



GWRRRA Region B NY District - Chapter D:

*"There are no wrong turns,
only "D" tours!"*



Website: www.gwrra-ny-d.org

AUGUST 2011 NEWSLETTER

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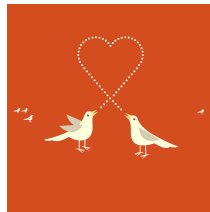
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IMPORTANT UPCOMING DATES

- Aug 10-13 - NY/NJ Convention; Holiday Inn, Liverpool**
- Aug 17 - Gathering @ Euclid Restaurant - 6:00pm
Dinner, 7:00pm Gathering (CHANGED DUE TO CONVENTION)**
- Aug 21 - Fly Creek Ride - Meet @ Nice-n-Easy, Tully @
8:30AM; all day ride**
- Aug 25 - Dinner Ride @ Retreat, Liverpool @ 6:30PM**
- Aug 28 - Progressive Dinner Ride @11:00AM starting at
Mike & Sharon Jedra's home; more info to
come via email**

ANNIVERSARIES



BIRTHDAYS

Aug 20 - Sherri Boynton



DASH-FOR-CASH 2011

15 pts as of 8/1/11





...to our Chapter Directors...

We had 7 riders participate in this year's Ride For Kids. We had a great day weather wise and the ride moved along much more steadily and smoothly than previous ones we attended. Donations totaled \$98,866.03 and although down slightly from last year was still a very good amount. The 5 leading group donations were all GWRRA chapters within the NY District with Chapter N leading the way at \$18,674! Once again, the highlight of the day was hearing from families and children that have dealt with childhood brain tumors. Thanks to all of you that participated from Chapter D and to all other GWRRA Chapters and members that contributed to this great cause!

The ride to Bowman Lake State Park and picnic turned out to be another great day! John Van Deusen planned a very enjoyable route. We had 6 bikes, one truck, and 10 people participate. John and Pam's son, Mike, was home from being stationed in Missouri and we enjoyed visiting with him. Also thanks to Mike Jedra for riding tail and not complaining about the loud bike immediately in front of him! (Just kidding...the loud bike and the guy that rides it are always, always, welcome!)

The dinner ride this past Thursday to the Eis House in Mexico was a great success with a total of 12 participants. Those of us that had never been to this restaurant before we were a bit surprised at how upscale it is and the food was very good!

We would like to pass along thanks from the District for those from Chapter D (Bill & Maria Downey, John & Pam Van Deusen) that assisted with parking after the Grand Parade during Wing Ding. Next years Wing Ding will be in Fort Wayne, Indiana where it was held in 2002 and again in 2005. The 2012 Wing Ding will run from July 4 - 7. We would be interested in hearing from anyone that attended a prior Wing Ding in Fort Wayne. A quick check of Google Maps indicates the shortest/fastest route from our area is about 525 miles and would take 9 hours.

A progressive dinner ride has been scheduled for Sunday, August 28 starting at 11:00AM. We are set with hosts for this event. This ride will take us from Auburn for salads to Marcellus for the main course to Pulaski for dessert. More details will be provided via email for meeting locations, addresses/GPS coordinates, and approximate times and durations. This will be a rain or shine, 2 wheel and/or 4 wheel event.

Last month we mentioned that Brian O'Brien had suggested we plan a future ride to Bill's Bike Barn in Pennsylvania and that certainly looks like a great destination. We recently had to travel to the Windham, NY area in the Catskill Mountain Park. There is some awesome scenery there and some great roads. We think this would be a great weekend destination for next year and would like your thoughts, as well as, any other ride ideas you may have.

The "Trikes and Bikes Rally" that had been scheduled for September 30 -October 2, 2011 in Bowling Green, Kentucky has been cancelled. Efforts will be made to find a new venue and bring this event back in 2012.

Finally, next week is the NY/NJ Convention at the Holiday Inn. We hope that you will support this event by participating in the rides, seminars, rider training courses, special meals, swap meet, and, vendors.

Ride Safe!
Bill & Julie Spencer



...to our Assistant Chapter Directors...

I experienced my first Wing Ding this year. I found that this convention was very different from the others I have attended. We found the people attending the event to be warm and friendly and very involved with the activities and events. GWRRA is truly a “family.”

Chris and I had a good time and enjoyed seeing the sights of Knoxville, as well as, participating in the convention activities. The only thing I would have liked to experience was to have more time to ride around the Knoxville area. I also experienced for the first time riding in the heat and humidity of the South. We have all had the training and learned the rules of riding in hot weather, but it is a different matter when you are actually experiencing it. It is extremely difficult to stay focused and alert when the temperature and humidity are high. Frequent breaks and hydrating to keep your energy up is vital. This trip was different from the one I took last year to Sturgis. It was hot and cold at times, but the heat was not as bad as it was on this trip. The heat and humidity seemed to zap the energy out me. I still enjoyed the trip very much.

Every trip is a different experience, and I hope to participate in many more of them in the coming years.

Bob and Chris Makai



...to our Chapter Technical Director...

Speed Bleeders

For those of us who do our own maintenance, speed bleeders are worth a look.

Due to the cost, lack of dependability and difficulty with transportation, I, like many others, am doing most of my own maintenance. Last year, for the first time, I tackled the job of air filter change and cruise control adjustment, along with clutch and brake fluid bleeding. The brake and clutch fluid bleeding were time consuming since I had to do it myself. You can get into some awkward positions trying to open the bleeder valve and press on the brake pedal and reclosing so as not to suck air in the system.

Since I will continue to do this maintenance myself, I have resorted to installing speed bleeders. These are one person units that once installed allow you to bleed your clutch and brake system by yourself and in much less time.

Those units have a built in check valve that allows fluid to flow out, but closes to keep air out. Once installed, you first open the bleeder $\frac{1}{4}$ to $\frac{1}{2}$ turn, pump the brakes until fluid is changed, then close the valve. Move to the next valve and do the same thing. The recommended bleeding sequence should still be followed. A bleed can also be installed to do the clutch fluid with the same easy directions.

The speed bleeders are easy to install:

- 1) Obtain the proper size metric wrench or socket.
- 2) Clean area around the bleeder screw so that no dirt or contaminants get into the brake system
- 3) Remove old bleeder screw (save for back up)
- 4) Screw bleeder into wheel cylinder or caliper until it seats. (Do not over tighten)

There is thread sealant on the bleeders from the factory. This should be sufficient to last for many years depending on how often you bleed the brakes or clutch.

Caution:

When bleeders are installed, there will be a slight resistance when wrenching as you hit the thread sealant. This is normal as the sealant conforms to the shape of the threads.

Also, be cautious not to cross thread during installation and if this does occur, do not use the damaged bleeder. These bleeders are not case hardened. This is done so if a bleeder breaks off, it will be easier to remove.

Website with information of sizes to order www.speedbleeder.com

The only negative I read about was from a group of Corvette racers. They apparently had issues with getting the proper size and fit so they had leaking.

The part number for 1800cc is the same for the brakes as it is for the clutch. These come in 2 types: Regular and Polished S.S. Regular cost about \$7.00 apiece and SS are \$15 each. These require an 8 mm wrench and the size number for 1800cc. Goldwings are SB8125L. This number is for front brakes, rear brakes & clutch.

Tech report written by William Downey

 ***...to our 2011 NY/NJ Convention...***

2011 NY/NJ Convention will be held Wednesday through Saturday of next week.

Rider Ed Courses: There are still openings for the Rider Ed Courses. Courses being offered include: Advanced Rider Course (ARC); Trike Course; and, Trailing Course

Swap Meet: Got some chrome on the shelf in the garage? Don't forget to bring your surplus parts and clothing to sell on Saturday from 2-4.

Vendors: There will be 25, or more, vendors both indoors and outdoors at the convention site.

 ***...to our Membership Enhancement Coordinator...***

As of May of this year, the NY District has grown by 3.99%. According to Ed and Linda Johnson, International Directors for Membership Enhancement, there were 458 new members recruited into GWRRA during WingDing 33 in Knoxville, TN.

GWRRA membership provides many benefits in the form of discount services. The newest discounted service being offered is from VPI Pet Insurance. This insurance covers surgeries, hospitalization, X-rays, prescriptions, and more.

Thank you,
Trish ~ MEC Chap D



...to our Rider Education Directors...

RIDER ED GIMME 5

Chapter D NY District should rise to a Higher Level...

The **Rider Education Program (REP) Levels** program has been around for many years, however not all riders aspire to achieve all four Levels. There are two facts which cannot be denied. One, we are all getting older each day. Two, motorcycle crashes are on the increase in New York, as well as, nationally. These two facts have nothing to do with helmets, but I sure hope I have one on my head when I need it. In fact I could have used one in May while driving our car to Texas.

There are Four Levels in the REP. **Level I** is Safety by Commitment, **Level II** is Safety by Education, **Level III** is Safety by Preparedness, and **Level IV** is Safety by Enhanced Commitment & Preparedness. The level you achieve is up to you. Yes, **Level IV** requires the commitment of the wearing of a helmet. Even if you do not wish to become a **Level IV**, we should ALL adhere to the first three levels.

Occasionally, we may have witnessed that some Level IVs do not always wear their helmet. Remember, we are not the **GWRRA** Sheriff Deputies. It is true the Level Fours have made a pledge but have you considered that when you go ONE MILE OVER the speed limit you are *breaking the law*, which is a lot worse than breaking a pledge. We are all responsible for ourselves. Let's keep the peer pressure at home. We can ALL try to lead by example and wear all our safety equipment and let people know the potential benefits, but let's not drive members away by our insistence or pressure.

It would be a challenge for the **NY District** to have zero motorcycle crashes from now through 2011. This can start with our recommitment to the **REP Levels Program** and getting as many involved with the Levels program as we can. This can be an ongoing goal to reduce the number of crashes in New York. This movement should start today by getting to any riding enhancement course we can take, which will help us obtain this two pronged goal.

Schedule and take an Experienced Rider Course (**ERC**), a Trike Rider Course (**TRC**), a Trailing Course (**TC**), or at the very least, a Parking Lot Practice (**PLP**) with a GWRRA Certified PLP Facilitator. Let's not forget the Co-Riders who have the awesome responsibility of helping the Rider. Don't forget a good First Aid refresher course just in case you need it.

...Let's get trained, reduce crashes and move Chapter D to Higher Levels. You start by registering today for a class at the NY/NJ Convention August 11th through the 13th.

Joe and Judy Pirillo
Iowa Senior District Educators

Pam & John Van Deusen
Chapter D Educators



...to our Member ads...

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