



GWRRRA Region B NY District - Chapter D:

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

Website: www.gwrrra-ny-d.org



FEBRUARY 2011 NEWSLETTER

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DASH-FOR-CASH
(2011)

3 pts as of 2/1/11

IMPORTANT UPCOMING DATES

**Feb 9 - Gathering @ Euclid Restaurant - 6:00pm Dinner,
7:00pm Gathering**

**Feb 13 - Crash Scene Response Seminar followed by Chili
Cookoff - 1pm Chittenango Fire House**

Feb 24 - Dinner Ride @ Coleman's Rest 6:30pm

**Mar 9 - Gathering @ Euclid Restaurant - 6:00pm Dinner,
7:00pm Gathering**

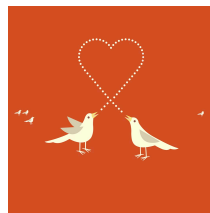
Mar 12 - Pizza Party @ O'Brien's home @ 5:00pm

**Mar 20 - Breakfast with Chapter T @ Gristmill Restaurant,
Parish - 9:00am**

ANNIVERSARIES

Feb 6 - Fred & Debbie Goodson

Feb 23 - Stan & Ann Petrus



BIRTHDAYS

Feb 2 - Brian O'Brien

Feb 12 - Rick Reardon

Feb 12 - Ann Petrus

Feb 19 - Karen Peterson

Feb 26 - Joe Hammond



 DETOUR

...to our Chapter Directors...

Hello to our fellow riders from somewhat sunnier and somewhat warmer Wilmington, North Carolina. We had hoped to be able to report about our many rides since arriving here two weeks ago along with Henry and Betty Jedra. Unfortunately, the cold weather and a fair amount of rain with a little snow thrown in has kept us from getting out until this past Saturday and Sunday when we were able to ride about 300 miles. No doubt this is 300 miles more than folks back in CNY have been able to ride, so we remain thankful for being able to be here. We recently had a chance to attend NC-Chapter Q's gathering along with Henry and Betty at the nearby Carolina BBQ. It was a good get-together with visitors outnumbering the local chapter members.

We will soon be sending out some additional information regarding the 2011 Chapter D Ride Schedule. The Ride Committee put together a very good list of rides and ride destinations. We will be looking for volunteers to plan each specific ride as well as volunteers to "Captain" these rides. We will begin our own work on planning some of the rides we had suggested. There will be many suggestions for others to select from, and, the possibilities are not limited to this list. If you have a ride that you would like to share with others, by all means please let us know.

Turnout for the January Gathering was rather limited. The weather and road conditions weren't the best that evening, although we had the usual good meal and discussion. We understand that the movie night attendance was also a bit disappointing. We would like to thank all those that did brave the weather conditions to attend these events and especially would like to thank Brain and Laurie O'Brien for suggesting and planning the movie night. Also, we would like to acknowledge Rick Reardon and Pam Pearson for making arrangements for the January Dinner Ride. We understand from Rick and Pam that a total of ten folks showed up for that event.

We (Julie & Bill) will not be at the February Gathering. Bob Makai will be conducting the Gathering. We hope the weather will be more cooperative and that there is a good turnout. Please give Bob your support.

One of the benefits of being involved in a GWRRA chapter is connecting with others regarding Gold Wing maintenance issues. As somewhat newer members of Chapter D, we have found other members to be excellent resources and we have tried to return the favor by providing our assistance. This has helped us get to know others much better than we might have otherwise, while accomplishing some useful work and becoming more familiar with the machine we ride. We have noted an increase in active participation by our members in maintenance related activities this past year. Aside from our annual "Tech Day", these activities are normally informal arrangements among small groups of interested members. We think this is a win-win situation in all respects and a very important (and, perhaps underrated!) portion of Chapter life. While we benefit as individuals, this kind of activity helps to bind people together and strengthen the Chapter. If you would like to get involved in this aspect of our Chapter, the best way is to attend one of our Gatherings, rides, or, other social activities and keep your ears peeled. You may also want to contact our Technical Director, Bill Downey, if you would like some help, have a topic of particular interest, or, have knowledge about a particular maintenance issue that you would like to share with others.

Stay Warm and please drive safely!

Bill and Julie Spencer

 DETOUR

...to our Assistant Chapter Directors...

I would like to share the story of my experience with the problems I encountered in getting the radio on my 2006 Gold Wing repaired. Just after I purchased my Wing in the spring of 2010, I found out that the radio had a problem. When I turned on the ignition, the radio would not turn on. I had to turn off the ignition and then on again quickly, to get the radio to turn on. Then the radio would work without any problems until I turned it off again.

First I took the bike apart and checked all the connections and found that was not the problem. I thereafter took the bike to a dealer and let them try to find the problem. The dealer took the bike apart and had to call Honda for help. Honda had to send a test radio to the dealer to make sure the problem was in the radio. The problem was the radio, and the dealer told me that the only repair shop for Honda radios was not repairing them anymore, and that I would have to buy a new radio for more than \$1,300. I then called Honda customer service in California, and they told me basically the same thing. I was not about to replace the radio for that much money, since I felt it could be repaired.

I thereafter went to the Internet and started to ask questions on the 1800 web site and on the Panasonic web site. Panasonic manufactures the 1800 radio, but did not recognize that on its web site. I got an idea from the 1800 web site to try Sierra Electronics. I emailed Sierra Electronics and they told me that they would be repairing radios in a few months. I waited until December and then contacted them again and they were just starting to do repairs. Sierra Electronics got in touch with me in January, and I sent the radio to them to be repaired. I received the radio this week and had to pay only their standard repair charge.

I am sharing my experience with everyone in case anyone else is having trouble with their Gold Wing radio and wants to know where to get it repaired.

- Submitted by Bob Makai

 DETOUR

...to the Chapter D Co-ordinator for the 2011 NY/NJ District Convention...

A medic first aid instructor class along with a standard first aid class were originally planned to be held during the convention. As some of this would conflict with other activities and responsibilities people have during the convention, these classes have been rescheduled to be held at the North Syracuse Fire House in May on the dates shown below. The "Instructor" training is a two day event. The regular GWRRA First Aid/CPR training is one day. Normal fees are being waived for both types of training. Classroom times will be posted in future mailings.

Medic/First Aid Instructor Training: Saturday, May 28, 2011 and Sunday May 29, 2011
Standard First Aid/CPR Training: Sunday, May 29, 2011

Room pricing has been finalized for the Holiday Inn Liverpool convention site and a flyer has been published. Those of you receiving a mailed copy of the newsletter, already have this flyer enclosed. Those receiving your newsletter by email will receive the flyer in a separate email from the newsletter. Please note that room rates include the full breakfast buffet for two.

Rick Reardon



...to our Chapter Technical Director...

Unlocking Your Trunk Without Keys

I guess with the newer bikes that have electronic trunk locks, someone is bound to lock their keys in the trunk. I will also assume that you do not have a spare key somewhere on the bike to unlock the trunk. There are numerous ways to solve this problem without having an extra key available. I have taken my reference material from the Steve Saunders forum.

Method #1

Remove the saddle. Locate the 14 Pin connector block under the right side of the passenger saddle. Take a piece of wire and connect it to the positive terminal of the battery. Take the other end of the wire and touch it to the tip of the red (or blue wire depending on the model) in the grey connector block. There is also a yellow wire in the block that if you touch that, it will relock the trunk. There may be occasion to touch that wire first, then touch the red or blue one to open the trunk. You can also use an alligator clip to the battery and a test lamp to open the lock. You will be less likely to have to strip back some wiring to make the connection. I do know that the 2007 model is tripped by the blue wire, not the red wire.

Method #2

Take a stiff wire about 9 inches long with a small hook bent about 1 inch. Feed the wire up between release levers and trunk and hook rod near key opening. This rod runs across horizontally in the trunk. Catch this wire with the hook and pull down firmly. According to some folks on the forum, this method can be a hit or miss. Another option on this method is to take an old paint handle that has the built-in hook already in place. You can reference a post along with pictures on how to do this. (*Steve Saunders Forum Post January 4, 2005 – 3:24 p.m. from Jason*)

Method #3

Remove seat back and with a 3 ½ “ hole saw cut an access hole to retrieve keys. This method can also be used to open the trunk without keys when it was inadvertently locked while working on locking system. Once the hole is cut, put a Philips head screwdriver in the hole and take off the 4 screws that hold the latch in place. If you use a hole saw, you can epoxy the piece back in place.

Method #4

Remove seat as above. Cut 3 ½ inch holes near base of seat back. One hole for light, 1 screwdriver and one to look through. Once the holes are cut, take the screws out of the latch and trunk will open. With this method, you can plug the holes with ½ inch rubber plugs so if this occurs again you already have your access. I must say that if you have a factory GPS mounted in the trunk then you can not drill through the seat back to get access and unlock, unscrew or retrieve keys. My suggestion would be to tie a zip tie to the horizontal rod and run it down to the latch and cut it off at that point. If you ever need to open the trunk without the key, just grab the zip tie and needle nose pliers or hemostats and pull.

I suggest that this would be a worthwhile project to do on tech day so we will all be prepared and know how to open our locked trunks if the situation ever arises.

Article Written by William Downey, Tech Advisor



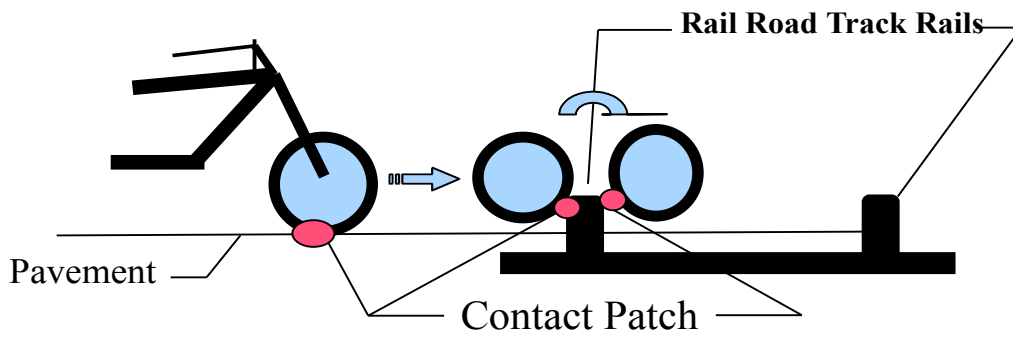
...to our Rider Education Directors...

Rail Road Tracks 'R' Real Road Hazards

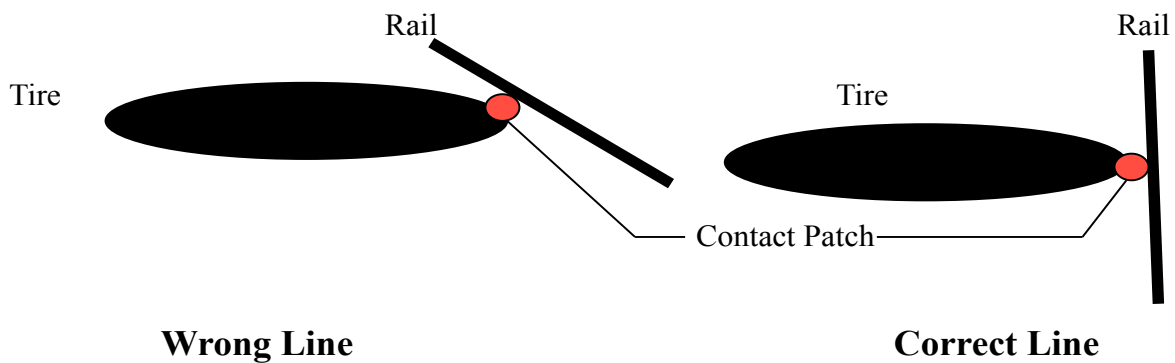
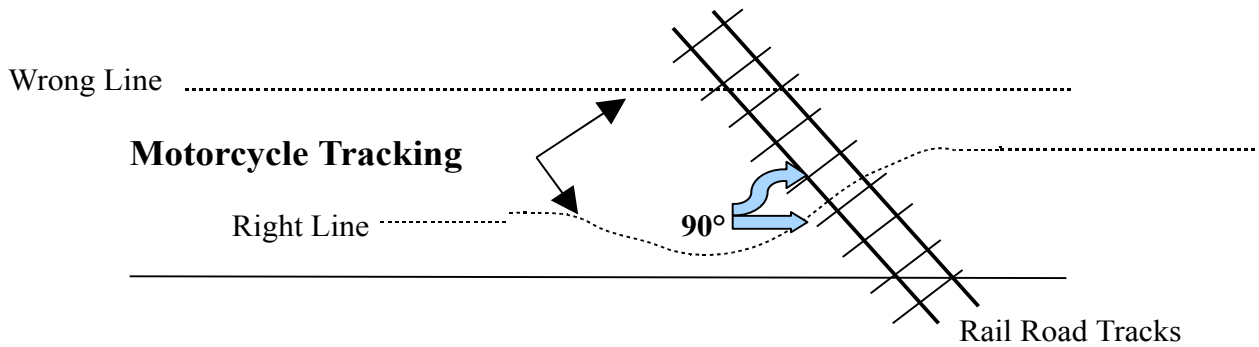
Why are RR Crossings considered a road hazard for a motorcycle? Is it the smooth shiney surface we see, or is there more to It? Why do they say to cross at 90° to the tracks?

Type of hazards with crossings

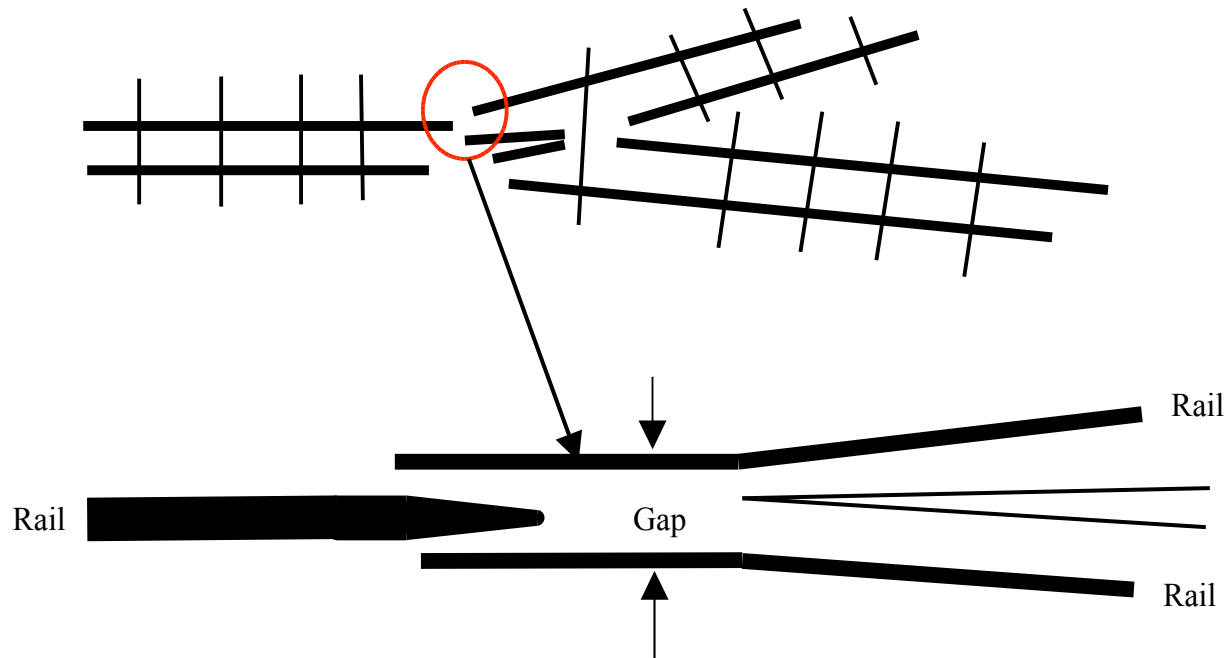
•Raised or Sunken Rails – Coming upon a crossing with a raised rail, causes a couple of concerns. First as you begin to cross onto the rail. The contact patch. (Where the rubber meets to road.) moves from under the tire to a point towards the front, and as we go over the rail it moves to the back The reverse happens with a sunken rail. Slow your speed. Raising yourself slightly off the seat will aid in absorbing the bump and help with stability.



•Angle Crossings – Any rail road track that crosses other than 90° causes concerns for the tire to slip along the edge of the rail. This is especial true should the rail be wet, raised or sunken. To reduce the risk, try and make your crossing as close to right angle to the tracks as possible.



•Splitting Railways – Another attention grabber or tire grabber should you get sucked into them, is where a railway splits with in a roadway. Commonly found with Trolley Tracks. They can be seen either looking as a V or X. The trick first is to spot them and then manuever yourself around them, if unable to do this cross at the maxium angle as possible.



Being able to recognize hazards as we come upon them, and knowing how to respond to those hazards will certainly reduce our risk of riding. Also recognize that some of our hazards are not considered a real hazard to cars and trucks on the road. So when we slow down, be aware that others behind you may not anticiapate what your actions are doing and ride accordingly. Check your mirrors as you slow your approach to the tracks. If the tracks appear bumpy debris such as nails and others sharp objects may have accumulated along its shoulders. Sit up, keep your head up, make sure both hands are on the hand grips, with your wrist flat, relax your arms to help absorb the bumps, slightly raising off the seat or transferring your weight onto the footpegs will help with stability and traction . One other important item crossing those railroad tracks, look both ways for oncoming trains. Relying soly on the gates to come down to signal an appoaching train is a bad habit, you never know when they may malfunction. We all have seen them fail to go up after a train passes, I'm sure it can be true about going down.

Pam & John Van Deusen
Chapter D NY Rider Educators

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