



## May 2018 GGMC Meeting Notes & Articles

### James Griffin - President's Corner & Meeting Notes

**Greetings to all the GGMC Family,**

Well GGMC family what crazy weather we have had this year maybe it is starting to look up.

All of our rides have been good ones although we did have to cancel our ride to Knuckle Head Café due to rain, some of us did drive there and enjoyed the dining & museum tour.

Our first over night ride of the year was a big success a great route great destination, great food & fun time.

VERY IMPORANT our officer elections we be held in our June 5 meeting the first Tuesday night of June at Golden Corral in Lawrenceville. If you are interested in a position just contact me or any other officer.

The current officers and positions are:

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

Lastly I would like to ask everyone to remember our members with health issues. especially Scooby who just had a heart procedure and he seems to be doing fine.

As always thanks to all of our officers & members that make Greater Gwinnett Motorcycle Club THE BEST.

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

**JAMES GRIFFIN Greater Gwinnett Motorcycle Club President**

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

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**Gary and Sheri Dorris - Treasurer's Report for May 2018**

<b>Treasurer's Report</b>	<b>May 2018</b>
Beginning Balance	\$636.29
Income (Mar. 50/50) & 2 membership fees	\$81.00
Expenses	\$ 0
Ending Balance	\$717.29

<b>Ride Statistics as of May 2018</b>	
Rides Completed This Year	7
Avg. bikes per ride	16
Total scheduled route miles	1465
Total bike miles	21500
Members riding this year	33
Guests riding this year	4

**Mark Trager - Webmaster Report for May 2018 - No updates**

**Secretary Report for March - May 2018 - Upcoming Scheduled GGMC Rides:**

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

## **Wobble and Weave Part 2 - What to do?** By Kerry Wood

In 1979 I took delivery of an old Yamaha RD350 that I was fixing and prepping for a friend to have as his first street bike. At the time, I had heard of the term “tank slapper” but had never experienced it’s effects first hand. During this time, I was also working for a Yamaha Dealer in Denver doing several tasks from selling Parts/Accessories to performing setups on newly arrived crated bikes.

One morning I decided to ride this RD350 to work, as I rode down 6<sup>th</sup> Ave (sort of a freeway in Denver) I was just about to go under an overpass when the motorcycle went into a violent wobble at 60 miles per hour. It was so severe that the handlebars were thrown into a full lock to lock wobble that nearly threw me to the ground. Holding on for dear life, I let off the throttle and as soon as the bike dropped below 55 the wobble went away as quickly as it started.

After taking stock of the fact that I was still alive I kept my speed in check and moved to the right lane as the exit for my dealership was fast approaching. As I rode into the service department I went to seek out our most experienced mechanic to apprise him of my situation. Being a poor kid who didn’t have money to spend on “real” service work he promised me he would have a look at the bike before I went home that day. He was concerned enough about my safety he wanted to at least investigate the possible cause.

To make a long story short, the cause ended up being steering head bearings that were loose and required an additional 4 foot pounds more torque to bring them up to factory specifications.

The events of that day scared me more than anything I had experienced up to that point on a motorcycle and this was coming from the fact I had some Motocross racing experience. As such, I set out to understand those things that can cause Wobble and Weave.

Since then, I’ve owned several other bikes which have exhibited low speed wobbles each one resulting from a different cause.

There are some aspects of motorcycles that manufacturers are reluctant to talk about. Weave and wobble are two of them. Either one can put you down and hurt you, so you need to know what these things are, and how to prevent their onset. We all know that motorcycles are not inherently stable. When stationary, they require stands to hold them up, and when in motion, they must have a balance of dynamic forces to keep them upright and pointed properly. Should those stabilizing forces become inadequate, motorcycles weave or wobble and sometimes fall over.

Your motorcycle consists of two main sections, the front and the rear. Everything that moves with the handlebar is the front; everything else is the rear. They pivot around one another at the steering head. Anytime you ride, both parts are trying to wiggle like upset gyroscopes. If the rear wiggles and doesn’t stop, it is a weave. If the front wiggles and doesn’t stop, it is a wobble. The faster you go, the more powerful those weaves and wobbles can become. Speed matters.

This natural tendency to weave or wobble is resisted by friction between tires and roadway. When a wheel is turned from the straight-ahead direction by a pebble, expansion joint or whatever, its tire produces a torque that works to straighten the wheel and everything attached to it. You may notice only a small and very temporary wiggle of the handlebar or seat. Thousands of hours of development and testing are behind making this event a minor one. Stability is a complicated matter.

Every component from the tire to those steering-head bearings must do its part to ensure that the wiggle stops. Steering-head bearings are the most critical and merit special attention; they must be exactly adjusted; there is no “good enough.” Tires must be properly inflated. Wheel bearings must have minimum play. Spokes must be tight. Suspension dampers must work properly. The swingarm pivot must be firm. Rubber engine mounts and control links on Harley’s FLs must be without significant play. More than one bagger has gone down because its control links were worn out, and they can wear out as often as every 25,000 miles. The ship must be tight.

It must also, in critical ways, remain close to stock. Earlier I mentioned that both the front and rear try to wiggle (weave or wobble) when you are under way. They tend to wiggle at a particular frequency. Fronts typically have a frequency of six to 10 complete cycles per second and rears three or four. Motorcycle manufacturers have tuned their bikes to damp these frequencies of each model.

Anytime you add weight to the front or rear sections of your bike, you change its natural wiggle rate. The effect is very small if the weight is near the center. A piece of lead tied to a handgrip is more destabilizing than if it were tied to the center of the handlebar. Similarly, a weight back up in a Trunk/Tour-Pak is more likely to lead to weave than if you were sitting on it. (Note: Factory Trunks/Tour-paks and saddlebags are engineered to safely accept specified loads. Pay attention to these limits.)

Aerodynamics also matter. Handlebar mounted motorcycle windshields have compound curves and allow air to flow smoothly around them. Air spilling unevenly around those shields would pump the handlebar from side to side and overcome the bike's damping reserve. Big square boxes high up on the rear can lead to a weave.

### **What to do if you get into a weave or a wobble:**

#### **Weave:**

You can almost always get out of a weave. It's mostly a matter of knowing what to do and having a little space to do it. I've had weaves start when entering corners at high speed and thanks to preparedness I'm still here.

- If you're cornering when a weave starts, do not straighten up. Going vertical seems to be our gut reaction to any riding emergency. Train yourself not to do that.
- Continue to steer. You still have control of the front and can pretty much go where you need to go.
- Apply the front brake. Apply it as hard as can be done safely. The quicker you lose speed, the quicker the weave stops. A weave is speed dependent; the faster you go the more likely it is to happen.

#### **Wobble:**

A full lock-to-lock wobble is very dangerous and usually results in a crash. You cannot steer and your bike will continue in the direction it was headed when the wobble started.

- If there is room and time, gently apply the rear brake. Braking may intensify the wobble but the bike will still slow. Slowing will stop the wobble although the speed at which it stops will be lower than the speed at which it started.
- If you are headed for a wall or some similar deadly obstacle and it becomes clear that you are going to hit it—bail off. It is the better choice. A wobbling motorcycle decelerates at about one-eighth g. A rider sliding along slows at closer to 1 g. You'll stop sooner and in less distance than the motorcycle.
- Wobbles, like weaves, are speed dependent. They typically begin above 75 mph. However, if the steering bearings are loose, a wobble can begin as low as 45 mph.

**Mechanical:** Some items listed are mechanical reasons for a weave/wobble:

1. Front tire wear with significant cupping.
2. Front tire pressures either way below or above recommended pressures.
3. Loose or worn steering head bearings.
4. Loose or worn rear swing arm bearings.

#### **Finally:**

I have never examined a weaving or wobbling stock motorcycle that did not have a fault. Most were maintenance or wear related. A few developed weaves from being loaded improperly. Bikes with too much weight aft of the rear axle can cause a weave or mild wobble on the front end of the bike due to the pendulum effect. This is true of motorcycles (in the case of my 2012 Kawasaki Concours 14) and vehicles hauling a trailer when the load is not distributed correctly.

There is a great demo of this effect of load balancing on youtube showing an RC car on a treadmill with a trailer load. Although the video depicts that a load balancing problem of a vehicle with a trailer, the same principles apply when weight is not distributed correctly or the bike has too much weight at the back.

<https://www.youtube.com/watch?v=4jk9H5AB4IM>

Here is a video of a poor guy riding what appears to be a Harley Wide Glide that induces a high speed weave/wobble that ends his ride in a most unpleasant way. I would have liked to have examined this bike because there many things that could have caused this.

<https://www.youtube.com/watch?v=5u19C9qJF-k>

Should you be unsure about whether you have a tight ship, have it checked over by someone you trust. Although few of us will experience either a weave or a wobble, I want the number to be zero—please pass the word.

**GREATER GWINNETT MOTORCYCLE CLUB 05/02/2018**

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	X	Wood, Kerry	770.815.1499	kwhobbies@yahoo.com

“X” in column 1 indicates “New” or “Change” since 04/2018

“X” in column 2 indicates attendance at 04/2018 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.