

Dog House

WEB PAGE: WWW.OKCGUARDDOGS.COM

MASTHEAD DESIGN BY: KENDALL "DEDGOAT" JAMES

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**From the
Big Dog
President
Carroll Dobbs
"Birdawg"**

Several of us just returned from the Sturgis Bike Rally in South Dakota. Counting club members and guests we had a total of 13 bikes making the trip. We all had a great time and got to ride through some really scenic areas of the country. Making a ride like this makes you appreciate how fortunate we are to live in a country with the freedom to travel around and do things like this. Not everyone is so fortunate.

While we were enjoying the trip, other members were involved in rides that brought home the costs of the freedoms we enjoy in this country. I would like to think all who were able to participate in the escort rides and funeral support. Seems like we have too many of these for people who are way too young to be having a funeral. We pay a terrible price for freedom, don't we? I'm sure everyone has the families in their thoughts and prayers.

We also lost some long time guard members and relatives of club members this month. Our thoughts and prayers go out to all of them as well.

Be safe; see you at the monthly meeting on the 17th.

BirdDawg

Vets Fest Scheduled For Aug 27

Vets Fest is a party for all Veterans, Active Duty, Guard and Reserve and all who want to honor them! This event is open to the public. \$10.00 donation at the door. Must be 18 to enter. All proceeds benefit the Oklahoma Women Veterans Recognition

Day Program.

This is the big fund raiser for the Oklahoma Women Veterans Recognition Day - speaking of which, the OK Women's Veterans Recognition Day is scheduled for 29 October 2011.



**EVERYBODY WELCOME!
COME & THANK A VETERAN!
Must be 18 to enter
\$10 donation at the door -
ALL proceeds benefit the
Oklahoma Women Veterans
Recognition Day Program**

OPEN to the Public



Special Room Rates of \$65 provided by the Biltmore for Vets Fest attendees - Be safe and don't drink and drive!

Biltmore Hotel
South Ballroom
401 South Meridian Ave
Oklahoma City, OK 73108
405-947-7681

Air Force



Saturday
Aug 27, 2011
7pm-11pm

**A Party for
Veterans, Active Duty, Guard &
Reserve & all who want to
honor them!**

Navy



Cash bar
Free Hors D'oeuvres
Door Prizes
Drawings
Booths
Casual Attire
Dancing
Special Entertainment

Marines



Coast Guard



KOMA's Mr. Rock & Roll
Ronnie Kaye

Featuring



WWII Army

OPEN to the Public

Come and enjoy the camaraderie with Veterans and their friends for a fun night with lots of surprises!! For more information on this event, call Ms. Joan Willauer at (405) 833-4140.

**Vets Fest is a Smoke
Free environment -
Smoking areas will
be provided**

Always Look For The Silver Lining

SUBMITTED BY: OL SHEP

Tour boats ferry people out to the USS Arizona Memorial in Hawaii every thirty minutes. We just missed a ferry and had to wait thirty minutes. I went into a small gift shop to kill time. In the gift shop, I purchased a small book entitled, "Reflections on Pearl Harbor" by Admiral Chester Nimitz.

Sunday, December 7th, 1941--Admiral Chester Nimitz was attending a concert in Washington D.C. He was paged and told there was a phone call for him. When he answered the phone, it was President Franklin Delano Roosevelt on the phone. He told Admiral Nimitz that he (Nimitz) would now be the Commander of the Pacific Fleet.

Admiral Nimitz flew to Hawaii to assume command of the Pacific Fleet. He landed at Pearl Harbor on Christmas Eve, 1941. There was such a spirit of despair, dejection and defeat--you would have thought the Japanese had already won the war. On Christmas Day, 1941, Adm. Nimitz was given a boat tour of the destruction wrought on Pearl Harbor by the Japanese. Big sunken battleships and navy vessels cluttered the waters every where you looked. As the tour boat returned to dock, the young helmsman of the boat asked, "Well Admiral, what do you think after seeing all this destruction?" Admiral Nimitz's reply shocked everyone within the sound of his voice. Admiral Nimitz said, "The Japanese made three of the biggest mistakes an attack force could ever make or God was taking care of America. Which do you think it was?" Shocked and surprised, the young helmsman asked, "What do mean by saying the Japanese made the three biggest mistakes an attack force ever made?"

Nimitz explained. Mistake number one: the Japanese attacked on Sunday morning. Nine out of every ten crewmen of those ships were ashore on



Central Chapter Guard Dog Support Group

Central Chapter Guard Dogs Support Group's Information and Specifics:

As of March 2011, the Central Chapter Guard Dogs has a Support Group that has a current membership of 9 members and a "friends list" of 11.

Official Support Group membership is defined as a member with voting privileges. Voting privileges are afforded to a Support Group member whose dues are current within the last 12 months. Yearly dues (\$15) are paid during the month of July. Official and current Support Group membership consists of riders or supporters that do not meet the membership eligibility criteria to be a member of the Guard Dogs or do not desire to be a full-fledged member of the Guard Dogs. Also, membership in the Support Group allows an association with the Central Chapter Guard Dogs without those responsibilities of belonging to an official Motorcycle Association. The Support Group's mission statement mirrors the mission statement of the Central Chapter Guard Dogs and the role is to support their efforts and activities.

The Support Group's "friends list" consists of those friends that have elapsed payment of yearly dues or have not yet officially joined the Support Group by payment of their year dues. Those on the "friends list" want to stay advised of our activities and are willing on occasion to join in on our activities whenever possible.

Support Group membership also allows a member to purchase and wear the official Support Patch. The patch is slightly similar to the Guard Dogs' patch. One of the biggest differences is that our patch features a yellow support ribbon. Wear of the Support Patch is a visible means in which to display our support/backing to the Guard Dogs Motorcycle Association.

The following is a list of the previous activities of the Support Group:

- Ride our motorcycles or ride as passengers with the Guard Dogs on various rides, meetings, activities, etc.
- Man pre-registration booths in preparation of the Chapter's Annual Poker Run.
- Man stops or registration tables at the Annual Poker Run.
- Join in on the activities during a volunteer work weekend for another member or the American Legion.
- Provide food/drink at designated activities.
- Mail greeting cards out to members during major occasions such as hospitalization, death of a family member, etc.

There is not a probationary period to membership. Pay the yearly dues and purchase the patches and you are ready to go. For more information about membership in the Support Group see the Central Chapter Guard Dog's official web site. www.okccguarddogs.com. Click on "Support Group".

Motorcycle Safety Tips and Techniques

Group Riding - Size Matters Rubber Band Effect

BY: JIM R. DAVIS – WRITER FOR MOTORCYCLE SAFETY/DYNAMICS WEB SITE ... WWW.MSGROUP.ORG

While most of us know that it takes about 1 second to recognize and begin to react to a threat ahead of us, it usually takes from 2 to 3 seconds for riders to recognize and begin to react to a change in speed (increase) of the bike in front of them when they are riding in a group.

A couple of seconds doesn't sound like much, I'm sure, but while at 2 seconds a small group of bikes can usually manage rather well, at 3 seconds some serious problems result. This is particularly true if there are more than six bikes in the group.

The following, I hope, will convince those of you that lead group rides to behave with new caution.

At 60 MPH your bike moves 88 feet per second. Assuming that you maintain a 1-second gap between bikes in the group then each is about 88 feet behind the next one. At 70 MPH the gaps would be about 103 feet.

A trivial example first - let's say that the lead bike increases speed from 60 MPH to 70 MPH. It takes about 2 seconds to do so if you are casual about it (using an acceleration rate of 7.5 fps/s) though you could do it in half that time. What happens to all the bikes behind that lead bike?

Most people, I assume, think that each will, in turn, simply follow suit. That is, each will also accelerate modestly at the rate of about 7.5 fps/s (5 MPH/Sec) and, thus, maintain 'the group'. That is not at all what actually happens.

After the first second of modest acceleration by the lead bike the distance between the second bike and the first one has grown from 88 feet to 92 feet and one second later the gap has become 103 feet. By coincidence this is exactly what the new distance between bikes should be while riding at 70 MPH. However, the second bike has not yet even begun to accelerate and is now moving 10 MPH slower

than the bike ahead of it.

It follows, of course, that the gap between the bikes will continue to grow until the second bike is also moving at 70 MPH - 2 or 3 seconds later.

That is, if the second bike realizes that the first one is pulling away from him and begins to accelerate his own bike within only 2 seconds then he too will be traveling at 70 MPH within another 2 seconds. If it takes him 3 seconds to recognize a widening gap and react to it then it will take another 2 seconds for his speed to match the bike ahead of him.

In the best case (2 second react/respond time) the gap between the bikes will have grown to 117 feet, and if it took 3 seconds that gap would have grown to 132 feet.

Clearly once the speeds are the same the gaps will remain the same. BUT, since the group prefers to travel with a 'one second' gap between bikes, the second bike MUST GO FASTER than the first one for a brief time in order to 'catch up.'

If we assume that the riders in this group are conservative and individually elect never to travel more than 5 MPH faster than the bike ahead of them as they are closing their gaps then the second bike will continue to accelerate for 1 additional second and attain a speed of 75 MPH while the first one continues at 70 MPH.

In fact, the second bike will have to ride for TWO SECONDS at 75 MPH while the first one rides at 70 MPH in order to close the gap to 106 feet, and then he takes 1 more second decelerating to 70 MPH during which the gap between them reduces itself to the desired 103 feet.

This little example of the dynamics between just two bikes is trivial in consequence and easy to understand. With modest effort it can be seen, however, to be anything but trivial

farther back in the pack.

Let's look at the third bike in the group. About 2 seconds after the SECOND bike begins to accelerate the third one follows suit. Three seconds later the gap between the second and third bike has, as expected, become 117 feet. But, because the second bike is traveling at 75 MPH at that time rather than 70 MPH like the first bike, the gap continues to widen and within one more second becomes 128 feet. Clearly the third bike must use more effort to catch up to the second bike than the second bike needed to catch up with the lead bike. Indeed, the third bike will have to accelerate to 75 MPH and will have to maintain that speed for FOUR SECONDS instead of the two required by the second bike in order to close up that gap.

WORSE, the next bike will find that the gap he has to close has grown to 132 feet before it begins to shorten and then ONLY IF HE ACCELERATES TO 80 MPH instead of 75. This, because the third bike is traveling at 75 MPH rather than 70 MPH when the gap has reached 132 feet. The gap would be larger still if bike number four merely accelerates to 75 MPH.

In a group of only six motorcycles, the last one will find the gap between himself and bike number five to grow to 143 feet before it begins to close. He will have to accelerate to 80 MPH, hold that speed for three seconds, drop to 75 MPH for an additional three seconds, and then finally drop to the group speed of 70 MPH in order for all members of the group to end up with a 1-second gap between them.

Further, it will be at least 11 seconds after the lead bike has started to accelerate before the sixth bike does so. Imagine what will happen if during that time the lead bike applies his brakes in anticipation of entering a curve!!!!!!!

Continued on Page Five

From Page 2 Silver Lining

leave. If those same ships had been lured to sea and been sunk--we would have lost 38,000 men instead of 3,800.

Mistake number two: when the Japanese saw all those battleships lined in a row, they got so carried away sinking those battleships, they never once bombed our dry docks opposite those ships. If they had destroyed our dry docks, we would have had to tow everyone of those ships to America to be repaired. As it is now, the ships are in shallow water and can be raised. One tug can pull them over to the dry docks, and we can have them repaired and at sea by the time we could have towed them to America .. And I already have crews ashore anxious to man those ships.

Mistake number three: every drop of fuel in the Pacific theater of war is in top of the ground storage tanks five miles away over that hill. One attack plane could have strafed those tanks and destroyed our fuel supply. That's why I say the Japanese made three of the biggest mistakes an attack force could make or God was taking care of America .

I've never forgotten what I read in that little book. It is still an inspiration as I reflect upon it. In jest, I might suggest that because Admiral Nimitz was a Texan, born and raised in Fredericksburg , Texas --he was a born optimist. But anyway you look at it--Admiral Nimitz was able to see a silver lining in a situation and circumstance where everyone else saw only despair and defeatism. President Roosevelt had chosen the right man for the right job. We desperately needed a leader that could see silver linings in the midst of the clouds of dejection, despair and defeat. -- *Author Unknown*

You Just Can't Make This Stuff Up AF MSgt Impersonator

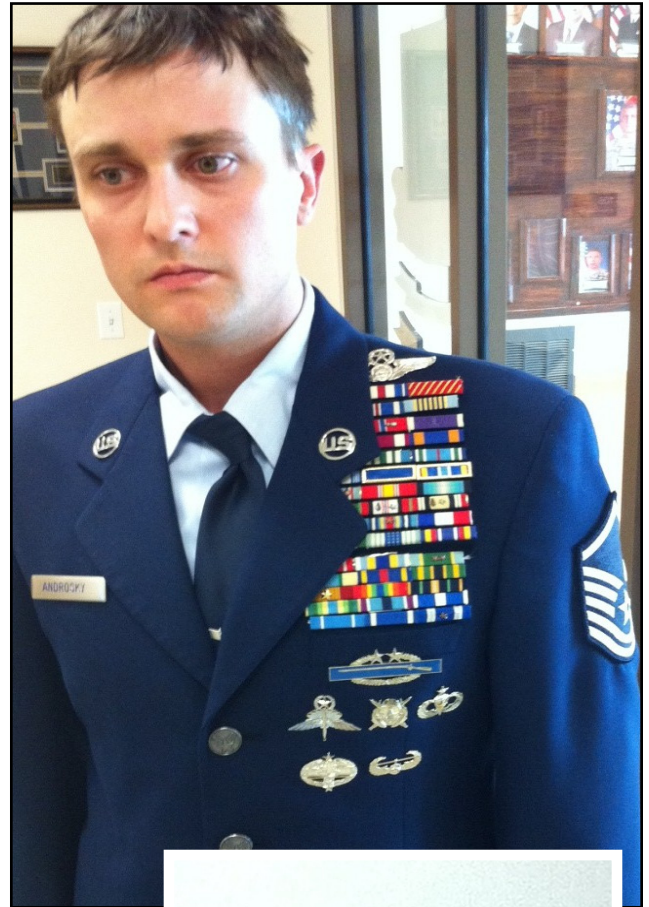
SUBMITTED BY: J.B. HICKS

If you're looking for a good morning laugh, here it is.

Apparently, this young man recently showed up at a graduation ceremony at the 1/50th Infantry Regiment (Basic Combat Training).

He figured since he was in Army country, the awards and decorations would go unnoticed.

He may actually have more awards and decorations than Audie Murphy. Anyway, the Post MPs showed him some appreciation for his service to this great nation with a free ride across Post--not sure if visiting the MP station was part of his original itinerary; got to love the bloused desert combat boots!



Make Plans Now For The
Guard Dogs Overnight Ride to Eureka Springs

26 - 28 August 2011

Central Chapter Guard Dog Event Calendar for 2011

Event Dates and Times are subject to change.

1 Jan	Polar Bear Ride or Guard Dog Chilly Willy Ride
19 Jan	Monthly Meeting, American Legion Del City
8 Feb	ABATE Capital Breakfast 0730 State Capital, OKC (date not confirmed)
13 Feb	Candy Ass Run, OKC Harley Davidson World
16 Feb	Monthly Meeting, American Legion Del City
4-13 Mar	Daytona Bike Week
16 Mar	Monthly Meeting, American Legion Del City
26 Mar	NGAOK Poker Run CCGD poker Run (Mandatory)
20 Apr	Monthly Meeting, American Legion Del City
23 Apr	Guard Dogs, Central Chapter group Amarillo Grill, Enid
30 Apr	NGAOK Poker Run, Tulsa (Mandatory)
7 May	Fire Fighters Museum Poker Run OKC (date not confirmed)
14 May	Kyle Brinlee Ride, Pryor OK (Mandatory)
18 May	Monthly Meeting, American Legion Del City
21 May	Central Chapter group mystery ride?
22 May	Rolling Thunder El Reno VFW
30 May	ABATE capital Run
30 May	45th Museum Memorial Day Rally
15 Jun	Monthly Meeting, American Legion Del City
18 Jun	Guard Dogs, Central Chapter group ride Road Capt's choice
20 Jul	Monthly Meeting, American Legion Del City
23 Jul	Guard Dogs, Central Chapter group ride Snoopy's Choice
8-14 Aug	Sturgis Rally (leave OKC 6 Aug 11)
17 Aug	Monthly Meeting, American Legion Del City
26-28 Aug	Guard Dogs, Central Chapter overnight ride to Eureka Springs
21 Sep	Monthly Meeting, American Legion Del City
17 Sep	Wounded Warrior Poker Run Ardmore (date not Confirmed)
28 Sep/1 Oct	Bikes, Blues, and BBQ
2 Oct	American Legion Poker Run Del City
19 Oct	Monthly Meeting, American Legion Del City
28-30 Oct	Loyd (Shooter) Sigle Memorial ride (Talimena Drive)
11 Nov	45th Museum Veteran's Day ride
16 Nov	Monthly Meeting, American Legion Del City
4 Dec	Naysayer Toy Ride OKC (Date not Confirmed)
10 Dec	Shawnee Toy Ride (Date not Confirmed)
16 Dec	Monthly Meeting, American Legion Del City Holiday Party

From Page Three

Group Riding

Though this was a trivial example it demonstrates very well what we have all experienced in the past - the 'rubber band' effect.

Imagine how PROFOUND this effect becomes when the example changes. For example, imagine what happens at the end of a string of 20 bikes rather than only 6. Or what happens if the lead bike, upon exiting a 35 MPH curve, goes his bike to 60 MPH as fast as it can get there.

There are things that tend to mitigate these problems:

--Lead bikes can change speed more gradually.

--Lead bikes can announce speed changes over the CB and, thus, reduce reaction times for all.

--All bikes in a group can react to changes in speed of bikes that are farther ahead of them than just the one immediately ahead.

--The members of a group can simply NOT crank their throttles up to excessive speeds just to keep the group spacing 'correct'.

--A good group leader does NOT accelerate within 15 seconds of entering a curve (assuming he has to then slow down before actually entering that curve.)

--The '1-second between bikes' rule should be abandoned whenever the group is riding 'twisties' - it makes sense only when traveling in a straight line on open highway.

--Never allow a group to become larger than SIX bikes if even one of the riders is inexperienced with group riding. Never larger than EIGHT bikes even if all are familiar with the riding habits of each other.

If you think that the 'rubber band' effect is a problem when accelerating think of what happens during braking!!

Just Say'in

A marriage certificate is just another name for a work permit.