

GOLD WING ROAD RIDER'S ASSOCIATION



OH-U2 STAFF

Chapter Director
Russ Ridgeway (614) 563-9249
rfridgeway@aep.com

Assistant Chapter Directors
Kevin & Rosemary McBeth (614) 507-8331
rkerby42668@yahoo.com

Rider Education
Mike Griffith (614) 849-8791
griffithclanohio@att.net

Membership Enhancement Coordinator
Terry Woodbury (614) 270-1761
tazman421@gmail.com

Ride Coordinator
Leroy Witzel (614) 451-8673
lwitzel@columbus.rr.com

Ways & Means
Vacant

Secretary / Treasurer
Sheila Greier (614) 778-0719
sgreier@columbus.rr.com

Newsletter Editor
Roxanne Shull (614) 260-0913
roxanne.shull@sbcglobal.net

Motorist Awareness Division
Sheila Greier (614) 778-0719
sgreier@columbus.rr.com

Dealer Liaison
Rob & Lynn Berridge
roblynn@columbus.rr.com

Web Master
Dave & Sue Leitch (614) 539-1477
dleitch177@gmail.com

OH-U2 Couple of the Year 2010
Rob & Lynn Berridge

Chapter OH-U2 website:
www.gwrraohu2.org

National, Regional & District Staff

GWRRA - Phoenix, Arizona 1-800-843-9460
www.gwrra.org

Executive Director
Melissa Eason mnordeoff@gwrra.org

Senior National Director
Jim & Shirrin Hutchens jphutchens@comcast.net

Region D Directors
Ronald & Dianna Miller RandDMiller@cablespeed.com

District Directors
John & Linda Frank dd@ohiogwrra.org

Assistant District Directors
Mike & Mary Tussey cadd@ohiogwrra.org

Heart of Ohio Wings - Chapter OH-U2

January 2010

UPCOMING EVENTS

JANUARY

01/01/2010	Friday	Annual Polar Ride, 10:00 AM, Hometown Buffet @ Mill Run
01/09/2010	Saturday	CPR / First Aid Training, 9:00 AM, downtown AEP Building
01/12/2010	Tuesday	Midweek Dinner Ride, 6:30 PM, Red Robin Stringtown Road
01/23/2010	Saturday	Staff Meeting, 5:30 PM, Pine Manor
01/23/2010	Saturday	Chapter Gathering, 6:30 PM, Pine Manor Potluck Theme: Chili Cook Off Contest

FEBRUARY

02/06/2010	Saturday	Bowling Day, 11:00 AM, Sawmill Lanes
02/12-14/2010	Friday-Saturday	Cabin Fever, Crowne Plaza, 6500 Double Tree Avenue
02/17/2010	Wednesday	Midweek Dinner Ride, 6:30 PM, New Grand Buffet Stringtown Road
02/27/2010	Saturday	Staff Meeting, 5:30 PM, Pine Manor
02/27/2010	Saturday	Chapter Gathering, 6:30 PM, Pine Manor Potluck Theme: Think Pink Food

MARCH

03/06/2010	Saturday	Ride 'N' Eat, 9:00 AM south meeting point Creation Museum, Cincinnati
03/18/2010	Thursday	Midweek Dinner Ride, 6:30 PM, Oties Restaurant, Hilliard
03/27/2010	Saturday	Spring Officers Meeting, Crown Plaza, 6500 Double Tree Avenue
03/27/2010	Saturday	Staff Meeting, 5:30 PM, Pine Manor
03/27/2010	Saturday	Chapter Gathering, 6:30 PM, Pine Manor+ Potluck Theme: Irish Food

NOTE: With the exception of the November Auction / Bake Sale and the December Christmas Party, all OH-U2 Chapter Gatherings will be at Pine Manor Clubhouse this year. Please check the website for a map and/or directions.

December Birthdays

10th Jarod Griffith
 11th Joe Roberts
 26th Russ Ridgeway
 27th Cyndi Riehle
 29th Jeanne Dudash

January Birthdays

2nd Linda Jenkins
 8th Lynn Berridge
 11th Sharon Streeter
 13th Carrie Koontz
 21st Paul Brosher
 24th Jim Montgomery
 24th Betty Huss
 28th Dolly Roberts

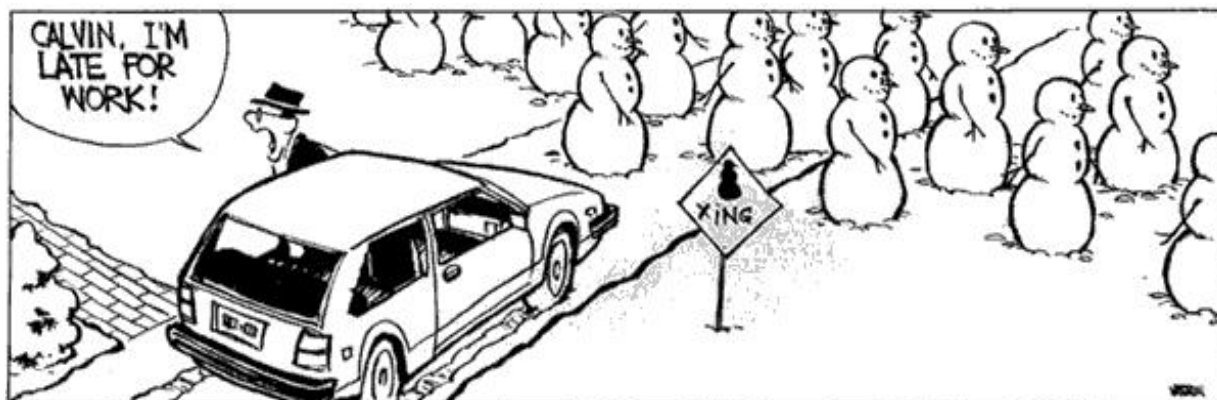
December Anniversaries

2nd Jim & Cindy Montgomery
 5th Doug & Sharon Streeter
 28th John & Vicki Wilson

January Anniversaries

None listed

Chapter	Meeting Date	Time	Food Prior	Location	CD's #
OH-B3	1 st Saturday	9:00 AM	coffee & doughnuts	Obetz Community Center, 1611 Chillicothe Street, Obetz	(614) 833-4204
OH-Z2	1 st Wednesday	7:00 PM	dinner @ 6:00 PM	Byxbe's, 1502 W. William Street, Delaware	(614) 923-9649
OH-D3	2 nd Wednesday		yes	Sandy's Bar & Grill, 333 Millcreek Drive, Marysville	(937) 246-3221
OH-Q2	2 nd Thursday	6:30 PM		6906 Old Tartton Pike, Circleville	(740) 474-1830
OH-F3	3 rd Tuesday	7:30 PM	dinner @ 6:30 PM	Fat Cat's Pizza, 1448 Ety Pointe Drive, Lancaster	(740) 654-7156
OH-O	3 rd Thursday	7:00 PM	dinner @ 6:00 PM	Stacy's Buffet, 79 North to 30 th Street, then west	(740) 928-4616
OH-B2	2 nd Thursday	7:00 PM	potluck	Bellefontaine JVS @ The Inn	(614) 467-4524
OH-Y2	2 nd Tuesday	7:00 PM	dinner @ 6:30 PM	Papa Chuck's Restaurant, 375 Muskingum, Zanesville	(740) 453-0211
OH-U2	4 th Saturday	6:30 PM	dinner	Hilliard Library, 4772 Cemetery Road, Hilliard	(614) 563-9249
OH-Y	1 st Saturday	7:00 PM		Groves Church of Christ, 7740 Groves Church Road, Gambier	(740) 924-4780
OH-P2	3 rd Tuesday	7:00 PM		Church of Christ & Christian Union Fellowship Hall, 770 Jefferson Avenue, Chillicothe	(740) 993-2863



Chapter Director

Russ Ridgeway

I have included this article from the GWRRA Leadership Newsletter as "**food for thought**" as we begin the 2010 ride year. Whether it's a dinner ride around the block or a group ride to a rally, I hope our rides this year can be more about bonding as friends when we ride. "Friends for Fun, Safety and Knowledge", the motto of GWRRA, is more than just words on a page. "Friends for Fun" is the primary reason most of us joined this organization and the reason GWRRA was founded (as this article points out). Since GWRRA cares about its family, there is another important part of the motto, "Safety and Knowledge". Paul Hildebrand's first letter (referenced in Fred and Judy's letter) has all the key points of the motto summed up. ~- Russ

The Mystique of GWRRA

Fred & Judy Haynes, NC District Leadership Trainers

Is member attendance decreasing at your chapter gatherings and events? Are you having trouble getting people to volunteer for chapter duties or event workers? Do your members have to be reminded of every gathering and event at least 3 times to get them to remember to come? If the answer is "Yes" to any of these, you SHOULD be asking why.

There are many popular and often touted reasons why this occurs. We all have heard them many times, and many are quick to jump on the band wagon to shout out these reasons because it is so easy to do so. Going back to the days of yester-year, when we first bought our Gold Wings and were looking for ways to have more FUN riding it, we joined GWRRA. Ah, the excitement! Lots of new opportunities to:

- Meet people to have FUN,
- Have new experiences to have FUN,
- Ride our Gold Wings with others who were experienced and willing to pass on their experience so we could ride as safely as they while having FUN; and
- Rides to new places over the next horizon or mountain to have FUN.

So, what happened? **THE WORLD CHANGED!** Baby boomers & younger generations lost their "innocence" on 911. No longer was the "Land of the Free" a guaranteed safe place to be. We all got older & our lives got more complex. Our children grew up & our grandchildren came along. More & more demands were levied on our time by those very labor saving devices like:

- Cell phones that provide instant communication yet require daily time to ensure the batteries are charged, we answer voice mails, return calls, and require us to have them with us at all times;
- Emails that enable messages to be delivered in a few seconds, yet demand a few hours a day to read numerous (mostly joke) emails and reply to those necessary ones or forward on jokes to others; and
- The internet that provides all the information in the world at our fingertips, as long as we have time to spend sitting in front of Google, typing in questions, and verifying the info is accurate.

We seem to have everything we could ever want or need in our lives, except "quality time" to have some real FUN. GWRRA can play an important role in the quality of life for its members, just as it did 20 or 30 years ago. If you had taken the History of GWRRA LTD course, you would know that GWRRA was started by just 7 people meeting for breakfast in 1977 before going riding. Below, is the letter that Paul Hildebrand sent out to all Gold Wing Owners:

Dear Fellow "Wing Nut",

You are invited to attend the first monthly meeting of the GL Road Riders Association. "What FUN", you say! "You ain't heard it all yet", we say. It is our intention to form an informal, non-restrictive, FUN type association of proud, unique, and special people-- GOLD WING OWNERS!!!! People with whom we can share impromptu rides, experiences, discuss problems, find solutions, exchange ideas, save money, and (most importantly) form new friendships.

If this sounds like something you would enjoy, join us Saturday morning for breakfast-- June 4, 1977 at Denny's Restaurant, Black Canyon Freeway at Dunlap, at 8:30 a.m. If you know other Wing Nuts, please invite them along.

Just look for the "prettiest parking lot in town"!!!! Questions or comments? Call me, Paul Hildebrand-9732357. See you there--Ride safe!!

The Boogie Bird (Guess who just got a CB?)

Based on Paul's letter, you can see the origin of the GWRRA mystique and what has made it successful throughout the past 32 years was FUN. Does your chapter emulate the words of our founder? Is your chapter organized and operated for the FUN of the members during these harried times? If not, start working on making your chapter the oasis of FUN in the hurried lives of your members.

Slow down the pace to allow members to smell the roses and enjoy each other's company. Work to return to those days of yester-year when the chapter went on rides that would not qualify them for an "Iron Butt Award". Rather, take short rides to a pretty and peaceful place for lunch/dinner/ice cream and plan to share meaningful quality time among members for them to share experiences, discuss problems, find solutions, exchange ideas, save money, and form new friendships. When attending rallies, make the ride out and back a "chapter" event. Get a motel - central chapter location as your away-from-home anchorage, and allow lots of parking lot social / discussion time before and after dinner for more meaningful quality time among members.

Get out and recruit new members to bring in new relationships and new ideas for FUN. Follow-up is most important here so, once new members are recruited and brought in, give them the respect of taking some of their suggestions and get them actively involved in planning and executing chapter activities, as well as chapter administration and leadership early in their chapter affiliation. If you don't recruit new members, who will be the next CD, ACD, Rider Educator, Treasurer, Newsletter Editor, MED Coordinator, etc. In short, strike while the iron is hot!

Lastly, nothing complicates life more than having too much money, except for possibly not having enough money. This is also true for GWRRA. So how much is enough? This depends on each chapter's unique set of circumstances. Although fund raising events are truly noble, enviable, and noteworthy undertakings, one thing is for sure. When fund raising becomes the main activity of any chapter, that chapter will soon personify the old adage, of "all work and no play..." No play means, no FUN. Although fund raising does have a small place in GWRRA, it should not be the focal point to all chapter life and activity. Remember, GWRRA is a "social" organization formed for the FUN, safety, and knowledge of its members.

Accept these ideas and work to implement them into your chapter. That "FUN" thing might just start showing up again at your chapter gatherings and events; and when FUN shows up, your attendance and participation will likewise improve.

Be informed; have FUN; & ride safe! See y'all at WOS. ~- Fred and Judy

Rider Education

Mike Griffith

Last month the first part of this article dealt with D.O.T certification, Helmet retention, Fit and Comfort, which are, in this author's opinion, the more critical elements in choosing a helmet. This month we will cover items which while are not as critical in purchasing a helmet but are additional items which could be considered in the purchase of a helmet.

- 1) **APPEARANCE:** Many motorcycle suppliers offer a variety of different helmets ranging from simple to complicated graphics and are available from top quality suppliers to low quality suppliers. As could be expected helmets with graphics on them can cost significantly more than those without. If a dealer shows you a helmet you like with complicated graphics and quotes a horrifying price, ask what it would cost in a single color. The difference is usually quite significant. In the end, it's your choice whether you want to spend the money for an eye catching helmet with fancy or custom graphics or a basic color.
- 2) **COLOR:** Before you settle on basic black however, consider a brighter color. A brighter color will make you stand out more, especially if you ride at night. While a basic color such as black may look "cool" it does essentially nothing to alert other motorists that a motorcycle rider is in the area. In order to be better seen, some of the solid colors available (orange, yellow, red, fluorescent colors, etc.) are a better choice. Even if you choose to go with the solid black helmet, consider putting reflective material, such as reflective tape, on the helmet to better assist motorists in seeing you.
- 3) **FACE SHIELDS:** If you are buying a helmet with a face shield, the shield probably has certification info molded into it, as all quality shields should. The relevant standards are VESC-8 (Vehicle Equipment Safety Commission) and ANSI Z-87 (American National Standard Institute). The shield should seal all the way around the edges of the helmet opening and be easy to operate and stay in position when raised. While you are trying on the helmet, close the shield and look for signs of optical distortion (such as straight lines that get curvy). If you note distortion anywhere near your normal line of sight, you should probably select a different shield. Distortion is rare these days, but can be quite annoying and tiring on long rides. Unfortunately, quality face shields have gotten quite expensive, but the good

news is that they resist scratching and are much more durable making the cost stretched over several years about the same or ever lower.

- 4) **STYLE:** There are several styles to choose from and all have benefits/drawbacks to them, depending on your point of view. Here are the different styles of helmets available:



Full Face Half
& Modular

Shorty

Open Face

The **full face and full face modular helmets** are for those who want complete coverage. The full face helmet offers the most protection as it covers the entire head and has a face shield. The face shield is extremely convenient for keeping bugs and weather conditions such as rain and snow out of the riders face.

The **half and shorty helmets** are for those who still want good head protection but don't like having a full face shield in their face. It is suggested that a pair of riding goggles be worn with this style of helmet, if no face shield is chosen.

The **open face helmet** closely resembles the full face style but has a little less face and head coverage. This helmet is popular with riders who frequently take moderate to long rides, as it provides good head coverage but keep the face in the breeze.

- 5) **PRICE:** Chances are, the helmet that fits your head the best, has the most useful features and feels the best on your head will cost substantially more than the cheapest models you tried. If the cheapest helmet you tried fits as well as or better than the pricey model and has a D.O.T. sticker, then go ahead and buy it without any qualms. However, be aware of counterfeit helmets. If you find an expensive helmet which is dirt cheap and has a D.O.T. sticker, chances are you may have found a counterfeit helmet. If in doubt contact the manufacturer or purchase the helmet from a reputable dealer.

My article next month will detail information about the laws covering the exhaust system requirements for motorcycles and how they may affect your purchase.

Remember: be safe, be seen and enjoy the ride

~~ Mike

Dealer Liaison

Rob Berridge

Honda Marysville has a new bonus incentive program. Your initial investment would be \$29.95 to register and get a coupon book. Every dollar spent in the dealership for anything earns 1 point. 500 points gets you \$15, 750 points gets \$25 and so on. Rider Rewards booklet has bonus coupons in it. These coupons give you extra bonus points when you get scheduled maintenance visits. You can also get bonus points with the purchase of accessories, clothes, chrome, parts, etc. Extra bonus points are also given for your birthday, volunteering to help in dealer events and even for taking a demo ride on a new bike. You can accumulate points and apply them to any future purchase. Go north to Marysville and start getting Rider Rewards!

I learned about the bonus program on a recent visit. While having the oil changed and a few other small things fixed, the service manager told me the left fork was leaking. WHAT? This is a problem we had and thought was fixed last year on a Pennsylvania trip. It seems the dealer there fixed the leak with new fork seals but did not fix the cause of the leak! Problem was that the anti-dive case plunger was stuck. This plunger prevents the bike from diving when the brakes are applied. I cannot remember when I last had the brake fluid replaced. Therein lies the problem. Honda recommends changing the brake fluid every 12,000 miles or 2 years which ever comes first. Old brake fluid can go bad after this time and due to the close clearances in the anti-dive assembly, any contamination in the brake fluid will cause the plunger to stick. If this happens, the forks will not function properly. The bike will ride like a log wagon and the excess pressure in the fork will blow the seal. So, a word to the wise, change your brake fluid at the correct intervals unless you want to get a lot of bonus points for the \$500 + repair job!

~~ Rob

Web Master

Dave Leitch

Radio Noise and Swimming Pools

While riding along in a group with the CB turned on, have you ever wondered; "Why do I hear some riders but not others?" or "Why can't I hear both sides of a conversation?" or "Why is this darn CB so noisy?" or "Why does so-and-so's radio receive so much better than mine?" The answer to all four questions might be contained in one simple word: Squelch.

"What is squelch?" I'm glad you asked. This article should answer some questions concerning that round knob on your 1500 CB or the SQ lever on your 1800 handlebar.

Imagine that you are in a swimming pool and your ears are just above the water line. You hear everything, including any surrounding noises. As you slowly lower your ears into the water, the noise decreases, but you can still hear someone talking to you at the edge of the pool. However, if you continue further down in the water, even conversations that you should be hearing are gone. It's the same with that squelch knob or adjustment lever on the bike.

If you have ever listened to an AM radio that wasn't tuned to a radio station, the background roaring you hear is called atmospheric noise. When you tune to a radio station, the atmospheric noise goes away, replaced by the signal of the station. If the radio station stops transmitting, the noise returns. Pretty simple concept, huh?

On a CB radio, the adjustment that kills the atmospheric noise when no one is transmitting is called squelch. However, using too much squelch can prevent you from hearing anything, even while another bike is transmitting. Only VERY strong signals will be heard. Weaker signals from cycles further away don't make it past the squelch point, and you hear nothing.

So, what's the correct adjustment procedure? The technique I use is simple:

- With the CB on, turn the squelch control all the way off. For a 1500, that means rotating the SQ knob all the way counter-clockwise. For an 1800, it means pressing the SQ lever down until the dash display reads "0". You should be hearing atmospheric noise at this point. If you don't, either your radio is off or the volume is too low. Bring the volume of the noise up to a moderate level.
- Next, slowly increase the squelch control until the atmospheric noise disappears. You are now at the "squelch threshold". Advance the squelch control a little more above that threshold to block any unwanted electrical noises or interference in the area. You're done!

As you travel along the road, you may hear unwanted noises that are strong enough to break your squelch threshold. Advancing the squelch control in small steps is usually enough to mute those out. When your squelch is adjusted correctly, even the weakest signals from others in your group should be heard clearly by everyone.

Finally, don't forget to do that verbal "radio check" to be sure everyone else is hearing you and everyone is on the same channel.

~~ Dave in the Geeks Corner

Motorist Awareness Division

Sheila Greier

Happy New Year to all. Last month I put out in the newsletter a request to start a discussion on, "Why I ride." While I only got one response, I believe it's a great answer and worth passing on to all. I hope everyone enjoys reading it as much as I did. My thanks go out to Jack and I hope he is able to experience on his Wing even a bit of what he felt like up in the clouds that day.

While I am not nearly as expressive as Jack is, I have an answer too. I ride because I always feel better after a ride than I did before I started out. Now here is Jack's answer.

~~ Sheila

Why I Ride

Years ago on a trip to ferry an experimental AH-1R Cobra from Huntsville, Alabama to Columbus, Ohio; I was cruising along at 5,000 feet just north of Cincinnati absently engrossed in my thoughts in the privacy of the sky, unaware of the roaring silence of the rotors and turbine engine. It was a lazy peaceful time of reflection. At that altitude you can see the curvature of the earth and on that day it was spectacular. The airspeed indicator read a steady 120 knots, creating an illusion of speed, but at that height, drifting in between the clouds it seemed that I was hardly moving. The earth below was dressed in a patchwork of green and brown and the towering white clouds all around me drifted by in slow motion.

It was late in the afternoon on a hot July day and the sky was filled with towering cumulous clouds, the kind that turn into thunderheads with the slightest encouragement. Today, the sun was almost done with its daily duties and had sunk low in the western sky. It had turned into an impossibly bright, reddish-gold bonfire shooting fire rays over the arc of the earth right at the tops of the cumulous clouds, turning them into a spectacular red & golden color. The cloud formations had formed a series of boiling columns of white cotton balls, splashed with water color red and gold sun waves and stretched up as high as 60 thousand feet. The billowing clouds were all shooting up at the top of the sky in competition with each other to see which one could be the tallest cloud of all.

It was a scene of such vivid, breathtaking colors that it could only exist in a dream. Any words I try to use here to describe it, fail miserably to do the experience proper credit. The brief encounter took control of my emotions and all sorts of poetic words sprang into my mind in a failed attempt to paint a memory of this once-in-a-lifetime experience. It occurred to me just then to think of reaching out to touch the face of God, like the WW II British pilot *Gillespie Magee* describes in his famous poem "High Flight." Right then, it seemed to me that this must be what heaven is like. God must surely be nearby, busy painting this scene on His sky rolling by just outside of my cockpit.

I began a slow drifting left turn to go around a huge column of red-white and gold clouds that had jumped up right in front of me. Once safely around it, there was another and then another. Slowly I willed my ship into a drifting shallow right turn around the next one and then the next, weaving an invisible trail along a make-believe highway in the valleys between the canyons in the sky. Effortlessly, drifting right then slowly back to the left again to avoid collisions with the next cloud in line rushing at me. I got to spend a precious few minutes that day wandering in and out of the canyons in the sky communing with the angels. In all my years of flying, I never got to do it again, but once was enough.

These wondrous flying conditions only lasted for a brief ten minutes and then the sun dipped below the horizon and it was all gone. The red-gold clouds had sadly turned into slate grey blobs that looked so solid you knew you could not fly through them and then in another ten minutes I could see the stars. I never, ever forgot the experience and I stored it safely away in a secret place in my heart, marking it down as one of the reasons men love to fly.

Now, my flying days are long past. These days, I have traded the Cobra Attack Helicopter for a *Jet-Black GoldWing 1800*. And when I get out on my Wing, flying along a far winding county road, swirling up clouds of red and gold leaves behind me, I am taken back to that unforgettable day in the clouds on that far away day in July. ***Riding my wing is like that! That is why I ride!***

Jack Riehle



Coffee filters..... Who knew!

And you can buy 1,000 at Dollar Tree for almost nothing, even the large ones.

1. Cover bowls or dishes when cooking in the microwave. Coffee filters make excellent covers.
2. Clean windows, mirrors, and chrome... Coffee filters are lint-free so they'll leave windows sparkling.
3. Protect China by separating your good dishes with a coffee filter between each dish.
4. Filter broken cork from wine. If you break the cork when opening a wine bottle, filter the wine through a coffee filter.
5. Protect a cast-iron skillet. Place a coffee filter in the skillet to absorb moisture and prevent rust.
6. Apply shoe polish. Ball up a lint-free coffee filter.
7. Recycle frying oil. After frying, strain oil through a sieve lined with a coffee filter.
8. Weigh chopped foods. Place chopped ingredients in a coffee filter on a kitchen scale.
9. Hold tacos. Coffee filters make convenient wrappers for messy foods.
10. Stop the soil from leaking out of a plant pot. Line a plant pot with a coffee filter to prevent the soil from going through the drainage holes.
11. Prevent a Popsicle from dripping. Poke one or two holes as needed in a coffee filter.
12. Do you think we used expensive strips to wax eyebrows? Use strips of coffee filters..
13. Put a few in a plate and put your fried bacon, French fries, chicken fingers, etc on them. It soaks out all the grease.
14. Keep in the bathroom. They make great "razor nick fixers."
15. As a sewing backing. Use a filter as an easy-to-tear backing for embroidering or appliquéing soft fabrics.
16. Put baking soda into a coffee filter and insert into shoes or a closet to absorb or prevent odors.
17. Use them to strain soup stock and to tie fresh herbs in to put in soups and stews.
18. Use a coffee filter to prevent spilling when you add fluids to your car.
19. Use them as a spoon rest while cooking and clean up small counter spills.
20. Can use to hold dry ingredients when baking or when cutting a piece of fruit or veggies.. Saves on having extra bowls to wash.
21. Use them to wrap Christmas ornaments for storage.
22. Use them to remove fingernail polish when out of cotton balls.
23. Use them to sprout seeds. Simply dampen the coffee filter, place seeds inside, fold it and place it into a plastic baggie until they sprout.
24. Use coffee filters as blotting paper for pressed flowers. Place the flowers between two coffee filters and put the coffee filters in phone book..
25. Use as a disposable "snack bowl" for popcorn, chips, etc.



OH YEAH, THEY ARE GREAT TO USE IN YOUR COFFEE MAKERS TOO.