



**GWRRA
Region N**



**Chapter E
Fredericksburg, VA**



June 2006

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www.battlefieldwings.com

**2006 Couple
of the Year**



Ed & Wanda Hoferkamp

**Chapter Meetings
3rd Wednesday of the month
Dynasty Buffet
10911 Courthouse Rd
Eat at 6:30 PM
Meet at 7:30 PM**

Ramblings From the Chapter Director

It was definitely a busy month during May. Our yard sale went off without a hitch. Set up on Friday was a little wet and we definitely needed the three canopies to protect our goodies and ourselves from the weather. Saturday turned out to be a nice warm May day. As usual, I think a lot of items just changed hands within the chapter, but we also had a lot of items go to passersby. I was very impressed at how quickly the chapter was able to break down our yard sale and get Gordon and Julie's garage and yard back into its normal shape. I would like to thank Gordon & Julie once again for hosting the yard sale.

Region N Rally was held in Maggie Valley on May 11-13. I'm not sure who from our chapter was able to attend this year. Bruce and Gayle Babcock, the Virginia District Couple of the Year 2006 ended up being selected as the Region N COY for 2006-2007. They will be competing at Wing Ding 2007 (location to be announced at Wing Ding 2006) and I'm sure they would welcome a large contingent from Virginia and Region N to support and encourage them on their quest for International Couple of the Year.

Keith Hill won a GPS through one of the raffles at the Region N Rally. Congratulations Keith. He already has it hooked up and even gave us some information on miles to go and time to destination when we decided to change course enroute to Chapter F.

On May 20, Ed & Wanda and Mike ventured to Chapter P's Don Meyer Memorial Poker Run. Mike got a plaque for third place poker hand, but we didn't get much else. Chapter O managed to win most of the prizes that we had to play games to win, but they did have

the largest group there, so maybe that had something to do with all their winnings.

Greg, Gordon, Butch and Keith rode into Washington, DC early on May 28 to get a good spot to watch Rolling Thunder come into town. From all the news reports, it sounds like this year's event had between 250,000 and 300,000 bikes. Early Sunday morning we heard nothing but Harleys rumbling up 95 on their way to the Wall.

That afternoon, Ed, Mike, Dan & Martha Jo rode down to Newport News to visit Chapter O. We were met at their meeting site by Wanda and Keri, who had headed down earlier in the day to relieve their wallets of some cash at the Pottery Factory. Chapter F showed up in force to capture the Virginia District traveling plaque for their poker run on June 3. It's a good thing we go there early or we might not have been able to eat. Much like when we had the plaques back in April, the restaurant where chapter O meets was overwhelmed by the number of people that showed up.

On Saturday June 3, we had the opportunity to capture the Virginia District traveling plaque from Chapter F at their poker run. Chapter E came out in force and we eked out a win over Chapter V by less than 200 miles to get the plaque. Participating in our plaque attack were Ed & Wanda, Gordon & Julie, Greg, Karen & Alec, Dan & Martha Jo, Ron & Linda, Keith Hill, Jim Bass and Mike & Keri. **Congratulations Chapter E.** The plaque will be available for others to capture at Tour De Burg on June 17.

The following day was our June dinner ride to Robertson's Crab House in Popes Creek, Maryland. The weather was fantastic on our ride over to Maryland, but one of the 30% chance of thunderstorms decided to make its way across the river while we were dining.

Fortunately the storm blew through and we had a dry ride home. Those eating their fill of seafood were Dan & Martha Jo, Keith Hill, Greg, Karen & Alec, Gordon, Julie & Corinne, and Mike & Keri. No ice cream stops on the way home that night because everyone was too full.

Wing Ding is coming very soon. To those going to Wing Ding, have a safe and fun trip. To all, have a safe a fun 4th of July.

Mike & Keri

Couple of the Year News

Hello everyone, we hope you all had great riding this Month of May. We traveled a bit in visiting other chapters, starting with Chapter C, where we had a great time and only got a little cold and wet. The weather was better on our next ride which was to Chapter P, poker run, Sunny and very windy, for our ride with Mike, the countryside was beautiful, the location for their event was great. WE played lots of games and had a great time. On our next ride, Mike once again led us to Chapter O meeting where Chapter F came with the most riders and won the District traveling Plaque. There were lots of Wingers in attendance and the meeting lasted TWO hours, we heard a little bit of everything, Chapter O, really has a good time, we enjoyed our visit. I need to clarify here, Mike and I rode the bikes, and Keri and Wanda came via 4 wheels and filled the car with goodies at Williamsburg Pottery on the way down. There were six in attendance as Dan and Martha Jo also rode in from there overnite in Va. Beach, and they joined us on the return trip to Fredericksburg. Chapter I poker run was our next visit along with Dan and Martha Jo.

We won door prize and enjoyed the park location. We left early along with Dan and

Martha Jo, as we wanted to also attend Chapter U meeting. Dan and Martha Jo had a birthday party of attend and we continued on to Ashcake Rescue Squad to attend VA U, Jim and Beverly were also attending and after the meeting we were invited to go to dinner with members of Va U. WE had a great time there and we were invited to join there upcoming Covered Bridge Ride and we had intended to go but the lure of capturing the traveling placque from VA F was tempting. Wanda also had private work that needed to be done on schedule, so, the bridge ride lost out. Next time we can do it.

Yes VA E got a group together and rode to Winchester to attend VA F poker run which was held at the Honda dealer that was holding there open house. There were some good buys and It looked like they were selling a few bikes this day. The riding was good and we accomplished what we set out to do. The District Traveling "WOOD" is now at VA E and will be up for grabs on June 17th, our newly concocted, FIRST EVER VA E, FREDNECKS, burg E-lim-piks. We are so sorry we will miss this first ever of its kind event as we will be attending my Class Reunion in Indiana. Please take lots of pictures and notes as we want to see and hear all about it. Until next time, RIDE SAFE BUT RIDE.

Ed and Wand Hoeferkamp
Candy Apple Red Wing
March 2006

**Chapter Educator
Larry Gray**



Gold Wing Maintenance

This month's article is not entirely my own. When I asked for candidate article topics a few months ago, one of you anonymously asked for an article on Gold Wing maintenance. I think that was a pretty good suggestion. I have some credentials in vehicle mechanics and electronics but our chapter expert is Greg Kestner so I thought I ought to get him involved in the beginning rather than have him correct me after this article is published. Besides, he is our Technical Advisor so his inputs on the subject of maintenance ought to be here. So, I wrote a draft, Greg pointed out some additions and corrections, I fixed things up, and you are now reading the final result.

I suppose you have an owner's manual for your Gold Wing and aren't interested in quotes from it so this has been written without reference to it. Much of what is suggested here is, no doubt, equivalent to what's in the manual – neither Greg nor I have any major disagreements with what Honda suggests for Gold Wings.

There are several ways to organize maintenance suggestions (by what should be done daily, monthly, annually, etc. or by what should be done every 1000 miles, 3000 miles, etc., etc.) and after agonizing over how best to organize, I gave up on choosing a single organization. Be prepared to jump around a bit.

First, let's cover fluids...

Engine Oil: I shoot for oil (and oil filter) changes every 3,000 miles. Oil is cheap even if it is \$6, \$8, or more a quart. There is much debate about what oil is best and I make no attempt to recommend a brand. If the oil has the JASO designation, is not "Energy

Conserving," and is the right viscosity (10W40), I think you're fine. Greg and others have been using Mobil 1 15W50 for years and thousands of miles so its obviously OK but I'm squeamish about using a different viscosity so I stick with 10W40. Both of us like synthetic oil and think its worth the difference in price but even that is debated and I know of no conclusive evidence that you can't get good service out of petroleum based oil if its changed regularly. You can change your own oil with 2 wrenches and a 5 minute lesson at one of our maintenance days (Gordon did his last month for the first time – proof positive its easy).

Final Drive Oil: I actually change mine every oil change because I find it dirty and the little magnet on the drain plug has picked up a collection of sludge. I don't know if I have a wear problem or not but if the little magnet is loaded with sludge I figure it needs cleaning. If you don't find such sludge, every 4th oil change is probably often enough for this. I have just stated using a synthetic gear oil here in hopes that I can curtail sludge production but don't yet know any results to report. Synthetic gear oil from Mobil 1, Pennzoil, and Valvaline are easily found locally. You can change your own final drive oil with 2 wrenches and a 5 minute lesson at one of our maintenance days (need to be very careful how tight you try to tighten the large plug).

Brake (also Clutch) Fluid: Greg changes brake fluid annually. I change brake fluid less often (I'm shooting for bi-annually). Its easy to put this off but you shouldn't put it off indefinitely like lots of people do. Brake fluid picks up moisture (beats me how, I guess through the piston seals in the calipers) and then corrodes the inside of the calipers and steel brake lines (translate that into big bucks at repair time). I have heard from car buffs (my former and future hobby) that failed brake lines on vintage cars are often found to

have rusted from the inside out rather than the outside in. I've found many a brake cylinder in cars I've worked on that are pitted on the inside from rust. I'm a firm believer in brake fluid changes. Some special equipment is needed to do this right so it is better left as a maintenance day project. Its also tricky to bleed the rear caliper unless you happen to be changing the rear tire or brake pads and have the caliper in your hands. (Hence, it makes sense to change fluid for the rear brake whenever you change your rear tire or the brake pads – plan on this.)

Fork Oil: Greg changes fork oil annually but his bike gets a real workout with teaching ERCs and such. He sees a definite difference in front suspension performance each time he changes it – the deterioration is slow over 12 months and not noticed but after a change the improvement is very noticeable. I have meant to change mine for more than a year now and haven't gotten to it (I want to have Greg around when I do it and I plan to select a change interval after seeing if I notice a difference like Greg does). This job is probably better left for maintenance day also – you have to measure the fluid you take out (don't spill any) and put that much back in or remove the spring loaded fork tube caps (don't inadvertently launch them into the next county) and fight to get them back on. (Greg says the "fight" is easy if you have stock springs and only challenging if you have progressive springs. I was challenged by my 1200's springs so I remain cautious.)

Antifreeze: I don't agonize over antifreeze. It does have additives that presumably wear out. My best guess is that every 5 years is often enough to change antifreeze. Of course, if you develop a leak and have to replace a hose or something, you might as well change the antifreeze while you have everything apart. Make sure you use an antifreeze that is silicate-free. A mistake in this area will have

you replacing your water pump. Changing antifreeze is easy on a 1500 – the drain is easily accessible from the bottom of the engine and the radiator cap is under the plastic "fillers" surrounding the steering stem. I haven't taken an 1800 apart and can't comment on where the radiator cap is on one of them (any 1800 owners want their antifreeze changed so I can get some 1800 experience???).

Battery fluid: In the summer, check the level regularly if you have a conventional battery. Use distilled water to keep the level above the plates. If the plates are exposed to the air, they will "sulfate" and then even after you cover them again they won't perform. Instead of this hassle, get an AGM (absorbed glass mat) battery next time you need a battery. These are truly sealed and need no maintenance. You'll pay 50-100% more for one of these as compared to a conventional battery but you can forget about maintenance.

OK, that's it for fluids. Now on to things to do by the calendar....

Daily:

Check tire pressure and adjust as necessary. I know some of us don't do this every day we ride but once a week is a bare minimum (don't read this as the Chapter Educator giving you license to check tire pressures only weekly – I'm not suggesting that riding on an under inflated tire for only 6 days is a safe thing to do). The pressures shown in your owner's manual are OK but Greg and several others run a little higher pressure – 38 psi in front and 42 in the rear. This seems to help reduce tire cupping.

From my personal experience, clean the wheels anytime they get wet or may have condensation form on them. Brake dust and other road grime (especially salt) can be very

corrosive to the wheels. I completely ruined both of my wheels in one season by neglecting this simple maintenance (and I never rode on salted streets). Plastic may get dirty and look bad, but metal wheels suffer irreversible damage.

Every Few Weeks:

TCLOCK, enough said.

In the winter, check the condensation drains (2 clear hoses with plugs in their ends under the left engine cover just below the reverse lever on 1500s). Butch says he has to do this every week in the winter but hardly at all in the summer. I have never had to drain mine but I'm not quite the hearty winter rider Butch is and I avoid riding in the rain which also, I understand, produces more condensation. (I don't know if 1800s have these drains – probably not since they're fuel injected.)

Semi-annually:

Change engine oil if not needed earlier due to mileage. Short trips where the oil doesn't get and stay hot for awhile is bad. When an internal combustion engine runs, some of the exhaust slips past the piston rings and gets into the crankcase. Exhaust is partially water vapor and in the crankcase it condenses and gets into the oil if the oil is cold (as it always is when you first start up). If the oil is hot, it gives up some of this moisture but if it isn't or doesn't get hot and stay hot, the moisture stays in the oil and forms corrosive acids. (You may want to change more often than every 6 months and that is certainly justifiable.)

Lubricate the clutch and brake lever pivot points. Do this more often if you ride in the rain regularly. If the pivots are not lubricated, excessive wear may cause one or more of the switches that control the cruise control, cause

the brake lights to light, or allow you to start the bike while in gear, to switch too early or too late as the lever is pulled in (because of extra "slop" in the pivot joint).

Annually:

If you store your bike for the winter, before your first spring ride, look carefully for signs that mice have used your bike for a home. Greg suggests looking on top of the valve covers under the engine covers (1500). A favorite place for mice to camp out is in the air cleaner box. If performance doesn't seem quite right or fuel mileage is poor, you might look for this (in the air filter box) even if you didn't see telltale signs of mice – at least a couple of chapter member have had this problem.

Now on to things that are mileage dependent....

10,000 Miles:

Tires ought to last more than 10,000 miles but maybe not too much longer depending on how you ride and particularly on how well you watch your pressures. When you need tires, don't look for closeout specials which might be several years old (you can find the manufacture date on the tire – it's a 4 digit number stamped into the tire somewhere near the bead indicating month and year); old rubber is not as good as new rubber. If you don't like doing your own maintenance, leave tire changing to others or brush up on the colorful vocabulary you use when frustrated.

30,000 Miles:

You might be ready for brake pads around 30,000 miles. Of course, there is great variability in how long pads last. If you ride conservatively and use engine braking, your pads will last longer than if you alternate

between full throttle and full brake all day long. Also, there are a couple of different types of brake pads and they wear at different rates. “Organic” pads wear somewhat faster than “metallic” (AKA “sintered”) pads (but metallic pads wear the disk more than organics do). Greg says always use metallic pads; this is what came on your bike and they perform much better.

50,000 miles:

Change the air filter and the gasoline filter. Again, there are some caveats. If you riding in dusty conditions regularly, you’ll need to change the air filter more often. You can do this job yourself but you’ll have to remove the top of the false tank on a 1500 to get to these filters. (You have to do this and more on an 1800.) And, as Butch can tell you, I have a tendency to drop and lose the air filter screws when doing this job – use a magnetized screwdriver and save yourself a lot of trouble. (Note: while you’re here, you can easily change antifreeze if its due because the radiator cap is fully exposed.)

You can change spark plugs every 50,000 miles if you like. I don’t change spark plugs in my cars unless the idle is rough or there is some performance problem I can conjure up an argument for why the plugs could be the problem. If the electrodes on the plugs are still sharp (nice right angle corners) and the insulator isn’t cracked, they are probably fine. If you tackle this yourself (it isn’t hard but does require removal of the lower fairing) you’ll need compressed air to blow the dirt out of the spark plug wells before removing them so that dirt doesn’t fall into the cylinders.

On 1500s, there is a small filter inside the plastic about where your right knee would be in a normal sitting position. If you ever have this plastic off, find this little filter (an

irregular shaped box about 1.5”X1.5”X2” with a vacuum hose attached) and replace the filter element. If you don’t have a replacement element, its better to not touch this. It gets dry and crumbly and if disturbed the crumbles will get sucked into the vacuum hose and go where you don’t want them to go.

100,000 Miles:

Congratulate yourself on successfully breaking in your Gold Wing. Then, change the timing belts. Last month’s Wing World had an article on when to change timing belts. It may have convinced me to change sooner than 100,000 miles for safety’s sake but Butch may have had about 150,000 miles before changing his (maybe I’m confused and he was changing his for the second time at 150,000 miles but I don’t think so).

If I have missed something important to you, let me know and I’ll get you an answer. And, if you have a different opinion on anything I’ve said, share it with us at a chapter meeting – differing views are always welcome and other members will appreciate the discussion.

Larry

Upcoming Events

Jul 3-5	Wing Ding XXVIII, Nashville, TN
Jul 15	Pass the Pig – cancelled
Jul 29	VA-U Annual Poker Run - Hanover Wayside Park, Rt. 301, Hanover
Aug 6	All Chapter's Picnic - Locust Shade Park, Lilac Shelter, Triangle
Aug 12	VA-E Bike Show – Wilderness Presidential Resort
Aug 10-13	West Virginia - Waller in the Holler
Aug 19	VA-O Casino Picnic
Aug 25-26	Kentucky – Bluegrass Blast
Sep 9	VA-C Fall Sprawl
Sept 21-23	North Carolina - Wings Over the Smokies
Oct 5-8	Rally in the Valley

Birthdays

Mike Lucas	10
Sharron Nissen	12
Norman Butler	17
Debbie Carter	21
Alec Kestner	26



Anniversaries



Jim & Bev Travis	4
Tony & Tracy Boone	7
Anthony & Althea Davis	17
Ron & Linda Hardisty	18
Butch & Nancy Groves	23

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