

**Chapter W – 2 – Memphis Gold
Region N**
Friends for Fun, Safety, Knowledge June 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

Well it seems we have survived the Great Flood of 2011 with just minor damage to some. However it is interfering with the Seven on Saturday ride we have planned for June 4th. There are still some roads underwater in MO that are on the route so the ride will be rescheduled for a later date in the year possible in early fall. The dinner ride to Old Timers in Millington was fun evening for everyone and the picnic at Herb Parsons was a beautiful day at the lake. Unfortunately we were unable to ride due to a slight malfunction with the bike not starting, it is fine now. The weather is finally cooperating so we hope to see everyone out riding more and more. Don't forget the overnight to Patti's Settlement on June 11th. I have never been but everyone I spoken to say it is just wonderful, plus it should be a really good ride. We had several visitors at the chapter meeting this month, Couples from Alabama, Cleveland, TN and Nashville, TN. It has been really enjoyable talking with members from other chapters. Everyone ride safe and hope to see you on the roads.



**June Meeting
June 18th**



**June Birthdays & Anniversaries
None**





The Chapter Educator Ed Johnson

Rider Education – Cornering

As the riding season has arrived, and we're ready to hit the open road, let's look into something that most motorcyclists like to experience: cornering. When we are going into that sweeping turn in the road and lean the motorcycle over, there are several forces that are coming into play. If we do it right, it's an enjoyable experience. If we do it wrong, it can be scary and dangerous.

Remember the technique "look, lean and roll" from the MSF courses? Let's review:

1. Look through the corner at your exit, not at the entrance. Your bike will go where you look. Make sure you slow down before entering the turn.
2. Lean your bike by using counter steering. Gently press forward on the handlebar on the side in the direction you want to go. To go right, press right.
3. Roll open the throttle to power the bike as you steer, increasing your speed through the turn. The aim is to avoid coasting, avoid loading the front tire with decelerating forces and keeping the steering geometry neutral.

Your tires only have a certain amount of traction. When you have the bike leaned over in a turn, the tires are using much of that traction to turn. Thus, your traction for braking is reduced. If you do try to brake while in a turn, your weight will shift, your bike will have a tendency to right itself, and your lean angle will change. Plus, the harder you brake, the more pronounced each of these factors will get. If you should happen to lock your tires, you will lose what traction you had, your bike will go straight ahead and not go through the curve. This is why you want to brake before you enter the turn.

These factors are even more important on roads you are not familiar with, especially those with lots of trees or obstructions that prevent you seeing the exit of the curve. And, of course, if the roads are wet, you will have even less usable traction, and you must adjust your speed accordingly.

Cornering can be fun and safe, if you memorize "look, lean and roll" and practice, practice, practice. Coming into a curve too fast is not fun. Powering through a curve is. Let's go out and have some fun.

Take care and ride safe.

Ed Johnson



Ron Page
TN – W2 Technical Advisor

Headlights, Taillights and other Dark Moments (part 1). . . .

Setting up and thinking through several of these situations made me wonder about what I would do if I lost the lights on my Wing while riding at night. In that vein, I hope you enjoy some of the experiences others have submitted to various websites supporting our sport.

Here Goes: My '06 Wing has gone through 5 Low beam bulbs this year in just over 26,000 miles. After many scratch my head moments, I now know that they burned out upon start up. I know for sure because I turned the key on, looked at the head lights and they are fine. However, when I started it and checked them again they did not come on and were burned out. This happened each and every time I tried to start my Wing. Please note: all 5 bulbs burned out this way. HELP - Any one else notice this?

Next – from the owner of 2003 GL1800 with ABS: Greetings, I am puzzled or perplexed with the following, has anyone else experienced unexplained as well as unpredictable headlight failure on your Wing? It has happened a few times as soon as I start the bike. The parking lights are on and the signal lights work but I do not have either the high or low beam headlights. The first time I attributed it to water because I had just washed the bike. However it has happened several more times since I washed my bike and the “DRY” bike was just rolled out of my garage so it could not be water related. Just last night when I was one hour from home it happened again. *HMMMM!!!* Since I have fog lights I was able to ride part way with them on but had to stop for a few moments so I turned the bike off. Now here goes - I restarted the bike and can you imagine the headlights were back and working properly again. Please note: the fog lights are new however this anomaly had happened several times prior to the fog lights. Here is the part that gets me, when I got home I turned the bike off and a few minutes later restarted it to put her in the garage. Guess what? The headlights were not working again. Thinking perhaps it was the ignition switch, I restarted the bike several times key off / key on, but no headlights. This is really confusing because today when I went out to ride they worked right from the start. It can't be heat related as the bike was cold when started last night because it was just above freezing. I just don't know - wiring makes me want to run for the hills, can anybody help?

Friends try to help – First - I had the same problem and it turned out that the starter button was the culprit in my case. If you “Pull out a bit on the starter button”, the lights came on. Here is what I recommend - Spray some contact cleaner in it or replace it if under warranty.

Second - Only other thing that I can think of may be a relay going bad or a bad connection, but I'm betting it's the starter button.

And finally the Friend ends with the tried and true statement “GOOD LUCK”.

I hope I have your attention as you need to see and be seen when riding at night so let's talk about the lights on our Wings. Compared to the first motorcycle I rode, my Honda CB175, the GL1800 really lights up the road. The older filament bulb on my 175 was great in the day but the current halogen bulbs really make a big difference. The single taillight on the 175 NEVER seemed bright enough to me but. . .in my opinion the GL1800's taillights are great especially if you have the rear spoiler installed with a flashing light module

Switching gears back to the front – changing bulbs can be a real test of your ability – Mother Honda’s maintenance manual tells you to remove most of the front end of your Wing in order to properly change them. The first time I wanted to cry was after getting a call from Bruce asking me to come over to help him change out his front bulbs. When I walked into his garage, he had so many parts taken off his wing that it scared me. Parts here parts there parts everywhere and he was knee deep in plastic, manuals and tools. We worked for hours to replace everything that he had removed just hoping that we did not lose, break or mangle anything in the process. WE WERE SUCCESSFUL but right after that I learned something from Jim Ragan about changing out headlight bulbs. You see, I witnessed him change the low beams in under “5” minutes on a GL1800 which I never would have believed unless I saw it with my own eyes. Since that day, I’ve described the process to several people so here goes. . .replacing a low beam headlight on the GL1800: if you were setting on the saddle looking to replace the right side low beam you would turn the handle bars to the left as far as possible – this clears the way for you to see the weather boot and plug. Once you remove the plug you will be able to remove the weather boot which will allow you to unlock the spring retaining clip holding the bulb assembly in place. At this point you will be able to remove the bulb assembly – note: do not touch the glass on the new bulb with your fingers as this will shorten the life of the new bulb (if you do – clean the bulb with alcohol before going any further). Word to the wise – DO NOT DROP ANYTHING because once something finds a resting place in you bike, you may never see it again. Be mindful of how the new bulb fits into the plastic adapter and how the plastic adapter fits into the weather boot. Caution: there is a locator notch which must be properly placed into the headlight assembly that allows everything to be correctly aligned. Reassemble everything else then check out your new lights as you are done. (Note: The GL1500 is completely different and I think is easier than the method Honda recommends for the GL1800 but I still refer to Honda Maintenance manual before tackling this job on the GL1500. So if you have a GL1500 and you need to replace the headlight bulbs – call me – let’s set up a time to work on them in my garage or yours).

Now a little bit about Halogen bulbs from my research –

The way a halogen light looks when it burns out can give you some information as to why it burned out. Please read the following for clues:

Dark or cloudy appearance: If the bulb is dark and looks like it has burned out, the typical reason it failed is due to the bulb having been touched during handling and/or installation. Someone left skin oil or some other contaminants on the surface of the bulb. Note: If a bulb is touched or comes in contact with anything that might have left a contaminant behind, the bulb should be wiped clean with alcohol. Even though no contamination may be visible, it takes only a tiny touch to cause a failure. This type of failure will sometimes show as a milky patch or a cracked or broken bulb.

Crystalline substance on filament: A crystalline or sugary appearance on the bulb filament indicates extended or normal wear. This is normal and if a filament looks like this and part of the filament simply burns through and breaks, that is a sign of normal operation. The bulb has simply run out of life.

Broken Filament with solder like drop: If a filament has broken or burned through leaving what looks like a drop of solder on one of the filament ends, premature failure may have occurred due to excessively high or low voltage. Check the electrical system.

Note: Halogen bulbs are most likely to fail shortly after start up when the initial current may cause hot spots in the filament which in turn can cause it to burn out. I purchase my standard H7 replacement bulbs from Mother Honda. I like stock parts and Honda recommended parts for my bikes. Others may have a different opinion and that works too as there are after market bulbs that are fine. The standard H7 bulb is rated at 55w and will last around 500 hours so if you go to a high intensity H7 after market bulb you may find that you are replacing them faster than you want to as they have a lower mean time between failure point. You will also want to 1) check the sockets to make sure they are secure on the bulb pins; 2) make sure there is no corrosion on the pins and sockets; 3) check the connectors to make sure they are tight in the plastic housing; 4) check the ground and 5) follow common sense as you trouble shoot or work on your bike.

Next Month we’ll talk about Taillight troubles from GL1800 Owners but before then “Let’s Ride”. So I look forward to seeing you on the road trouble free.

Dates to Remember

Collierville Town Square Thursday Night Music Series

Music Begins at 7 pm

Bring your lawn chair, blanket, etc. . . Get there Early for Best Seating!



June 11th – Miss Patty's Rest. In Kentucky

Meet at 8 am at Gas Station on Airline Road/Arlington Road

Spend the night, ride home on the 12th

June 18th – Mystery Ride

Wolf River Café at 11 am for lunch, then ride, and end up at our June Meeting

Wing Ding – Knoxville, TN

July 6, 7, 8, & 9

W-2 Staff Meeting

July 17th – 3 pm

Claire & Steve's House

Collierville, TN

OCP – Lebanon, TN

August 27 & 28