



September 2017 GGMC Meeting Notes & Articles

James Griffin - President's Corner

Greetings to all the GGMC family

Presidents corner.

First let me began by saying that we still have a few members with health issues please keep them in your prayers. We continue to have a fair number counts for each ride, our road captains always do an amazing job, thanks to them for a safe & well done job.

We are about to enter the 4th quarter of the year, we still have several rides left , one over night the first weekend of October 7th & 8th. We hope everyone will be able to join us. Our charity ride & Christmas party are just around the corner, so mark it down on your calendar.

Our monthly meetings have been a little weak with attendance during the last few months. This is your club! I urge all members to mark your calendars for the first Tuesday night of each month @ 7:30pm Golden Corral in Lawrenceville and plan to attend the meetings.

I have been in touch with our web master Mark and he tells me he is & will work on our web site so we can add pictures & make the site more user friendly, we will discuss this more in our next meeting.

In our next meeting we will need to do some planning for our Christmas party & charity ride so come help us out.

Thanks to everyone of you that make Greater Gwinnett Motorcycle Club great. If you have any concerns, questions or suggestions, feel free to call me.

As always, Ride safe, "IT'S ALL ABOUT THE RIDE!"

James Griffin, GGMC President

Richard Martin - Sunshine Report for September 2017

We have had no new members. He continues to call those on the list that we have not seen for a while.

Gary and Sheri Dorris - Treasurer's Report for September 2017

Treasurer's Report for	17-Sept
Beginning Balance	\$972.29
Income	\$0.00
Expenses	\$0.00
Ending Balance	\$972.29

Ride Statistics as of September 05, 2017	
Rides Completed This Year	14
Avg. bikes per ride	14.7
Total scheduled route miles	3,740
Total bike miles	51,645
Members riding this year	47
Guests riding this year	11

Mark Trager - Webmaster Report for September 2017

Did not attend the meeting. James will follow up with him in regards to our Website, Calendar and Instagram.

Secretary Report for September 2017

This is your 4th Newsletter/Report, how are we doing? Do you have suggestions or recommendations that you would like to see or change with our newsletter?

Do you have an idea or topic that you would like to read or share?

This is your newsletter and we would like everyone to have the opportunity to participate and to help us!

Upcoming Scheduled GGMC Rides:

September:

- 9 - Cashiers, NC - Details to follow - Chris
- 17 - Little General - Details to follow - Gary

October:

7 & 8 - Lake Guntersville State Lodge (**3rd Overnight**), Guntersville, AL. - Paul and Dellree
Note: To make your reservations, please call (256) 571-5440 and give them our GGMC Group Code 6863. Our rate is \$131 for Double Queen Bed, Bluff-Side 3rd Floor.

- 22 - Brother's at Willow Ranch - Young Harris, GA

November:

- 4 - Richard Russell Dam, Elberton, GA
- 19 - Rumors Hazit, Clayton, GA

December:

- 2 - GGMC Annual Charity Ride
 - 9 - 2017 - Christmas Party will be hosted by Richard and Mabelle Martin
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Ethanol: Fuel for Thought by Kerry Wood

Having been stung by gasoline containing ethanol in my KLR650 I thought I would share a few thoughts and include an article I had from an old copy of Cycle World from July of 2013.

This past spring as I was getting my KLR out of storage I realized that I had forgotten to drain the float bowl prior to storing it for the winter. I've always made a habit of doing this on all my carbureted bikes that I keep in storage for months at a time. As I topped off the battery with a full charge I tried the fire the bike. It would run but only at about half throttle. There was no chance of getting it to idle at all. I immediately remembered I neglected to drained the float bowl which is critical for carbureted bikes.

As I removed the plug in the bottom of the float bowl what poured out looked very similar to lime green Kool Aid. Now, I'm used to carburetors being empty because gas had evaporated out or state fuel and the varnish it leaves behind on the internal components of a float bowl. Never had I seen something flow out that looked like it just came out of a kids "sippy" cup. After removing the carburetor for a good cleaning I was shocked at the amount of corrosion it had done inside. Everything with the exception of the main jet was completely clogged up and the main jet was only open about 50%. Additionally, when I stored the bike I had a full tank of fuel and had added a gas stabilizer to it that I had run through the fuel system prior to storage. It didn't help.

It got me thinking, it has to be the Ethanol in the fuel that is doing this. I began doing research on the internet and found a lot of good information on Ethanol. One of the keys things I found out is that the Alcohol contained in Ethanol dries out gaskets and especially o-rings. Alcohol contains significant amounts of water which, when left over a period of time, will cause the Alcohol and water to separate from the gas and sink to the bottom of the tank or float bowl in my case. As such, the combination of the alcohol and water has a corrosive damaging effect. The green, I believe, came from the interaction of the Alcohol and water with the brass and aluminum part of the carburetor. Once I cleaned the carburetor, replaced all the damaged components, drained the fuel tank and replaced it with non-ethanol based gasoline my bike ran better than the day I bought it new. Problem is, non-ethanol based fuels are sometimes hard to find. So, my remedy is to fill up with non-ethanol fuels whenever they are available.

After talking to a number of friends who own lawn care businesses they tell me they won't run anything but non-ethanol based fuels in any of their equipment because of all the problems it creates for them. Fortunately, more and more gas stations are beginning to carry non-ethanol based gasoline.

Due to advances in technology, the days of new bikes with carburetors is quickly coming to an end. Modern fuel injection systems are much better at being able to adapt and adjust to fuels containing ethanol.

However, there is still a downside to its use. What follows is an article reprint from **Cycle World from July of 2013.....**

People are up in arms over recent EPA waivers that allow but do not require up to 15 percent ethanol to be blended into gasoline. The 15 percent blend, called E15, would be available only from blender pumps clearly labeled “Passenger vehicles only. Use in other vehicles, engines and equipment may violate Federal law.”

Here is the EPA’s list of vehicles that should not be fueled with E15

- Motorcycles
- Vehicles with heavy-duty engines, such as school buses and delivery trucks
- Off-road vehicles, such as boats and snowmobiles
- Engines in off-road equipment, such as lawnmowers and chainsaws
- Model-year 2000 and older cars, light-duty trucks and medium-duty passenger vehicles (later changed to model-year 2007 and older)

Why do E10 and now E15 alcohol-gasoline blends exist? The Energy Independence and Security Act (EISA) of 2007 requires that renewable fuels be blended into transportation fuels and also mandates that the EPA ensures that these renewable fuels, from production to use, actually emit less greenhouse gas than the petroleum-based fuel they replace.

Two motivations behind EISA are:

- 1) to cut U.S. dependence on foreign oil;
- 2) to reduce production of greenhouse gas from vehicles.

ETHANOL IN GASOLINE: THE PROBLEMS

**** Because ethanol contains one-third less energy per gallon than gasoline, adding ethanol to gasoline leans out the fuel-air mixture, possibly enough to cause damage. Several manufacturers of small engines have said they will not honor warranties if fuels containing more than 10 percent ethanol are used.

Recent-model automobiles have digital fuel injection capable of automatically compensating for this leaning effect of E15 fuel. “Yellow-cap” or “Flex-Fuel” vehicles, which make up about four percent of the U.S. auto/light-truck fleet, are able to compensate for fuels containing up to 85 percent alcohol (E85).

**** Metal fuel-system parts can corrode as a result of exposure to alcohol. Fuel additives are sold to inhibit this. Solvency of alcohol in certain fuel-system plastics, rubber and seal materials used in older vehicles can lead to softening and swelling. Fuel additives cannot prevent this.

**** Alcohol absorbs water from any source (even from the atmosphere). Once alcohol that is dissolved in gasoline has absorbed sufficient water, it can separate from the gasoline and settle to the bottom of the tank. If this separated water-alcohol mixture is drawn into the engine’s fuel-system, the engine will run lean and may misfire or stop running.

**** Some fear that the E15 fuel remaining in the blender pump’s hose and pump, when mistakenly mixed into the small fuel volume of a motorcycle’s or other small engine’s tank, might result in a mixture lean enough to cause engine damage. To prevent this, EPA will require customers using the E15 blender pump to buy at least four gallons of fuel. This will dilute the fuel that remains in the hose and pump enough to make it harmless to your bike.

POLITICS OF ETHANOL

BIFF! POW! Sock-O! Grind those axes, everyone!

- Every gallon of corn-derived alcohol sold in motor fuel is two-thirds of a gallon of gasoline that the oil companies don’t sell. Do they like this?
- Corn states love alcohol in fuel because it drives up corn prices.
- Beef states hate higher feed prices.
- Hydrofracking has raised U.S. production of oil and gas, reducing concern over energy independence and cutting incentive to add alcohol to gasoline.
- The U.N. has asked the U.S. to suspend its use of corn to power automobiles as it drives up world food prices, especially in this drought year.
- Many ask why government should subsidize the ethanol industry.