



# GWRRRA REGION K CHAPTER ON-B



## WING-IT NEWS

**2009 – MARCH**

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*Publisher and Editor – Janet and Keith Connors with the assistance of Arthur Smith. Any articles to be published in this newsletter may be sent to [connorskg@sympatico.ca](mailto:connorskg@sympatico.ca) and publication will be at the discretion of the Chapter Executives.*

### **CHAPTER DIRECTORS CORNER**

WOW March already and the riding season is just around the corner. I have heard through the grape vine that Paul has had his bike out for a very short ride from the shop to his house and is taking the next couple of weeks to put a bit more safety chrome on, fine tune and give his bike one final check

before he can get down to some serious riding. As for the rest of us the weather is changing for the better and we will all be on the road sooner rather than later. Thanks to Toni who has put together a lot of good information in the Chapter Safety Corner that should be read and put into practice by all before the first ride of the season.

It was good to see that all of the members that attended Wing Night at Grillman's Fresh Eatery enjoyed themselves. There were many discussions about new rides and new events proposed for the 2009 ride season. Sue and I have added a lot of these to the schedule. Speaking of the schedule, Sue and I wish to thank all those that came out to help setup the new ride schedule; we are just waiting to confirm a couple of dates as we are planning a couple overnight trips and the possibility of riding your Gold Wing on a race track. As soon as we have the dates confirmed the ride schedule will be posted on the website.

Remember the riding season will be with us before we know it and thanks to Toni and Michel, your Riding Educators who have been busy organizing such courses as Advance Rider Course (ARC), Road Captain & Co-Rider, First-Aid and CPR and several Parking Lot Practices (PLPs). Please send an e-mail to Toni [countryboyaj@hotmail.com](mailto:countryboyaj@hotmail.com) or Michel [lavoie@rogers.com](mailto:lavoie@rogers.com) and book your courses and Parking Lot Practice as soon as possible.

As clarification, the ARC is GWRRA's advanced rider course specifically oriented towards members whereas the ERC is the experienced rider course put on by the Canada or Ottawa Safety Council for general motorcycling. Both courses focus on cornering, braking and swerving. The last time that we had an ARC locally was about 5 years ago

Some of you have said that you had taken Ottawa Safety council ERC last year and do not need it again this year, Well if you are like me, our riding abilities have decreased over the winter and what better way to enhance your capabilities and riding skills than take a few Rider Courses at the beginning of the season. Sue and I will be taking these courses and we hope to see a lot of you out there as well. Just remember **Friends for Fun, Safety and Knowledge.**

### EDITORS' RAP

As we wait for Riding Weather it's a good idea to take the time to check over the bike which was idle all winter, for most of us anyway. The tires will be down at least 5 psi and they should be checked for wear, sidewall cracks, foreign objects, etc. It's also a good time to clean up those rims. Man, I hate that job! I think I will wax them this year, while they are still new. All I need is the motivation!

Those of you who aren't too handy with the mechanics of motorcycles will benefit by attending Tech Day which has been hosted by Ray and Nicole Komendat for as long as I can remember. Ray & Nicole live at 2963 Roger Stevens Drive in North Gower and have an extra long paved Driveway with lots of parking leading to their 2-car garage. Tech Day this year is scheduled for April 25th with an alternate rain date of May 2nd. All are invited and a BBQ follows shortly after noon. If Tech Day for April 25th has to be cancelled, an e-mail will be sent to all members by Thursday or early Friday that

week at the latest and Tech Day will then be held on May 2nd. There is no alternate date after that!

If you have a favorite recipe and would like to share by having it published in WING-IT NEWS please send it to [Janet](mailto:Janet) by e-mail.

**Editors Update:** *Some of us had our first ride on 14 & 15 of March.*

- Janet & Keith



*Dominican Republic GWRRA members with their rides. They look kind of familiar!*

### JANUARY WING NIGHT

Wing night for January was held on Tuesday, January 27, 2009 at D'Arcy McGee's Irish Pub located at 360 Moodie Drive. We had about 20 people show up and Michel won the 50/50 draw. As normal a fun time was had by all.

### MEET & GREET

The Meet and Greet and/or Coffee Ride-Ins will again start up when the weather permits. Please send in any suggestions for this popular event to our CD at [ottawavalleywings@ripnet.com](mailto:ottawavalleywings@ripnet.com).

## FEBRUARY WING NIGHT

Wing Night for February was held at Grillman's Fresh Eatery located at 111 Colonnade Road. This is a favorite restaurant with some of our members and we had over 24 people attend to enjoy the food and motorcycle discussions. (PMS is getting worse by the day). Debbie Dennison was the happy 50/50 draw winner.



*Some deep discussions at Wing Night and even Paul is paying attention.*

## MARCH WING NIGHT

Wing night for March will be held on Tuesday, March 31 at Greenfields Pub & Eatery located at 900 Greenbank Road. They are one of our sponsors so a good turnout is encouraged. For March, Tuesdays and Wednesdays are ½ price appetizers so come and enjoy and save a little money at the same time.

## 31<sup>st</sup> ANNUAL WING DING

The Gold Wing Road Riders Association (GWRRA) is pleased to announce its 31st annual Wing Ding will be in Tulsa Oklahoma, this year. The international convention opens Thursday, July 2, and runs through Sunday, July 5, 2009, at Tulsa's Expo Square. Wing Ding is the world's largest convention of owners of Honda Gold Wing and Valkyrie motorcycles. A previous visit to Tulsa was held in 1991. More than

10,000 Gold Wing motorcycle owners and riders are expected to attend Wing Ding 31, which could generate between \$10-15 million in direct economic impact to the area.

GWRRA, whose motto is "Friends for Fun, Safety and Knowledge," is a not-for-profit organization with over 80,000 Members in 52 countries, and 4,000 volunteer leaders providing rider education, social structure, organizing events, rallies, rides and meetings throughout the year. Visit [GWRRA's website](#) or [Wing Ding's website](#) or call (800) 843-9460 for more information.

Your **International Couples of the Year** will be staying at the newly renovated [Crowne Plaza](#) hotel in downtown Tulsa, about 7 km from Expo Square. The Crowne is also now offering a special reduced rate of **just \$95 per night** at this luxurious hotel complete with the downtown's only full service Starbuck's Café, downtown's newest dining experience, Daily Grill, Enterprise Rent-a-Car, an expanded Gift Shop, Spa, and Business Center. Garage parking is included! **This offer is available for a limited time only so make your reservations today!**

Many Canadians are staying at the [Comfort Suites](#) at 8039 E. 33<sup>rd</sup> St South, near Interstate 44, about 6 km from Expo Square.

## JOKE CORNER

A drunken man walks into a biker bar, sits down at the bar and orders a drink. Looking around, he sees three men sitting at a corner table. He gets up, staggers to the table, leans over, looks the biggest, meanest, biker in the face and says:

'I went by your grandma's house today and I saw her in the hallway buck naked. Man, she is one fine looking woman!' The biker looks at him and doesn't say a word.

His buddies are confused, because he is one bad biker and would fight at the drop of a hat.

The drunk leans on the table again and says: 'I got it on with your grandma and she is good, the best I ever had!'

The biker's buddies are starting to get really mad but the biker still says nothing.

The drunk leans on the table one more time and says,

'I'll tell you something else, boy, your grandma liked it!'

At this point the biker stands up, takes the drunk by the shoulders looks him square in the eyes and says.....

'Grandpa..... Go home, you're drunk!'

## CHAPTER SAFETY CORNER



**Toni Gumbinger – Chapter Educator**

### Motorcycle Safety

#### Physical and Mental Preparedness

Often overlooked, these are very important aspects of motorcycle safety. Operating a motorcycle safely is much more physically and mentally demanding than driving a car. Are you physically able to ride safely? Are you mentally prepared to ride and concentrate on the riding tasks? Many things can impair either or both. Some things are rather obvious, some not. Consider this list:

1. You have been drinking for the past two hours.
2. You are just getting over a pretty bad case of the flu.
3. You have just been notified that a member of your family has passed away.

4. You just had an argument with your spouse.

It is obvious that item 1 will impair your physical abilities to operate a motorcycle. Item 2 is less obvious but potentially just as dangerous. You may feel MUCH better, but after a day or two of extreme weakness and bed rest, you are not back to 100% as quickly as you may think. Your bike falling from under you when your leg is too weak to hold it up at a stop is not the time to realize you're not fully recovered.

Items 3 and 4 similarly both impair mental readiness. Item 3 is obvious, but item 4 will generally cause you to have your mind elsewhere, at least temporarily. I've been told that arguing with your spouse is no big deal because such arguments happen frequently. I have to say that it IS a big deal, at least to you, or you would never have been arguing in the first place.

It would be impossible to list all things that could impair your abilities. The key is to *be aware* of your physical and mental condition and save the ride for later if there is anything that could substantially impair either. Your life may depend on it.

### Riding Gear

When most people hear the term "riding gear" they think of things that will lessen injury in case of a fall. While that is a big part of it, riding gear can and should be used to help keep you from falling in the first place. Never thought about it that way? If not, you're certainly not alone. Proper riding gear is used to maintain comfort as well as provide crash protection. Discomfort can actually CAUSE a fall.

So what is proper riding gear? It depends on the conditions, but at minimum it is:

**A helmet** approved by DOT, and preferably also by Snell. The helmet should fit snug but not be too tight. In other words, it should be comfortable. Besides being the best defence

against head injury in case of a fall, a helmet has some other advantages as well such as reducing wind noise.

**A long-sleeved shirt or jacket**, snug at the wrists.

**Long pants.**

**Full-fingered gloves.** Besides abrasion protection, gloves usually offer a better grip on the controls, especially in temperature extremes. In the cold, you will need gloves to stay warm. In the heat, sweaty hands or fingers may slip off the controls. Gloves offer a buffer against this. They also provide some level of protection against flying objects, such as insects or stones thrown up by traffic which inevitably will collide with your hands.

**Eye protection.** This may be goggles, a face-shield, or glasses. Windshields attached to motorcycles DO NOT offer adequate eye protection. Some newer helmets include drop-down sun visors.

**Sturdy footwear**, preferably leather and over the ankle. Besides the obvious abrasion protection, on most motorcycles there are many hot parts that reside near your feet and ankles. You should also try to avoid long or dangling laces. Your quick thinking may be put to the test if you come to a stop and your foot won't go down because you have a lace caught in the shifter or brake pedal.

### **Making Sure Your Motorcycle Is Ready**

You being ready to ride are only part of the battle. You need to make sure your motorcycle is ready too. You should perform a quick, overall inspection of your motorcycle before each ride. To do this, use what is referred to as the **T-CLOCK** inspection, explained below.

#### **T - Tires and wheels**

Check your tires for proper air pressure; tread depth, cracks, bulges or embedded objects. Check wheels for dents, cracks and roundness. Check spokes for proper tightness or missing spokes. Check bearings and seals for signs of failure.

#### **C - Controls**

Check all levers, making sure they are not broken, bent, cracked or loose. Check the condition and routing of control cables, making sure they move freely, are not frayed, and have no sharp angles, and are of sufficient length as to not interfere with steering. Check that all hoses are in good condition and don't interfere with steering. Make sure your throttle moves freely, with no sticking and snaps closed when released.

#### **L - Lights and electrical**

Check your battery, making sure the terminals are clean, electrolyte fluid is sufficient, and that it is properly secured. Check your headlight, making sure it works, has no cracks and is aimed properly. Check all other lights and reflectors for operation, cracks and fastening. Check wiring, looking for frays, clean connections and proper routing.

#### **O - Oil and fluids**

Check oil and fluid levels, including brake and clutch fluid, coolant and of course gasoline. Check all fluid reservoirs, hoses and lines for leaks.

#### **C - Chassis**

Check condition of the frame, looking for cracks, dents or bends. Check forks and shocks, making sure they travel freely and are properly adjusted. Check chain or belt, for proper tension, lubrication and wear. Check all fasteners, bolts and cotter pins, making sure they are not missing, broken or loose.

#### **K - Kickstand**

Check the side stand and center stand. Make sure they are not cracked or bent, and that they spring into place and the tension is sufficient to hold them.

Although this sounds like a lot, this inspection can be performed quite quickly. While it won't guarantee against a failure of some sort, it increases your odds of finding problems before they become dangerous or fatal.

## Carrying a Passenger

Carrying a passenger on a motorcycle is not like taking someone with you in a car. A passenger affects the overall handling and dynamics of your motorcycle. Unless you are a fairly skilled rider, you probably should not even consider taking on a passenger.

If you do carry a passenger, you should know and do the following:

**Never carry a passenger unless your motorcycle is designed for one**, including seating space and passenger foot pegs. *NEVER* allow a passenger to sit anywhere except on the area of the seat designated for a passenger.

**Make sure that the weight of yourself, your passenger and all gear does not exceed the maximum recommended weight for your motorcycle** according to manufacturer's specifications.

**Make sure your passenger has proper riding gear.** It's just as important for your passenger to be protected and comfortable as it is for you.

**Make sure your passenger knows what he/she is supposed to do.** Unless the person has ridden with you many times and you know he/she understands the rules, take the time to go over them before you start your ride.

**The passenger should:**

**Keep his/her feet on the foot pegs at all times**, and avoid contact with hot parts. Sit still as much as possible, particularly when slowing or stopped.

**Always lean with the motorcycle.** This means the passenger's torso should always be the same angle as the motorcycle. They should not lean in or out.

**When in a turn, look over the shoulder of the operator in the direction of the turn.**

Make sure your suspension is properly adjusted for the extra weight.

## Loading Your Motorcycle

When loading your motorcycle, you need to do more than just randomly fill space. Check your owner's manual to find out your gross carrying capacity and never exceed it.

Whether you have a touring machine with a travel trunk and saddlebags, or a standard motorcycle, the rule is the same - the bulk of the weight should be placed low and as close to the center of the motorcycle as possible. Distribute the weight evenly on both sides, and if using manufactured bags, never exceed the weight recommendation for that bag. Make sure that any attached load is securely fastened, and that any straps are tight, have no loose ends, and not freely moving. Make sure that any attached load does not block any lights or turn signals, or interfere with your steering, braking, shifting, or other control of the motorcycle.

## GWRRA REGION K RENDEZVOUS 2009

[Rendezvous 2009](#) will be held at the Sir James Whitney School in Belleville, Ontario, Canada from Thursday, July 23 to Sunday, July 26, 2009

**For more information, contact our co-chairs:**

[Terry Archbold or Paul and Sheila Haller](#)

## BIRTH AND ANNIVERSARY DATES

To our newest members, please send your important dates to [patandpaultaylor@rogers.com](mailto:patandpaultaylor@rogers.com)

### March

01	Dessia
03	Danielle L
06	Keith C
13	Gerry L
18	Bob H
21	Andy C
28	Susan K
30	Chris M
31	Ken E

**April**

18 Coleton (Toni's son)  
18 Deb D  
23 Michel L  
24 Janet C  
29 Harry H

Best wishes to every one.

***NEXT NEWSLETTER***

*Coming in our next  
Newsletter:*

***-Update Training & Courses.  
-Wing Night Reports  
-Ride Reports – I hope  
-More Fun Stuff  
Don't miss it***