

## IN THE CONE ZONE

By John Del Santo

We're riding down the road, wind in our hair, breeze on our knees, and there appears a sign that could spell trouble for a motorcyclist: "ROAD CONSTRUCTION AHEAD". If we *knew* the road work was happening there, we probably would have picked another route, but it often comes as a surprise. How we get through it depends on how we read the road ahead.

First and Foremost we need to show attention to, and care for, the construction workers. "Give 'em a Brake" as the sign reads. There is usually plenty of warning when lanes are closing and traffic is merging together. Plenty of warning that is, for those drivers around you who are bothering to look down the road. A lot of them don't aim high, and spend most of their time being surprised by things that happen. Use your hand signals when slowing in tight traffic... people tend to see that sooner than they see your brake light. You *know* there are a lot of drivers out there with a "me first" mentality who get impatient and selfish and meaner than snakes whenever they're forced to slow down for *anything*. Be ready for them to do something radical. If everyone just followed the rules they learned in Kindergarten... You know, "Be nice" "Share" "Don't hit", then merging would happen smooth and easy. Cars in the lane next to you that don't have a decent following distance will suddenly swerve one way or another when the traffic slows down... Don't stay in anyone's Blind Spot any longer than necessary and be ready with your throttle, brakes, and horn. Work zones are famous for rear-end accidents... So in stop-and-go traffic it can be a good idea to position your bike near the outer edge of your lane and keep an eye on your mirrors... If traffic is stopping and the guy behind you doesn't seem to be paying attention, you can make a move out between the rows of traffic and not be smushed like a bug.

We're keeping a Giant following distance, much more than usual, so we can see far enough ahead to spot any hazards in time to handle them. We're watching for unevenly paved lanes, you know... the dreaded Edge Trap... you can probably ride *off* the edge, but trying to ride *up* the edge will drop you in a flash! These are especially dangerous at night when all blacktop looks the same and our depth perception is poor. We're staying alert for loose gravel, which will lengthen our stopping distance, holes in the road, and steel

trench plates...Slippppppery ! We don't even *think* about touching the brakes while on a trench plate ! Be watching for paint lines that used to guide traffic in one direction but now go somewhere else...maybe off the road or into the next lane of traffic. Watch for the driver in the next lane being confused by that, and drifting into your lane.

Once we're out of the Work Zone, we're prepared for other drivers jackrabbit up to speed and jumping around from lane to lane trying to make up the time they lost. Tires, especially truck tires, can pick up stones in a construction area, and then as they get back up to speed will slingshot those stones back at you. By keeping a healthy following distance we stand a better chance of not being in range of those thrown stones, and not be feeling like a duck in a shooting gallery. Following distance is like Money. You can never have too much, but if you have a little bit less than you need... you can be in trouble ! So, to avoid turning a *Construction Area* into a *Destruction Area*, avoid the Cone Zone if you can... and if not, Be Alert, Ride Easy, and Ride Safe

longer route headed east via Hwy 67, 29 Palms and Route 66 to finally reach Baker and take the same route in.

Leaving in the cooler temperatures of morning made for comfortable riding, but as it got later in the day and the closer to Death Valley, the temperature rose to 103 degrees F! This ride was a definite exercise in layering your clothing and utilizing a CamelBak to stay hydrated.

After arriving and checking in, wifey and I headed off to the pool to cool down and enjoy the view of the surrounding mountain ranges. Richard was good enough to reserve "cabins" for us couples while the rest of the riders stayed in the "ranch" (Holiday Inn type motel).

A couple of hours later the "Long Riders" started rolling in and stories of getting lost and making up time was the topic that late afternoon.

Some of the members stayed an extra day to enjoy the desert surroundings and to do a little exploring, but most of us had to head back to civilization on Sunday morning. It was a great over-niter with some unique scenery (see photos of the ride on our website) and some challenging roads and environments. "Thanks" to Richard French and Eddie Seeber for the planning and organizing this ride.

## Death Valley Over-niter

by Ron Farkas

"Is the Starbuck's open?" was the question we heard early in the morning at start of the Death Valley ride. Richard French and Ed Seeber were smart enough to start the ride in a shopping center's parking lot with the required Starbuck's only steps away. About 20 Red Hot Riders met up on Scripps Poway parkway near I-15 for the start of our overniter to Death Valley. - Ed and Rich came up with a plan to have two routes - one, a short route (350 miles long) and a long route (450 miles long) both ending at Furnace Creek Ranch in Death Valley.

The shorter route was basically freeway until Baker, California then past Dumont Dunes and into Shoshone. The



An "early" version of a CamelBak Hydration system!

April's Meeting report

April's meeting was about leather anyway you want it as long it's made by an Italian manufacturer! Spidi, famous for their boots, was good enough to be our guest speaker this month. Like the foundation of a building, the raw material which is used to make a riding suit is where the Spidi product distinguishes itself from other brands in the motorcycle accessory world. Thick leather may provide you with the maximum protection, but it is often too stiff or needs a long break in time to make the suit comfortable. Spidi has found a way to make thick leather soft and supple; the suits are then stitched together in a pre-curved fashion that just begs to be worn by a sport bike rider. The protection pads aren't just die-cut foam that fit in lining pockets, but actual engineered material tested for impact absorption and abrasion resistance. Spidi has also led the way in spinal protection and made the "hump" that is so prominent on MotoGP and Superbike racing, a protection device as well as an aid to the aerodynamics that take place at racing speeds. Spidi also has a jacket that has so many options

that it can truly be called a "system"; it can provide you with custom protection from both the road and the elements.

With summer around the corner, and additional riding time being on everyone's mind, Jim Branch our president, brought some 'Chalk Talk' to the meeting. Jim made up some examples of positioning techniques of yourself and other vehicles on the open road. Jim utilized a large poster sized drawing to illustrate the correct and safe way to interact with other motor vehicles.

At the end of the safety discussion, many of us waited around until the end of the meeting to try on and sample some of this leather from heaven by way of Italy and a special thanks to Paul Eddy from Motonation for bringing it to the meeting.



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**EVENT CALENDAR**

**MAY** WED 11—RHR meeting at Giovanni's  
 SAT & SUN 14/15—AMA SBK—Infiniteon  
 SAT 15—MotoGP—LeMans, France  
 SAT & SUN 21/22—AMA SBK—Pikes Peak

**JUNE** WED 8—RHR meeting at Giovanni's

Inclement weather may cause the cancellation of any of the above RHR events. Contact Jim Branch at (619) 460-0669 the evening before a RHR scheduled ride/Track day if weather is a question. You can also check out the Web site for up-to-date changes in the Schedule : [www.redhotriders.com](http://www.redhotriders.com)

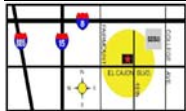
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**2005 Baby Butt 1000/1500**  
**September 17-18, 2005**

**1000 or 1500 Mile**

**24 hr. Endurance Ride**

**Check our web site for entry forms**

San Diego to Laughlin—the long way! Mark your calendar now. Registration forms are not available just yet. We leave on Friday morning at 6:00am and arrive at the River Palms in Laughlin, NV by 6:00am on Sunday morning. There is a banquet at 11:00am or so where we have loads of door prizes, speakers and a buffet brunch



**Start of the Death Valley Ride; Ed & Judy's Krugman's Hondas complete with "Bug Bulls-Eyes"**

**Next Meeting: 5/11/2005**

**May 2005:** you've recently received some unwanted "recognition" for an ever-so-slight traffic violation, you'll want to know how to contact our May speaker. Joy Medved is the owner and an instructor of "Joy of Motorcycling Traffic School" ([www.joyofmotorcycling.com](http://www.joyofmotorcycling.com)). Her state licensed school in San Diego satisfies DMV requirements while also focusing on motorcycle laws and safety. This is great for us motorcyclists, but it's really great to know automobile drivers are also being sensitized to motorcycling. See you there

**Club Meetings:**

Giovanni's Restaurant in Kearny Mesa, Corner of Clairemont Mesa & Ruffin Roads  
 6PM 2nd Wed of the Month

**Newsletter Submission:**

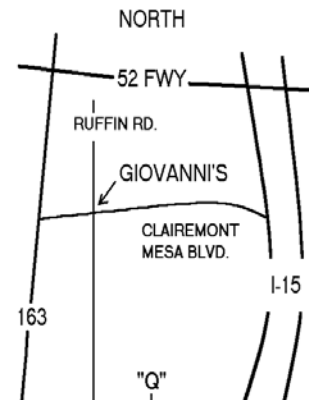
Newsletter submission can be sent to Ron Farkas, email is: [hondaron@cox.net](mailto:hondaron@cox.net), Phone & Fax: 858-486-3257

**Officers 2004-2005**

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**MEETING LOCATION**  
**Giovanni's Restaurant**  
**9353 Clairemont Mesa Blvd**  
**(858) 279-6700**