SAFETY FEATURES

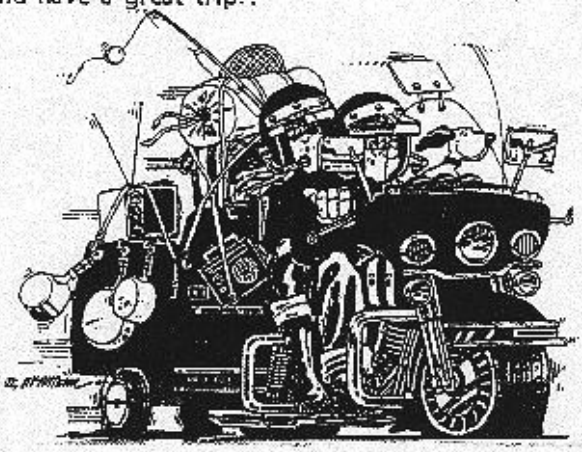
VACATION BOUND?

POINTS TO PONDER SO YOU CAN LOAD YOUR "WING" FOR BOTH MAXIMUM EFFICIENCY AND SAFETY!!

Place the load as low as possible. It's difficult, but just as important, to center the load fore and aft. It should not extend in front of the front axle, or behind the rear axle if possible. Weight outside these bounds adversely affects maneuverability. It follows that the popular tail trunk, sitting high up and behind the rear axle, is a prime offender. The problem is further compounded by piling on even more gear.

Don't put all of your baggage to the rear. Most motorcycles are designed for best handling with about 40 percent of total weight over the front wheel and the rest over the rear. When you put most of all of your gear to the rear, you throw off design balance; it shows up in poor handling. Besides reducing the total amount of weight you carry, shift some of it forward. Tank bags are a popular solution to the problem. If you have problems lightening your total package, try major surgery. Put all of your gear in the middle of the living room floor. (If there isn't room, you are in bigger trouble than I thought!) Sort everything into one of two piles. One, the necessary pile, is for those things you absolutely cannot do without. I'm talking survival, not comfort. The second pile is for those items that would be nice to have along, but not critical. Once you have examined each item in each pile, pack up the necessity pile so that everything is inside your luggage, secure and easily accessible. Then and only then, add items from the comfort pile as room allows in order of importance to you. Stop when you have filled your luggage to capacity.

When you stop and think about it, why clutter up your road life with more than you need and risk letting your gear interfere with your safety or pleasure? So keep the rubber down and have a great trip!!



DO YOU CONSIDER THIS BIKE A SAFETY HAZARD?

IF NOT, DO YOURSELF A FAVOR AND READ THIS PAGE!!

RIDE SAFE,

Gross Weight

Dry Weight = weight as bike comes off the assembly line.
Curb Weight = weight after all fluids have been added
Useful Load = GVRW minus Curb Weight
Note: The GVRW can be found on the steering head identification plate. Owner's manual may list the Dry Weight, Curb (or Wet) Weight or even list the the useful load limit. If not here's how to calculate the useful load.

		1995 Aspencade (1287 GVWR)
_____ lbs.	dry weight	802 lbs.
_____ lbs.	oil @ 9 lbs. / gal.	4.5 qts.= 10 lbs
_____ lbs.	gas @ 6 lbs. / gal.	6.3 gal.= 38 lbs
_____ lbs.	coolant @ 6 lbs./gal.	4.3 qts.= 7 lbs
_____ lbs.	fluids (brake, fork oil)	= 1 lb.
_____ lbs.	Misc. (battery, tool kit)	= 21 lbs.
_____ Curb Weight	(Add all the above)	= 879 lbs.

List all accessories and their approximate weight. This includes extra tools, tire repair kits, hoses, jumper cables, trailer hitches and chrome goodies.

_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

_____	Curb Weight	879 lbs.
_____	Accessories	30 lbs.
_____	Weight of Luggage	70 lbs.Max
_____	Driver (Dressed w/Helmet)	179 lbs.
_____	Co-Rider (Dressed w/Helmet)	129 lbs.
_____	Gross Vehicle Weight (GVW)	1287 lbs.

To calculate proper load, subtract the GVW from the GVWR

_____	GVRW	_____	GVW
_____	Gross Veh. Weight	_____	GVWR
_____	Weight O.K.	_____	Overload

District Rally 1995
Cycle Weigh Stats

Many of our Chapter Educators offered their time during the District Rally to man the weigh station in Berrien Springs. The purpose of this exercise was to allow our members to get a realistic idea of some of the loads they carry/tow while touring. We had expected that some of these weights would be large but in some cases not quite as large as they came out.

The heaviest combination for the weekend was a GL1500/Sidecar/trailer which isn't surprising. However, this rig weighed in at 2560#, almost three times the weight of the base bike. One must be very good with braking in order to control this rig well. It must also be noted that there was a car carrier on top of the trailer.

We also had a 2-Up trailer rig weigh in at 2070#. Again, a very hefty load. It would be hoped that, for all of the heavy weight rigs, the suspension systems have been beefed up and that brakes are inspected quite often.

Take a good look at the weights and reconsider, if necessary, some of your towing/loading habits. Review the MSF recommendations for loading.

Bike Combination	Total No. Weighed	Avg. Wt.	High	Low
Sidecar, Trailer, 2-Up	2	———	2560	1960
Sidecar, 2-Up	4	1693	1925	1555
Sidecar, 1-Up	2	———	1550	1460
Sidecar, 0-Up	30	1327	1350	1280
Trike, 2-Up	2	———	1690	1470
Trike, 1-Up	1	1490	———	———
Trike, 0-Up	2	———	1190	1125
Trailer, 2-Up	14	1762	2070	1420
Trailer, 1-Up	10	1615	1800	1390
Trailer, 0-Up	2	———	1460	1210
2-Up	8	1368	1680	1015
1-Up	16	1097	1285	770
0-Up	11	927	1025	700