



# GWRRA NY Chapter "T" October 2010 Newsletter

<http://www.gwrra-ny-t.org/>

Chapter T meets at the Vienna Hotel on the corner of Rt. 13 and Rt. 49 on the fourth Thursday of the month.

Join us for a bite to eat @ 6PM with the meeting to follow at 7PM



Monthly Gathering  
50/50 Winner  
[Dave Secor](#)

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<http://www.gwrrany.org/>

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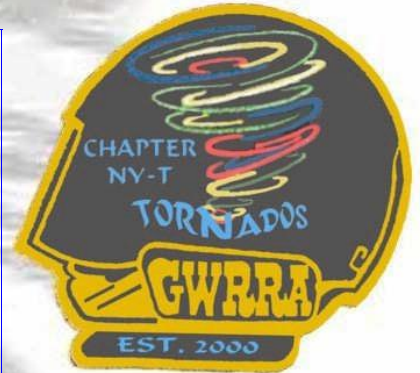
2010 Chapter Couple: Jim & Sharon Learned

Sunshine coordinator & recording secretary: Bonnie Davenport

315-245-2095 \ [bobonnie1@verizon.net](mailto:bobonnie1@verizon.net)

Webmaster: Clark Clemens [cwcleme@Gmail.com](mailto:cwcleme@Gmail.com)

Photographer: Dan Brown 315-697-3205 \ [dbrown5@twcny.rr.com](mailto:dbrown5@twcny.rr.com)



**October Birthdays & Anniversaries**

Birthdays:

Oct.-2 Bev Riedel  
Oct.19 David Secore

Anniversaries:

Oct.-1-? Dan & Chris Brown  
Oct.-14-? Bill & Rose Gillett

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## Chapter T's Director's Corner

Al & Linda Yerdon

Hi Everyone!

We had 21 members present at our Sept. 23rd gathering.

We would like to thank Linda Clemens for filling in as "Sunshine Lady" for Bonnie.

On Sat., Oct. 9th there will be an informational meeting for the 2011 NY/NJ Convention. The meeting will be held at the Holiday Inn @ 1PM. The location is 441 Electronics Pkwy, Liverpool, NY 13088 for those who wish to put this info in their GPS.

On Oct. 16th we have a scheduled ride to Speculator. We will be meeting @ Stewart's store (on Route 12) @ 10AM. \*\*\* Rain date will be Oct. 23rd.

For those who would be interested in reading the District newsletter, you can do so by: 1) Going to our web site ([gwrra-ny-t.org](http://gwrra-ny-t.org)). 2) Click on "LINKS". 3) Click on New York District. 4) Click on "NEWS".

We are asking folks to bring in their 5 ¢ deposit able cans and bottles to upcoming gatherings. Jim & Sharon Learned will be collecting them and using the deposits towards the "Ride for Kids".

NY Chapter H is selling new motorcycle signs for \$8.00. We have ordered several so be sure to ask for one if you'd like to place one in your yard.

We also have some of the patches that a few of you asked for. We are still waiting for others. Be sure to check with us to see if your patch is here.

The Christmas party will be on Dec. 11th @ the Vienna Hotel. There will be a \$10.00 charge per person and the chapter will be paying the balance. Someone will start collecting for the dinner at our next gathering. Everyone needs to be signed up by the Nov. gathering so the hotel has a final head count. We will be discussing the menu at our Oct. gathering. The gifts exchange will be a \$20-\$25 gift and will be man for man or lady for lady.

Due to Thanksgiving, our Nov. gathering will be held one week earlier...Nov. 18th.

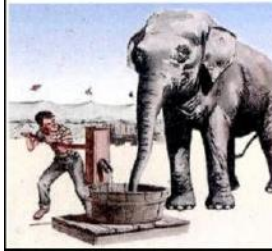
### OTHER DATES:

Oct 7th .... Shooting Star Café @ 6PM

Oct 28th... Our next chapter gathering

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### Chapter T's Director's Corner...cont'd

Ken Sweatman is doing well since his finger was re-attached.

Bill & Ken Sweatman's father is home & doing well.

Ginny Chiasson is doing well.

Whitey Jowett was in the hospital. He is now home and doing well.

Gordon Miner had hip replacement surgery. He is home and doing real good.

We hope everybody stays well.

Alvin & Linda

### Note from ACD Gordon Miner

Gordon has asked me to thank the chapter for the get well card and lotto ticket. It was not a winner so he has postponed his cruise to Alaska for now. At the time of this writing he had completed two sessions of rehab and was doing very well.

He also asked for all those of us still riding to not neglect checking our tires closely before we head out for a day of riding.

T-CLOCK inspections are just as important now as they were earlier in the season.

#### Editor's note:

To follow up on Gordon's warnings on tire inspection, there's a tech article on the last page for an item to help with part of the tire inspection process.



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# Rider Education Page:

## Complacency Breads Contempt!

I know I shouldn't use big words that I can't spell without "spell check." So now what am I driving at, you never know with Al.

First off on my part, that is exactly what I have allowed to happen in some of the rider course scheduling and communications. I assure you it will not happen in the future. What I'm talking about is just bumping down the road, thinking that everyone is getting all the information on class schedules and locations from other staff members. I know I failed several people that really wanted to participate in some courses. From now on, I will make sure I have your names and contact information, so we can all be better informed.



That said, now for true ride education observations. As we start our riding season, also known as "construction season" in the great Northeast, we are rather rusty and work on getting our riding legs back under us. By the end of June, we're pretty sharp, even sharper if we've taken a refresher course.

Then comes July and August and we start to drift back into some of our old habits. We start to dangle our feet as we come to a stop. We drop our head and eyes more and more. We don't look as far through our corners. Oh and out group riding starts to get a little less disciplined. Oh don't you think the same thing is happening to all those cagers (4 wheeled) drivers out there just as much. Lastly, in the hot days of August and the personal protective gear may not feel as comfortable.

All these together are a perfect receipt for a crash. I ask everyone to refocus on the full



time task of riding your motorcycle, whether two or three wheeled. When you see you've done a sloppy stop, make sure the next one is spot on. When you drift a little too much in the corner, make sure the next one is as good as you can do. When riding in the group, make sure you're not the one leaving the big space, drifting from your lane position on riding too close to another rider. Lastly, rather than leaving your protective gear in the closet, make sure it is comfortable and please wear it all the time. Please remember to protect anything you want to use again.

Your Rider Educator, Al Stahl  
[astahl@nycap.rr.com](mailto:astahl@nycap.rr.com)  
518-587-2420 (H) 518-598-8981 (C)

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Your Hosts:  
Mitch and Tanya Yerdon

# Looking Ahead

Most of us are aware that the next New York / New Jersey By-State Convention for 2011 will be held in Liverpool, NY. This is literally in our own backyard for most of us compared to many of the past rallies.

There is an early planning meeting being held at the host hotel, (The Holliday Inn at 441 Electronics Pkwy, Liverpool, NY 13088) Saturday Oct. 9th. It is my understanding that any one who is willing to help out or has ideas to help make this convention a success is welcome.

This will be more of a "tour the facility", "get to know each other" and "delegation of responsibilities" type of meeting.

Ideas for Rides, entertainment and sponsors to help pay for said entertainment will be needed in the near future.

As far as helping out goes, No amount of help is too small.

## ( Many Hands Make Light Work )

In other words a little help from a lot of people makes for an easy and fun time for all.

We have 3 good chapters in the Central New York area. I believe if we can draw at least a dozen volunteers from each chapter, the NY & NJ District leaders would be able to setup an impressive show. You don't need to be officer or leader to help out, just a little time and a little effort is all that's asked for.

With enough help the stress goes down and the FUN picks up for everyone involved.



2-1-08

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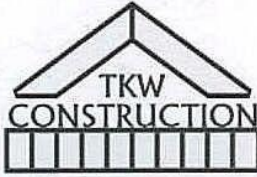
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Sun	Mon	Tue	Wed	Thu	Fri	Sat
<b>October 2010</b>					1	2
3	4	5	6	7 <i>Shooting Star Café</i>	8	9 <i>Ride to Watkins Glen (Meeting for NY/NJ 2010 convention ) at 441 Electronics Pkw, Liverpool</i>
10	11	12	13	14 <i>Shooting Star Café</i>	15	16 <i>Speculator Ride Stewart's store (on Route 12) @ 10AM October 23<sup>rd</sup>. Rain Date</i>
17	18	19	20	21 <i>Shooting Star Café</i>	22	23
24	25	26	27	28 <i>Chapter T Gathering at Vi- enna Hotel Dinner—6:00 pm Gathering - 7:00</i>	29	30 <i>Happy Halloween</i>
31						

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4 <i>Shooting Star Café</i>	5	6
7	8	9	10	11 <i>Shooting Star Café</i>	12	13
14	15	16	17	18 <i>Chapter T Gathering at Vi- enna Hotel Dinner—6:00 pm Gathering - 7:00</i>	19	20
21	22	23	24	25 <i>Happy Thanksgiving</i>	26	27
28	29	30	<b>November 2010</b>			



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## Note from ACD Gordon Miner

Gordon has asked me to thank you to all of the chapter for the get well card and lotto ticket. It was not a winner so he has postponed his cruise to Alaska for now. At the time of this writing he had completed two sessions of rehab and was doing very well.

He also asked for all those of us still riding to not neglect checking our tires closely before we head out for a day of riding. T-CLOCK inspections are just as important now as they were earlier in the season.

To follow up on Gordon's warnings on tire inspection, here's an article on an item to help with part of the tire inspection process.

# TireGard Pressure Monitoring System

**S**INCE SEPTEMBER 1, 2007, NHTSA has required that every new car sold must be equipped with tire pressure monitors to improve safety in braking, handling and hydroplaning situations and prevent blowouts due to over loading, as well as maintain optimum gas mileage.

Motorcycles don't have the same requirement, but if accurate pressures are so important on cars, they are doubly important on bikes, which have to manage with much smaller contact patches while leaning through turns in every kind of road and weather condition.

BMW was the first company to make tire pressure monitors available to motorcyclists, and various aftermarket systems have also been produced, but we've never been entirely satisfied with the way they work. False alarms are one problem. As a bike climbs mountains, and atmospheric pressure drops, the monitors will signal unsafe elevated pressure. Also, factory monitors are programmed for OEM pressure recommendations and can't be adjusted if riders prefer to adjust pressures slightly lower to add contact area and improve handling feel.

Previous editions of these devices were also large and heavy, and the thought of fitting a blocky pressure sender to the inside of a wheel with a six-foot hose clamp makes those of us concerned about unsprung weight's effect on the suspension think twice about the net advantage of such designs.

The new TireGard system from Big Bike Parts has finally answered our reservations with micro-miniaturization. Utilizing a small key fob with an LCD display, the device receives regular signals from special valve stem caps equipped with pressure sensors. There's no need for tire dismounting, either.

The details: Each pressure cap weighs 13.5 grams, or almost one-half ounce (for reference,



the cheap plastic valve cap is .9g, and a steel-and-rubber model is 3.1g). This is very light, but not insignificant, so we'd recommend a half-ounce weight be placed across from the stem to eliminate any imbalance. Also, to handle the additional weight, the company recommends metal valve stems rather than flexible rubber for long-term durability. The sensors are powered by CR1632 3V lithium batteries that are claimed to last for two years before replacement. The fob is powered by a 1.5V AAA cell that should last approximately 6 months. The fob will automatically power down if it doesn't receive signals from the pressure sensors for 20 minutes, and it can also be easily turned on and off manually. An anti-theft feature for the pressure caps is also provided in the form locks that prevent the senders' removal (although that also means you can't add pressure to the tires either without loosening the lock's allen screws).

Both tire pressures (plus or minus 1 psi) and the tires' internal temperatures can be displayed in your choice of units. We verified the senders' accuracy by comparing them with several gauges.

To adjust your own standard, lowest and highest pressures and internal temperatures, you sim-

ply hold the "set" button down for three seconds and the fob will scroll through its setting menu. It takes less than a minute to program. Note: Because the sender units read pressure by depressing the valve core, they must be installed tightly. Soapy water is suggested as a test.

When it's On, front and rear pressure are shown in the display, and any alarms are accompanied by both chirps and buzzing, so you won't miss the signals. (The sound alert also has a mute button.)

Have you ever wondered how much your tires increase pressure during your commute, or how much the internal temperatures change with cold morning pavement as opposed to hot afternoon asphalt, or how much more the rear tire's pressure changes due to acceleration? A glance at the fob will tell you. It's not only handy, but fascinating information you never knew before. Plus the fob has a backlight for nighttime use.

If you're tired of getting down on your knees with your gauge and trying not to lose pressure with your measuring efforts, the TireGard system may be the solution you've been searching for. The MSRP is \$199, which is very reasonable.

—Dave Searle

TireGard TPMS 2-wheel, part #13-315;  
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From: Motorcycle Consumer News  
October 2010