



GWRRRA Region B NY District - Chapter D:



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

Website: www.gwrra-ny-d.org

JULY 2011 NEWSLETTER

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IMPORTANT UPCOMING DATES

July 5 - 9 Wing Ding, Knoxville, TN; on your own

*July 13 - Gathering @ Euclid Restaurant - 6:00pm
Dinner, 7:00pm Gathering*

*July 17 - Ride 4 Kids; meet at Dunkin Dounts, S. Bay Rd
@ 7:30am*

*July 24 - Picnic Ride to Bowman Lake State Park; meet
at Dunkin Donuts, Chittenango Plaza @
10:00am*

July 28 - Dinner Ride to Eis House, Mexico @ 6:30pm

Aug 10-13 - NY/NJ Convention

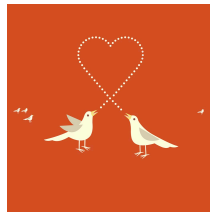
*Aug 17 - Gathering @ Euclid Restaurant - 6:00pm
Dinner, 7:00pm Gathering (CHANGED DUE TO
CONVENTION)*

ANNIVERSARIES

July 4 - John & Pam Van Deusen

July 6 - Nick & Judi Lotito

July 13 - Jim & Karen Peterson



BIRTHDAYS

July 8 - Pam Van Deusen

July 8 - Linda DeMayo

July 10 - Stanley Petrus

July 24 - Erwin Grome

July 28 - Bob Makai

July 29 - Fred Goodson



DASH-FOR-CASH 2011

11 pts as of 7/1/11





...to our Chapter Directors...

As we write this, we are getting ready for, and, looking forward to riding to Knoxville for Wing Ding. Hopefully, we can break out of this rainy pattern that we have been experiencing and have some sunshine for the ride down. Actually, it wouldn't be all that bad if we had sunshine while we are there and sunshine for the return trip home! Wing Ding promises to be a good time with offerings of seminars, exhibitions, vendors and riding opportunities galore! Chapter D should be well represented with 15+ members attending Wing Ding.

Despite many people being at Americade, we had a good turn out at the June Gathering with 18 members attending. We welcomed back Merwyn and Isle Backus from Florida. It was good to see them!

We have some members that recently completed the Road Captain's course offered by Rick Reardon. We would like to congratulate Bill Downey, Laurie O'Brien, and Pam Van Deusen for successfully completing the course. On Saturday, June 18th, Bill lead a ride to Henderson Harbor/Sacketts Harbor and Laurie did tail duties. Both did a great job! We thank all concerned for taking the time to complete/teach this course. If we have any other new Road Captain's that we failed to mention, please let us know. An extra thanks to Bill for taking the time to plan this ride. We had a good turnout with a total of nine bikes and all seemed to have a good time. We were surprised at how much of the territory covered was unfamiliar to us. We also had a good breakfast at J&R's Diner in Lacona. They are one of our sponsors and set aside a separate room so that we could all be together. Thanks to J&R's Diner for being so accommodating and sponsoring Chapter D.

We had an opportunity to visit our newest sponsor, the Port Byron Diner, on June 24. The Diner was our starting point for a trip to the Genesee Country Museum south of Rochester. The turnout for this weekday event was disappointing although it coincided with the Thunder in the Valley event in Johnstown, PA and threats of thunderstorms may have been at play. We had a very good breakfast and would like to thank the Port Byron Diner for the good food and their sponsorship. A special thanks to Henry Jedra for stopping by to join us for breakfast even though he was not feeling up to par.

This past Sunday we had our second PLP of the season at the N. Syracuse fire house. The session lasted 3-4 hours and all of us that attended felt it was very worthwhile. The weather cooperated so that we were able to practice all of the recommended exercises several times. A special thanks to John Van Deusen and Rick Reardon for making arrangements for the location, setting up the practice area, and, facilitating the practice. Also, thanks to our fellow riders for taking the time to improve your riding skills....even if there is a bit of frustration involved. This is why GWRRA stands apart from a lot of other motorcycle organizations!

Ride Safe!

Bill & Julie Spencer



...to our Chapter Technical Director...

Anti Fogging Products & Tinted Visor Inserts

There are many people who have difficulty with full face helmets and fogging. I am sure many products have been tried to solve the problem. Some work and some don't. There are also some products available, that are supposed to help with anti-fogging along with photochromic.

Products Applied To Existing Face Shield

A review of available information on applied products is as follows:

- 1) C-Clear anti-fog gel and spray (this has been found to NOT work well)
- 2) Natural Soap can be used as an anti-fog treatment. There are several steps to the application, but once applied, will work for several weeks at a time before reapplication is needed. (Unscented natural soap such as Pallas Athene Soap's Pure Soap). Apply this with finger and lather up on shield. Allow to dry completely, then buff with clean, dry, soft, cotton cloth.
- 3) ITech3 Fog Free Anti-Fog spray. Only made for hockey helmets and does not work on motorcycle shields.
- 4) Vari-Clear Anti-Fog spray. This is supposed to give 24 hours of fog free protection.
- 5) Optic Guard Anti-Fog Cleaner. Slight response, but not up to visual motorcycle standards.
- 6) There was a suggestion for baby shampoo and another for Dawn Dish Soap, along with an agent called ALL KLEER. UVEX makes a towelette that is reusable upto 6 times and lasts about 10 rides per application.

There just doesn't seem to be many dedicated motorcycle helmet visor anti-fog coatings that work well, are easy to apply, and, are affordable.

Pinlock Anti-Fog Lens Insert System

They are made for Aria, Shoei, and HJC helmets with pin systems. There are multiple color options: clear, yellow, light tint, and dark tint.

It has a silicone seal, is interchangeable and stores flat. You may switch colors and it is made to install on shields with built in pins. The system can be installed with a do it yourself kit which works with almost any existing visor.

Conclusions – Could have slight fuzziness in vision. It is very good and maintenance free. Found out do it yourself system was discontinued due to product liability. They will be offering an adhesive fog resistant lens for systems that do not have pin lock. There was not a lot of discussion about the tinted lens and its effect with the sun.

Fine Vision Visor Insert

The insert has rough-looking glue around the edges which gives an unsightly look. There is some slight distortion and reflection noted due to the addition of an extra layer of plastic. Also noted was increased glare when riding into the sun. There is a bigger halo around light sources. Conclusion – Very good

system.

Fog City Hyper Optiks Visor Inserts

They are light reactive, anti-fog & UV blocking. The lens will change from light mint green to cobalt blue. It does not get real dark, so might still need sunglasses. Visor comes with external template to make it easier to install the insert inside. Installation starts in the center and works out. Manufacturer recommends not using it at night.

ProGrip is 4 “ larger top to bottom than the Fog City Visor which is 3 5/8”.

Due to the size of the ProGrip, you might find that it will not fit some face shields and will impede the ability to close the shield. Application entails doing outline outside of shield first. ProGrip states to not use it on roads that go in and out of tunnels. It should also be replaced annually.

Conclusion: Photochromic features are poor. The inserts blur the rider’s vision with both visors but less with ProGrip. The anti-fog properties work well and are just as good as the Pinlock Visor System.

Liquid Crystal Anti-Fog Visor Inserts

The new grip “on the block” is E-TINT MX-8 and AX-9 liquid crystal anti-fog visor inserts.

These are electrochromic(LCD) visors that instantly change tint from light to dark using an electric charge. They come in 2 types: one manual (MX-8) or auto/manual (AX9). They both have anti-fog capability. The MX8 is a visor insert and will fit any motorcycle helmet face shield without the pins of the Pinlock. The MX8 is thin, has anti-fog coating on both sides, and a battery pack that fits on the side of the face shield with an on/off switch. Battery is rechargeable with a USB Cable. The tint is controlled by the switch.

The AX9 Visor Insert has a battery and a switch inside the face shield along with an automatic sensor. When on auto, the sensor will change the tint automatically. Insert Installation can be done with supplied plastic template sheet over the outside of the shield. Online review reveals the AX9 version is tricky to install due to lack of flexibility which could cause bubbles or add bends in the visor.

The AX9 battery area blocks some areas of visual field, (ie: instrument panel) especially if you ride with visor open a few clicks. The AX9 was quoted to “look ugly”. The unit is not large enough for some shields. The dark is not dark enough when on and at night is not totally clear. Most importantly with AX9 there is a large, nasty rainbow halo sun with oncoming car lights.

Bottom line is that it is okay for day and early evening, but not so for dark. If you choose one of these shields the MX8 lays flat and does not cause the headlight halos.

Written by William Downey, Tech Advisor



...to our Rider Education Directors...

Riding within your Limits

Ride within your limits is more than just riding within your own abilities, or is it? When you ride, 80 to 90 % is mental and 10 to 20% is physical abilities. If your skills or riding abilities account for only 10 to 20%, what do we need to know or understand that accounts for the 80 to 90% mental abilities?

To start with, know and understand the Environment you ride in. Be prepared to change as your riding environment changes around you. Wind, rain, fog, sun, heavy traffic, interstates, urban and rural driving all account for part of the environment. Experience, understand and learn to process information as we ride. Use what you have seen, to help you anticipate. Different surfaces have varying Traction. Asphalt, concrete, brick and metal decking, tire conditions, tire pressure and even changing environmental conditions will all effect your traction.

When we ride what other factors would we need to consider to ride within our limits?

How about the motorcycle itself? Is it in good Mechanical working order? When was the last good TCLOC done? Is it due for service? Are the brakes in good working order? Tires, are they new or at the last end of their life? Are you riding a different motorcycle than what you are accustomed to? What about you, the rider? What are your Personal Limits? Has it been a long day prior to starting your ride? Are you mentally alert and focused on the ride, or are you concerned with events or other personal matters? Medications, dehydration, lack of concentration all can have an effect on you, the motorcyclist.

Motorcycling carries with it a certain amount of risk. Knowing and accepting those risks is part of riding. Those risks can be reduced by practicing techniques and strategies to reduce those risks. Part of which is knowing your limits and to ride within them. If you find yourself panicking in corners, encountering close calls, being distracted, tire skids, slow down. Understand that maybe you are riding beyond your limits. You may want to consider enrolling in a motorcycle training course, like what is being offered at the NY/NJ Bi-State Convention.

Pam & John Van Deusen
Chapter D Educators



...to our Membership Enhancement Coordinator...

Is this your GWRRA membership number: 159910 ?
If so and if you attend the next gathering, you'll receive a 50/50 ticket for the evening drawing.
Just let me know that you saw your number in this newsletter.

Thank you,
Trish ~ MEC Chap D

 A black rectangular sign with the word "DETOUR" in white capital letters and a white arrow pointing to the right.

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

A meeting was held at the Holiday Inn on Electronics Parkway on June 25th to review planning for the 2011 NY/NJ Convention to be held August 10 - 13. Key issues of interest and importance to Chapter D members follow:

Registration: Registrations are lagging. Please try to get your registration submitted. Remember that the fee increases after July 15th.

Guided Rides: Full day guided rides are planned for each of the following three destinations and will each be run Thursday, Friday, and Saturday...Finger Lakes/Taughannock Falls, Henderson Harbor/Sacketts Harbor/Clayton, and Fly Creek Cider Mill (Cooperstown)/Ilion Gorge. This amounts to the need for Road Captains for 9 separate excursions. Chapter D submitted the routing for the Fly Creek/Ilion Gorge ride. Please let Bill Spencer know if you would help with guiding this ride. (I am unable to guide this ride due to two other commitments that require me to remain at the Holiday Inn, however, I will work with others and we could do a dry run of the route before the convention). On Saturday during the convention, there will be the "Director's Ride" that is being planned for the Cazenovia area. There is also a need for planning and Road Captains for shorter 1/2 day rides in the more immediate Syracuse area. Please consider helping with this to share some of the great riding and scenery in our local area.

Roadside Assistance: Chapter D along with Chapter T will be providing limited roadside assistance for helping Convention goers with bike problems. If you have a front and or rear rim and tire from a 1500 Gold Wing you are willing to loan, it would be much appreciated. This would give us an additional option for getting a stranded bike back to where it can be repaired. Let Bill Spencer, John Van Deusen, or Brian O'Brien know if you can help out with this.

Spare Training Equipment: We could use a couple of large portable projection screens. If you have one you are willing to loan, we will gladly pick it up and return it. Likewise, we could use a spare projector (the type that can be connected to a laptop pc). Contact Bill or Julie Spencer if you can help us out with these items.

Miscellaneous: Any other help you would be willing to provide is appreciated. Please let us know if you can be available to help out.



...to our Member ads...

**FOR SALE: Contact Henry at 315 - 382 - 7826.
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**FOR SALE: Call Bob Makai 315 652-8641
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