

Chapter W2 – Memphis Gold

Region N

Friends for Fun, Safety and Knowledge

August 2010



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Meeting Time – 1st Thursday of each month
Eat at 6:30 PM – Meet at 7:30 PM
Perkins – 1340 S Germantown Rd.
Germantown, TN

From the Chapter Director By: Glenda Keough

The operative word for the month is HOT! This heat wave we are enduring has really put a damper on riding for us. We haven't been on the bike since we got back from our trip, and I really miss it. We have our fingers crossed that it will break before long and we can get back to enjoying our bike.

We had a wonderful trip out west and can't wait to share with anyone who wants to hear. Fantastic weather, beautiful scenery and some really great people combined to make it a trip we'll remember for a long, long time.

We are planning to make a ride Friday evening, July 30th to Pickwick. We will meet at Southern Hands Restaurant in Collierville at 6:00 for dinner and will leave immediately afterward

to ride to Southwood Inn in Selmer where we will spend the night. The next morning we will treat ourselves to a breakfast buffet at the Pickwick Lodge before starting our ride home. We are hoping to miss the hottest part of both days by utilizing this schedule.

Please keep Ray Beloate in your prayer while he is struggling with his back. Also, remember Jim Brewington as he has surgery on his hand. We hope that these two great guys are back to 100% soon.

We're looking forward to seeing everyone at the next gathering on Thursday, August 5th. We eat at 6:30 and meet at 7:30 at Perkins Restaurant on Germantown Road at Wolf River Boulevard.

Have Fun & Ride Safe



RIDER EDUCATION

By Alan Keough

Riding and Dealing with Cross-Winds -- An exercise in counter-steering

By David Dirig

Cross winds -- man they used to really scare me! Dori and I would be riding along and it would get gusty -- we'd slow down and ride it out -- weaving in our lane (mostly) and slowing down if it got too windy. That was no good -- traffic comes up behind us, we're not stable -- it just wasn't safe all around. I'm sure a number of people have felt the same. What do you do? Wait until the wind stops? If you're going cross-country, this isn't an option. If you wait for the wind to die down or for it to stop raining, you'll never make it out of California, let alone make it across the US! We had to come up with a solution before our big trip last summer or we'd never make it across the Southwestern states.

Riding in cross winds is simply another exercise in counter-steering. Slowing down never helped; it made a difference psychologically, but the wind still blows you all over the road. What we needed to do was find a way to counter the wind effects on the line the bike tracks down the road so as to maintain a straight line regardless of speed and wind direction. You can't 'lean' quick enough to make up for a gusting 20 mph wind, but you can push on the handlebars that quick. Counter-steering was the answer. We toiled across Oklahoma (ya know 'where the winds blow') with not a moment's hesitation. I think we spent more time in that state at a 45 degree angle then we did straight up. I wanted to make sure the tires weren't worn on one side once we got to St. Louis. It was quite exciting at times; pulling a trailer, passing an 18 wheeler highway speeds with a stiff and gusting right to left cross wind. I got a kick out of seeing Dori all canted over behind me on her GL1100. Quite a sight!

When the wind blows from the side, counter steer into it. In the same way that

you push left to go left, if you have a cross wind from the left, you want to push on the left bar and counter-steer into the wind to maintain a straight line. This is not a sudden extreme 'push-push' as counter-steering to avoid an obstacle, but a continuous pressure on the handlebar that the wind is blowing from. This will lean you into the wind to counter the wind's push and maintain your straight line down the road. When the wind blows harder, it takes a little more pressure on the bar on the side that the wind is coming from. One key point is to worry about the path you're taking down the road, not the angle that the bike is at. Just let the bike lean and only worry about the path you're taking down the road and the amount of pressure on the handlebars to maintain that path. If the wind is gusty or you come under an underpass or pass an 18-wheeler on the lee side, that pressure will have to change with the wind conditions, so stay alert. With a little practice, you'll be sailing that bike down the road like the best of them.

Its not easy riding in a gusty cross wind, but it is not impossibly difficult either. It is simply a matter of knowledge, education, and experience. (what part of motorcycling is not?! ;-) So the next time the winds pick up, try a little counter-steering before you get off the gas and/or call it a day. For more information on riding in the wind, check out Motorcycle Consumer News, May 1999, Page 39. Feel free to contact Dori and I if you have further questions; remember the only bad question is the one that goes un-asked.

As always, Ride Safe and COAST
(Concentrate On A Safe Trip)

David & Dori Dirig

TECHNICAL ADVICE

By Ron Page

Oh my gosh – Something is wrong with My Wing. Hey, I think that I just blew a fuse.

Well, you are on the road and everything is going great. All of the sudden, your flashers won't flash and your CB is gone, the speedometer is bouncing on and off. You are slowing down and it seems that all powered devices are on the fritz...

SOOOO --- If a Fuse Blows

If something electrical on your motorcycle stops working, the first thing you should check for is a blown fuse. Determine from the Honda GL1800 recommended fuse chart on the circuit fuse box cover which fuse(s) control that component. Check those fuses first, but check all the fuses before looking elsewhere for another possible cause of the problem. Replace any blown fuses and check component operation. All of the electrical circuits on your motorcycle have fuses to protect them from damage caused by excess current flow (short circuit or overload).

Honda GL1800 Recommended Fuses

Main Fuse A 30 A

Main Fuse B 100 A
Speed limiter fuse 70 A
Other fuses 20 A, 15 A, 10 A, 5 A, 30 A (model equipped with ABS)

The circuit fuse box (including spare fuses) is located behind the left side cover. The main fuse is located in the fuse box.

Steps in the GL1800 Motorcycle Owners Manual follow:

- A) To prevent an accidental short circuit, turn the ignition switch OFF before checking or replacing the fuses.
- B) Remove the left side cover.
- C) Remove the fuse box cover.

Main Fuse Access:

- D) Check the two main fuses (A & B) to see if they are blown.

To replace main fuse A, pull it out of its retaining clips with the fuse remover.

NOTE: To replace main fuse B, see your Honda dealer for this service.

Speed Limiter Fuse Access:

E) Check the speed limiter fuse to see if it's blown, see your Honda dealer for this service.

Circuit Fuse Access:

F) To check or replace a circuit fuse, pull the old fuse out of its retaining clips with the fuse remover. Look for a burned wire inside the fuse. If the fuse is blown, replace it with a spare fuse of the same rating or lower.

G) Close the fuse box cover.

H) Install the left side cover.

Note: If you do not have a replacement fuse with the proper rating for the circuit, install one with a lower rating.

PLEASE NOTE: IT IS NOT SMART TO REPLACE A FUSE WITH ONE THAT HAS A HIGHER RATING. IT INCREASES THE CHANCE OF DOING DAMAGE TO YOUR ELECTRICAL SYSTEM HOWEVER IF YOU REPLACE A FUSE WITH A LOWER RATING – REPLACE IT WITH THE CORRECT FUSE AT THE FIRST

OPPORTUNITY. THIS MEANS GO TO YOUR MOTHER HONDA DEALER AND BUY THE CORRECT FUSE – REPLACE IT IN YOUR BIKE AND AT THE SAME TIME PURCHASE ANY SPARE FUSES THAT YOU MIGHT NEED.

Note: it will save you in the long run.

Two additional thoughts:

- 1) If you do not have a spare fuse and cannot ride the motorcycle without fixing the problem, take a fuse of the same rating or a lower rating from one of the other circuits that you can do without temporarily (be careful or.....).
- 2) If the replacement fuse of the same rating burns out in a short time, there is probably a serious electrical problem on your motorcycle. Leave the blown fuse in that circuit and have your motorcycle checked by your Mother Honda dealer.



RICHARD'S RAMBLINGS

By Richard Hutson

I have arranged a guest speaker for this month's meeting Sgt Tim McMackin of the Shelby County Motors. The topic will be open I ask him to go over the difference in riding a police motor as opposed to how we ride.

I read the below tribute to the Patriot Guard Riders on the GW1800 web site. I feel it is worth passing on both as a thanks to the PGR riders and the Men and Women they are escort. Box of Kleenex optional.

It was written by a guy named DJ who is a PGR member in 2006.

Who are the Patriot Guard Riders?

There were zero PGR a year ago today. As of now, there are over 60,000. The PGR has doubled since May. This growth has not come easy, and it is not perfect. And in case anybody misunderstands, I thought I should make it clear who the PGR are to me.

The PGR is the Hell's Angel that has held a flag for three hours in honor of a fallen soldier.

The PGR is the Christian Motorcyclist Association rider that is standing next to him.

The PGR is the elderly lady with a flag draped over her walker that is standing next to him.

The PGR is the biker that will ride over 300 miles, praying to God to give him strength, so he can make it in time to have the honor of standing the flag line for the wake of a hero...Alone.

The PGR is having 250 bikes show up the next day in a town of 3500 people: Some riding hundreds of miles, starting at 0400...In the rain.

The PGR will be humbled when the color guard comes out to shake his hand for standing there alone, and tell them with confidence there will be more tomorrow.

The PGR is spending hours in a flag line in 90 degree heat, only later to find out the son of the guy standing next to you had committed suicide 6 months after returning from Iraq.

The PGR are the couple that served lunch to 286 bikers, refusing all donations. They are the grandparents of the soldier that killed himself.

The PGR is "freebird57" from IL who drives around in his van, loaded with 135 flags and coolers of water and supplies for those standing the line along with him.

The PGR is the Viet Nam vet that was spit on when he returned, or the lady next to him whose brother was in the Battle of Bulge. Or it is 12 year old Taylor Batten, who had her first heart surgery at the age of 6 months. Taylor has had many surgeries in her past and will have many more in her future, which may not be that long. She is now a PFC USMC, and an honorary MI PGR Ride Captain.

The PGR is not a service group, we are not lobbyists. There are many fine organizations that do this work, and we heartily encourage your support.

The PGR is the biker that will ride over 200 miles in rain so bad he can barely see, and rides only by the taillights of those ahead of him, because the protestors will be at the funeral of PO1 Jerry Tharp in Galesburg IL. And he will not only consider it a privilege to have protestors scream in his face, shielding them from the family, but will consider it one of the proudest days of his life. And there are 329 people standing next to him feeling exactly the same way.

The PGR is the rider who could not think of any place he would rather be at the 11th hour of the 11th day of the 11th month, than to stand at the gravesite of a friend's father, on the anniversary of his passing. A father who earned the Silver Star in Korea for gallantry above and beyond the call of duty: A father whose family had no ideal what he had done and the award he had won, until they went through his belongings after his death.

If you do not fit in anywhere in the above, or you have another agenda, you might reconsider if you are in the right place. If you do, it will be my honor to stand with you anytime, anywhere.

And when the organizers of this parade ask how many PGR will be there, I will tell them there might be 100, but I will only guarantee one.

And if there is an Honor Mission for a fallen hero that I should attend, I will not be there either.

Being a PGR is not fun. It may well be one of the hardest things you will ever do.

You may have the mother of a fallen soldier cry on your shoulder, thanking you for being there.

You may have a Marine, who has escorted his buddy from Afghanistan, stand at attention and salute you, with tears streaming down his face.

Being a PGR may not be fun, but you will never stand with better people. It may be one of the most rewarding things you will ever do, and without a doubt, it will change your life forever.

August 2010

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5 W2 Meeting	6 Kentucky Dist Rally - Ed Bell B-Day	7 N Meeting – Kentucky Dist Rally
8	9	10	11	12 MS Y Meeting	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

GWRRRA Memphis Gold - W2
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