



Wing Words

the rest of Colorado follows COL



FRIENDS FOR FUN, SAFETY, AND KNOWLEDGE

October 2013

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Next Chapter Gathering

Monday, October 7, 2013 @ 7:00 p.m.

Folks start showing up at 6:45 p.m.

Columbine Room, Clements Community Ctr

1580 Yarrow Street, Lakewood, Colorado

Gathering Refreshments & Coffee

Refreshments: **Dan & Vicki Kirk**

Coffee: **Kenny & Lis Simons**

Words for Gold Wings!

by Fred & Linda Fisher, Directors

Greetings from your Directors,

What’s happening? A common question for sure. But it works for Linda and I this month. Most of you know we have been traveling for several weeks, but have arrived safely home. 5590 miles that included 21 states and 2 Canadian Provinces. We saw some very nice places and visited with some old friends along the way.



However, we did miss everyone here. I heard Bob King did his usual great job leading the meeting last month. Thanks to Bob for stepping up, as usual. I also hear that no one won the chip bag money at the monthly dinner ride hosted by Kenny and Lis Simons.

I’m not sure if we had anyone go to the Wildlife Center in Keenesburg on September 21st. I know we have a group of folks that went on a color ride

that included a trip to the New Mexico District Convention. We will have more on these at the October 7th meeting.

Coming down the road; Multi-Chapter Dinner Show on October 5th, and don’t forget, the Multi-Chapter Christmas Party on December 7th.

Reminder, Chapter J’s meeting day changes starting this month. It is now on the 2nd Wednesday of each month (October 9th). Same time, same place.

I do have some sad news to report: Irene Wakefield, a longtime member of Chapter L, recently lost her husband, Bud Pixler, after a long battle with cancer. Irene and her first husband Don rode with Chapter L for many years. When Don passed away, Irene decided she needed to keep riding, so she bought a trike. I believe Dennis Williamson worked with her on the training needed to get a license. When she married Bud, he also became a trike rider.

I have Irene's contact information if you would like to send her a note. If you need it, feel free to contact me and I will get it to you.

With that, I'll close for this month. We are looking forward to seeing everyone at the October 7th gathering, if not before.

Until later.....Ride Safe.....Always.

"It's beginning to look a lot like Christmas all around our town"

**We have put on the finishing touches for our
4th annual Multi-Chapter Christmas Party.**

**River Point Center (aka Red and Jerry's)
December 7, 2013
5 till 11 p.m.**

Good food, great fun, and more.

More details and updates at your local gatherings.

Intergrated Braking Systems

By James R. Davis

Submitted by Andrew C. Smith, Rider Educator



If, when you apply your rear brake, your motorcycle also applies front braking for you, then you have some form of 'integrated braking.' In the case of the Honda GoldWing, there are two front disc brakes and one rear disc brake. One of the front brakes is independently controlled by the front brake lever while the other front brake and the rear brake are both activated by the rear brake pedal.

Some people do not understand why integrated braking exists and are of the opinion that they are unsafe. There are some who actually disable (or want to) this function and tie the two front brakes together so that they are both activated at the same time and exclusively by the front brake lever.

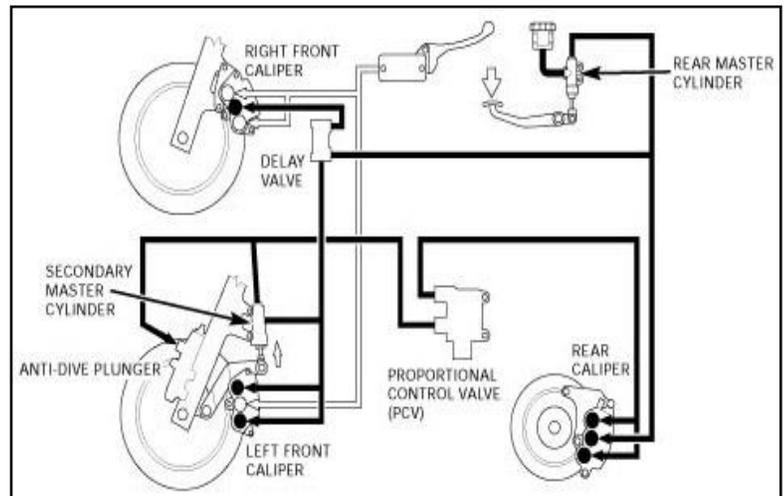
The reason they do this is NOT in order to increase the amount of braking force they can employ on the front wheel, but in order to prevent using any front brake force at all under certain braking conditions. In other words, they want the ability to selectively use either their front or rear brakes, or both. This, because they fear that integrated braking increases the odds that on slippery roadways they will lock the front wheel with the resulting dumping of their bike.

This is a common concern by those that have had no experience with integrated braking systems, but is, in my opinion, an exaggerated concern.

Let's get something out of the way right up front - there is NEVER a time to aggressively use your REAR brake. IT is the most dangerous control on your motorcycle because it is so easy to abuse.

Under severe braking, weight transfer results in far more load on the front tire than on the rear one. What that means is that it takes far less braking force to lock the rear wheel. Let's say, for arguments sake, that 70 percent of the bike's weight is on the front tire and 30 percent on the back one during a severe braking event, and let's also assume that your bike weight 1,000 pounds with you on it. In this case if you applied about 300 pounds of braking force to the rear wheel it would be close to sliding.

Your integrated braking system (at least in the case of a Gold Wing) is setup up such that when you apply 300 pounds to the rear brake something between 200 and 250 pounds of braking force is applied to one of your front brakes. (This is because the size of the piston in the integrated front brake is smaller than the piston in either of the other two brakes as well as the pistons in the master cylinders.) Since there is 700 pounds of load on the front tire, it is clear that the integrated braking system cannot cause the front wheel to lock by itself. On the other hand, if you didn't use the front brake lever at all in this condition, you have applied only a total of less than 550 pounds of braking force (300 + up to 250) and that is not enough to have caused a weight shift resulting in 70% being on the front tire. In other words, you had to use the front brake as well in order to be in a 'severe braking' condition.



Editor's Note: Diagram added by editor

Let me review for a second: Braking causes a weight transfer towards the front. If you do not lock the rear brake, you CANNOT lock the front brake unless you also aggressively use the front brake lever. So, if you lock the front wheel you do so with the front brake lever, not the rear one.

If you agree that it is NEVER appropriate to aggressively use the rear brake, it becomes only marginally important when stopping aggressively. (Though that margin could be the difference between life and death.)

So, integrated braking should be viewed as providing an added safety margin when you need to stop aggressively. Whether the surface is dry or wet, the relationship between the two integrated brakes is the same and what has been said so far remains true.

What if, however, you overuse the front brake while using less rear brake than would cause the rear wheel to lock? Then it is entirely possible to lock the front wheel. This possibility is apparently what concerns inexperienced users the most.

I assume, because virtually all motorcycle riders know better, that you do not employ 'severe braking' while your bike is leaned over in a curve. That is, you straighten the bike up before you grab the binders. If that is the case, then what is the consequence of locking the front brake? A slide that you can abort by simply releasing some of the front brake pressure.

Since your SPINNING rear wheel provides gyroscopic stability for the majority of your motorcycle, (meaning you have not locked the rear wheel, just the front one), then your sliding front tire will not immediately dump you to the ground as it would if it were sliding in a turn. In other words, you have time to release the front brake to recover.

Most people, once they learn that the rear brake must never be used aggressively, are far better off having integrated braking than not because of the marginal increase in stopping power it provides.

But there is a time when they can get in the way. If you are driving at slow speeds on slippery surfaces (such as on a gravel covered parking lot), then the combination of both front brakes being used can cause the front wheel to lock easily. That is, since we are not talking about 'severe braking', then there is minimal weight on the front tire at this time and it is easier to lock that wheel.

If going in a straight line you can save the situation by simply releasing the front brake, just as before. But when you are driving on a parking lot it is not unthinkable that you are making a turn or two, and if you lock that front wheel when it is not dead center, you will dump the bike.

So, should you disconnect the integrated brakes to prevent a parking lot dump? NO! Just don't use your front brake lever in this case. As we discussed, your rear brake lever always applies more braking force to your rear brake than it does to the integrated front brake. If you do not lock the rear wheel with it, you will not lock the front wheel either.

Finally, it is NOT true that just because you have integrated braking it is impossible to apply rear-wheel braking without getting some front-wheel braking. How so? Just use engine braking rather than your rear-brake pedal.

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Conspicuous Consequences

by Sherry Smith, MAD Chapter Coordinator



About 3 weeks ago Andy and I were driving home, and saw something that was just unbelievable. An individual was riding his bike on Highway 25 while doing stunts. Standing on his bike, sitting on his knees, can you get the picture? No helmet, no jacket, and absolutely not caring about anyone else around him. All I kept thinking, while I watched this idiot ride was, "Why would you do that? Why would you put others in danger around you?" I am very thankful



for the skills and training that GWRRA teaches. Though GWRRA is not accident free, as an organization our safety record is matched by few. Bottom line...we all must make smart decisions. Bad decisions have consequences...



I DO MY OWN STUNTS

Credit Card Fraud*by Becky Ackerman*

I know you've all heard about this over and over and you've probably told yourself, "It won't happen to me." Well, guess again. It can and it probably will

happen eventually.

On our recent trip to California we used our credit card for nearly everything, like most normal people do who travel much. We don't have a card with the Radio Frequency Identification (RFID) strip on it as we've read about how easy they are to hack in to. If you happen to have one, there are sleeves you can keep them in, or just wrap them in aluminum foil. That works too.

Fortunately we have access to our account online so every couple of days Mike went on to check the activity. Before he even saw anything suspicious I received a phone call at home from an ATV business in Utah verifying my order of a helmet cam...which was not mine. Since a full day had passed before we could reach them, they automatically canceled the order. However we learned that someone placed the order in my name, had my home address, used a different credit card and was having it shipped to Texas. Really?

A day or two later we had a call from the same ATV business telling us they found another order in my name for a 2nd helmet cam. This time they had my actual credit card number but again, it was to be shipped to Texas. They were happy to cancel that order as well.

From that point on Mike was checking our account online diligently and he stumbled on to a \$200+ charge in Ohio to a DSW shoe store one of the days

we were in California. This was still in pending status but he called the credit card company right away to warn them. Of course they wanted to cancel our card right on the spot but we couldn't allow that to happen as we still had 5 more days to travel before we would be home. How can you travel without a credit card?

Eventually we had to cancel the card and get a new one. The point is, how can this happen? This is the 2nd time we've gone through it, the last being a few years ago when we were on vacation again. The credit card company was very helpful, explaining to us how easy it is to steal that information, especially if you have the RFID strip. For \$99 you can buy a scanner online that will lift all your information from the card just by walking by you. They can then print their own card along with an I.D. to match it and they are ready to go shopping. I even read where as an experiment the stolen info was put on the back of a hotel key card and actually used to buy items in stores like Home Depot and Lowe's. No one ever questioned it.

Like we were told, every time your card is out of sight, the potential for theft is huge. Can you pay your bill at a restaurant and keep your card in sight the whole time? Do you ever have to leave your card with the attendant at a gas station before they let you pump gas? We are so used to using this method of payment that we don't even think about the possibilities...until it is too late.

Are we going to change our ways? Probably not. But if you don't have your card set up to view your account online, that would be a good move to make. It could save you a lot of trouble in the end. Since we've been customers of our bank for so long, we are not liable for any fraudulent charges as long as we notify them right away. That's something else to consider.

Birthdays and Anniversaries**Happy October Birthday to:**

Al Plumhoff (1st)
 Alice Warner (12th)
 Andrew Smith (21st)
 Cyndie Stoops (22nd)

**Happy October Anniversary to:**

Vernon & Deb Pate (8th)
 Mike & Becky Ackerman (10th)
 Greg Brown & Brenna Nichols (13th)
 Ron Evers & Laura Hudson (15th)
 Richard & Cyndie Stoops (22nd)

Future Events**Oct 2013**Sat, 5th

Multi-Chapter Luncheon, Adams Mystery Playhouse, 11:30 a.m.

Mon, 7th

Chapter L Gathering, 7:00 p.m., Clements Community Center

Refreshments – Dan & Vicki KirkSat, 24thChapter L Dinner Ride, Time TBD –**Mike & Rhonda Hottinger**Sun, 25th

Multi-Chapter Chili Cookoff & Games, Chapters I & A

Time and Location TBA

Fri-Sun, 25th-27th

Arizona District Convention, Tucson, AZ

Various

Other GWRRA Gatherings. Please refer to your 2013 Ride Guide

Nov 2013Sat, 2nd

Chapter E Turkey Dinner Fundraiser, 5:00 p.m.

Mon, 4th

Chapter L Gathering, 7:00 p.m., Clements Community Center

Refreshments – ?????Sat, 16th

Chapter G Turkey Bingo, 5:00 p.m.

Wed, 20thChapter L Dinner Ride, – **Steve & Tami Bender**

Various

Other GWRRA Gatherings. Please refer to your 2013 Ride Guide



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