



March - April 2018 GGMC Meeting Notes & Articles

James Griffin - President's Corner & Meeting Notes

Greetings to all the GGMC Family,

The weather is beginning to get warmer and spring is upon us, "It's time to ride".

We have put together a great ride schedule for this year which includes several over night rides. Our first two over nights are coming up quickly, check your calendar and book your rooms, if you snooze you might lose, you would not want to miss the fun.

I would say that the GREATER GWINNETT MOTORCYCLE CLUB is as strong as ever, and I am proud to say that I can be a part of it. Thanks to our officers, road captains & strong members that make all this happen THANK YOU.

As always I ask that you remember all of our members with health issues no matter big or small they maybe.

Check your calendar & plan your ride list for the rest of the year my list has them all on it LOL.

FYI: For those who were unable to attend our last meeting, here are a few things for all members:

1. We welcomed our latest new member: Tami Hood
2. Our first overnight ride is month, April 21 & 22. Tellico Plains. If you had not made your reservations for The Lodge Tellico you need to go ahead. They only had 4 rooms left as of 3/29/18.
3. Mark your calendars for June 5th, "Election Night!" We need everyone to attend. If you are interested in a one of the officer position(s) or would like to nominate someone, please let us know.

The current officers and positions are:

President:	James Griffin
Vice President:	Kyle Pregler
Secretary:	Debra Meder
Co treasurers:	Gary & Sheri Dorris
Web Master:	Mark Treager
Sunshine Person:	Richard Martin

4. Chris Schuhmacher introduced a new phone application for group riders "Wolfpack" attached is the link. It can show you where each rider is located during that ride (if they log into the application). <https://www.wolfpack.run/>

"IT'S ALL ABOUT THE RIDE" Ride Safe!

JAMES GRIFFIN Greater Gwinnett Motorcycle Club President

Richard Martin - Sunshine Report for March - April 2018 - Please remember the roster is included in our monthly newsletter. Please review and let me know if there are corrections or additions needed.

Gary and Sheri Dorris - Treasurer's Report for March - April 2018

Treasurer's Report for	March 2018
Beginning Balance	\$524.29
Income (Mar. 50/50) & 2 membership fees	\$112.00
Expenses	\$ 0
Ending Balance	636.29

Ride Statistics as of March 6, 2018	
Rides Completed This Year	5
Avg. bikes per ride	15
Total scheduled route miles	875
Total bike miles	12480
Members riding this year	30
Guests riding this year	1

Treasurer's Report for	April 2018
Beginning Balance	\$636.29
Income (Mar. 50/50) & 2 membership fees	\$0
Expenses	\$ 0
Ending Balance	\$636.29

Ride Statistics as of April 3, 2018	
Rides Completed This Year	6
Avg. bikes per ride	15
Total scheduled route miles	1045
Total bike miles	15200
Members riding this year	31
Guests riding this year	3

Mark Trager - Webmaster Report for March - April 2018 - No updates

Secretary Report for March - April 2018 - As a reminder, please go ahead if you are planning on joining us for our overnight rides and make your reservations. Listed below are all three of our overnight rides and reservation information.

1.) Date: April 21 & 22nd, 2018

Location: **The Lodge at Tellico** @ 9436 TN-68, Tellico Plains, TN. 37385

Telephone: (423) 253-2506

Reservations: <https://www.lodgeattellico.com/page%205.htm>

Note: Book on-line. **They only have a total of 16 rooms.** Richard has already booked his.

2.) Date: June 9th & 10th, 2018

Location: **Big Lynn Lodge** @ 10860 HWY 226-A, Little Switzerland, NC. 28749

Reservations: (828) 765-4257

Note: You may have to leave your name and telephone number. They will return your call. They are usually in the office on Tuesdays and Thursdays during this time of the year.

Richard has called and asked them to reserve our usual front row.

3.) Date: September 22nd & 23rd, 2018

Location: **Best Western Heritage** @ 7641 Old Lee HWY, Chattanooga, TN. 37421

Reservations: (423) 899-3311

Note: They only have 100 rooms and 50 of them are already booked with another group. They suggested to go ahead and book your rooms. Cancellation policy is up till 4:00 PM of the day of arrival.

Upcoming Scheduled GGMC Rides:

April	7th	Knuckleheads - Rockmart, GA	Debra
	21st-22nd	<u>Overnight</u> The Lodge at Tellico - Tellico Plains, TN Reservations (423) 253-2506	Paul/Dellree
May	12th	Smokin' Pig - Pendleton, SC	Kyle
	20th	Hawg Wild BBQ - Clarksville, GA	Gary
June	9th - 10th	<u>Overnight</u> Big Lynn Lodge - Little Switzerland, NC Reservations (828) 765-4257	Peter
	24th	Ellijay, GA	Chris S.
July	7th	Bryson City, GA	Chris P.
	15th	Gumlog - Tocca Falls, GA	Paul
August	4th	Stumphouse Tunnel - Wallhalla, SC	James
	19th	Field in the Woods - Murphy, NC	Chris S.
September	8th	Wheels through Time - Maggie Valley, NC	Chris P.
	22nd -23rd	<u>Overnight</u> Chattanooga, TN Best Western Heritage, Chattanooga , TN	Kerry/Debra
October	6th	Jims Smokin' Que - Blairsville, GA	Peter
	21st	Gettysburg of the South - Chickamauga, TN	Gary
November	3rd	Daniels Steak House, Hiwassee, GA	Roger
	18th	The Brick - Milledgeville, GA	Debra
December	1st	Salvation Army Toy Run - Cycleworld, Athens	James
	8th	Christmas Party	Richard's House
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Why do Motorcycles Wobble and Weave?

By Kevin Cameron - Cycle World

All vehicles display forms of instability. On a flight to Minneapolis in the 1980s, I looked out my window to see the wingtip of the 737 describing a steady oval orbit. Evidently, the aircraft's yaw damper was out of adjustment. As a swept-wing airplane yaws to the left, its left wing becomes effectively shorter and its right wing longer, causing a roll to the left and leading to an oscillation known as "Dutch roll."

As a deep-vee boat hull moves faster and faster across water, its chines (right and left edges) rise out of the water. Because the water's surface isn't perfectly smooth, an oscillation begins, called "chine walk." The boat begins to oscillate in roll, touching its chines to the water alternately. If allowed to build up, chine walk can abruptly dig in a chine, causing the hull to dart in the opposite direction, possibly flipping over in the process.

A major goal of fighter aircraft development has been rapid control response, but the quicker the response is made the less stability remains. To deal with this, artificial stability systems were developed that are capable of making the necessary extremely rapid corrections far exceeding human capability. The result is extremely rapid maneuver response but at the cost of carrying triplexed artificial stability systems. Should artificial stability fail at the next small disturbance to airflow, the aircraft is liable to flip end for end like an arrow shot backward.

When I first saw professional motorcycle racers on 16-inch wheels in 1981, I noticed that at each disturbance the front wheel displayed short vigorous shiver. Bikes on the alternative wheel size of that time, 18 inches, were visibly more stable—no wiggles. Some riders adapted to the lower-stability 16s and others returned to 18s. The eventual result was the era of 16.5-inch wheels followed by the 17-inch compromise orthodoxy of the present day.



The 1986 Honda VFR750F was equipped from the factory with a 16-inch front wheel. Fred Merkel (shown) won the AMA Superbike title that year, the first of three for the fully faired V-4.

Courtesy of Honda

When the new four-stroke [MotoGP](#) class began in 2002, a novel effect was the quite large engine-braking torque of its 990cc engines. This, by dragging or hopping the rear tire during braking, caused uncommanded corner-entry slides that looked as though the rider was steering the bike with a rear-wheel thumb brake. During straight-up braking, the resulting lack of rear-wheel damping (a tire that slides doesn't care much which direction it goes) could lead to a side-to-side oscillation that could build up faster than a rider could respond. This was the beginning of the modern concern with braking stability, a concern that led to the development of "throttle kickers" to cancel engine-braking, together with slipper clutches and seamless-shift transmissions.

Riders of large touring bikes have sometimes noted that taking their hands off the handlebars (perhaps to do up glove snaps) at around 35–40 mph can produce a very rapid head shake that thankfully disappears the instant their hands again grasp the bars. Other riders have wondered why some bikes bear a placard forbidding the use of tires other than a specified type. Others yet have noticed that riding with a large load on a rear luggage rack can be associated with a disquieting side-to-side motion at high speed.

A first step for all motorcyclists has generally been learning to ride a bicycle. I repeatedly dragged my heavy fat-tired Schwinn to the top of a grassy slope, climbed aboard, and again and again felt gravity pulling me on a course to yet another crash. Finally I “got” it. I had to continually steer the wheels to keep them centered under the mass of myself and the bicycle. This falling over is the first of the three forms of instability that can be displayed by bicycles and motorcycles and is called “the overturn mode.”

Bicycles and motorcycles are a pair of castered wheels joined at a common pivot, the steering head. The front caster is quite short; on a motorcycle the center of the front tire’s footprint trails the projection of the steering axis onto the road by roughly 4 inches. The rear caster is much longer, feet rather than inches. Casters, as we can see any time we push a supermarket cart, are capable of oscillation, the castering wheel swinging rapidly from side to side. Motorcycle engineers call oscillation of the front caster “wobble” and oscillation of the rear caster “weave.”

The short front caster of a motorcycle oscillates very rapidly, typically at eight to 10 cycles per second. A standard test for control stability in aircraft was the “stick pulse,” basically to give the control stick a thump in either roll (aileron deflection) or pitch (elevator deflection) directions. Professional motorcycle testers do something very similar. With hands off the bars they deliver a steer thump. A highly stable bike responds by quickly self-centering with almost no perceptible oscillation. A less stable bike responds with wobble that quickly dies away. A bike with marginal stability may enter a steady-state wobble, and the worst case is a wobble that increases without limit (engineers call such a sudden increase “divergence”).

Wobble is generally easily damped by hands on the bars or by a steering damper. Natural damping of the wobble mode increases after roughly 40 mph. Stability against wobble is increased by reducing the steered mass (front wheel, brake, fork, plus any added load). Bimota’s hub-steered Tesi, for instance, has a very lightly steered mass (brake and wheel only; no conventional fork) and is less subject to wobble because it has less mass in which to store oscillatory energy.

Weave occurs in the range of two to three cycles per second, just slow enough to tempt the occasional rider to feel he/she can steer out of it. Weave is dangerous to riders because its damping decreases with road speed and because it is not effectively controlled by a steering damper.

Weave has been associated with circumstances such as being loaded heavily to the rear or with flexible loads such as heavy old-time police radios on flexible racks or with loose pivots (wheel, swingarm, steering head). When a customer at the dealership where I was once a partner requested “road test at 120 mph” for his bike with extensive camping gear loaded onto a sissy bar of the 1970s, we declined! You will notice that European motorcyclists tend to load their gear on a gas-tank rack. This is because European speed limits have been high.

The major source of chassis damping on a motorcycle is its tire footprints. Inflation of tires beyond the recommended pressure range can therefore reduce stability by reducing tire footprint area.

Production motorcycles are carefully designed to operate stably, just as are boats, aircraft, and other vehicles. In a few cases, certain motorcycles were found to be most stable on particular tires; for this reason they were placarded for operation only on those tires. Tires wear in use and pivots may become loose, so it is important for stability that motorcycles be well maintained.

As an AMA roadrace tech inspector for a time, I found that I could discover loose pivots by kneeling beside a front or rear tire while another person supported the bike, then grasping the top of front or rear tire and vigorously shaking it side to side. Looseness of wheel bearings, wheel spokes, and fork or swingarm pivots was revealed as a clicking or lost motion (yes, I discovered each of these conditions in tech inspection).

Such a check is just common sense. If your motorcycle feels different or odd when you ride it, look for a cause or ask your dealer to investigate.

GREATER GWINNETT MOTORCYCLE CLUB 04/03/2018

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"X" in column 1 indicates "New" or "Change" since 03/2018

"X" in column 2 indicates attendance at 03/2018 meeting

New Members:

Guests:

Changes: The (?) Mark in Column 1 indicates that the Email came back that Delivery Failed.

Must be a bad Email Address. If anyone has an update, please let me know.