

# Chapter W2 – Memphis Gold

Region N

March 2010



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**Tennessee District Directors**  
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**Meeting Time** – 1<sup>st</sup> Thursday of each month  
**Eat at 6:30 PM – Meet at 7:30 PM**  
**Perkins – 1340 S Germantown Rd.**  
**Germantown, TN**

## From the Chapter Director By: Glenda Keough

Another February has come and gone and we are just around the corner from spring and riding weather. I personally can't wait to start riding on a consistent basis again. The open road is really calling me this year. I just hope that mother nature is kinder to us than she was last year.

I am happy to announce that Richard and Colleen Hutson have been appointed to the position of Assistant Chapter Director. Richard has stepped up and volunteered to lead the chapter in 2011 after we step down. He will be attending the OCP class with us in March, so he will have all the credentials necessary to assume the director's position in January.

We are looking forward to the OCP class in Lebanon March 6<sup>th</sup> and 7<sup>th</sup>. We are hoping to learn lots and have fun doing it. I feel strongly that any training that leaders receive, no matter what the organization is, can do nothing but improve things for everyone involved.

Spring Fling is fast approaching. I hope everyone is as excited as we are about going to Pigeon Forge and seeing folks we haven't seen for a while. Pete and LeeAnn Scoggin

along with Alan & I will be leaving on Tuesday, April 20<sup>th</sup> in order to be there Thursday morning. Anyone interested in riding up a day early is welcome to come with us, otherwise you are welcome to ride up with a second group of us going on Wednesday. Either way, we will take a couple of days to get there in order to arrive rested and ready to have fun.

Ron Page has offered his garage and tools, along with his expertise, to anyone wanting to perform any routine maintenance on their bike. His only condition is that you contact him first so that he can have everything ready to go.

Gary McPherson has issued an invitation for anyone desiring to come to a concert that he and his brass group are performing in. The concert is Saturday, March 6<sup>th</sup> at 7:00 at St. Luke's Lutheran Church on Germantown Road. Along with the music there will be ballroom dancers performing during the evening. If you would like any more information you may contact Gary at [garymcph@bellsouth.net](mailto:garymcph@bellsouth.net).

Ride Safe & Have Fun,  
Glenda & Alan

## RIDER EDUCATION

By Alan Keough

### *Is there a problem with GWRRA...*

Our organization has been around for 30 years. Many people retire after working 30 years. Over the past 30 years have you ever stopped to think of how many changes and life corrections you have made in your life? Is **GWRRA** changing? No, **GWRRA** has stayed eccentrically the same while doing things to enhance the membership's life learning environment. We are the ones that are changing. We don't want to learn any more than we already know. We have been riding for years and no one can tell us how to ride. In fact many of us are beyond being educated. Stupidity hurts.

A challenge is being made to the readers of this article to visit as many other **GWRRA** Chapters as they possible can. I am not saying to go to as many rallies as you can but to **REALLY** visit as many individual Chapters in your own District as you can. Then take note of how various Chapter gatherings are conducted and which Chapters seem to be having the most **FUN**. When we have visited many of the Iowa District Chapters, we've noticed that the Chapters with officer commitment to the **GWRRA** family knowledge sharing, along with a strong Rider Enhancement Program, seem to flourish the most. That's because people are learning new things and accept this new found knowledge with gratitude. Those Chapters with enthusiastic officers are the one that are thriving and growing their membership. These Chapters personify

**PARTICIPATION = FUN**. Get out there and ride to the four corners of Iowa District and see what knowledge can be picked up.

It is sad that people let personal feelings effect an organization that has given them so much. If the longer term members would be honest with themselves, they would quickly admit they have gotten more out of the organization than they gave. We all owe it to the **GWRRA** to give back; of our knowledge we have learned, friends we have made for life, and positive effect on our personal life and riding skills. All members need to share **AND** receive knowledge with other members of our **GWRRA** family.

Don't put down the very educational programs that have had such an impact on us. We were once new members too so let the brand new members benefit from those same old programs that made us better riders over time. Encourage your fellow long term *and* new members to gain the benefits from the many riding courses and seminars that are available for rider refinement. Don't be the one that helps reduce the impact of this organization; be the one that helps it to continue to grow. After all we **ALL** are "***Friends for Fun, Safety and Knowledge***".

*... If there is a problem, maybe it's us!*

Joe and Judy Pirillo

Iowa Senior District Educators

## TECHNICAL ADVICE

### By Ron Page

#### Coolant Change – Why and When!

*Note – this information is based on research from several GL1800 web sites, the GL1800 owners manual, the Honda shop manual and questions from different owners on coolant issues – the main feature is or was a huge concern and highlights the importance of maintaining your Wing whether it is a GL1000 or the latest 2010 GL1800. Coolant wears out and must be replaced – Mother Honda recommends that the coolant be replaced every 2 years – this is something you can do yourself however if you, as an owner, are not mechanically inclined, do not have the proper tools and replacement parts and liquids, then I highly recommend you take your Wing to an authorized dealer.*

**Excerpt** – “Maintain your Wing” – follow the recommended guidelines in your Motorcycle Owners Manual or MOM – Story line follows: A friend has had an ongoing over heating problem on his 2005 Wing with 25K miles on the clock. It has never had a coolant problem until he replaced the coolant. He confirmed he now has a problem by measuring the temperature of the engine case next to the valve cover with an infrared thermometer. The temperature he measured there was 219 to 226 degrees on each side of the engine. In addition, he checked the radiator exit air temperature and it was between 286 and 296 degrees on each side. He is at his wits end and has tried just about everything to resolve the problem.

Here are things that he has done thus far to eliminate the problem:

1. Replaced the cooling fans with the reverse fans from Electric Fan Engineering.
2. He first removed the fairing, seat, and top shelter from the bike. He then removed the gas tank as well as repositioned and tightened all of the cooling system hose clamps.
3. He refilled the cooling system with fresh Pro Honda HP coolant. Also, added Red Line Water Wetter per instructions on the bottle.
4. He replaced the radiator cap with a new one.

After performing all of the above the temperature gauge was still pegging out when riding in stop & go traffic or when the bike sits and idles for 20-minutes or more. Additionally the fans continued to run non-stop, (see photo below). This in itself presents a problem as when it begins to over heat he can't pull over and let it idle until it cools down. While getting ready to ride just the other day he decided to check the coolant at the radiator as he thought that maybe he had not burped the system properly when he originally refilled it due to the Wing being on the center stand when refilling the system. The coolant was about 2-ounces low so he topped it off. He then started the engine and let it warm up until the thermostat opened (note: even though it opened, it could still be defective). The Wing was on the side stand this time; so he twisted the throttle a couple of times and the filler neck let out a large



burp. He was able to add 3 more ounces of coolant to top it off before replacing the radiator cap. He took a short ride, around 25 miles, and put his Wing back in the garage. Later in the afternoon he went out to the garage and noticed a small puddle of coolant on the ground under the Wing. Hmmmm - he thought that it was because he had spilled a little bit when filling the radiator so he just wiped it up. The next day, he took the Wing out for another 25-mile ride. While riding he began to and kept smelling coolant. Situation - It was only 65 F outside and within 25-minutes of stop and go traffic the fans cycled on every time he came to a stop light and would only turn off when he started moving again. When he returned home and pulled into the garage the fans were still running. Concerned and also curious, he decided to let the engine idle to see how long it would take until the fans cycled off. This time he let the engine idle for 30-minutes however the fans never turned off and the temperature gauge pegged out. Again - see the picture above. He began to examine his Wing by looking underneath it and once again there was a puddle of coolant on the ground. This coolant is coming from somewhere at the front of the engine. (See photo below). At this point, he took off the front lower cowling in order to locate the leak; none of the hoses were leaking in this area. So far he has not been able to locate the origin of the leak however the coolant seems to be dripping from the bottom of the timing



chain cover. So what should this owner do next?  
Of course you say he needs to locate the source of this leak and fix it.

**“Troubleshooting Guidelines”** – Also known as thoughts from the service manual

- 1) **Engine temperature is too high**
  - a) Faulty temperature gauge or ECT sensor
  - b) Thermostat stuck open
  - c) Faulty radiator cap
  - d) Insufficient coolant
  - e) Passages blocked in the radiator, hoses or water jacker
  - f) Air in system
- 2) **Coolant leaks**
  - a) Faulty cooling fan motor
  - b) Faulty water pump
  - a) Faulty water pump mechanical seal
  - b) Deteriorated O-rings
  - c) Faulty radiator cap
  - d) Damaged or deteriorated cylinder head gasket
  - e) Loose hose connection or clamp
  - f) Damaged or deteriorated hoses

Final thoughts: if you look into the mirror and ask yourself – when is the last time the coolant was changed in your Wing – what would the answer be?

The coolant in your Wing wears out and must be changed in order to maintain maximum performance from your engine however it is very important to “Do it right” or again – take your Wing to an authorized Honda Dealer.

# Winter Event 2010



# March 2010

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4 W2 Meeting	5	6 Joe Higdon B-Day - N Meeting
7 Terry Novell & LeeAnn Scogin B- Day	8	9 Ann Beloate B-Day	10	11 MS Y Meeting	12	13
14	15	16	17 St. Patrick's Day	18	19	20
21	22	23	24	25	26	27
28	29	30	31			



*Happy W2'ers at a dinner ride.*



***Yall need to get a room!!!***

GWRRRA Memphis Gold - W2  
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