

# Gold Wing Road Riders Association *CHAPTER MI-G*



**ATTENTION!!! ATTENTION!!! ATTENTION!!!**

Meeting Place Changed to

Swan Inn At 6 Mile Road and Alpine NW

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 Safely.

## November 2007

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3
4 Swan Inn Breakfast 9:00am	5	6	7 >>>>>> <b>PLEASE NOTE CHANGE</b>	8 Monthly Gathering Swan Inn 7:00 pm	9	10 
11 <b>VETERANS' DAY</b> Susie's Café 9 AM	12 	13	14	15	16	17
18 Susie's Café 9 AM Main Street Pub & Eatery RSVP	19	20	21 Happy Thanks- giving	22 	23	24 Wine & Cheese Party 6:00 PM
25 Swan Inn Breakfast 9:00am	26	27	28	29	30	

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<b>GWRRR National Website</b> <a href="http://www.gwrra.org">http://www.gwrra.org</a>	<b>Region D Website</b> <a href="http://www.gwrra-regiond.org/">http://www.gwrra-regiond.org/</a>	<b>Michigan District Website</b> <a href="http://www.gwrra-mi.org">http://www.gwrra-mi.org</a>
<b>Chapter G Website</b> <a href="http://www.mi-gmidnightriders.org">www.mi-gmidnightriders.org</a>	<b>Stop by our website or the District or National websites to see what's new.</b>	<b>If you have any suggestions for the chapter site, e-mail Jim or C.J.</b>
<b>Walt &amp; Deb Crosby</b> <b>Region D COY Year 2006-2007</b>  <p>We are Walt &amp; Deb Crosby, your new Region D Couple Of The Year. What an exciting year this has been for us. First being named Ohio District Couple and meeting so many wonderful people in our District. Now Region Couple of the Year, and an opportunity to visit two more Districts and that many more great people.</p>	<b>Ezra &amp; Marilynn Bostic</b> <b>Chapter Mi-G's COY</b> <b>2007</b>  <p>Ezra &amp; Marilynn, members of Chapter G. Ezra serves as our Ride Coordinator, and Marilynn serves as our Newsletter Editor, now our Couple of the Year.</p>	<b>Ken and Rita Moffitt</b> <b>Michigan Couple of the Year 2007</b>  <p>Ken and Rita were selected as the 2007 Michigan District Couple of the Year at our 2007 Wingless Weekend. Please give them your congratulations when you see them.</p>

## November Schedule



**November 4:** We will meet at **Swan Inn** at **9 AM** for breakfast with a ride after, and weather permitting at **10 AM**.

**November 8:** is our **Monthly Gathering** at **SWAN INN** on **6 Mile Road NW** and **Alpine NW**.  
Come early **6:30pm** for dinner or come at **7:00pm** for very important information

**November 11:** We will meet at **Susie's** at **9 AM** for breakfast with a ride after, and weather permitting at **10 AM**.

**November 18:** We will meet at **Susie's** for those who want to for breakfast. We will also be going to **dinner** at **Main Street Pub & Eatery** 1113 Ruddiman Drive in North Muskegon on the lake. **Please call to let us if you are coming at 616-791-4587** we will make the reservations for **five o'clock** and dinner at six o'clock  
**Please RSVP.**

### Driving Directions

Take ramp onto <b>I-96 W</b> toward <b>MUSKEGON</b> - go <b>23.9</b> mi
Take exit <b>#1B/LUDINGTON</b> onto <b>US-31 N</b> - go <b>5.9</b> mi
Take the <b>NORTH MUSKEGON LEFT</b> exit onto <b>SKYLINE DR(US-31-BR S)</b> - go <b>1.5</b> mi
Bear <b>RIGHT</b> on <b>M-120 N</b> - go <b>1.4</b> mi
Turn <b>LEFT</b> on <b>LAKE AVE(M-213)</b> - go <b>0.6</b> mi
Continue to follow <b>M-213</b> - go <b>1.0</b>
Arrive at <b>1113 RUDDIMAN DR, NORTH MUSKEGON</b> , on the <b>LEFT</b>

**November 24: Wine and Cheese party** at my house 1492 Kinney Walker. The party begins at **six o'clock**. Bring your favorite wine and cheese or other appetizers and beverages.

**November 25:** Breakfast at **Swan Inn** at **9 AM** ride with a ride after weather permitting at **10 AM**.

We've had some nice rides this year. We had a nice ride to the dams and had a picnic at High Rollaway. Harry did a great job of leading the ride. We will be riding some more this year, if the weather cooperates. We plan to see you at these activities when you come.

Your Ride Coordinator,  
Ezra Bostic

## Harry and Marcia's Vacation to VA

The Emmerts finally took a trip with no rain! We picked Sept. 30 to go, taking the motorcycle to Virginia to visit our long time friends, Joe and Barb Schroeder, who live at Rocky Gap, Va. They told us the best way to come was to go to Cleveland and turn right on 77. We took two days, so we made about 300 miles each day. At Charleston, West Va. the country gets real rugged, but we held on. Saw lots of bikes and many people checked out our Voyager kit. We had been prepared for the mile long tunnel through the mountain from West Va. to Virginia and we knew we had to exit the highway about 100 yds. beyond the tunnel. Surprise! The first switchback was on the exit ramp! THEN the road

wound down the mountain from there. At the bottom, the road to our friend's house was about 2.7 miles of narrow, paved(thank God) road with 36 curves. Yes, I counted! We're not done yet! Finally, we reached Laurel Dr., which was a crushed stone, one lane road(?) with a STEEP incline, 2 corners and a one lane wooden bridge. We lived!

With our friends, we traveled to Burkes Garden. You start at Tazwell, Va. and travel a 5-mile road over the mountain-95 curves-to a basin with mountain all around. This basin is believed to be a crater from a huge meteor. It contains several farms and some tourist stops. The only way out is the way you came in. Motorcyclists come especially to ride this road. We

admit it-we rode in a car! Maybe next time. When our friends took us to Winston-Salem, N.Carolina, we also drove about 40 miles on the Blueridge Parkway. On our whole trip, we never saw an accident and the only trouble we had was that some of the time our intercom would not allow me to hear Harry. This was bad?! How fortunate, that he could still hear me!

We picked a hot weekend to come home, but on the way, we learned that there was once a canal all the way through Ohio from Cleveland to Marietta. You can still take a cruise on some of it. Something to visit another time.

Submitted by Marcia Emmert.

For Sale:

### 1995 1500 SE Honda with DFT Trike Conversion;

excellent condition; 36,000 miles **\$15,250.00**

Call Marty Schneider @ 616-866-4952

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### Pit Bull motorcycle lift,\$200.00

Like new used very little except by friends.  
Call Dave at 616-696-3744.

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**1988 GoldWing GL 1500** (31,000 miles) Bike has reverse, cruise, stereo, with cassette, CB radio, intercom system, onboard air compressor, new helmets, new rear tire, newer seat with backrest, and armrests, also old seat, all luggage bags and bike cover. Added new battery, and new caliper covers. Price is firm

**Price: \$7,500.00 Please call: 616-835-0351**

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	<p><b>FOR SALE</b></p> <p>6580 Indian Reserve Rd. Alpena, MI 49707 Phone: (989) 358-9787 Cell: (989) 255-6443 E-Mail: aedmonds@charter.net</p> <p>2004 GOLDWING 1800 CC CHAMPION TRIKE KIT LOADED W/EXTRAS 23,000 MILES GARAGE KEPT - EXCELLENT CONDITION</p>
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For Sale:



1983 GL1100 Aspencade, 44000 miles, in excellent mechanical shape. Lots of extras. \$3000.00 or best offer.

**Contact Len at 443-5084**

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Future Rides:

Please email any rides to the following address:

[bosticez1@sbcglobal.net](mailto:bosticez1@sbcglobal.net)

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Answer to thePuzzle:

1.	Noon
2.	Pup
3.	Level
4.	Madam
5.	Kayak
6.	Radar
7.	Deed
8.	Solos
9.	Marram
10.	Minim
11.	Tenet
12.	Reviver

## Chapter Director's Ramblings

Already November. Thanksgiving and Christmas right around the corner. I hope everyone is busy rounding up or making up those items for the Christmas auction. We'll have to decide who the recipient will be at the next gathering. Remember the cooler stuff we have the more we'll make for someone.

We had a nice turnout at our Chili dump for the Chapters who helped with this year's Midnight Ride. Thanks to all who contributed and helped at the park. While it could have been warmer, it was at least dry. Afterwards, a few of us took a nice ride up to Lakeville where K2 was putting on a benefit for one of their members who has cancer and has run out of insurance. I understand that they collected quite a bit to help him and this family in their time of need. That's what the GWRRA family is all about, helping someone in need.

This past weekend, Julie and I took a trip down to the Smokies to see the color change in the trees. While we saw some nice color in the higher elevations, we also saw something in a tree that we didn't want to see. While traveling through Deals Gap on our way to the Cherohala Skyway, we saw what appeared to be a Harley cruiser wedged into a tree. It was some 12 feet off the ground with its back end facing up. There were

plenty of folks pulled over so we didn't stop. However, after reading the Gap web site it appears as though this rider was lucky this time and was not seriously hurt. The site says there were 5 crashes on Sunday alone. What a reminder to always ride your ride and not succumb to peer pressure to go faster than your comfortable. I don't know what caused the crash but I wouldn't be surprised if some are caused by that reason, especially on this road. Remember you can always hook up at your destination. Your *friends* will wait.

What do you think of the proposed new helmet law in Michigan? If it is approved who will pay the extra price to be able to ride without a helmet? What about the mandatory insurance limit requirement? Is it high enough? Will you ride with someone who does not wear a helmet? Just something for all of us riders to think about. If you feel strongly for either position I'd suggest you bombard the Canadian with email making you're feelings known. Well that's about all I have for this month so be sure and be safe no matter how many wheels you're riding on.

Jim & Julie Meredith

## Assistant Chapter Director's Notes

### Are you Ready if Needed?

Since Fay and I missed the chapter Medic first aid back in February with the rest of the chapter, we had an option to do it with G-2. They were great hosts and we all had a great time with good friends. We all brought a dish to pass with the chapter supplying the brats. Since I was in the medical squadron in the US Air Force, I was taught how to treat the wounded and to do CPR that would save lives until they got to M.A.S.H. hospital. That was a long time ago and boy have things changed, not so much in the first aid end but the CPR. Now you do 30 compressions to two breaths instead of five compressions to one breath. It used to be that once you started CPR you could not stop until some medical personnel showed up to take over. Now you can do it for as long as you're able to do it. I don't know how many in our chapter have taken this class over the years, but I think that

everyone should take it at least every few years to just refresh yourself. I was taught that in your lifetime that 50% of us will need to perform CPR on someone. You should keep a first aid kit with you whether it is in you bike, boat, car or anytime that you're away from home. It can be a basic kit enough to stop bleeding or open an airway, and make sure you have vinyl gloves and **not** latex. You can always find something to splint a broken bone and you should never remove a person's helmet after any accident. Let the medical personnel do that or the doctors at the emergency room do it. Remember, as we ride as a group someone may need your help at some time. So, are you ready to **HELP??**

Randy & Fay Vieu ACD

## November Rider Education

As you all know if you've been paying attention for the last several many years, (MCN) Motorcycle Consumer News is my all time favorite publication. Here's another little article from their recent September 07 issue that brings up some interesting things.

Try to keep these comments in mind the next time you hop on your bike without proper riding gear or the next time you hear someone say, "I don't need to take Rider Ed classes, I've been riding for years". My own personal opinion is that the best all around thing you can do to make yourself safer on a motorcycle, other than take a motorcycle safety class of some sort on a regular basis and wearing full protective gear, is to sign yourself up for a subscription to this magazine.

Along with the safety aspects of their writing, they also do consumer reports on new bikes and a raft of different accessories. They don't accept advertising. They're more expensive than some other magazines but you also know their reports aren't effected by worrying about where their next advertising dollar comes from. Len

### Medical Motorcycling

# Experience Is The Worst Teacher

**E**XPERIENCE IS THE WORST teacher, since you get the exam first and the lesson afterwards. This month, I wanted to talk a little about the kinds of things that many of us motorcyclists have learned from experience (that is, the hard way) so that you, the reader, might be able to learn it the easy way.

Here are a few things *not* to do with your motorcycle:

#### Try to catch your bike when it's falling.

I would guess that more motorcycles hit the ground in a slow tipover than at speed. A bike is a lot less stable at parking lot speeds than when moving, as we all know.

One reason that these slow-speed tipovers can be dangerous is that while the bike's slowly going down, we have time to get a surge of adrenaline, which can make us stronger. This extra strength increases the likelihood that we'll pull harder than we normally do, and tear or strain something.

A recent letter from "Admiral" Louis Caplan, an MCN reader and Concours rider said:

*I was just starting my lean...when I had to slow down quickly...The bike was leaning too far over. I spent a while trying to hold her up (felt like minutes, but I'm sure it was much less), hoping the other guy could get over and help me right it before it went all the way down, but I couldn't keep it up long enough, so down she went.*

*After we got the bike up, I rode it home (sans one broken off footpeg). I noticed my legs and arms were sore from trying to keep the bike up. The soreness went away from my legs in a few days, but my arm, specifically my left shoulder, kept hurting. A few weeks later, I went to my doctor and he said it was my rotator cuff...*

*Later I was reading some motorcycle forums, and several people were saying that with some of the heavier bikes, if they start to go down, it's better to let them go. Then using the correct technique, pick the bike back up (or better yet, with a friend). There's too much damage that can be done to a person straining to hold the bike up. Wish I read that advice earlier.*

Rotator cuffs (the muscles that move the shoulder) are easy to tear, relatively speaking. The advice about letting a bike go over and picking it up properly will save you from a potential injury.

For the best information on how to pick up a bike, read what Carol "Skert" Youorski writes here: [www.pinkribbonrides.com/dropped.html](http://www.pinkribbonrides.com/dropped.html)

If you try to use the centerstand on loose dirt *without* remembering to put the sidestand back in place, or park with the sidestand on asphalt on a hot day, you'll need Carol's advice, too. Damn it.

#### Forget asphalt is a gigantic skin and flesh grater.

A recent ad campaign showed the road surface looking just like a box grater. It's very accurate. Remember, there are two categories of motorcyclists: those who *have* gone down, and those who are *going* to go down. To paraphrase Dave Hough, "When you go down, you'll be wearing what you wore when you got on."

I don't need to go into the merits of various protective gear, but one thing that worries me more than anything else are riders wearing good gloves, boots, helmets, and jackets, but no knee protection.

We all know that knees are a bad design (as are coronary arteries or backs) but we're stuck with 'em. Also, they do have a tendency to take a lot of impact when we fall, and we don't have built-in padding over the kneecap.

If you're comfortable riding without knee protection, try dropping rapidly to your knees on the surface of a parking lot. Then visualize doing that at 20 mph.

#### Focus on a road hazard you want to avoid.

As many of us know, the easiest way to make a bike go in a given direction is to look in that direction. It really works. Consequently, if you look at the road hazard that's just appeared from underneath the car ahead of you, chances are very, very good that you'll hit it. Get in the habit of looking at your escape route—that's where you'll go. If you persist in looking at road hazards, be sure to reread the columns on Road Rash (July 2005 issue) and on Hernias (July issue) to caution against picking up a bike incorrectly.

#### Take your feet off the pegs when riding on dirt or gravel.

There's a natural tendency to put our feet out as potential support when riding over dirt, gravel, or another unsteady surface if we're uncomfortable. By doing so, however, we're raising the center of gravity, making it harder to keep the bike upright.

Beginning riders also have a tendency to keep their feet off the pegs for a while when starting out from a stoplight. When I see this, it always makes me wonder if they think the laws of physics are in imminent danger of being repealed. You keep your balance better with both feet on the pegs, lowering your center of gravity. Check out what trials riders do ([www.youtube.com](http://www.youtube.com) has a lot of examples).

#### Say "Watch this!"

Playing to a crowd is a really bad idea. I remember an incident back in the late '70s in Berkeley. I had just left the local Taco Bell and noticed a table outside the restaurant that had four young women.

Their table was right next to where I'd parked my Yamaha XS750 triple. Naturally, I was extra-macho when I put on my Thurlow jacket, nonchalantly zipping up the sleeves. The black leather pants, along with the jacket, made me really feel like a badass biker.

Paying no (obvious) attention to the girls watching me, I picked up my helmet, and in one swift, smooth, sure motion, coolly slid it over my head. Backwards.

### doc flash is back in print!

flash gordon, m.d., is author of *Blood, Sweat and 2nd Gear: More Medicine for Motorcyclists*, a collection of his most recent columns, published by Whitehorse Press. Have a suggestion for a column? E-mail flash through his web site: [www.docflash.com](http://www.docflash.com)



## A Puzzle For You

A palindrome is a word that reads the same if it is turned back-to-front. So the names Bob, Eve, and Otto are all palindromes. So is the name of the pop group Abba. Try to identify palindromic words from the following clues.

(Find the answers somewhere in this newsletter).

**Example** Part of the body  
**Answer** Eye

- |  |  |
|--|--|
| <ol style="list-style-type: none"> <li>1. Midday</li> <li>2. A young dog</li> <li>3. Flat</li> <li>4. A word for addressing a lady</li> <li>5. An Eskimo canoe</li> <li>6. A system for detecting aircraft, ships, etc.</li> </ol> | <ol style="list-style-type: none"> <li>7. An action</li> <li>8. Pieces of music for one person</li> <li>9. Grass that grows on the seashore</li> <li>10. In music, half a semibreve</li> <li>11. Doctrine</li> <li>12. Restorer</li> </ol> |
|--|--|

*Let Your Wings Soar*

★★★★★



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## MIDNIGHT RIDE VIDEO

The MIDNIGHT RIDE Videos (DVDs) are on sale now. Go to <http://www.mi-gmidnightriders.org/> to place your order for your copy of the 2006, 20<sup>th</sup> Annual MIDNIGHT RIDE. Our website contains the order form and all the details.

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