

RUN FOR THE WALL

Quarterly Newsletter

“We Ride For Those Who Can’t”

January 2015

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THE EDITOR’S NOTES

I’ve been wondering about something lately. For years I’ve been urging people to go out on Lake Havasu City’s I-40 overpass to show support to RFTW’s Central Route as it passes by. Now the Midway Route is stopping at that overpass, although a few hours earlier, to re-fuel. So the residents of Havasu have not just one, but two opportunities to welcome home RFTW riders. Other than when all three routes meet up near the end of the Run, are there any other places on any of our routes where two routes cross paths or stop at the same spot?



You’ll notice that this issue contains all of the Run info. It used to be in the April issue, but I’ve moved it up to January to give FNGs more time to read up on everything involved with the Run.

In this issue under “Our Stories,” be sure to read the great stories about the effect RFTW has on the lives of some of our riders.

Take a look, also, at “Other Stories.” I’m sure everyone has seen the video of the 13-year-old girl who plays the trumpet and performed “Il Silencio” with the Andres Rieu orchestra. Her version of the original “Taps” is absolutely spellbinding. And now you can read about the story behind “Il Silencia.”

Judy “Velcro” Lacey

Freedom is never free. It is paid for with the blood of the brave. It is paid for with the tears of their loved ones. It is up to us to preserve and defend that which they have paid so dearly for.

PRESIDENT’S MESSAGE



It is just over 100 days until we begin our Mission for 2015. I want to welcome back our many RFTW-experienced riders. You are the glue and the safety net for our many FNG’s each year. You each have your reasons and needs for riding this Run, you each feel the responsibility and the healing and give support to each other, thank you! Those who will be riding with us for the first time this year...button down your collars, you are about to join one of the most sincere missions you can find in this commercial world. “We Ride for Those Who Can’t”—six simple words with a very deep and wide meaning. You first-timers, or “FNG’s” as you will be known until reaching The Wall, should be prepared to laugh, to cry, to have your breath taken away and to be humbled.

“We Ride for Those Who Can’t”—we ride for the veteran who is unable to make the ride himself, when doing so we are responsible for carrying their need for healing cross-country to The Wall. “We Ride for Those Who Can’t”—we ride for our fellow riders who are in need of healing and in need of support as they are welcomed home, many for the first time ever. “We Ride for Those Who Can’t”—we ride to bring awareness of the POW/MIA issues and the thousands of our brethren who have yet to be brought back home and to shine a light on the government’s lack of attention to this solemn commitment to leave no one behind. “We Ride for Those Who Can’t”—we ride out of respect and support for our current serving military who are in harm’s way and who are at the beck and call of our nation’s needs.

This is a motorcycle ride. Our logistics are devised for and optimized for moving a couple of thousand motorcycles across this country in support of our Mission. That said, we also welcome four-wheeled supporters and veterans who need this healing and support our mission. In doing so we recognize that there are Mission supporters who cannot ride in our midst. Putting four wheels in close proximity with two wheels is a recipe for disaster. We go to great lengths to keep our motorcycle-cade safe from accidents and therefore will set in place some rules of the Run for four-wheel (cagers) interaction.

Basically, it is very important that any four-wheelers on the three routes run 15 minutes ahead of us and expect to meet up with us at the lunch and evening events. There are very few, if any, events at the in-

between gas stops for the motorcycles. Fundamentally, motorcycles can run for two hours without needing refueling, while cagers can run for four to six hours without needing a gas station. We have a meeting in Ontario for all cagers that are not Merchandise trailers or Chase vehicles (you know who you are). It will be important for these drivers to understand the timing and coordination for their vehicles. All cagers are expected to be at the meeting and receive the modified itinerary for cagers at that meeting.

Speaking of Ontario, the RFTW hotels are currently 57% booked. That means 43% are still available! Arlington, VA is not full! The Arlington Host Hotel is full, but there are several other RFTW-hotels which we use every year. Please go to your route's tab (Central, Southern, Midway) on our website at www.rftw.org to get the latest information available. I understand that the RC videos are now up!

Ken "Wish" Hargrove
All Gave Some, Some Gave All
Wish

► RFTW 2015

LATEST NEWS FROM CENTRAL ROUTE



Greetings- My name is Don Burns, AKA "EZ." I will be the Central Route Coordinator for 2015. Our Central Route TEAM has been busy over the last few months starting the planning and coordination of RFTW XXVII. January proves to be a very busy month. We posted the Central Route 2015 Hotel/Camping information on Jan. 1st and are currently revising the Itinerary for this year's Run. It won't be posted for a while, as we must go through each day, each stop, verifying all times we will strive to meet. Please stand by on this as it is lengthy process. You may refer to last year's itinerary as most will remain the same except dates. We are, however, working on a change in VA our last day. It will be a lunch and gas stop change that I think all will be happy with. I want to thank Dave "Papa Smurf" Klemme, Central Route's Assistant Route

Coordinator, and all the State Coordinators for all their work making the above happen.

Leadership Teams are in place and Team Leaders are finalizing members of each Team. Check the Central Route Contact list for the posting of Team Leaders. This list will be extended soon, listing Assistants and other personnel who make up each Team. **We do have need of a Hydration Team** and someone to coordinate this for 2015. They must be familiar with the Run and its route, have been "All THE WAY" at least once, and have a truck and trailer for snacks and hydration. Send me an email if you are interested in helping out with this. We can discuss more details then.

FNGs, those of you new to the Run, welcome! We do this Run for you. Please know that this is a "Mission" and we have 10 sometimes long days to complete it. Central Route will again have 10 Platoons in 2015. (8) Platoons will be bike only, (1) will be bikes with trailers, (1) trikes and trikes w/trailers. Traditionally, the Central Route rides side-by-side and in tight formation. We will continue that tradition as the first 5 or 6 Bike Platoons will ride side-by-side. Bike Platoons 7 and 8 will again be "staggered" in formation. Platoons 9 and 10, bikes w/trailers and trikes will of course run staggered as usual. Staggered Platoons will be held to the same "tight" riding formation as the side-by-side Platoons are. Safety is our

main concern, and you will understand after a couple of days that keeping everyone together in tight formations is in fact the best way to protect the “pack” moving down the highway.

For “all” riders, now is the time to get organized and ready for May. It’s just around the corner. Get yourselves ready, and get your bikes ready to complete this very important “Mission,” “*RUN FOR THE WALL*” XXVII.

LATEST NEWS FROM SOUTHERN ROUTE

Greetings from Ft. Worth, Texas and WELCOME to 2015!!!!

By now I imagine recovery from Christmas and New Year’s holidays is complete. I hope everyone enjoyed some time with family and friends.

Yea, like I said, welcome to 2015! Between now and 13 May time will absolutely fly by. The Southern Route team continues to put the final touches on the hotel list and I expect to have it complete and posted before 30 January. Yes, the other routes have their lists up and we are a bit behind, but that could not be avoided. Several of our state coordinators also support our military and understandably that takes priority! I spoke to one of the coordinators tonight and we have only two or three left to go ... progress at any rate is still progress.

Thank you State Coordinators for your hard work. Without you and the other volunteers there would be NO RFTW!

So, it is time to begin getting yourself and your equipment in shape for The Run. That means getting out and riding as soon as the weather permits. Here in northern Texas we typically start riding again in February, and then we ride every weekend possible! Around April I will take my scooter down to the local dealer and have it gone over completely. In the past that has been an oil change, a battery change, and one year two tires were necessary.

If you have an opportunity, consider taking the Basic or Advanced rider classes. While not required, I strongly urge you to consider taking these classes. In the 40 years I have been riding motorcycles very little has changed, except the size and speed of the machines. I found that going to the Rider’s Classes reminded me of those things you must automatically do in emergencies. The military has a saying ‘Train like you fight, fight like you train.’ I think that can also be applied to riding a 1600cc motorcycle. I have rarely needed to lock up my brakes and then avoid an obstacle, but it did happen one year ... and my training automatically kicked in and saved me!

That is about all I can think of today, so until next time, Ride Often and Ride Safe!

—Stoney, Southern Route Coordinator

LATEST NEWS FROM MIDWAY ROUTE

I posted the leadership list on the site. I didn’t get the team lists from all the leaders. If you believe that you are on a team but you are not sure, get hold of that team leader to confirm your place. If you see your name in a position and you can’t do it, let me know.

Now that we have entered 2015 time will fly. May will be here before you know it. Don't wait until the last minute to get your bikes ready to go.

—Tumbleweed, Midway Route Coordinator

OPENINGS FOR MIDWAY AMBASSADORS

I am finalizing the 2015 Ambassador Team roster and could use a few more Ambassadors to complete the team. The RFTW Ambassador teams are a group of dedicated, hardworking RFTW veteran riders who enjoy interfacing with the public that comes out to support the RFTW mission, assisting other RFTW members who "need a hand," greeting and thanking all those who make each stop special, and lend a hand ensuring each supporter at each stop feels our gratitude and has a fond, lasting memory of the RFTW mission. I'm looking forward to the 2015 RFTW Midway Route and looking forward to enjoying the blessings that the Run brings.

Requirements for joining this team are:

- 1) You must be going All The Way starting in Ontario, CA and completing the mission in DC.
- 2) You must have participated in RFTW and ridden All The Way at least 4 times (any route).
- 3) You must have at least 2 years of RFTW Leadership experience (any Leadership position qualifies, multiple Leadership positions preferred).
- 4) Your bike/trike must have a functioning CB radio and you are willing to use it!!

If you meet these requirements and are interested in applying for a Midway Ambassador position this year, please email me with your credentials, contact info, type of vehicle, and number of riders on your vehicle. jeff.starks@mchsi.com

—Jeff "Breeze" Starks

MISSING MAN FORMATION

The Missing Man Formation consists of five bikes at the head of the pack. The two riders at the front are the Route Coordinator and Asst. Route Coordinator. The rider on the left in the second row is the Missing Man rider; the open space on his right, behind the Route Coordinator, represents the Missing Man. In the third row are the MMF Coordinator and the Head Chaplain.

The MMF is maintained as the pack crosses the country. At each stop a different rider is placed next to the Open Position. Preference for this honor is given to FNGs, family members of those still MIA, and former POWs. If you are interested, contact the Missing Man Formation coordinator on your Route.

If you would like to ride the MMF, contact your route's MMF coordinator to see if any positions are still open. First priority for MMF is FNGs (first-time riders) or anyone who has not ridden MMF in the past.

Central Route:

Assignments are available for those who would like to ride as a Missing Man Escort on the Central Route. If you would like to honor the Fallen, Missing in Action, or someone who has served our country, please

email me at: tomwpogue@comcast.net with the following information: Name and phone number; where you will be joining and leaving; whether you are a Gold Star Family member, combat veteran, or veteran (all are encouraged to ride as an Escort but priority will be given to the preceding); whether or not you are an FNG and if not how many years on The Run. If you will be towing a trailer we won't be able to assign you to Escort duty due to safety concerns.

If I am able to assign you a slot I will email you with the assignment day and leg. If all assignments are filled I will keep your contact info in case an assignment opens up during The Run. Please provide a phone number that will be active during our journey.

Southern Route:

Contact RFTW.Flame@gmail.com with the following information:

1. Your full name, including road name (if you have one)
2. Your starting point / your ending point (Example: California to DC / Odessa, TX to Monroe, LA)
3. Are you an FNG (first time rider on this Run? If not, when was your FNG year?)
4. Your cell phone number
5. The name of the person or unit you are riding to remember/honor
6. If you have an interest in a particular leg, and why.

This is open to two-wheelers, trikes, and sidecars. If you are pulling a trailer, we'd put the trailer on a chase vehicle for that segment. Segments are obviously limited, but we will do our best to accommodate your request.

Midway Route:

Contact Shortstack at deebarker@charter.net.

Please send me your full name and road name and cell phone number that you will have with you.

SOUTHERN ROUTE HONOR GUARD

Southern Route FNGs interested in participating in Honor Guard functions may contact me. We will use at least one representing each service and one civilian that has never worn the uniform. Army, Navy, Marine, Air Force, Coast Guard, Civilian. We have numerous ceremonies along the way, yet to be announced. Feel free to contact me by e-mail, (rftw.wizard@outlook.com) or text me at 409.460.0182. More later.

—Michael “Wizard” Turner

MANDATORY FNG BRIEFINGS

All FNGs are required to attend special briefings for those riding with RFTW for the first time. These meetings are very important. You may have been riding for 40 years, but riding with RFTW is very different. It's important for your safety and everyone else's that you attend the briefing to learn how you're expected to ride in tight formation. Please make a special note of your route's FNG briefing day and time.

If you don't start with RFTW in Ontario, you will be at a disadvantage as an FNG, and therefore it's even more important that you attend all morning briefings, which ALL riders are required to do.

Central Route: Not posted yet.

Southern Route:

A mandatory Southern Route FNG Briefing will be held at the Radisson Hotel Ontario Airport, 2200 East Holt Blvd, Ontario, CA 91761 before RFTW leaves on this year's Run. This Briefing is usually held Tuesday afternoon but the exact time and day for 2015 has yet to be determined. Watch the website Forum for updates. The Ontario meeting schedule will also be posted in the lobby of the Radisson Hotel.

Midway Route: Not posted yet.

EVENING PARADE IN D.C.

The U.S. Marines Friday Evening Parade will be Friday night, May 22nd, in Washington, D.C. For the past seven years we have had reserved seating for RFTW. If you're not familiar with the Parade, you should google it. The Parade consists of the world-famous Marine Silent Drill Team, The Commandant's Drum and Bugle Corps, and the President's Own Marine Band. The performance is a major event in D.C. and well worth the time to attend it. I do not know at this time who the "Reviewing Officer/Official" will be, but the Marine Officer will be a Flag Officer. Past civilian reviewing officials have been Gary Sinese, all sorts of politicians, some of civilian leadership from DoD, etc. It's a major event.

We have blocks of seats reserved for RFTW. This is the only announcement that will be made. If you wish to attend, you must send me an email with first and last names for each person—like a check list—as I forward to Protocol when requested. If you come up with more names, please send an additional email with ONLY their names (don't add to an existing email, as I need an easy head count). This is not limited to RFTW or riders riding only all the way. Nor is it only for first-time riders or first-time attendees. Please send an email, don't just give me a list in person as I then need to type it myself. If you don't have a computer, odds are that a friend does. EMAIL to Doug@Lyvere.com. I will send a simple "Good to Go" back to you so you know I've received it. The cut-off date is when the seats are gone (sorry, no way to set a date). Although I have 400 seats, they go fast. PLEASE, if you decide to cancel for whatever reason, let me know.

This following is important. We will stage as a group to go in, BUT it doesn't have to be one group. I will start sending riders in groups of 25 to 50 IF the Barracks is ready in order to get better seating. We will meet at the corner of 8th & I Streets, SE (South East) regardless of how you get to the Marine Barracks. We will not have a RFTW convoy going to and from, or any assigned RGs, leaders, or guides of any type. Mapquest or GPS works fine IF YOU PUT IN THE CORRECT LOCATION. My recommendation is to get a cab unless you're familiar with DC. The actual address is 8th & I St SE (South East - if you do not include south east in your GPS, cab driver, whatever, you will go to the WRONG place). IF you are coming by motorcycle (I think most do), please do not be "yahoo's"—this is a sound restricted area. Don't gun your engines or have blaring music. Normal motorcycle engine noise is fine. The Barracks Marines respect our mission and go out of their way to accommodate us.

Parking for bikes - there is a park at the corner of 8th & I St SE (South East). Literally a park. BUT we are allowed to put our bikes in this park—grass and concrete. DO NOT park in the normal parking lot. Park

RFTW tight, please—limited space and you will all leave at the same time. It is possible to go through the parking lot and then into the park. From past experience I can tell that non-RFTW will park in the same area when they see us park there. It's not restricted to just us.

Staging to go in is NLT 1900 (7:00 p.m.) at the corner. Please be patient. (I WILL BE THERE by 6:00 p.m. (1800).

Some strong suggestions: DO NOT bring weapons—you will be going through metal detectors. Leathers, the way we ride, are fine but hopefully clean and void of inappropriate comments (we all agree with what Jane Fonda is—just not the time and place, as there will be women and children). I would leave any metal you don't need (coins, nail clippers, etc.). Bring water. Bring a rain suit as it occasionally rains—rain by itself DOES NOT mean it will be cancelled. Decision is made by the Marines just before the event starts. LIGHTNING storms will PROBABLY be a cancel—think lots of rifles spinning through the air and antennas. Best bet—be there and see what happens. Get there early—there are some food/snack places along the street that welcome the business. Bring your cameras.

—Doug Lyvere

► WHAT YOU NEED TO KNOW

“ALL THE WAY!” WHAT IT REALLY MEANS

Some people are not clear on exactly what "All The Way" means. It appears that the perception of "All the Way" is that a participant is starting from some point along the route and riding all the way to Washington, DC. This is not the case (unless your hometown is Ontario, CA). Within the Run For The Wall concept, "All The Way" means that you will be registering and starting the Run in Ontario, CA and riding all the way to Washington, DC. If you go All the Way from Ontario to DC, you are entitled to wear the “All the Way” patch. If you start somewhere other than Ontario, you may wear a “Participant” patch.

GET YOUR BIKE READY TO GO

By John “Shooter” McCabe (2009)

- If your tires need changing, change them now. If tires are good, check inflation just before we leave; have a tire pressure gage on hand.
- Change the oil just before leaving.
- Check all lights and have extra bulbs on hand.
- Check suspension air lines (for air shocks).
- Check operation of all switches; make sure things that should work do.
- If you have spoke wheels, get them checked at the dealer for spoke tension!
- Change air and fuel filters.
- Check brake and hydraulic clutch fluid levels.
- Check clutch and brake cables.
- Check every bolt, nut, screw you can get to, make sure things are tight.
- Check your luggage, make sure straps are not rotted or torn. (I have dodged sleeping bags, small luggage bags and other things falling off bikes...not fun for Road Guards at 90+mph)

- Make sure your bike is ready. If nothing else, take it to a dealer and have them go over it for you. The money you spend there will not compare to the funds it will cost you if things go wrong and you are 3500 miles from home.
- Make SURE you are ready, get the bike out and practice speed control at 65 mph by easy throttle movements NOT brakes. Practice slow maneuvering; we all know how to ride at highway speeds but it's those slow maneuvers we will be needing that may need to be honed a bit. Remember, we will be maneuvering in close proximity to other bikes (68 inches between bikes at times)—be ready for it.
- If you plan on riding two up, take a few rides two up and practice rider and driver communications. If you are a rider, your eyes are just as important as the driver's in a close formation ride. You are NOT a sightseer—you are part of the overall bike safety team. Our Road Guards' job starts the morning you all get to the parking lot at the truck stop. When you come into the lot there at Rancho Cucamonga, please go SLOW, and tell the Road Guards which route you will be taking so we can get you to the proper lines. Have your gas tank FULL. Recheck your luggage one last time—make sure it's tight and secured on your bike. There will be a bunch of riders, bikes, media, and normal traffic in that parking lot so be careful and keep your head up.

FLAG PROTOCOL FOR BIKES AND CARS

By Steve "Hawgwash" Hill

As we get closer and closer to RFTW I thought I'd share a little protocol for those desiring to display the American Flag, POWMIA Flag, Service Flags, or even your own State Flags. I hope that all riders will display flags on their bikes in addition to those driving support vehicles and other 4wheelers.

Let's start with the American Flag. It is always displayed to the Flag's own right in the direction of movement. In other words, if displayed on the back of a motorcycle it will be on the right side as the motorcycle is moving. On a 4-wheeler, it will be on the right side of the vehicle. When displayed with multiple flags, the order of precedence is American Flag, POWMIA Flag (a position of honor directly adjacent to the American Flag), followed by State Flags and finally Service Flags in the following order: Army, Marine Corps, Navy, Air Force and Coast Guard.

In the event multiple flags are flown, the American Flag may be in the center position provided it is on a higher staff than the other flags. If the flag is displayed on a flat surface, the blue field is to the viewer's upper left (whether vertical or horizontal).

Remember, we are on a mission and part of that mission is to proudly display the flags that so many of us have fought hard to protect.

CHASE VEHICLE POLICY

Please note that the term "motorcycle" applies to any Run vehicles that can be safely loaded and transported on a chase trailer.

1. Chase trailers are provided only as outlined below. They are not to be used to transport personal property including functional motorcycles, motorcycle trailers or luggage.
2. RFTW will make reasonable attempts to assist riders with incapacitated bikes, but there are no guarantees this service will always be available. (There may be times when the trailers are full and the rider will either have to wait or make their own arrangements.)

3. Chase vehicles will provide free service for motorcycles broken down or incapacitated in case of an accident.
4. Oversized trikes or other vehicles exceeding the capacity of our trailers WILL NOT be transported. Capacity decisions rest with the chase truck driver.
5. Where a motorcycle is incapacitated due to an accident, the bike will be loaded on the trailer with approval from authorities and owner/rider release as appropriate.
6. If the motorcycle needs transported and has a trailer attached, the trailer can be loaded onto the chase trailer with the bike.
7. Assuming the rider is not injured, he/she is responsible for ensuring the bike is tied down safely and appropriately. The chase crews will assist, but ultimately the responsibility for securing bikes rests with the rider. The chase crews will not be responsible for bike damage.
8. In addition to item (7) above, the rider shall secure luggage so that it will not become separated from the bike. Should it be prudent to remove the luggage, it shall be secured to the trailer floor or placed in the truck bed prior to chase truck departure.
9. The chase crews will transport the motorcycle forward along the daily route to the next available dealership where it will be unloaded. The chase vehicle will then depart to catch the Run.
10. The Route Coordinator is the final authority on any questions concerning this matter.

FUEL STOP REMINDER

One thing that is unique to RFTW and particularly stressful to FNGs is our fuel stops. This year all three routes will be pumping only premium, high octane fuel during fuel stops. Pumps will be turned on prior to the arrival of the main pack by members of our Fuel Team. You will pull up to the pumps two at a time side by side. Shut off your bike and have \$1's and \$5's in a pocket or tankbag, easily accessible.

The amount of fuel put in your tank will be rounded up to the nearest dollar. For example: if your bike takes \$6.37 of fuel, the fueler will ask you for \$7; please have the exact amount of bills ready. The excess amount goes to fuel our Chase Vehicles, which you will appreciate if you need them along the way. Do not ask for change, and do not argue with the fueler. If you feel a mistake has been made, after staging your bike, take it up with your Platoon Leader; he will follow up for you.

All bikes must fuel first, then stage, then take any restroom or refreshment breaks. This is a process that has evolved over 20-some years and is the safest and most efficient way to fuel this many bikes in a timely manner. Please respect the members of the fuel crew; they have volunteered their time to help make your RFTW experience the best possible.

WHAT TO PACK FOR THE RUN

Lots of FNGs have asked for suggestions on what to bring on Run for the Wall. Tailor your checklist to your own personal needs—you may want to bring additional items, you may want to leave some things at home.

<p>Motorcycles American & POWMIA Flags for bike T-bag and/or saddle bags Water bottle ("sport" bottle or "Camelback")</p>	<p>Dog tags for emergency identification Emergency info: Next of kin, home and work phone numbers, doctors' phone numbers, list of prescriptions</p>
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<p> Bungee Cords (lots of 'em) Duct Tape Tool kit Regular & allen wrenches Screwdrivers Spark plugs & wrench Wire ties, zip ties Shop rags WD 40 Clamps Rope Jumper cables Funnel Can of Fixaflat Tire repair kit Replacement light bulbs Fuses Super glue 6' of 1/4" plastic hose or turkey baster (to siphon gas) Motorcycle oil (however much your bike needs!) Helmet (DOT legal) Bandana or "do-rag" Jammies (or shorts or sweat pants) Hankies Shower shoes Bath towel Wash cloth (in ziplock bag!) Toilet Kit Toothbrush Toothpaste Soap Deodorant Shampoo Comb and/or brush Roll of TP in Ziploc bag (be prepared!) Sun block (Don't leave home without it!) Chapstick (With Sun Block added) Personal first aid kit Medications in marked containers Prescription glasses </p>	<p> Warm knit cap for under helmet and/or sleeping Heavy jacket Lightweight jacket Chaps Warm gloves Summer gloves Rain Gear (jacket, pants and galoshes) Laundry detergent (in heavy ziplock bag) Small sewing kit Money Credit Cards/Traveler's Checks Driver's License Insurance information Padlock Trash Bags for covering T-Bag in rain, laundry, etc. Ziplock bags (all sizes) organizes & keeps stuff dry Extra pair of boots Jeans (2or 3 pairs) T-shirts (at least 6) Long-sleeved T-shirt (for the Mojave desert) Ear plugs Warm sweat shirt Underwear & Socks (at least 6 pair) Thermal underwear Sun glasses or goggles (2 pairs) Medications, glasses prescription, bank information Cell phone and/or pager Road Maps and Run Schedule Business cards (to exchange with new friends) Note pad & pencil Camera and film Items you want to leave at The Wall List of names you want to locate on The Wall </p> <p> Campers Tent with pegs Waterproof Ground Cloth/Tarp Sleeping Bag Sleeping Mat or Cot Folding chair or camp stool Flashlight with extra batteries </p>
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HOW WE RIDE

By Colin Campbell (2009)

Run For The Wall follows a very regimented set of rules developed over the years to provide for the safe travel of this large contingency on its way to Washington DC and *The Vietnam Veterans Memorial*. Foremost in our desire for safety is that every rider become adept and comfortable riding in accordance with these rules. If for any reason you are not comfortable riding in this manner, please discontinue your ride with the column. If you are not capable *and* comfortable riding “like we ride”, you could pose a danger to yourself and your companions by attempting to ride in a tight formation. Above all, if a maneuver looks too dangerous or awkward for a rider (particularly a new rider) to complete safely, he or she should do what needs to be done to protect himself or herself to avoid an accident.

The rules are outlined as follows:

Signals:

Right turn: Left arm out and elbow bent up. *Hand making a fist.*

Left turn: Left arm straight out from body. Hand straight out in a fist.



Right turn



Left turn

Slow: Left arm down to side. Press flat palm up and down parallel to the ground imitating a braking motion.

Speed up: Pump left fist up and down.



**STOP or
Slow down**



Speed UP

Hazard: Point at the area on the road with your hand and index finger (left or right side).

Close Ranks: Left hand overhead, *open and close fist.*



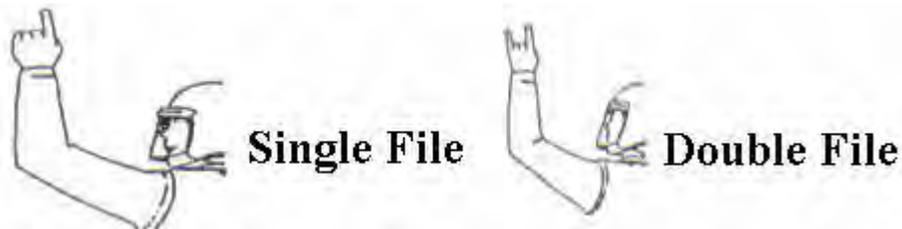
**Hazard in the
Road**



**Close the Ranks
open and close fist**

Staggered Formation: Left arm raised overhead, index finger extended.

Side-by-Side Formation: Left arm raised overhead, index and little finger extended.



Blinker: Left arm out and elbow bent up, thumb and forefinger contacting each other to indicate blinker on.

Distance Interval: 2 seconds. Visual marker for distance interval is one empty center stripe between cycles at 50 to 60 mph and two empty center stripes between cycles above 60. When in a *side by side* formation, the left side rider is responsible for maintaining the correct interval. The right side rider is responsible for aligning himself with the left side rider. Riders' shoulders should be directly across from each other in the proper configuration. Every rider is responsible for maintaining the correct interval in a *staggered formation*.

Deceleration: Unless a complete stop or an emergency stop is anticipated, riders should decelerate by rolling off the throttle and down shifting rather than braking. The appearance of brake lights in the formation increases the incidence of dangerous "rubber banding". Rubber banding (excessive acceleration and deceleration) increases accidents, wear and tear on equipment and increases rider fatigue. Increasing and decreasing speed should be accomplished utilizing small, incremental throttle rollon and rolloff. Maintaining interval and position requires VERY slight throttle adjustments on an almost constant basis. Rapid acceleration and deceleration is very undesirable and should be avoided.

Riding the Zipper: The centerline and the fog line are lovingly called the *zipper*. It's simple: do not have any part of your cycle or body beyond the zipper. If you do, road guards will hate you and semis will kill you. **Just Say No** to hanging foot pegs, handlebars, or anything else over the zipper.

Sky Popping: Whales stick their head out of the sea just to the level of their eye to "take a look around". This is called "Sky Popping." Sticking out of your lane to see what's ahead is a great way to shorten your trip. Road guards travel much faster than the columns both in the left hand lane and on the right shoulder. Pulling out in front of one is a disaster for both riders. **Just Say No** to "sky popping".

Road Guard Courtesy: You may receive signals/directions from road guards during your trip. Please comply immediately with these requests. Please do not take anything personally. Road guards are doing a very difficult job and are protecting our safety: Your cooperation is paramount to their success. At times, road guards need to pull into a column or pass through a column. When a road guard signals he needs in, immediately slow and give them the right of way. If you collide with a road guard, it is your fault—no questions asked.

Divebombing: Pulling in too close after passing a vehicle is called "dive bombing." This is a "no-no." Trucks that are passed by the column should be given at least *one truck length* before riders pull back into their lane. Pulling in too quickly causes the truck driver to hit his brakes and makes them angry with us rather than being our fans. **No divebombing.** The same situation is true when the column moves into the left lane to pass slower moving traffic. At times there may be vehicles traveling in the left lane preventing the entire column from gaining access to the left lane as a unit. Do not speed around one of these vehicles and divebomb in front of them just to maintain your position within the column. Slow, pull in behind such a vehicle and rejoin the column after you have successfully passed the slower traffic in the right lane.

Passing Signals Back. Please pass signals from the platoon leaders all the way back down the column. When you receive a signal, check your rearview mirror to make sure it was passed back.

CB Radio Etiquette: There will be a designated communication channel. Please do not talk on this channel unless you are performing an official function. All riders are welcome and encouraged to monitor the communication channel, but please maintain radio discipline.

RUN Q&A

Q. How fast does the pack ride?

A. A general guideline: the pack will ride at about five miles an hour below the posted speed limit. There will be times when the speeds will be less.

Q. How does the pack enter the highway?

A. We work with local and state authorities to aid our entrance onto the highways. The lead element will slowly enter the highway and maintain a slow speed as the pack follows. There is no reason to ride fast to "catch up" with the pack. The lead element continues a slow speed until the last man vehicle reports he/she is on the highway. At that point the Route Coordinator will slowly increase speed in five mile per hour increments at the rate of about 23 mph increase per minute. This increase is given to the Assistant Route Coordinator who is leading the 1st Platoon, who will then slowly bring the pack to the assigned speed. The Platoon Leaders will follow suit, and are responsible for maintaining the proper distance. As you can see, there is no reason to ride faster than the speed limit follow these guidelines and the platoons will bring you up to speed properly and reduce "rubber banding."

Q. When will itineraries be available?

A. Daily itineraries will be finalized and posted a few weeks prior to departure. Please understand the incredible amount of work that must be finalized before this information is locked down. The notices and itineraries will be posted to the website.

Q. How do I reserve my spot in the pack?

A. There are no reservations of riding spots in the pack. We ride two columns, side by side as conditions allow, and positions in the pack likely adjust as we do fuel stops. If you want to ride near someone ride in front or behind them, not to their side as those positions will adjust if riders fall out of formation.

Q. How much does it cost to go All the Way?

A. Cost of lodging, meals and gas to ride All the Way is largely a matter of personal preference. If you camp, some sites are free or reduced prices. Hotels will be indicated on our Route Schedule and we often get a modest group discount from the standard rack rate. Gas is sometimes provided by supporters, but given the current state of gas prices, the level of future support cannot be certain. Most meals are provided free by local volunteers. Also, allow enough funds for emergency repairs and maintenance of your vehicle.

Q. Can I ride with the Run in my car?

A. Our number one goal is safety of the Run participants and the public. Personal vehicles can travel a few miles ahead or behind the pack, but cannot intermingle with the pack at any time. Due to limited space at most of our gas stops we ask you proceed to another station or skip a gas stop. Our gas stops range are spaced from 70 to 114 miles apart so "cages" will not need gas as often as the pack.

Q. Do I have to ride a certain brand of bike?

A. No, all bikes are welcome as long as they are safe, licensed and insured in accordance with your state's laws. If you go All the Way you will likely ride more than 5,800 miles depending on your hometown. Be sure your bike is up to a ride of this length, and allow for routine maintenance during the trip. Plan for tire and oil changes as appropriate.

Q. What special skills are needed to ride with the pack?

A. Riding with the pack requires good motorcycle handling skills, and you must be a competent, safe rider. Courses such as the Motorcycle Safety Foundation's Experienced (Advanced) Rider's Course will help you sharpen your existing skills.

MINOR CHILDREN

If you are traveling with a minor child, you must have a notarized letter of consent stating that child has permission to participate in RFTW signed by **both** parents and or legal guardians. RFTW will keep that letter, so you should have two letters so you will have a letter for after the run.

MISC. REMINDERS

Cash: Take extra \$1 and \$5 bills for gas. When we fill up, total is rounded up; the extra money helps gas up the support vehicles.

Throttle rockers will add some comfort to your ride (available at HD dealers).

Lost and Found: If you lose something, check your route's sound trailer or merchandise trailer; lost items are usually turned in to one or the other.

Morning meetings are mandatory.

Take showers at night so you won't be late for the morning meetings.

If you get sleepy while riding, give a heads up to the riders around you and pull off where safe. You can catch up at the next stop. RIDE SAFE!!!

Make sure your gear is secure—the riders behind you will be very grateful. Double-check at every stop.

If you'll put together packets of one \$10 bill, one \$5 bill, and four \$1 bills you'll be able to get through any gas stop without the hassle of digging out the right bills. Just put a packet of money in an easy-to-reach place after you stage so it'll be ready for the next gas stop. Remember, we don't give change (we round up to the next \$), so don't hand the fuel crew a \$20 bill and look for change. We use all "overages" to help buy gas for the chase trucks and support vehicles.

If you have patches with bad words, be prepared to cover them up when going into the schools (duct tape works great as a temporary fix).

If there is an accident, unless you are involved in it **do not stop**—proceed around it and continue on; the Road Guards, Chaplain Corps, and Chase Drivers will attend to it. If you stop on a freeway, you can cause a bigger accident.

We don't stop to put on rain gear if it starts to rain. If you think that it might rain, put it on now. The weather changes fast; have changes of clothes handy—you can add or remove clothes at gas stops.

It's a good practice to call your credit card company before you leave for the Run and alert them that there may be an unusual volume of activity during the dates you will be on the Run. If you're like me and don't use your card regularly, your Run expenses can look exactly like a card thief on a spending binge. The card companies' computers look for unusual spending patterns and will shut your account down in a New York minute, which, needless to say, could be very inconvenient and embarrassing. The other good thing is if you tell them when you will be back home and someone where you were tries to use the card (like a hotel clerk, etc.) after you arrive home, it will be blocked.

Gators - Tire tread on the road

Zipper - That line that separates the lanes

Snakes - Those nasty asphalt lines on the lanes (slippery when wet)

Fog Line - That line near the shoulder

If you are passing an 18-wheeler and hear thump thump, it means he's running on a flat and soon that tread will start coming off. Trust me, it hurts like heck to get hit by it, so be watchful.

If you see a Road Guard come up, tap the top of his helmet and point down—this means he/she wants to get in the lane of travel in front of you. Let him in!

Practice down-shifting to slow down instead of hitting the brakes.

Don't overpack your bike; you will be tired at the end of the day and have to cart that heavy bag into the hotel. Pack light. You will soon learn this is not a fashion show, it is a mission. Take clothing that dries fast and washes out.

Morning meetings are **MANDATORY!** There's nothing worse than missing an exit because you weren't at the meeting to hear about the route change due to construction.

The one thing that all FNGs have a hard time learning is to SNAKE around a vehicle. It is a simple maneuver but opposite of the way most riders do all of the rest of the time, so old habits are hard to break. To snake around a vehicle, the platoon leader will give a signal, then pull out to the number one lane. Each rider behind will then pull up to the same location behind the vehicle being passed and then pull out into the number one lane, one at a time. Just start thinking of it now. Done right the platoon looks like a great snake going around a fixed object.

While under way, do not leave your Platoon, unless it is an emergency. Road Guards are moving past the pack, and if you pop out in front of them, an accident will happen. In case of a need to exit the pack, signal your intentions, make sure it's clear and move out. Give a thumbs up as you exit so the rest of the pack knows that you are OK. If you need a Chase Truck to pick you up, after you have stopped, wave your hands above your head until you see a Chase Truck. Do not attempt to re-enter the Pack while it is moving, go on to the next stop and join it there.

DO NOT DIVE BOMB ANYONE, especially the Road Guards or a Big Truck (Editor's note: dive bombing a semi is a huge no-no. Some truckers are severely inconvenienced by our long line of bikes; add to that the insult of cutting them off, and RFTW will have blown the good will we have been trying to establish with truckers for years now. Some will honk when we pass—a thumbs-up will go a long way in gaining their cooperation!) If you make sharp, almost 60 degree turns in front of trucks or other vehicles, you are actually slowing down a little bit and you can see the results by noticing that the rider behind you is now beside you, to your left! And the vehicle you just passed is now right on your tail. You also have caused the driver to tap his brakes, which may cause some concern by the motorcycles still behind him. And the Road Guards to take great notice of your actions. Extend your return to the right lane over a longer period and keep your speed up.

If you pre-registered that is only part of the registration process, You still must check in with registration wherever it is that you are joining RFTW, show **current** proof of License with MC endorsement, **current** Insurance for the bike you are on and **current** registration. Passengers **MUST have photo ID** and register separately.

If you're an FNG, the FNG meetings are mandatory. It's a big circle of strangers listening to how they are going to be transformed into a ribbon of motorcycle harmony going across the country. And they won't be strangers to each other for very long!

► TIPS FOR FNG'S

The RFTW Forum is the place to go if you have any questions about how RFTW operates. There you can find a lot of great suggestions for new riders from those who have ridden with RFTW for many years.

- **MISSING MAN FORMATION:**

Riding the Missing Man position is an extreme honor. You are honoring all those who can't ride. Being the position it is you must ride at a position of attention, no looking around, complete attention and respect at all times. Even if you neck starts aching it is well worth it. This is an experience you will never, ever forget. I have ridden the position three times. Once on Central Route, once on Midway Route and once on PFC Gordon's Escort home to Canada. This is a must for FNG's, not mandatory, but highly recommended. Again, this is an experience you will never forget.

—*Topper*

- **ACCIDENTS:**

Accidents are NEVER discussed at any time, for any reason. I make a point at the FNG Briefing for new riders to never post or email ANYTHING about accidents. That's a "no-no." That is the responsibility of the Board of Directors, not ours. Let them do that. This will be covered again at the FNG Briefing.

Everything you need to know about the run will be given to you at registration. That includes a daily route booklet that you are required to read. It's not a collector's item from the run—it's a daily bible to be used.

—*Dutch*

- **BRAKING:**

The point of slowing without brake lights is to keep your brake lights from starting a chain reaction slow down that is not needed. Tests have shown that one vehicle with brake lights cause mass brake/brake light use and enhances the accordion effect. If you are further than you should be from the bike in your front, accelerate slowly to catch up. This keeps the bikes behind you from rushing up. The bikes in the rear end up having to brake if you rush to catch the pack. Distance, awareness, and engine braking works. - Wizard

I have to admit, the first time I heard someone say DON'T use your brakes, I thought it was nuts, but learned pretty quick it worked!! Probably the best advice anyone gave me was pay attention to the bike directly in front of you, but pay more attention to the bike about 3 in front of you and start slowing when THEY slow.

—Gonzo

I keep an eye on the bike in the other track four bikes ahead. If I see him or her react to something, I have time to prepare for taking action if I need to.

Despite all efforts to avoid rubber-banding, it is a natural phenomenon. I try to remember that I am leading all the bikes behind me, so I work hard at running at a smooth speed for their sake and safety. That means gently anticipating the slow downs, and gently closing the gap with the bike ahead. spurts of acceleration and jamming on brakes affect the whole line, and can cause other bikes to make evasive maneuvers that affect even more bikes.

This is Run For The Wall, this nation's premier motorcycle mission to honor the living, the dead, the noble souls who have served to protect the nation. We are watched and will appear on nightly newscasts, and will be treasured in the photo streams of thousands of grateful citizens across the country. Should we not look good as we ride??

In the past, the gaggle of old and new riders who leave LA are transformed into a well-oiled machine by the time they reach DC. The quicker this happens the better, and the attention to it will enhance the over-all safety of the mission.

—LaiKhe67tc

Do whatever you can without using brakes to maintain your position in the pack as you accelerate or decelerate. Sudden movements or gaps you cause create similar and worse affects behind you.

When entering the highway, there is no need for sudden acceleration to catch up to the pack. Keep your spacing as you and the rest of the pack ease back into the forward part of the pack. This will help reduce the rubber banding effect.

For air-cooled bike riders, you know sudden acceleration increases your motor temperature dramatically. Motor temperature is a critical factor in the Mojave and Sonora Desert areas. That sudden acceleration you just demanded caused your motor temperature to increase, then when you reach the pack and have to slow down, cooling air will be reduced since you are now going slower. A hot motor without sufficient cooling air is never a good thing. Best to take it gradually and give your motor a break.

—Twotone

- **FUELING:**

IF you run highway pegs. make sure they are UP when pulling up to the pump... those things are great trip hazards... again, not to worry, you will be told this over and over.

—Harley0711

The fueling process is a thing of beauty! I was absolutely AMAZED to see 300+ bikes get fueled in 15 minutes!

Here is the process:

(1) You will ride up to the pumps with engine ON. (Make sure your highway pegs are in the "up" position.) You will turn the engine OFF right before you push the bike up to the pump.

(2) Have your gas cap "ready" to take off, whether that means unlocking it, loosening it, removing the door panel, etc. Open the gas tank at the last moment.

(3) SMILE at the Fuel Team! (This is important!)

(4) LISTEN to the Fuel Team and Do As They Say! (Equally important!)

(5) Have your money READY! (I carry a zip-lock bag with a \$10, \$5, and 5 \$1 bills for each stop.) Hand over either the exact amount owed or make a donation. The Fuel Team does NOT make change! If your tank costs \$8 and all you have is a \$20 bill, you just made a \$12 donation!

(6) After fueling, PUSH your bike out of the fuel area, and THEN start it up to ride to the next staging area. The Road Guards and Staging Teams will point you in the right direction.

(7) Look behind you occasionally to see how amazing this entire process is!

—Hooper

For any of the Harley carbureted guys and gals, after you hit the staging line and park your bike you may need to keep the cap cracked so the pressure will not push gas through the carb when it is hot.

—Recon Milt, Staging Team

If you have never done so, please practice fueling your bike while still sitting on the seat. While you might put your kickstand down it is better if you are able to balance your bike while refueling. If you are two up practice doing this with your passenger on the bike. Most of the time your passenger has time to get off the bike, but this can be hazardous with so many bikes moving through the fueling area.

—Goofy

If I may add another thought—while setting up the fueling stop in Shenandoah VA for the Central Route this year, the owner reminded me we need to move out smartly as his pumps shut off automatically if there is no fuel flow for X number of seconds. When this happens, it require the station to reset that pump, all of which delays the fueling process.

One other thought—at least on the Central Route, you are required to have your helmet on during all portions of the Run. When leaving the fueling station and moving to staging, helmets are mandatory. We are not allowed to stage you if you are not wearing a helmet.

—*Fahrdawg*

SAFETY:

Do NOT look at the many, many people standing on the overpasses, on and off ramps and alongside frontage roads waving and holding flags. Wave with your left (clutch) hand, honk, but do not look at them! They cannot tell if you are watching them, but they do see you acknowledging their effort and respect to what you are doing. (As they say, "action speaks a thousand words"... or something like that.). If you are looking at the patriots lining the overpasses, your tendency is to wander in your lane of travel, and you are not paying attention to your riding ... not good for those around you.

—*Pelican*

I'd like to add another tip for good formation riding: don't stare at the bike in front of you. It's called "target fixation" and we've all heard the stories of pilots "fixating" on their target and actually flying right into the ground. When you stare at something, you lose your depth perception.

Try "off-center" viewing. Instead of staring at the bike directly in front of you, look at the bike directly in front of the bike offset from you (if you're in a staggered formation). This allows you to see BOTH the bike in front of you, and the bike offset from you in more of a peripheral way. This will prevent you from fixating on the bike directly in front of you and assist you in noticing spacing changes sooner.

Additionally, you'll want to practice your scanning techniques. I scan my left mirror (to look for traffic coming up behind me), then look at the bike in directly front of me. Then look at the bike offset (in the other track, if I'm staggered). Then in my right mirror. I do this every 5-10 seconds. A good scan will prevent you from fixating on the bike in front of you (or the people on the bridge, etc.) It will also keep you aware of what is happening around you (like the Road Guard or LEO coming up behind you in the neighboring lane, the approaching 18-wheeler, etc.)

Again—this is NOT a sightseeing ride. There will be plenty of time for that on the rides to and from the Run. The safety of the group requires that each rider maximize their skills and situational awareness.

—*Hazmat*

• **SPEED CONTROL**

Speed control is one of the most important skills when riding in a large group of motorcycles. Maintaining proper spacing is all about speed control. You must always remain Awake, Alert and Aware.

Riding with Run For The Wall is different than any other riding you have done. This is not a HOG chapter ride, PGR event or even a Goldwing Sunday afternoon lunch run. Most people have never ridden with a group this large. Because of this we have to do things a little differently. We ride tighter than most other groups to try to minimize the footprint of the Run. I have seen the pack be over ten miles long. The bigger/longer we are, the more we disrupt the general flow of traffic. Often times we are under escort by local law enforcement (LEO) and a larger footprint is harder for them to manage. A larger footprint also makes it difficult for the Road Guards (RG) to make it back to the front of the pack.

Often times RGs will come by the pack and signal a rider to tighten up or adjust spacing. We are trying to keep things tight so that the pack moves smoothly. If you are having a problem maintaining the tight

spacing, talk to a tail gunner or RG. They can usually help you smooth things out. Remember, we are there to get you from CA to DC as safely as possible with the least amount of disruption to the general public.

One of the problems we encounter when riding in a big group is rubber banding. This is due to the tendency for bikes to speed up and slow down within the group, even though the lead bike has not changed speed. This is usually due to a rider or riders trying to make adjustments too fast. I have seen instances where the lead bike is doing 45 and the last bike is doing 70. I have also seen similar instances where the lead bike is doing 60 and within the pack bikes are stopped. Rubber banding is no fun for anyone and can even be dangerous.

As Road Guards we see things riders do that contribute to this rubber banding. Here are a few tips I have learned through the years that might help your Run be more enjoyable.

- Micro adjustments. No need to twist on and off. Small, 1/16th adjustments are all you need. The key to smooth pack riding is constant attention to your speed/spacing. Often times just THINKING about a speed adjustment is enough. It does not have to be instant or even quick. I would much rather see a rider smoothly advance back into position instead of racing to fill the slot. Smooth and easy is the ticket. Constant micro adjustments will keep you in the proper position.
- Never use cruise control. It won't work. This includes throttle locks, devices used to lock a throttle in a certain position. Never, never, never.
- Things to consider if you are thinking about getting a throttle rocker. These are devices attached to your grip, which allows you to rest your palm on it to maintain throttle position without squeezing the grip. Smooths things out and reduces hand fatigue. Do not install this the day, week, or even month before the Run. They take some getting used to. Try to get a couple of thousand miles under your belt with the throttle rocker before the Run.
- I see it every year. We're pulling out of a gas stop, rounding a corner, and everyone feels the need for speed. They grab a handful of throttle to catch up and then get on the brakes once they catch up. On the Run, when we leave a stop, the lead element intentionally goes slow until all platoons are on the slab. Once we are all on, the lead element will slowly increase speed until we are eventually at our desired highway speed. Smooth and easy is the ticket.
- Part of speed control is slowing down. Don't use the brake if at all possible. Brake lights affect bikes several bikes behind you. Instead down shift. This is something that takes PRACTICE. A trick I learned is IMMEDIATELY shift back up BEFORE rolling the throttle back on. This way you don't zoom back forward. Smooth and easy is the ticket.
- Often times just THINKING about a speed adjustment is enough.
- If you're uncomfortable maintaining spacing, talk to a tail gunner or a road guard and ask for help. Often times a few miles next to someone smooth can even things out.
- Did I mention often times just THINKING about a speed adjustment is the ticket to smooth pack riding? Constant tiny adjustments to the throttle will make you look like a pro.
- Riding in formation can be tense. I sometimes have to mentally tell myself to relax my shoulders and arms to relieve tension. Pay attention to your posture. I find that if I catch myself working extra hard to maintain spacing it's because I am tense. Relax your body and remain attentive. You must always remain Awake, Alert and Aware.
- When you come up to an overpass with a ton of people on it, feel free to wave or honk your horn but DON'T look up. If you do, you will slow down. Keep your eyes on the road and the bike in front of you.

—Pawkee

Sometimes hand/wrist fatigue will set in, making it difficult to maintain a smooth speed. A good way to combat this is to make sure that the throttle bar grip is the correct size for your hand. My Triumph came from the factory with very small handle bar grips. I replaced them with a larger grip, and my hands stopped cramping. This has resulted in smoother speed control. So, if you are having this problem, try a new grip or at least a grip cover. ("Grip Puppies," "Grip Buddies," and neoprene grip wraps are all good.). Just DON'T try them the day before the Run! Get them early and test them out!

—Hooper

► COMBAT HERO BIKE BUILD

RFTW has associated with Eagles Up, Inc. another non-profit to assist with the building a fundraising for the build. We are well into our second bike build for S.Sgt. Brien Mast. He will be getting his new bike with a side car. The whole build is far more than what had been budgeted for and we could use some of the riders to step up with donations. This year the bike will be revealed in Ontario, CA the night before the Run and then will make the trip to DC with the Midway route via trailer. After presentation in Arlington, the team will be departing the host hotel on Sunday at 0500 for the 900 mile trip to Pensacola Florida for a final unveil at the Pensacola Harley Dealer on Monday Memorial day. They have assisted greatly in this build. Brian will then be able to take his bike home with the assistance of Wes "Hail Stone" Alvarez, who has spearheaded the FL end of this great event. Please send what you can, \$20 and up to eaglesup@lyvere.com This is a project that builds bikes for those warriors who have paid a heavy price and this makes it so that they too can ride again. Like our motto "We ride for those who can't," this fulfills that dream for our combat heroes.

—Doug Lyvere



► OUR STORIES

IT'S NOT A BUCKET LIST ITEM!

By "Flame"

It comes up every now and again. Somebody refers to the Run as something to check-off their bucket-list. Another ride; another patch. Been there, done that, got the t-shirt.

It's one of those If-I-have-to-explain-you-wouldn't-understand things... even though I've completed the Mission seven years in a row, I'm still not sure I can "explain" what happens on the Run.

It's not about the riding; actually that is the worst part, what with all the rubber banding. It's not about seeing the Country, because you're focused on the taillight in front of you, the zipper under you, and the Road Guard in the rear-view mirror. It's not about the food, the donated fuel or the fine hotels.

It's about the Mission. It's about the stated purpose of the rolling event, to be sure. But it is so much more than that. It is a personal commitment to honor those who served then and are deployed now; those who

remain unaccounted for, and those still suffering from wounds, seen and unseen. It is about healing from the grief of war. Of lost loved ones and lost buddies, here one moment and blown apart before your eyes the next.

It's about pushing through the desire to quit for the 10th time or the 100th time, when things get hairy. When you can't remember what town you're in, never mind what hotel you booked last February. It's about standing with pride and humility three or four times a day as a group honors us with the National Anthem and a public prayer. It's about standing together, soldier and civilian, frontline and rear echelon, former POW and MIA family member, to say...well, to say what words can't say. Maybe it's a hug, an arm over the shoulder of a Vet, taking the hand of a Gold-Star parent as they tell you about their son or daughter lost to snipers in the jungle, IEDs in the desert, suicide, or agent orange.

It's not about checking off an item on your to-do list. It's about being there for each other. The Mission will change you for the better. If you're only after the t-shirt, stay home. If you are willing to give this Run your all to remember and honor the sacrifice of others, look for me along the way. I want to give you a hug. Continue the Mission!

STAY HOME NEXT YEAR ... IF YOU CAN

By Sidewinder

I agree with almost everything Flame says. And the rest of you as well. The only part I disagree with is where she says, "If you're only after the t-shirt stay home." Forget that, whatever reason you have for making the Run, come on along.

I came to the Run because I had always wanted to do a cross-country trip and it sounded interesting. I really didn't see that I had any emotional baggage or that I would benefit personally from being with this group. Didn't take long to change my perspective on a whole lot of things. Participating in the forum in the months leading up to May I began to suspect I was in for more than I first thought. Talk about an understatement! I experience emotions I never expected and feelings I never suspected I had and I was hooked. When I went the second time I thought I would be past all that. Nope, it happened again. When I was unable to make the Run last year it was like a giant hole opened in my life and I was unbelievably sad as I watched the last of you ride out of sight.

I am back for 2015, going ATW and looking forward to being with my family once again.

So I say, whatever your reason, even if you think you only just "want the t-shirt," come on along and welcome. If the Run doesn't grab ahold of you and change your mind about why you came, stay home next year...if you can.

WHAT THE RUN MEANS TO ME

By Tom Cameron

I try to not get too hung up on watching others interpret the mission. I know what it means to me, I bring my own Kleenex and I know how to use it. I get to 27E and touch the names of my boys- young men who never got to grow old with me, and remember the mud and the blood.

But the war is over, and somehow I survived to live my life out so far. This is all extra for me, I was so close to being one of those names on 27E! Not everyone on the Run can relate to these memories, and I cannot fault them for that. The ones who come will learn early on what drives this mission, some will get it, some will not. I am just glad they come, I love sharing both the hard memories and laughing hysterically at some of the stories and the fun stuff that visits us each day of the mission.

No, it's not a party as I learned when I first visited the forum. But this mission would not have survived 27 years if it wasn't fun! Might I suggest that we all just pay attention- to the need for safe riding, to a hearty laugh when someone tells a good story, to the guy standing by himself with a somber face wondering if he should just quit and go home- (there are too many of those!) to the effort our hosts put out to welcome and feed us, to the school projects the kids make to honor veterans.

There will be a lot to watch for, and if you are an encourager type of person you will be busy.

When all is said and done, and if you have been paying attention, you will be a changed person. As the guy from Men's Wearhouse says, "you're gonna like the way you look!"

A MISSION—NOT A RIDE

By Tom Scott

In 2004, I lived in Colorado City Texas. By chance, I watched the arrival of a good number of bikes to take part in lunch, and a program at the Colorado City Middle School. I watched and waited for their arrival the next year, and discussed the intent and purpose of the Run for the Wall with a number of that year's participants. It was a mission! I made the decision that I would participate in 2006.

My run in 2006 was limited to three days, but in three days I became very aware of the mission, as I witnessed respect, honor, patriotism, and a brotherhood among the participants. I committed to go all the way in 2007. I called a friend that I served with, and told him of my experience, and he committed on the spot to go to the wall with me. He and I made that commitment happen in 2007. We laughed, cried, with "remember when?" and then recounted the people and events that occurred while serving. It was part of "the mission" experience.

2007 was special because the friend died in 2009 of cancer. I continued to be a part of the Run for the Wall family, and watched the numbers grow, and "the mission" take a back seat to a "motorcycle ride. "Feet on the front pegs, music cranked to the max, and inattentive disrespect to and for those providing food and programs at our many stops. Like others, I had to "earn" my way to the first platoon, but now saw FNGs in the front on their second day, feet on the front pegs and music cranked. No disagreement, it is a better ride in the first platoon than the sea-saw of the fifth (been there, done that). The migration to the front is more about safety than earning the right to be there. I have done the math on interval spacing, and the time it takes to get your feet from the front pegs to the brakes is a collision. Some have not thought about that possibility. Enjoying "the ride"!

Time moved on, the run continued to grow, and in my opinion, "the ride" mentality gained momentum. I talked to different seasoned participants and they agreed, and I became somewhat disenchanted. With that said, I must say "the mission" mentality has returned in the last two years. The numbers still concern me, the purpose and mission have returned. I offer the challenge to those who are participating in 2015.

1. Understand the purpose of Run for the Wall
2. This is a mission!
3. This is not a motorcycle ride. If this is a motorcycle ride on your bucket list of things that seem like fun to do, and that is your purpose, you have missed the point. Stay home!
4. Respect and honor those that show up at the bridges, cities and events to honor us. They have provided a venue, food, time and support for us as we proceed across the United States on our mission. They have chosen to honor us, so honor them!
5. Understand there are reasons for side-by-side and staggered riding formations in the different platoons. It is about experience, safety, not just a better ride. Understand you own riding capabilities and limitations. Don't let your ego put you and others in harm's way.
6. You have a number on your windshield. It is your assigned platoon. Stay with your assignment.
7. Understand the braking/stopping parameters of your bike with staggered or side-by-side interval spacing. Feet on the front pegs won't cut it!
8. Understand left lead sets the interval space.
9. Maintain the interval! It takes concentration!
10. Your choice of music and volume may not be the choice of those around you. Play it through your helmet headset.
11. This is a mission!
12. Your motorcycle ride starts on your way home.

► OTHER STORIES

“IL SILENZIO”

About six miles from Maastricht, in the Netherlands, lie buried 8,301 American soldiers who died in "Operation Market Garden" in the battles to liberate Holland in the fall and winter of 1944.

Every one of the men buried in the cemetery, as well as those in the Canadian and British military cemeteries, has been adopted by a Dutch family who minds the grave, decorates it, and keeps alive the memory of the soldier they have adopted. It is even the custom to keep a portrait of "their" American soldier in a place of honor in their home.

Annually, on "Liberation Day," memorial services are held for "the men who died to liberate Holland." The day concludes with a concert. The final piece is always "Il Silenzio," a memorial piece commissioned by

the Dutch and first played in 1965 on the 20th anniversary of Holland's liberation. It has been the concluding piece of the memorial concert ever since.

In 2009 the soloist was a 13-year-old Dutch girl, Melissa Venema, backed by André Rieu and his orchestra (the Royal Orchestra of the Netherlands). This beautiful concert piece is based upon the original version of taps and was composed by Italian composer Nino Rossi.

<http://www.flixy.com/trumpet-solo-melissa-venema.htm>

Melissa is now 20 years old. Read more about her at her website: <http://www.melissavenema.nl/>

America has fallen soldiers buried in many countries:

1. The American Cemetery at Aisne-Marne, France... A total of 2289
2. The American Cemetery at Ardennes, Belgium... total of 5329
3. The American Cemetery at Brittany, France... A total of 4410
4. Brookwood, England - American Cemetery... A total of 468
5. Cambridge, England... A total of 3812
6. Epinal, France - American Cemetery... A total of 5525
7. Flanders Field, Belgium... A total of 368
8. Florence, Italy... A total of 4402
9. Henri-Chapelle, Belgium... A total of 7992
10. Lorraine , France... A total of 10,489
11. Luxembourg... A total of 5076
12. Meuse-Argonne... A total of 14246
13. Netherlands... A total of 8301
14. Normandy, France... A total of 9387
15. Oise-Aisne, France... A total of 6012
16. Rhone, France... A total of 861
17. Sicily, Italy... A total of 7861
18. Somme, France... A total of 1844
19. St. Mihiel, France... A total of 4153
20. Suresnes, France... A total of 1541

The total count is 104,366 dead, brave Americans.

► VA NEWS

H.R.252 - Low-Income Vet Housing Assistance. A bill to provide housing assistance for very low-income veterans.

Sponsor: Rep Green, Al [TX-9] (introduced 1/9/2015)

Committees: House Financial Services; House Ways and Means

Latest Major Action: 1/9/2015 Referred to House committee. Status: Referred to the Committee on Financial Services, and in addition to the Committee on Ways and Means, for a period to be subsequently

determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

H.R.260 -Vet Renewable Energy Hire Tax Credit. A bill to amend the Internal Revenue Code of 1986 to provide the work opportunity tax credit with respect to the hiring of veterans in the field of renewable energy.

Sponsor: Rep Lee, Barbara [CA-13] (introduced 1/9/2015)

Committees: House Ways and Means

Latest Major Action: 1/9/2015 Referred to House committee. Status: Referred to the House Committee on Ways and Means.

H.R.271 - Establish VA Mental Illness Commission. A bill to establish a commission to examine the evidence-based therapy treatment model used by the Secretary of Veterans Affairs for treating mental illnesses of veterans and the potential benefits of incorporating complementary alternative treatments available in non-Department of Veterans Affairs medical facilities within the community.

Sponsor: Rep Bilirakis, Gus M. [FL-12] (introduced 1/12/2015)

Committees: House Veterans' Affairs

Latest Major Action: 1/12/2015 Referred to House committee. Status: Referred to the House Committee on Veterans' Affairs.

H.R.272 - MOH Recipient VA Enrollment Priority. A bill to amend title 38, United States Code, to increase the priority for enrollment of medal of honor recipients in the health care system of the Department of Veterans Affairs, and for other purposes.

Sponsor: Rep Walberg, Tim [MI-7] (introduced 1/12/2015)

Committees: House Veterans' Affairs

Latest Major Action: 1/12/2015 Referred to House committee. Status: Referred to the House Committee on Veterans' Affairs.

DOD SUICIDE POLICY UPDATE 10 CLAY HUNT SAV ACT REINTRODUCED

A bill to overhaul veteran suicide prevention programs is getting another chance in Congress after being scuttled last month by a retiring Senate budget hawk. The Clay Hunt SAV Act, named after a Marine veteran with post-traumatic stress disorder who committed suicide, was reintroduced 7 JAN by a group of House lawmakers and was expected to be filed in the Senate soon. It calls for a one-stop website with suicide prevention resources for veterans, more Department of Veteran Affairs psychiatrists and an independent review of current department programs to determine which are effective. Veteran groups have lauded the bill, and Hunt's parents repeatedly lobbied for it on Capitol Hill.

The VA struggles with veterans suicides, estimated at 22 per day. The House unanimously passed the bill last year and the Senate was poised to do the same, but in the final hours of the 2014 session Tom Coburn, a GOP senator from Oklahoma, blocked a vote, saying the VA could improve services without a new law and budget cuts were needed to pay the \$22 million price tag. "Solutions to this horrific problem will only come from comprehensive, new ideas that improve the accessibility and effectiveness of mental health care available to our veterans," Rep. Jeff Miller (R-FL) said in a statement released 7 JAN. Miller, who chairs the House Veterans Affairs Committee, said it includes "crucial independent, third-party oversight" and

requires greater VA accountability for its suicide prevention programs. Rep. Tim Walz (D-MN) and Rep. Tammy Duckworth (D-IL) also co-sponsored the bill. “We must take action and I continue to believe that this bipartisan bill is a step in the right direction,” Walz said in a news release. “We can and must work urgently to send this bill to the president’s desk without delay.” Sen. John McCain (R-AZ) will also re-introduce the legislation in the Senate, according to an aide. He filed the bill last year and had 21 co-sponsors. Another of the bill’s allies in the upper chamber of Congress, Sen. Richard Blumenthal (D-CT) this week was publicly supporting another attempt to pass the bill. Blumenthal, who is now the ranking member on the Senate Veterans Affairs Committee, went head-to-head with Coburn last month, urging the Republican to release his hold on the legislation and allow a Senate vote, though the pressure ultimately failed. Coburn was known for his harsh criticisms of government spending and his annual publication the Wastebook, which listed what he considered the most egregious cases. Coburn argued that a massive overhaul of the VA passed last summer already pumped billions of dollars into fixing its programs and said that Congress should spend this year pressing the department for results on suicide prevention. “Don’t pass another bill; hold the VA accountable,” he said in a Dec. 15 floor speech. Iraq and Afghanistan Veterans of America, a veterans’ service group, has vigorously supported the Clay Hunt bill and says it agrees the VA oversight is needed but that it must be coupled with specific changes to the suicide prevention programs. For example, the bill creates new incentives for hiring more psychiatrists and would force the VA to address a critical lack of staff, according to the group. But it is unlikely the bill will need to survive the same staunch opposition or criticism in the Senate, said Alex Nicholson, the IAVA legislative director. Coburn was virtually the sole opponent and nearly all other Senators from the prior session appeared on board. The group is still feeling out some freshmen lawmakers. “We expect the House to move a lot quicker and most likely the Senate will take up the House-passed version on the floor in February,” Nicholson said.

► OTHER NEWS

NEW STOLEN VALOR BILL INTRODUCED

A viral video posted in late 2014 on guardianofvalor.com shows a man in an Army Ranger uniform being confronted by another man who exposes him as a fake veteran. The video, seen by more than two million people, is part of the reason a New Jersey legislator says he will introduce a bill Monday, Jan. 12, to address the issue.

“Unfortunately, we have to put these laws in place to try to stop unlawful disrespect, actually, to the veterans,” said Assemblyman [Vince Mazzeo](#) (D-Northfield). “When our veterans come home from serving their country they get certain privileges, rightfully so, but there are people out there who are trying to take advantage of it.”

The legislation would make it a third-degree crime for anyone to knowingly misrepresent themselves as a member of the military—for the purpose of obtaining money, property or another benefit—by wearing the uniform, or any medal or insignia, authorized for use by the members or veterans of the U.S. Military. Anyone convicted of such a crime would be fined a mandatory minimum of \$1,000.

“They’re going to be fined, and also, it’s going to be able to help other families going forward,” Mazzeo said.

Any fines collected under Mazzeo's bill would be dedicated to the Military Dependents Scholarship Fund, which would be established by two bills currently pending in the state legislature. The fund would provide college scholarships to the spouses and children of those killed, missing in action or disabled in Operation Noble Eagle, Operation Enduring Freedom, Operation Iraqi Freedom, or Operation New Dawn.

The measure has been dubbed the "New Jersey Stolen Valor Act," and is modeled after an existing federal law.

MEDICAL MARIJUANA FOR PTSD

The state of Colorado awarded a \$2 million grant for research on the effectiveness of marijuana to treat post-traumatic stress, giving hope to backers of a federally approved study that the research will begin. The Colorado Department of Public Health and the Environment decided 17 DEC to provide \$7.6 million for eight medical marijuana studies, including one on veterans with combat-related PTSD sponsored by the California-based nonprofit Multidisciplinary Association for Psychedelic Studies. The research received approval last March from the federal Health and Human Services Department and was to get underway at the University of Arizona and other locations within a year. But the program was delayed after the Tucson, Arizona, school terminated the contract of primary researcher Dr. Sue Sisley in July.

The Colorado grant money will help support the research involving 76 veterans at two sites — in Arizona with Sisley and at Johns Hopkins University in Maryland under the direction of Ryan Vandrey. Marcel Bonn-Miller with the University of Pennsylvania Perelman School of Medicine and Dr. Paula Riggs, University of Colorado School of Medicine, will oversee coordination and scientific integrity of the study. MAPS founder and executive director Rick Doblin called the award a "big step forward for cannabis science and medicine." "As the very first public funding that MAPS has ever received in our 28 1/2-year history, the award clearly shows that attitudes are improving about research into the therapeutic benefits of Schedule I drugs," Doblin said. Sisley and MAPS have worked for more than four years to develop the study protocol and win federal approval for it.

The protocol calls for veterans with PTSD to be divided into groups and receive the equivalent of two joints a day — 0.9 grams — to smoke or inhale by vaporization. Each participant then will submit weekly observations and confirm that he or she followed protocols. Sisley's termination from her job has not been the only obstacle to the research. As part of the federal government's requirements, MAPS must buy Drug Enforcement Agency-licensed marijuana, which is controlled by the National Institute on Drug Abuse, and that agency is still cultivating marijuana of the correct potency of tetrahydrocannabinol and cannabidiol needed for the research. In addition, Sisley's portion of the study needs new approval from an institutional review board, and MAPS will need clearance from the Drug Enforcement Agency once it receives a delivery date for the marijuana, Doblin said. In an email exchange with Military Times, Sisley said she also is still looking for a place to conduct the research. She has several leads in the Phoenix area and is trying secure an academic appointment at a university. "My goal has always been to continue this research in Arizona. I refuse to turn my back on these dedicated Arizona veterans," Sisley said.

► BRINGING THEM HOME

VIETNAM COLONEL IDENTIFIED

The Defense POW/MIA Office announced the identification of remains belonging to Air Force Col. William E. Cooper, 45, of Albany, Ga. Cooper was assigned to the 469th Tactical Squadron, 388th Tactical Fighter Wing, when his F-105D Thunderchief was shot down while on a strike mission on a highway-railroad bridge north of Hanoi, North Vietnam, on April 24, 1966. He will be buried with full military honors on a date and location yet to be determined.

KOREAN INFANTRYMAN IDENTIFIED

KOREA: The Defense POW/MIA Office announced the identification of remains belonging to Army Cpl. Francis D. Knobel, 20, of La Crosse, Wis., was assigned to Headquarters Company, 3rd Battalion, 31st Infantry Regiment, 7th Infantry Division, when he was lost Dec. 12, 1950, in North Korea. He will be buried with full military honors on a date and location yet to be determined.

SEVEN MIA'S FROM THE KOREAN WAR IDENTIFIED

SFC Earl E. Hilgenberg, E Company, 2nd Battalion, 8th Cavalry Regiment, 1st Cavalry Division, US Army, was lost 2 November 1950 in North Korea. He was accounted for 17 November 2014.

PFC Anthony Massey, Jr., C Company, 24th Infantry Regiment, 25th Infantry Division, US Army, was lost 28 Nov 1950 in North Korea. He was accounted for 5 December 2014.

SGT Gilberto L. Sanchez, Medical Company, 32nd Infantry Regiment, 31st Regimental Combat Team, US Army, was lost 2 December 1950 in North Korea. He was accounted for 25 November 2014.

CPL Francis D. Knobel, Headquarters Company, 3rd Battalion, 31st Infantry Regiment, 7th Infantry Division, US Army, was lost 12 December 1950 in North Korea. He was accounted for 10 December 2014.

SFC Class Gordon L. Hannah, K Company, 3rd Battalion, 23rd Infantry Regiment, 2nd Infantry Division, US Army, was lost 28 January 1951 in North Korea. He was accounted for 3 December 2014.

CPL Abie L. Apodaca, Heavy Mortar Company, 9th Infantry Regiment, 2nd Infantry Division, US Army, was lost 14 February 1951, in North Korea. He was accounted for 13 November 2014.

CPL Donald A. Therkelsen, Medical Company, 15th Infantry Regiment, 3rd Infantry Division, US Army, was lost 17 July 1953 in North Korea. He was accounted for 2 December 2014.

WORLD WAR II PILOT IDENTIFIED

The Defense POW/MIA Office announced the identification of remains belonging to Army Air Forces Maj. Peyton S. Mathis Jr., 28, of Montgomery, Ala. On June 5, 1944, Mathis was piloting a P-38J Lightning when the aircraft lost power while attempting to land at Kukum Air Field on Guadalcanal Island in the Solomon Islands. A rescue team located the crash site but was unable to recover Mathis because the aircraft was submerged in a dense jungle swamp. He will be buried with full military honors on a date and location yet to be determined.

JPAC DEAD?

The Pentagon is taking the first steps to set up a new agency that will direct the troubled effort to search for America's missing war dead, two years after an internal report found the current prisoner of war program was mismanaged and wasteful. Defense officials say they will begin merging two existing agencies into one POW-MIA office that will be more streamlined and effective. The new organization will be running next year. The decision comes as Defense Secretary Chuck Hagel prepares to leave the Pentagon. Last March Hagel announced he would create a new office to deal with POW-MIA issues that would be more focused and innovative. The failings of the POW-MIA program were highlighted in 2013 when The Associated Press disclosed a report that called the program acutely dysfunctional.

► SICK CALL

Code Talker Kee Etsicitty

Navajo Code Kee Etsicitty was taken by helicopter to the hospital in Flagstaff, AZ after falling and breaking his leg. He had surgery October 13 and also developed an infection. Last word is that he is recovering nicely. Our prayers go to this hero, that he will make a good recovery.

► TAPS

TWO TUSKEGEE AIRMEN DIE ON SAME DAY

Two members of the Tuskegee Airmen—the famed all-black squadron that flew in World War II—died on the same day. The men, lifelong friends who enlisted together, were 91. Clarence E. Huntley Jr. and Joseph Shambrey died on 5 JAN in their Los Angeles homes, relatives said Sunday.

Huntley and Shambrey enlisted in 1942. They were shipped overseas to Italy in 1944 with the 100th Fighter Squadron of the Army Air Force's 332nd Fighter Group. As mechanics, they kept the combat planes flying. Huntley serviced P-39, P-47 and P-51 aircraft, and as crew chief was responsible for the plane of the squadron commander, Capt. Andrew D. Turner, said Huntley's nephew, Craig Huntly of Inglewood. "The life of his pilot was in his hands, and he took that very seriously," his nephew said. His concern led Turner to nickname him "Mother," Huntly said.

In addition to facing danger, the Tuskegee Airmen faced racism. Shambrey's son, Tim Shambrey of Altadena, said his father recalled getting off a train in Alabama where a hospitality station was welcoming returning white troops with handshakes and free coffee. "When he and his buddies came off, dressed in their uniforms, of course they didn't get any congratulations" and were asked to pay for their coffee, Shambrey said. They did so. "The thing about those men is that they were very proud" and decided not to make a fuss, Shambrey said. "They were already used to so much discrimination."

In later life, Shambrey didn't talk much about his war service, but he held barbecues that sometimes drew 150 people, including a lot of his old Army buddies, his son said. Huntley also didn't talk much with his

family about the war, said his daughter, Shelia McGee of Los Angeles. He told them: "I was doing what I was supposed to do, and that was to serve my country," she said. Shambrey was a National Guard combat engineer during the Korean War and later spent his career with the Los Angeles County Department of Parks and Recreation, his son said. Huntley was a skycap for more than 60 years at airports in Burbank and Los Angeles, his daughter said.

► CLOSING THOUGHTS

No one can say some of us don't have a sense of humor! This was posted by Skytex on the Forum:

By now those of you who have inquired should have been contacted that we are having our Northwest Get-together for travel planning on Saturday, Jan 10th at 4 pm at Elmer's Restaurant in Delta Park in Portland (9848 N Whitaker Rd Portland OR 97217). Yes, I will bless you with my presence. Yes, I'm going on the run this year.

For those of you who have NOT been contacted via email (from Santa's elf helper), re-read the first sentence above 9 times and commit it to memory. Embed it in your final will and testament. Put it on your calendar. Teach your dog to bark an appropriate amount of time prior to the meeting to allow you to arrive on time. Bring your Dick Tracy watch so you can dictate notes for later listening pleasure.

I will see if I can work up a list of important things to take along to make the trip easier. For you FNG's, all of us who have taken this trip before will have tons of suggestions. This means you'll probably want something to take notes with (large #2 pencil or Crayons, recycled paper with wood chunks in it, or, if you are a techno-geek like me, a Dick Tracy watch or a dog with a photographic memory).

This will be worth attending. I believe we will also have a comic routine presented by our own Angie on hair control while on the road (I'm gonna die for that...). 😬

Cya there
Tex

Here's a great GoPro video on Southern Route 2014 by Gonzo:

<https://www.youtube.com/watch?v=8Xpv7m6Qfow>

You Are Not Forgotten

