Goldwing Road Riders Association

MA-A Newsletter
February '10

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FROM THE DIRECTOR

Now February sounds much better than December!

Roads are looking good ….inviting our adventures for another year! Remember a few of those northern back roads still have some "black ice."

GWRRA News
There are new regulations on GWRRA officers. More training and higher qualifications have been requested of your chapter leadership. The new program starts out with the phrase. "The membership demands it!" I would like to know IF YOU the member agree with their statement and policy.
"OCP" Officer Certificate Program may sound like the GWRRA is re-structuring your riding pleasure and business and it may be legit?

As of February 26, 2010 your chapter director and officers must be registered within the program and certified by August 2010.

For my role as your Chapter Director that will not be possible… Hmmm, maybe you should attend our next meeting for an open discussion on the matter?

From District, George Mayo…for all members: Three NEW topics within GWRRA of interest have been added to the MA District web site www.gwrramass.org on the Officer Resources page for your convenience.

The NEW GWRRA Handbook (name change & size cut in half), Officer Certification Program (a must for all current & new CD's & ACD's {Rider Educators will be falling into this category in 2011} & 501(c)4 Compliance can all be located at the top of the page. PLEASE forward this information to all of your members as it affects everyone!

And as a side note: NO, still nothing (no determination) from National regarding the "issues" in MA.

Mike Lozzi
Chapter "A" Director

Friends for Fun, Safety & Knowledge

"EVERY MEMBER MATTERS"

Off the throttle

BY KEVIN LEBLOND

February 2010

Georgia and I want to thank everybody that attended the Winterfest party and made it such a great time. We've downloaded the photos to our Shutterfly web site for your viewing and downloading pleasure. Due to the rules and regulations of the web site (Big Brother) we're unable to post the after party pictures from room 275. http://gwchaptermaa.shutterfly.com/

We do have a photo from earlier in the evening of our grand prize winner. And I think we all know what he had to do to win that prize……

Moving on, 2010 looks to be a year of change for the GWRRA and Chapter A. Not clear yet what road this will take us down or how the changes will affect us. Mike and I are monitoring the situation as closely as possible and will be attending a MA District Officer meeting in a few weeks. Recently, I sent out a message to all of you highlighting the two big changes sent to us by the GWRRA. We hope you've taken a little time to read it. Mike is planning to open up the February chapter meeting for discussion on this matter and share what we learned at the District meeting.

In the mean time it's business as usual for all of us.

- **We have the 2010 Ride planning meeting scheduled for Saturday February 6 @ 1:00pm at Joan & Herve's house. We've gone to great lengths to find a date that seems to work for all, no: Super Bowl, Daytona 500, Valentines' Day, three day holiday weekend, school vacation, etc, etc. *Watch your email this week, we'll be sending out a "What-to-bring" message*.**
- **We have what's becoming an annual event - *Pao's Pot Luck dinner* on Saturday evening March 6th, details to follow.**
- **For those of you looking for something motorcycle related in February there is:**

Northeast Motorcycle Expo at the Bayside Expo February 13 & 14th

That's it for this month; keep in mind we've reached the half way point of winter, spring will be here before you know it. *Kevin*

Rider Education

"Safety is for Life"

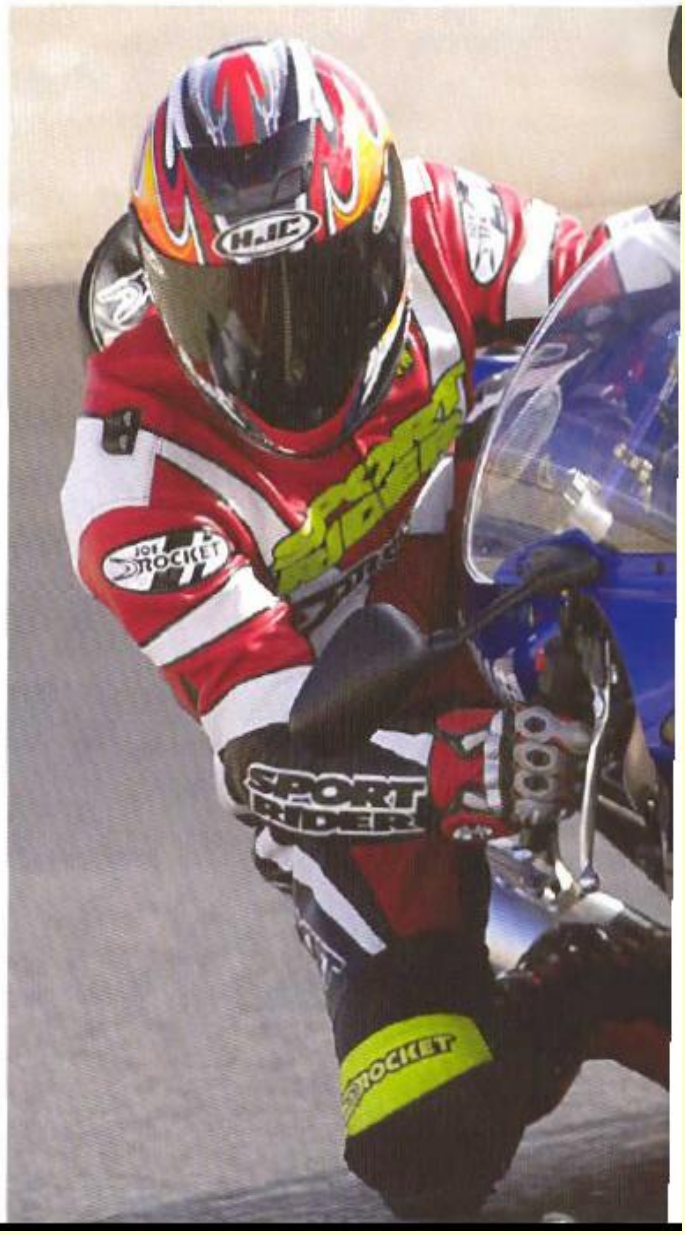
The following is a chapter from the book "Total Control" by Lee Parks. It's been five years since we discussed some of the concepts from his book. Just like the value of refresher training courses, I thought it would be valuable to re-visit some of the topics he covers.

Riding a motorcycle is really an exercise in traction management. The purpose of nearly every skill discussed in this book is to maximize available traction and use the limited amounts available to a motorcycle effectively. In order to do that, it's important to first understand what traction is and how it works. This is because riding a motorcycle at speed is really an exercise in traction management. Many things affect traction; some are obvious, many are not.

Tires

Tires are the most critical part of the motorcycle because, in very simple terms, tires are friction providers. They generate friction by complying with the surface of the road to provide a "contact patch." A contact patch occurs when the bottom of a tire flattens as it contacts the road, forming a somewhat elliptical pattern. Larger and softer tires provide a larger contact patch and greater friction. The rubber on a tire also conforms to the small peaks and valleys of the road's surface, creating a series of microscopic interlocking "teeth" that hold the motorcycle to the road.

There are several factors affecting the contact patch and, ultimately, traction. Tire pressure determines how much the tire will flatten out as it contacts the road. Wide, soft tires with low air pressure generate bigger

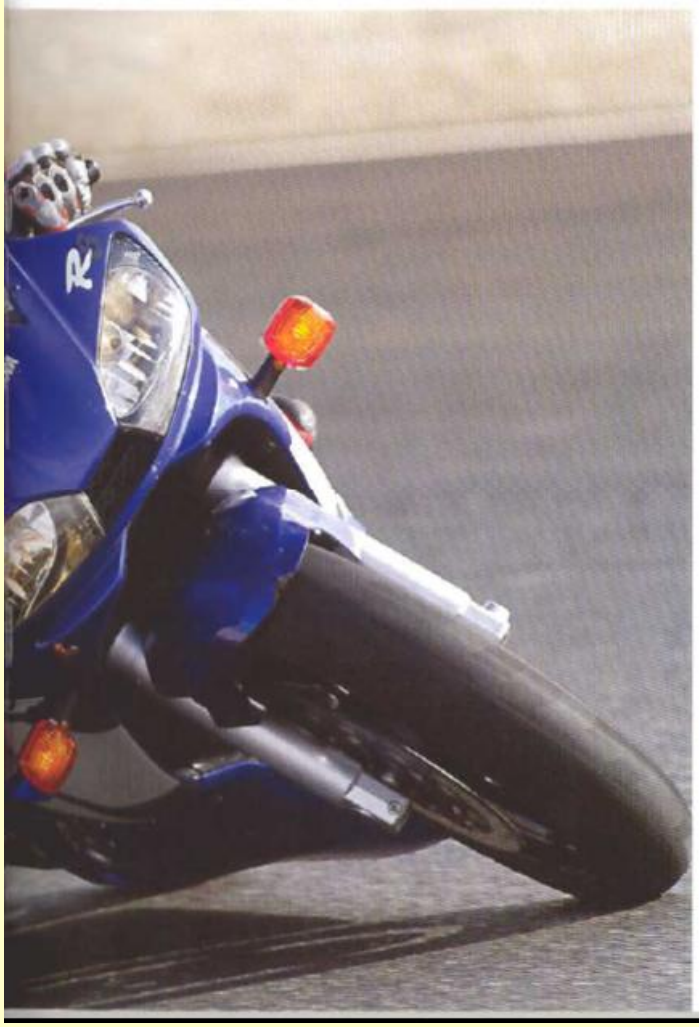


contact patches and greater friction than narrow, hard tires with high air pressure. In some forms of competition like observed trials and drag racing, tires are inflated to very low pressures to maximize the size of the contact patch and traction.

The problem with running a low-pressure tire is that the load capacity of the tire is reduced, and the internal friction of the tire is increased, generating heat. This causes the tire temperature to rise, sometimes to dangerous levels. Road racers use small increases in tire pressure, as little as a half a pound at a time, to adjust the temperature of a tire. For street riding, it is very important not to stray too far from the manufacturers' recommended tire pressures as tires have been designed to provide the correct amount of contact patch and flexing at a given load and pressure.

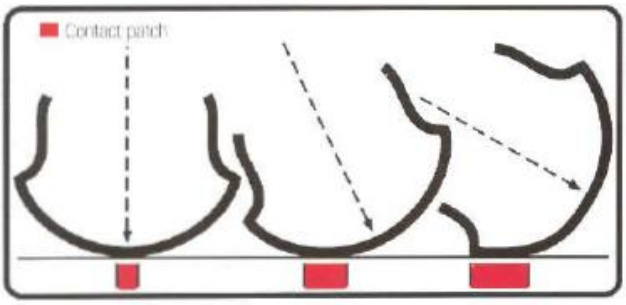
The temperature of a tire also helps determine the amount of traction it will provide. As a tire gets hotter, the rubber becomes more compliant and has a greater ability to interlock with the tarmac, providing greater traction. This increased traction continues until the rubber exceeds its design temperature and begins to degrade. At this point, the tire may begin to leach oil, or its tread may separate from the carcass, or worse yet, both conditions may occur simultaneously. How many times have you heard a racer in an interview say his tires got "greasy" or "blistered?" What he's really saying is that his tires got too hot.

The road surface has a huge impact on your available traction, and it is always changing with weather, temperature, debris, etc. You don't want to push the bike too hard if you aren't totally sure about the condition of the surface on that day.



Conversely, when tires are cold, the rubber becomes hard and doesn't conform to the peaks and valleys of the road surface as well as when the tires are warm, significantly reducing grip. This is especially true of race compound tires. Pushing too hard on cold tires has caused me and nearly every racer I know to crash. It's also been responsible for a lot of crashes on the street, especially when street bikes are equipped with DOT race tires, which are race-compound tires that have been cut with a tread so that they are approved by the Department of Transportation for street use.

Tires range in compound from super-sticky "qualifying" race tires to rock-like touring tires that provide extra-long life. What is not obvious, however, is that the compound and compliance of a tire changes with time. As tires are heated and cooled from riding and parking, they become harder. Racers refer to this process as a "heat cycle," and it is especially pronounced with soft racing tires. Tires also become harder by just sitting in a warehouse or garage. This is something to keep in mind when those cheap, closeout tires in the magazine ads tempt you. Those tires may be fine, but then again they may have sat in a warehouse for so long that they've practically turned to stone.



Modern-day tires use a "multi-arc profile" (the tread profile varies across the tire) design in an attempt to get the quick steering of a narrower tire while upright and the higher traction of a wider tire at full lean. Notice how the contact patch grows as the bike leans over.

Tire construction varies greatly depending on its purpose. DOT-approved racing tires (left) are designed to maximize friction in dry conditions by having very little tread, especially on the edges. They act similar to a slick at full lean but must get very hot to work properly, which is why they don't make good street tires. In order to maximize traction in wet conditions, racing "rain slicks" (middle) use extremely soft rubber compounds and lots of tread to help channel water and dirt away from the contact patch. If used in dry conditions the soft rubber would burn up very quickly and start to chunk off. A cruiser tire (right), by comparison, also uses lots of tread groves to channel water away but uses a harder rubber compound that lasts longer and sticks better at the colder tire temperatures associated with cruising. Photo courtesy of Avon.

The profile of a tire determines how much traction will be available at specific lean angles. For instance, a tire with a rounded profile will have relatively equal amounts of traction at any lean angle. On the other hand, a tire with a more triangular profile will have less traction when it is on the pointy part of the tire during acceleration, but more traction in the corners when it is at full lean.

One bad thing about motorcycle tires is they do not wear evenly across the surface. If you ride primarily on highways, you will wear out the center of the tires faster than the edges. If you ride on the track or aggressively in the twisties, you will wear out the tires' edges first. Because of this uneven wear, a tire's profile changes over time, adversely affecting traction and handling.

If traction were the only consideration in rating tires, the best tires would be the biggest ones. Unfortunately, the size of the tires affects not only traction, but handling as well. As you put larger tires on a motorcycle, the traction will increase. However, the ease of steering will decrease. The correct tire sizes provide the best compromise between traction and handling. Keep in mind that the tire size that provides the best handling isn't always the same size as the stock size. Sometimes manufacturers mount rear tires that are too wide for stylistic reasons—fat rear tires look cool. For example, when Triumph revamped its Daytona 955 in 2002, it switched from a 190-mm wide rear tire to a narrower 180-mm rear tire because the narrower tire provided more agile handling. Unfortunately, customers wanted the look of a fatter rear tire, and for 2003 Triumph sacrificed handling and switched back to a 190-mm rear tire. And Triumph isn't the only culprit.

Road Conditions

The condition of the road is just as important as the tires when determining the amount of traction. Surface hazards like rain, dust, oil, or painted lines can drastically reduce traction. When encountering such obstacles, some tires are more forgiving than others. Generally, touring and cruiser tires have more, larger, and deeper grooves than sport tires. The grooves are designed to channel water, oil, and dirt away from the contact patch. Some DOT-labeled racing tires have no tread on the outside edges, effectively making them slicks at full lean.

It is also important to note that traction varies depending on the type of pavement used on a road's surface. Asphalt generally provides better traction than concrete, but that can change depending on the surface texture. For example, I've ridden on polished concrete that was slipperier than dirt. I've also raced on "grated"

Riding a motorcycle at speed requires excellent traction management skills. Amazingly, only a few square inches of rubber (contact patch) are keeping you and the bike upright.

concrete that stuck like glue but wore out tires at twice the rate of asphalt.

Suspension

The condition, quality, and tuning of your suspension have a profound impact on the available traction. In fact, the suspension system's most important job isn't isolating you from the bumps in the road, it's keeping the tires firmly on the tarmac by applying even pressure at all times. If there is too little pressure, the friction coefficient will be insufficient to maintain traction. Conversely, if there is too much pressure, the rubber can tear away from the tire causing a skid.

If the suspension is improperly maintained or tuned (see chapter 15), the wheels will move up and down too fast or slow to keep steady pressure on the constantly changing road surface. This can easily lead to a loss of contact with the pavement. No matter how good your tires are, if they don't touch the pavement, they won't provide any grip.

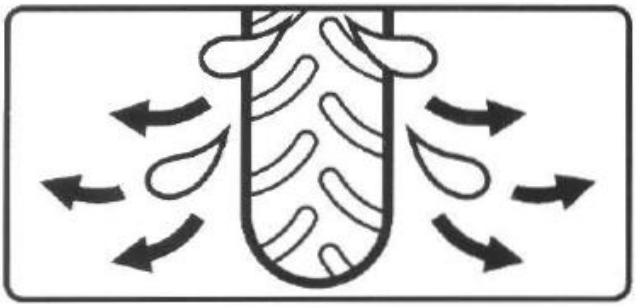
Traction Pizza

Not only must you be concerned about the amount of traction available, you must also be able to manage it well. In order to understand this concept better, imagine that traction is a sliced pizza. Let's say that we have ten slices of available traction in our pizza. If you let Mr. Cornering have all ten pieces you will have none left for Mr. Acceleration and Ms. Braking. That might be okay assuming you don't need Ms. Braking's services. Of course, if you give eight slices of pizza to Mr. Cornering and attempt to have Ms. Braking stop you in a hurry you may run out of pizza and fall. The moral of the story is to always keep some spare pizza for any unexpected guests.

In reality, things are a bit more complex than divvying up one 10-piece pizza. Each tire must share its pizza with the other tire, and the tires can steal slices from each other. However, by doing so, some of the toppings may fall off, reducing the total amount of pizza available.

Braking

Tires generally produce more grip as the load on them increases. This is why the front brake is so important, especially on a sportbike. The weight carried by the front wheel increases as you decelerate. Shorter wheelbases and higher centers of gravity make this effect more pronounced. Because the weight carried by the front wheel increases under braking, more front brake can be used than would be possible without the weight transfer. As a result, the rear brake on most sportbikes becomes



While grooves in a tire reduce the total surface area of rubber that is in contact with the road, they perform the important function of channeling water away from the contact patch, thus helping to prevent hydroplaning.

useless under hard braking as the rear wheel lightly skims over—or even lifts completely off—the ground.

Cornering

Things get a little more complicated when cornering is involved. During hard turns, Mr. Cornering demands a large share of the pizza. If you need to accelerate or decelerate quickly, you must make sure Mr. Cornering has left enough pizza to share with Mr. Acceleration or Ms. Braking or you will run out of pizza, which of course means you will soon become intimate with Ms. Pavement.

It's actually possible to lose control of the front end of the bike when taking a corner. This can occur when you suddenly close the throttle, perhaps as a result of fear. As you close the throttle, the engine acts as a brake (this is called compression braking), slowing the rear wheel, which causes the motorcycle to pitch forward. The front wheel now has more weight pressing down on it. Normally that would provide increased traction, but in this situation, the front wheel must also support a larger portion of the cornering load. Unfortunately, the increase in traction from the greater pressure is less than the additional cornering load put on the tire. This results in a net loss of traction, which can cause the front tire to wash out. Put another way, the front tire's appetite becomes bigger than the amount of pizza available. Too much trail braking (see chapter 11) has a similar effect.

Accelerating

When you accelerate, weight is transferred from the front wheel to the rear one. If the weight transfers quickly enough, the front wheelies off the ground as witnessed in many forms of motorsports.

When accelerating out of a corner (especially a slower one) with a powerful sportbike, it is easy to use the throttle to ask for more pizza than is available. When this happens, the rear wheel "spins up," and the motorcycle begins to rotate in the yaw-axis. The natural survival response is to stop this occurrence by closing the throttle. Unfortunately, although this action will restore traction to the sliding rear tire, it will do it so rapidly that it may result in the rider being thrown over the "high side" of the motorcycle. High siding is basically the conversion of forward speed to rotational speed, which acts like a catapult and launches the rider. In other words, high siding is the quickest way to meet what Gonzo journalist Hunter S. Thompson calls Mr. "Sausage Creature."

Lean Angle

Lean angle also affects grip, but not for the reasons you might think. At higher lean angles, motorcycle suspension becomes less efficient because the moving parts are no longer perpendicular to the forces being applied to them. In essence, the spring rates become progressively stiffer, and the sideways forces cause sliding parts to flex against one another causing additional friction. To counter these inefficiencies, motorcycle engineers design in a "tuned" amount of chassis and tire flex. This is helpful because at maximum lean the frame and tire sidewalls are at a better angle to absorb bumps in the road than the suspension system. Unfortunately, despite the engineers' best efforts, the total pizza available still gets slightly smaller as lean angles increase.

The composite center of gravity, or CG, of the rider and the bike also affects lean angle. The composite CG is the combination of the rider's CG and the bike's CG. The farther the rider's CG is to the inside of the turn, the smaller the lean angle needed for a given radius and speed. This is why racers hang off in the turns. Basically, riders can increase traction by reducing the bike's lean angle. And they can reduce the lean angle by repositioning the CG (see chapter 12) and reducing the amount of time spent at full lean (see chapter 8).

Traction Management

As you can see, there are many things that affect traction. Learning to manage them all might sound overwhelming at first. However, by reading the following chapters, you can learn exactly what you need to know, without being bogged down by overly sophisticated academic theories. Just stay focused on each of the drills as you do them, and traction will take care of itself.

SCHEDULING & EVENTS

Monthly Meeting

Bertucci's
45 Walkers Brook Road
Reading, MA

Next Meeting:
Tuesday Feb 16th @ 7:00pm (meeting)

Up-Coming Ride/Events

February 7th ~ Breakfast @ Brother's/Wakefield

February 21st ~ Breakfast @ Deli King/Tewks

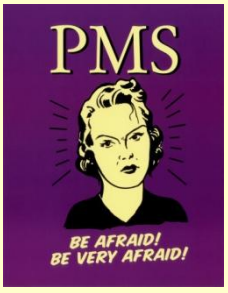
Eileen d'Entremont	Feb 8th

Pat & Julie Costello	Feb 14th
Frank & Cathy Silveria	Feb 14th
Allan & Mary Smeltzer	Feb 14th

Congratulations to JANUARY's meeting winners!

Item	Donor	Winner
French Twist Cookies	Dottie Wood	Frank Silveria
Bertucci's GC	K & G LeBlond	Allan Smeltzer
HomeMade Bread	Allan Smeltzer	Rhonda Porawski
DD GC	Bill d'Entremont	Sean McCarthy
50/50		Paul Green
10 free tix Februray's meeting		Rhonda Porawski

The Cure for PMS



Got a few extra minutes/hours during the off riding season, bored??

Check out some of these websites!

http://www.motorcycle.com/	All sorts of info on all motorcycles
http://www.motorcycleroads.com/	Some of the best riding roads
http://www.ridinginthezone.com/	Motorcycle Consumer News
http://www.youtube.com/watch?v=H3Yq7DMRwbw	Tire replacement video
http://forums.roadfly.com/forums/det...5256389-1.html	Test results on modern waxes

2010 Gold Wing Pricing for Chapter "A"

MODEL	NAME	COLOR	MSRP	Chapter A Pricing
	TPMS	METALLIC BLACK	$22,899.00	$ 19,999.00
	AUDIO & COMFORT PKG	METALLIC TITANIUM		
		METALLIC RED		
		PEARL YELLOW		
	TPMS	METALLIC BLACK	$25,399.00	$ 22,099.00
	AUDIO & COMFORT PKG	METALLIC TITANIUM		
	XM RADIO & NAV	METALLIC RED		
		PEARL YELLOW		
	TPMS	METALLIC BLACK	$25,699.00	$ 23,149.00
	AUDIO & COMFORT PKG	METALLIC TITANIUM		
	XM RADIO & NAV	METALLIC RED		
	ABS	PEARL YELLOW		
	TPMS	METALLIC BLACK	$27,999.00	$ 23,999.00
	AUDIO & COMFORT PKG	METALLIC TITANIUM		
	XM RADIO & NAV	METALLIC RED		
	ABS	PEARL YELLOW		
	AIRBAG			