

Chapter W - 2 - Memphis Gold Region N

Friends for Fun, Safety, Knowledge April 2011



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Meeting Time – 3rd Saturday of each month

Eat at 6:00 PM – Meet at 7:00 PM

Perkins – 1340 S Germantown Rd.

Germantown, TN



A Note from Richard Hutson Chapter Director

Spring Fling is quickly approaching, hopefully this year we will not have any mishaps. Having a tire separate exiting off the Interstate is not fun. There are quite a few classes planned for the year. Colleen and I will leave on Tuesday.

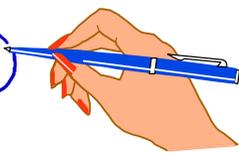
We had a great ride to Reelfoot Lake in March along with 2 dinner rides. There was Fried Chicken at Gus's and Hamburgers at the Kooky Canuck.

If there is an event you would like to ride to please send me the information so we can plan a ride to that area. Colleen wants to do an overnight ride to Ms Patti's in Kentucky in June. Wing Ding will be in Knoxville in July.

The weather will get warmer in the coming days and should be great for riding.

Ride safe

Richard

Just A Reminder 

April Meeting
No Meeting Due To Spring Fling



April Birthdays and Anniversaries
None for the month of April





The Chapter Educator Ed Johnson BEING SEEN



The most common statement from the driver who pulls out in front of you, or cuts you off, or just runs into you is “I didn’t see him or her.” You would think as big as a Gold Wing is and with as many lights as we have that a driver wouldn’t have any trouble seeing us. But the fact is many times they don’t. Sometimes they are talking on a cell phone, concentrating on a song on the radio, or conversing with a passenger, and far less than 100% of their attention is focused on driving. The problem is, the small percentage of their mind focused on driving is telling their eyes to look for other cars as traffic, not motorcycles. Thus, many times their mind disregards any vehicle smaller than a car.

In 1981, Harry Hurt published his report *Motorcycle Accident Cause Factors and Identification of Countermeasures*. The following are several of his findings I thought were very interesting concerning motorcycle accidents.

1. Approximately three-fourths of motorcycle accidents involved collision with another vehicle, which was most often a passenger automobile.
2. The failure of motorists to detect and recognize motorcycles in traffic is the predominating cause of motorcycle accidents. The driver of the other vehicle involved in collision with the motorcycle did not see the motorcycle before the collision, or did not see the motorcycle until too late to avoid the collision.
3. The most frequent accident configuration is the motorcycle proceeding straight, then the automobile makes a left turn in front of the oncoming motorcycle.
4. Intersections are the most likely place for the motorcycle accident, with the other vehicle violating the motorcycle right-of-way, and often violating traffic controls.
5. Conspicuity of the motorcycle is a critical factor in the multiple vehicle accidents, and accident involvement is significantly reduced by the use of motorcycle headlamps (on in daylight) and the wearing of high visibility yellow, orange or bright red jackets.
6. More than three-fourths of all accident hazards are within 45deg of either side of straight ahead.
7. Conspicuity of the motorcycle is most critical for the frontal surfaces of the motorcycle and rider.

According to the report, if you have an accident, it will probably be with a car, in front of you, and most likely at an intersection. To prevent these accidents, we need to **BE CONSPICUOUS**. Things that you can do are: make sure your headlight and marker lights are working (possibly look into getting a modulating headlight); wear a bright colored jacket and/or helmet; put reflective strips or tape on your helmet or jacket; try to make eye contact with drivers at intersections, if you don’t think they see you, beep your horn; leave yourself some room at intersections, and be ready for anything.

Take care and ride safe.



Ron Page

TN – W2 Technical Advisor

Brakes – do I really need them? What a question but . . .

This month I want to talk about brakes so I'll refer to an article that Bruce Merrill first wrote a long time ago and the fun he and I had working on our Wings. We always worked on Bruce's Wing first and then mine but when we wrote this article my brakes just had a couple of thousand miles so they did not need to be changed.

Let's talk about brakes! Since most of us only have two wheels, we need our brakes to be in top shape and in good working order. On that note Bruce and I enjoyed attending quite a few GWRRA rallies together where we were able to watch people as they got their tires changed. It was and still is amazing to us (me) that there are quite a few owners that also needed new brake pads (but don't change them thinking that they will be able to get a couple of more miles out of them). Now, NORMAL brake pad life will vary depending on your riding style and how hard you use them. Some riders hardly ever pull the hand lever and just use the pedal. Note to self – this isn't a good idea since 80% of the braking power is on the front wheel (as you might know – our Gold Wings have an integrated braking system that activates a front and rear brake when you just use the rear brake pedal). Using both together will stop you a lot quicker. Anyway, most Gold Wings will definitely need new pads around 30,000-35,000 miles. Again sooner if you do a lot of riding in the city and maybe later if you ride long distances. How do you check your brakes for wear? Get down on the floor and look at the brake calipers from the back. You can see the pads even if you have rotor covers. A full brake pad will have about 1/4 inch of material on each side and will wear as the brakes are used. They need to be replaced BEFORE they start grinding into the rotors. Rotors on our Gold Wings are stainless steel and cannot be turned down like automobile rotors can. If you score them, they have to be replaced and that is expensive so a little preventive maintenance will save a ton of money. OK, if you want to tackle the job yourself, there are a couple of things you need to know. First, get your old clothes on since performing brake jobs is very dirty and you will be black when you are finished. Next, select good quality brake pads. Don't do this job on the cheap and look for the cheapest ones you can get. Each wheel needs a set of pads and most are around \$20-35 per set. The Gold Wing has 3 brakes so that's about \$60-105 for a full job. Figure on about 2 - 3 hours of labor so if your dealer does the job, you can add about \$175 for labor. Remember - this is one job that's easy to do so don't put it off.

Do I need brakes, continued. . .

OK if you have a 1500 (more on the 1800 later), here is what the shop manual says to do to replace the pads: Remove the disk covers, remove the caliper and the anti dive piston bolt. Remove the pad pin plugs and loosen the pads. Remove the bracket bolt and remove the caliper. Pull the pad pins out of the caliper. Remove the brake pads. Now, here is a step not in the book but very important. "The pistons need to be pushed back into the calipers so you can get the new pads in". The sides of the pistons will be dirty so get some brake cleaner and spray them well and clean off all the dirt. If you don't get it off, it can damage the brake seals and the seals are very important for proper brake operation. When you let off the brake lever, the only thing that pulls the pads back and releases them are the brake seals. If they are contaminated, they will not work correctly so don't neglect this step. Bruce and I use(d) Honda Brake Cleaner and a clean shop rag to rub all the dirt off the sides of the pistons before pushing them in. OK, back to the manual, position the pad spring in the caliper. Make sure the tabs of the pad spring face the wheel side. Install the new pads in the caliper. Install one pad pin then push the pads to compress them against the pad spring while you insert the other pad pin. Install the brake caliper, making sure not to damage the pads. Apply grease to the needle bearings of the anti dive piston bolt and install it. Tighten the caliper bracket bolt and anti dive bolt. Install the pad pin plugs. Repeat for the other side of the front wheel. For the rear wheel, it's pretty much the same except you need to remove the left saddle bag (remember, we're talking about the GL1500 here). The pads for the rear are slightly different from the front so don't just buy 3 sets alike, be sure you have the correct ones. On that subject, there are several brake pads on the market, so get good quality ones like EBC or Dunlopads (funny name but look them up on the internet for best prices). Both are excellent. Since you've made it this far and have been suffering through all our rantings in this column, you know we are big fans of regular maintenance and not waiting till something is broken. The old saying of "if it is not broke, don't fix it " is the wrong way to go when it comes to tires or brakes. You need to stay ahead of these tasks and keep your bike in good shape. Another job that needs attention is brake fluid replacement which requires proper bleeding to get all the air out. We can write about that in an upcoming article. Let's move on to the GL1800 – fellow riders, rather than repeat everything from above, I want to refer you to the following web site www.angelridevideos.com. Fred Harmon has produced a series of online maintenance activities for the GL1800 which I've found to be really helpful. Once you access the web site – go to Fred's Free Maintenance Photo Site then scroll down to the "brakepads" and "rearbrakes" instruction areas (about half way through the thumbnails). I was amazed at the quality and detail he put into these sections. As we close this article I would like to follow our motto – "Friends for fun, safety and knowledge" with this important note: Please check your tires and brakes then get out there and enjoy the riding season on your motorcycle!

Dates to Remember

Dinner Ride – Cajun Catfish, Sycamore View Road – 6:30 PM
April 7th

Spring Fling – Sevier County Fairgrounds – Sevierville, TN
April 14, 15, 16

Dinner Ride – Mary's German Restaurant – Poplar, Collierville – 6:30 pm
April 28th

Wing Ding – Knoxville, TN
July 6, 7, 8, & 9

OCP – Lebanon, TN
August 27 & 28

