

# Chapter W2 – Memphis Gold

Region N

Friends for Fun, Safety and Knowledge

May 2010



**Chapter Director** – Glenda Keough

901-853-8305

[g.keough@live.com](mailto:g.keough@live.com)

**Assistant Chapter Director** – Richard Hutson

901-382-2562

[rhutson1@comcast.net](mailto:rhutson1@comcast.net)

**Chapter Educator** – Alan Keough

901-853-8305

[akeough@bellsouth.net](mailto:akeough@bellsouth.net)

**Chapter Treasurer** – Ruth Bolden

870-732-3160

[ladyrab@att.net](mailto:ladyrab@att.net)

**Membership Coordinator** – Ray Beloate

901-837-9977

[beerman@xipline.com](mailto:beerman@xipline.com)

**Chapter Webmaster** – Jim Brewington

901-603-0910

[gwrra164@yahoo.com](mailto:gwrra164@yahoo.com)

**Newsletter Editor** – Ed Johnson

901-309-1576

[erj55@comcast.net](mailto:erj55@comcast.net)

**Technical Advisor** – Ron Page

901-861-2143

[rkahpage@aol.com](mailto:rkahpage@aol.com)

**Tennessee District Directors**

Ken & Julie Zahn

[Ken.zahn@smokymtnit.com](mailto:Ken.zahn@smokymtnit.com)

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**Meeting Time** – 1<sup>st</sup> 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

Hooray! Riding season has officially begun. This is evidenced by the annual Tennessee District Rally, Spring Fling, in Pigeon Forge. We had a really great turnout this year and I hope everyone had as good a time as we did. We got to reconnect with old friends and make some new ones. Some of us upgraded our lights this year while others made modifications to seats and added to our wardrobes. Those of you who were unable to go with us this year missed out on a great time and I hope you start making plans now to go with us next year.

Thanks to everyone for the great job you did at the poker run/goodie table this year. This was a fun assignment and everyone seemed to have a good time interacting with the rally attendees. Once again, thank you for a job well done.

Alan & I left on Thursday the week before and took a scenic cruise through Kentucky, Indiana, Ohio, West Virginia, Virginia and North Carolina on our way to Pigeon Forge. We traveled close to 1100 miles to get there and saw some really gorgeous country on the way. The

redbud trees were in bloom and so plentiful up in the mountains that they painted a beautiful picture for our enjoyment.

Don't forget about our yard sale coming up on Saturday the 15<sup>th</sup> at Jim & Pat Brewington's house. Start getting your unwanted articles together if you haven't done so already. This event will fund our St. Jude donation again this year. It has always been a big success, but we need your participation to make that happen again this year.

Our dinner ride this month is to Westies on Main Street in downtown Memphis. Details on times and meeting place will be announced at the May gathering.

We hope to see everyone at the gathering this month. It will take place, as always, at the Perkins Restaurant on Germantown Parkway at Wolf River Boulevard. We eat at 6:30 and meet at 7:30. Don't miss out on the fun, come and join us.

Have Fun and Ride Safe  
Glenda & Alan

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Two elderly women were out driving in a large car – both could barely see over the dashboard. As they were cruising along, they came to an intersection. The stoplight was red, but they just went on through. The woman in the passenger seat thought to herself 'I must be losing it. I could have sworn we just went through a red light.'

After a few more minutes, they came to another intersection and the light was red. Again, they went right through. The woman in the passenger seat was almost sure that the light had been red but was really concerned that she was losing it. She was getting nervous.

At the next intersection, sure enough, the light was red and they went on through. So, She turned to the other woman and said, 'Mildred, did you know that we just ran through three red lights in a row? You could have killed us both!'

Mildred turned to her and said, 'Oh, crap, am I driving?'

## RICHARD'S RAMBLINGS

By Richard Hutson

Spring Fling has come and gone. If you were not there, then you missed a great event. Colleen and I put about 2,000 miles on Zelda while we were gone. We rode the Tail of the Dragon and the Hellbender in one day. The mountains served up their usually beautiful scenery. Germantown has their horses, Cherokee, NC has statues of bears painted by Native artisans. Weather was good for most of the week, we only had 2 days of rain while we were gone, only 1 day during Spring Fling. Colleen and I had a mishap on the way home Sunday, thanks to Alan and Glenda who needed to stop for gas and food, it could have been a lot worse. As we exited I-40 at Cookeville, TN the bike began to shake violently. We went into the Pilot for gas at which time I checked the tires at the pump, but saw nothing. We pulled out of the Pilot and went to Shoney's for lunch. While everyone was finishing their lunch, I went back to the bike and put it on the center stand to get a better look at the tires. I found the rear tire on the right side had begun to separate. Larry and Michelle went

to the Honda dealership to get their hours for Monday. Larry found Firestone open on the way back and stopped in to see if they sold motorcycle tires, which they did not have but would mount it if we could find one. Not finding a motorcycle tire in the area, I elected to do something I had been researching. The bike was taken to the Dark side which means mounting a car tire on the rear wheel.

Our thanks to Doug and Linda; Alan and Glenda; Larry and Michelle for staying with us while I mounted the car tire. It's a good thing I had watched a video on how to change the rear tire by laying the bike on its right side.

Observations on the tire; bike rides quieter (no singing from the rear-end) and smoother. There is more tread on the ground. Coming out of a lean the bike will stand up sooner. Only time will tell as to how I will like it but so far its a keeper.

In closing, Linda Pyron now knows I can safely transport dinner for 2 and 14 Chocolate Sundaes in the trunk of a Goldwing.



## TECHNICAL ADVICE

By Ron Page

### Tires and the “NEED” to Maintain Them

Introduction – During last Saturday’s maintenance day with my GWRRA TN W2 friends, I was thinking about tires among the other routine items you inspect as a rider performs TCLOCS. Therefore I decided to reprint this article from one Bruce Merrill wrote in the Fall of 2002. It is as current today as it was then however I have added comments here and there just to update information I uncovered during my research. There were many times where Bruce and I would be working at a rally and he would call me over to look at the tires on a Wing – of course you can guess from the safety aspect that it would have tires that needed to be replaced. As a result of his knowledge, I am tuned into maintaining my Wing and in fact all my bikes by performing a full TCLOCS inspection the first Saturday of every month – even if I have not ridden them during the previous month. This takes time but I am sure that my bikes will be in great shape when I decide to go for a ride. I am also grateful to Bruce for the time we spent working on his and other friends Wings just to help and want to extend an invitation to our GWRRA friends to drop by my home to work on their Wings, just make sure that I am home. Those of you that knew Bruce know that he would be doing the same thing therefore I want to publish this article in his memory. Bruce as I said before, we miss you.

Pat and I just got back from the North Carolina District Rally, better known as "Wings Over the Smokies." While we were there, I had new tires mounted on my bike (*Bruce owned a 2002 GL1800*) and stood around the vendor as he worked on several bikes. Gary Verhulst of Verhulst Touring did the work. I have known Gary for several years and he was a regular vendor at the Tennessee District rally in Pigeon Forge. What prompted me to write about getting new tires is simple this:

I was shocked to see some of the tires being replaced and how worn out these tires were. Now I know tires are not a small expense when it comes time for new ones (*between \$450 and \$800 depending on where you purchase them and/or get them mounted, balanced and installed*), but think for a minute of what you are risking. We only have 2 tires and wheels to keep us upright and on the road. The contact patch, that is, the only part of the tire actually on the ground at any time is about 2-3 inches long and about 1 1/2 inches wide. Not much area to say the least. And we use that patch to control our bikes, to brake, and to steer. If the tires are so badly worn out that there is no place for the water to go in a rain storm, what do you think happens? I can tell you, I have seen bikes go down in a rain due to the tires hydroplaning over the water and not being able to maintain contact with the road. Also, we depend on our tires to maintain traction so we can steer and brake. In short, folks, we literally trust our lives to our tires. Anything less than tires in good shape is just taking too great a chance in my opinion. Yet, there were several motorcyclists coming in to Gary and riding on tires that scared the “BLANKED OUT WORD” out of me. One bike had tires so smooth, there was not a bit of tread left and the tires looked like racing slicks you see on a dragster!!! My tires had 13,000 miles on them and still had lots of tread left, but since I was over the 12,000 mile mark, I decided it was time to trade. Let me quote from the Honda service manual on when its time to get new tires:--- Replace the tires BEFORE the tread depth at the center of the tire reaches the following limits: **Minimum Tread Depth: Front: 1.5 mm (0.06in) Rear: 2.0mm (0.08in)** Now, I can tell you, a 2 mm amount of tread

will look OK to a lot of people and its tempting to try for more mileage, but don't do it! A general rule of thumb is to put a penny in the tire tread and if you can read the date, its time to get it off your bike. I asked Gary if he sees lots of tires in such bad shape as I did, and he said all the time! I was so stunned to see some of those tires that I got a cold chill up my spine. Those were all accidents just waiting to happen. A motorcycle tire will let air out slowly if you pick up a nail and get a small puncture so you can pull off the road (*this happened to me on my GL1100 – I picked up a small screw in my Brand New rear tire with less than 100 miles and had it replaced rather than plugged or patched even though the dealer offered this as an option – this is one option that I would never recommend*). A worn out tire that is so smooth you can't see the tread, will no doubt have a major blowout and it usually end up with the bike doing flips, rollovers, and crashing!! We have all seen the pictures of the SUVs with the problems Firestone tires had and all of them resulted in rollovers which ended up as major accidents. What do you think would happen to you and your CO rider if you had a tire blow out??? NOTE from the GL1800 riders – “One more word of caution for GL 1800 owners. The original tires on those bikes are all from Bridgestone and there have been lots of reports of serious cupping in as little as 4000 miles and the back tires are wearing out at an alarming rate too. Most need new tires at the 6-7,000 mile range”. I heard lots of complaints while waiting for my bike from owners of the GL1800's who were disappointed with their original tires (*GL1800's from 2001 thru 2003*). (*Note: Karen and I had Dunlop tires on our GL1800 Wings and I changed those tires when they had between 15,500 to 16,000 miles even though they had what looked liked plenty of tread left on them*). Gary called Dunlop while I was there and asked them when their new radial tire (*Elite 3's Also known as the E3, this tire delivers improved performance and longer wear in a radial construction tire for big road bikes such as the Honda Gold Wing. Additional*

*information from the manufacturer – A) These radial touring tires deliver great mileage and handling for most big radial-shod touring motorcycles; B) They offer wear resistance which is substantially improved with more even-wear characteristics providing increased mileage plus great traction; C) The E3 tread pattern provides class-leading wet-pavement performance, even through large puddles of standing water; D) The E3's sport-derived profile provides a lively response in turn transitions and a solid feel through turns for confident cornering; and Dunlop has E) improved the weight rating of the E3 rear tire for the Honda GL1800 which has been increased to 992 pounds from 827 pound load limit on the D250 rear tire) for the 1800 would be out (of course they are out now and I have them on my Wing today). He was told they hope to have it on the market by the end of the year (2002). I will bet money it will be a lot better tire then Honda mounts on their GL1800 today (*Honda now mounts Dunlop D250 radial tires on their new GL1800's which are great tires compared to the tires originally installed on the early Models*). The new bike handles much better then the GL1500 and it is designed for a radial tire. Note the original Bridgestone tires are just not up to the job (*these tires were "soft" to provide a very smooth ride but did wear out quickly, especially if not properly maintained*), so be warned.*

Well, I hope I haven't stepped on our Rider Ed guy's turf, since this month I sounded like a safety dude, but I feel very strongly that most of us don't take our tires very seriously. Heck, a lot of wingers don't even check the air pressure very often, another major failure. So lets all think about our own safety and those who ride with us, and give your tires a good inspection. Now that the riding season is about over (*I wanted to focus on tires now as we start the riding season as they are so critical to our safety and the fun we have riding together*), it would be a good time to check them out before next year's time to rally is here again. Lets all ride safe. See you on the road.

## RIDER EDUCATION

By Alan Keough

### DRESS FOR THE “SLIDE” NOT FOR THE “RIDE”

You see them a lot during these warmer months. They're on cruisers, sports bikes and, yes, even GoldWings. You might even be one of them. Who am I talking about? I'm talking about all those riders out there in their short sleeved shirts (sometimes tank tops), and fingerless gloves (or no gloves at all). Sometimes they wear jeans but I've seen them in shorts with sneakers on their feet (I've seen them in sandals too). Sometimes they wear helmets; sometimes not. Most of the GoldWing riders do wear helmets; maybe because we can hear the radio and intercom better.

I'm sure you know the excuses too. There's the, ever popular, “It's too hot to wear all that stuff.” I hear that one a lot. Then there's, “All that stuff is too restrictive.” That one's pretty common. I've even heard, “I'm a good rider, I'm not going to crash.” Say whaaaaat?

I know that being an All The Gear All The Time (ATGATT) rider can be kind of a pain. Yes, riding jackets and pants can be pretty warm; particularly if you're in a lot of traffic. However, the new mesh gear allows substantial air flows and it provides more abrasion protection than jeans and WAY more than you get from a short sleeved shirt or tank top.

I know that full-fingered gloves can be restrictive but they aren't as bad as having your hands wrapped in gauze.

Try buttoning your shirt with your index and middle fingers wrapped in about 6 layers of gauze if you want to see what restrictive feels like.

Yeah, boots can be hot but a stone kicked up by the car in front of you can break your toe. Casts are really hot, itchy too.

Lastly, I seriously doubt that crashing their motorcycle is on anyone's “Things To Do Today” list. Let's see: “Go to the Post Office. Drop off the dry cleaning. Crash the bike.” Somehow I don't think so. While you may not plan to crash, someone out there probably didn't get that memo.

Now, don't get me wrong, I still ride in my Tee shirts and shorts; of course they're UNDER my riding suit. That gives me the benefit of sun/wind/abrasion protection and, when I get where I'm going, I can stroll about in my Tee shirt/shorts; swap my boots for a pair of sandals and I'm good to go. For what it's worth, I've worn this kind of gear in temperatures into the upper-90's for all day rides (coming across the Great Plains) and with the airflow through the suits that are available I was (reasonably) comfortable except when stopped in traffic.

Remember, asphalt is unforgiving. It doesn't care that the weather is hot, or how well you can ride. You should always DRESS FOR THE SLIDE, NOT FOR THE RIDE.

# SPRING FLING 2010



# May 2010

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1 N Meeting – Agape Ride
2	3	4	5	6 W2 Meeting	7 Ivan Coburn B-Day	8
9 Mother's Day	10	11	12	13 MS Y Meeting	14	15 W2 Yard Sale
16	17	18	19 Ron & Heather Page B-Day	20 Richard Hutson B- Day	21 Pat Brewington B-Day	22
23	24	25	26	27	28	29
30	31 Ruth Bolden & Linda Pyron B-Day -Memorial Day					



*We're all in our places with bright shining faces.*

## EXERCISE YOUR BRAIN

Last month's answers: 1) for instance 2) too funny for words 3) forgive and forget

1) 381SAFETY964

2) TIMING TI MING 3)

COVER

COVER HEAD COVER

## DO YOU SUDOKU?

COVER

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2			5		4	3		1
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		4		8			2	7
9			1	7				4
					8	2		
		8	4				5	6

## QUOTE OF THE MONTH

If it weren't for electricity we'd all be watching television by candlelight. – *George Gobel*

GWRRRA Memphis Gold - W2  
9116 Deer Meadow Dr  
Cordova, TN 38016