

Ontario Chapter "A"

GOLD WING ROAD RIDERS ASSOCIATION

Volume 1, Issue 1

January 2001

Director's Message

Things to Think About

We need your input!

- Do you have any suggestions for group rides this year? Please see Gord with your ideas.
- Do you have submissions for the newsletter? We can always use more articles. Please see Diana.
- Comments / criticisms on the newsletter can be forwarded to Diana.



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WELCOME 2001!!!! Another riding season is just around the corner.

We trust everyone had a Merry Christmas and a Happy New Year. We spent Christmas Eve with Helen's family and Christmas day with my family. We enjoyed a nice family dinner at my mom and dad's on New Years day. I don't want to see another gobbler for another year.

2000 riding season was a bit damp, but most of us got several kilometers on our Wings. Nothing compared to Gord Claridge (38,000).

The year 2000 saw several highs and lows. The death of Bev Snelgrove was one of the worst blows to our family of Goldwingers. Our prayers continue to be with Milt.

Another low, was the reluctant decision to cancel our Ride-In. We did have a great time at Richards garage for the barbecue. Thanks Richard.

Another high was another successful Toy Ride. From all the comments I heard, the route was great. Each year, Richard Larue plans out a scenic ride for all to enjoy. I'm sure with all the toys and cash and canned goods donated, several children from our community had smiles this Christmas. To all who participate and volunteered to make this event successful, **THANK YOU.**



Yvonne and Denis Evans from Chapter ON-G Niagara Falls will be taking on the position of Directors for Region K. I'm sure Denis and Yvonne will be down to visit with us at one of our upcoming breakfast meetings.

Finally, as you will notice on the list of positions, Helen and I have made some changes and filled some positions that were vacant. We will be meeting with other people within the Chapter to fill some more positions and make some more changes.

Finally, (fooled you, you thought the last paragraph was the finally), 2000 was a great year. It is so exciting to get together with a bunch of people and have some fun. I'm sure 2001 will be more exciting. We have some ideas that we will be sharing with you as the year rolls along.

Until next time. Keep smiling. It keeps everyone wondering what your up to.

Rob and Helen

2001 Officer Listing

Region K Director	Dennis & Yvonne Evans	
Chapter Directors	Rob & Helen Campbell	676-1529
Assistant Chapter Directors	Hector & Colleen MacLachlan	973-1570
Rider Education	Charles Cowell	676-5322
Treasurer	Laurie Burke	351-1285
Ride Coordinator	Gordon W. Claridge Mark Burke	676-6556 351-1285
Greeters – 50/50	Ray Picard & Clara Kormendy	676-8522
Public Relations	Rob Campbell	676-1529
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I intend to live forever - so far, so good

Tires & Keeping You Safe

By Frank Murphy
Region K Director of Education

One of the biggest things in the news lately has been the tire recalls. Ford and Firestone names have been involved in this, and every article I have read has mentioned tire pressures and the importance it plays in safety.

Well we have only two tires between us and the road so we should be doubly careful when it comes to tire inflation. We should check it at least every two weeks, and daily if you have time.

Improper tire inflation can cause degrading in handling by increasing side wall distortion, under inflation cause heat to build up in a tire, and excessive heat is the primary cause of tire failure.

What we have, in effect, is a dangerous chain reaction: The low pressure causes excessive tire flexing.

The flexing, in turn, generates heat, and the heat can trigger failure of that tire by changing the chemical nature of the materials used to build it.

We aren't talking about gross under inflation here. The tire industry thinks that pressure shortfalls as low as 4 to 5 lbs can constitute excessive under inflation.

That kind of risky under inflation is not uncommon. Industry surveys have shown that more than 25% of motorcycles on the road have seriously under inflated tires on them.

In addition to being hazardous, it can cost you money. Poorer gas mileage. By as much as 10% over inflation is no bargain either, better gas mileage but at the expense of excessive tire wear, poorer handling and rougher ride.

So is the cost of a good tire gauge (about \$15) and a few minutes of your time every couple of weeks worth your life, and the added cost of fuel as well. I don't think so.

This is not news, just reality.

Submitted by Don Hornby



For Sale:

1999 Gold Wing SE, two-tone green with matching Escapade trailer. Only 14,000 kms. This unit is in immaculate condition with plenty of added safety chrome and accessories. I will sell as a package deal for \$23,000 or the bike alone for \$21,000. Remember, you only pay one tax on a private sale which adds up to a fair chunk of change.

Please call Charles Cowell at (519) 676-5322 for more info.

GL1500 QUICK Rear Tire Removal *as posted on the Internet*

After reading the instructions in the manual for the removal of my 1996 Aspencade's rear wheel, I thought to myself, "Self, there's gotta be a better way." So, I partially followed the instructions until I could see how it was put together, then put it all back and started over with a new method.

The rear sub frame on the GL1500 (the frame that holds the trunks) is held by six bolts. Two at the top of the frame, under the seat near the rear; two behind the mufflers on the sides; and two behind the fronts of the side trunks. Loosen the top two, and remove the bottom four, and the whole sub frame/trunk assembly will swing up away from the rear wheel.

Here's the EASY way to get the rear wheel off of a 1500. With practice, it takes about 15 minutes. And you can do it on the side of the road if you need to. You don't have to remove trunks or lights.

This procedure will vary depending on the accessories you have installed, like trunk bars, hitches, horns, etc. Normally, there should be no electrical connectors to take loose. In many cases, you can even leave your hitch on. But let me give you an example-- Since I first wrote this up, I have installed a set of air horns under the right trunk. The compressor and relay are mounted inside the trunk. When I installed the horns, I brought the wires into the trunk through the air hose plug, keeping in mind that I had to be able to raise the trunk pack. For me, this procedure is now modified. In step 9 I also have to disconnect the wiring from the air horn relay, and remove it through the air hose opening.

Recommended tools:

3/8" ratchet	6" extension (3/8" drive)	3" extension (3/8" drive)
1/4" nut driver handle	8 mm socket (1/4" drive)	10 mm socket (3/8" drive)
12 mm socket (3/8" drive)	14 mm socket (3/8" drive)	Light
Small mechanic's mirror	Hydraulic jack or jack stand	Axle wrench from Honda tool kit
Allen wrench from Honda tool kit		

- 1) Put the bike on the center stand. You don't need any jacks or blocks under the bike. Empty all three trunks.
- 2) Remove the seat. Remove the four Allen-head bolts, two on each side in the ends of the lift handles. Pull the seat cover pouch (SE) or the rear seat pad (Aspencade/Interstate) forward, out from under the passenger backrest. Lift the rear of the seat, and slide it back to disengage it from the front seat mount.
- 3) Using a 14 mm socket, loosen (do not remove) the two rear-most bolts on either side of the upper frame. These two bolts secure the top of the rear sub frame. They must be loosened to allow the sub frame to pivot up.
- 4) Remove both the left and right upper side covers.
- 5) Using an 8 mm socket on a nut driver handle, remove the metal shields that cover the fronts of the mufflers. They are each held on with two bolts. After the bolts are removed, pull down on the covers to disengage them from the body. Keep track of the rubber pieces that are attached.
- 6) Using a 10 mm socket on a 6" extension, loosen (do not remove) the exhaust pipe-to-muffler clamps. There are a total of four bolts, two at the front of each muffler.
- 7) Using a 12 mm socket on a 6" extension, remove the muffler bolts that secure the mufflers to the sub frame, one bolt on each side.

- 8) Rotate the mufflers down. Twist the left-side muffler clockwise, the right-side muffler counter-clockwise. The mufflers will rotate on the exhaust pipes where you loosened the clamps in step 5. Rotate them only far enough to allow the axle to clear in step 16.
- 9) Open the side trunks. On the inside wall of each trunk, near the front, is a rubber plug (on the SE/Aspencafe, the air hose passes through this plug in the right trunk). Remove the plugs.
- 10) Using a 12 mm socket on a 3" extension, loosen the bolt behind each plug, one on each side. These bolts are the top mounting bolts for the rear crash bars, and they secure the bottom of the rear sub frame.
- 11) Place a jack or jack stand under the rear trunk assembly (taking precautions to protect the rear bodywork). Lift the rear of the trunk pack about 1 inch from its installed position.
- 12) Using a 12 mm socket on a 3" extension, remove the bolts you loosened in step 10.
- 13) Step around to the back of the bike, take hold of the trunks underneath, and lift. The whole rear end (trunks, lights, hitch and all) will lift up and pivot on the two upper sub frame bolts, exposing the rear wheel and axle.
- 14) Raise the trunk pack up until the antennas touch the handlebars, and secure it in place. I simply loop a rope around the handlebars and tie it to my trunk rack to hold it up.
- 15) Using a 14 mm socket on a 6" extension, loosen the bottom left shock bolt until the bottom end of the brake caliper is free.
- 16) Remove the rear axle. Using the axle wrench from the Honda tool kit, remove the axle nut on the right side. Using a 10 mm socket, loosen the axle clamp bolt on the left side. Pull the axle out the left side.
- 17) Remove the brake caliper. Lay the caliper on the crash bar, wiring it in place if necessary to prevent it from falling and causing damage to the brake line.
- 18) Remove the spacer from the left-side center of the wheel hub.
- 19) Slide the wheel to the left, off of its splines. Drop the wheel to the floor and roll it out the back.
- 20) Reassembly is in reverse order of assembly, except as noted in steps 21-25 below.

Special instructions for starting the lower sub frame bolts in the side trunks:

- 21) When you lower the trunk pack back into place, you may need an assistant to help you lower the trunk pack back into position. This is because it is necessary to pull out on the fronts of the side trunks while lowering them, so they will pass over the top mounts of the rear crash bars and the sides of the frame.
- 22) After lowering the trunk pack into position, support the back end of the trunk pack with a jack or jack stand. Take precautions to protect the bodywork from scratching. The trunk pack should be lifted just an inch or so above its final installed position.
- 23) Place a light in front of the side trunk, where it will shine between the frame and the trunk. Use a small mechanic's mirror to look through the access holes in the side trunks. Line up the bolt holes in the rear crash bars with the holes in the frame. The forked ends of the trunk pack's sub frame should just clear the bolt holes. Adjust the jack under the trunk pack as necessary to give clear access to the bolt holes in the frame.
- 24) Using a 12 mm socket on a 3" extension (NOT your fingers!), start the bolts in the frame.

25) Lower the trunk pack into position, allowing the forked ends of the sub frame to settle onto the still-loose bolts.

26) Using a 12 mm socket on a 3" extension, tighten the bolts you started in step 24.

27) Continue the reassembly in the reverse order of disassembly.

If you're on the side of the road with a flat rear tire, you can lower the rear assembly back down, put the seat back on, and lock your parts in the trunk while you get your tire repaired.

This procedure gives you access to the swing arm and shocks, too. You can service the whole rear end, replace shocks, grease splines, etc., without disassembling the trunks.

I apologize for this text being so small. If you would like a regular size printout, contact Gord for a copy.

Co-Rider's Corner

Thing Only a Mother Can Teach

1. My Mother taught me about ANTICIPATION...
"Just wait until your father gets home."

2. My Mother taught me about RECEIVING....
"You are going to get it when we get home!"

3. My Mother taught me to MEET A CHALLENGE...
"What were you thinking? Answer me when I talk to you ...
Don't talk back to me!"

4. My Mother taught me LOGIC...
"If you fall out of that swing and break your neck, your not
going to the store with me."

5. My Mother taught me MEDICAL SCIENCE...
"If you don't stop crossing your eyes, they are going to
freeze that way."

6. My Mother taught me to THINK AHEAD...
"If you don't pass your spelling test, you'll never get a
good job."

7. My Mother taught me ESP...
"Put your sweater on; don't you think I know when you're
cold?"

8. My Mother taught me HUMOR...
"When that lawn mower cuts off your toes, don't come
running
to me."

9. My Mother taught me how to BECOME AN ADULT...
"If you don't eat your vegetables, you'll never grow up."

10. My Mother taught me about SEX....
"How do you think you got here?"

11. My Mother taught me about GENETICS...
"You're just like your father."

12. My Mother taught me about my ROOTS...
"Do you think you were born in a barn?"

13. My Mother taught me about WISDOM OF AGE...
"When you get to be my age, you will understand."

14. And my all time favorite... JUSTICE...
"One day you'll have kids, and I hope they turn out just
like you.... Then you'll see what it's like."

Submitted by Helen Campbell

Carmel Corn - submitted by Gord Claridge

1 cup margarine
2 cups brown sugar
1 cup corn syrup

Bring to boil (stirring constantly) for 15 minutes then add:

1/2 tsp. Baking soda
1 tsp vanilla

Pour over 6 qts popped popcorn. Put in 250° oven for 1 hour . Stir every 15 minutes. Spread over waxed paper to cool.



Quick Tips

Cleaners

You don't have to use the full scoop!
When you are using your soap detergent,
they give you a scooper, hoping that you
will use the full scoop every time and
have to buy more. You will be surprised

at how much you can save if you use 3/4
or 1/2 of the scoop. Of course, that is de-
pending on how dirty the clothes are.

For an All purpose cleaner, mix 1/2 a tea-
spoon of dish washing soap or detergent,
1/2 teaspoon of baking soda, a squeeze of
lemon or scented liquid and a lot of wa-
ter!

I never use softener sheets in the dryer. I
fill a spray bottle with liquid softener and
spray an old wash cloth. The bottle lasts a
long long time and I always have fresh
static free clothes.



The only substitute for good manners is fast reflexes.

The following posted message appeared on the "ott.motorcycles" newsgroup.

Subject: Motorcycle Incident on 24 October 2000

Lit Cigarette

My neighbor, Alwyn posted a "Rider Down" message regarding my encounter with a cigarette last Thursday morning. I was just released from the hospital today. (Tues. 31 Oct) I noticed one response was along the lines of "How could a cigarette cause you to crash?" Here's exactly how:

(It's a long story, but I find the telling to be therapeutic for me... Feel free to skip the boring stuff and accept my apologies...)

I headed for work at 6:00 am from Russell to Ottawa on my 2000 Intruder 1500 LC (With a windshield) I'm wearing my leather jacket, chaps, full- face helmet with the visor just slightly open, gloves, boots, and a scarf. Turn west onto 417 from Boundary Road & merge with traffic.

Traffic seems a little heavier than usual for this time of morning, but nothing serious. It's a little foggy, so the right lane is moving at bout 90 km/h, the left at about 110. Perfect. I'm in the left lane, following a small (red?) car (possibly a Toyota, or something..) at a good distance, probably even farther back than usual because of the fog. About 3 Km down the road, out of the driver's window of the car in front of me, a small sparkling fireball appears, coming right at me. It *just* passes the upper left edge of my windshield, then gets caught in an eddy & veers in & hits me in the throat.

Let me pause here to say I'm not a novice motorcycle rider. I'm 39 years old, and I've been riding for almost 15 years. I've dodged many possible bad situations, hopefully skillfully avoided some others, and probably just been lucky in a few.

I am not into speed, I'm a cruiser rider, into the comfort and the sheer enjoyment of being on 2 wheels.

I really DO practice the things I was taught on the motorcycle safety course, although I'm guilty of only having had one refresher. I'm careful & don't take too many chances.

So... Lit cigarette hits me in the throat from below. In that split second, I didn't know if it had gone up inside my helmet, down my jacket front, blown past me, or what... I started slowly veering into the right lane, and at the same time, raised my left hand to my neck to sweep the cigarette away in case it was stuck on my scarf.

THAT was my mistake. For a fraction of a second I took my eyes off the road & glanced down to see if the cigarette was in my crotch. When I looked back up, my front tire was just slipping off the right edge of the pavement onto the gravel shoulder.

As soon as the tire hit the shoulder, the bike started wildly fish-tailing, and being on loose gravel, simply wouldn't recover. The fish-tailing got worse and just before I knew I was about to go down, I decided to try to minimize the impact by forcing the bike a little more to the right, into the grass at the edge of the ditch.

(I didn't relish the idea of sliding along through gravel at 100 km/h)

This all took about 4 seconds. As soon as the tire hit the wet grass, the bike went down on its left side & headed into the bush on a course perpendicular to the highway and somehow launched me away from it sideways. I landed on my left shoulder, cart wheeled a few times, then rolled, coming to a stop with my lower half in about 2 feet of mud and water in the ditch.

In all, I think I traveled about 70 feet or so from where the bike went down. I laid there not moving for a few seconds and thought "Hey! I'm not hurt! Whew! Lucky Me!" I didn't even really have the wind knocked out of me. Then I tried crawling out of the ditch, up the small embankment.

At that point, I realized I **WAS** hurt. My left foot was flopping around like it was attached by elastics and I could feel things moving around that I didn't think should be moving.

I stayed where I was and waited for a passerby to stop to help. (I saw cars behind me when I was crashing, so I'm pretty sure they saw me)

No one stopped. I waited a little longer (about 3 or 4 minutes) waving my hand as high as I could while laying on my back, hoping someone would see it in their headlights and stop. Nothing. I finally came to my senses and realized I had my cell phone in my pocket, so I dug around, got it out and called 911. (The ambulance dispatcher seemed to find it hard to comprehend that **I** was the victim. "Do you know the injured party sir?". <Grin>)

About 3 or 4 minutes after making the call, a couple came running down the embankment, the guy yelling to his girlfriend "Get the phone! Call 911"..

I told him I already called them. I asked if he'd seen the accident and he said no, that he'd seen the bike headlights shining through the trees & stopped. (The headlights were still on)

Of course, now every Tom, Dick & Harry on the road had to stop and half a dozen more people showed up, all giving me useful advice like "Don't move" and "Stay Still". (I did finally convince one lady to give me a cigarette. I'd quit smoking 8 months ago, but figured I deserved one) I could hear tires screeching as people hit the binders because of the looky- loos... I figure "Great, I survive the crash and some asshole is going to veer into the ditch and run me over..."

About 25 minutes later, a fire truck & the police showed up, then the ambulance.

(The firefighter was all keen to cut my chaps off!! HOLD IT!! Those things cost me \$300.00! There's a big ZIPPER!!" <Grin>

They got me loaded into the ambulance & whisked me off (which seemed to take about 6 hours, but I'm sure it didn't) to Ottawa General Emergency.

I came out of it exceptionally lucky... My left ankle is shattered and required surgery to re-attach the ligaments and muscles, and I'm now sporting a couple of stainless steel plates, a couple of rods and various screws holding it all together.

My shoulder is bruised up and I pulled a muscle in my back. I'm in a wheelchair for 4 weeks, a walking cast for another 4, then hopefully, I'll be good as new.

My neighbor Alwyn was kind enough to go to the lot & have a look at the bike for me and apparently it didn't do quite as well as I did.

Left side is smacked up pretty good, left windshield lower & left spotlight missing, and things were too bent up to put the transmission into neutral. (Although it did start! Apparently wasn't running very smoothly though)

I guess that's what insurance is for. I had intended on parking the bike for the winter this weekend, so at least I'm not out any riding time. If it's a write-off, I'll get a new one, if it's not, I'll get it fixed over the winter. It kills me to picture that beautiful machine all mangled like that, but life goes on I guess.


Schedule of Events

- Jan 24th — Linda LaRue's Birthday
 - Jan 27th — Bowling Challenge
-
- Feb 2nd-4th — London Bike Show
 - Feb 11th — Chapter "S" meeting
 - Feb 18th — Chapter "A" meeting
-
- Sept 16 — Toy Run
 - Oct ??? — Light Parade

 Group Ride Ideas
 Desperately
 Needed!!!!

 See Gord with
 your suggestions
 for the upcoming
 season.

February 2001

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3
4	5	6	7	8	9	10
11	12	13	14 Valentines Day 	15	16	17
18	19	20	21	22	23	24
25	26	27	28			