

Chapter W2 – Memphis Gold

Region N

Friends for Fun, Safety and Knowledge

July 2010



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Tennessee District Directors

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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

Greetings from the wild, wild west. We are having a great time touring the western half of the United States. There is nothing like riding through the Rocky Mountains and the Grand Teton Mountains on your Wing to impress upon you how small and insignificant you really are. On the other hand, there is nothing like riding through those same mountain ranges to actually experience the description of awesome. We have come face to face with Mother Nature in all her glory, and spent a couple of days witnessing her not so benevolent side too. We sweltered in 90 degree weather the day we left, battled some pretty nasty storms in Oklahoma and some pretty fierce wind gusts in New Mexico, but outside of those hiccups, we have had absolutely beautiful weather.....cool and dry. We are looking forward to sharing our experiences with everyone when we return.

The yard sale went well and we raised a nice little sum for St. Jude. I want to

thank everyone who came out and braved the heat to pitch in and help with the event. The burgers were good as was the fellowship.

Our ride to Shiloh for a Saturday afternoon picnic was a lot of fun. A couple of members that we seldom get to see, Troy and Betty Berry, joined us for a great afternoon of catching up. It could have definitely been cooler, but everyone seemed to enjoy themselves in spite of the heat.

I hope everyone is planning on attending the July gathering. Richard will be taking the reins for that meeting. We will meet, as always, on the first Thursday of the month at Perkins Restaurant on Germantown Parkway at Wolf River Blvd. We eat at 6:30 and meet at 7:30. Come and support your chapter.

Have Fun and Ride Safe
Glenda & Alan

RICHARD'S RAMBLINGS By Richard Hutson

This will be short; there will be a meeting July 1st at Perkins for those not attending Wing Ding. Colleen is finally able to ride, but now for any long distance. Guess she will have to get a tattoo on her foot to hide the scare. For those that have not heard, as of 23 February, 2011 no

commercial vehicle over 30 feet long will be allowed on US 129 aka "The Tail of the Dragon", this is per the Deals Gap Web site. Everyone needs to go to bike night in Marion, AR it's every Tuesday night. See you Thursday night.

TECHNICAL ADVICE

By Ron Page

More on Tires and the “NEED” to Maintain Them from TN-W2

Preamble by Ron Page

Body of Article by Todd Ferrell

Thanks Todd for your thoughts

Fellow Riders – Todd Ferrell had some interesting thoughts on tires and an activity to help with cupping and vibrations associated with tires. I am not brave enough to attempt this procedure however Todd was and he has had good results. Read with caution and talk to Todd if you decide that this is something you might want to attempt.

About your Article about maintaining your tires. Some of the information seemed a little dated. I have a little more recent information or option from the past year related to my GL1800 and the rear tires. Also a possible Article, if you think its not way to far off the edge for Bike Maintenance / Repair.

Purchased my GL1800 in Aug of 2007, and the original equipment tires on the 2008 Model was Bridgestone. Well I had so much fun riding my new Wing in the fall and early spring of 2008 (first 6 months) I made a bad mistake. I let the tire pressure get low so those OEM Bridgestone's started cupping right away. Not sure what the OEM Bridgestone's would have done if I had kept the tire pressure up to spec

I dealt with the cupping till last spring 2009 and replaced the OEM with and E3 built in the first three months of 2009. This was just before riding to the 2009 Spring Rally in East TN. Since those E3's are not cheap I keep close eye on the tire pressure. Keeping it right at or about 2 pounds above the Honda required pressure (I had read that an extra 2 pounds would help reduce the wear and cupping on several GL1800 sites). Well (to me) all that fluff about the E3's being better for the GL1800 is a bunch of crap. It started cupping just as fast as the OEM tires, even with the tire pressure being keep right or just above spec. I even purchased a high dollar digital Pressure Gauge to keep track, then

purchased a Wal-Mart one after it it started to cup. Both gauges were with in 0.5 of each other.

It was starting to get on my nerves again with the slight vibration and humming. So this is what I did.

NOTE OF CAUTION!

This process is not recommended for everyone, and should be performed at your own risk, and risk of causing damage to your bike or tire. Required Items: Belt Sander, with a quality high grit sanding belt (around 60 to 80), and Face Mask.

Only try this if you have a good rear tire that still has plenty of tire treat left on it, but the cupping vibration and noise is getting on your nerves. You can try this process to reduce the cupping on the tire. You should not try this if your tire wear is already close to the min depth on the low side of those Cups.

- Place the bike on its center stand on a smooth flat surface, and make sure the bike is in Neutral.
- The object of this process is to only remove the Cups or high spots on your back tire. You will be working on the floor from the rear or from behind the bike.
- Feel the tire and find the edge or high spots on your tire. Normally the highest spots are an inch or so from the center of the tire on both right and left sides. They are also normally on the leading edge of one of the grooves of the tire. Note the location from the center of the tire of the highest spots, and how far off

center they are. If you can, mark this area with chalk.

- Place the belt sander on its back or upside down on the floor. Making sure to keep your fingers and hands away from any now exposed sanding belt when performing this operation.
- Align the belt sander directly behind and parallel with the rear tire.
- Now very slowly push the belt sander up to the center of back tire with the belt sander running. You will notice that when the sander makes slight contact with the back tire, it will grip onto it and start spinning the rear tire. You DO NOT want to put any force on the back tire with the belt sander. Just enough to get the rear tire rolling. Now when you have the feel for making slight contact with the rear tire with the belt sanders, pull it away. Object here is to get the feel for making contact with the rear tire. Not to remove any of the tire. Applying any heavy pressure could damage the tire severely.
- Now move the belt sander to the right or left of center of the tire at the position of the highest spots of the cupping. Now you will need to tilt the belt sander to match or equal the curve of the rear tire. Looking & working from the rear of the bike. If your starting on the high spots on the right side. You will need to raise the right side (Only) of the belt sander from the floor slightly to match the tires curve. You must keep the left back side of the belt sander still on the floor. You can find this angle by placing the None Running belt sander up against the Non Moving tire. This is the tilt or angle you will need to keep when working on the right side. Your will need to do the same for the left side, tilting it on the left side..
- Now pull the belt sander away from the tire and start the sanders. Slowly move the belt sander back to the tire, making sure the edge of the belt sander is still on the floor. Also making sure you have the right tilt or angle.

- You can either have someone else slowly spin the tire for you, or when you make contact with the tire it will start to spin. You will need to adjust how much pressure your place on the tire with the sander so that you only catching those high spots. Better hold onto the belt sander tight, because as it grabs the high spots or cups its going to want to jump or move. That is why you only make slight contact with the tire.
- You may also need to make adjustments in your tilt / angle, and left or right to keep catching just those high spots in the tire. Pressure to the tire must also be adjusted to keep the tire spinning slightly (not fast). Adjustments left and right may also be needed to remove more of the high spots or cups on that side of the tire.
- Performing this process to just catch the high spots as the tire spins will slowly sand most of the cup off. You will start to notice rubber about twice the size of sand start to build up around your work area. (Reason for Face Mask).
- Perform this process slowly and don't try to remove to much of your cupping to fast. When you have trouble catching high spots. Stop the process.
- You SHOULD NOT be removing any of the other tread of the tire except the high spots or cupping. If you do you're just removing miles from the safe life left of that tire.
- After taking some off, take the bike for a ride to see if it improves the vibration or noise. Repeat the process if needed to remove more. But always keep all the Notes of Caution in mind.

Todd Ferrell

July 2010

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

RIDER EDUCATION

By Ed Johnson

Now that the heat of summer is upon us, we need to take a few precautions before going for that daytime ride. When the temperature is in the 90's and above make sure you drink plenty of fluids before you go, and also during your ride. Your body loses a lot of fluid through sweat and evaporation, and it's up to us to replace that fluid before we dehydrate. Sweating is the body's way of cooling itself. If your body runs out of fluid to make sweat, you run the risk of heat stroke, which is a very serious condition. If you feel yourself getting too hot, dizzy, or just not feeling well, pull over under the nearest shade tree or get into an air conditioned building and drink some non-carbonated juice, water or sports drink.

Just because the weather is hot does not mean you need to ride in shorts and t-shirt. Wearing a

long sleeve shirt or jacket not only protects you from getting a sunburn, it can help you stay cooler. Try spraying water on that shirt or jacket. When you ride, the wind will evaporate the water and you will feel cooler.

There are several summer jackets on the market which offer protection, while not becoming unbearably hot. Several companies make nylon mesh jackets which allow the air to go right through. I personally have a Joe Rocket mesh jacket, with pads in all the right places, which I use all year round. I wear a liner when the weather is cool. Remember, the roadway is just about as hard and rough in the summer as it is in the winter. Wear protection. Take care, ride safe, and be cool.



"Lets all watch Jim nap"

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