

THE CRAB POT



November 2005

The New

Publication of the Mid-Atlantic's Most Pre-
Owned Motorcycle Organization

In This Issue:

Notes from the Crabdicator

Fall Campout, Date Night, Morton's

Our Clothes Line

Congratulations Danny & Audra

November Events!

Foliage Ride 12 Nov

Chili Feed 13 Nov

Product Reviews

HJC CL Max Flip-Front Helmet

The Big Chill

DC Motorcycle Show in January

Photo of the Month

NOTES FROM THE CRABDICATOR

October had promise, with our second annual campout, a date night, Morton's Open House, and the beginning of non-sauna-like weather for Southern Maryland. Well, the heat got turned off, but the water didn't and some big rains (and lack of interest) cancelled the campout. Maybe next year.

Fortunately, folks were more interested in dinner (and the weather was more gooder), so the date night worked out nicely. On 14 October, nine folks showed up for a nice seafood dinner at Fitzie's Marina on the shores of Breton Bay. Little did we know that while we dined, another crabby couple was being created...more later.

Saturday, October 15th, the "usual suspects" met at Abell's Restaurant, the finest dining establishment at the intersection in Clements, MD, to fuel up for the trip to Morton's BMW Open House. We had about a dozen CRABS in attendance on a great day for an open house. I rode the F650GS Dakar (it was interesting to ride something that required me to slide to the front of the saddle and hang off one side at stop signs to keep from falling over). Dave Peachman tried a lowered non-Dakar model and pronounced it vibey compared to his dual-purpose Pacific-rim mount. Mark Murphy tried a boxer, but is still firmly clinging to his VFR-750 (with good reason). Charlottesville Crab Kandy Dunn won a helmet, as did relatively new Crab Audra Bishop. It was a great day.

That was it for me, as I took a little sabbatical to chase deer and bear around Prince of Wales Island, Alaska for 10 days (score: me zero, animals one). The scenery was stunning and there are allegedly 1,100 miles of roads on the US's third largest island. It would be fantastic dual-sport riding were it not for the twelve FEET (that's not a misprint) of annual rainfall. I can give you the morning forecast for Klawock, AK without even looking at weather.com: 41 degrees and raining, drizzling, misting, about to rain, just finished raining, etc.

November is starting out nicely! On Saturday the 5th, Betsy and I joined Mark Murphy and Erica Haggard for a very scenic, colorful ride around Maryland Point followed by dinner at Captain Billy's at Pope's Creek, MD. If the rest of the month is equally great, we should be in for a treat, not a trick. See this issue for a couple events in which you can partake.

The Crabdicator

OUR CLOTHES LINE

Want CRABS in your underwear for Christmas? Check out all the CRABS goodies at <http://www.cafepress.com/chesriders>.

CONGRATULATIONS DANNY AND AUDRA!

On Friday 14 October 2005, Danny Bishop married his sweetheart Audra. The next day, they joined us for breakfast at Abell's, then attended the Morton's Open House on their way to a Luray, VA honeymoon astride Danny's K-Bike. Audra even won a helmet at the open house. What a woman!! Best wishes to both of you!

TIM PUGH'S FOLIAGE RIDE!
7 AM to 5 PM SATURDAY 12 NOVEMBER 2005

My neighbor Tim and I will depart Wildewood Shopping Center in California, MD at 0700 Saturday 12 November, heading up MD Rte 4. We'll continue North on US 301/MD 32, with a stop at Bob's BMW, then lunch at Cozy Restaurant in Thurmont, MD.

Once fortified, we'll go to the MD/PA border to the aptly named town of Penmar and nearby High Rock, where we'll hope to see some hang gliders enjoying the fall skies.

We'll see how we're doing for time, but the goal is to return via White's Ferry and Virginia, maybe coming as far South as Fredericksburg and Rte 218 to re-enter MD via the *notsoNice* Bridge. As always on a CRABS ride, you return your own way too.

If you're interested but can't make the rendezvous here in Southern Maryland, email me and we'll arrange to meet you at Bob's or at the Cozy or some other place on the route. Plan on about 6 hours of riding time, hopefully all in daylight. It'll suck if it rains, so we'll wimp out if it does.

CRABS FALL CHILI FEED
SUNDAY 13 NOVEMBER 2005, 1 PM to Whenever
at THE BYERS' GARAGE

Come join Mrs. Crab and I in our garage for chili, pepperoni rolls, munchies, and malt/carbonated beverages on Sunday afternoon the 13th of November. No need to bring anything unless you have something to sell/trade. Even if the weather is stinky, we'll have the chili pot fired up and the heater on in the garage, so c'mon by (even if you're on 4 wheels) and we'll nosh while we regale each other with stories of our exploits. If the weather is nice, maybe a trials bike or two will be tortured by rank novices...who knows.

Directions: MD 5 South out of Leonardtown; Right on MD 244, Medley's Neck Road; 3 miles and Left into Kingston on Bird Haven Drive; 2nd Left on Rosebay and all the way to the end.

Nerd Directions: N38°15'04.6", W76°36'45.7"

PRODUCT REVIEWS

HJC CL Max Flip-Front Helmet

I'm tired of the gate guards at work giving me the evil eye for my sunglasses and full-face helmet: some have made me remove my sunglasses and I've had reports of others making people remove their helmets entirely. I've been looking for a flip-front helmet for a long time, but I haven't been able to find one that I can stand to wear. I tried Nolan, Shoei, and even the expensive Schubert, all to no avail: my Arai head just will not fit inside anything else comfortably and Arai doesn't make a flip-front. I figured I had no choice, then I tried an HJC.

HJC has been making budget-priced helmets for a while. I remember having an HJC dirt helmet a couple decades ago and other than being a little heavy, it was very comfortable. This flip-front pretty much carries on that tradition: the CL Max is a little more heavy than a normal full-face, as might be expected because of the extra mechanism required by a flip-front, but it feels fine.

The finish of the helmet is very good and the one-handed latch mechanism is positive and easy to operate. The shield opens a little stiffly, but that should improve with age. Other neat features include a little tab on the D-ring that allows easy removal and a little elastic loop under which you can store the excess strap. The strap has some nice padding so it doesn't cut into your neck. There are two closeable vents on top and a two-position chinbar vent as well. The vents work OK, but not great. I will say this: the visor doesn't fog up easily.

In a very short time of using the helmet, I can say it's comfortable enough (not quite up to the gold standard of Arai Quantums, but good enough). The shield has good field of view and is very clear with no distortion. The only problem is that it doesn't seal very well. In fact, it has an annoying whistle whenever I'm above about 40 mph and a fair amount of airflow as well. I'm going to try to figure out how to tighten it up, but unless it can be, the HJC will be relegated to commuting duties for eternity. I can say it's very popular with the gate guards...

THE BIG CHILL: HYPOTHERMIA

I once rode to an October football weekend. I had a great time, but I dragged my feet about leaving until the majority of my ride home occurred after dark. I had a lot of clothing and ended up putting most of it on, but that hampered my dexterity to the point where I felt like the little kid in the snowsuit from "The Christmas Story." The bike had a windshield, but didn't have heated grips (nor did I have any electric clothing). Coming across I-68, it began to snow and sleet. My core was fairly warm, but my hands were cold to the point where I doubt I could have operated the front brake lever for a hard stop if it had been required. Mentally, I was so miserable that I just wanted to get it over with and my ability to concentrate on basic motorcycling tasks was greatly diminished. I was reduced to stopping at highway rest stops, where I would hold my hands, gloves, and helmet under the hand dryer to warm them. I was lucky in that I made it home without incident.

HYPERTHERMIA is heatstroke and it's "polar" opposite is HYPOTHERMIA. When you're cold, the body shuts down the blood-rich "radiator" vessels in your hands, feet, and head. It keeps the core warm by restricting blood flow to the radiators, so the first sign of hypothermia is typically cold hands and feet. The

next stage is shivering. Move much beyond that and you start getting into confusion as the body hordes more blood in its core. The final stages of hypothermia can include feelings of well-being, euphoria, and ironically, warmth to the point where people actually start removing their clothes. That stage is usually followed by death.

In motorcycling, we generally stop short of death, but all of us have experienced cold extremities, shivering, and the related loss of dexterity. Some may have even gone to the point of bad judgement, which is insidious because when you're there, you don't KNOW it's bad judgement (kind of like being a teenager again). The other complication about being on a motorcycle is the presence of wind chill, which can make merely cool temperatures feel much colder. If there is any precipitation and you get wet, the effect is compounded even further by heat transfer and evaporative cooling. It doesn't take much for the combination of those things to result in hypothermia. Most people think of hypothermia as a snowy, winter condition, but fall days in the 40's to 60's are actually a prime time for it. Because hypothermia can affect both your physical and mental performance, it's good to know a little about how to avoid it.

Lesson 1: STAY DRY. In Navy water survival, they teach that water is a much better heat transfer medium than air and to get out of the water as soon as possible to preserve body heat. That includes managing perspiration by using a wicking first layer. Even on a moderately warm day, wet clothing can rob vital areas of heat. Synthetic materials like polypro and fleece move sweat away from your body and retain insulating qualities when wet, so they're good first layers. Stay away from cotton, as it retains water. A rain suit or Goretex riding garment is vital too. Don't forget boots and gloves. My gloves are a major weakness: worn inside the cuff of the jacket, the wind blows the rain up my sleeves and worn outside the cuff of the jacket, the water runs down into the glove at traffic lights. My hands are usually chilly when wet and I'm still looking for the perfect gloves.

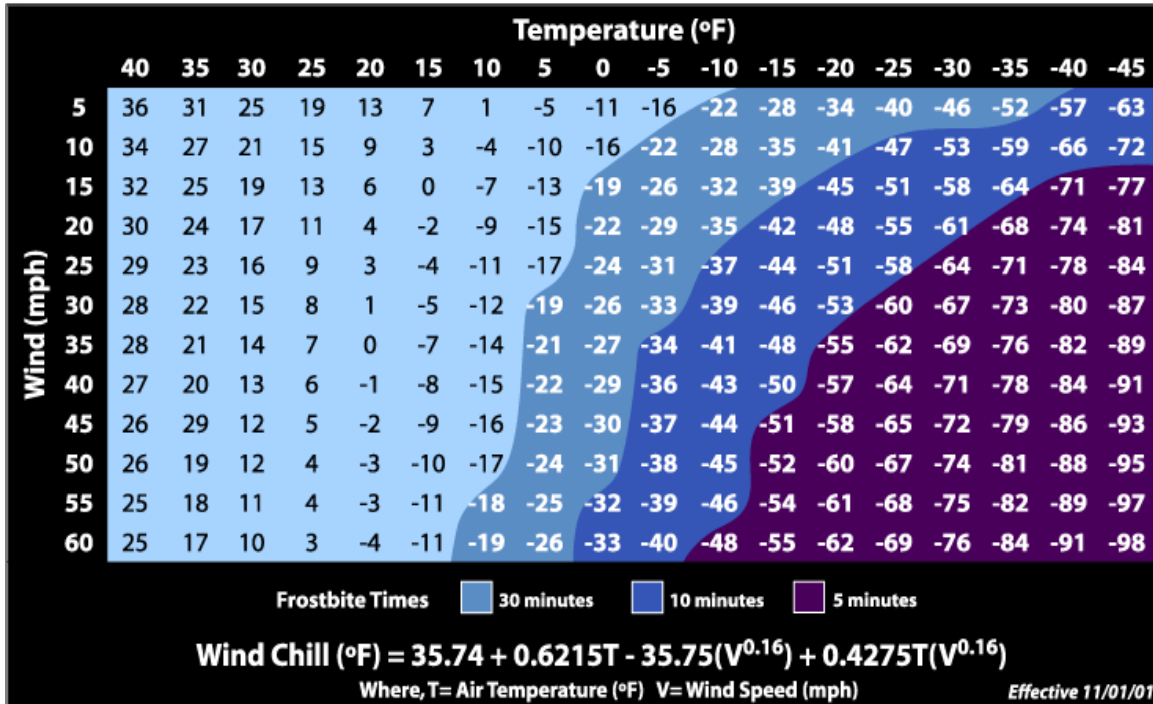
Lesson 2: LAYER your clothing. Don't wear one big garment that leaves you sweating when it's warm, then shivering when the sweaty lining gets cold. As the day warms, shed clothing to avoid sweating, then put it back on again as the day cools. Start with a thin silk or polypro layer, then a microfiber shirt and pants, then a fleece garment or jacket liner, then your motorcycle gear, preferably something wind and waterproof. That sounds like a lot, but you can take off the fleece and jam it in your topcase/tank bag. Even if an electric garment is one of your layers, consider that your electrical system/garment may go bad, leaving you poorly equipped to get home. Putting on a rainsuit over your gear, even if it isn't raining, can provide the windblock and insulation you need. Plug up those little holes around your neck with something like an Aerostich wind triangle.

Lesson 3: STOP. If you find yourself suffering from cold hands, feet, torso, etc. and find your mental processes are more focused on staying warm than staying on the road, just stop. Go to a diner and get a warm meal to fuel your body for warmth. If you find yourself shivering uncontrollably in the diner and haven't warmed up after coffee and pie, get a motel room, get out of your clothes, turn up the heater, take a hot shower, and get into bed. Get up early the next day and complete your trip. As a guy in my office says, "History will be there tomorrow."

Lesson 4: Check out the WIND CHILL chart below. If you are doing 60 mph on a 40-deg day, it feels like 25 deg out there! The formula at the bottom will calculate the wind chill for higher temperatures/speeds. Dress accordingly!



Wind Chill Chart



There are a number of tricks out there to help in a pinch:

- Use grocery bags as boot liners.
- Slip a newspaper in front of your riding jacket to serve as insulation.
- Garbage bags with holes for your arms and head are good, especially under your normal riding gear, but over your fleece.
- Wool is a good substitute for fleece if you can stand it.
- Don't wear your boots too tight if your feet get cold: circulation keeps you warmer than multiple layers.
- If your feet are cold, put on a hat as lots of heat is lost through your head.
- Heated grips can warm your arms by warming the blood circulating through your hands.
- Make sure your faceshield fits snugly to prevent leakage that cools your face!

DC MOTORCYCLE SHOW

The show will be held at the DC Convention Center from 13 to 15 January 2006.

<http://wdc.motorcycleshows.com/imswdc/V42/index.cvn>

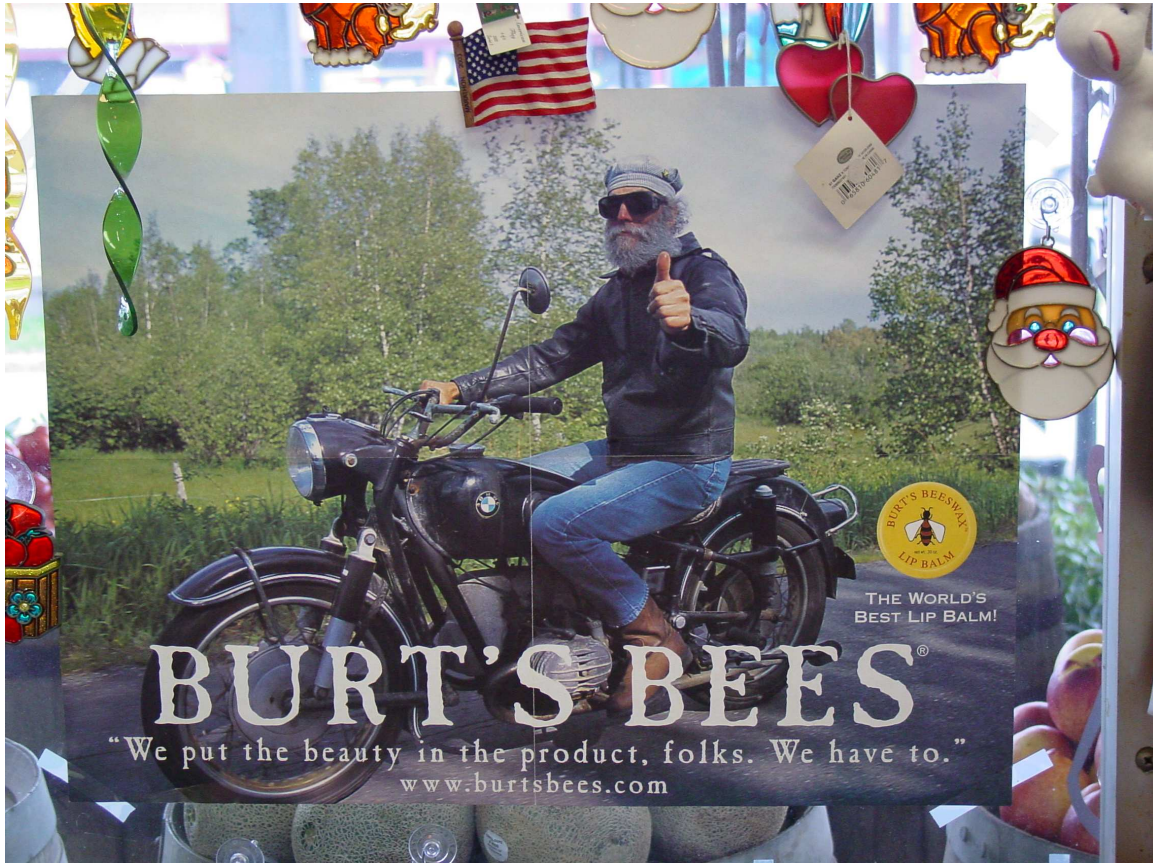
<http://show.motorcycleshows.com/IMSBrandManager/v42/index.cvn>

CRABS ROADSIDE PHILOSOPHY & POETRY CORNER

"Two roads diverged in a wood, and I-I took the one less traveled by..." Robert Frost

"When you come to a fork in the road, take it." Yogi Berra

PHOTO OF THE MONTH



Poster at Meadows of Dan, VA Gift Shop