

WESTERN WONDERS | 8 MUSEUMS TO VISIT IN THE POCONOS | MARYLAND BYWAY

WING WORLD

INSIDE:

OUR RV TOY HAULER

CRAZY ABOUT CAMPING

GPS LOCKING MOUNTS

SHOWING OFF THE BIKES

ALWAYS WEAR ALL YOUR GEAR

FOLLOWING DISTANCE ON A BIKE

REVIEW: TWINART VENT LIGHTS

MEMBERS: TRIBUTE TO BOB BERRY

AUGUST 2021
WINGWORLD.MAG.COM
MONTHLY U.S. \$3.95 | CANADA \$4.95



AUGUST 2021

Contents



Western wonders, Page 48.

GPS locking mounts

Page 18

Crazy about camping

Page 32

Our RV toy hauler

Page 42



Contents

View the August Digital Edition of **Wing World** online:

USERNAME: **RIDE**
PASSWORD: **SUMMER**

FEATURES

- 18** GPS locking mounts
- 28** Farewell to a great GWRRA Leader Bob Berry
- 32** Crazy about camping
- 38** Camp like a pro
- 42** Our RV toy hauler
- 44** Showing off the bikes
- 48** Western wonders
- 56** Sites along the Harriet Tubman Underground Railroad Byway
- 58** Eight museums to visit in the Poconos
- 60** Product Review: Twinart Lighted Vent Trim for 2018-2020 Gold Wings
- 62** 10 common causes of collisions
- 74** Wearing our gear saved our lives

COLUMNS

- 10** Director's letter
- 12** Editor's letter
- 20** Workbench
- 64** Field updates
- 66** Field updates

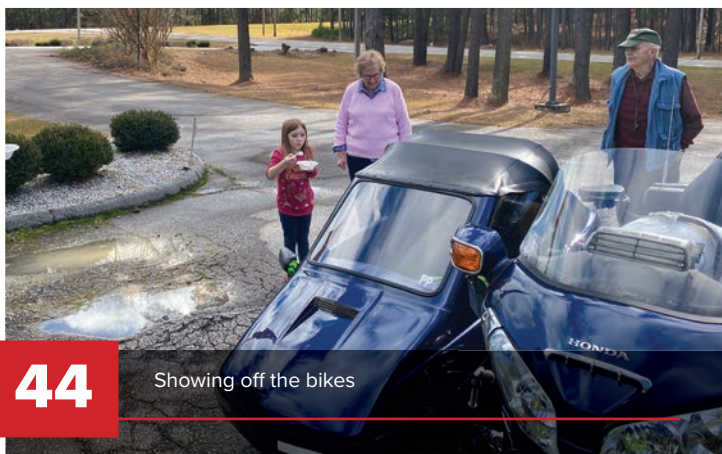
EVERY ISSUE

- 14** Letters
- 16** Products
- 63** Marketplace (also **65, 67**)
- 68** News
- 70** Events
- 72** Classifieds
- 79** Hall of Fame
- 80** Readers' Rides



32

Crazy about camping



44

Showing off the bikes



48

Western wonders

ON THE COVER: Photograph by Mike Hildebrand of his Blue 2018 Gold Wing with a Roadsmith trike conversion kit put on by KD Cycle.



Crazy about camping

By Gary L. Mace

My wife and I first met more than a few years ago when we were 19-year-old kids. As our relationship blossomed to the point where we would vacation together, we chose to tent camp. Not because we were outdoorsy pine-nut eating nature buffs. But because that is what we could afford to do at that time. Eventually we wed and raised two sons, and camping remained a part of our family. Most of our vacations, whether it be to the beach, Disney World, or other attraction, involved camping. It was no longer about saving a few dollars. It seemed obvious to us that it was much easier to connect with a child around a campfire than in a motel room watching cartoons. As time went on, our family camping evolved from tent camping to a pop-up camper, then to a large fifth wheel RV camping trailer.

When motorcycling found its way back into our lives by our late 30s, naturally, camping remained a part of that new passion. My wife and I would get away on long weekends on the bike to camp. My young sons and I would head off for motorcycle camping trips to Skyline Drive or Blue Ridge Parkway. And let me assure you ... they never forgot whose turn it was to ride with dad

next. Later as my sons got more active in Boy Scouts, I became an assistant scoutmaster and we did a ton of camping during those years. You would think by now we would be completely burnt out on camping. Nope. We were just getting started.

The next stage of our camping life happened when our sons morphed into adults, I was able to retire, and the family vacations were sadly no more. We then decided it was time to spend more time motorcycle traveling as long as we were blessed with the health to do so. If you are considering adding camping to your riding adventures, it is this stage of our life that the rest of this article will focus on.

Our early motorcycle camping adventures involved tent camping. Our first touring bike was a Royal Star Venture and we towed a Bushtec cargo trailer with all of our camping gear. In this trailer we were able to load all we needed for a great camping get away. A large dome tent, air mattress, sleeping bags, propane stove and lantern, basic cooking utensils and camping essentials. Our clothes we would stow in the motorcycle's trunk and saddlebags. I thought about including a detailed checklist of what to bring, but frankly, the internet is



chock-full of those lists and to be honest, every couple will have different needs and what my wife and I consider essential, you may consider frivolous.

Here are a few things never to forget. Good bug spray; the higher the DEET content, the better. Extra matches or lighter, make those two extras. Extra flashlight batteries. And of course, a flashlight. A good pocketknife, a small camping ax, and rope. Packs of hand warmers are great inside of sleeping bags for cool evenings.

The biggest loading tip I can offer is after your first trip, lay out all of your gear. Ask yourself ... did we use that? If the answer is no, consider not packing it on the next trip.

Also, never bring food or any item with a smell such as toothpaste or mouthwash into a tent or soft-sided camper. Bear and mini-bear (raccoon) will tear up a tent to get to those smells. When tent camping in bear country, a good practice is to hang your food, and any item that could attract bear, in a bag tied to a rope and then thrown over a tree limb. Many friends would store those items in their trailers, but I never wanted that attacked by a bear either. Some parks require the use of food lockers or bear-resistant food containers, so make sure to find out which practice is best where you are staying.

After a few years of pitching tents, we decided to move up to a tow behind pop-up tent camper. We selected a Time-Out brand but there are several nice models to choose from. Bunkhouse is a very popular choice. The advantage with these is they get you off the ground, set up in just a few minutes, allow for more gear storage, and a biggie for us ... allowed us to bring along a 15K btu small air conditioner.

We took many very memorable trips in our Time-Out camper — a 10,000 mile trip across the country, a wonderful trip to Newfoundland (see February 2019 *Wing World*), and many smaller basecamp-style trips. Now let me be clear. Towing this much weight is not for the inexperienced rider. And anyone who tries to convince you that it is no more dangerous than simply riding is dead wrong. If you have no experience towing smaller trailers with a two-wheel motorcycle, I urge you to be extremely cautious. I am not saying do not do it ... just understand the step you are about to take is seriously different from just riding a motorcycle.

The forces of this much weight will have a significant impact on nearly all aspects of riding. Braking, negotiating turns, and lane placement will need to be adjusted. It was these forces that brought me to the point of selling my Royal Star Venture and buying our 2015 Gold Wing. The increased power and ABS braking made towing our tent camper a much safer operation. It is my understanding that the GWRRA offers trailering seminars or courses at some rallies. If you are new to towing, I think these would be a valuable resource to watch for in your area.

An important tip for towing a trailer, whether it be a small cargo trailer or a heavy tent trailer, is to understand the importance of tongue weight. Some old school towing folks will tell you to have your tongue weight at 10% to 15% of the trailer's weight. While this is true and sound advice for towing big trailers with a truck, my



experience is quite different. I have found that, when towing with a motorcycle, the optimal tongue weight is between 20 to 35 pounds. No more, no less, regardless of the trailer weight. A lightly loaded cargo trailer may only translate to 10 to 15 pounds of tongue weight using that formula. My experience is you will experience sway when towing with a tongue weight that low.

On the other hand, a 650 pound fully loaded tent camper would translate to 65 pounds of tongue weight or more using that old school rule of thumb. That is far too heavy for the hitches and motorcycle subframes they are attached to. Furthermore, that much weight behind the rear axle could unload the front end to the point it may be dangerous in turns where you have any rolling pavement.

Image a seesaw and that your rear axle is the pivot point. I strongly suggest that you obtain a good quality digital fish scale. After you load your trailer, hook that to the end of your tongue and lift it to the same height as it would be attached to your bike. Adjust your load to obtain between 20- and 35-pounds tongue weight. To increase tongue weight, move heavier items forward to the trailer axle. To reduce, move heavier items behind the trailer axle.

Also, when towing any trailer, whether it be a small cargo trailer or a large tent camper, always remember to allow greater stopping distance. Your line in turns will also have to be adjusted. When towing, I still use the same outside-inside-outside line, but a bit less exaggerated. I have towed trailers on Tail of the Dragon, Blue Ridge Parkway and the Million Dollar Highway. It requires a bit more attention to detail but is very possible.

After a few memorable years camping in our Time-Out camper, while riding home from our Newfoundland adventure in extreme heat and a few days of rain, we decided it was time yet again to amend our mode of camping. We decided to get a somewhat small toy hauler travel trailer that we could load the Gold Wing into, tow the camper to our next basecamp, then cloverleaf from that basecamp on our motorcycle. Since we are doing more of this cloverleaf-style traveling, where we set up for many days at one place, this works best for us now.

We now also have the option on those rainy days to take the truck to tour an area. The biggest downside is that, with this setup, I often now look for interstate routes between our basecamps, whereas I used to look for the twisty country roads. However, provided our basecamps are spaced reasonably close, I still usually do not miss

many good roads or attractions.

When considering this option, my advice is to try your best to find an RV that fits your needs. Since we generally prefer state parks, national forest campgrounds, and U.S. Army Corps of Engineers campgrounds, which often can only handle smaller trailers, we started looking at 19-foot campers. But it soon became clear these would not work for us since most of these size campers were not usable when the bike was loaded. Why is that important? For us, we often overnight in either rest areas, Walmart or Cracker Barrel parking lots,





or similar places where it is allowed, in between our actual basecamps. We did not want to have to unload the motorcycle to use the camper this way. Because of this we ended up with a 27-foot camping trailer. To date, we have been able to find a campsite everywhere we wanted and this size allows us the flexibility we need to camp with the motorcycle loaded.

So, when you investigate this option, be sure to consider how you intend to use it and where you intend to use it. One tip on strapping your bike down. These camping trailers have a lot more bounce than most cargo trailers. As such, it is possible for the hooks on ratchet

straps to jump free of the floor D-rings. To solve this, I use heavy duty carabiners to connect the straps to the D-rings. Also be sure to remember to put down at least one rear stabilizer jack during loading and unloading if you are not attached to your truck.

So which mode of camping is best for you? There is a correct answer but only you will know that. Each of the ways that we camped was perfect for us at that time based on our age, health, energy, and desires. Each offered their own unique challenges and rewards. I still love the simplicity of plopping down a tent just about anywhere and camp is ready. I miss towing our Time-



FEATURE

Out camper on nice days and knowing I could travel any paved road we came to. And now we are enjoying the ability to get to our basecamp in comfort regardless of the weather conditions and having more of the comforts of home while we basecamp.

One thing I do know is that I would much rather be sitting around a campfire with a few riding friends than sitting in a stuffy motel room watching my free HBO. We have been to several small rallies where, after dinner, those staying in motels hibernated to their rooms never to be seen again, while the campers would gather around a campfire for several hours sharing tall tales and cold beverages.

Your next question might be — Which type of campground should I use? Again, it is all about preference. In my mind, there are three main types of campgrounds: resort type, family type, and natural type. The resort type generally offers full hookups, which may include electric, water, sewer, and even cable TV and WiFi. They are usually highly manicured sites and often cost more per night than a three-star motel room.

These are popular with folks who full-time RV and set up basecamps for months at a time. We jokingly refer to this as glamping (glamour camping). These are not our style, although we have stayed at a few. Beware, however. Some of these resort campgrounds may not be motorcycle friendly and often have rules that require your motorcycle be parked at the entrance and not ridden at all in the campground. I guess we can thank the “loud pipes save lives” crowd for this.

The next type are family campgrounds. These are the KOA, Jellystone, and similar campgrounds that cater to family camping. They usually have big playgrounds, swimming pools and amenities for children. We stayed at plenty of these as we raised our boys, and they were perfect at that time. We now avoid them like the plague as we now treasure peace and quiet. The price on these varies greatly depending on the amenities and their distance from tourist hot spots. Both the resort and the family campgrounds sometimes jam campsites very close together and it can sometimes feel more like a huge RV parking lot.

The third type I call natural campgrounds and these are currently our favorites. They are the state parks, national parks, and national forest-type campgrounds. Prices often go as cheap as \$10 per night. Although you can find some with full or partial hookups, often these are what we refer to as dry camping. There is no electric, water or sewer on-site. These campsites are usually spaced far apart compared to the resort and family-style campgrounds and usually keep as many trees in place as possible, so it feels like true camping. These are very well-suited to both tent and tent trailer camping. But most can handle smaller travel trailers like our 27-foot camper.

Do not go out and buy that 44-foot house on wheels and expect to fit into very many national park or national forest campgrounds. There are many good apps available for helping to find the perfect campsite or boondocking site. Some of my favorites and most used apps are RVParky, Recreation.gov, ParkAdvisor, The



Dyrt, and iOverlander. These offer great ways to find the type of camping you are searching for along with reviews and often with photos.

Finally, what camping article would be complete without a simple campfire recipe. So, I will share with you an easy campfire favorite at our motorcycle gatherings. I call them Dutch oven cobblers, but some folks refer to them as dump cakes. We use a 10 inch, 4-quart cast iron Dutch oven with a lid. You will need either 15 hot charcoal briquettes or as we often do, simply use the hot coals from a campfire. We line our Dutch oven with a foil liner to make clean-up a breeze. First pour into the Dutch oven two cans of your favorite pie filling. Our favorite is blueberry, but we have also done apple, peach and cherry Dutch oven cobblers.

Next, pour on top of that a box of yellow cake mix. Do not stir together. Finally, place slices of stick butter evenly spaced on top of the cake mix. Now place the Dutch oven over a bed of hot coals and cover the lid with hot coals. Timing varies based on how hot your coals are but it is finished when the topping has a nice golden-brown color. Set it off the coals and allow it to cool some before serving with some spray heavy cream. 🍷

Gary Mace is a member of Tennessee Chapter F, Lakeway Wings.

