

KNIGHT WINGS CHAPTER ON H

Chevaliers de la hache



Knights Of The Hatchet

SAULT STE MARIE ONT. CANADA

Feb. 2019



District DirectorsGary McDermott & Kristina Magic

Co-Chapter Directors..... Larry & Linda Shaule & David & Judy Hay

Asst. Chapter Directors....Terry Brown & Anna Favaro

TreasurerStacy McLean

Ride Co-ordinator..... Tony Paolucci

Couple of the Year.....Kip Reed and Janet Knuuttila

Newsletter Editor....Linda Shaule

Larry's Notes

Well we had our first Chapter Gathering with the newly decided date and time at Great Lakes Honda.

Feb. 11th we had a Chapter Staff Meeting. We discussed with each member our comment for another year. Talked about the Camp out up and coming this year and our Camp out Committee Chair Kathy has set up the first meeting for this. The ride schedule was discussed, as you all know it was brought to all members at our gathering so it could be finalized.

We had six chapter members attend Wingless Weekend held in Houghton Lake at the Houghton Lake Resort. The weather going down wasn't the greatest but when we walked in the Resort entrance the warm welcome we received --- (Hey here comes the Canadians the hugs and handshakes) made the drive down worth it. The theme was camp out and the Northern Section did well with their skit and group dress. The food was good, lots of fun, we had just a great time.

We attended the swearing in of their new Michigan District Couple of the Year Julian and Mary Jo Meade from Chapter D 2, and the Michigan District Individual of the Year Don Smith and their newly installed District Membership Enhancement Co Ordinators Dennis and Gayle Jisa congratulations to all.

Events coming up in March is: Chapter J 2 Blarney Bash Saturday March 9th . This is a very fun event. As of now we have four members attending. March 20th Chapter V is having a Chili Cook-Off. Please see attached flyers for these events.

The Chapter purchased the 2019 Michigan Safari booklet. What a novel idea to get people out riding to interesting places in Michigan. If you are interested in see this booklet see David. Linda and I will probably be riding to a few of the destinations; it would be great if we could get chapter members to come with us.

Winners of 50/50 drawings were Martin, Tony and Jim.

Don't forget Tuesday coffee night will be at McDonald's Great Northern Road 7 PM

Life is Good 😊

Larry

Co-Chapter Director



David's Dribbles

A new look for Chapter H!

Look at us, having our monthly meeting on a Tuesday evening for the first time!

A great turn out for our very first monthly desert gathering, and a great big Thank You to Linda Shaule for some very tasty desert options. I did my part to remove temptation from Larry, and by the looks of that tray so did everyone else, I am sure he appreciates all our efforts.

It was great to see everyone out and a big "Welcome" goes out to Rick Valital who joined us for the first time, I hope we didn't scare him off and that he joins our chapter for lots of rides, events and fun.

Most of our time this gathering was taken up with setting our ride/event schedule for this season and for those of you who thought your calendars looked empty, Tony did a great job of filling them up. Thank you, Tony, for all your hard work, the schedule is full and packed with lots to do this year. We know that there is a lot on our calendar and we know that not everyone can do it all but we think there is something there for everyone and hope to see each of you at these great events. There is a lot of enthusiasm this year for the bigger events such as Rendezvous and Michigan Rally, lets keep that spirit going for the smaller events as well.

Tracey and Miss Anna are busy coming up with ideas to keep our social lives active as a group, thank you for your time and efforts I know we will have a good time. Tracey is also bringing us details on an option for First Aid / CPR classes that will be available soon, and initial contact is being made with the FJ Davey Home and Great Northern Retirement for this years visits.

The fish fry that we are hoping to have soon is weather dependent so please be patient as mother nature has made it difficult to enjoy outdoor activities such as this. It will happen some time soon and I will let everyone know with as much notice as possible.

There was a recommendation (thanks Jim N) to move from the A&W for coffee nights so we are going to try McDonalds (Great Northern Rd) starting this week. We are hoping for your feedback on how this works.

Next month we have volunteers to supply deserts for our meeting , we are hoping to enjoy home made deserts at these meetings instead of bought items.....just sayin'.

Hoping everyone is feeling well, staying warm, keeping busy and your bail isn't set too high!

I stole another article from on line I hope you find interesting.

David Hay

Co-Chapter Director

Chain vs Belt vs Shaft

What is the best transmission for a motorcycle: chain, belt or shaft drive? Some say motorcycle riders only wear black t-shirts and jackets because old chains used to cover them in oil.

That could also be why BMW riders with shaft drive tend to wear lighter and brighter colours like scooter riders with their fully enclosed drive systems.

[Harley-Davidson](#) riders still cover themselves in black, probably because old Harleys had two oily drive chains: One for the primary drive between the motor and gearbox and a second driving the rear wheel.

Bill Davidson with some old Harleys

Early Harley-Davidsons were fitted with two systems to oil the chain while riding. One was designed to spray oil on to the chain and the other dripped oil on to the chain.

With all that oil being fed on to a circulating chain under the bike, the rider would end up with a spray of oil on their back.

Thus, black quickly became the colour of choice to hide the dark oil spray ... not to cultivate a tough image!

When the Shovel engine appeared in the 1960s, Harley Davidson re-designed the oil system, and plugged the hole in the primary cover to eliminate the oil leak. Oil pressure was used to recycle the oil back into the sump for filtering.

From chain to belt

New FXDR with belt drive

Harley transitioned its product range from chain to belt drive between 1980 and 1992.

Compared with a chain, belts are cleaner, lighter, cheaper, smoother, quieter and require less maintenance or adjustment than chains.

Early belts were not very reliable and lasted as little as 20,000km.

However, they now last 70,000-120,000km or higher, depending on the use of the motorcycle.

Kevlar and carbon fibre belts extended the life of the drive belt so it can last the life of the motorcycle.

That makes them cheaper in the long run.

And if they fail, they don't tend to cause catastrophic damage to bike and rider like a broken chain.

Belts are now used by most cruisers, many scooters, some old Buells, some low-powered motorcycles and some BMW F models.

Buell belt drive

Why chains?

So why use a chain in the first place? Sprockets. Front and rear sprockets allow quick and accurate gearing changes.

Chains are the most common motorcycle drive system because they have more strength and can be used effectively in high-powered bikes.

You can also adjust the gearing with chain drive. Some custom chopper builders even switch back from belt to chain because it's easy to change gearing when fitting different gearsets and playing with different size motors.

Belts don't tolerate sudden torque loadings from hard acceleration and wheelies like chains. Have you tried to wheelie a Harley?

However, broken chains can cause huge damage to your bike and injury to the rider if they break at high speed.

If they do fail, with the right tools, you can actually fix one at the side of the road with a new master link and be on your way again.

Riding Royal Enfields earlier this year in Sri Lanka, two of our fellow riders suffered broken chains which were fixed within half an hour.

Try that with a broken belt or shaft!

However, chains require a lot of maintenance: lubrication, cleaning and adjusting.

Drive shaft

Shaft drive consists of a shaft connected to a gear inside the gearbox to another gear inside a hub on the rear wheel.

BMW has used them since the R32 in 1923 and Moto Guzzi has used them since the 1960s.

Many other manufacturers, mainly Japanese, have used shafts over the years for touring and cruisers models. BMW even use them to success on their GS off-road models.

Shaft drive is clean, robust, reliable and has low maintenance.

Note we said "low maintenance", not no maintenance. They do require regular lubrication servicing.

On the negative side, a drive shaft is heavy, expensive and if it does fail there is no quick or cheap fix.

Transmission troubles

So, how do you know if your drive belt or chain needs replacing or your shaft is worn?

Generally, a drive belt will wear if not aligned properly, is not adjusted correctly (too loose or tight) or is not kept free of road dirt and rocks etc.

Drive belts are made of a fairly tough Kevlar/rubber composite, but can shed teeth as they age.

Even though they can last a long time, it is best to check your owner's handbook for the correct replacement interval.

Chains also wear out, but because they are made of metal, they also wear out the sprocket teeth.

Chains require frequent maintenance

So you may not only have to replace the chain, but also the sprockets.

Also look for rust and if your bike keeps slipping gears, it probably needs replacing.

Signs of a worn shaft are noises, vibration and metal shavings in the oil when it is being replaced.

Also look for any leaks around the seals and a lot of "play" in the rear wheel when in gear.

If you believe your shaft is wearing out, see your mechanic as fixing a worn shaft is very technical.

Don't leave an inspection of your chain, belt or shaft until it breaks.

Tony's. Corner

Hi Wingers;

Well February is almost over and March is next, snow is piling up and hopefully spring is not too far away. *We Hope!*

Thanks for the input at Tuesdays gathering, always appreciated.

As you know I've been working on our ride schedule for the last couple months and we are close to finalizing it.

We have run into a snag with the Manitoulin weekend. The Espanola Hotel is already booked solid but David and I are working on other possible accommodations or another venue for the ride.

This time of year the field mice are busy trying to stay warm so check your bikes carefully - air filters and exhaust and sometimes seats!

They have been found in some cars and snowmobiles as well.

Please keep praying to Mother Nature to stop with the snow because some people are running out of area to put it.

If you have room, Martin has some snow for you! LOL

This month's quote; *It wasn't until I went to college and I got my first motorcycle that I understood the thrill of speed. Vin Diesel*

Tony

Ride Co Ordinator

March GWRRA ON H

Thursday 7th 7 pm Campout Meeting Larry's Man Cave

Saturday 9th Blarney Bash Chapter J 2 Clare MI

Tuesday 19th 6:30 Gathering at Great Lakes Honda

Wednesday 20th Chili Cook Off Chapter V Freeland MI

April

Saturday 6th Officer's Meeting in Jackson MI

Tuesday 16th 6:30 Gathering at Great Lakes Honda

All other Tuesday Nights are coffee night Watch your emails to see where we are going