



Bluegrass Wings Team

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November 2017

Good day Chapter C!

Looks like winter is trying to set in and our riding season is quickly winding down. We have been able to get in a few rides, enjoyed some beautiful scenery, and had a great time with each other. The final Region N Rally was a great time, Johnson City was the place to be in November. Kentucky was well represented, and did receive a bunch of awards. GWRRA is splitting the old regions into territories. They are still working out the details, but we will have 12 or 13 states in our territory. We will see how this affects the districts as time goes by.

Roger has done a great job this year with rides, and for next year, Dennis North will be helping him out. For 2018, we need to set up some overnight rides, longer distance rides and get out to see areas we have not ventured into before. Dedre and I are looking forward to what the new year has to offer the chapter. We will have a limited newsletter for December, and from this point forward, the District Educator will be providing articles for the District concerning Riders Education. Our gatherings will get shorter and we intend to get out riding quicker.

Thank you Chapter C for all you have done this and every year. Dedre and I appreciate the friendships and comradery. Here's to next year and the times ahead.



From our Ride Coordinator — Roger Early

We had a dinner ride to Gibby's in Frankfort on 10/16. It was great day for a ride but when we arrived at Gibby's the parking lot was empty. As it turns out they were closed for a few days due to construction, so we ended up eating at Buddy's Pizza which is just up the street from Gibby's. The food was still good and we had a great time.

On 10/16 we rode to Swope's Cars of Yesteryear Museum in Elizabethtown. It was another great day for a ride and we rode to Elizabethtown on US62 which is one of my favorite roads, especially the curvy sections. I have been to the museum about 6 times and each time I am impressed by the collection of cars.



The weather forecast called for 70 degrees on 11/5 so we got a ride together to the Johnson Creek Covered Bridge and the Walcott/White Covered Bridge. I was looking forward to the ride but unfortunately, I wasn't feeling well and had to drop out. I contacted Alan and Mike to get them to lead the ride and they agreed to take care of it. Since it was such short notice and they didn't have time to become familiar with the route, the group decided to ride to the Natural Bridge area. I talked to Alan after the ride and he said they had a great time and saw lots of other motorcyclists out enjoying the warm November day. Thanks Alan and Mike, I appreciate you taking care of the ride, especially on such short notice.

If you weren't at our October gathering you missed the announcement that Dennis North has agreed to be our Assistant Ride Coordinator. Dennis is new to our chapter and having another person to help decide on our ride destinations will be a big help. Having someone new and enthusiastic, like Dennis, will hopefully help us come up with new ideas. After doing this for 5 years I can use the help because I tend to go back to rides and restaurants we have enjoyed in the past. I appreciate all the ride ideas I have received in the past and I will be sharing those with Dennis as we start working on the 2018 ride and dinner schedule. Please continue to send your ideas.

The other good news that was announced at our October gathering was that we now have some new Road Captains. Alan and Mike had a Road Captain Course on 10/14. The new Road Captains from our chapter are:

John Conner
Darrell Hampton
Jonathan Jones
Dennis North
Sheri North
Dedre VanHoose

Jeff Sullivan took the course but was not able to take the road part of the course due to a problem with his trike. Once he completes the road course, he will also be a Road Captain.



As the weather starts to get cooler and the days get shorter, we will try to watch for good days to ride and will send a note out announcing the rides.

The events that are coming up include:

November 9 – Dinner at City Barbeque on Harrodsburg Road

November 18 – Chapter Ride, destination to be determined by the weather

For more information about the rides and future dates please see our events calendar at <http://www.kybluegrasswings.org/events/>. The calendar also includes the various Chapter Meetings and the Region Events. If you have any questions or corrections, please let me know.

If you want to see some of the photos from our past events, check out the following page: <http://www.kybluegrasswings.org/photos/>

Mark your calendars and plan to join us at our annual Christmas party on Thursday, December 7 at the Chop House on Richmond Rd in Lexington at 6:30pm. This party will replace our regular gathering time in December. We will have sign ups at our October and November gatherings so we can ensure a seat at the table for everyone. As usual we will have the gift exchange with the sneaky Santa component.

Good evening ladies and gentlemen,

I have attached my most recent post on the Appalachian-Training.com for your reading pleasure. I'm sending this to you to ensure that you can note that I have given the credit, and most deservedly so, to you, my current and former University Teammates.

I am planning on taking the Appalachian-Training.com off line as well as the Facebook page at the end of the month.

NOTE --- Current District Trainers....

The Fourth Quarter Training Report will be due to me by **January 7th** If you will not have any training being conducted during December, 2017, it will be permissible to send your report to me early.

OCP – Here is the OCP Update that you will need to provide to your members during your District Ops Meeting: **OCP IS OFF LINE**

That means...OCP is NOT available for Classroom Training OR as an Online course. It has been removed for the following reasons: #1. It was out of date and in need of updating, and #2. The entire program will need to be revised and rewritten as a result of the GWRRA Restructuring. There is no timetable when the revised program will be republished and made available. The OCP may also undergo a name change since it is no longer necessary, or required, that a GWRRA Officer become "Certified".

I do not have any information what, if any, changes to the Certified Officer Trainer (COT) might be when the program rolls out in its new format.

Please ensure that Clara Boldt has your CURRENT e-mail address!!!! She will be communicating directly with you going forward.

My team; Susan, Lorrie, and I, will be available to assist you, answer questions, provide nuggets of knowledge (Pearls of Wisdom) until the end of our term, December 31, 2017.

I has been my distinct honor and privilege to work and serve with you. Beverly and I count you as some of our MOST valued friends and look forward to continuing our relationship with you next year.

Thank you all so very much for all that you have done, and are doing, to promote training and a positive experience for our members.

Jim Rambo

Region N Trainer

I wanted to include this final article from Jim Rambo regarding the upcoming changes. For all our OCP certified members, this gives you your annual updates. Jim and his staff have done a fantastic job with the University and we give him our gratitude and appreciation for all his hard work. Thanks ya'!!!!



Hello Fellow Wingers,

11/09/17

Even though it is November, there are still a lot a good weather days left to ride here in Kentucky before the weather gets bad so get out and ride that Wing! Alice and I rode this past weekend to the Red River Gorge with several members of our chapter and really enjoyed the cooler weather with the falling leaves and color. With all the bikes having CB radios it made me think back to a newsletter I had written a couple of years ago about ways to communicate on the CB.

Breaker 19 do you copy, this is the bandit.

Citizen Band radio talk, or CB talk. Most of us have a CB on our Gold Wing and use it to talk with each other during our rides. I hope all of you know that there are some radio rules to follow. And codes that can be used to help keep the conversation short and to the point. These number codes can be used instead of language. For example if you are riding with your group and someone transmits "10-100" would you know what they mean? I have included most but not all of the FCC recognized codes to use on your CB. Some of the more important ones I have highlighted in **RED** so look them over and try to remember most so you can help or respond as appropriate.

- | | | |
|--|-------------------------------------|-----------------------------------|
| 10-1 = Receiving poorly | 10-2 = Receiving well | 10-3 = Stop transmitting |
| 10-4 = OK, message received | 10-5 = Relay message | 10-6 = Busy, stand by |
| 10-7 = Out of service, leaving air | 10-8 = in service | 10-9 = Repeat message |
| 10-10 = Transmission completed | 10-11 = Talking too rapidly | 10-12 = Visitors present |
| 10-13 = Advise Weather/Road conditions | 10-17 = Urgent business | 10-18 = anything for us? |
| 10-19 = Nothing for you | 10-20 = my location is | 10-21 = Call by telephone |
| 10-22 = Report in person to | 10-23 = Stand by | 10-25 = Can you contact |
| 10-26 = Disregard last information | 10-27 = I am moving to channel | 10-28 = Identify your station |
| 10-30 = Does not conform to FCC rules | 10-32 = I'll give you a radio check | 10-33 = Emergency Traffic |
| 10-34 = Trouble at this station | 10-35 = Confidential information | 10-36 = Correct time is |
| 10-37 = Wrecker needed at | 10-38 = Ambulance needed at | 10-39 = your message delivered |
| 10-41 = Please turn to channel | 10-42 = Traffic accident at | 10-43 = Traffic tie up at |
| 10-44 = I have a message for you | 10-50 = Break channel | 10-62 = Unable to copy, use phone |
| 10-64 = Net clear | 10-70 = Fire at | 10-77 = Negative contact |
| 10-81 = Reserve hotel room for | 10-82 = Reserve room for | 10-84 = my telephone number is |
| 10-85 = my address is | 10-91 = Talk closer to the mike | 10-100 = Nature break |
| 10-200 = Police needed at | | |

Famous Quote: **Some need therapy, I have my motorcycle!**

Safe Riding!

Darrell and Alice Hampton

Bluegrass Wings Chapter C

Membership Enhancement Coordinators

Email: MEC@kybluegrasswings.org

Phone: (209) 814-6784





Ruby Jean's Café

Our latest and newest Chapter C supporter is **Ruby Jean's Café.**

They are located at:

450 Southland Drive, Suite B

Lexington, KY 40503

Thank you Jeff Sullivan for your continuing efforts to further the interest of Chapter C.

Jeff frequents this location quite a bit and recommends their food. Just ask Jeff, he will give you the bottom line. Maybe we can plan a dinner ride there in the near future.



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Wing Ding 2018

If you are in the planning stage of Wing Ding 2018, good news; Wing Ding 40 will be in Knoxville, TN.

This is a wonderful venue and close to home. You Kentucky, let's take some Kentucky attitude down there and enjoy the show!!

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Thanks to Howard Halasz for these great tips on storing our Wings over the winter. We want them to be ready to roll as soon as the weather breaks in the spring!!!

How To: Store Your Gold Wing for Three Months or Longer

- **By: Howard Halasz**
- **Issue: April 2014 Wingworld Magazine**



Most of us here in the greater Houston-Conroe-Galveston area are able to ride our Gold Wings the whole year-round. But there are a few of us, particularly those folks who reside in the Snow Belt, who choose to store their Gold Wings until next spring when warmer weather finally arrives. Then they get on their trusty Wings and find out that they either won't turn over, start but won't idle properly or start but won't idle down, and fuel is leaking from the fuel system all over the floor. Sound familiar? Let's get into the right way to store your Gold Wing for three months or longer.

The first thing you ought to do is get all of the gasoline out of the carburetors. Some Gold Wings have them, but not all. The 1985 Limited Edition, the 1986 Aspencade SEI, and all 2001 and later Gold Wings have electronic fuel injection; all other Gold Wings have carburetors.

On the fuel-injected 1985–1986 Gold Wings, simply turn off the fuel valve at the fuel tank and then run the engine until it stops by itself. On four-cylinder Gold Wings with carburetors, do the same thing. Then open the brass drain screw at the bottom of each carburetor bowl and let the unburned fuel drain out. This can be a simple but time-consuming job if your Gold Wing has a lot of stuff like chrome carburetor and manifold covers. If you own a 1200 or a 1500, plan to remove a few plastic parts to get to the bowl drain screws.

On the 1988–2000 GL1500 Gold Wings, open the fuel filler door and remove the vacuum hose from the vacuum fuel valve. Hold your finger over the end of the hose and start the engine. Let it run until it burns all the fuel out of the carburetors and stops by itself.

Why all the work? If you leave gasoline in your fuel system, it will turn into dried up glue in three months and it will smell like, well, putting it mildly, it will stink.

Why all the work? If you leave gasoline in your fuel system, it will turn into dried up glue in three months and it will smell like, well, putting it mildly, it will stink. This dried-up gasoline residue can only be removed professionally, regardless of how much Gumout or similar chemicals you dump into your gas tank. Professional carburetor cleaning on the Gold Wing is also quite expensive, so think about that when you put yours in storage.

The next thing you need to do is to buy some STA-BIL and read the directions. Dump the specified amount of STA-BIL into your fuel tank and then top it off with some fresh gasoline. This procedure will keep moisture and rust from forming in your tank and it will keep the gasoline from turning into that stinky stuff that I mentioned previously. STA-BIL can be purchased at most Honda dealers and auto parts stores.

If your motor oil is stale, stinky and looks like raw sewage, it's probably time to replace it with some fresh oil and a new oil filter.

Remove your spark plugs. Spray a little WD-40 into the spark plug holes. Turn off the kill switch and operate the starter for a couple of seconds. NOTE: On some of the later model Gold Wings, the starter will not operate with the kill switch in the off position. Replace the spark plugs.

Check the water level in your battery and top off the cells with some distilled water. Don't use tap water, deionized (soft) water or Ozarka drinking water — it must be distilled water. If your Gold Wing has a maintenance-free battery, you need not be concerned about the electrolyte level.

Trickle charge the battery once every three weeks for about 12 hours with a one-amp trickle charger. Better yet, buy a Battery Tender or a Battery minder and keep it connected to your battery during the storage period. If your battery is not maintenance free, and if the electrolyte level drops below the low level line, top it off with distilled water.

Check the coolant level in your radiator and coolant recovery tank. Top off the coolant levels, being careful not to overfill the coolant recovery tank.

Take a look at the fluid in your brake and clutch cylinder reservoirs. Look for gray or white flaky residue in the reservoirs. The flaky residue is corrosion due to moisture mixing with the fluid. The reservoirs need to be cleaned and flushed out with fresh fluid from a sealed container. Check the brakes and clutch and make sure the wheels rotate freely when the brakes are released. Also, check to make sure that your clutch engages and disengages properly. The 1975–1983 Gold Wings have a clutch cable. The 1984 and later Gold Wings have a hydraulic cylinder operated clutch. You may need to lubricate the clutch cable on the older Wings and bleed any air out of the hydraulic system on the newer models. Be very careful not to spill any DOT 3 or DOT 4 fluid on any plastic or painted surfaces — if you do, wash it off immediately with cold water. (If you use DOT 5 fluid, you don't need to be as careful.) NOTE: I recommend using only DOT 4 fluid from a sealed container.

Put the Gold Wing on the center stand (if it has one) and store it. It should be ready to start the next time you're ready to ride if you follow these helpful hints concerning storing your Gold Wing.

When you're ready to ride your Gold Wing again, make sure to check your tire pressures and that the tires are inflated according to the tire manufacturer's recommendations.

Ride Safe
Alan Ernest
Chapter C Educator
aeruger@gmail.com





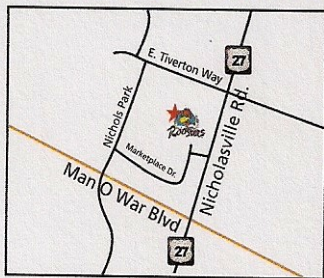
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Birthdays

Chuck Henry	Nov 18
Ben Smith	Dec 29
Roy Taulbee	Dec 13
Douglas Coy	Dec 12
Karen Early	Dec 14
Jim Gilchrist	Dec 27

Anniversaries

If we missed anyone, we apologize. Please get with Darrell or Alice to update your records with us.

John and Joni Conner	Nov 21
Jim Gilchrist	Dec 02
Randy and Denise Coy	Dec 21
Roy and Lena Campbell	Nov 28
John and Joni Conner	Nov 21

Information from your Membership Enhancement Coordinator

Lets got out and VISIT our fellow chapters. Here is a list of when and where they meet. It's FUN to make new Friends.



Chapter A Meet on the 2nd Saturday of the month at Mark's Feed Store at 6501 Bardstown Road in Louisville. They eat at 11:30 and meet at 12:30.



Chapter C Meet on the 3rd Saturday of the month at Roosters. This is at the intersection of Nicholasville Road and Man O War in front of Walmart. Eat @ 11:00 AM and meet @ 12:00.



Chapter G Meet on the 2nd Tuesday at the Hot Spot, 6415 Dixie Highway Florence, KY 41041 Eat @ 6:00 pm, Meet @ 7:00 pm



Chapter H Meet on the 1st Friday of the month at the UK Shelby County Extension Office, 1117 Frankfort Road, Shelbyville, KY 40065 Meet @ 6:30 pm



Chapter S Meet on the 2nd Sunday of the month at Shoney's, 1046 Executive Dr. Elizabethtown, KY 42701. Eat @ 4:00 PM, Meet @ 5:00

“



Chapter T Meet on the 3rd Saturday of the month at Carriage House Ramada Inn Paintsville, KY Eat @ 6:00 PM, Meet @ 7:00



Chapter Y Meet on the 1st Thursday at Majestic Family Restaurant 700 S. 6th St. Mayfield, KY 42066 Eat @ 6:00, Meet @ 7:00

Look at the Chapter Gathering days as we will try and visit them all sometime.