

Chapter W2 – Memphis Gold

Region N

February 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

We got a little winter weather in January, and as I write this, more is predicted for this weekend. We have our fingers crossed that it doesn't interfere with the Winter Event. We are looking forward to connecting with friends we haven't seen in a while, and would hate to have the weather wreck a really good time. Oh well, it's a few days away and you know the weather in Memphis....predictions don't mean very much most of the time.

Do you really think single degree temps would keep Alan and I off of our wing? You bet your life it would, but we climbed into the F150 and headed for east Tennessee earlier in January. Our destination was Kodak, Tennessee for TN G-2's spaghetti dinner and fundraiser for St. Jude. Although it snowed on us most of the way up, the roads were clear and we had an easy drive. The food was good and plentiful and the conversation and camaraderie were, as always, the best part of the get together. We missed bringing home the district plaque and the region plaque by 3 people as we had to have

5 there to capture them. Oh well, maybe next time.

Don't forget about the new competition this year. The member who accumulates the most points during the year spelling out MEMPHIS GOLD will win \$50.00 (the amount of your GWRRA dues for a year). Those of you who weren't at January's meeting can be brought up to date at our February meeting. Since we will be lucky to be doing much riding in February, it will be an excellent time to plan out some routes to ride and get as many participants for those rides as possible. I'm looking forward to some keen competition.

We hope everyone stays warm and well. Be sure to plan on attending the February meeting. We will meet, as always, at Perkins Restaurant on Germantown Parkway and Wolf River on Thursday, February 4th. We will eat at 6:30 and the meeting will start at 7:30. Bring a friend and come join us.

Ride Safe & Have Fun
Glenda & Alan

RIDER EDUCATION

By Alan Keough

Are Your Chapter Rides in a Group...Or a Gaggle?

I'll bet you've seen plenty of both - the nice tight staggered formation of five or so Wings, each one a second behind the offset bike moving as a unit - or, a string of seemingly unrelated motorcycles who all coincidentally happen to be going in the same direction.

Before you decide one is correct and the other not, recognize that each style is a matter of choice. But if your Chapter chooses to ride as a group, or a team, there are some things to keep in mind, things that will first, promote safety, second, enhance the enjoyment of the ride, and third...look cool.

The GWRRA Team Riding Manual is full of tips and tactics for successful team riding. Every Chapter should have at least one copy. If not, see your Chapter Educator. Another excellent resource is the Road Captain Course available through your Educator or as a download from the GWRRA Web site.

A point that each of these manuals make that is not always put into practice, is the role of the leader and the tail gunner, or drag. In fact, the Team Riding Manual calls the lead bike, "Team Point" and the last bike in line the "Team Captain." As the titles suggest, the rider up front is not the leader (read - not in charge of the group). The lead bike and the drag bike share leadership responsibilities equally. They are both responsible for the safety of the group, and each has specific responsibilities relative to their positions in the group. Read the manual for the details.

The first question every Chapter must ask is, "which way do we want to ride?" Exerting influence on members to ride as a team, or a group, or a gaggle, if they would rather make another

choice, does not make for a happy riding experience. Some Chapters divide their flights by style of riding. Those decisions are best made among Chapter members.

If the decision is to ride as a team, then every member of the team has a job. That job is consideration for the group as a whole. But safety is always first. Remember to "ride your own ride." If your style does not match that of the group, simply notify the trail bike that you are dropping behind, and follow the group at your own pace.

Consideration for the group as a whole begins before we mount the bikes. Some simple decisions like, comfortable speeds, road conditions, pit stops, photo ops, etc. begin in the parking lot before the ride. The job of the lead or Team Point in this discussion is to LISTEN. There may be one or two vocal members of a group who try to make decisions for the rest. Listen to all group members. Read body language and facial expressions to be sure the group is in agreement.

Once you're on the road, use all of the tools available to you like CB's, hand signals, your own mental alertness, spacing between groups, bike-to-bike spacing, and proper placement of Trikes, bikes with trailers or with no CB radio.

Question for tail gunners -- In the manuals, the illustration of riders coming to a stop at a traffic light or stop sign shows the tail gunner (Team Captain) in the left track, right up against the bike in front. Suggestion: why not hang back a bit and move to the center of the lane to

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TECHNICAL ADVICE

By Ron Page

MAINTAINING YOUR WING

Introduction – A good many of you know that Bruce Merrill and I rode together a lot but what you didn't know was that he was my mentor when it came to working on Gold Wings. Many times, Bruce would call me up and say "Ronnie, need a third hand – how about dropping by after work or this Saturday as I have a project". I knew that we'd be in for several hours of work on first Bruce's Wing and then mine. Therefore, I want to republish this article in his memory as well as focus on something near and dear to Bruce's heart – Keeping your Wing in Tip-Top shape. Bruce, we miss you.

"If it ain't broke, don't fix it." "I think I can get a few thousand more miles on these tires," "I hate paying those shop rates." Sound familiar?? We have all heard or said these things a few times. No one enjoys spending money needlessly or feeling like they were taken by someone while getting their Wing worked on in the shop. But when it comes to maintaining your Gold Wing, a few bucks spent now usually means many miles of trouble-free touring, enjoying chapter rides and generally having fun. Folks, you do not want to be waiting for a tow truck on the side of the Interstate many miles from home. One of those chores that is very easy to overlook is replacing the timing belts on your Wing. The 1200 has been around since the 80's and the 1500 has been around since 1988. Many of these machines have racked up a lot of happy miles, but

could be at the end of the service life for these very important items.

For those of you who are not too sure just what they do and how important they are, let's review.

The Gold Wing is a 4 cycle engine which has both intake and exhaust valves in the cylinder head. These valves let in the air-gas mixture on the intake stroke, then close so the plugs fire it off, then the exhaust valve opens and lets the exhaust out the tail pipe. Got that??

Good. The valves are operated by the cam shafts and its the cam belts we are taking about here. There is a toothed pulley on the end of the crankshaft that the belts ride on it and drives the cams. They must be precisely timed to make sure everything works correctly so they have teeth in them that ride on the toothed pulleys on both the crankshaft and the cams. These belts are made out of the same material as a fan belt on your car except they have teeth on the back side to match up with the pulleys. Over time and mileage, these belts do wear out and can stretch or wear on the teeth side. If not replaced, they can break without any warning and allow the valves to contact the pistons and usually bend!!! This results in a very costly engine removal and repair and that job is not a job for the home mechanic.

Note: On a chapter ride a few years ago, we had a member who acquired a gold wing second hand that had a lot of miles on it. I think it was around 70,000 miles. We stopped for a break and a cool drink and we were

talking with him about his timing belts. I mentioned he should get them changed out and he said, "yea, I may have to do that soon." We walked out and got back on the bikes and hit the starters. All but his started up. His made a sickening sound of metal to metal contact and it was not a pretty sight.

His belts broke and he had to get a tow truck to come get him. I think he bent at least 4 valves and his bike was in the shop for several days waiting for parts. I think his bill was something like \$500 to get it all fixed. Need I say more??

OK, can you change them out yourself?? Sure you can. It is not a hard job but it does take a little time. Let's get started. On the 1500, which is the only one I have a shop manual for, you need to remove the lower cowl and fairing front cover. Next remove all the bolts holding the timing belt covers on. Now, from here on, I will quote from the shop manual. Turn the crankshaft counterclockwise until the "T1-2" drive pulley mark lines up with the index mark on the engine case. The "UP" marks on the drive pulley should be facing up.

Mark each belt to identify it as "left" or "right" and to show the direction of rotation. Loosen the tensioner bolts. Then slip off the right belt. Remove the ignition pulse generators. Slip off the left belt. CAUTION!!! To prevent belt damage, do not use a screw driver or other sharp tool to pry off the belts. Do not turn the camshafts after removing the belts or you may bend the valves. Check the belts for swelling caused by oil contamination. Replace the belts if they are cracked or show signs of wear on the teeth. Inspect the belt tensioners for free movement and smooth bearings.....Now, put it all back together and that's it. Another job you can feel good about doing yourself. There is no set time by Honda as to when these belts should be changed on a 1500, but to play it safe, I would start thinking about it at 50-60,000 miles. Here's some good news. The new 1800 doesn't have belts, they have gone to gear driven cams so they will never have to be replaced.

Well, fellow Wing Nuts, that's it for this time. Ride safe and I will see you on the road.....



Ron is ready to work on your bike now.

February 2010

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2 Groundhog Day	3	4 W2 meeting	5	6 N Meeting
7	8	9	10 Jim Brewington B-Day	11 MS Y Meeting	12	13 Margaret Higdon B-Day
14 Valentine's Day	15 Pete Scogin B-Day	16 Mardi Gras	17 Audrey Caldwell B-Day	18	19	20
21 D2 Meeting	22	23	24	25	26	27
28 Alan Keough B-Day						

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create space between the group and the traffic to the rear? That way you will have protected the group from being rear-ended while giving yourself room to maneuver just in case. When you are sure the traffic to the rear is stopping, gently move to the left, returning to the original formation.

The role of the Team Point and Team Captain is critical. But there is another rider who is critical to the integrity of the group. That is the number two bike.

Reason # 1. Visibility

The Team Point has the basic responsibility for speed, direction, etc. As a result, he/she is often scanning for landmarks, road signs, turn-offs, etc. The second bike in line in the right track has the

best forward visibility and can spot potential problems early. A second set of eyes never hurts.

Reason # 2. The worm.

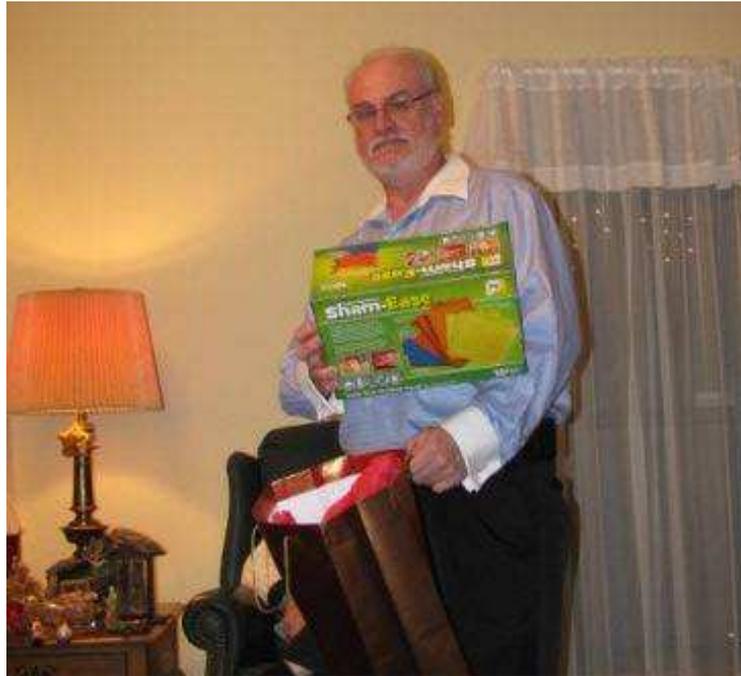
How many times have you been stuck in traffic on a wide-open interstate for no apparent reason? It's what traffic engineers call "the worm." It's just a function of the dynamics of

traffic flow. Even in a group of five bikes, we can experience the worm. If the number two rider daydreams for a second or two (never happens, right?), falls behind the point rider and accelerates to catch up, he/she creates the worm. Now the other bikes in the group must do the same, and pretty soon we have a gaggle, not a group.

The Team Point can create similar difficulties by accelerating too quickly after a stop, or on to a controlled access highway, or even just allowing his/her speed to increase too much going down the back side of a long hill if the remaining riders have not yet reached the crest.

Successful group riding takes special skill and lots of practice. Chapters that do it well are impressive as they maneuver smoothly through traffic or on the open road. And cool as they may look, they are also taking maximum advantage of the safety issues afforded to an alert team.

Bob Berry
Director- Rider Courses



I'm soooo excited!!!

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