



Friends

For



Fun



Safety



Knowledge

Gold Wing Road Riders Association
Michigan*Region D*Chapter MI-G***Midnight Riders

MEETING PLACE, DAY, and TIME

*****NEW Place: Golden Corral**

3461 Alpine Ave NW

Grand Rapids MI 49544

Breakfast 8:00am and Gathering at 9:00 AM

Look for the SUGGESTION BOX at our gatherings. Tell us what you would change, keep the same, or your ideas for rides, etc.

For more information, or to be added to our phone tree, please contact one of our Chapter Staff.

See page 2 for contact information.

We hope to see you out there.....Ride Safelv.

OCTOBER 2010

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2 DRJ R2 ride to Ionia
3	4	5	6	7	8	9
10 NEW MEETING PLACE Chapter G Gathering 9:00 am Golden Corral	11	12	13	14	15	16 Chapter J
17	18	19	20	21	22	23 Officer's Meeting
24	25	26	27	28	29	30
31						



Staff Contact
Ride Schedule
CD's Article
Rider Education

Page 2
Page 3
Page 4
Page 5

Birthdays & Anniversaries
Sales and Rides
Classifieds

Page 6
Page 6
Page 7 & 8

Chapter G pictures can be found at:
<http://gallery.me.com/hstob>

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<p>Tim & Pam Hanson District Couple of the Year 2010</p> 	<p>Ken & Ann Byxbe Chapter MI-G's COY 2010</p> 	<p>Kirby & Sandy White Region D Couple of the Year 2010-2011</p> 
<p>Tim & Pam were selected as the District Couple of the Year at Wingless Weekend 2010</p>	<p>Ken & Ann are members of Chapter G. They are our U.S. Veterans' coordinators. Ken is one of the tailgunners for the Midnight Ride.</p>	<p>Kirby & Sandy were selected as the 2010-2011 Region D Couple of the Year at the Region D Rally.</p>

Chapter G Summer Rides
Rides will be Weather Permitting

We will take a ride after the Gatherings starting in June.

Wednesday night rides. We can either join another chapter for dinner, or just ride. (Ice Cream will most likely be found.) Will be decided monthly.

October Ride Schedule

Anniversary Party

Chapter V
Oct 2, 2010

DR - J Fun Run

Chapter R-2 Ionia
Oct 2, 2010

Hoe Down

Chapter F
Oct. 9, 2010

25th Anniversary & Halloween Party

Chapter Y
Oct. 9, 2010

Anniversary Party

Chapter F2
Oct. 16, 2010

Rootin' Tootin"

Chapter J
Oct. 16, 2010

Spaghetti Dinner Fun Raiser

Chapter W-2
Oct 17, 2010

MI District Fall Officers Meeting

Oct 23, 2010

For complete links to the above, go to:

<http://www.gwrra-mi.org/>

CD's Corner
Randy & Fay Vieu
Chapter G Directors



After our little bit of trouble I thought I would talk about the Battery in your bike. As most of you know Fay and I had bike trouble on this year's midnight ride and I thought I would share my experience with you so that it might not happen to you. It all started a couple of years ago when I read a article on batteries, and after four years they can just go bad. Well mine was six years and I thought I would replace it. I bought a battery that was supposed to be better ad last longer than the original battery. This battery was only two years and four months old so I did not think that I had to worry about it. But I look back at things now and see that the battery was giving me some trouble, and that should have been a warning sign. I have not kept the battery on a trickle charger and just charged the battery as needed. We started the ride with a weak battery and then over loaded the ability of the battery to kept up with all the lights and heated items we had going on the bike. I don't think that the rain had anything to do with the bike not starting when we got to Houghton Lake. The battery was completely dead and would not start so we were going to try to jump start it. Mistake one do not jump a bike from a running car it's ok to use a car as long as is not running. A car puts out to much voltage that the bike wiring system cannot handle. So we blow out three fuses and three resistors. We had to leave the bike in Houghton lake and come back after the ride to try to fix it. We went to Hacker Yamaha to buy parts and saw a trailer there also. We came back to the bike with a new battery and tried to install it, I hooked up the positive cable and when I tried to attach the negative side all I got was sparks. We called the dealer and had them bring the trailer to us and loaded the bike onto the trailer for the trip home. I finally got it over to John to fix and a quick look and he said I had the wrong battery. I looked down and the positive and negative were on the opposite sides than they should have been. I really felt like a dope at this point for not checking but the battery only goes in one way. John fixed the bike and we are back on the road again he said that we over loaded the maximum charging capacity of the bike. John also said that you should change the battery after three riding seasons. It seems to me like a wise idea as we don't want to have to go thru this again. I will always kept the battery on a maintenance charger and replace it after three seasons.

Randy & Fay Vieu
Chapter Directors

Chapter G Educator/Rider Education
Len Snyder
October 2010 Rider Education

I was reading the September 2010 Motorcycle Consumer News the other day and there was an article in it that talked about the new Harley Davidson CVO (Custom Vehicle Operations) program. You can get the specially set up new Harley's for anywhere from \$29,599.00, (\$5000 dollars more than Harley's current top of the line), to a high of \$35,999. That sure seems like a ton of money for some extra paint and doo-dads.

So far the Gold Wings aren't that expensive but if the current trend continues, they'll get there eventually. With the cost of a new motorcycle getting so expensive it's that much more important to do as much of your own maintenance as you can because the service costs won't be too far behind. If you're worried about what it's going to cost you to continue riding, buy yourself a service manual. If you've never done any of your own work before, the service manual gives you all of the information you need to change tires, install brake pads; change plugs and replace air filters, oil filters and more.

The manuals are written well, they are fairly easy to understand having both text and photos of appropriate areas and if you're interested in doing your own work, they will allow you to adjust your throttle, clutch cables, remove/replace brake and head lights, and many other things that would cost you a ton of money if done at the dealer.

The other, and if you've been paying any attention to my ramblings for the last several years, the best thing that working on your own motorcycle can do, is to help you learn about your motorcycle, what things belong where and how they are put together and how they're supposed to work.

Why do I think that this is so important? The answer's simple but is really a two-part answer. First, if you're out on the road miles away from home and your bike suddenly starts acting up, and if you've been doing your own repairs/maintenance, you may have a better chance of figuring out how to fix the problem and continue on your way.

Second, and most of you have heard me say before that I think it's the most important reason: If you're familiar with your motorcycle, the way it works and the shape it's in, you will notice little things that may make a huge difference in the safety and the 'enjoyability' of your next ride. Because you are repairing items on the bike regularly you will find loose bolts, nuts and frayed or broken connections. The amount of comfort derived from knowing that everything on your motorcycle is in the best shape it can be will make that next ride even more fun for you and your co-rider.

Ride Safe, Len



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