

# Chapter W2 – Memphis Gold

Region N

Friends for Fun, Safety and Knowledge

November 2010



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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: Richard Hutson

**MAYBE** Fall has arrived. I hope to see everyone at the Monthly meeting, Thursday 11/4 and yes this is Election Day. I am told Ken and Julie Zahn will be there, so it should be an interesting meeting. There will be some important subjects covered.

We had some good rides for the month of October, to bad for you if you missed these. November 12<sup>th</sup> we are going to Hot Springs, AR for a weekend at the Arlington; they do have an Old Folks discount for the weekend with free breakfast. If you do not fit into this category, I'm sure we can figure something out.

I have yet to replace my computer that was stolen, still trying to convince Colleen I deserve the best, latest and greatest. Those are the same reasons I have her. The first weekend of November I will be at Olive Branch airport and we will have on display the Aluminum Overcast. She is a restored B-17G Bomber. All Veterans can tour for free, and Families for \$15.00. Rides are \$400.00 per person.

Hope to see everyone there,

Ride safe



## RIDER EDUCATION

By Ed Johnson

### Rider Education

At the last meeting I was approached by Richard Hutson, and he asked if I would be the Chapter Educator for next year. I thought about it for a minute and then agreed. I've been on the staff of W2 for 11 years now so what's another year. The staff positions in this chapter are not difficult jobs and don't take a lot of your time. So, if Richard asks you to fill a position, please give it a lot of consideration and say yes.

I believe rider education plays a very important part in safe enjoyable motorcycle riding. You might say, "well I've been riding for x years, I'm a good rider, and I've never had an accident. Why do I need rider education?" To use a phrase from the Motorcycle Safety Foundation (MSF) "The more you know, the better it gets." No matter how long you've been riding, or how many miles you have on your bike, there is always something more to learn. I've taken an MSF riders course several times, and each time I learned a new technique or got a tip or advice that I truly believe has enhanced my riding ability and safety.

The GWRRA motto is "Friends for fun, safety and knowledge." I believe the knowledge part helps you get more of the fun and safety parts, and the knowledge part is what I'm supposed to help you get. Basically there are four

levels in the rider education program. Level 1 is a commitment to ride safely. Everyone in this Chapter should be able to do this. Level 2 is safety by education. The requirements are: take an approved rider course within the past three years, be enrolled in level 1 and have 5000 safe miles, and have a current motorcycle endorsement on your license. Level 3 is safety by preparedness. The requirements are: have a current certification in CPR and/or first aid, be enrolled in level 1 and level 2, and carry a first aid kit on your motorcycle. Level 4 is safety by enhanced commitment and preparedness. The requirements are: be a level 3 for one year, ride a minimum of 25,000 safe miles, be current in both CPR and first aid, complete an approved rider course within the last three years, wear protective clothing while riding, and carry a first aid kit on your motorcycle.

Rider education is serious, but it can be fun too, and I'm going to try to make it that way. My wish for next year is for everyone to be accident free, and to have 100% participation in rider education. If you have any questions about anything in the rider education program, please don't hesitate to ask. If I don't know the answer, I will find out.

Take care and ride safe.

## TECHNICAL ADVICE

By Ron Page

### This year I will winterize my Gold Wing

Last year I decided not to winterize my Wing because I had decided to ride it through the winter. This year I am scheduled to travel through out the country and Canada to support my job at FedEx. Also, Alaska in October through February is just too cold to enjoy riding so I'll follow the guidelines I published last year to winterize the Wing. I will plan to winterize my Wing over the Thanksgiving holiday starting with the TCLOCS procedure, changing my oil, checking and replacing my brakes, if needed, and also checking and changing all other fluids. I will also wash and wax my Wing to make sure it is very clean before I put it in the garage, attach the battery tender and cover it. Anyway you get the idea so here goes:

Winterizing my (your) motorcycle – the basics:

1. Make sure you have the proper equipment – you'll need some tools – spark plug wrench (for the Wing) – getting to the spark plugs is easier said than done so you'll want a full complement of tools (metric wrenches, sockets, screw drivers, oil filter wrench etc...) you may want a motorcycle lift if you plan to keep the tires off the ground all winter. Tools include plenty of soap, polish, wax, lubricant, oil, fuel stabilizer and warm water. You may want to invest in a breathable cover for your bike (you do NOT want moisture forming under a tarp that can contact your bike – rust, discoloration or worse). Okay – you have the tools so let's go.
2. Wash your motorcycle – get rid of all the dirt, bugs, and road grime you can scrub off. Dry

the bike and then polish, polish, polish in order to protect all the different finishes. My Honda CB175 like my Wing has many different surfaces – paint – aluminum, chrome etc...so have the right cleaning and polishing products on hand. Unlike my Wing, my CB175 has a chain. So to clean and protect my chain, I have special cleaning materials and lubricants for it. Make sure you protect each surface as well as keep any corrosive chemical away from surfaces that could be destroyed.

3. If you are sure you will not be riding during the winter – add a fuel stabilizer to your gas tank as well as fill your gas tank with as much gas as you can (Water could condense on the inside of the tank and that would be disaster). Once you put the fuel stabilizer in your tank, you'll need to run your engine (my Wing has fuel injection so I want to make sure I've coated the fuel system with the stabilizer; my CB175 has two carburetors so I still want to run the engine to coat the parts but I must also drain the float bowls (Gas is unstable if left on its own and will change leaving a bad smelling gummy sludge).
4. Change your oil and filter – you just ran your bike so the oil is warm. This is just good for your motorcycle as oil will develop an acidic quality that will harm the inside of your engine.

5. Spark Plugs – check them – clean them – re-gap them – replace them as needed. The CB175 is easy compared to the Wing but I can attest – it is worth the effort.
  6. Clean and lubricate components that move or connect vital components on your motorcycle – cables, connectors, brake components forks, seals, pivot points, side or center stand(s) – anything that is exposed that you can't protect with polish.
  7. Our Wings are liquid cooled so pay attention to the antifreeze – you may check it or you may want to change it – if its been two or more years since you changed your antifreeze – then make plans to spend some time on this task. The Wing has some clear do's and don'ts for this procedure and the antifreeze has to be a specific type (no corrosive materials in it or your engine will be damaged – this is one you may want to consult with your local dealer).
  8. Clean and treat the leather or leather like components on your motorcycle (for the Wing – it's the seat – but for my old bikes with leather saddle bags – sure, I'll clean and polish them with a good, high quality leather product).
  9. Batteries – I use a battery tender – this device connects to my battery providing a trickle charge to it if needed. I have multiple bikes so I have the ability to trickle charge all them at the same time. It makes my batteries last longer and my bikes, at least the ones I ride most often are always ready to ride. You do not need a battery trickle charger but if you plan to store your bike all winter and do not charge it – do not start it up as moisture will work its way into your systems which will damage them. You may want to remove your battery from your bike – Note: The Honda owner's manual recommends this as well as connecting a trickle charger to the battery.
  10. If I do plan to store my bike, I park it on a barrier – I use carpet so the moisture will not work its way up into the motorcycle. I also recommend you use a bike cover to keep the bike clean.
- Please note – always consult MOM – this is your Motorcycle Operations Manual as well as your dealer as these references will always supersede the information provided here. If you would like help on any of these activities – just let me know. Good motorcycle maintenance is just as important as our riding skills.



# November 2010

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4 W2 Meeting	5	6 N Meeting – W2 Dinner Ride Como
7	8	9	10	11 Veterans' Day – MS Y Meeting	12	13 Hot Springs Trip
14	15	16	17	18	19	20 TN Dist Ops Meeting
21	22	23	24 Gary McPherson & Karen Page B-Day	25 Thanksgiving Day	26	27
28	29	30				





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