

GOLD WING ROAD RIDER'S ASSOCIATION



OH-U2 STAFF

Chapter Director
Russ Ridgeway (614) 563-9249
rfridgeway@aep.com

Assistant Chapter Directors
Kevin & Rosemary McBeth (614) 507-8331
rkerby42668@yahoo.com

Rider Education
Mike Griffith (614) 849-8791
griffithclanohio@att.net

Membership Enhancement Coordinator
Terry Woodbury (614) 270-1761
tazman421@gmail.com

Ride Coordinator
Leroy Witzel (614) 451-8673
lwitzel@columbus.rr.com

Ways & Means
Vacant

Secretary / Treasurer
Sheila Greier (614) 778-0719
sgreier@columbus.rr.com

Newsletter Editor
Roxanne Shull (614) 260-0913
roxanne.shull@sbcglobal.net

Motorist Awareness Division
Sheila Greier (614) 778-0719
sgreier@columbus.rr.com

Dealer Liaison
Rob & Lynn Berridge
roblynn@columbus.rr.com

Web Master
Dave & Sue Leitch (614) 539-1477
dleitch177@gmail.com

OH-U2 Couple of the Year 2010
Rob & Lynn Berridge

Chapter OH-U2 website:
www.gwrraohu2.org

National, Regional & District Staff

GWRRR - Phoenix, Arizona 1-800-843-9460
www.gwrra.org

Executive Director
Melissa Eason mnordeoff@gwrra.org

Senior National Director
Jim & Shirrin Hutchens jhutchens@comcast.net

Region D Directors
Ronald & Dianna Miller RandDMiller@cablespeed.com

District Directors
John & Linda Frank dd@ohiogwrra.org

Assistant District Directors
Mike & Mary Tussey cadd@ohiogwrra.org

Heart of Ohio Wings - Chapter OH-U2

May 2010

UPCOMING EVENTS

MAY

05/01/2010	Saturday	Ride 'N' Eat, 9:00 AM , east meeting point <i>Roscoe Village and Ohio Power Plant Tour, Coshocton</i>
05/12/2010	Wednesday	Midweek Dinner Ride, 6:30 PM, south meeting point <i>Deer Creek Lodge Restaurant</i>
05/22/2010	Saturday	Staff Meeting, 5:30 PM, Pine Manor
05/21/2010	Friday	Poker Run Meeting, 6:30 PM New Grand Buffet, Stringtown Road
05/22/2010	Saturday	Chapter Gathering, 6:30 PM, Pine Manor <i>Potluck Theme: Mom's Favorite Recipes</i>
05/28-31/2010	Friday-Monday	Memorial Weekend Camp & Ride, details TBA <i>Zoe's Retreat - Leitch's place in Hocking Hills</i>



JUNE

06/05/2010	Saturday	Annual Cruising for Canines Poker Run, details TBA
06/10/2010	Thursday	Midweek Dinner Ride, 6:30 PM <i>Ding Ho Restaurant, West Broad Street and Phillipi</i>
06/16/2010	Wednesday	Cedar Point, 7:30 AM, north meeting point Sandusky
06/17-19/2010	Thursday-Saturday	Ohio District Buckeye Rally Wayne County Fairgrounds, Wooster
06/26/2010	Saturday	Staff Meeting, 5:30 PM, Pine Manor
06/26/2010	Saturday	Chapter Gathering, 6:30 PM, Pine Manor <i>Potluck Theme: Dad's Favorite Recipes</i>



JULY

06/30-07/03/2010	Wednesday-Saturday	Wing Ding, Des Moines, Iowa
07/10/2010	Saturday	Ride 'N' Eat, 9:00 AM <i>Hillybilly Hotdogs and Marshall Memorial, Point Pleasant</i>
07/13/2010	Tuesday	Midweek Dinner Ride, 6:30 PM <i>Coffee Cup Restaurant, Nelsonville</i>
07/22-24/2010	Thursday-Saturday	All Ohio Bike Fest <i>Union County Fairgrounds, Marysville</i>
07/23/2010	Friday	Ride 'N' Eat, 6:00 PM <i>Hometown Buffet, Mill Run followed by night ride at All Ohio Bike Fest</i>
07/24 /2010	Saturday	Staff Meeting, 5:30 PM, Pine Manor
07/24/2010	Saturday	Chapter Gathering, 6:30 PM, Pine Manor <i>Potluck Theme: Red, White and Blue</i>



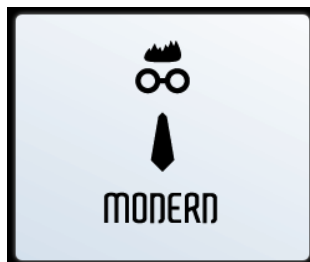
May Birthdays

9th Vicki Wilson
 10th Robin Koontz
 30th Cheryl Brosher

May Anniversaries

1st Donna & Ed France
 5th Rob & Lynn Berridge
 6th Doug & Lynn Kerst
 8th Tom & Mary Diebel
 9th Jeanne & Andy Dudash
 18th Jayne & Mike Koontz
 19th Roy & Linda Jenkins

Chapter	Meeting Date	Time	Food Prior	Location	CD's #
OH-B3	1 st Saturday	9:00 AM	coffee & doughnuts	Obetz Community Center, 1611 Chillicothe Street, Obetz	(614) 833-4204
OH-Z2	1 st Wednesday	7:00 PM	dinner @ 6:00 PM	Buehler's Grocery Store, 800 West Central Avenue, Delaware	(614) 923-9649
OH-D3	2 nd Wednesday		yes	Sandy's Bar & Grill, 333 Millcreek Drive, Marysville	(937) 246-3221
OH-Q2	2 nd Thursday	6:30 PM		6906 Old Tarlton Pike, Circleville	(740) 474-1830
OH-F3	3 rd Tuesday	7:30 PM	dinner @ 6:30 PM	Fat Cat's Pizza, 1448 Ety Pointe Drive, Lancaster	(740) 654-7156
OH-O	3 rd Thursday	7:00 PM	dinner @ 6:00 PM	Stacy's Buffet, 79 North to 30 th Street, then west	(740) 928-4616
OH-B2	2 nd Thursday	7:00 PM	potluck	Bellefontaine JVS @ The Inn	(614) 467-4524
OH-Y2	2 nd Tuesday	7:00 PM	dinner @ 6:30 PM	Papa Chuck's Restaurant, 375 Muskingum, Zanesville	(740) 453-0211
OH-U2	4 th Saturday	6:30 PM	potluck	Pine Manor Clubhouse, 3077 Pine Manor Boulevard, Grove City	(614) 563-9249
OH-Y	1 st Saturday	7:00 PM		Groves Church of Christ, 7740 Groves Church Road, Gambier	(740) 924-4780
OH-P2	3 rd Tuesday	7:00 PM		Church of Christ & Christian Union Fellowship Hall, 770 Jefferson Avenue, Chillicothe	(740) 993-2863



There is something interesting about all of these logos. Can you figure out what it is?

Chapter Director

Russ Ridgeway

April has been a very active month for most people, getting taxes completed before the April 15th deadline, and for the Tennessee Department of Transportation getting US-129 (the Tail of the Dragon) back open. The eastern part of Tennessee had many roads closed this winter due to slides. I-40 will be closed between I-81 and I-26 until late spring. US-129 finally re-opened after a rock slide at the western starting point of the Tail of the Dragon. Although US-129 has re-opened, it is only between 8 AM and 8 PM, so if you're planning a visit to that area, you may need to adjust your schedule.

Many of us have begun pulling the bike out of storage this month. Unfortunately, if you have been watching the news, several fellow riders have already lost their lives this season to accidents. Most of the accidents have been with four-wheeled vehicles. When riding this time of year, it is important to be extra attentive to your surroundings and don't ride as aggressively as you did at the end of last season. Remember, your Wing is not as loud as a Harley so folks who you share the road with won't hear you coming.

OH-U2 has many ride opportunities coming up this month. The Saturday, May 1st "Ride and Eat" is to Roscoe Village. It's a short ride but we will spend some time visiting the area, with an optional tour of the AEP Conesville Plant, for those who may be interested. Later in the month we have a "Mid-week Dinner Ride" to Deer Creek State Park Lodge. So keep May 12th open. We will leave for the lodge from the south meeting point.

On Saturday June 5th our chapter is hosting the 5th Annual Cruising for Canines Poker Run to benefit Canine Companions for Independence (CCI). In past years we have had minimal participation from the Chapter as well as our fellow GWRRA chapters. Please come out and show your support of OH-U2 and this worthy cause which is our **only** charity ride. Encourage your friends from other chapters to come and enjoy the day with us. We lowered the fee this year, as well as having other ways to decrease the fee.

Are you familiar with N44 44.144 W90 10.069? Do you know what is holding an American flag there? If you read Marge and Jerry Hempe's article "Where am I Now", you would know about the metal sculpture of an extinct creature at the Jurastic Park holding an American flag. It looked like a fun event to learn about researching and riding. Although similar to the scavenger hunt, it has a different twist. Do you have suggestions for getting people in our Chapter to ride? Ideal rides would be members gathering for a joint ride, but that is not a requirement. Submit your ideas by June 15th, to be in a drawing to win \$10 if your idea is drawn from all the ideas submitted. All the ideas will be kept for consideration during our ride planning meeting this fall.

~~ Let's Ride Together, Russ

Assistant Chapter Directors

Kevin & Rosemary McBeth

It's been a hectic week. I have been getting our Valkyrie ready to sell. Rosemary would like a lower bike, one with fuel injection, so this one has to go. This winter I bought a few things for it so I went ahead and installed them. One of the more notable projects has been the installation of an electronic cruise control. Unlike the Goldwing, the Valkyrie Interstate does not have that feature, and after having cruise (and radio, and heated grips..... and so on), you just don't want to go back. When I started looking for a cruise, I found they really don't make one in the aftermarket for motorcycles. I did find one other riders had adapted for use on their bikes. I bought the Audiovox CCS-100, a fully functional unit I was able to install with minor modifications.

The control unit had to be weatherproofed. It had buttons under a membrane, but the edges were exposed. This was remedied by using silicone to completely seal off the edges. I also had to fabricate a bracket for mounting the control pad in a suitable position. Others had placed it near the left grip, but all the radio and CB controls are located there on the Interstate, just like the Goldwing. I used a piece of aluminum angle channel to mount mine under the right mirror support.

The next, and most significant task was the vacuum that drives the servo controller. An automobile creates quite a bit of vacuum, but the Valkyrie has 6 smaller carburetors that don't create enough vacuum to run the servo. I had two carbs that had capped vacuum ports, so I linked them together and constructed a vacuum accumulator (chamber). This I made out of an 8 inch piece of PVC pipe, capped on both ends with 2 barbed fittings for the vacuum hoses. The carbs create the vacuum in the chamber, and the chamber runs the servo.

The final task was mounting the cable to the throttle linkage. I used a standard Stanley "L" brace bracket, drilled it, cut off the excess and mounted it to an available bolt on top of the engine. The worst part of mounting this bracket was I had to remove the tank, and air filter box to get to the top of the engine. The box is attached to each of the 6 carbs, and even though it wasn't too bad getting off, putting it back on was quite a task. I was glad I had to take it off as my air filter looked like the original filter that was installed some 55,000 miles ago by Honda!!!

I'd like to say I was the genius who came up with all these fancy ideas, and although I do feel I did a good job installing it, I have to give credit to someone on the Valkyrie riders website for providing detailed instructions, including pictures that assisted me in installing the cruise.

Today was testing day, and except for a small issue with the brake switch adjustment, it worked perfectly. I'm very pleased. I will be more confident when I get my 85 Goldwing back from installation of a new water pump, to install one of these cruise controls on that bike as well!!!

~~ Life is good..... even for us clowns!! Kevin & Rosemary

Rider Education

Mike Griffith

Torque vs. Horsepower

While these topics can get very scientific here is an overview you will find useful to understand the characteristics of a particular engine. This can assist you in making an informed choice based on scientific grounds when comparing two motorcycles.

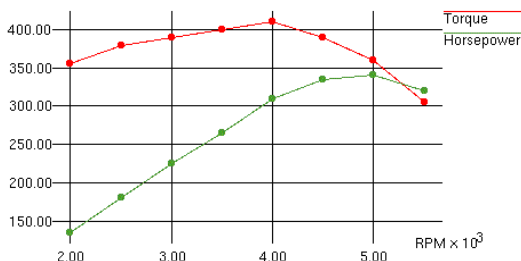
Torque:

Torque is the ability of the engine to continue to twist (rotate) the rear wheel with great force. Torque has nothing to do with speed. Maximum torque is not to be found at the highest revs but somewhere below that - perhaps as much as 25%. Because lower revs are involved, the rear wheel is less inclined to spin and loose traction - an important issue when riding your bike up a steep gravel road.

Horsepower:

Horsepower is the ability of your engine to move your bike forward at a certain speed - the higher the speed, the shorter the time taken, the greater the horsepower needed.

Every engine has its own characteristics of torque and horsepower - something you as the rider can only learn with experience and hopefully, not too much trial and error! In the example specs given below the engine develops the most torque at 4000 rpm, before it starts to drop again. By contrast the horsepower available increases steadily all the way to 5000 rpm.



Practically, what does this mean for me the rider? Let us take the BMW F650 as an example. The bike's manual gives the following technical specs:

Maximum permissible rpm	7500
Maximum rated capacity (horsepower)	35 kW at 6500 rpm
Maximum torque	57 N.M. at 5200 rpm

From this we can see that the difference between max torque and max power is 1300 rpm - quite a big gap that we must utilize for different conditions.

Consider the two scenarios below based on the specs in the table above (your bike will have its own characteristics - consult your manual).

Rider Education continued

Scenario One:

You are traveling along on your motorcycle on a country road, behind a long truck doing about 85km. The oncoming traffic is heavy. Things are going to be tight. You will need maximum torque for fast acceleration and maximum horsepower for the necessary speed to take you past and beyond.

The gap you are waiting for arrives! You check your rev counter and it is sitting around 3000 rpm. The specs tell us that 5200 rpm delivers the maximum torque. The situation demands the maximum. You change down a gear and the revs shoot up drawing on the torque available. You open up the throttle and gun the bike into the gap.

The bike's speed and revs climb quickly. There is not much point taking the revs past 6500 as the horsepower begins to level off after that (the maximum rated capacity). You change to a higher gear and the revs drop back towards the 5200 mark allowing you to again draw on the torque to give added impetus to the bike's acceleration.

Again the bike's speed and revs climb quickly. As you do not have another gear to change to you keep the throttle wide open gunning for 7000 rpm. Here the bike is using horsepower to cover greater and greater distance in a shorter and shorter time period (distance over time i.e. speed).

By now the truck is a speck in your mirror and it's time to relax and check to see that your passenger was not left somewhere behind on the tarmac!

Scenario Two:

You are traveling up a steep gravel-road mountain pass on a 4 x 4 route. You do not want the motorbike to falter, and equally you do not want to go too fast. Thus you change to whatever gear that maintains the revs around 4500 rpm and maintains the desired speed. This still gives you some extra torque to use if you need it (from 4500 to 5200 rpm).

If both the speed and revs begin to increase you can change to a higher gear and bring them back down. If the speed and revs begin to drop below 4000 rpm it is time to change to a lower gear and bring them back up. At all times the idea is to keep the bike in striking distance of the maximum torque level (sometimes called the powerband - yes, confusing as it has nothing to do with horsepower).

The great thing about this topic is that we naturally know all of this just by doing. Listening to the engine and feeling the amount of power still left untapped is the real teacher in this instance.

~~ Mike

Information courtesy of Steve Eilertsen

Membership Enhancement Division

Terry Woodbury

Spring is here and I have been out riding. It is time to start riding to the various events we have scheduled for the chapter. Make sure you have membership applications and a copy of Wing World on your bike. Be prepared when you meet other people who are not members of GWRRA, you can show them what we are all about.

Remember "Working Together to get a Member, Involve a Member, Keep a Member" is the responsibility of everyone in the chapter. Also, remember that you can manage your Membership 24/7 thru the national web site. So if anything has changed, make sure you keep your membership up to date.

The smells in the air, the curves, the view just over the next hill..... these are the things I now enjoy the most. Riding with our chapter is memories in the making that will stay with me for the rest of my life.

Now with the friendships I have made motorcycling and the motorcycling adventures I have made..... what more could I ask for? I may not be wealthy in monies or many homes, but I am rich in the friends I have in my chapter and in motorcycling. So, let us all think about ways in which we can help our chapter and the members in this new year.

"EVERY MEMBER MATTERS"

See you at the next Chapter Gathering.

~~ Your MEC, Terry



Motorist Awareness Division

Sheila & Ed Greier

May is Motorcycle Awareness Month

Seen any motorcycles lately? I bet all of you who are reading this have. Its spring and bikes are everywhere. I think that as motorcyclists we have it ingrained in our DNA to see bikes no matter where we are or what we are driving at the time. Am I the only one who has hit my left hand against the window of a car I'm driving each time a bike passes me? It's such a habit when on my bike to wave at another biker that I'm surprised I haven't put out the window on my van yet. But that could just be my own little quirk. Unfortunately those who do not ride are having to acclimate their brains to seeing us again after a long cold winter with very few bikes on the road. I firmly believe that when driving or riding we only see what we are expecting to see. If you don't ride a bike, you are not going to see one on the road with you unless you are actively looking for it. Since they don't see us, it's important we keep in our mind, at all times, that we have to make ourselves more conspicuous while sharing the road with people who find us invisible. Some things to do to make yourself more obvious:

Wear bright colors.

Use turn signals appropriately.

Keep a space cushion between you and all others on the road. Give yourself plenty of room in which to make a quick change of direction or swerve if needed.

Ride where others can see you. Stay out of blind spots.

Headlights. Ride with your bright lights on during the day to make yourself more noticeable.

Expect the unexpected such as a left turn made in front of you.

Watch your back. A car changing lanes in back of you might merge into your lane space after passing another vehicle and not expect a bike to be in front of the vehicle they passed.

From the Motorcycle Safety Foundation, I'd like to share something posted on their website for car drivers. These 10 Commandments were issued by the Vatican's office Migrants and Itinerants on June 19, 2007. "No wonder even the Vatican has called for a return to sanity behind the wheel. They've put their advice in the form of the following "10 Commandments for Drivers" and we present them here, not to endorse any particular religion but to demonstrate the universal concern over the needless waste of human life in traffic collisions: "

1. You shall not kill.
2. The road shall be for you a means of communion between people and not of mortal harm.
3. Courtesy, uprightness and prudence will help you deal with unforeseen events.
4. Be charitable and help your neighbor in need, especially victims of accidents.
5. Cars shall not be for you an expression of power and domination, and an occasion of sin.
6. Charitably convince the young and not so young not to drive when they are not in a fitting condition to do so.
7. Support the families of accident victims.
8. Bring guilty motorists and their victims together, at the appropriate time, so that they can undergo the liberating experience of forgiveness.
9. On the road, protect the more vulnerable party.
10. Feel responsible toward others.

Ride Aware: Motorcyclists are Dying to be Seen



~~ Sheila

