



# The Kickstand

March 2008

[WWW.VMTAColumbusga.org](http://WWW.VMTAColumbusga.org)

Newsletter Editor: John Fiske (706) 561-3543, email: [jfiske1941@bellsouth.net](mailto:jfiske1941@bellsouth.net)

## Business Meeting

**March 10th** at 7:00 PM  
Piccadilly's in Peachtree Mall  
Eat at 6:30 or earlier

**Board Meeting**  
To Be Schedule  
As needed

## Board of Directors

President: Sid Martin  
Tel: (706) 324-0775  
Cell: (706) 329-7555

Vice-President: Paul Lujan  
Tel: (706) 561-5445  
Cell: (706) 681-6030

Ride Chairpersons:  
Roger & Susan Miller  
Rogers Cell: (706) 402-7399  
Susans Cell: (706) 615-3355

Treasurer: Mary Fiske  
Tel: (706) 561-3543  
Cell: (706) 398-7147

Secretary: Gwen Carter  
Tel: (706) 561-4175

Public Relations: Art Murphy  
Tel: (706) 569-6820  
Cell: (706) 681-8386

## Presidents Note

### A message from Sid...

February was a short month, and we didn't have too many events on the calendar this month, but we did have two outstanding dates. The Valentine movie and dinner were absolutely wonderful! What a meal the caterer spread for us, thanks to the planning of Susan. The decorations were simple, but very nice, (I think Gwen had a lot to do with that, since all the ladies had a beautiful camellia corsage at their plates), and the movie was fun as well. Of course, some of the ladies had something to say about the men registering for dance classes, to start soon! I think that is a lot of wishful thinking, ladies! We did enjoy a dance before departing. Peggy and I had a little excitement, discovering that young Rocky had locked the door to the car and the keys were inside. We appreciate the Sealys, who took us home to get the spare keys, and we were able to go back to town to rescue the car and the dog.

The crock pot Sunday was another success, thanks to Roger and Susan, who are so hospitable. We had a variety of pots, a wonderful selection of tossed salad (one that was actually tossed, I understand), appetizers, entrees, and even desserts. There were 18 in attendance, if I counted correctly, and enough food for even more. If you missed either of these dates, you really missed a good time, good food, and better company. With March approaching, spring is near, the weather will be better (it's below freezing as I write this), and our upcoming rides will be treats to look forward to. For my part, I wouldn't mind repeating the February events again.

**Sid**

## Announcements

### March Birthdays

12<sup>th</sup> – Marie Lee  
14<sup>th</sup> – Joan Kaplan  
17<sup>th</sup> – Clete Richardson  
24<sup>th</sup> – Janet Howell  
31<sup>st</sup> – Mary Fiske

### March Anniversaries

7<sup>th</sup> – Bobby and Carolyn  
Shackelford

## [March & April Ride / Event Calendar](#)



### [March 1<sup>st</sup> – Fort Mitchell Tour](#)

Departs Waffle King on Hwy 431 S at 10:00 AM.

### [March 6<sup>th</sup> – Dinner at the Shiloh Grill](#)

– Departs Miller Rd Burger King at 6:30 PM.

### [March 15<sup>th</sup> – Lunch at Niffers](#) in

Dadeville. Ride will depart P.C. Home Depot at 10:45

[March 20<sup>th</sup> – The White House](#) – Will leave from Home Depot lot at 6:30 PM.

[March 29 – Annual Yard Sale](#) at the Fiske house. Get you unwanted items to Mary before March 23<sup>rd</sup>.

### [March 30<sup>th</sup> – Iron Butt Ride to](#)

[Panama City](#) and return. Departs 8:00 AM from the Waffle King in P.C. on Hwy 431-S.

[April 6<sup>th</sup> – Talisi Inn](#) – Departs from Home Depot in PC at 11:00 AM

[April 20<sup>th</sup> – Concord Café](#) – Departs from Miller Rd Burger King at 10 AM.

[April ??? – Annual Fish Fry](#) – Details to follow. Stay tuned.

## [Long Term Planning Dates](#)

### [May 17<sup>th</sup> – Little White House Tour](#) -

Leaves from Williams Rd Shell station at 9:00 AM.

[July 25 - 27 – Curso Campout](#). Get your reservations made early  
Tel: 828-235-8350 or  
[www.blueridgemotorcyclecamp.com/](http://www.blueridgemotorcyclecamp.com/)

[August 23<sup>rd</sup> – Mid-night ride](#). History says we will leave at 9:00 PM.

[September 18 – 20<sup>th</sup> – Wings Over The Smokies](#).

[October 25 – 26 Annual Shrimp Peel](#)

## [Other Motorcycle Events](#)

[April 3<sup>rd</sup> – 5<sup>th</sup> – GWRRA Alabama District Rally](#) in Mobile.

[June 12 – 14<sup>th</sup> – GWRRA Georgia District Rally](#) in Athens, GA

[June 25 – 28<sup>th</sup> – Honda Hoot](#) in Knoxville TN.

[July 3<sup>rd</sup> – 6<sup>th</sup> – GWRRA Wing Ding](#) in Greenville SC

## [Safety Message](#)

### **Shock Absorbers Aren't**

**A detailed discussion of what they really do**

**By: James R. Davis**

If the readers here do not mind, I would like to post an article that talks of shock absorbers in an effort to remove any mystery about what they do and how they work. Safety issues are often merely technology issues - once you understand the technology. To begin with, they do not absorb shocks - your springs do that.

When your bike hits a bump in the road your wheels can do nothing but follow the curve of that bump. Your tires compress fractionally, but not enough to make a meaningful difference in the effects that bump will have on the rest of the bike, and you. If the wheels of your bike were connected directly to the frame, without springs and shocks, the bike would rise at least as high as the bump, almost instantly. The effect, of course, is that, if severe enough, when the bike came back down you would be left in the air. Your hands would probably not be jerked off the grips, so they would be pulled forward with the rest of the bike while the rest of you was still in the air - and then, worse, you would come down.

Obviously, the fix to that problem is to keep as much of the bike other than the wheels from rising in reaction to that bump (i.e., make as much of the bike as possible 'sprung weight'.) There is a tremendous amount of kinetic energy imparted to the wheels when they hit that bump. That energy must be captured before it is transferred to the bike's frame. And that is exactly what the springs do. By compressing, the springs absorb the energy from the wheels.

Remember pogo sticks? If all you had between the wheels and the frame of your bike were springs, then the only difference the springs would make would be a short delay before the bike was tossed into the air after hitting the bump. That is, once compressed the only thing the springs can do is decompress (that's the law). The energy the springs will exert during decompression is almost equal to the energy that went into compressing them in the first place. (A token amount of the kinetic energy will be converted to heat to make up the difference.)

Now we can understand what the shocks do. They DRAMATICALLY slow down the decompression of your springs (and in the process they convert much more than a token of the total kinetic energy stored in those springs into heat.)

A shock absorber consists of a tube filled with oil, which acts as a hydraulic fluid, and a piston (which is not physically connected to any part of the tube) that slides up and down within that tube, pushing its way through the oil. The piston is connected to one end of the shock absorber via a steel rod, the tube is connected to the other. One end of the shock absorber is connected to the frame of the bike while the other end is connected to the wheel hub (or to a swing arm that is connected to the hub.) Thus, when the wheel moves up towards the rest of the bike the piston is pushed thru the oil. The oil provides resistance to the movement

of the piston which slows it down. In the process kinetic energy is converted to heat. (This is why you must change your shock absorber oil regularly - the heat breaks it down.) The oil in these tubes would totally stop the movement of the piston were it not for the existence of a valve in the piston that allowed the fluid to pass thru it. This is because, like water, the oil cannot itself be compressed. That valve can be made to allow fluids to flow faster in one direction than the other. For example, you would probably want your springs to compress faster than they are allowed to decompress. Without that valve your springs would not compress at all, leaving you as bad off as if the wheels were directly connected to the frame. Similarly, if the springs are too strong for the load they are carrying, too much of the kinetic energy will be conveyed directly to the frame of the bike, because they will compress too slowly, if at all.

But just as slowing the compression rate of the springs too much results in ineffective control of bumps, allowing their decompression to happen too quickly is just as bad. Were that to happen you would have 'pogo stick' reactions to bumps. So, it is essential that the design of the springs and shocks on your bike take into account how heavy the bike is and what kind of riding you do. But all such designs are compromises, and you can do things to totally frustrate the designers intentions - and end up hurt or worse as a result.

For example, when you put a passenger or heavy luggage on your bike you should increase the tension of the springs surrounding your shocks. Failing to do that can overload the system and get you close to the 'pogo stick' level of responses from them. Taking a street machine into the country, off road, and pretending it's a motocross machine can do the same.

But even assuming you don't do anything that extreme you will find that the design of your shocks is not perfect. (If it was, you would never feel a bump in the road.) The fact is, sometimes the road surface changes from perfectly level to bumpy. And some of those bumps (and potholes) can be awesome. This is where a few dollars can make a difference. You can replace the springs that come stock on your bike with a set that are called 'progressives'. These provide a normal soft ride until they are confronted with an unusually severe bump, at which point they get harder and harder to compress. And while the oil in the shocks cannot be compressed, air can be. So some shocks are 'air assisted' - in addition to the oil they have a small amount of air in the tubes. These 'air assisted' shock systems are sometimes attached to an onboard compressor that can be used to increase or decrease the pressure of the air, thus making the shocks either harder or softer without having to change the compression of the springs when your load weight or the road surface changes substantially. (Also, of course, you can increase the weight of the oil in the shocks to slow them down.)

The shock absorber 'system' on your rear wheel tends to have larger springs and have them mounted on the

outside of the hydraulic tubes while the one on your front wheel have the springs within the tubes. The ones in the front are contained within the 'forks'. If you take a close look at your shocks you will find that the ones in the rear are typically angled forward from the wheel to the frame of the bike while the ones in the front are angled backwards. These angles tend to be directly in-line with weight shifts resulting from acceleration and braking. The angle of the front shocks (forks), usually called the bike's 'rake', is essential to maintain! It establishes, along with the front-end 'offset', the bike's 'trail' which determines the bikes handling and steering control. The more extreme the rake is on your bike, the 'slower' your steering will be. (Except at extremely slow speeds - where extreme rakes often result in the wheel 'flopping' over and dumping the bike if you do not have your hands firmly in control of the grips.) If you were, for example, to lower your bike by shortening the front and back shocks, the wheel base would also be shortened (the distance between the front and back tires). Since your front wheel would touch the ground closer to directly under your handlebars, your steering would 'quicken' as a result. In fact, even shortening the shocks by only one inch could result in steering that was so fast that your steering damper (another small shock absorber) could not safely handle it. The result, known as a 'tank slapper', would be violent swings of the wheel from side to side, and with high probability a dumped bike. (That is an overstatement. If you absorb some of the oscillation into your arms and avoid transferring that into the rest of the bike (through your contact with the seat), or use some braking caused weight transfer to the front of the bike, you can abort the 'harmonic' and probably avoid dumping it.)

In short, your shock absorbers are designed to help keep your tires on the ground regardless of surface imperfections so that they can do work for you. Your shock absorber systems make your bike controllable. Make sure they receive factory recommended oil changes, do not modify them, adjust them for major changes in the weight of your vehicle or expected road conditions, and they will do their jobs reliably.

I think that Mr. Davis has a lot good information in this article.  
Paul Lujan

Thanks to Roger, Susan and Gwen for making Valentines Dinner & Movie and dance one of the best evenings we have ever had on Valentines Day. The food was delicious and the tables where decorated so very pretty thanks to Gwen. Hard work always pays off and Susan has done so much to set up these things at CSU, Thank You, Thank You.

Mary Fiske

## Jennifer's First Ride!



Many thanks to the club members who participated in the impromptu ride held on Sunday, February 10<sup>th</sup>. This easy country ride was designed for our newest

rider friend, Jennifer Chason, who took her Rebel 250 on "real" roads for the first time since taking the Motorcycle Safety Foundation Beginner Rider Course. Jennifer did great, and later said she didn't want the ride to end! We left Columbus heading north, and wound our way over to the town of Pine Mountain where we had lunch. Then we rode the top of the mountain twice so Jennifer could get some experience in the curves. We look forward to this new journey with Jennifer, and hope she joins us for many rides to come!

*Susan and Roger Miller*

## Valentine's Sweetheart Dinner and a Movie

Love was in the air on Valentine's night for 11 VMTA and three guest couples who attended the VMTA Sweetheart Dinner and Movie. After a delicious catered meal, the group enjoyed a private showing of the movie *Shall We Dance*. Gwen made beautiful corsages for all the ladies - thank you, Gwen! - and the evening concluded with a slow dance to *Tonight I Celebrate My Love*. A big thanks to everyone who chose to spend this special evening with their VMTA friends.

*Susan and Roger Miller*

## Crock Pot Sunday!

We finally held the VMTA Crock Pot gathering on Sunday, February 24 - which was first suggested by member Valerie Cohen at least two years ago! The weather was beautiful, the food was delicious, and the company was the best. Congratulations to Miriam Adkins who joined us riding her very own ride, a beautiful blue Suzuki Burgman 650. Another lady rider to join Joan, Laura, DeEtta, and myself. Way to go, Miriam!

*Susan Miller*

## REMINDER....REMINDER.....

2008 CLUB DUES ARE DUE BEFORE MARCH 31<sup>st</sup>. Please pay Mary at the business meeting on the 10<sup>th</sup> or mail a check payable to VMTA to: 3951 Biltmore Dr. Columbus GA 31909. Thank you

## For Sale: 2004 Honda Silverwing

Excellent condition. Silver in color. 9300 miles. Givi windshield, driver and passenger backrests. New rear tire (picked up a nail.) 12V accessory plug installed in right pocket. Service repair manual, too. Never dropped. Always garaged. I've owned it just three months and have ridden it three times. \$4950

Roger and Susan Miller  
susangmiller@mindspring.com  
Susan: 706-615-3355 or  
Roger: 706-402-7399



## Club Logo Tee Shirts

To order you club Tee Shirts call Jackie Hancock at 706 888-7989.

short sleeve \$15.00

long sleeve \$20.00

These shirts are white (only) with a heat transfer logo on front or rear. (your choice)

Jackie will be at March club meeting with order forms and shirts that were ordered in February.

***Make checks payable to " Sports One "***

## For Sale By Member

2005 Kawasaki Concours  
997 CC In-line 4 Cyl (60.8 CI)  
J&M JM CB-2003-DU Communication Unit  
2 Brand New Tires  
12,900 Miles  
Great Ride  
\$6500.00  
Call: Bob Lee 706-565-6078

## A DAY AT THE LAKE:

We missed everyone that did not attend the Crock Pot Dinner at Roger and Susan's beautiful home on the lake, you missed an enjoyable event. I want everyone to mark their calendar for this notable occasion- Johnny and Connie were at the Home Depot at 11:00 A.M. instead of 1:30P.M.- they were early which very seldom happens. However, they returned home and took the chicken and dumplings with them as Johnny became ill due to medication he took. So, we missed out on the chicken and dumpling but still had plenty of good food.

Roger, Susan and George and I arrived at the Home Depot at the same time. Susan was riding her new Pearl White Burgman. Shortly thereafter everyone began to arrive and we had three cars, their crock pots were too large for the motorcycle, and seven motorcycles. It was a little chilly riding on the bike, for me at least, which is not surprising, as everyone knows I'm always cold.

We arrived and unloaded all the food and began preparations to eat. We had appetizers, Beef Stew, Chili, Salad, Bread and scrumptiously delicious dessert. Curtis, his wife and daughter arrived in time to enjoy some of the food before it was all eaten. Connie and Johnnie joined us, arriving by pontoon boat, a little late by no less welcome.

After eating the guys lounged on the deck and chatted and the ladies cleaned and then sat around and chatted. We always enjoy our chit-chats. Eventually, the guys joined the ladies and we enjoyed Wayne Kennedy relating to us how he and Helen met and married-now there is a romantic and humorous story. We enjoyed hearing it .

We did our John Boy good byes and returned to our respective homes replete and ready for a nap. It was the end of another good and enjoyable day spent with friends.

Thank you Roger and Susan for inviting us to your home.

*Gwen*

## VMTA Calendar of Events March 2008

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						<b>1 Fort Mitchell Tour</b> – Waffle King at 10:00 AM
<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6 Shiloh Grill</b> – Depart Miller Rd Burger King at 6:30 PM	<b>7</b>	<b>8</b>
<b>9</b>	<b>10 Business Meeting at 7:00 PM</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15 Niffers in Dadeville.</b> Depart Home Depot at 10:45
<b>16</b>	<b>17</b>	<b>18</b>	<b>19</b>	<b>20 The White House</b> – Depart Home Depot at 6:30 PM	<b>21</b>	<b>22</b>
<b>23</b> <b>30 Iron Butt</b> Waffle King @ 8:00 AM	<b>24</b> <b>31</b>	<b>25</b>	<b>26</b>	<b>27</b>	<b>28</b>	<b>29 Annual Yard Sale.</b> Get stuff to Mary by 3/23

## VMTA Calendar of Events April 2008

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
<b>6 Talisi Inn</b> – Departs Home Depot 11:00 AM	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>
<b>13</b>	<b>14 Business Meeting at 7:00 PM</b>	<b>15</b>	<b>16</b>	<b>17</b>	<b>18</b>	<b>19</b>
<b>20 Concord Café</b> – Miller Rd Burger King at 10:00 AM	<b>21</b>	<b>22</b>	<b>23</b>	<b>24</b>	<b>25</b>	<b>26</b>
<b>27</b>	<b>28</b>	<b>29</b>	<b>30</b>			