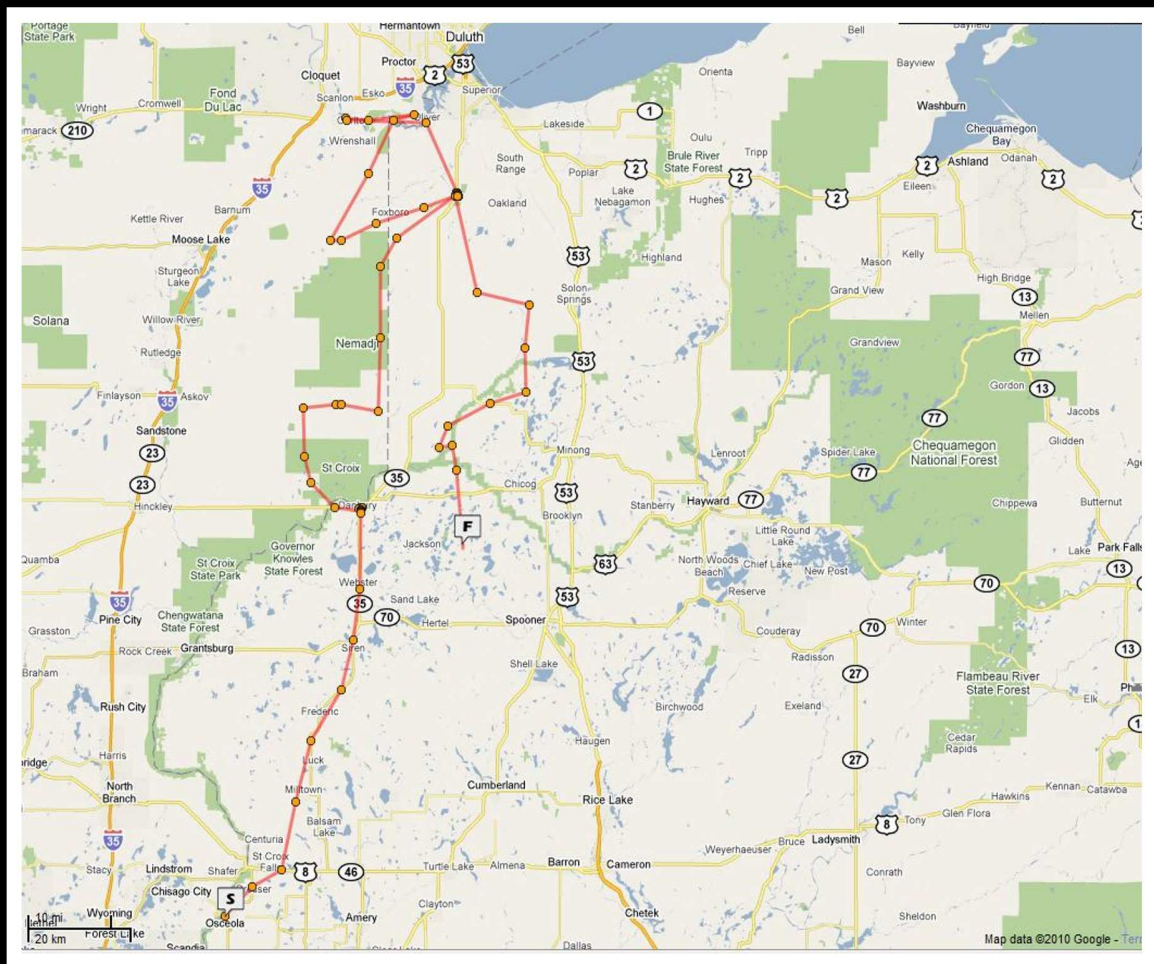


Conquering the Gandy Dancer

The "off-road" ride report of Chris Brock and Tom Bickner and Paul Delau



As remembered and told by Paul Delau

Summer, 2010

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This report is about a three-day motorcycle trip taken by Chris Brock, Tom Bickner, and myself - Paul Delau - on June 17, 2010. Chris and Tom were riding identical motorcycles - Kawasaki KLR 650s. I was driving my sidecar rig - a 2007 Ural.



The Gandy Dancer Trail is a 51-mile off-road trail that begins in Danbury WI, crosses the St. Croix River into Minnesota, and after 32 miles, crosses back for another 19 miles.

To view the map of our trip from the front cover, go to:
<http://tinyurl.com/25oge58>

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The Idea Was Born!

This trip was born during the summer of 2009.

One day, in the U.S. Postal Service parking lot, a green Kawasaki KLR 650 appeared, the identical bike to one my friend Tom Bickner owns.

We wondered "who could possibly have the same taste in motorcycles as Tom?"

The answer arrived late one afternoon as I headed towards the elevator on my way home, helmet in hand. Walking towards me was this tall guy, also carrying a helmet. As we walked to the motorcycle parking lot together, I learned that his name was Chris Brock - and he was the owner of the green KLR - the mystery was solved.

The next morning I dragged Chris over to Tom's desk to introduce them. Their cubes were probably 50 feet apart.

Thus began the relationship of these three intrepid motorcycle riders.

Lunch Table Talk

I eat lunch in the cafeteria at the same table at the same time four days a week - not always with the same people, but usually a group of eight or more. Often, Chris joined me and Tom and the others who sat with us. Having lunch together a couple of times a week over the last year, there was a lot of talk about bikes and stuff.

Fast forward to the spring of 2010.

Talk at the lunch table danced around the possibility of taking a road trip together. All three of us expressed interest and threw out ideas. Tom and I had done a few short bike rides together, but neither of us had ridden with Chris. Since we were acquaintances, only lunchtime friends, not close friends, we really needed to learn about each other's riding style and personal preferences before spending some time on the road.

On May 10th, I composed the following questionnaire and sent it to Chris and Tom.

Road Trip Questionnaire:

From: Delau, Paul A - Eagan, MN
Sent: Monday, May 10, 2010 1:47 PM
To: Tom Bickner; Brock, Christopher D - Eagan, MN - Contractor
Subject: Tentative bike trip

I thought I would throw out a few questions to see if there is any interest, and if there is, to see what kind of interest. Please answer the following questions and report back to me.

Quantify your desire to take a multi-day motorcycle trip this summer:

- 1) When hell freezes over, especially if I have to be seen with a Ural.
- 2) Maybe - if it doesn't conflict with my sailing/gardening/sleeping schedule.
- 3) Heck yeah - let's do it.

If you do indeed want to do this trip, what would its ideal length be:

- 1) Just a weekend.
- 2) A three-day weekend.
- 3) Heck yeah - let's take a whole week.

On this ideal trip, what kind of accommodations would you want:

- 1) B&Bs (I don't think so).
- 2) Cheap motels.
- 3) Camping only.
- 4) The Mustang Ranch.
- 5) I'm flexible.

On this ideal trip, I would like to eat:

- 1) Out of a tin can that I opened with my P38, possibly after heating it up on a gas stove.
- 2) At the nearest bar that serves greasy burgers.
- 3) At the closest restaurant that might have some character to it.

On this ideal trip, we would:

- 1) Stick to squiggly paved roads.
- 2) Mostly paved, a few nicely-graded dirt roads thrown in.
- 3) Stick to the dirt as much as possible.
- 4) Gnarly, rocky crap that only a world-class trials rider could accomplish after a few practice runs.

On this ideal trip, we would:

- 1) Stop often to take pictures, possibly enlisting the use of a tripod for some interesting group shots.
- 2) See how many different counties we can tip over in.
- 3) Maintain a moving average speed of absolutely no less than 39 MPH, screw the photography.

Throw out a couple of time periods that would work for you.

Please feel free to add any pertinent questions of your own.

Responses to inquiry survey:

Quantify your desire to take a multi-day motorcycle trip this summer:

- 1) When hell freezes over, especially if I have to be seen with a Ural.
- 2) Maybe - if it doesn't conflict with my sailing/gardening/sleeping schedule.
- 3) Heck yeah - let's do it. <Chris> My brother is expecting his first child first week of July. We may travel to Indiana that week or the next.

<Tom> Check

If you do indeed want to do this trip, what would its ideal length be:

- 1) Just a weekend.
- 2) A three-day weekend. <Chris> Taking a whole week off would be expensive but trying to do just a weekend might seem rushed.
- 3) Heck yeah - let's take a whole week.

<Tom> Three days OR a whole week

<Paul> I would lean towards a 3- or 4-day weekend, but I'm flexible.

On this ideal trip, what kind of accommodations would you want:

- 1) B&Bs (I don't think so).
- 2) Cheap motels. <Paul> This would be my choice, but I'm flexible. It depends on which machine I bring.
- 3) Camping only. <Tom> Check.
- 4) The Mustang Ranch.
- 5) I'm flexible. <Chris> Some place where the bikes and gear will be where they were when we went to sleep.

On this ideal trip, I would like to eat:

- 1) Out of a tin can that I opened with my P38, possibly after heating it up on a gas stove. <Tom> Needed as an option
- 2) At the nearest bar that serves greasy burgers.
- 3) At the closest restaurant that might have some character to it.

<Chris> All these options are fine as long as it's not 3 solid days of junk food which would certainly make us sick and irritable.

<Tom> Restaurants must have beer

<Paul> I would prefer 2 or 3.

On this ideal trip, we would:

- 1) Stick to squiggly paved roads.
- 2) Mostly paved, a few nicely-graded dirt roads thrown in. <Paul> This would be my choice, but I'm flexible.
- 3) Stick to the dirt as much as possible. <Chris> Cut through paved roads to get to trails.<Tom> Check
- 4) Gnarly, rocky crap that only a world-class trials rider could accomplish after a few practice runs.

On this ideal trip, we would:

- 1) Stop often to take pictures, possibly enlisting the use of a tripod for some interesting group shots. <Chris> I'm usually in a hurry - so would like to make it a point not to be this time.
<Paul> This would be my choice.
- 2) See how many different counties we can tip over in.
- 3) Maintain a moving average speed of absolutely no less than 39 MPH, screw the photography. <Tom> Check.

Throw out a couple of time periods that would work for you.

<Chris> Not the first two weeks of July.

<Paul> Not the first half of July.

Please feel free to add any pertinent questions of your own.

<Chris> What's the plan if a bike quits? I can expand on that later tonight.

When do we leave?

Much research and brainstorming took place. Where to go, when to go, what to do, what to bring, etc.?

We picked Thursday, June 17, 2009 as our departure date.

On Thursday morning, I met Tom in Hudson at a local coffee shop, then we met Chris at 10:45 AM at the Dairy Queen in Osceola, WI. Tom and Chris chatted a bit, as they had not seen each other since Tom retired from the Postal Service in November 2009.



Sandals on top

The first thing I noticed about Chris' *mountain* of belongings strapped onto the back of his bike was the sandals tied onto the very top.

Hole-In-The-Wall Casino Campground

We rode on up to Danbury, stopping for gas on the way outside of Grantsburg, WI. It wasn't too long before we got to the campground on the southern edge of the Hole-In-The-Wall casino in Danbury, operated by the St. Croix Chippewa. The camping area was very nice, right on the bank of the Yellow River. Unfortunately, it was also right on the edge of WI Highway 35.



Thursday's lunch

After checking in and setting up, I noticed a small hand-written sign for a restaurant that was only ¼ mile north of the casino. What caught my eye was

“two fry bread hot dogs, \$3”

Right away, I knew where we were having lunch.

When lunchtime rolled around, I told my two buddies where we were headed. I could tell they were *both* skeptical. I later learned that only Tom was – that this kind of eating was right up Chris’ alley.

Anyway, we rode on over to “The Fry Bread Store”.

It was at a small personal residence, on the St. Croix Indian Reservation. In a single-car-sized shack, Shirley Holmes prepared and sold her tasty menu items.

I got my two fry bread hotdogs, as advertised. Tom got wild-rice soup and a taco, and Chris got a venison sandwich.

Shirley leaned over to Chris and warned him that his selection "was not FDA approved".

All three of us were very happy with our meal.

Adventuresome Tastebuds

That meal was the first of many Sierra Mists downed by Chris on the trip.

I had observed Chris' adventuresome eating before. At lunch, there would be as many as 10 people at the table. In the Postal Service cafeteria, you could order either the daily entree or pick something else.

When the entree looked kind of scary, it was always interesting to see how many people were brave enough to try it. There were many days when Chris and I were the only two "real men" brave enough to enjoy. Mmmm-mmmm!



A sign of good eatin'!



The "store" is the tiny wooden structure.

The Fry Bread Store and More

Don't have to wait for a Pow Wow anymore

Fry Bread delivered to your home via the Post Office. One dozen fresh fry bread for \$12.00 Postage and Handling

Just call or email and your order will be shipped the following day.

Contact Information

Email : holmes1@centurytel.net
Phone : 715-656-3155
Address : 7349 Holmes Landing Road (St. Croix Rez)
P.O. Box 93
Danbury
WI
54830
United States

Not Online
right now

Gandy Dancer - what is it?

Gandy Dancer is the name of a state bicycle trail built upon an old rail bed that runs North / South for 98 miles, from St. Croix Falls to Superior, in West Central Wisconsin. This 98-mile, interstate trail crosses into Minnesota and then back again into Wisconsin on its way from St. Croix Falls to its connection with the Saunders State Trail just south of Superior.

In Wisconsin the trail is maintained and managed by Polk, Burnett, and Douglas Counties. The Minnesota DNR manages the section of the Gandy Dancer Trail in Minnesota.

Built on a former railroad corridor, the trail is named for the work crews who laid the railroad tracks, made sure they were in good working order, and addressed situations on the tracks before they turned into problems. Legend says that the crews used tools made by the Gandy Tool Company of Chicago (except that no record of this company has ever been found). The crews were known to work by keeping their voices and the movement of their feet and tools in harmony. This manner of work led the crews to become known as "Gandy Dancers." So a "gandy dancer" is also someone who works on the maintenance crew of a railroad.

The Gandy Dancer State Trail is divided into a northern segment and a southern segment. Trail uses for the two segments are also divided. Most of the year the southern segment allows only non-motorized recreation on the trail, while the northern segment offers motorized recreation year-round.



**Resting on the bank of the
Yellow River**



**Very new, extremely important dining
canopy!**

Initially, A Disappointment!

Lunch finished, we kind of putted around the city of Danbury, then hit the start of the northern segment of the Gandy Dancer Trail. Riding a spectacular, long bridge over the St. Croix River, the “trail” turned into a wide, dusty, rocky, bumpy road that none of us liked. After probably three miles, we turned around and went back to our camp.

Taking Stock

As we sat around camp, it didn't take too long until Tom started talking about finding some trails to ride. When Tom started talking, Chris started listening. Before I knew it, the two of them went off to find adventure. I stayed at the camp and worked on our dining canopy. I also called home to check on the weather predictions and give an enthusiastic update. That would prove to be a *very* vital exercise, we would discover later.

Tom and Chris came back a couple of hours later, both muddy and tired. Chris was especially proud of the fact that he got mud on his license plate. Chris announced that his new motocross boots "do indeed leak". Then he changed his clothes, put on his sandals, and walked across the Yellow River in search of more adventure. A while later he came back. Chris and Tom both showered before supper.

We seemed to be the only people in the campground sleeping on the ground in tents.

Storm Warnings - #1

As we were sitting around giving some thought to supper, a casino employee came down in a golf cart to tell us that there may be some stormy weather later in the evening. He said if there were any warnings issued, he would come back and warn us.

It was at this point that I suggested to my 2-wheeled riding partners that they park their bikes close to a tree so they wouldn't fall over when the storm hit. One of them tied his bike to a tree, the other tied it to the picnic table.

It wasn't long before the casino guy came back to tell us that a weather warning *had* been issued. Chris and I decided we would walk up to the casino.

Tom complained only slightly.

The casino guy, however, offered us a ride in his golf cart. A short ride and a \$2 tip later, we were seated in the restaurant in the casino.

Our First Supper - Name That Tune

I ordered fish & chips, Tom got a plate of smelt, and Chris ordered a great big steak. Considering our circumstances, it was a great meal.

While we were eating, we could barely hear some music playing. I said to Chris "that sounds like Guns N' Roses". Chris said "it indeed is", surprised to hear that I knew the band and liked their music.

After supper, we walked back to camp. I believe it was Tom who asked: "*why* aren't we riding our motorcycles?".

Storm Warnings #2

We settled in under the dining canopy and had a drink.

That's when the warning siren went off. Time to head back to the casino.



One of several stops so Chris could adjust his stuff



Numerous offers were made to carry some of his stuff - all refused!

Tom suggested that we take down the dining canopy. I thought it was a good idea too, but decided not to.

We hiked up the hill, waited around in the casino for probably about five minutes, then hiked back down the hill.

By now, Tom had stopped making comments about why were walking instead of riding. We settled in under our little shelter and lit two candles, making it almost campfire-like.

Then it started to pour.

Then the wind came up.

As the wind blew harder from the right, we slowly shifted down the picnic table to the left to stay dry. We were quite comfortable. We were dry, we had candlelight that blew out only occasionally, and we had a cocktail.

Storm Warnings - #3

Then, warning siren #2 went off.

I turned on my weather radio, and the three of us put our combined IT powers to work and determined that the dangerous stuff would miss us, so we decided to stay put.



Off-road riding offers interesting sights and limits



Another stop by the side of the road to adjust the stuff!

The dining canopy stayed in place the entire night, and our tents were more-or-less dry. There was, however, an ever-growing puddle forming at our feet as we sat and talked. I repeat that we seemed to be the only campers sleeping on the ground in tents.

That was pretty much the only rain we had on the entire trip. A lot of it, but really only then.

A Great Day To Ride the Gandy Dancer

Friday morning was gorgeous.

We walked (again) up the hill, and went to the little restaurant across the street from the casino. Had a good (and cheap) breakfast, then walked back to camp to pack up and move out.

We decided to abandon the Gandy Dancer Trail, as it was just too awful.

Tom plotted a tremendous route on skinny, squiggly back roads through the Indian reservation. This was all new territory - yesterday afternoon they had ridden paths that my sidecar rig would not have been able to navigate - real off-rode stuff!

One road caught my eye – I had to learn what “Minimum Maintenance Road” meant. Well, we all learned, and it was my fault.

When we hit the huge tree lying across the road, we all agreed it was time to turn back.

Did I mention it's much easier to make a U-turn on a skinny, muddy road if your sidecar rig has a reverse gear? Neither 2-wheel tipped over, though, so it couldn't have been *that* bad.

As we were making our way through the reservation, we came across a teeny-tiny little trail.

No identification.



Pushing the limits of the box - what is minimum?



Oh, that's what minimum means . . .

I decided to take a left onto the trail just to see where it went.

After a ways without encountering a hill, or a turn, or really a bump of any sort, we discovered that we had accidentally found our way back onto the Gandy Dancer Trail.

It was completely different from what it was like down in Danbury.

I got to lead, and the two boys behind me on their skinny little 2-wheelers got to laugh at the weird guy trying to pilot his five-foot-wide sidecar rig around all the puddles.

I persevered, though, and we made it all the way to the north end of the trail, which was just a couple of miles from our second night's camp, Pattison State Park in Wisconsin.

Pattison State Park, WI

We entered the park, set up camp, then struck out in search of lunch.

We had the first of three consecutive meals at the Manitou Bar, about 1/2 mile from the state park. Chris and Tom had fish & chips, which they said was only fair. I had a burger.

After lunch, we did a little head-scratching, and decided to head towards Jay Cooke State Park in MN. I found a really dusty road to get us to MN Highway 23. The guy who's in front and leading doesn't really care if it's dusty.



**Hard gravel or hard dirt
- take your pick.**

This little stretch of the trip is the only time I didn't have my GPS turned on. The SPOT satellite tracker was on, though.

We hit MN Highway 23 and turned right. This road is one of the prettiest roads in the state – it is the “scenic” route to Duluth.

Jay Cooke State Park, MN

When we hit Duluth, we turned left into Jay Cooke State Park.

This road is nine miles of absolute motorcycle heaven. Twists and turns, up and down. When we got to the end, we turned around and did it again.

Then it was time for gas, and time to get back to camp. We can thank Ms. Garmin (my GPS) for finding a direct route back. We did go over one of the strangest bridges I have ever seen in South Duluth.



**The mother ship carried
3 camp chairs, and more.**

By now we were truly beat, and it was time to eat. I asked in the campground office where we could go –

any place other than the Manitou Bar? She said we could go to Duluth.

Oh well... I offered to drive the three of us to supper in the sidecar rig. Tom said "no thanks" – he muttered something about "looking like a bunch of circus clowns cramming into a little car". Chris took me up on the offer, though. He rode to supper and back in the sidecar and loved it.

Manitou Bar x 2

I had a “home-made” pizza – the topping may have been home-made, but the crust certainly wasn’t. I left half of it behind - not something I do easily - leave food.

We went back to camp, had a drink, and lit a fire.

I use the term “fire” loosely – I had brought three fire starters from home. We burned them one at a time – each one lasted about a half hour, and it made for a quite satisfactory fire – until we went to bed.

Our campsite had absolutely *no* grass – it was either hard gravel or hard dirt.

Chris didn’t have a sleeping pad – I suppose that’s one of the things he learned on this “shakedown” ride – always bring something soft to sleep on.

Big Manitou Falls

Pattison State Park is famous for this enormous waterfall.

Pattison State Park features the highest waterfalls in Wisconsin and the fourth highest waterfall east of the Rocky Mountains. Big Manitou Falls is 165 high, and Little Manitou Falls is 31 feet high. Over these falls, water in the Black River tumbles from Wisconsin's northwest lowlands ecological landscape to the Superior coastal plain.



**Big Manitou Falls
Pattison State Park**



Tom Bickner making Saturday morning coffee



Chris Brock, Saturday morning, in the camp chair he had claimed

Manitou Bar - the third time is enough

Saturday morning we packed up, and ate – guess where?

The Manitou Bar has *really* cheap breakfasts.

I approached both Tom and Chris separately about how happy they were with the trip so far? Had it been a success? Did they get to ride enough off-road?

It was Saturday and we didn't have any place to stay because I had not made any reservation for that night thinking we would be in Bayfield. They both agreed it had been a great time, so let's head for home.

We still had all day to wander from Superior to the Twin Cities.

Before leaving the Manitou Bar, I checked the oil in the Ural. Since it was low, I needed to add a little. Without a funnel, I fabricated one out of a granola bar box. While I held the "cardboard-make-it-work" tool, Chris poured in the oil.

I suggested that we walk to see the falls. We didn't – we rode instead. We parked the bikes and walked from the parking lot.

That was when Tom took the “Aerostich” photograph of Chris and me. Unfortunately, that is the last picture taken of Chris Brock.



What is an Aerostich?

Since Chris and I wore the same brand of riding gear, we had talked about getting a picture of the two of us in our riding clothes, and submitting the picture to the manufacturer in hopes of it appearing in their catalog.

Aerostich is a company based in Duluth, Minnesota that produces and sells motorcycle safety clothing and other motorcycle related equipment, such as GPS systems, luggage, and hand tools. It was founded in 1983 by Andy Goldfine. They are best known for the textile protective clothing they create, including the Darien jacket and pants. The Aerostich catalog is world famous and a serious rider's bible. Riders have their pictures taken around the globe while wearing their "stich".

When we left the falls, Tom plotted an absolutely spectacular route – Saturday was by far the best day of the trip. Dirt roads, gravel roads.

Tom led, Chris was second, I was last.

Chris wanted to fine-tune his off-road riding skills, and he couldn't do it riding behind a pokey sidecar rig.



We encountered three Burnett County deputies and had a long, interesting conversation with them. It turns out it wasn't exactly *legal* for motorcycles to be on the parts of the Gandy Dancer Trail that are in Wisconsin.

Oh well, what is it they say? It's better to ask for forgiveness than permission?

Anyway, after a very circuitous south-bound route, we came out on a paved road - heading south on County Road H near Scott Township.

At that intersection, it was time for someone else to take the lead. We were headed home. It had been a very good road trip.

So I was in front, and Tom was second, and Chris was last.

About a mile south of County Road A near Scott Township, Chris' road trip riding the Gandy Dancer Trail came to an end – right at the intersection with Oak Lake Road and County Road H.

Spot Satellite GPS Messenger - 911 - Send Help

Tom sped up to me and shouted "Chris! Chris!". We turned around and went back to the intersection of County Road H and Oak Lake Road.

As we got off our bikes, a man identified himself as a retired EMT and told us "there is nothing you can do for your friend".

I pushed the 911 button on the Spot tracker. I called my partner and was able to tell her, before we lost cell phone connection, "I'm okay, but...". Then she got the call from the Emergency Response Center asking "if I was with her, and did I need help?" at the intersection of County Road H and Oak Lake Road. She said "Yes, send help!"



What can you say? Are there any words that work?

Not enough can be said about the law-enforcement professionals in Burnett County.

They were quick to respond.

They were professional.

They were very compassionate.

And, all of them handled the situation, including me and Tom, and especially our friend Chris with great care.

**Chris Brock,
Tom Bickner,
and Paul Delau**



From my Facebook page:



Sunday, June 20 at 5:25am [Paul Delau](#) RIP Chris Brock - Saturday afternoon on day three of our motorcycle trip my friend Chris was killed by an oncoming truck driver who lost control of the boat trailer he was towing.



Wednesday, June 16 at 7:24am [Paul Delau](#) Tomorrow morning I leave on a four-day off-road motorcycle trip. My ultimate destination is a 33-foot sailboat on Lake Superior. You will be able to follow my progress here <http://spotwalla.com/tripViewer.php?id=6154>

One year later

In June of 2011 I decided to make an ammendment to this book.

The things I have included are:

A posting from Chris introducing himself on the ADVrider forum.

A letter from Heather about Chris.

A picture of Heather and the boys at Big Manitou Falls in Pattison State Park.

A trail map of the route Chris and Tom explored on the day they rode without me.

A copy of the front cover of the 2011 Aerostich/Riderwarehouse catalog.

Various postings on ADVrider in response to Chris' death.

A letter from Chris.

One thing Chris kept saying on this trip was that we needed to document it on the online forum "ADVrider.com". Chris said his name on this forum was "CB89". As it turns out, I could find only one posting by Chris, but it was a good one. Chris wrote this June 20, 2009.

06-20-2009, 11:26 AM

cb89

MN KLR650

Joined: Jun 2007

Location: Andover, MN

Odometer: 1

I began riding motorcycles when I arrived at my first duty station, Offutt Air Force Base Nebraska, in 1990. I knew nothing about motorcycles other than that I had a fear of not understanding how they worked and that I wanted one.

My first bike was a red 1986 Honda Rebel 250. A great bike but something I quickly outgrew. In the two and a half years I was at Offutt, I continually traded up. After the Rebel came a 1984 Honda Shadow VT500, a 1988 EX250 (some called it a Ninja), a 1987 Ninja 600, a 1989 Yamaha FZR 600 and finally what was argueably the top motorcycle of its time, a 1990 Yamaha FZR 1000 which stayed with me until 1998.

I've also owned a 1992 Honda CB750 Nighthawk and bought a new leftover model 1999 CBR1100XX (Blackbird) in late 2000. I went for a few years without a bike until I bought (used) the 2001 KLR650 that is my current ride.

The KLR was my choice this time because I had never been off road on a motorcycle but buying a non-street legal bike seemed too impractical. I would never make the time to go play in the dirt. A bike has to have a certain level of practicality for me given 80% of my riding is commuting. The KLR was cheap, practical, was a new platform (dual sport) and I thought the KLR would be a great second bike as it would eventually take a back seat to another street bike. I live in Minnesota now so the idea of trying to ride in the snow seemed interesting as well.

If you're considering a KLR or if you are poking at the idea of a dual sport bike for the first time, this article is for you. I'll share my impressions and opinions - that's all they are - your mileage may vary.

Impression #1 - this is the most comfortable seating position I've ever been in. I've learned that I can quantify comfort by looking at how much my knees are bent. Only the Nighthawk was close to the 90 degree angle that I consider optimal for riding comfortably and still being positioned for aggressive maneuvers (off road).

Impression #2 - this bike is really light. At around 330 pounds dry, it's coming in around 100 pounds less than my other bikes. It doesn't get quirky on the street due to the light weight because the suspension is so soft.

Impression #3 - this bike is really heavy. Welcome to off road riding and the embarrassment of getting half way up a hill and finding out just how heavy 350+ lbs is. I got home and took a hard look at the WR426 and similar bikes - which weigh in the mid 200's. I'm very cautious off road since I'm learning. That proved interesting because "careful" meant "take it slow" which translated to not taking advantage of momentum and tending to wrestle with the bike more than a more experienced rider would.

Impression #4 - Off road is more dangerous than the street. The environment isn't consistent, there are few rules and I was surprised to see just how reckless people on ATVs are given we were passing each other headed in opposite directions. A blind corner is a blind corner and drifting across center is just irresponsible. Guys were riding in shorts and tee shirts and kids were out there that had no business with a machine like that in that environment. That was my first time off road and first experience on a public trail. I found a local trail and have been down it a couple times but 99% of my riding has been on the street. I would like to do more trail riding but don't have a whole day to go somewhere, ride then come home.

Impression #5 - This sits really high. I'm 6'1" and can easily see over the top of a pick up. If I stand on the pegs in traffic I have a great view.

Impression #6 - Going from the 160hp the CBR was putting out to the 40hp the KLR puts out took some getting used to. The thing that I've found is that in everyday commuting I'm using less than 40hp 80% of the time. I'll take the 50 -55 mpg in exchange for all the unused capacity the CBR had.

Impression #7 - the bike is rough but ok. Being accustomed to the fit and finish of Honda and Yamaha street bikes, the vibration, cheap plastic and roughness of a dual sport was a switch. I would park the Honda and Yamahas next to the car. I park the KLR next to my lawnmower. Someday I hope to find a PTO and a mower attachment

for the KLR and mow 3 acres of grass in 7 mins.

I'm glad I bought this bike. I like this bike and plan to keep it indefinitely. I no longer have aspirations of a BMW GS because I would never bring myself to take it where the KLR will go. The KLR feels like the old truck that I have. It's great to have, is useful and I don't mind if it gets dirty. With a great following, tons of aftermarket parts, a simple design, a great demand on the resale market and low cost of ownership it's a great thing to own.

What would keep me from recommending this bike? If you don't plan to take it off road, a street bike would be a better choice. For the same money, I would go back to the Nighthawk. For a little more I'm looking at FZ1, ZRX, CB919 and for pure commuting only I could go back to an FZR. If you ride really aggressively or are in aggressive traffic, I wouldn't recommend this bike. It's not fast enough and doesn't stop or turn fast enough - your strategy is now to head for the grass. Because the tires have a smaller contact patch than pure street tires there's limited traction and control. Commuting in the rain requires a lot of caution.

That's what I know. If you want to know more, drop me an email or post a response. Most importantly - get out and ride!

-Chris

<http://cdbrock.spaces.live.com/blog/...F64!1250.entry>

A letter from Heather

As long as I've known Chris, he's always been a hard worker and a motorcycle rider.

The first time I met Chris, he was a serious “business guy” in a trench coat. I noticed that he was an attractive, professional looking guy... and I wanted to know if he was married. So I found out that, in fact, he was single. I found out later that he was asking the same questions about me to our mutual friend.

A few days after I first met Chris, a friend set up a meeting for us at a brew pub in Indianapolis. My friend said, “there he is” when he walked through the door, and my jaw nearly dropped. Through the door walks this guy in blue jeans and a leather riding jacket. Definitely NOT the appearance of the straight-laced “business guy” I had met a few days earlier. He had an alter ego. How exciting. It was love for sure... or something like that.

I managed to fall in love with both sides of this interesting guy. Our years together brought joy and pain and many opportunities to learn to love each other in new, more meaningful ways. One thing remained the same; my heart would always skip a beat seeing him in his riding gear—even after he graduated from his leather riding jacket to the higher performance Aerostich full riding suit. I loved to see him relaxed and enjoying his hobby.

Aside from being a Dad, he said his best moments were riding. He loved the freedom of it. He loved the power and responsiveness of it. He loved being in nature and riding into the sunset on his bike.

Riding was always a fun source of conversation for us. But something changed. Several years ago, our typical conversation about the joys of riding changed. He started to qualify his commentary about the joys of riding with “aside from being a Dad.” If you knew Chris well, you knew that he was incapable of manufacturing a feeling or faking anything. If he said it, he meant it. He genuinely told me that he'd rather spend time with the kids and I than go riding on his motorcycle. I took that as a tremendous compliment. As much as he loved me, I knew that riding offered an uncomplicated, natural joy that was very invigorating. I even tried to push him to go take a ride a time or two in order to relieve some stress. As I mentioned, he worked so hard. It was a great way for him to unwind. Yet, he took a pass, and instead we had

some family time together.

Ever since I knew him, Chris was synonymous with motorcycle much like anyone can be equated with their hobbies. I always thought it was so “him” that it never occurred to me to ask him to stop being him. After all, I loved the whole “him”.

As we began looking ahead to his 40th birthday, we talked about how he would like to celebrate. He definitely wasn't the big party type, and I had already given him a surprise party for his 30th. So what would be a perfect celebration for Chris? Well, soon it became obvious to us. Riding his motorcycle. So we started talking about a motorcycle trip. He decided that he'd like to take a series of short trips over the summer leading up to his 40th.

He told me about two riders at work that he'd begun talking to. One guy was 7 feet tall (or so he led me to believe) and rode a Russian bike with a sidecar. The other guy rode a KLR identical to his. Their discussion started centering around an on & off road trip in Wisconsin. Chris became excited about the chance to finally venture into a little off-road adventure with his KLR.

He liked adventure, but was extremely committed to safety. He liked that his two new riding friends were experienced riders. He liked that one of them, Tom, had been on and off some of these roads before. And for his part, he liked to be prepared.

Chris' preparation included a brand new battery for his bike, new off-road tires, tools and spare parts for the “just-in-case” scenarios of the off-road. These safety precautions were added to his normal get-up: his Aerostich suit, armored riding boots, leather gloves, his Bell helmet and goggles. He secured his gear the night before they left and even took a short test-run around the neighborhood to make sure everything checked out. In my excitement for his adventure, I sent him off with homemade granola, beef jerky, and a can of sardines (ok, so maybe I watched too many of those wilderness survival shows with him).

The morning he left, the kids and I were very excited for Daddy's big adventure. There was a short weather delay so we enjoyed a good breakfast together, and Lucas spent some time cuddling and talking to Daddy. I got the final briefing on what I needed to know, and then we all went outside to see Daddy off.

The kids had lots of questions about where he was going and when he'd be back. His departure became quite an event. Thank goodness for the weather delay, or the kids may not have been awake for his big send-off. After several pictures, hugs, kisses and wishes for a great time, he checked his gear one more time and put on his helmet.

When he started his bike, the kids laughed and got excited. They were running around the yard when he pulled out of the driveway. When he pulled out on the road, they ran along after him through our grass. He slowed down to let them run with him until he passed the edge of our yard. They thought it was great that they got to run with Dad.

While he was gone, I checked the online GPS tracking that Paul had set up for the trip - especially during the bad weather that came as they started their trip. I was very concerned about them being in their tents the first night while there was severe weather and tornado warnings. I was relieved to see their location move on the tracker the next day. Then I knew they were ok.

The boys and I went on with our yard projects while Daddy was gone. We wanted to surprise him when he got back. On Saturday, we were enjoying a most beautiful Minnesota summer day, and trying to finish up some planting. The boys and I were taking a break, sitting on our porch steps eating ice cream bars when we saw a sheriff's car drive around our corner very slowly. When he looked up at our house, I waved in a neighborly fashion.

Several minutes later, he came back and parked on our street in front of our house. I thought nothing of it. He must need some information. It wasn't until he knew my name and said he needed to talk to me without the boys around that I became concerned. Yet, Chris' safety was NEVER a concern. How could it be? He was the safest person I've ever met. He left nothing to chance. He even used to read stories of how riders survived accidents so he would know the best way to slide. No, his safety never crossed my mind.

However, I was prepared to hear something about some drunk troublemaker trying to mess with the happy riding trio, and a scuffle ensued. Again, I wasn't worried. Chris could protect himself, and he never let his ego get in the way and escalate a situation. In fact, I knew he was trained to diffuse trouble through his karate training. I wasn't expecting what came next.

The officer said "he didn't survive". I just couldn't grasp that.

I found out that Paul and Tom were ok and then we were quickly consumed by the whirlwind of trying to find out what happened and grasp this new reality. It took some time to understand how this could happen to someone so prepared and so safe. For his part, Chris was prepared and even beginning evasive maneuvers when he was hit, but the actions of the other driver were outside of his control. It just happened too quickly.

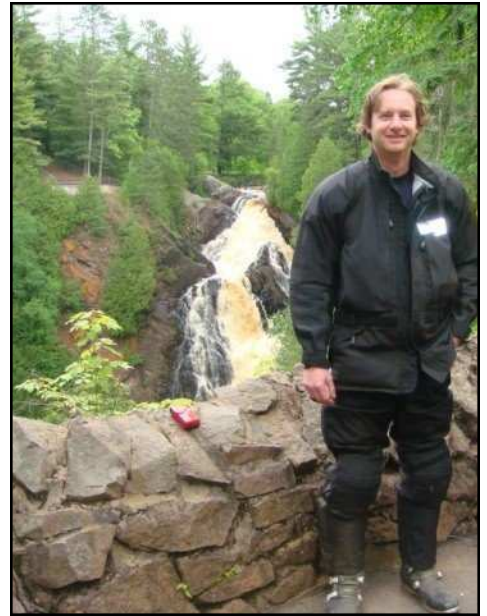
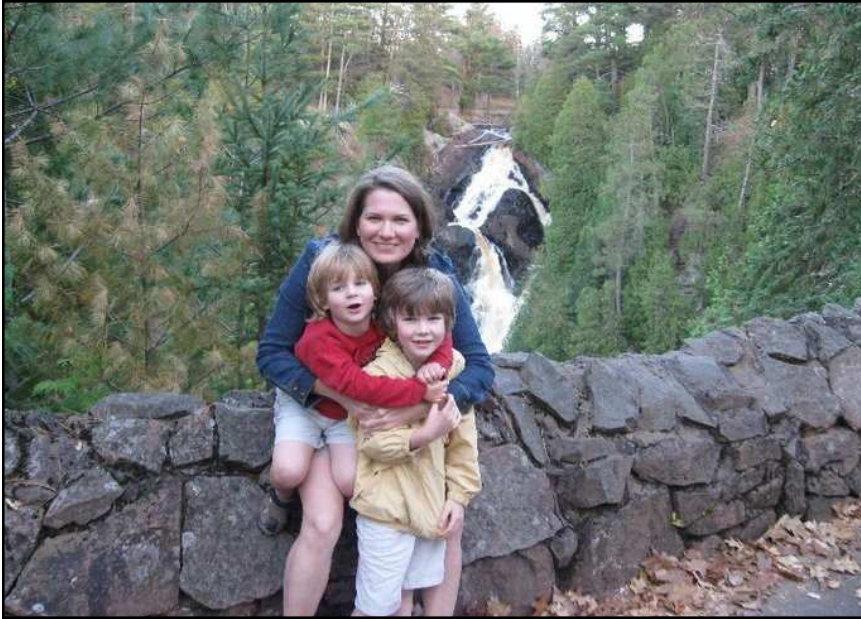
At his funeral a week later, during his military honors, the Air Force Honor Guard presented me with the flag that draped his casket and said words like "integrity, sacrifice, character, and honor". Though they didn't know him personally, that was Chris. He was an exceptional person. He was a great dad, and he was a wonderful husband.

A few months later, we were able to visit the waterfall where the guys were the morning before Chris died. Chris and Paul took a picture there for the Aerostitch catalog in their riding jackets. It was the last picture taken of Chris. There was something healing about being there with the kids and having our picture taken there as well. I have no doubts that he would have been thinking about bringing us back there for a family trip.

I am grateful to Paul and Tom for all they did for Chris and for us. They shared so many details of their trip, and helped us understand that his last days were beautiful, fun and relaxing. He died while doing something he loved—something that made him "him".

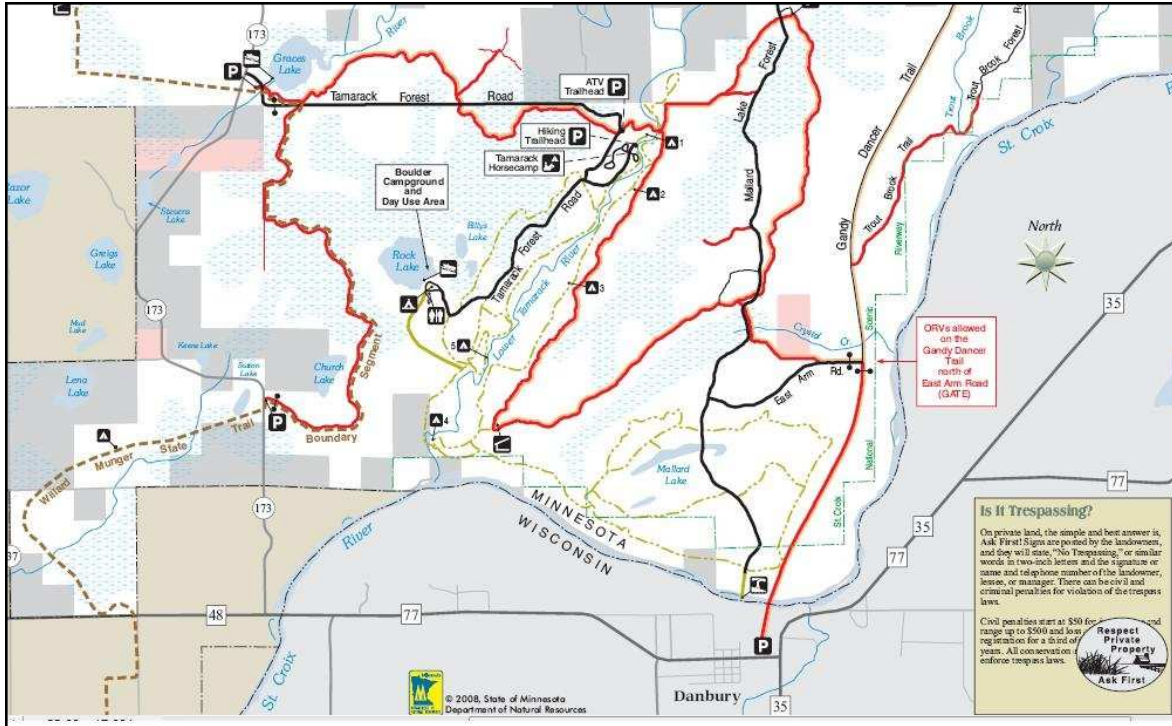
Same place, but a different point in time.

Heather and the boys went to the *exact* same spot at Big Manitou Falls in Pattison State Park.



A road less travelled.

On Friday afternoon Chris and Tom, having two-wheelers that are much more capable off-road than my sidecar rig was, decided to do a little exploring without me while I stayed at camp and tidied things up a bit. The red lines on this map show the trails Chris and Tom rode that day from our campground in Danbury. Upon returning they said it was indeed a good idea that I stayed behind.



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EST. 1982



- Australia \$4.92 (AUD)
- Canada \$4.88 (CAD)
- China ¥32.85 (CNY)
- European Union €3.61 (EUR)
- India ₹226.38 (INR)
- Japan ¥409.23 (JPY)
- Mexico \$60.52 (MXN)
- New Zealand \$6.65 (NZD)
- Russia py6144.13 (RUB)
- South Africa R34.76 (ZAR)
- Turkey £8.00 (TRY)
- United Kingdom £3.08 (GBP)
- USA \$5.00 (USD)



ADVrider.

On June 24, 2010 I posted Chris' death on the ADVrider forum. What follows are the responses to this posting.

MNrider 06-24-2010 02:22 PM

To anyone who knew Chris Brock

Hello - I normally don't post on ADVrider, but I believe Chris did. Chris, myself, and another friend on a KLR60 were on a little adventure tour last weekend. Chris was killed by an oncoming pickup that lost control of the boat he was towing. Chris lost his helmet in the impact, so he flew through the air bare-headed. He died from a fractured skull. Please make sure your helmet fits properly, and that you can't pull it off your head after you've strapped it on. Here's a picture of Chris and me two hours before the accident - he's the one on the left. We were in Pattison State Park in northwestern Wisconsin. (<http://tinyurl.com/2duqo67>)

Paul Delau
Minnetonka Minnesota

Bueller 06-24-2010 02:28 PM

Paul,
I did not know him, but regardless sorry for your loss. What a terrible tragedy. RIP Chris

Goss 06-24-2010 03:04 PM

I am truly sad to hear this about a fellow moto rider and your friend.
God's speed Chris.

Gadget Boy 06-24-2010 03:31 PM

R.I.P Chris

Would you happen to know his ADV username?

redscare 06-24-2010 03:50 PM

Horrible way to go out. RIP.

PHOTON PHIL 06-24-2010 04:06 PM

RIP

MNrider 06-24-2010 08:02 PM

Quote: Originally Posted by **Gadget Boy**

R.I.P Chris

Would you happen to know his ADV username?

I have no idea what his username was. He just kept saying over and over that I had to document our ride on ADVrider.

goodcat8 06-24-2010 09:58 PM

:waysad

rivercreep 06-25-2010 01:28 AM

Sad to hear!

Thank you for keeping yourself together enough to make a good public service announcement regarding properly fitting helmets!

Jim Colombotos 06-25-2010 01:39 AM

My condolences to Chris's friends and family.

ramblin66 06-25-2010 04:53 AM

Quote: Originally Posted by **rivercreep**

Sad to hear!

Thank you for keeping yourself together enough to make a good public service announcement regarding properly fitting helmets!

Your post may have saved more than one life...

Thanks for posting this.

RIP Chris...

Wishing Peace and Comfort to you and those who knew him.

Gizmo 06-25-2010 08:59 AM

No words, RIP.

Mike Butt 06-25-2010 09:08 AM

RIP

Photog 06-25-2010 09:13 AM
(<http://www.fox21online.com/news/motorcyclist-killed-collision-boat-burnett-county>)

rider1150gsadv 06-25-2010 10:45 AM
Sorry about the loss of your friend.....RIP Chris

Motodisiac 06-25-2010 11:18 AM
RIP. I will make sure my helmet fits perfect one more time.

ADVMindset 06-25-2010 11:27 AM
R.I.P.
I am truly sorry for the loss of Your Friend

tcourdin 06-25-2010 11:31 AM
Very sorry. RIP Chris.

Stevequest2000 06-26-2010 11:59 AM
Horrible...Can you believe at the end of the news story that they reported the authorities haven't decided whether to file charges.

MNrider 06-26-2010 12:48 PM
Quote: Originally Posted by **Gadget Boy**
R.I.P Chris :cry
Would you happen to know his ADV username?

Apparently his username was "cb89".

Pago Cruise 06-26-2010 02:05 PM

So sorry for your friend and his family and friends.

So another rider checks out due to someone elses gross stupidity.

"...northbound truck towing a boat trailer was attempting to pass another vehicle when the driver lost control."

and

(as mentioned by earlier poster) "Authorities are investigating and have not decided whether to file charges."

Those "authorities" need a beating about the head with a 2x4; with nails in it.

An accident is when I spill my beer into my keyboard. Killing another person due to your stupidity/negligence/ignorance/etc. should carry just a little more penalty than a traffic point for "failure to yield". 73 years old? Wonder when the last time he had DL test.

GD! WTF is wrong with the people in this country...

IMHO, if you kill a person due to your STUPIDITY, your life should a) be forfeit, or b) be in the hands of his next of kin. If that were the law, maybe people would take their piloting 2000 to 5000 lb missiles a little more seriously. Sorry to distract your post with my rant, but for christs sake, this goes on and on, and no one seems to give a shit.

What we need is an AMA as politically powerful as the NRA...

Again, so sorry. RIP.

pilo 06-26-2010 02:35 PM

Chris Brock has been added to the Adventure Rider Memorial Thread in Inmates.

nevgriff64 06-26-2010 06:07 PM

Thoughts are with his family and friends..

RIP Chris.

k7 06-26-2010 08:52 PM

Quote: Originally Posted by **MNrider**

Apparently his username was "cb89".

(<http://www.advrider.com/forums/showthread.php?t=477060>)

Sorry my friend - we barely knew you - rest in peace and peace to your family.

From his post, it's clear he had a great sense of humor:

"Impression #7 - the bike is rough but ok. Being accustomed to the fit and finish of Honda and Yamaha street bikes, the vibration, cheap plastic and roughness of a dual sport was a switch. I would park the Honda and Yamahas next to the car. I park the KLR next to my lawnmower. Someday I hope to find a PTO and a mower attachment for the KLR and mow 3 acres of grass in 7 mins."

Morinite 06-27-2010 12:39 AM

Quote: Originally Posted by **MNrider**

I have no idea what his username was. He just kept saying over and over that I had to document our ride on ADVrider.

Mr MNRider, I only found this thread today and I'd like to say that I'm sorry to have never met or read about Chris and that I'm sorry for your loss.

When the pain subsides a bit, you should finish or restart your trip and you should post it here for us to see too.

Is there a fund or bursary in his name?

Possu 06-27-2010 03:59 AM

Quote: Originally Posted by **Morinite**

Mr MNRider, I only found this thread today and I'd like to say that I'm sorry to have never met or read about Chris and that I'm sorry for your loss.

When the pain subsides a bit, you should finish or restart your trip and you should post it here for us to see too. Is there a fund or bursary in his name?

+ 1, I'll make a point of reading it if the RR is ever posted.

He sounded like a good guy, his KLR comments re: mowing the grass made me laugh on a day where I'd earlier been reflecting on the death of a good friend in a bike accident in 1998 and had been feeling more than a little sad.

Rashnak 06-27-2010 09:05 AM

so sad- and the pic just tore me up

Mr. Ray 06-27-2010 07:25 PM

Sorry to hear about your friend like this. Best wishes to his family and friends. What a bummer.

Human Ill 06-27-2010 07:33 PM

Damn. Thanks for taking the time to let us know.

Hernia 06-27-2010 10:02 PM

Thoughts and prayers.

My thoughts and prayers are for you and Chris's kinfolk. I'm sorry. Looking at that picture with you and Chris re-enforces my thinking about life and death and how we can be here on this rock floating through space one second and gone the next. Chris was at peace with himself and his Creator before this terrible accident... he had to be because riding is crazy considering the imbeciles that have no business behind the wheel.

No matter which way your spiritual thoughts wander, things like this, being here one second, gone the next, truly makes me appreciate the living moments that I have like time spent with my family, specifically my daughters (2 year old and 6 month old) and wife. I appreciate the other moments too, like living life and not being afraid to live.

R.I.P.

LookOutLinn 06-27-2010 10:54 PM
RIP

SgtDuster 06-28-2010 12:00 AM
R.I.P. Chris (<http://img571.imageshack.us/img571/1809/23456079.png>)

Dragonflylily 06-28-2010 04:52 AM
I'm so sorry to hear about the loss of your friend Chris. The photograph really tore me up. Take comfort that he was living life on his terms & I hope wherever we all end up that there are only motorbikes so we can all ride on forever. My condolences & I did enjoy his KLR write up because I looked at one this weekend.

My daughter & I were just discussing how her helmet should fit tight so this is another lesson that I'll have to reinforce. Twelve year olds don't like tight helmets when it's 90 degrees.

Take care...

seriousracer 06-28-2010 07:49 AM
RIP... sorry about chris.

if he was 6'1" the OP must be 7 foot from the picture!!!

MNrider 06-28-2010 09:20 AM
Quote: Originally Posted by **seriousracer**
RIP... sorry about chris.
if he was 6'1" the OP must be 7 foot from the picture!!!

Actually, 6 feet 6 inches, but I had my boots on...

Here's the little guy we were traveling with
(<http://tinyurl.com/2fg8s52>)

strom thingie 06-28-2010 09:53 AM
Godspeed.

Kevinhoo 06-28-2010 06:49 PM
Man, I'm really sorry to hear about this. Best wishes and prayers for his family and friends.

GauloisUSA 06-28-2010 07:17 PM

And I was just reading and enjoying cb89 report 5 minutes ago.
(<http://www.advrider.com/forums/showthread.php?t=477060>)

RIP Chris.

gehart 06-28-2010 08:16 PM

I read his post this weekend and am truly empathic to his family and friends.
thoughts and prayers with you.

Stranded in Iowa 06-28-2010 08:45 PM

Quote: Originally Posted by **MNrider**

Hello - I normally don't post on ADVrider, but I believe Chris did. Chris, myself, and another friend on a KLR60 were on a little adventure tour last weekend. Chris was killed by an oncoming pickup that lost control of the boat he was towing. Chris lost his helmet in the impact, so he flew through the air bare-headed. He died from a fractured skull. Please make sure your helmet fits properly, and that you can't pull it off your head after you've strapped it on. Here's a picture of Chris and me two hours before the accident - he's the one on the left. We were in Pattison State Park in northwestern Wisconsin. (<http://tinyurl.com/2duqo67>)

Paul Delau

Minnetonka Minnesota

Sorry to hear that. I know what you're going through. I went through the same thing three years ago.

(<http://www.advrider.com/forums/showthread.php?t=262791>)

Except in my friends case, we didn` t get enough sleep. My Friend (Brad) fell asleep and smacked into a semi-truck.

I felt so guilty, like it was all my fault. But someone here told me it was from what's called "survivors guilt". His post help me alot. I` ll repost.

From: HighAlpineDrifter 9/27/07

I know where you're at man. Two of my climbing partners died while we were on Denali this last May and it sure took the wind out of my sails for climbing high mountains. I don't blame myself for their deaths any more than you should blame yourself for your friend's. We were all doing something we chose to do. My friends, and probably yours, ran out of luck because of some simple random even or through a bad choice of their own. Doesn't make it any easier for the survivors to deal with though. I even find going on the same training runs I went on before our trip cause me a lot of grief. Makes me want to move so I don't have to run on them any more. But you know what? Within a month and a half of getting off the mountain, I had taken my MSF class and now have my first motorcycle. I can only hope that you'll continue to live an interesting life, as I've chosen to do. As I've explained to others, I don't have a death wish, I'm trying to live.

JD Diesel 06-28-2010 09:45 PM

Very sorry. RIP Chris.

MNrider 06-30-2010 06:43 AM

Quote: Originally Posted by **Pago Cruiser**
(as mentioned by earlier poster) "Authorities are investigating and have not decided whether to file charges."

I learned just yesterday that the driver was charged with three moving violations, with fines totaling \$752.

Tinks 06-30-2010 08:12 AM

I'm so sorry.

Our roommate works in a motorcycle store. One of the things he really appreciates is ensuring someone is in a good, comfortable, well-fitting helmet.

Gorilla King 06-30-2010 08:19 AM

Passing while towing? Very sad. RIP Chris.

agspecialties 06-30-2010 09:20 AM

\$752.00 for someone life. That is just horse shit. MNrider, my thoughts are with you and the family of Chris. Hopefully, after everyone of Chris's family gets over the hurt of losing a loved one, they get pissed as hell, and take it to the dumbass. Hire a good lawyer and take it to him.

RIP CHRIS! We all will ride with you someday inmate angel.

tbirdsp 07-01-2010 01:28 PM

Wow - this really hits home for me - I was at Offutt AFB in 1990 and it also was the year I started riding. MNrider, do you know what his job in the USAF was? I'm wondering if I may have met him.

I started reading his only post in Thumpers because someone bumped it with a reply. Had no idea he had been killed. Then I put 2 and 2 together.

Xmonger 07-01-2010 01:49 PM

Another innocent person taken out by someone in a rush and unfit to drive. So sad. RIP Chris.

Florida Lime 07-01-2010 05:48 PM

RIP Chris.

Just so everyone is aware -- A helmet can *appear* to fit correctly, but you really need to strap it on securely, then try to pull it off by rolling it down and forward off your head. Don't be too gentle, either. The force of an impact can impart more kinetic energy than most people realize.

Everyone is shaped a bit different, so it's a good check to do because it really doesn't matter what brand it is, or how expensive the helmet is.

The old New England race organization AAMRR instituted this type of check at tech after a friend of mine crashed at Bridgehampton at about 125 mph, losing his helmet *before* he hit the sand head first. I was right behind him when he got loose in the turn, recovered, but ran out of track in time to make the turn. Hitting the sand at that speed just flung him from the bike as I went by. He survived, but spent a week in intensive care. Physically, he was in pretty good shape, but he had no idea who or where he was. It took almost a year before he was fully recovered; at times he would just "zone out".

So please take a moment to be sure your helmet fits YOU correctly!

BikePilo 07-02-2010 08:53 AM

Yep a good fit is critical. I've ridden with lots of folks who seem to wear lids 1 size too big. Can't be ideal that way. It is hard to find a lid that fits just right, but there are so many options its worth trying on a bunch to get one that really fits perfectly, not just for safety but also for comfort. At the moment the Bell Star and moto 8 seem to fit my particular head really well.

RIP Mr. cb89.

RideDualSport.co 07-02-2010 10:49 AM

I am so sorry. A truly tragic loss, due to someone else's actions.

Thank you for reminding us of the importance of a properly fitted helmet.

Yes, I too try to wear a helmet that fits as snug as possible.

AdventurePoser 07-02-2010 01:03 PM

I am so sorry for your loss. My wife and I are leaving on a 5k ride around the west in a couple of days, and we'll keep your friend in our hearts, along with the many riders we've known who have passed before him...

Steve

feline 07-02-2010 02:10 PM

So sorry to hear this.

Shadow5 07-02-2010 08:20 PM

R.I.P., brother.

I felt a particular chill reading his one post, as I started on a VT500 Shadow (which I still have) and am currently riding a KLR, and can echo all the sentiments he expresses about the bike.

Hoo boy...

Llazan 07-28-2010 09:52 AM

Benefit for Chris Brock

Hi everyone. My name is Laura Lazan and I am a close friend of the Brock Family. In reading through all of these posts, I am just taken aback at how much of a "brotherhood" there is within the motorcycle community. I know that Chris's wife has read these messages as well and she was really touched by all of them.

I wanted to let you all know that we will be having a Benefit for the family. I thought I would post the information on here in case any of you are in the area and would like to stop by or if you would be interested in helping in any way. The information about the benefit is below. Thanks again for all of your kind words! Take care everyone!

****UPDATE**** Please visit the website, (<http://www.brockfamilybenefit.org/>) for more information on the Benefit or to make a donation via Paypal. Thank you in advance for your kind consideration. Every little bit helps!!

As people heard the news of Chris Brock's tragic death on June 19th, many began to ask what they could do to help his family. Here's your opportunity! A benefit in Chris' honor will be held on Sunday, August 22nd at 4 PM at the Coon Rapids VFW. All money raised will be used to help Heather, Ryan and Lucas with any financial struggles that lie ahead.

In order to make this event a HUGE success, we need your help! We are currently seeking both monetary donations and items for the silent auction. Donations of ANY value will be happily accepted! However, we especially need sporting event tickets or team memorabilia (especially signed items) and gift certificates for restaurants, hotel stays or area attractions. Please use your personal connections to support this very worthy cause! We will arrange to pick up your donation by August 15th.

Finally, we NEED your attendance at the Brock Family Benefit on Sunday, August 22nd! Spread the word and bring your family and friends to support the Brock family!!!

More details regarding both the benefit and donations can be found in the attachments. Please feel free to contact Laura Lazan at laura@lazan.com (mailto:laura@lazan.com) or with any questions or for more information.

Thank you in advance for your support of the Brock's during this very difficult time. It is very much appreciated!

advtek 07-28-2010 11:20 AM

R.I.P. Chris - so sorry for the family and friends.

Foot dragger 08-01-2010 09:48 P

Oh Man..... I just get home from a 500 mile ride on squirrely back roads with tourists swirving here and there on them, I'm doing my usual duck and weave to miss em. Then I read about Chris.....

Dang,best wishes to his family and friends. He sounded like he was serious about learning the craft of riding and kept it in bounds as much as he could.

So Sorry.

Llazan 08-14-2010 06:42 AM

Website for Donations/Benefit for Chris Brock

If you're able to help or donate, please visit (<http://www.brockfamilybenefit.org/>) for more information on Chris, the Benefit or to make a donation via Paypal.

Thank you in advance for your kind consideration!

Moving Pictures 08-19-2010 10:52 AM

Quote: Originally Posted by **Llazan**

If you're able to help or donate, please visit \ (<http://www.brockfamilybenefit.org/>) for more information on Chris, the Benefit or to make a donation via Paypal.

Thank you in advance for your kind consideration!

Without threadshitting, I think this serves a reminder to those who have dependents to ensure they have life insurance.

I do. Wouldn't ride without it.

scarysharkface 08-19-2010 12:27 PM

Rest in peace, Chris.

JensEskildsen 08-22-2010 11:21 AM

So sorry to hear that, have read his post and enjoyed every bit of it.
May the family find comfort in all the good memories of him

NomadRip 08-25-2010 11:25 AM

Sorry to hear about this. My brother also had an ill-fitting helmet in (<http://www.advrider.com/forums/showthread.php?t=323955>). He probably would have died anyway, but making sure your helmet fits is very important.

Chris's post sounds like he was a lot of fun. I'm sorry I didn't get to know him.

Lee Keller King 08-25-2010 06:53 PM

Requiescat in pace, Chris, and may God bless your family.

You know, I don't get too riled up when some idiot gets himself killed running from the police, or by getting drunk and falling off his Harley at speed. It is guys like Chris who do all the right things and still get killed by some moron in a cage that get to me.

God bless,
Lee

mike 08-29-2010 03:56 PM

You know, I was thinking this very thing today on my ride. I always make sure my chin strap is pulled tight. I just went and put my helmet on and tried to roll it off like you said. It ain't coming off. Sorry about your friend.

DoubleCafe 08-29-2010 06:08 PM

RIP Chris

Today, the date is Sunday June 19, 2011 – Father’s Day today.

My name is Paul Delau, the author of this memory book. It has been one year to the date, one year and one day to the day, from Chris’ death.

It is so hard to get my head around those two words – Chris’ death.

How did it happen?

What happened?

When will I wake up and this will not have happened, and I will go back to the desk, eat with the lunchbunch, and everything, whatever was normal, will be back?

I have had 365 days of remembering Saturday, June 19th, 2010. I prepared this book originally for Chris’ family, Heather and Ryan and Lucas, so that they would know my version of what happened, and so that I would remember and not forget over the passage of time.

Today, one year later, I am preparing this addendum to help me continue to remember how important Chris was – to his family, to me and Tom, to his co-workers at the USPS, and even to those who had never met him, but only knew him through his posts on the **Adventure Rider RIDE THE WORLD** forum.

My partner has been a great support for me during the past year – she wants me to write something profound about my feelings, the loss of a new friend, the sadness of riding along one moment and being stopped in an instant, and continuing on the way changed, different.

This addendum is the best I can do.

I have collected the replies to my post on ADVrider.

I have reproduced the 2011 Aerostich catalog cover where Chris and I appear.

I have asked Heather to tell me about their last year.

I have tried to make sure I remember. I need to make sure I remember.

Chris, you will never be forgotten.



