

EAGLE WINGS MOTORCYCLE ASSOCIATION



Chapter Illinois G2

November, 2023

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John Martens led us on a ride to breakfast in Palmyra, Wisconsin, on October 8. The restaurant was a cozy and friendly place with good food. Our thanks to John for planning that ride.

Our annual chili social at the home of Ed and Barb Harms on Saturday, October 14 was a huge success. Over twenty of us enjoyed the three chili's, appetizers and desserts that were provided. Thanks to all who contributed food and especially to Ed and Barb Harms for hosting an planning this event. They have generously opened their home to us and we fully appreciate it.

As we wind down the riding season and roll into winter we are down to just three more events for the season. We have the dinner on November 11 at Biaggi's Ristorante Italiano in Deer Park. This is a very good restaurant with reasonable prices. So you won't want to miss this. Dinner is at 6:30. See the flyer inside.

Our final chapter meeting of the season is on November 19. This is important as we plan the 2024 calendar at the meeting. So, if you want to have input into next year's calendar you'll want to attend this meeting.

And our last social event of the year is our Holiday Party on December 2. It's held at the Continental Restaurant in Buffalo Grove. The chapter supplies the appetizers. You order your meal off the menu and pay for it yourself. Our gift exchange is a lot of fun and we are doing something new this year. So you won't want to miss it. And bring a gift for each individual as only those who bring a gift will be directly involved.

We hope to see you soon.



Ellary and Holly Kahan

G2 WEB PAGE

www.ilg2.com

G2 PHOTO ALBUM

Under construc-
tion



November Birthdays

- 2 — Maureen Edelman
- 5 — Monica Fairman
- 24 — Jim Fairman



Got something to say?

This is your newsletter. We accept articles from any member.. Send your articles to the editor at ellaryk@gmail.com. MS Word or equivalent format preferred. Text should be in Times New Roman font, single spaced with a one-quarter inch first line indent on all paragraphs except the first. No space between paragraphs. Use .5 in. margins. Any photos should be cropped for publication. All submissions become the property of IL-G2 and may be edited.

Upcoming G2 Events

November

11 - Dinner
(Wan
ke)

19 - Chap-
ter
Meetin
g/Cale
ndar
Plan-
ning

December

2 - Holiday
Party

G2 EWMA Store

Choose what you want to order from the EWMA store then contact

Greg Natenberg
natenb8@aol.com

to place your order. Our EWMA logo color is yellow with a white eagle.

To order name badg-
es contact
Tony Valicenti.

EWMA

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**Chapter Meetings are held at
the Full Moon Restaurant,
1300 Skokie Hwy, Lake Bluff,
9 AM breakfast, 9:30 meeting.**

Ride Coordinator

Our G2 group enjoyed some nice rides this month as we start to end the riding season and prepare the bikes for the winter.

John Martens began the month by leading JT and Tony on a great ride to the Baraboo area to experience the rolling vintage bike show known as the Slimey Crud Run. They checked out the many different brands of bikes that typically show up at this event every year. JT found a fellow EWMA member who had an EWMA banner displayed on the back of his Goldwing. They chatted with him a bit and then headed off for a leisurely ride to Leland. JT said they found some great roads up there and they all had a lot of fun.



The second weekend of October I had another commitment and asked John if he could lead the breakfast ride. He created a nice ride through the picturesque areas of northeast Illinois and southeast Wisconsin. They sampled some of the fall colors of the Kettle Moraine State Forest on their way to Palmyra. After working up an appetite, they enjoyed a nice meal at the Edge of Town Cafe. Thanks for leading the ride John!



After our Chapter Gathering on the 22nd, I led a small group on a forty mile ride through parts of Lake and



Cook counties down to the Covered Bridge Creamery in Long Grove. Our gathering and ride was enhanced by the addition of Adan, a fellow EWMA member from Texas and Wisconsin who came to see what we were all about. We had a great conversation at the creamery and learned that he had filmed our ride with his GoPro camera and will post the ride on his YouTube channel. Who knew we would become famous movie stars!

Our last ride of the season was on the 28th. We rocked some roll-

er coaster hills in Fish Creek and ran through a part of the Volo Bog State Natural Area. We ogled at some of the amazing fall colors down in Barrington and had a great lunch at a northwoods style tavern in Long Grove.

As all of us except Greg put the motorcycles away for the winter we look forward to gathering together again for some quality time off the bikes.

Until then, take good care and be safe.



Tim McGuire

An Exceptional Rider No More

I want to be excellent. But I really don't want to be exceptional.

Recently, a friend and highly skilled motorcyclist who I respect greatly, looked me in the eye and said, “You really are an exceptional rider.” I’m not quite sure what I had done in that moment to merit such a remark—I wish I knew so that I could repeat it—but I can tell you that his unexpected remark floored me. Actually, I nearly dropped my parked motorcycle, which would have instantly nullified his compliment. Being called an exceptional rider means a lot. Coming from him, it meant the world.

While I certainly appreciate and value being recognized for the work I’ve put in, I’m not sure I deserved his commendation. And so, in typical fashion, I began to think over (or perhaps over think) what he had said.

What in the world did it mean to be an exceptional rider in my friend’s eyes? Did it mean that I had skills beyond reproach (clearly, my pal had forgotten the time I dumped a bike in a parking lot in front of a full tour of people who had paid to be there for my expertise)? Did exceptional mean that I have some God-given talent that makes me particularly proficient (I don’t. I just practice and take courses to make up for my natural shortcomings). I suddenly wasn’t sure what to think of being called “exceptional.” And the more I over thought it, the more I over-analyzed the meaning.

From a definition standpoint, exceptional doesn’t mean that one is better, it means that one is different. Unique. An exception to the norm.

Still, the word exceptional has come to be thought of as excellent. Outstanding. Brilliant even. And, while it would be really cool if I could somehow achieve that level of excellence, I’m not so cool with the other meaning of exceptional being applied to me. To be unique. Different. To be the exception. I don’t want to be an exception; I want to be among a universe of fellow riders who are *all* excellent.

To be very clear here, dear reader, while I do strive for it, I am not up on my high saddle claiming excellence (besides, my modest inseam would prohibit it).

I do not ride the most miles. I ride and I ride often. Sometimes I even ride really far. But there are scads of riders who accumulate exponentially more miles than I cover in any given year. The fabulous trekker and all-around good guy “Long Haul Paul” Pelland comes to mind. Plus, he’s doing it all in support of a good cause as he chases the cure for Multiple Sclerosis (longhaulpaul.com).

I am not the most talented rider. Not even close. I am well rounded (not just physically) and have indeed developed a particularly strong mental and physical skillset for street riding, but despite committing to the craft of riding a motorcycle at a high level, I continue to be blown away by the mad specialized skills of racers, stunt riders, certain adventure bike riders, and police rodeo riders. I mean, have you seen Quinn Redeker ride in competition? Do a YouTube search and check him out. I tip my helmet to them all.

I am not the most intellectual riding proficiency expert. There are others who can ride academic circles around me, being able to offer a deep and scholarly slant on riding safety and proficiency. They know the stats. They could teach the physics. They grasp the science. They are the ones I turn to for technical clarity. Guys like David Hough and my buddy Ken Condon come to mind. Certainly, I’ve done much to build my own knowledge and understanding, but I’m also a guy who tends to think in simple layman’s terms.

I have always been dedicated to developing programs and forums to help other riders. I've even been honored by the AMA for those efforts. But I'm humbled when I consider the relentless pursuit to build and expand rider training programs the way that Lee Parks has done. Same goes for my good friend Mark Brown and his rapidly expanding MotoMark1 program out of North Carolina.

Exceptional? I will admit to being a bit *different* than the overall community of riders in that I want to be a better (and safer) rider. And I suspect that you, dear reader, are right there with me. If you are introspective, willing, and actively considering your own ability to ride well and to better survive the increasingly challenging environment in which we ride—despite having ridden tens of thousands of miles—then you too are exceptional. Because most of our fellow riders do not examine their own riding skills nor the mental aspects of riding. In fact, they might think that—and us—to be quite odd. They simply ride or like the idea of having a motorcycle (or being seen on one) and that's enough for them.

Maybe that's why motorcycle crashes continue to happen in much the same ways time after time and generation after generation (crashes are highly predictable and only happen for a handful of reasons, yet riders repeat them and perpetuate the cycle). And the riders who survive tell of how there was nothing they could do (there was).

I don't know about you, but I don't want to be exceptional. I don't want to be the exception. I want all riders to be students of riding, of traffic, of driver behavior, of self-awareness and self-control, among other things that impact our ability to ride well, ride safely, and get the most enjoyment from motorcycling. Every road-going rider should be able to predict what's going to happen next and have enough confidence and control to respond without drama.

One of the reasons I write this column is because I don't want to be exceptional. It's not to prove what I know (there's much that I don't), it's to provide you with what I do know and continue to learn so that we can all raise the bar together. I want to be the average rider—if we can make exceptional riders the new norm.

By the way, if we could accomplish that feat we would also lower insurance premiums, help to preserve motorcycling as a viable means of transportation, and maybe even shift the general perception away from the notion that motorcycles are dangerous. Admittedly, the act of riding a motorcycle introduces certain inherent risks, as do other means of travel, but it's how we manage those risks that can make riding a largely safe practice.

So let's not be exceptional. Let's be excellent. And then let's help make others interested in being excellent too so that, ultimately, the current exception of being a skilled and knowledgeable rider becomes the norm. And the rider who is unskilled and unknowledgeable becomes the exceptional one.

Despite the sincere and truly meaningful compliment paid to me by my dear friend, after careful consideration, "exceptional" isn't really what I'm after. I think my revered friend wouldn't be offended in the slightest.

Eric Trow

Eric Trow is a life-long motorcyclist and renowned motorcycling proficiency expert. He developed the modern Stayin' Safe method of advanced rider training and can be contacted at etrow@stayinsafe.com

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October 22 Meeting Minutes

Chapter Director Ellary Kahan called the October monthly chapter meeting to order at the Full Moon Restaurant at 9:35 am. The meeting was attended by Adan Lucio, Andy Toth, Bob Manion, Dave Hoffheimer, David Bierman, Ellary Kahan, Gary Wanke, Glenn Hansen, Greg Natenberg, Mark Muhlenfeld, Tim McGuire, Tony Valicenti and Warren Randall.

Ellary began the meeting by describing the well-attended and excellently orchestrated Chili Fest at Barb and Ed Harms' home on October 14. He also mentioned the terrific lunch ride led by John Martens on October 7 to the excellent Edge of Town Café in Palmyra, WI.

Ellary then discussed the Annual Holiday Party at the Continental Restaurant in Buffalo Grove on December 2. We have had terrific Holiday Parties there previously in their private dining room and have enjoyed wonderful service and food (order dinner and dessert off the menu). G-2 will supply the hors d'oeuvres. Our voluntary Gift Exchange has had a \$10 minimum for many years, and due to inflation, several members have proposed a \$15 minimum starting this year as most people had exceeded the old limit in past years. Gifts have usually related to the holiday season, but not everyone celebrates the same holiday. Ellary promised that the gift exchange will have some surprises this year. We circulated a sign-up sheet for the November 11 dinner at Biaggi's Restaurant at 6:30 pm in Deer Park, organized by Gary Wanke. Be sure to let him know if you wish to attend. Tim described the Lunch Ride scheduled for Saturday, October 28, probably the last G2 ride of the year. The ride will contain lots of curves and everyone will enjoy it.

A marketer of Victory bags/luggage proposed to give the chapter a free bag in exchange for a newsletter listing. As most of our member own bikes with adequate OEM luggage, we felt that there was little need for this type of supplier.

Two new members attended the meeting. Dave Hoffheimer is a friend of Greg and they enjoyed a nice ride with Tim on 10/21. Dave is a former Gold Wing owner, and now rides a 2009 Ultra Classic. Dave lives in Antioch and plays blues in his own band. Get a sample of the Dave Hoffheimer Band on Spotify. Adan Lucio recently rode up from Texas and lives south of Milwaukee and is getting used to the colder climate up here. Adan will be up here for three months (maybe more), rides a 2022 Gold Wing and went on a ride with Greg and Tim after the meeting.

David reviewed an October Rider magazine article in which a motorcycle police officer posed the question, "What does a green traffic light mean?". Answer: "It means that the bulb works." That's all it means. Never assume that you have the right-of-way and that someone won't enter the intersection through a red light. It's always prudent to avoid being the first vehicle through a fresh green light at an intersection to avoid someone running the fresh red light. It's better to slow your entry and assess the intersection, then proceed. Another hint is to adjust your speed so that you go through next to another vehicle as a shield against the red light-runner. Bob cautioned us to make sure the person following you intends to stop at red lights as well as vehicles from the sides. Gary related a conversation with the service manager at DSP Honda who said that a person who proceeded down Rt. 14 after ensuring that cars on the left were stopped was hit by a car that drove AROUND the stopped cars, resulting in a fatality. People commented on the prevalence of vehicles making U-Turns in permitted and also illegal areas (where no cross street exists) and how common U-Turns are in Wisconsin. Ellary and David reviewed the laws governing these turns in Chicago, in Illinois and elsewhere.

Regarding riding on highways WITH traffic, Ellary stated the NTSA recommendation that everyone can safely ride within 10% of the prevailing traffic's speed. This minimizes the speed difference of all vehicles grouped together, and ticketing is unlikely since all are riding at roughly equal speed. You must be careful, however, if you are at the end of the group, as the last person is the only one easily ticketed.

Ellary recommended that motorcycles on multilane highways ride in the right track of the extreme left lane, so that the drivers in the lane to the right can see you in their left mirror, and so you not only have one lane (to your right) to worry about, but also the breakdown lane to your left as an escape area. This is also recommended on local roads in high traffic areas with cars entering from shopping center, etc., from the right. If you are riding slower than others on less heavily trafficked 4-lane roads, it's required to ride in the right lane. Adan observed that there are more crazy drivers here than in Texas.

The group also discussed the tailgaters that are not only annoying but dangerous. If driving slower or pulling over doesn't get rid them, try activating your emergency flashers and slowing down. This usually encourages them to pass you at their earliest opportunity.

Tony ended the meeting relating that a person he knew recently ended their own life and that twice as many people die of suicide than homicide in the United States. This sad event can often be prevented by counseling those who you suspect may do such a thing and that help is available on the emergency phone hotline 988. Suggest that they call 988.

The meeting was adjourned at 10:40 am.

THE NEXT MEETING WILL BE ON November 19, 2023.



Respectfully
Submitted,

Tony Valicenti

Join us for
Dinner

Saturday, November 11
6:30 PM

at

Biaggi's Ristorante Italiano
20560 N. Rand Rd.

Deer Park, Ill.
847 438 1850

R.S V.P. To

Gary Wanke

Wanke_gary@yahoo.com

312 316 4806

By Thursday, November 9



Good friends and good cheer,
It's that time of year!
Please join us for IL G2's

Annual Holiday Party

Saturday, December 2

The Continental
788 S. Buffalo Grove Rd.
Buffalo Grove, IL 60089

Hors d'oeuvres at 5:30 p.m.
Provided by G2

Cash Bar

Dinner to be ordered off the Menu and paid for by the Attendees

RSVP by Saturday, November 18
Kathy Randall
randall8157@aol.com
or text 847-322-8157

Holiday Gift Exchange

This is optional

But those that wish to participate should bring a
\$15.00 holiday gift wrapped, without tags for the exchange.

We are planning a new game this year.

Fun will be had by all who participate!



The Good Book Guide

G*one Bad* is a novella by J. B. Turner. I've had this book in my Barne & Noble library for quite some time and decided to read it. The following is the synopsis from the author's web site:

"When a top militia leader escapes from a maximum security American jail, the FBI calls in ex-Delta operator Jon Reznick to help track him down. The escapee is none other than a psychopathic ex-Delta colleague of Reznick, Hunter Cain, who is now a feared militia leader. It isn't long before they believe that Cain is planning a terrorist spectacular. But the problem is they don't know what target he has in mind. As the clock ticks down, the team shows increasing strains as they struggle to find Cain, it becomes clear that the secret plot would threaten not only scores of American lives, but also a former US President."

The novel is fast paced and full of action, some of which is not always believable. Like when Reznick shoots a man while interrogating him. This does get him in a lot of hot water and almost gets the FBI agent in charge of him fired. But despite that, Reznick's actions get results. And it was interesting to read. The author has twelve other full length novels featuring Reznick. So you may want to start with this novella to see if you would like to read the rest. Turner has three other book series, American Ghost, Deborah Jones and Jack McNeal. So if you like his style there is plenty to read.

Jake Tapper's *The Devil May Dance* is a sequel to The Hellfire Club featuring Charlie and Margaret Marder. Following is the synopsis from the Hachette Book Group's web site:

"Charlie and Margaret Marder, political stars in 1960s Washington DC, know all too well how the tangled web of power in the nation's capital can operate. But while they long to settle into the comforts of home, Attorney General Robert Kennedy has other plans. He needs them to look into a potential threat not only to the presidency, but to the security of the United States itself.

"Charlie and Margaret quickly find themselves on a flight to sunny Los Angeles, where they'll face off against a dazzling world of stars and studios. At the center of their investigation is Frank Sinatra, a close friend of President John F. Kennedy and a rumored mob crony, whom Charlie and Margaret must befriend to get the inside scoop. But in a town built on illusions, where friends and foes all look alike, nothing is easy, and drinks by the pool at the Sands and late-night adventures with the Rat Pack soon lead to a body in the trunk of their car. Before they know it, Charlie and Margaret are being pursued by sinister forces from Hollywood's stages to the newly founded Church of Scientology, facing off against the darkest and most secret side of Hollywood's power.

"As the Academy Awards loom, and someone near and dear to Margaret goes missing, Charlie and Margaret find the clock is not only ticking but running out. Someone out there knows what they're uncovered and can't let them leave alive. Corruption and ambition form a deadly mix in this fast-paced sequel to *The Hellfire Club*."

This book is well written and fun to read. There is a lot of detail about the celebrities in the Rat Pack such that you won't know what is real and fiction. That's part of the fun. Tapper

does a lot of research for his books so I suspect some of it is true. I strongly recommend this novel.

J.D. Robb's *Abandoned In Death* is her 61st novel in her In Death series (and there are three more). For those not familiar with this series, J.D. Robb is a pseudonym for Nora Roberts. The novels are set in New York City between the years 2057 and 2061 in this book. She has created her view of the near future but doesn't describe any advances in detail. She just refers to them as if they were in the present. For example, she describes parking on the street in heavy traffic by "hitting vertical and dropping" into the space. So cars can fly. Food is dispensed via an AutoChef, including meals. Phones are called "links" and everyone has a PPC or pocket personal computer. Natural food is scarce, including real coffee and meats. Most meats are soy substitutes. Soft drinks are called "fizzies" and come in "tubes". Firearms are obsolete having been replaced by stun guns. Some prisons are "off world". Videos are known as "vids". There is no reference to movies, so it is assumed that streaming has replaced them. She doesn't try to explain any of this technology.

Her heroine is Eve Dallas, a lieutenant in charge of the New York City Police and Security Department's (NYPD) Homicide Division. Eve, as a child, freed herself from an abusive father by killing him in Dallas TX. Found roaming the streets she couldn't remember her name so was given the name she has. She is married to an ultra wealthy Irishman known as Roarke and they live in a castle in Manhattan with his butler Somerset and their cat Galahad. Roarke has a similar origin story as Eve, having lived on the streets of Dublin until he was found by Somerset. They are surrounded by a host of characters who are colleagues and friends and make up her family. Her partner is Detective Peabody. She consults with a psychologist named Mira. She is friends with a video reporter, Nadine Furst, and a successful pop singer, Mavis Freestone. She calls on these people from time to time to help her snag the bad guy.

In this novel, she is looking for a man who has been abducting and killing young women. A body is found with the message "Bad Mommy" written in crayon on it. There are new tattoos and piercings and the hair and makeup have been carefully applied. But the clothes are outdated. The clues indicate a 60 year old perpetrator. The case grows more urgent when other young women have recently vanished. There are flashbacks to the origin of the perpetrator that help us understand him. But the final solution is not what one would expect.

These novels depict the very detailed police investigations that Eve and her team go through to solve these crimes. They are fun to read and not very long, less than 300 pages. But if you have not read any of these novels yet I suggest you start from the beginning so you can follow Eve as she meets and later marries Roarke, establishes her family and rises in her career.



Ellary Kahan