



Seattle Wings Chapter WA-A



Periodic News Letter
March 2023
www.gwta-waa.com

Chapter Director



Something from the Road !



We are finally coming out of winter. Yeah!!! On the 11th Carl P and Kevin (of GWTA-I) rode with me up to the Chapter C meeting in Everett. After the meeting we were joined by Howie Dickerman (Chapter C director) for a fine ride around the south side of the Skagit River. We had lunch at Nutty's Junkyard Grill in Arlington where we were joined by Joe Diambri. On the 15th we had a fine social at Jack's BBQ in Algona. The brisket was excellent. We had 15 in attendance.

Weather permitting we will be riding out to Oakville after our meeting on the 25th of March to enjoy the Sharon Grange Oyster Feed (they have ham for those that don't like Oysters). On April 8th we will be doing another Chapter C visitation. They have planned a ride to the Tulip Festival Kiwanis BBQ after their meeting.

On April 22nd we will be having a Maintenance Day after the meeting at Don Hatley's man cave. Our meetings will move back to 8 AM for the summer in April.

On the 29th we will once again have one of our world famous 5 Aces Ice Cream Rides.

I'd like to welcome 'new/returning' member Ray Cooper. It's a long way from Cinebar for the meetings but we are worth it !!!



Don't forget! This **Saturday March 25th** is our **Chapter "A"** monthly meeting at the Golden Steer Restaurant. Breakfast starting at **9:00am** with meeting following at **10:00**. Winter hours (October – March).....**Usually a ride after**.....

Hope to see you there!



23826 104th Ave SE, Kent, WA 98031.

(Have you checked out the **Chapter "A" Website lately?** Our Webmaster works on it almost daily, Check it out). gwta-waa.com ***Come on out and join in!***

-----Don't miss the fun-----

Harry Rossignol
Chapter "A" Director
harrywr2@comcast.net

Asst. Chapter Directors



Looking through the Windshield

The Long Wait is Over

It was a long 9 and a half weeks of waiting. When I committed to purchase a new 2023 Black DCT from Lifestyles Honda on Jan 3, I did not think it would take so long. Being committed to this new Black version, I passed up several offers for a Red one that was in stock and two dealerships. When you wait so long for something, you have had time to make plans and think of what options you want. I knew right away that I wanted the CB. I searched WingStuff and CycleMax for the best items to add. I chose things that would make a big difference in my riding comfort and a custom look. On March 10th, I got the call and a text with pictures of the bike in the crate. It would be ready to pick up and drive home on Saturday the 11th.

My anticipation had gone up and down over those weeks. I kept thinking of what I would feel when I knew it was actually here. I knew the day of pick up would be very exciting. With the prior commitments of that day we could not leave to make the 1.5-hour drive till around 1:30. I was less excited as I imagined but it still was exciting. We arrived around 3 pm and the bike was done and sitting on the show room floor. They needed extra time to install all the extras I wanted and brought to them weeks earlier. I completed the paperwork, shined the bike up with a ceramic spray coating and learned some of the functions. I left around 4:30 to head south. Not wanting to take I-5, I headed over to Hwy 9 then south to Hwy 2 and over to Monroe. I was thrilled with the smoothness and ease of riding due to the DCT. I made a few stops to figure some things out. Hwy 203 south through Duvall and Carnation is one of my favorite roads to ride. Taking it easy and getting used to the feel of it. The last leg was on Hwy 18 over Tiger MT and down to Maple Valley and Covington. I arrived home safe and sound.

In the last week I have been able to ride an additional 200+ miles and also install some more goodies. I am extremely happy with the bike and am looking forward to some great weather and more long rides.See you out there,

Jeff & Cindy Duffield
Assistant Directors – ACD
Jeffmd2@comcast.net



From the treasurer

The Brooklyn Bridge

No motorcycle news so instead, I thought I'd talk about one of my favorite books. I'm not what I would call an "avid" reader, but I try to get some reading in and one of the most fascinating books I've read is "The Great Bridge" by David McCullough. It's about the building of the Brooklyn Bridge. This bridge opened in May of 1883 (I think Don was only about 12 at the time). The fact that not only is it still open 140 years later but it is servicing 5 lanes of traffic is mind boggling — autos only due to height and weight restrictions but still!. For heavens sake, the horse-drawn carriage was the cat's meow in 1883! It also has a pedestrian walkway and a lane for bicyclists. Sure it has had upgrades and maintenance over the years but the initial supporting structure is still the same. This might be the best example in the United States of "they don't make 'em like they used to."

John Roebling began designing the bridge in 1867 but his son Washington took over the project in 1869 when his father died. Construction began in 1870.

To build the foundations for the two towers that provide the support for the bridge, huge caissons were built of wood. These were basically huge boxes with no bottom. They were about 170 by 102 feet with an interior height of about 8 feet. The sides were 8 feet thick and the top had 15 layers of 1 foot timber. I can't imagine what that much lumber would cost today if it could even be found! The caisson on the Brooklyn side was eventually sunken to 44 feet below the surface while the caisson on the Manhattan side had to go down to 78 feet below the surface due to the riverbed on that side far more sandy. The process of sinking these was to have men (sorry, no women's lib yet despite being in New York) inside the caisson dig up the riverbed and load it into a conveyor/elevator contraption that took it up and out of the caisson, basically sinking the caisson bucket by bucket. Eventually the caissons reached a depth of over 33 feet where decompression sickness or "the bends" started to become a factor. This was unknown at the time and they actually called it "caissons disease" before the actual cause became known. Workers that had been down for a long stretch below 33 feet would experience horrible pain when they surfaced, just as a diver does if they come up too quickly from depths below 33 feet. Washington Roebling experienced this and it landed him in a wheelchair in 1872 and unable to visit the site. He continued designing the bridge but his wife Emily had taught herself bridge construction (what?!!!!) and took over

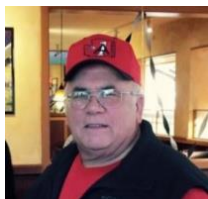
much of the engineering duties as Washington did what he could by observing the construction from his bedroom through a telescope. Emily was then the chief engineer for the last 11 years of construction. Just that succession from father to son to wife is amazing in itself!

The book goes into detail of all the planning, politics, bargaining, materials and methods, some of which had never been used before. One of the details is that the 4 main cables that support the bridge were the first use of bundling cables for a suspension bridge. Each of them contains 19 strands composed of 278 wires to a strand for a total of 5282 wires in each cable. The winding was all done on site. John Roebling had his own wire company which he founded in 1849, so much of it came from Roebling's own factory, but if memory serves, not all of it did. I think some of what was procured was actually below spec but it doesn't seem to have been an issue — at least not yet. Maybe in another 140 years.

I can't possibly do justice to the book in a short article but if you like history or engineering, I think you would certainly enjoy it. I have not visited the bridge yet but I hope to someday.



Charlie Butters /Treasurer



Chapter A Maintenance Day is coming.

Once again, Don has graciously offered to hold our Maintenance Day activities in his Garage. From everything I have heard so far, there will be plenty of food and beverages as well as fun activities and a raffle to enjoy not to mention lots of maintenance to be done.

Typically there will be fluid exchanges to include Oil, Antifreeze and Brake and Clutch Fluid exchanges. These are things that the everyday motorcycle owner tend to ignore. Our annual maintenance days are here pretty much as a reminder to us all that these things need to be accomplished in order to guarantee the longevity of our prized machines. Remember to bring your fluids and containers so you can take your waste fluids home for proper disposal.

Some do Air Filter exchanges as well. That is a time consuming task. I did an Air filter exchange on my 2017 GL1800 with 32,000 miles on the odometer this St. Patrick's day. It is not something I care to do again anytime real soon. I started the job at about 11:00 am and didn't finish until about 7:00 pm. I took several breaks during the job so it probably could have been done in under four hours.

I had done a few Air Filter exchanges on my older 2003 GL1800 so I had a fair idea what to expect but the 2012 to 2017 GL1800's have that pesky glove box just forward of the fuel filler neck. Lord only knows what the issues would be if it had an Air Bag. That would complicate things considerably. I spent a good amount of time just trying to identify what to remove above the air box so I could access the filter.

Once I was able to see what needed to be removed, thanks to YouTube, removing the filter media was a simple task.



While I was taking things apart, I discovered that the factory had left out a couple of their specialty shoulder bolts for some reason. I found that very odd. Normally the assembly of these machines coming from Japan are meticulously assembled and inspected. I know these fasteners had to be left out at the factory because they were deep enough into the machine to not have seen the light of day since initial assembly.

Luckily, I have a small supply of various sized Honda shoulder bolts so replacing them was a simply task. Not so simple is identifying where each of the shoulder bolts are supposed to go. Of the fourteen or so shoulder bolts in the fairing, there are three or four different thread and shoulder lengths.



Placement is very important since they are what hold the fairing securely and prevent the plastic from getting stressed and ultimately breaking.

Reassembly of the motorcycle was surprisingly simple and quick. I think it only took less than an hour to get everything back together after I swapped out the filter media. I suppose the normal time for replacement at a dealer is flat rated at about four hours. At \$125.00 an hour for labor, that would be \$500 for labor alone. It really pays in many ways to do your own maintenance.

Mike Briese
WA-A Webmaster





Goldwing Preventative Maintenance

By Dennis Murphy

Electrical Add-on Accessories

The previous Gold Wings have had an electrical system that you could just tap into if you needed to get power for an accessory. It really worked awesome as long as you didn't overload the wiring and used fuses and relays.

The 2018 and newer Gold Wings use a can bus system.

Can stands for Controller Area Network. Instead of one wire for one function, you might have one wire controlling several different functions. The CAN allows the different parts of the vehicle to communicate with each other. Such as the engine, transmission and brakes. Such as on the Wing you can push a button on the handlebar and it does one function and then push again and it does something else.

Probably every vehicle built, today has this type of system.

I bring this up because when I was going to buy a 2018 when they came out I really wanted to add a flashing brake light to it. But, how do I do it if I can't tap into my brake light power? I had no idea. A little later in the year there were several companies selling a light adapter that plugs in under the seat. A simple setup that uses the stock wiring for a trigger to light a light but taking the power for the light from the battery. Much the way that a relay powers an accessory.

I use a Show Chrome fuse box that has eleven circuit for always on, keyed, turn signal and brake functions. They are all fused and protect the bike from whatever you have wired in to it. Remember, all of the circuits pull power from the battery. The bike wiring is protected this way. This setup is cheap insurance.

My heated clothing is still wired directly to the battery because there is no way that I can leave it on to wear down the battery if I'm not on the bike.

This reminds me of arguing with the Tech at Honda when I bought the bike. I told him to take off the battery charger lead and put on the Gerbing plug with a 15 amp fuse. He asked if I just had a jacket liner and I told him that I had the whole suit. He said I'm going to need a bigger fuse and I just said I've never had a problem with just a 15 amp. So that's what he put in. Never put in a higher amperage fuse than what's required to do the job.



Dennis Murphy

Editor - March 2023



Notes from the Editor

Our Chapter has been very busy with Gatherings -



Our first social since 2018 due Covid-19



15 Hungry members enjoyed a very tasteful BBQ

*The fun of gathering together for routine Preventive Maintenance
And socializing.....*



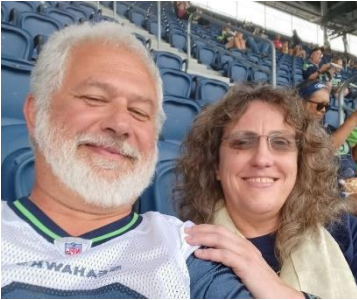
A little preventative Maintenance on Jeff's 2003



*Take the time to attend other Chapter meetings and functions! You won't regret
it.....**Don't miss the Fun.***

Don Hatley
Editor
dhatwaa@comcast.net

Chapter Sunshine / Greeters



March Birthdays

2nd Patty Johnson
2nd Don Hatley
20th Joanne Beard
26th Joe Ennaro

April Birthdays

13th Joe Diambri
17th Tina Hatley
19th Sue Ennaro
25th Chris Johnson



March Anniversaries

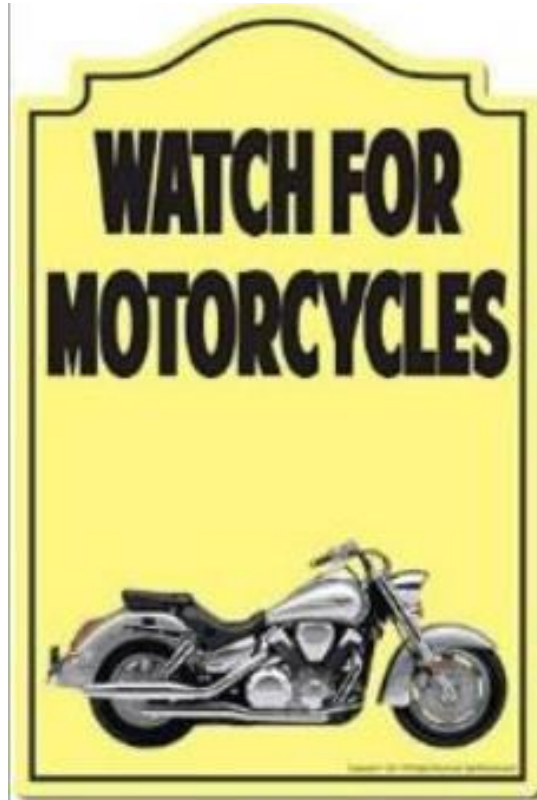
9th Dick & Giseal Jones
16th Micheal & Jocelyn

April Anniversaries

19th Joe & Susan Ennaro
30th Don & Tina Hatley

Mike & Jocelyn Piechowiak
Sunshine / Greeters

Motorcycle Awareness



Note: With the arrival of Spring, don't forget there's still lots of wind, Rain,(Snow in the hills) wet leaves and tar snakes on the road!

"Ride Safe"

Motorcycle Awareness March 2023

WA"A" Activities



5 Aces Ride

Upcoming events

April 22nd – After chapter Meeting – **Chapter "A" Maintenance Day**

April 29th – 5 Aces Ride

May 26th – 29th Blue Mountain Rendezvous Milton-Freewater, Ore.

July 15th & 16th Seattle to Portland Bicycle Ride (escort event)

July 17th – 20th GWTA Goldrush XXXV in Onalaska, Wisconsin

WA"A" Activities the 5 Aces Ride

Hello All GWTA members and Chapters

At Chapter "**A**" We've noticed that there are some lonely Saturdays out there. Outcasts, if you will. Four months each year have an additional 5th Saturday with no chapter meetings or scheduled events. No guidance, and more importantly, "**No Ice Cream**". Well here at Chapter "**A**" we want to do something about it! Come ride with us, on these 5th Saturdays of the month and **we will buy you a cone**. The destinations are going to be forthcoming. We are not really sure. Did I mention that there will be ice cream and riding involved. More to follow!

Harry Rossignol,
Chapter "A" Director

Flyers for the above events can be found on the Chapter "A" website.

gwta-waa.com



Motorcycles and / or Parts Buy / Sale

Adds will be listed for three (3) months or until sold!

GWRRA Members Adds Free!

For Sale



Brand New GL1800 Wheel. Non-Coated.
Never had a tire on it or been mounted to
a final drive. **\$125.00**



Powder Coated GL1800 Wheel.
\$150.00

Email Mike Briese, briese@earthlink.net

WANTED / To Buy



Motorcycle Safety



Always perform a visual safety check before starting your Ride.

Perform a T-Clock

Motorcycle Safety Checklist

T-CLOCK stands for:

- * Tires & wheel
- * Controls
- * Lights & electrics
- * Oil & fluids
- * Chassis
- * Kickstand

Tires & Wheels

Before hitting the road on your bike, be sure to check that your tire pressure is within safe parameters along with the condition of your tire's tread. You should also look for unusual holes, cuts, or punctures from sharp, foreign objects.

Inspect your wheels to see if your spokes are firm and intact, your rims are in proper position, the condition of the bearing seals are okay, and the ability for the wheel to spin freely.

Controls

Inspect your levers regarding the condition of your pivot bolt, if pivots are properly lubricated, and whether the action and position are correct. Check cables to determine that their ends and shafts are properly lubricated, signs of fraying, and no kinks or binding when turning your handlebars. Inspect your bike's hoses for any leaks and damage and make sure they connect to the proper terminals. Last but not least, check your throttle to ensure that it isn't too loose and that it freely snaps closed when released.

Lights & Electrical

Check to see if your brake and taillights are functioning properly. Switch on your headlights to see if they are angled correctly and their brightness level to determine whether they need replacement. Inspect your battery for adequate charge and to ensure that it is secured tightly. Check for any loose, frayed, pinched or corroded electrical wiring from the battery.

Oils & Fluids

Check fluid levels for your fuel, oil, brakes, transmission, coolant, and final drive. Make sure there aren't any fluid or oil leaks. Furthermore, you should inspect the color of your fluids to make sure there isn't any grime, carbonation, or contaminants that could interfere with the safe operation of your bike's essential systems.

Chassis

Inspect your bike's chassis for signs of wear and tear – and possibly cracks in your chassis – such as peeling or lifting in the paint along with damaged, loose, or missing fasteners, clips, and pins. You should also check your bike's chain or belt for proper tension and lubrication. Examine your bike's suspension system for smooth motion and proper adjustment.

You should also check the bearings for your bike's steering head and swingarm: While the front wheel is off the floor, pull and push the lower fork legs to see if they are loose. Do the same thing for the rear wheel while it is off the ground.

Kickstand

Inspect your motorcycle's kickstand to see if it retracts properly. Examine it for warping or other damage. If your sidestand or centerstand is loose when retracted, check the cut-out switch and springs for damage or wear.

5 Tips For Motorcycle Riders

1. **Be visible.** Wear bright-colored clothing and protective gear, especially if you're driving at night.
2. **Always gear up for every ride.** [Some states \(like Illinois\) don't require you to wear a helmet while riding your bike](#), but it's highly recommended. Well-fitted helmets save biker lives.
3. **When in doubt, drive offensively.** Err on the side of caution and assume that most drivers don't see you. Be prepared to brake or change lanes if needed. Of course, there's only so much you can do, but it's best to anticipate other drivers' movements when possible.
4. **Inspect your bike before every ride.** Make sure everything's in working order before hitting the road. Don't skip this step if you're traveling cross-country.
5. **Pay attention to your surroundings.** Be aware of any changes in the road, particularly if you're unfamiliar with the area.

Ride Safe &

“Don't miss the Fun”



Chapter WA”A” Officers and Staff

Harry Rossignol – Chapter Director (CD)

Jeff & Cindy Duffield – Assistant Chapter Director (ACD)

Charlie Butters – Treasurer

Mike Briese – Webmaster

Dennis Murphy – Technical Coordinator (Goldwing Maintenance Information)

Don Hatley – Newsletter Editor

Phone Tree – Bill Holt

Open – Face Book Coordinator

Jocelyn Piechowiak – Greeters, and Sunshine Person

The Chapter has several positions open and is looking for members with great ideas to fill them!

-Open – Face Book Coordinator

-Open – Ride Coordinator

-Open – Newsletter Editor

-Open – Activity Coordinator (Monthly Activities)

-Open – Chapter Historian

-Open – Ways & Means Coordinator – Conducts 50/50 drawings, door prize etc.

----- So step forward, “volunteer” to have more fun and have your ideas enjoyed by everyone! -----

WASHINGTON CHAPTER GATHERINGS

Chapter	City /Mascot	Chapter Director	Meeting Date/ Time	Location
WA-A (GWTA)	Seattle Apes	Harry Rossignol Phone (425)351-9481 ACD: Jeff Duffield	4th Saturday Breakfast @ 9:00 AM Gathering @ 10:00 AM Winter Hours (O-M)	Golden Steer Restaurant 23826 104th Ave SE Kent, WA 98031
WA-L (Independent)	Kennewick Looney Tunes	Gary Dumas Phone: (509) 551-6133 ACD: Tom Denny (509) 582-8779	2nd Saturday Breakfast @ 8:00 AM Gathering @ 9:00 AM	Sterling's Restaurant 2500 Queens gate Drive Richland, WA 99352
WA-N (Independent)	Spokane Wing Nuts	Don & Hope Sundahl Phone: (509)993-5501	3rd Saturday Breakfast @ 8:00 AM Gathering @ 8:30 AM	Golden Corral Buffet 7717 N Division St Spokane, WA 99208
WA-R (Independent)	Walla Walla Road Runner	Pat & Von Webb Phone (509)522-2320 ACD:	1st Saturday Breakfast @ 9:00AM Gathering @ 10:00 AM (Winter Hours)	Clarette's Restaurant 15 S Touchet St. Walla Walla, WA 99362
GWTA				
WA-B	Stilly Valley Wings Arlington	Joseph & Jonney Finley Phone: (360)202-1862 ACD: Rob Lebar (425)315-5605	3 rd Saturday Breakfast @ 8:30 AM Meeting @ 9:30 AM	Denny's Restaurant 2202 State Route 530 NE Arlington, WA 98223
WA-C	Evergreen Wings	Howie Dickerson (206)571-3273 ACD: Mike Zmiarovich	2 nd Saturday Breakfast @ 08:00AM Meeting @ 09:00AM	Evergreen Lanes 5111 Claremont Way Everett, WA 98203
WA-F	Fun & Friendship Riders	Gary & Vonda Brest (206)852-2625 ACD: Lisa Alberts (253) 350-4594	2 nd Saturday Breakfast @ 8:00AM Meeting @ 9:00AM	(Currently Inactive)
WA-G	Lilac City Riders	Terry & Peggy Burus (509)922-2454 ACD: Trish Stevens (509)714-7848	1 st Saturday Breakfast @ 8:00AM Meeting @ 8:30AM	Golden Corral 7117 North Division Spokane, WA 99208
WA-I	Island Wings	Garry & Connie Mollerstuen (360)929-2483 ACD: Kevin & Veronica Lowe (360) 632-8811	3 rd Sunday Breakfast @ 9:00AM Meeting Following	(Currently Inactive)
WA-Q	The Q Crew	Mike & Marion Freels (360)273-4884 ACD: Steve Henson (360)748-3242	1 st Saturday Breakfast @ 8:30AM Meeting @ 9:00AM	(Currently Inactive)
WA-U	Okanogan Valley Wings	Teri Mitschelen (509)429-1751 ACD: Mel Caylor (509)322-2546	3rd Saturday Breakfast @ 8:00AM Meeting @ 9:00AM	Cariboo Inn Restaurant 233 Queen St. Okanogan, WA. 98840

Harry Rossignol

WA-A Chapter Director

harrywr2@comcast.net