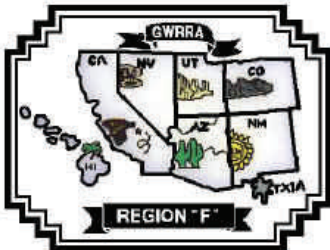


Garry Woo
Chapter Director
2581 W Vereda de Gente
Tucson AZ 85746

Nov 2008



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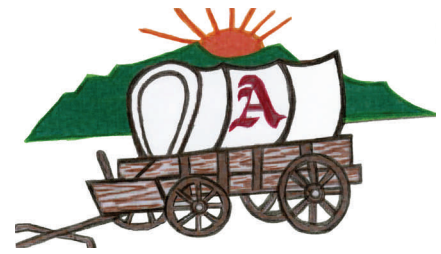
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GWRRA – Arizona Chapter

“A”

Pioneer Chapter



Arizona District

Region F - California, Nevada, Arizona, Utah, Colorado, New Mexico & Hawaii

Chapter A Director

From the desk of Garry Woo.

I had a very busy month with all that was going on. Let's start with the Ride meeting, Staff meeting and our Monthly gathering for starters. Then there was Chapter D's Breakfast ride and later we went to the Az. State Fair to help the Motor Awareness Division. I hope Dave Novitt feels better. And then the next day we went to Ride for Kids. We helped park all three hundred bikes and where we as Chapter AZ-A Donated More for research than we have in the past. We were in the top three clubs with donations. Next we went to the District Rally where we helped set up the convention center for the rally. The next day I took the trailering course and had a wonderful time. Chapter A did a great job selling 50/50 tickets. I thank you all very much. You made me very proud to be a Member of such a wonderful and great Chapter. In retrospect I do have to say that what happens in Lake Havasu should stay in Lake Havasu and I would appreciate that. All you people out there just don't believe everything you hear or don't believe you're lying eyes if it comes out in picture format. It is just not true. It must be a vicious rumor and I plead the fifth. It was a moment of weakness and I throw myself on the mercy of the court. Please don't judge me too harshly. **Diane Lumpkin, the infamous District Director, be aware, the worm will turn.**

Garry

More About Being Seen

Ask any rider, and they will probably tell you their biggest safety concern is being cut off, run over, or otherwise violated by another driver in traffic. It's a constant, serious threat. However, as a rider, you can take control of the situation by making yourself as highly visible (conspicuous) as possible. Doing so will reduce the number of surprises you face every day and help you avoid getting blindsided by someone else's last-minute decision.

Most riders would agree that their goal is to enjoy their bikes and make it home safely. Being high-viz will make that job easier. About half of all motorcycle crashes involve a collision with another vehicle. In many crashes, the driver never saw the motorcyclist - or didn't see him or her until it was too late. There are many reasons why other drivers do not see motorcyclists.

Nov 2008

Most car drivers aren't familiar with motorcycles, so they don't think to look for them in traffic.

Motorcycle riders typically wear dark colors and can easily blend into the background and "disappear."

- Motorcycles are smaller than other vehicles, so they are more difficult to spot in traffic and can be hidden by other vehicles or roadside features.
- Daytime headlight use does not give motorcycle riders much of an advantage anymore, due to the widespread use of daytime running lights on cars.
- The smaller size and single headlight on the motorcycle makes it more difficult for other drivers to judge a rider's speed and distance.
- As a rider, the burden is unfortunately on you to do something about being visible. We expect other drivers to watch out for motorcycles in traffic, but because motorcycle riders are so vulnerable, they have the responsibility to make themselves as visible as possible. In a multi-vehicle crash, it's the rider's life-and-limb at stake, so it's the rider who must make the extra effort to stand out in traffic. Fortunately, making yourself "high-viz" is relatively easy. There are lots of ways to get noticed in traffic. Most riders understand the concept of "conspicuity" even if they've never heard the word before. Conspicuity (con-spik-CUE-i-tee) is a fancy term for "visibility." It is the ability of an object to draw attention to itself, even if nobody's actively searching for it. ***Rider conspicuity, therefore, is the ability of a motorcyclist to draw attention to him- or herself, even though other drivers may not be actively looking for them.***

This article was taken from the Minnesota highviz.org site

Dave Gormley

AZA Chapter Educator
Gold Wing Road Riders Association

**CHAPTER A's
ANNUAL CHRISTMAS PARTY
Saturday, December 6th from
5:00 to 10:00 pm
Daisy Maes
2735 W. Anklam, Tucson**

October 08 Meeting Stats:
Regular members attended 45
Number of bikes 12
Number of trikes 5

Dec. Birthdays

13,BD, David Sacchatti
19,BD, Leota Ryan
21,BD, Christy Bailey
23,BD, Michael Manciano
23,BD, Bill Leach
19,BD, Gene Mc Gaughey

Dec. Anniversaries

3-Jon & Sharon Hofer
29-Pat & Patti Finn
30-David & Michelle Sacchatti
31-Jerry & Mary Anne Johnson

Article by William (Bill) Leach.

As you know my time as chapter A's individual of the year is coming to a close.

I wish to thank Chapter "A" for it's support and especially for honoring me with the status of Individual of the Year for 2007-2008. this has been a wonderful journey with my chapter and with those who recognized me along the way. I have enjoyed the rides and rallies and the people of GWRRA. We are truly an organization of people that live up to our motto.

As the outgoing Individual of the year, I encourage the person that is selected for the year of 2008-2009 to remain as involved with the organization as you possibly can and take the challenge to the District rally next year and become the Individual of the year for the District. It's fun, it is not a back breaker and you may bring home some bragging rights for Chapter "A", after all, we are the "PIONEER CHAPTER".

As the new Individual of the District, I will make it my personal mission to visit other chapters and encourage their members to remain involved with the organization and to participate in rider education, leadership training, becoming a member of their chapters staff, and to become more involved with recruiting new members. Again I thank Chapter "A", for it's support and the honor of being their Individual of the Year.

Respectfully Submitted

William (Bill) Leach

Article by Steve & Laurie Williams, Ride Coordinators

We were on our way at 7:00 am with eight bikes and one car to Hanks Lodge at the base of the dam of Lake Pleasant. It was a brisk morning but warmed up quickly and was a beautiful day. It was a smooth ride stopping at McD's for a quick coffee break and breakfast for some. Arriving at Lake Pleasant there were a few family's living at the base of the dam. It was a strange feeling that if the dam broke there would be no time to get out. The Lodge was set up perfectly with a kitchen and huge gathering room and a nice patio overlooking the pond which the guys could help skip a few rocks across. There was a lot of chili, corn bread and crackers with deserts galore! They did an excellent job with the food. There were about 100 people there from the different chapters. We played name that tune as a group and still came up short on the answers. The white elephant exchange was amusing too long due to the amount of people. Dean won the 50/50 drawing \$110.00! Yeah Dean! We left the lake around 2:30 pm some headed back to Tucson and a few of us stayed for the International Motorcycle Show at the Cardinals Stadium and then to Garcia's for dinner putting us back to Tucson about 11:00 pm. It was a full day of fun – come and joins us in the upcoming weekend "POE" rides to the Chapters promoting our Chapter A Chili Cook Off. It's always a good time.

Laurie Williams

This years AZ. District Rally was one of the best we have attended.

We had good weather, nice hotel, eating places within walking distance and great riding. Riding classes trailering class and Drill team's on site. CPR was well attended.

A huge THANK YOU to Diane Lumpkin, and Lumpy, and all of her staff. Well done. Now you can relax and enjoy. We are proud of Chapter A's taking home the Best dressed Chapter Award.

Geb Bailey's trophy for best of show and 2nd place for the Trike class.

Dave Gormley's award (new-setting new standards) in Education Leadership for AZ District, YEA!!! Also a certificate for Chuck Lee.

Dave and Sandie Novitt brought home several awards for their work with MAD and the Governor's office of Highway Safety. Well deserved for all of their hard work.

We are all very proud of our Chapter A Couple of the Year, Steve and Laurie Williams. You did a great job, take it from us, it is fun, but challenging. And once a couple of the year, you are always our chapter couple.--LOVE YA!!! Who's Next????

Boy, did we sell 50-50 tickets, Good job A and K and anyone else that helped.

Really can not leave out the 2--tu-tu's, pink is such a good color. So much fun!!

And good sports, Lumpy and Garry.

Chapter A, we all did a great job and so many attending.

Thanks.

Hope I didn't miss anyone.

Hugs, Dee

Chapter A has a special Individual of the Year, Bill Leach, and now he is Az. District Individual of the Year, and we are so proud of him. Congratulations to him.

Bill is doing a great job of representing all of us, really enjoyed his speech. Thanks, Bill.

Hugs, Dee and Dave

Chapter History

Please send your photos of GWRRA events to Bob Dahms, (Historian) bdahms@mac.com Jon Hofer (Newsletter Editor) jon.hofer@cox.net or Sami Hall, Web Mistress) gatrikers@aol.com



Chapter Store



Chapter Belt Buckle \$40.00

Chapter Cap or Visor \$10.00

"Good Riding "T" shirts L/S white or gray with Chapter Logo".

If there is something you would like to see in YOUR chapter stores, please let Gene & Jeannie know and they will try to find it!

Changing Sparkplugs on a GL1800

This job turned out to be pretty easy. I decided I wanted to try out a new type of sparkplug that claims to have more horsepower gains so I chose the NGK Iridium XL plug.

Tools you'll need are allen wrenches for the valve cover bolts and a deep socket for the plugs. I used a dental pick type probe for removing the hexagonal rubber plugs you see in the Allen boltholes to dress up the holes. If you have auxiliary foot pegs you may have to remove them to get the valve covers off? I also use some antiseize compound on the threads of the sparkplugs when I screw them into the cylinder holes.

The first step is to remove the rubber plugs from the allen bolt-holes. Don't lose them as they keep dirt and water from getting in there and causing rust.

Then use a hex wrench to remove the two center bolts on the chrome cover strip that says Honda. Careful as this piece is plastic! It's amazing how costly this piece is in gold plate with 1800 emblazoned on it.

Now remove the lower three bolts that hold the cover over the spark plugs. Now you should see the three sparkplug boots on whatever side you've removed. Carefully remove the sparkplug boots after twisting them to free them up from sticking to the plugs. My boots pulled off easier than I expected them to. Let the plug boots carefully hang by their respective cylinders and find your socket and ratchet if that is what you're using. Turn the sparkplugs counter clockwise to remove them. If you have a digital watch, I can't help you. Now you should look at the old plugs and inspect how they're burning. They should have a light tan color to the business end and not show any wetness or excessive black carbon. The plugs should have a uniform look to them from cylinder to cylinder.

When you remove the cover on the left side of the engine you've also found the clear crankcase breather tube that is plugged hanging down by the front plug. If there is condensation in the tube you're supposed to remove the plug, drain the tube and replace the plug.

You should check the gaps on your new plugs and they should be from .039 to .043 thousandths of an inch. Now's a good time to apply a light coat of anti seize compound to the threads of the plugs. Install the plugs by hand first to avoid cross threading. Then tighten the plugs to 13 ft lbs torque per the Honda shop manual. Install the sparkplug boots by carefully pushing on the plug boots till you feel a slight click. These plugs do not have the threaded top post!

Install the plugs the same way on the other side of the engine and install the sparkplug boots.

Now's a good time to thoroughly clean the lower covers before reinstalling them onto the bike. The covers go on in the reverse order of disassembly. Install the chrome strip next.

Re-insert the rubber plugs into the bolts. Push them in flush with the flat surface.

Re-install the auxiliary footrests if you removed them and you're done.

This job only takes about an hour or less not including cleaning parts time.

Good luck!

Professor Ron Penner,

Watch your thoughts; they become words.

Watch your words; they become actions.

Watch your actions; they become habits.

Watch your habits; they become character.

Watch your character; for it becomes your destiny!!!!

What you always wanted to Know about: Casa Grande But were afraid to ask.

Casa Grande was founded in 1879 during the Arizona mining boom and became Incorporated in 1915. It was named after the Hohokam ruins at the nearby Casa Grande Ruins National Monument.

A major railroad terminated in Casa Grande, which was originally named "Terminus".

One of the founding fathers of Casa Grande was Thompson Rodney Peart. Peart Road, Peart Park, and the Peart Center, all of which are notable fixtures of Casa Grande, are named after him.

Little Rock, Arkansas was supposedly the only city in the United States of America that was an adjective but this is proven false as Casa Grande means "big house" in Spanish. Casa Grande also holds importance for being the birthplace of Joe Jonas, the lead singer in the hit pop band the Jonas Brothers on August 15, 1989.

Casa Grande is home to Francisco Grande Hotel & Golf Resort, former spring training location for the San Francisco Giants. Then owner, Horace Stoneham, began developing the property in 1959. The first exhibition game was played in Casa Grande in 1961, with Willie Hays hitting a 375-foot (114 m) home run. The San Francisco Giants no longer play at Francisco Grande, but the pool remains in a baseball bat and ball shape in memory of the past ballgames

What Chapter Member once lived in this town while growing up.

Hope is a city in [Steele County, North Dakota](#) in the [United States](#). The population was 303 at the [2000 census](#). Hope was founded in 1881.

According to the [United States Census Bureau](#), the city has a total area of 0.6 [square miles](#) (1.6 [km²](#)), all of it land. As of the [census^{\[1\]}](#) of 2000, there were 303 people, 131 households, and 75 families residing in the city. The [population density](#) was 491.0 people per square mile (188.7/km²). There were 155 housing units at an average density of 251.1/sq mi (96.5/km²). The racial makeup of the city was 98.68% [White](#), 0.33% [African American](#), 0.33% [Asian](#), 0.66% from [other races](#). [Hispanic](#) or [Latino](#) of any race were 0.66% of the population.

There were 131 households out of which 26.7% had children under the age of 18 living with them, 49.6% were [married couples](#) living together, 6.9% had a female householder with no husband present, and 42.0% were non-families. 37.4% of all households were made up of individuals and 18.3% had someone living alone who was 65 years of age or older. The average household size was 2.31 and the average family size was 3.14.

In the city the population was spread out with 29.7% under the age of 18, 4.3% from 18 to 24, 26.1% from 25 to 44, 16.2% from 45 to 64, and 23.8% who were 65 years of age or older. The median age was 41 years. For every 100 females there were 94.2 males. For every 100 females age 18 and over, there were 97.2 males.

Jon Hofer

History of the Honda Gold Wing:

The [Honda Gold Wing motorcycle](#) had its debut in 1975, and became one of the most popular motorcycles in history. Initially intended as a road bike, it started the new trend in "[touring bikes](#)". Gold Wing is the first motorcycle with the airbag system available.

The first appearance of the Gold Wing was at the [Cologne](#) Motorcycle Show in October 1974. It was a [flat-4 999cc](#) motorcycle. It got immediate attention because of some cutting edge technology for the time. This includes:

A water cooled engine, only the second [Japanese](#) motorcycle to have it (1972 [Suzuki](#) GT750 was a water cooled three cylinder [two stroke](#)).

- Virtually the first motorcycle ever to have a fuel pump. What appeared to be a fuel tank was actually the electronics bay and radiator overflow. The real fuel tank was placed under the seat.

Shaft Drive. German [BMW](#)s were noted for using this on touring motorcycles, but it was a first on a large capacity exported Japanese motorcycle (Marusho, a Japanese manufacturer of the 1950's and 1960's used shaft drive on all their models).

- Very quiet, partly by use of a one piece silencer box under the swing arm.

Transmission underneath the engine (instead of behind it). This is a popular car layout (e.g. Mini Minor), but first use on a motorcycle.

GL-1000

The first production model [GL1000](#) came out in 1975, and was in production until 1979. The bike was listed as a touring bike, but it came as a bare bike. A large market developed offering fairings and luggage, the most popular being the Windjammer series by [Vetter](#). With only minor differences for different markets this bike remained virtually unchanged for 1975-1977 production run. In 1978 there were many changes made: faux tank shape, instruments on the top of the faux tank, seat, [camshafts](#), [carburetors](#), exhaust system, Comstar wheels, deletion of kickstart, etc.

During the final run of the GL1000 (1979), [Honda](#) finally released their own saddlebags and trunk (although they did not produce a fairing).

GL-1100

First released in 1979, the GL1100 was made until 1983. For the most part, this was the same bike as the GL1000, but with some improvements. The engine was the same, but it was bored to a larger 1085cc cylinder, and electronic ignition replaced the older point system. The suspension was changed to an air adjustable system (a first for a production motorcycle). Many parts were interchangeable between the 1000 and 1100 models.

The base bike was now called the "GL1100 Standard." In 1980 Honda also introduced the "Interstate" version of the Goldwing. This was the first production bike to come standard with touring accessories like a trunk, saddlebags, and a fairing.

In 1981, production of the Gold Wing was moved from Japan to Ohio, USA. This move brought manufacture of the motorcycle to its largest market and allowed Honda to market the machine as being made in America.

In 1982, the "Aspencade" was introduced. This was an Interstate model, with more options. AM/FM Radio and two-tone paint was standard on the Aspencade (these were options on the Interstate) while floorboards, chrome and [CB Radio](#) were options on both models.

In 1983, Honda made a few substantial changes for the final year of the GL1100. This includes an [LCD](#) dashboard, anti-dive forks and a change to the transmission to improve fuel economy. The size of the trunk was also increased, and the seat and footpegs for the passenger were moved to provide more comfort.

Continued Next Month.....

If you aim at nothing, you'll hit it every time.
If you always do what you always did, you'll always get what you always got.
If you can smile when things go wrong, you have someone in mind to blame.
If you don't have time to do it right, you must have time to do it over.

There are Three kinds of people:
The ones who learn by reading.
The ones who learn by observation.
And the rest of them who have to touch the fire themselves to learn if it's really hot

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Chapter A Events

[Calendars Net](#)

Pioneer Chapter Events

Navigate: [2007](#) [Jan](#) [Feb](#) [Mar](#) [Apr](#) [May](#) [Jun](#) [Jul](#) [Aug](#) [Sep](#) [Oct](#) [Nov](#) [Dec](#) [2009](#)

December 2008

| Sunday | | Monday | | Tuesday | Wednesday | Thursday | Friday | Saturday |
|---|-----|--------|-----|---------|-----------|---|--------|--|
| 30 | Nov | 1 | Dec | 2 | 3 | 4 | 5 | 6 |
| | | | | | | Ride Meeting IHOP 5101 E. Grant 6:00 pm dinner 6:30 meeting | | Christmas Party Daisy Mae's Steak House 2735 W. Anklam 5:00 cocktails 6:00 dinner |
| 7 | | 8 | | 9 | 10 | 11 | 12 | 13 |
| 9:30a Globe ride meet Chevron Oracle/Magee Lunch in Globe - Sponsor - Ron | | | | | | 5:00p Dinner at Lil Anthony's behind Macayos - Broadway & Kolb SW Corner - Staff meeting to follow at Pantano Christian Church | | POE - Ride to "G" meet Chevron I-10 & Wilmot 7:00 am Sponsor Bill Leach |
| 14 | | 15 | | 16 | 17 | 18 | 19 | 20 |
| | | | | | | | | 8:00a Chapter A breakfast 9:00 festivities Bake Sale |
| 21 | | 22 | | 23 | 24 | 25 | 26 | 27 |
| Hanukkah | | | | | | Christmas | | |
| 28 | | 29 | | 30 | 31 | 1 | Jan | 2 |
| Chiricahua Mt. ride Time yet to be determined | | | | | | Happy New Year! No ride Meeting ****Ride To Landmark Cafe for Brunch Meet 9:30 am Chevron I-10 & Wilmot sponsor Kerry 400-9897 | | |
| 4 | | 5 | | 6 | 7 | 8 | 9 | 10 |
| | | | | | | | | 5:30a POE Chapter "D" meet Oracle & Magee Chevron |

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Navigate: 2008 **Jan** Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec 2010

January 2009

| Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|---|--------|--|--|--|--------|---|
| 28 Dec | 29 | 30 | 31 | 1 Jan | 2 | 3 |
| Chiricahua Mt. ride Time yet to be determined | | | | Happy New Year! No ride Meeting ****Ride To Landmark Cafe for Brunch Meet 9:30 am Chevron I-10 & Wilmot sponsor Kerry 400-9897 | | |
| 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | | | | | | 5:30a POE Chapter "D" meet Oracle & Magee Chevron |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| | | 6:30p Staff Meeting at Pantano Christian Church Houghton & Old Spanish Trail | | | | 8:00a A Gathering Golden Corral 22nd/Columbus Afer A's gathering we will be having a class on Group Riding |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| 10:00a Touring AZ - Ramsey Canyon & Coronado Nat'l - Lunch in Sierra Vista meet I-10/Wilmot Chevron | | | 5:30p Ciones Italian Rest. 13190 E. Colossal Cave Rd Sponsor Dan & Donna | | | 8:00a Chapter "K" POE Ride to follow |
| 25 | 26 | 27 | 28 | 29 | 30 | 31 |
| | | | | | | |

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