



The Fox Tales

Volume 8 Issue 3

Chapter B2

April 2011

Notes from the CD

We have had some sort of nice days for motorcycling lately and that made me think of my GL-1500. Is my bike really ready to ride for the next nice day? No, not really and there is some work that really needs to be done. Having the nice weather in the past few weeks is just enough to get me motivated to get this done. We are having the Men's ride on May 7, 2011 and having my Wing setup and ready to ride is an import event. Hope that you will also have your ride ready to go.

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By the time you read this, the Co-Rider course will have happened with Dave & Kathy Bierman from chapter B2 in Gurnee will be held in Elgin, IL. I have been to several of these in the past, and it is important class to do this so the co-rider knows what to do when the rider, (psst this is usually us guys) has an issue in operating the motorcycle. We will let you know how the training was done.

The Memorial Day weekend and Wing Ding are two events that are coming up and will need room reservations. I will have this information at the meeting and we have a cut-off date of early June for Wing Ding. I would encourage you to make the reservations as early as you can. I know the events at Wing Ding are starting to fill up. Make your plans so you are not disappointed for either of these events.

One thing that that I have noticed about our chapter is that we are starting to have more fun. I have always enjoyed the company and the rides that we do, but this seems to be getting better. We have you, the members, to thank for that. It is how we each add to the chapter that can and does make a difference, so thanks for doing this.

One of the requests to me has been the ability to order new shirts and hats. We are looking at the art and what the cost of these items will be. This information will be updated as soon as possible.

We had a dinner ride at Port Barrington and the results – for the most part – were very good. The restaurant and scenery, even during this spring time (?) was very nice. Overall the food was good and there were leftovers that many chapter members took home. The best part was the interaction of the members with each other. Many ideas and ways of doing things were exchanged and I think we really had a great time.

We will try to have and updated list for the BRC – Beginning Rider Course, and the ERC – Experienced Rider Course, that will be available in our area. If you have not taken or would like to re-take this course, it is recommended. The first time I took the ERC course, I was confident that my riding skills were OK. Well, that was not a true statement. Apparently I picked up some bad riding

habits and that was evident to the instructor. These were pointed out to me and that has helped my riding skills. This course is something I will repeat and this will help my ongoing learning curve for motorcycle riding.

Well, that I all for the moment. We look forward to seeing you at the April meeting!

John and Lina Katkus

Notes from Herb Pitzman

After our last meeting on March 14th we had a couple of nice days so I got a little practice time in on my bike. I stopped in at Crystal Lake Honda to pick up some items and while there asked, after now having 130 thousand some miles on my bike, did I need to run a carb cleaner through the system? Much to my surprise they indicated no, just use premium gasoline, all the time since day one. I told them that I am going to have to disagree on that one. Honda calls for 87 octane in my bike and all articles I have ever read on bikes or cars says the same. Use what is called for by the manufacture. Stu in Wing World agrees with this statement in past articles. You do not get any better mileage nor is it proven helpful in any manner. Just more expensive.

Speaking of Stu, in the magazine we just received, he again answers another question I have often heard. Change oil at the end of the riding season or at the beginning of the new riding season? Stu says at the end of the riding season, never leave old oil in over the Winter. When you start the new season you will be ready to ride, unless you start your bike several times over the winter and let it run, then you need to change oil again before riding.

I have followed the above two scenarios' with my bike for the past 10 years and have not had any issues with performance or lack of good mileage.

Here are a couple of other articles that may be of interest.

Overnight Parking Side-stand or center-stand? Cover it or not?

By: James R. Davis

You are out on an overnigher and are parking the bike for the evening. The winds are up. Do you use a cover or not? Put it up on the center stand or leave it on the side stand?

Let me deal with the second question first - it is the easiest. Rule-of-thumb: Unless you are parked inside a garage on concrete, use your side stand!

Your side stand provides a WIDE tripod as compared to your center stand. As such, it provides far more stable parking for your motorcycle. The sole exception to this is if you are unable to park such that the bike leans firmly on the side stand. For example, if your shocks or tire pressure are low, your luggage weight is high, or the ground slopes to the right. If the bike is not leaning firmly on your side stand it can rather easily be pushed over to the right side.

Though high winds and bike covers do not go well together, I always use mine when I'm out on an overnigher. This, to tend to minimize the risks of theft and curiosity seekers taking liberties (even good natured parents have taken the liberty of placing one of their children in a bike's saddle they were walking by without getting the bike owner's permission.) Further, I'd rather the cover get damaged from windblown sand and other debris than the finish on my bike.

Remember to use some form of fastener to cinch together the bottom edges of your cover under the bike to keep it from flying off (and to further deter someone who might even think about stealing the bike.)

How To Ride Over That Thing In The Road And survive the encounter

By: James R. Davis

Sooner or later you will find something in the road just ahead of you and you are going to hit it. Maybe a small animal. Possibly something that falls off of the vehicle in front of you. Maybe you have missed a curve and a curb is dead ahead.

One of the exercises taught by the MSF includes running over a board (4x4?) and you are told to 'lift' the front-end of your motorcycle at the last possible moment before you hit. I suspect that most of us could actually 'lift' the front-end of a little 125cc motorcycle, but I can tell you that this is one reasonably strong male that couldn't raise the front-end of my GoldWing a meaningful fraction of an inch, from my seat, and neither can you. What's the point of the exercise, then?

Maybe it was just badly explained in my particular class, but I'm sure that what the instructor said was that you are trying to 'help' the bike over the obstacle by lifting it. While that is correct, both the explanation and the exercise fell as short of the mark as did my ability to lift the Wing.

Remember our discussion about shock absorbers? It was learned that bumps are first absorbed by your springs and that your front-end rises and falls as allowed by how the shock absorber/spring set are designed and setup. If you are traveling at a steady speed your front-end is extended about as far as it will normally be extended and your ability to 'lift' it further is a function of how much weight you can remove from it, not how strong you are. That 'for every action there is an equal and opposite reaction' tells you that if you are able to exert 200 pounds of lift on your grips you will put the same amount of new 'weight' on the seat and pegs while you do it. So, even if you try to 'snap' lift the front while throwing as much of your body towards the rear of your bike as possible, the result will be a TRIVIAL difference in the extension of your front forks. i.e., virtually a waste of time and energy.

Still, the idea is RIGHT! But instead of you doing the lifting, you want the bike to lift itself by transferring its weight from the front to the rear wheel.

You already know that this happens naturally as a result of acceleration. So, the way you lift the front end without suffering a hernia is to twist your wrist and open the throttle.

But you will remember that your front-end is already almost fully extended to start with. Wouldn't it be nice if you could get a whole lot more extension just before you hit that object? Well, of course the fact is that the only way to do that is if the front-end was more heavily loaded (compressed) before you started to accelerate. And how do you get the front-end to be more loaded? Why you hit the brakes, of course.

In other words, in the real world if you see that you are going to hit something you will naturally apply your brakes in an effort to slow down before you do so. Isn't that fortunate? For in order to maintain as much control of your bike as possible WHEN you hit it all you have to do is roll-on the throttle at the very last moment (about 1/2 second will do very nicely.) This will result in a weight shift from front to rear, and allows the springs in your shock absorber system to extend. Thus, as you hit the object you have maximum shock absorbing capacity, just when you need it. (Don't forget to shift your weight to your pegs and get that butt off the seat when you do this since when the rear tire hits the obstacle it will receive a severe vertical bounce.)

[I suppose it is obvious, but since you are going to experience a vertical jarring of the bike and you are going to be lifting your butt off your seat just before that happens, you will want to have all of your fingers wrapped around your grips at the time - not covering any levers.]

But why not just stay on the brakes all the way, you ask? At the very least this will insure that you hit the object with the minimum of speed possible. What's wrong with that?

The shock absorber system is compressed almost as far as it will go during hard braking. That means there is essentially no more travel left to absorb the bump. That, in turn, means that you will FEEL and be affected by that bump - just as if you didn't have any shock absorber at all. You will remember that this means that the entire bike will rise and fall at least as much as the height of what you hit because it is no longer 'sprung weight'. And it is just such bike motion which usually translates into loss of control!

Another, but equally important reason you do not want to have your brakes maximally applied at the time you hit the object is that you are then at, or past, the point of a skid. When you hit you will certainly pass that point and end up in a skid. It takes only a fraction of a second of front tire skid to totally lose control of your motorcycle. If you happened to be going in a straight line when you start a skid, your chance of recovering and not going down is actually pretty good. But if the skid is the result of your front-end being lifted off the ground because of hitting something, the odds that it will come down with the front wheel pointing straight ahead is not very good at all.

The third reason you do not want to be braking when you hit is that the object may well be alive and your tires will act like erasers as they go over it. Indeed, the 'object' you hit might even have been human (before you 'erased' it.)

Five things to do if you are going to run over something:

- Use maximum braking in an effort to stop before you hit it.

- Wrap all of your fingers around your grips - do not 'cover' any levers
- Roll-on your throttle starting about 1/2 second before the impact and shift your weight onto your feet.
- Roll-off your throttle right after the front tire surmounts the obstacle (shifts weight to front and lengthens the rear shocks).
- Control stop (if you want to) after BOTH tires return to the ground.

Some good sites you might want to look at:

- Go to the GWWRA.ORG board and click on The Insight Newsletter at the bottom of the page.
- You can also check on the GWRRA Newsletters. There are many details of riding and events at GWRRA.

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Evening of Fun at Port Barrington on March 26th



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Come Join Us!

**Our regular chapter meetings are on
the second Monday of each month at
Giordano's Pizza
1505 So. Randall Road
Algonquin, IL**

6:00 Dinner—7:00 Business Meeting

To:

Upcoming B2 Calendar

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|-------|----|---|
| April | 11 | Chapter Meeting - Dinner 6:00 pm, Meeting 7:00 pm |
| | 16 | Prime Quarter Dinner Ride – 6:00 pm |
| May | 7 | Men's Ride – 9:00 am – Al Berquest memorial ride |
| | 7 | Woman's Luncheon – 11:00 Crumpet's in Genoa, IL |
| | 9 | Chapter Meeting – Dinner 6:00 pm Meeting 7:00 pm |