

Chapter W2 – Memphis Gold

Region N

January 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

HAPPY NEW YEAR to all !!! I hope that 2010 brings you loads of happiness and prosperity, not to mention lots of opportunities to ride.

I want to send a HUGE THANK YOU to Leeann and Pete Scoggin for opening their home to us for our Christmas Party after the fiasco at Eads. After the shock wore off and everyone was re-routed, the affair turned out to be loads of fun. We had more than enough goodies to fill everyone's belly to bursting. Thanks go out to each and every one of you who loaded up decorations and helped move the shindig to Olive Branch. It will be something to talk about for a long time to come.

The ladies of Chapter W-2 invaded the Half Shell restaurant on December 19th for our second annual Ladies Christmas Luncheon. We filled up on good food and great company. Several of the ladies from Mississippi Chapter Y were our guests, and we all had a wonderful time. We have already started making preliminary plans for the next Christmas luncheon, and we hope all of our ladies will make plans to attend.

I hope each of you will plan on attending our 2010 kick-off meeting on January 7th. There will be a lot to discuss and a new wrinkle or two to keep you on your

toes. As I told you in last month's news letter, we will once again be asking for places you'd like to ride in the upcoming year. Put your thinking caps on and come with some suggestions. We need your input if we are to put together an agenda that each of us will enjoy. Ideas for all types of rides from a couple of hours to a couple of days are welcome. Also, any new places to eat that we can try will help loads. As always, we will gather at the Perkins on Germantown Parkway at 6:30 for dinner followed at 7:30 by our meeting.

Don't forget the Winter Event coming up January 30, 2010 in Manchester. Registration can be completed online if you haven't done so yet. Wouldn't it be great if the entire chapter went? What better way to spend a winter weekend than having loads of fun with some wonderful friends. I hope you can make it. You'll miss a great time if you don't.

Don't miss the New Year's party at the Scoggin's house on Thursday, December 31. Come ring in the new year with your friends in Chapter W-2. Bring an hors d'oeuvres to share with everyone and come prepared to have a good time. See you there!

Ride Safe and Have Fun,
Glenda & Alan Keough

RIDER EDUCATION

By Alan Keough

TOPIC: WHEN ARE YOU MOST "AT RISK" TO CRASH

Dawn or dusk conditions? Those are potentially dangerous times but not what I'm thinking.

Riding in heavy traffic? Another potentially dangerous time but, again, not what I'm looking for.

Riding in the mountains with all the curves and stuff? Possibly a dangerous time but no.

The majority of motorcycle crashes (90% according to the Hurt Report conducted in the 1970's) occur within the first hour of riding. More interesting though is that 50% of the crashes happen within the first 6 minutes! That's why most crashes happen within 5 miles of home.

The factors involved here are **ATTENTION** and **CONCENTRATION**. We don't readily transition ourselves from one activity (like being at home or work) to another (riding the motorcycle). How focused can we be on the inherent hazards of

riding when we are still waking up or thinking about the problems at work?

That's why becoming an ATGATT (All The Gear All The Time) rider can be so valuable. In my case, I have to go get the motorcycle key from the key box, take my riding suit off its hanger and put it on, put on my gloves, put on my helmet, take my gloves back off so I can fasten my helmet, put my gloves back on, walk out to the bike, take my gloves back off so I can un-zip my riding suit to get to the key that's in my jeans pocket, etc. etc. Yes, I'm a goofball who can't remember to keep my keys out (I doubt that I'm alone here). The point is that all these small steps take some time. During that time that I'm unconsciously getting myself **READY TO RIDE**.

Being **READY TO RIDE** and having my head "in the game" helps me to ride more safely. Are you taking steps to make yourself **READY TO RIDE**?

TECHNICAL ADVICE

By Ron Page

Wow Your CB Sounds Great

Just last Saturday I was out riding my Gold Wing enjoying the mild winter weather realizing that it could change without warning so I was listening to the radio as well as monitoring channel 1 on the CB. Every now and then the CB would crackle and I could hear another Winger talking to the group he was leading down the road. I didn't recognize the voice so was curious about the group. I knew from the instructions he was giving they were in front of me but I could not see them. Okay, so how far in front of me could they be and how in the world was his CB signal so strong?

Has this ever happened to you? If no, then maybe its time to spend a little time and tune up the CB components on your bike. **CB COMPONENTS** – what are you talking about – CB components? Well, if you installed the CB on your GL1800, you know that the CB radio is in the tour box (trunk) under the area where the CD player is installed if you have one. After removing the seat, you drilled a couple of holes to install the antenna and to route the cables needed to connect everything. By the way, you also removed the top shelter, instrument panel and other body parts or components needed to get to the built in CB connections on your bike (*note: this can be intimidating so planning is essential*). You had some power, noise filters and coax cables to route and connect or check as well. Once everything was connected and before you reinstalled the body parts and seat,

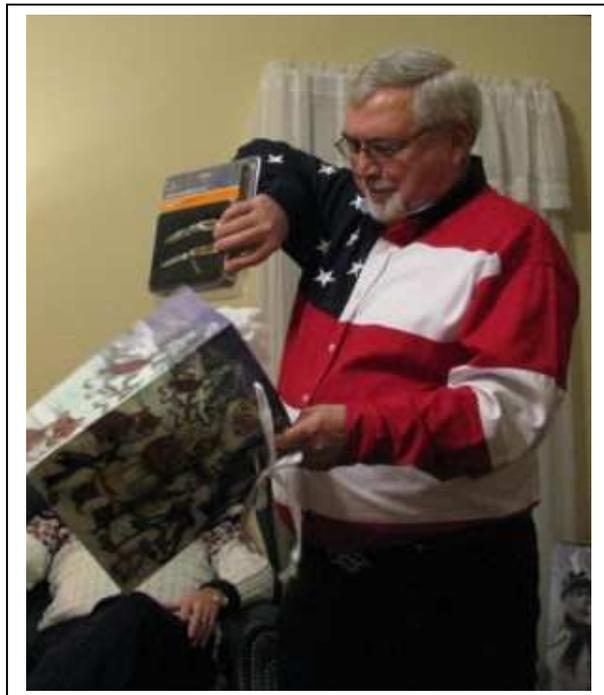
you checked out your CB just to make sure it worked. More components – you'll need to include your helmet with a headset installed as a critical component so you can hear and talk to others via the CB. Everything worked but wait – even though you purchased the recommended equipment and installed it correctly, there is more to do to help the CB perform. **Holy mackerel!** What now – okay here goes – (1) Check and double check all your connections as loose, crimped or dirty ones will impact the CB's performance. Next (2) check your headset connections as those little pins could be misaligned or missing. Next (3) check your ground – that is the grounding strap in your tour box that connects the antenna to the frame of your bike (*note: it is a funny looking piece of metal - make sure you clean and scrape this strap where it connects to the frame*) and finally (4) check the Standing Wave Ratio (SWR) on your antenna. **GOOD GRIEF** – this is a lot work so if you are satisfied with your CB's performance you may not want to do anything to your setup – **BUT WAIT** – reflective power – what???

Yes. Reflective power or the power reflected back into your CB from the antenna, coax or connectors can harm your radio in that heat generated when you transmit could damage your output transistor (*note: the maximum legal power your CB can transmit is 4 watts so if the reflective power is 3 watts then it not only harms your CB but also limits the range your CB has when you talk*).

Now that's the last thing I want to do as the CB in my GL1800 was expensive. So what do I do to minimize any damage to my CB? Go back to "Holy Mackerel" and start with step 1...only this time when we get to step 4 we're going to connect a SWR meter to the antenna following these steps - (1) turn off your CB (2) disconnect your antenna coax cable at the transmitter output connection (3) hook up the SWR meter (*note: you will need some additional connectors to connect the SWR meter to your bike*) (4) set the selector switch to forward – set your CB on channel 1 - transmit – while transmitting turn the calibration knob until it goes to the top of the scale – stop transmitting (5) set the selector switch to REF (reflected) – transmit – record this reading (6) set the selector switch to forward – set your CB on channel 40 – transmit - while transmitting turn the calibration knob until it goes to the top of the scale – stop transmitting (7) set the selector switch to REF – transmit – record this reading. Did that now what does this all mean and what should I do next? Look at the readings (*note: a SWR reading on channel 1 of 1.3:1 would be good – a perfect reading would be 1:1 but that may be difficult to realize – same would apply to channel 40 however that too is unlikely*). Make the following adjustments but a word to the wise – BE CAREFUL – if the reading you recorded for channel 40 is LOWER than the reading on channel 1 – your antenna is SHORT so you'll need to lengthen the top part of your antenna which means

you need to loosening the set screws on the top part of the antenna loading coil so that you can pull the top part of the antenna up (*suggest you only pull up this part of the antenna about 1/8 to 1/4 of an inch*). Tighten everything up and retake your SWR readings until you are able to get SWR readings less than 2. If the reading for channel 40 is HIGHER than the reading on channel 1 – your antenna is LONGER than it needs to be so you'll need to shorten it. This may require you to cut your antenna (*suggest you only cut about 1/8 of an inch from the bottom part of your antenna that goes into the loading coil – remember this is a last resort - you can not add to your antenna once you cut it*). Tighten everything up and retake your SWR readings until you are able to get SWR readings less than 2. You've done everything above and your CB still doesn't perform like you want it to. Remember – you are riding a motorcycle and your ground plane is not very big. Also you probably have two antennas on your bike, one for the CB and one for your AM/FM radio. The AM/FM antenna is a "receive" only antenna that will impact the efficiency of your CB antenna. As always, there are additional things that can be done to improve your CBs performance but these will make a difference. In closing, this article just scratches the surface on the subject of CBs on motorcycles. Therefore, I would like to thank those before me that have worked their way through all the "INS" and "OUTS" on this subject since this is where a great deal of the information came from after all.

CHRISTMAS PARTY 2009



January 2010

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1 New Year's Day	2 N Meeting
3	4 Ray Beloate B-Day	5	6	7 W2 Meeting	8	9
10	11	12	13	14 Jay Novell B-Day	15	16
17 D2 meeting	18 Martin Luther King Day	19	20	21	22	23
24 Pat Merrill B-Day	25	26	27	28	29	30
31 Kelton Green B- Day						



The ladies tea party.



Yea!! A new riding buddy

GWRRR Memphis Gold - W2
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