

FELLOWSHIP OF THE 'STANG

ISSUE 2

07 JANUARY, 2013



MUSTANG MOTORCYCLE RIDE

On 28SEP12, 19 motorcycle riders from the Mustang Battalion formed up behind the motor pool to conduct their T-CLOCS checks for the day's ride.

The Mustang quarterly ride would take the Soldiers on a 97 mile route to a little BBQ restaurant in Llano named Coopers BBQ. However, the riders first had to finish their safety checks and receive the route brief from SSG Blake, the ride NCOIC.

As the Soldiers departed Fort Hood they headed South to avoid highways and fully take in the scenic roads. The group was able to reach their destination, Coopers BBQ, at around 1030 and went into a block of instruction over low speed maneuvering.

Slow Speed Maneuvering

The first thing you must master is head and eyes. What this means exactly, is that wherever you look, that's where the bike will go. The reason the phrase head and eyes is used is that if you turn your head to the right, but your eyes look straight ahead, the technique WILL NOT work. Both your head and eyes must turn in the direction you want the bike to go. Never look down unless you want to go down. Head and eyes does take practice to become second nature. The good news is that you can practice this technique every

time you are on your motorcycle. Simply pulling out of your driveway, for instance, if you are turning to the right, turn your head and eyes to the right, look down the road where you want the motorcycle to go and you'll immediately notice you will be making a much tighter turn than normal. When you stop at a stop sign and are about to make a left hand turn, turn your head and eyes to the left, avoid looking at the curb or the center line of the road and focus on where you want the bike to end up and you will find you will never drift towards the curb or the center line of the road. You can even practice this technique on a bicycle

by making U-turns on the street in front of your own home.

The second technique you must learn is how to use the friction zone. The friction zone is the area on the clutch between fully open and fully closed. In other words, as you let the clutch out and the bike starts to move, you're entering the friction zone. An easy way to become accustomed to riding the bike in the friction zone is to practice the slow race. That is simply going as slow as you possibly can without releasing the clutch completely.

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Soldiers just completed safety checks and are ready to ride.

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UPCOMING EVENTS

- *Battalion mentor meeting held the second Wednesday of every month*
- *Battalion mentorship ride 30JAN13*

BLACKJACK MOTORCYCLE MENTOR

Hello Mustangs , my name is CPT Scott Roessig, and I am the new "BLACK JACK" Brigade Motorcycle Mentor. This will be an exciting and motivating opportunity for me, and I look forward to some great rides and opportunities to teach and train riders alongside the other Battalion Mentors. I have over 12 years of riding experience, primarily with street bikes. I am police motorcycle certified and have been an MSF Rider Coach since 2004. I have a thirst for teaching new and experienced riders, and enjoy watching them utilize the techniques that they have learned during instruction. I can see their confidence grow, understanding the techniques and trusting their abilities. It's also enjoyable to see riders completing advanced riding courses, increasing their knowledge and re-enforce good habits and begin to purge the old bad ones.

In the next few "Fellowship of the 'Stang" newsletters, I will be focusing on important riding skills from leaning and coming, threshold breaking and ABS systems, to slow speed maneuvers and lane tactics and techniques.



Captain Roessig

Of course, some information discussed will be nothing new, but hearing them again, then practicing them and applying them to real world situations will only increase your riding skill level. However, like any other sport, you have to practice, and that means ride, and if you love to ride as much as I do, it won't be long until most everything you do on that bike becomes second

nature. Good riding is safe riding, so keep wearing your PPE, manage your speed and corners and keep the shinny side up.

MOTORCYCLES IN WARFARE

In 1942 the British government developed a lightweight motor-scooter called the "WELBIKE" that could be parachuted in with Soldiers.

The bikes were created in secret and throughout Second World War with nearly 3853 bikes being created. The bikes weighed 70 pounds and had a range of nearly 90 miles on one tank of fuel. Not bad for a 1.7 gallon tank in a bike that can reach speeds of nearly 30 mph. The bike's main purpose was to get the Soldiers away from the drop zone and to their link up point and aside from having to assemble the bike on the DZ, which a trained Soldier could do in 11 seconds. The only downfall of the bike being parachuted in was that it did not always land in the same location as its operator.

In 1942 the bikes saw their first action when British Airborne units parachuted into Scotland.

The bike's ruggedness began to make them famous and several units began requesting them. So much faith was placed on the little WELBIKE's that they were carried ashore on 6 June 1944 during Operation Overload by British Commandos. The little bikes were also used that September during operation Market Garden in Arnhem.

The WELBIKE was a revolutionary idea but just as it was being fields its career was ended with the invention of the Gliders. With gliders, Airborne units were able to drop in with full size motorcycles and jeeps.



Soldiers at Bulford Camp in Southern England rehearse reassembling their Welbike in preparation for the Normandy Invasion.

DRESSING FOR THE WINTER

Winter is approaching and even though Texas has mild winters at best and several riders continue riding, you should consider changing your riding gear for the changing weather.

The first thing to do is dress warm and to do that you need to understand that wind is your enemy. You never hear of a day having a warmer wind chill temp but you always hear about the colder wind chill.

The two things you need to protect yourself from the cold are layers and wind proofing.

Layers—everyone's body is different and the weather each day is different so don't get stuck dressing the same every day. The key to selecting the right combination of clothing is to ask yourself; am I feeling slightly warm standing still. This is important because when you ride, the wind will take your heat away. Next ask yourself; do I still maintain my ability to operate the con-

trols on my bike safely. If you are unable to safely operate the bike with the amount of clothing you need than you probably should wait for a warmer day. Don't forget, many riding jackets also come with an inner liner for this exact weather. You may just need to locate it after riding in the Texas heat for so long. After you have considered your layers, consider wind proofing.

Wind Proofing—this can take a little trial and error to perfect. This is because it is difficult to determine where your gaps are. Here are a few tips protecting against the wind:

- Add a windshield to your bike, this option relieves you of taking on extra weight and bulk.
- Wear a full face mask or dig around in you gear and pull out your balaclava. You won't win any cool points but you will be warm.

- This next one is a tip from race bike riders: put a newspaper on your chest, between your jacket and next layer, this will stop the flow of air coming through the jacket zippers.
- Finally if you still have gaps with wind coming through, don't be afraid to tape up your cracks with a little duck tape.

With layers and wind proofing addressed you are just left with protecting your hands and feet. The layering and wind proofing concepts apply here just as they did earlier but you need to insure that you do not limit your ability to manipulate the controls

Warning-Cotton Kills

OK, not really but when cotton gets wet it does not wick moisture away. Wet cotton clothing will stick to your body and pull heat away, increasing your chance of Hypothermia. A better alternative is to wear Wool materials or moisture wicking items.

MOTORCYCLE MENTORSHIP RIDE (CONTINUED)

The third technique is the proper use of the rear or controlling brake. With the motorcycle in the friction zone, keep your foot on the rear brake and feather it as the bike starts to move. By doing this you are making the motorcycle think it's going faster than it is. When you apply power and keep your foot on the rear brake, it keeps the motorcycle from falling over at low speeds which is where most people have a problem. Its rare to hear of anyone having problems balancing their motorcycle at 50 or 60mph. If you don't use these techniques at 5 or 10mph the motorcycle feels clumsy and wants to fall over on it's side. AVOID using the front brake at all costs when riding at parking lot speeds, as applying the front brake at 5 or 10mph with the handle bars turned even slightly, will pull you to the ground like a magnet. Of course, once above parking lot speeds, you must use the front brake as well as the rear brake, as 70% of your braking power comes from the front brake.

Avoid dragging your feet along the ground as this tends to upset the balance of the motorcycle, and of course, if your

feet are dragging on the ground you cannot have your foot on the brake. As soon as you start to move your bike from a complete stop, both feet should automatically come up to the floor boards or pegs and your right foot should be feathering the rear brake. Once you master these three simple techniques, you will be amazed at the tight maneuvers your bike can perform. You'll know you've gotten it right when you can make full lock turns in both directions at 5mph with the pegs or boards scraping a perfect circle in the pavement.

Following the block of instruction the Soldiers practiced their skills before eating lunch.

When the group finished lunch they loaded back on their bikes and made the ride back to Fort Hood taking the same route. On the way back the they encountered an unexpected rain shower that lasted only four miles but built up confidence in newer riders that had not road through the rain. The group reached Fort Hood at 1530 with no accidents or incidents.



Enjoying a good BBQ lunch before hitting the road

UNDERSTANDING YOUR TIRES

Keeping good tires on your motorcycle is one of the main safety precautions you can take. If anything is wrong with either of your tires, you could end up in a serious accident. Putting the right tires on your motorcycle is just as important as maintaining them. There are a variety of numbers on your motorcycle tire. These numbers represent the rotation direction of the tire, the load and pressure codes, when the tire was made and the tire size. The tire guide to the right describes what each number on your tire represents.

Preventive Maintenance

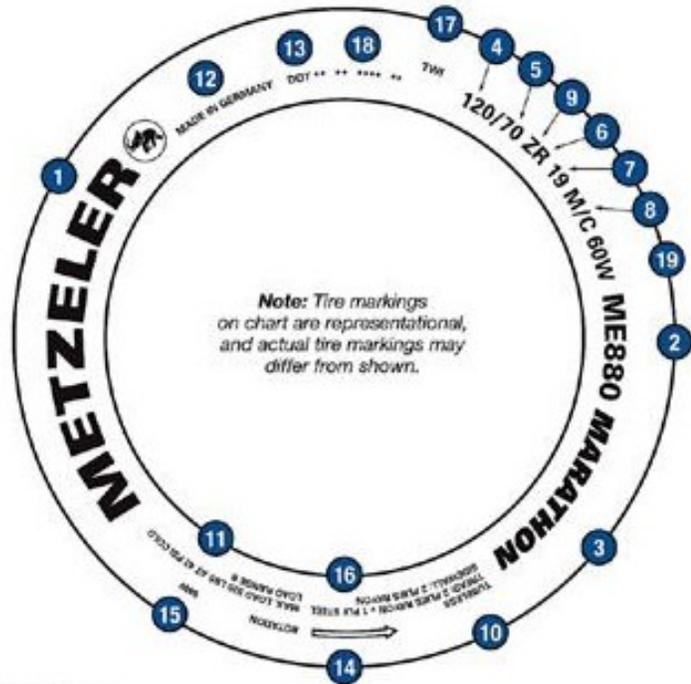
Correct tires is a must but the Preventive Maintenance is just as important..

1. Keep your tires correctly inflated. A tire that is very under-inflated generates a lot of heat which can lead to a blow out. Tires that run too hot also wear out more quickly. The most common motorcycle breakdown is for tire damage.

Purchase a pencil-type tire gauge and use it regularly until you instinctively 'know' what your tires feel like correctly inflated. Use of the gauge and visual inspections must become second nature.

2. Along with the pressure check the tread of both tires. A Rule of Thumb is, if you can see the top of Lincoln's head, its time to replace.

3. Dry Rotting or "Cracking", usually means that the tires are old and/or the bike has not been in covered storage. Real "light" cracking may be ok, but basically if there is excessive dry rotting, you should get new tires. The use of most sidewall appearance products on your tires has been shown to degrade the rubber and accelerate rubber cracking.



TIRE MARKINGS

- | | |
|---|---|
| 1 Brand name and registered trademark. | 12 Indicates where the tire was produced. |
| 2 Type of tread pattern. | 13 Abbreviation of "Department of Transportation". Serves to indicate that the tire conforms to the regulations issued by the Transport Dept's of USA and Canada. |
| 3 Name of product line. | 14 The arrows indicate the direction of rotation of the tire according to the fitting position (front-rear). |
| 4 Nominal section width, expressed in mm | 15 For tires suitable for speeds over 130 mph / 210 km. Number indicates load index, e.g. 58 = 520lb. / 236kg |
| 5 Ratio between tire section height and nominal section width. This ratio is not indicated when section width is expressed in inches (eg. 3.50-18). | 16 Number of plies and material. |
| 6 Code for tire construction: ("-" Bias, "R": Radial, "B", Bias Belted). | 17 Tread Wear Indicator. |
| 7 Nominal rim diameter size in inches | 18 DOT (Stands for Dept. of Transportation) This is the serial # for the tire, and the last 3 or 4 numbers represent the date. Example 3801 means the tire was produced in the 38th week of 2001. |
| 8 "Motorcycle" in abbreviated form. Differentiates motorcycle tires and rims from those designed for other vehicles. Shown on some models only. | 19 Load and Speed Index codes |
| 9 Speed symbol. Indicates the tire's speed. | |
| 10 Tubeless (TL) | |
| 11 Expresses the tire's maximum load capacity (pounds) at the pressure indicated (psi) | |



Rear tire to a cruiser that blew out.



If you can see the top of Lincoln's head your wrong.



Cracking of the tires side wall weakens the tire and should be changed.

PHANTOM THUNDER RIDE

Even though temperatures have dropped and fall is upon Texas, a chili morning on November 7 wasn't enough to keep more than 700 motorcycle riders from riding in III Corps' Phantom Thunder Mentorship Ride.

The 89th Military Police Brigade coordinated the ride with the riders starting at Fort Hood going to Central Texas State Veterans Cemetery. The ride showcased to the community that Fort Hood Soldiers are committed to safety and the comradery of being a Soldier.

The ride was open for all military service members, Department of the Army civilians, Family members and contractors. The Phantom Thunder ride, just like all unit rides, was to reinforced good motorcycle riding habits throughout Fort Hood and central Texas.



Riders assemble at III Corps

Command Sgt. Maj. Peter Ladd, brigade command sergeant major for the 89th MP BDE., "This is a chance for all the Soldiers, all the Family members and all the civilians that work and play on Fort Hood to get together and promote motorcycle awareness. We get

to ride motorcycles during the duty day! How can you complain about that?"

CSM Ladd was also quick to point out that this should still be treated as a training exercise, just as if you were qualifying at a range.

A large number of most motorcycle related accidents normally occur because other drivers who do not see the rider. This makes it even more important to motorcycle operators follow the rules of the road.

While safety is top priority for III Corps motorcycle riders, it's also important for new riders to have a mentor they can turn to for help.

"Motorcycle mentorship is not like going out and getting a license for a car," Said CSM Ladd. "There are obvious hazards with a motorcycle. Part of the mentorship program is creating awareness to what are the current policies and procedures that the Army is telling us that we as Soldiers and motorcycles riders have to adhere by."

While it's important for newer riders to have someone to go to, it's even more imperative mentors remember the responsibilities they have to those less experienced behind the handle bars.

Even though the ride allowed mentors and junior riders a chance to meet and ride together, it was significant to a lot of riders because it gave them a chance to remember Veterans Day.

As the riders left Fort Hood, they entered into the rolling green hill country South of Killeen to the Central Texas State Veterans Cemetery. The motorcycles pulled through the gates two by two and parked methodically,



Riders assemble at Central Texas

building a mechanized wall that wrapped through the entire cemetery, contrasting with the green manicured lawns and immaculate rows of white gravestones.

The riders dismounted and gathered en masse at the Northeast corner of the graveyard, where an Army Honor Guard had been standing stoically, throughout the Rolling Thunder's long entrance, under a tall flagpole flying a black Prisoner of War flag.

At the end of the ceremony honoring our fall, the riders loaded their bikes for the return trip to Fort Hood. The route was the same as before and all bikers returned safely with no accidents.



COMPANY MENTORS

Hell Raiser

Name: SGT Stein, Thomas
 Position: Medic
 Time with Battalion: 6 years
 Time in Service: 17 years
 Motorcycle: Harley Davidson Sportster
 Years Riding: 28



Commando

Name: SSG Morrow, Travis
 Position: Fire Support NCO
 Time with Battalion: 7 years
 Time in Service: 9 years
 Motorcycle: Honda Shadow Ace
 Years Riding: 12



Legion

Name: SSG Rondon, Adam
 Position: Squad Leader
 Time with Battalion: 3 years
 Time in Service: 7 years
 Motorcycle: Kawasaki ZX6R
 Years Riding: 11



Cobra

Name: SPC Gonzalez, Diego
 Position: Senior Line Medic
 Time with Battalion: 2 years
 Time in Service: 2 years
 Motorcycle: Aprilia Dorsoduro
 Years Riding: 10



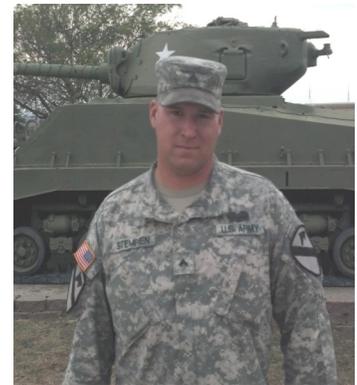
Desperado

Name: SSG Bussell, Patrick
 Position: Company Master Gunner
 Time with Battalion: 10 years
 Time in Service: 19 years
 Motorcycle: Fat Boy Low
 Years Riding: 26



Outlaw

Name: CPL Stempien, Thomas
 Position: 88M
 Time with Battalion: 1 years
 Time in Service: 6 years
 Motorcycle: Triumph Rocket II
 Years Riding: 1



Consider This:

Next time you're at the pump filling up your truck that gets 16 MPG, the average motorcycle gets 35-45 MPG.

HOW TO PERFORM AN T-CLOCS CHECK

T-CLOCS is a mnemonic developed by the Motorcycle Safety Foundation for assisting you in doing a comprehensive pre-ride (or a pre-purchase) inspection of a motorcycle. It is easily memorized and very useful. The individual letters stand for these specific areas to check:

- **T — Tires & Wheels**
- **C — Controls**
- **L — Lights**
- **O — Oil**
- **C — Chassis**
- **S — Stands**

Tires—you're going to check air pressure, cracks, the spokes and your wheel bearings.

Controls—you'll operate your levers, inspect all the control

cables and switches.

Lights—simply do all turn signals work, head lights and most importantly your brake lights.

Oil—not all motorcycles have gas gauges so its necessary for you to look in your tank for fuel. Next check your oil and all remaining fluids. Additionally, look around on the ground near and under your bike for any drips or leaks.

Chassis—sit on your bike and rock it, making sure everything moves smoothly and relatively slowly. Then inspect the drive components for proper tension and signs of adverse wear.

Stands—check side stand to insure it is not bent or cracked. Check its springs for enough tension and if you bike has an engine cut out switch or pad, inspect it as well.

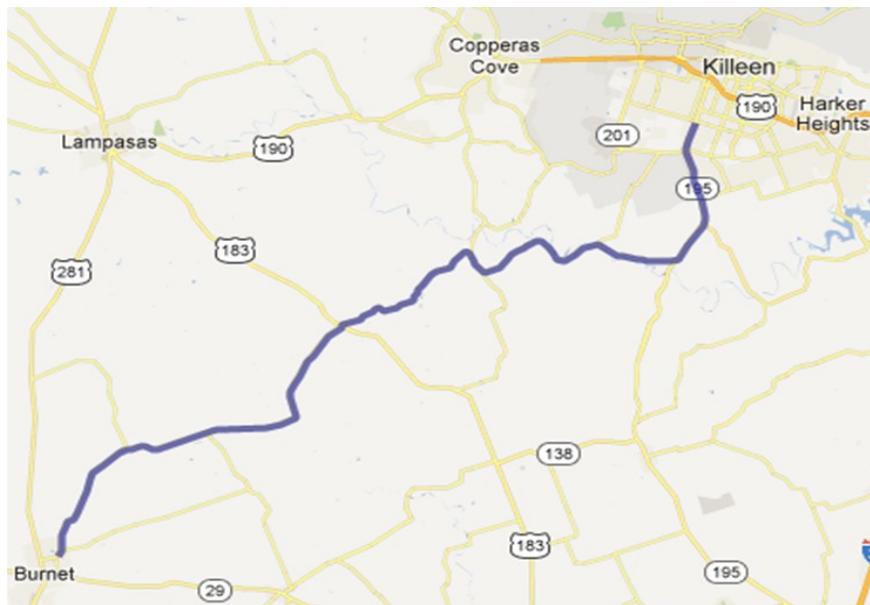
It is best if you can complete this check before every time you hop on your bike but we always end up being in a hurry and fail to do so. If all is in good working order than you are ready to roll. According to the MSF a pre-ride inspection should take under 3 minutes and that 3 minutes could very well save your live on the open road.

Follow the website download and print out a check list.

<http://www.msf-usa.org/downloads/t-clocsinspectionchecklist.pdf>

SUGGESTED RIDING ROUTES

If you're looking around for a fantastic scenic motorcycle route then take note of this 50 mile stretch. Start in Killeen, TX take 195 South, turn right at 2670 and follow until it dead ends at 2657. Turn right and then ride about 2 miles and you will turn left at 963(Oakalla). Take 963 through Watson and follow all the way to Burnet. Looking at the map, you will see numerous country roads that branch off this main route that are equally as fun. The trip to Burnet is full of great rolling hills and numerous bridges to stop and admire the scenery.



POC for this publication is SFC Jackson, Jeremy and 1LT Scherffius, Aaron. If you would like to leave a comment or suggestion for future articles you can contact them at Jeremy.a.jackson6.mil@mail.mil and aaron.scherffius@us.army.mil.