my attention last year by more than one member and I needed to bring it to light. Thanks for all who participated in the discussion and I appreciate the understanding you exhibited.

One member stated that he felt that when the club takes the single-file formation on some of the two lane roads that he isn't able to see what's going on in front of him due to the break in the stagger. After some discussion we re-stated that if the lead person, or the person in front of you on any ride, feels that they need more than their designated side of the lane to negotiate the road safely then everyone should feel comfortable to use the entire lane for safety sake. Signaling to the person behind you is a courtesy and makes for good communication to avoid confusion.

The subject of new riders came up and after some suggestions, and justifications to go along with them, we decided that it would be best if we talk to new members and guests to get a feel for their riding style and ability. This will aid us in placing that new rider in a group more suitable for their level of skill. The preferred position being right next to the lead bike or the sweep (drag) bike. This way the Road Captains performing these functions can talk to the riders along the route to help them with anything that comes to their attention and also to answer any questions they may have along the way.

Once again I would whole-heartedly like to thank all who attended and gave their honest input.

**Bike Count for March**

Honda - 28	Harley - 30	Kawasaki - 9	Suzuki - 7	Yamaha - 8	BMW - 1	KTM - 1
Vento - 1	Big Dog - 1	CanAm - 2	Triumph - 2	Ducati - 1	Victory - 6	Ural - 1

### Braking and Steering

I would like to thank Tony Weaver for his suggestion this month for a safety topic. A very informative article was offered in this month's edition of Cycle World which I will abridge due to space constraints.

#### Braking:

One of the most frequent mistakes made by motorcyclists is the "stab and grab" method of using your brakes. As with most functions of our bikes proper braking methods take practice to master but are one of, if not the, most important principals in motorcycle operation. It's only through practice that proper technique can become a natural process.

When braking is needed, especially in emergency situations, the front brake needs to have a light pressure applied at first and then more pressure as needed followed by rear brake assistance. Grabbing the brake in an emergency doesn't give the front fork time to compress and use the springs to control your movement. If the front end suddenly dives the front wheel will lock when the downward travel bottoms out and all the weight is thrown onto the contact patch of your tire. When applied slowly and controlled the fork compresses; the springs tighten; the contact patch of your front tire spreads out as it was designed making for a greater surface to disperse the load being applied and the bike maintains control. This is something that has to be practiced on your individual bike, beginning with a walking pace speed and working you way up. All bikes are different based on weight; wheel-base; rider weight and height; length of fork travel; and tire type and size. As you think about these combinations you can see how many variables go into stopping. If the rate of deceleration is not enough to meet your needs at the time, applying the rear brake for compensation helps to reposition the bikes center of gravity to prevent that fatal front wheel lock-up. The majority of your bike's ability to stop is designed to be done by the front tire first since the weight shifts forward on braking. It also helps to practice not locking your elbows out to allow for some flex for greater control of your levers.

#### Steering:

Many riders don't realize how important counter-steering is to street bikes. With racing bikes the riders use mostly their body weight and position to control their machines. Street riders need to practice using the push/pull action to steer their bikes where they need them to go. Practice on a road with little or no traffic to see the effect of a sudden pressure on the inside bar in a turn and a mild pressure. With sudden pressure the bike snaps in the direction of travel while the milder pressure has a smoother slower effect on the direction of travel. I'm not saying either one is bad. There may come a time when you need to "thread the needle" in traffic because of a sudden situation that occurs in front or behind you. If you have a chance set up some cones, or something else that's forgiving in case your first attempts aren't as smooth as expected, and practice moving in the direction of the cones without being lined up with them and then steer using pressure to guide your bike between the cones. Attempt this at different speeds until you feel confident in your abilities with your bike. Remember: this only makes a difference if you're willing to devote some time to practice, just like in braking, to have these skills become second nature and only then are they actually acquired skills.

I'm just sayin' . . .

Sun	Mon	Tue	Wed	Thu	Fri	Sat
April 12  High Ridge, MO Pegg's Restaraunt	April 13	April 14	April 15  Tax Day	April 16	April 17	April 18  First Aid Training Grand Glaize Library
April 19  Washinton, MO Main St. Bar-B- Que	April 20	April 21	April 22	April 23	April 24	April 25  Swap Meet Landing Dock
April 26  Breakfast at Larry's House	April 27	April 28  Monthly Meeting Sports Cafe	April 29	April 30	May 1	May 2
May 3  Bowling Green, MO	May 4	May 5  Cinco De Mayo	May 6	May 7	May 8	May 9
May 10  TBD	May 11	May 12	May 13	May 14	May 15	May 16  Helmet Day Make-A-Wish

**Rides and Events:**

April 12: Al Price will be taking us on a scenic ride through some favorite country roads and the lunch stop is Pegg's Restaurant in High Ridge, MO.

April 18: Johnathan Noce will be conducting a first-aid training for anyone interested in attending. Training will begin at 2:00PM at the Grand Glaize location of the St. Louis County Library.

April 19: Sue Braun will be taking us on a ride through the back roads going to the Main Street Bar-B-Que in Washington, MO.

April 25: A swap meet will be held at the Landing Dock in Grafton, IL on the Great River Road.

April 26: We will start our day off with a home cooked breakfast at Larry McGowan's house with a ride organized by Lou Soucy to follow. Thanks in advance to Larry and his lovely wife for their generosity and hospitality.

May 3: Lou will be taking on a ride up to Bowling Green, MO on some of St. Charles Counties best roads for a lunch at Saint's Ave. Café.

May 10: So far this date is open for someone to step up and sponsor a ride. Just let us know where you would like to go and where we'll be eating.

May 16: Helmet Day to collect donations for the club charity: Make-A-Wish Foundation.

Members' classified ads are free! Send to John Geiler at editor@shadowriders-stl.com or (636) 938-4299

**Gateway BMW Motorcycles**

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