



Garden City Wings
Chapter GA – F2
Augusta, Georgia



GOLDWING ROAD RIDERS ASSOCIATION
Friends For Fun, Safety and Knowledge
REGION A

April 2009

Thoughts from the Chapter Director

How about this weather we have been having? I don't think the drought will be near as bad this year as it was last year. I don't mind the rain but I would like better days to ride. Riding weather is just about here, it has been warmer and as soon as the rain lets up we need to get out and ride. A reminder that the Georgia Rally is coming up in June in Hiawassee. This is a great rally and we always have lots of fun. There will be a moonlight escorted ride through the mountains, it will be great to see 100 lighted Goldwings snaking their way around the mountain trails. If you need a registration sheet see me, I will have some on hand

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 Anniversary's for April
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 “As I See It,” A thought from the “Educator.”

During cold weather, your battery works harder to do the things that batteries do.....
To avoid the disappointment of your battery laying down on the job right when you need it,
it takes proper battery maintenance.

Proper battery maintenance includes, but is not limited to:

1. Cleaning the battery terminals and cable lugs
2. Cleaning the top of the battery
3. Checking the fluid levels (unless you have a maintenance free battery)
4. Refilling the liquid in each cell to the correct height (unless ... maintenance free)
5. Recharging the battery

A special caution needs to be given for those with lead-acid batteries. The liquid in the battery is sulfuric acid that can hurt you. It can burn your skin and if it gets in your eyes, can cause blindness. When working on / near batteries, the way to keep safe is:

1. Have a safety attitude. Realize the potential health hazards and take the necessary precautions.
2. Realize that when you charge your lead-acid battery, Hydrogen Gas is produced.
3. If you have a lead-acid battery, check the sulfuric acid level before charging.

To avoid creating an internal spark, the acid level needs to be, at least, above the low mark on the battery and should be at the full mark. As a natural by-product of the chemical reaction in a battery, hydrogen gas is produced inside the battery. You don't want a spark anywhere around hydrogen gas.

- 4.) If your battery charger has a “boost” setting, do not use this setting with your “wing.”
A boost setting delivers 50 Amps of electrical current to your battery and your

battery's charging system. That can cause damage to your alternator.

- 5.) If the acid gets on your skin you should wash the area of exposure with plenty of water. If the acid gets into your eyes, flush the eyes immediately with water and then go immediately to seek medical help. One way to reduce your chances of skin and eye contact is to wear gloves and safety glasses anytime you are working with / on lead-acid batteries.

This monthly safety publication of "As I See It" is presented for your consideration by Ray Bowman, your Chapter Educator. Constructive comments and or suggestions are always appreciated.

Your biological shock absorbers

In addition to the shock absorbers you are already familiar with (front wheel, rear wheel and steering damper), there are two more that are very important to you as a motorcycle rider - your elbows. In order to allow these shock absorbers to work you must not lock them. That is, you must droop your elbows while you ride. By drooping them you accomplish the following:

- They remove pressure from the wrists and allow a longer more comfortable ride
- They stop the transfer of front-end instability to the rest of the bike
- They minimize the transfer of load to the front-end during hard braking (leaves it lower and farther to the back of the bike)

If you ride a motorcycle which requires that you lean forward over your tank, you already know that a long ride numbs your wrists and causes your forearms to ache. You know that you must lean even farther forward in order to unlock your elbows when you are about to take a bump with the bike.

Touring riders sit on their saddles in a generally erect posture, often with a backrest that they lean into while riding. If that backrest is too far back they will be forced to ride with their elbows essentially locked in order to reach their grips. If so, they will suffer the same numbness and aches after a long ride - it's not the posture so much as the stiff elbows. If you have ever had your front-end wobble on you after hitting something in the road, or if that front-end is generally unstable (weak or badly adjusted steering damper), or if you have ever ridden over 'rain grooves', you know that if your elbows were locked you transmitted the instability of the front-end to the rest of your bike and made the entire motorcycle unstable. Drooped elbows absorbs all of that instability and leaves you in more control of your motorcycle. You also know that braking causes a load transfer towards the front wheel. With the phenomenally powerful brakes we have today coupled with the newer tire rubber compounds, it is now possible for many bikes to literally raise their rear wheel off the ground in a panic stop. This is called doing a 'stoppie'. Drooped elbows will almost certainly prevent a stoppie from happening.

Assume that your elbows are locked solid and that your upper body is held in place relative to the handlebars when you apply the brakes. The momentum of your body transfers load to the front wheel during the panic stop. Your body, because of the locked elbows, does not move forward (relative to the rest of the bike) at all.

On the other hand, if your elbows are drooped, your upper body moves forward (bending at the waist and elbows) during the stop. Any such displacement of your body 'absorbs' the load transfer and keeps it local - the front wheel does not get immediately loaded (with a shifting of your upper body weight) as a result. [Not to put too fine a point on it, but the real difference is in how much and WHEN the load transfer (from momentum) takes place -- how fast it happens. Rather than exaggerating a panic stop and dramatically compressing your front springs, your drooped elbows allows a smaller part of your upper body momentum to be 'felt' in the front-end gradually. For the purist, the way you determine weight transfer is to calculate the ratio of the height of your Center of Gravity (CG) to your wheelbase and multiply that by your braking force. Because your CG lowers when you lean forward, there is less weight transfer at any given deceleration rate. See the tip later on entitled Weight Transfer for a complete discussion.]

This article taken from Chapter E's Newsletter

