



# Derby City Wing Riders

GWRRA Chapter A Louisville, Kentucky

September 2006

Kentucky District

Region N



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**Chapter Meeting & Picnic Sept. 16**  
**The September Chapter Meeting will be held after the picnic at the park. Picnic will start at 1:00 PM and run till about 6:00 PM when we will hold a short meeting.**

**From our CDs Mike and Kathy Lebre**  
Hey Gang, It's almost picnic time again, time for food, friends and fun. Have been getting some games together, we hope you will enjoy, so get your wiggle limbered up, your trigger finger and your keen eye sharpened and come and have a good time on or off the bikes if you have them, don't forget it is also our meeting. We had a great time on our ride to Nashville In. in Brown County. That is always a fun ride with friends and they had an art fair going on as well as all there regular specialty shops to walk through. We started early with a great breakfast at a Nice Restaurant and after a hard day of walking around we met up at the Court House wall, some of us were a little tired and needed a power nap before we started home, by way of Cottage Inn, for an early supper of all you could eat fried chicken or anything else that would ease the hunger of a day of fine riding. Mike and Terry were trying to eat them out of chicken, but it was a feat that even they couldn't accomplish. But we all left full and happy. So count the days, mark your calendars, and don't forget to visit the web site and let us know what

delicious dishes or wonderful goodies you will be bringing for us to enjoy.



## Labor Day Overnight Ride

This was one of the best rides of the year and the camping was second to none. The roads in Eastern Kentucky are great cycling roads, Deals Gap doesn't have anything on the roads around Hazard and Hyden. The US Army Corps of Engineers have reworked the camp ground at Trace Branch on Buckhorn lake and turned it into one of the best we have ever stayed at. We had water, electricity and the restrooms and showers were very close at hand. Not counting the fact that they were the largest, and cleanest I have found in any campground. We all are planning on going back. It's only about a 3 hour ride from

Louisville by way of US 150. If you like to camp join us next time for some great camping.



### September/October Chapter A Rides

**Sunday September 17**, Mike Linnings Dinner Ride, Meet at Walmart on Bardstown Rd in Fern Creek at 5:00 PM.

**Saturday September 23**, Newport, KY Depart DQ on Hurstbourne at 9:00 AM.

**Saturday October 7**, Moonlight Bar-B-Q in Owensboro, meet at Walmart on Bardstown Rd, we are going down via US 60, be there at 10:00 AM.

**Saturday October 14**, Natural Bridge & Red River Gorge, meet at DQ on Hurstbourne Ln at 8:00 AM

**Sunday October 22**, Buffalo Crossing Lunch ride, meet at Hatmakers Market on Taylorsville Rd near Pope Lick at 11:00 AM.

### MSF Courses, BRC and ERC

Derby Motorcycle School, 502-366-4351  
Kentucky Driving School, 502-456-5266  
Advantage MC School, 502-876-5190

Remember Honda Rider Club will reimburse you for \$70 of the course costs.



**Jim Rippy**  
*When First Impressions Count*

**AutoQual Kentuckiana**  
502-418-2742  
Louisville, Kentucky

email: [jrippy@autoqual.com](mailto:jrippy@autoqual.com)

Check chapter web site for car cleanup special.

### September Birthdays

Kathy Lebre – Happy Birthday  
Terry Rogers – Happy Birthday  
Elwood Tipton – Happy Birthday



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### Rider Ed for September

I would like to pass on an article by our Assistant International Ride Education Directors Tony and Michelle Van Schaick. They relate an experience that happened to them. It's educational and give food for thought. I learned about the 1800 braking system and what can happen when tires become badly cupped.

Read on... Jim

## Survivor!

Tony & Michelle Van Schaick

Michelle & I had an eye opener on the way to the New England Districts Rally. Imagine you and your significant other riding down the road at 65 mph towing a trailer on the way to a rally, then “uh-oh!” It was not so surprising that all the years of training and teaching motorcycle safety immediately took over. Perhaps by sharing the experience, we can make a difference if the unbelievable/unthinkable ever happens. We can now say it doesn’t only happen to someone else... Tuesday night after a Chapter ride we checked the tires – down on the ground, hand over hand, plus a pressure check – in anticipation for an early morning departure on Thursday. It wasn’t the same as the 1800 mile round trip made two weeks earlier to Nashville, but at 300 miles, it was worth an “extra” look. A normal spin and visual check had not previously caught what we found by rubbing a hand over the entire surface. Significant cupping was noted, and a mental note made to replace the tires earlier than the projected need at the end of the season. Yes, we had been experiencing an ever increasing low speed (30-40 mph) wobble recently discussed in the GWRRA trade magazine *Wing World*. In fact it was getting much harder to control. Cupping of the front tire had already been noted, and we had even purchased the tapered roller bearings for the steering head – but not installed them yet. We had been waiting until a front tire change to change out the bearing. It was a tough decision, considering the cost of changing “sneakers” on the 2002 GL1800. There was plenty of tread left, but an accelerated replacement schedule was warranted considering the cupping issue. So there we were, enjoying a beautiful day, in the fast lane of a divided 4 lane when we smelled rubber burning. A short time later came what sounded and felt like riding over rumble strips, but in the middle of the highway! Michelle asked “What is that?”. It could only be one thing, and I quickly replied “Tire!”. Michelle’s Co-Rider as well as Rider experience showed then. She locked her grip on the passenger handrails and stayed quiet and motionless for the duration of “the ride”. Which tire was it? Training dictated that we immediately

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cancel the cruise control and NOT apply the breaks on the tire affected. It didn’t “feel” like the front tire (like there was a point of reference for *that* experience!). With the GL1500, we had the option of independently operating the front brake only. (Only the rear brake on the 1500 was linked to the front.) On the GL 1800 (non-ABS) Honda's Linked Braking System (LBS) presents a unique challenge to conventional wisdom while slowing a bike with a blown tire. Training is widely available for separated systems – where the front lever applies only the front brake and the rear pedal the rear brake only. The Motorcycle Safety Foundation (MSF®) teaches us to apply the brake on the good tire only. Gold Wings have had linked systems for around two decades. On the GL1800, using the front brake lever activates the outer two pistons of the front right-side caliper and the center piston of the front left-side caliper and the outer two pistons of the rear caliper. The rear brake pedal operates the center piston of the rear brake caliper, the center piston of the front right-side brake caliper and the outer two pistons of the front left side caliper. So braking with the unaffected tire was no longer an option. The obvious choice was to just coast to a stop, checking for a clear spot to exit to the side of the road. Then, the rear end started to fishtail in an increasing fashion. Perhaps it was a trailer tire? It was getting worse. I decided to try a little braking in case it was a trailer issue. It helped! Now to negotiate to the side of the road amidst fast moving 18 wheelers and other “cagers” that couldn’t care less as long as they weren’t affected. We waited for an opening and began the shift to the right, except – the slight handgrip pressure produced NO affect. Was it the front tire then? More and more pressure was added to no avail. Eventually, through trial and error it was learned that only body lean was going to make a difference. It was time again to focus on the safety training received. Looking well ahead, we spied a smooth level grassy section off the right of the highway if needed. With the trouble getting to the right that we encountered, we had to be ready if there was an issue straightening back up when the right shoulder was reached. The bad news was that this quickly gave way to a 10 foot ravine lined with sharp rocks. We were determined not to lose the battle at the end after wrestling the Wing,

riders and trailer for control with a blown tire. After what seemed an eternity, the bike eventually stopped on the shoulder. A massive sigh of relief was rewarded with a hard pat on the shoulder and an exclamation of "Good Boy!" from my Co-Rider, now willing to risk movement and a distracting sound again. The side stand would not go down at that point. Was it the frame? We had already had the recall re-weld done. Michelle dismounted and checked. The *rear* tire was shredded. There we were along the side of the Thruway about 30 miles south of Albany and 20 miles out of Massachusetts. What next? After use of the Gold Book and a call to our friend Pete ST-Amour we had a list of nearby Honda Dealers. A few calls later, we found that the Albany dealer would take us with a two day wait (Ya right!), but the Cocksackie dealer could take us right away. We called GWRRA's Rescue program and had up to a two hour wait on our hands. About that time some NYS Thruway employees stopped and let us know that only a few tow companies had access to the Thruway and called one of them for us. I found out that the soft ties that were purchased for exactly that occasion were not packed in the bike anymore??? Fortunately the tow truck operator was good and well equipped with a flatbed. After an expensive 21 mile tow (which we had to eat since the fine print stated that pre-approval was needed for using out of system companies) and a tire change we were back on our way with only a three hour delay. The lessons learned include replacing a tire that is cupping sooner rather than later. The amount of tread left was not the determining factor in our case. Place your hand on the surface of the tire when rotating it to check for surface irregularities, especially under the bike on the rear tire. Visual checking alone is NOT sufficient. Oh, the low speed wobble? – greatly diminished with a new Dunlop Elite 3 on the rear. Who would have thought the rear would have that affect on steering. If you are concerned about how much tire changes will cost if replacing them early, here is some real data to think about. On the road we were lucky to not have to spend a few days waiting for repair when a mechanic was available. We were also lucky to find a dealer with tires in stock. Add the price of a nights stay at a motel (and meals) plus having to accept whatever the dealer charges for parts and labor, plus towing Derby City Wing Riders Newsletter, September 2006

(out of system) and you can quickly add up a bill to well over 2-3 times what you could do it for at home – on your terms. Finances and steep prices limited us to only a rear tire replacement on the road, taking a calculated risk that the front tire would not repeat the lesson. A new tire is on order and we will do our own removal once it arrives. Savings of \$100 per tire is worth the wait using the internet (limiting riding until the new tire is installed). Had this been done before the eventful trip, a \$500+ rear tire would not be a reality.

### **Did You Know...**

**Who's Matilda?** In the popular Australian folk song, you might think someone is waltzing with a gal named Matilda. But in fact, in Australia waltzing means hiking and Matilda is the word for knapsack.

**Keep It Simple:** The Morse Code SOS is three dots, three dashes, three dots. It doesn't stand for "save our ship". It was simply chosen by those attending an international conference in 1906 because they figured it would be easy to remember.



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**You can have peace,  
Or you can have freedom.  
Don't count on having both at once.**

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