

Gold Wing Road Riders Association

Northeast Region THE GREEN TEAM CHAPTER NH G



2011

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Chapter G website www.gwrranhg.org

NH District website www.gwrranh.org

Monthly Get Together every second Sunday of the month at **THE FAMILY TREE RESTAURANT 927 Laconia Rd (Route 3) Tilton** - 8:30am unless otherwise noted.

Breakfast and Get Together August 14th

See you at The Family Tree,



Chapter Director Words



July has certainly been a busy month riding for me! I had the opportunity to venture along with Mark Perkins to Knoxville Tennessee for Wing Ding from July 2nd to the 9th. I can't go without saying that Len Swanson joined us on the ride. Len didn't attend WD but instead traveled to Atlanta to visit with his son Robert. And speaking of Len, I would like to personally thank Barbara Swanson for pinch hitting for me and running the monthly meeting. I greatly appreciated it.

On Saturday July 16th Michael Goldsmith lead us on a covered bridge ride throughout the southwestern part of New Hampshire. The group was so big (7 bikes and 8 trikes) that we had to break up into 2 groups. Because Michael was the only one that knew the route, the groups had to stay close enough for radio communication. It was fun and all enjoyed a lunch at Kimballs and ice cream at Beech Hill. Great Job Mike and thanks!

On Weds. July 20th 4 of us traveled to the Pizza Chef in New London for supper. Although the crowd was small, the company is always great!

July 24th a total of 19 riders and co-riders made their way to the Silver Lake Railroad in Madison NH for a lunch and a short train ride. There are pictures on the website www.gwrranhg.org of the gathering and it was a great day for a ride, even though we took a wrong turn to two. It was great to see Dave and Bonnie Bolster from NH-A joining us for the ride and was pleased that they decided to join us.

When you read this, Denise and I would have returned from the New England Convention in Lewiston Me. The conventions are a great time to see old friends and meet new ones.

August appears to be a busy one for riding and visiting different events.

August 14th, Chapter G Monthly meeting then traveling to NH-E to celebrate their 25th Anniversary

August 20th. Ride for David's House, Meredith to Dartmouth Hospital, escorted ride.

August 21st. Ride for Kids, Fiskdale Mass.

I will put out event alerts for these and other activities throughout the riding season.

Hope to see you at our regular monthly meeting on Sunday August 14th

Ed Heath
Chapter Director



Rider Education

Warm Weather Worries

Motorcycle riding is an activity that takes all of us outdoors. For many of us, the riding season is comprised of summer with some spring and some fall periods. For others, the best riding times are during the spring and fall seasons due to excessive heat in the summer months. For all of us, we are likely to be riding in hot weather at least some part of the year. Since too much heat can cause severe medical emergencies, it is important to know how to avoid becoming a victim of the heat. So how do we avoid heat stress, or more severe conditions like hyperthermia, to remain safe.

Let's review some warm weather riding tips:

First, make sure you have gear appropriate for the weather.

Consider what you will wear to cover your arms while riding in direct sunlight during daylight hours (if you are lucky enough to avoid the rain). If you have one, a mesh riding jacket provides unparalleled ventilation and abrasion resistance. A denim shirt is another alternative that is fairly light weight and offers better protection than T-shirt material. Protection is important, but keep in mind that when you are comfortable, you are able to focus on the act of riding.

Denim is a common choice for long pants, but you might want to think about purchasing motorcycle specific riding pants for extra protection.

Gloves are the other area where the ambient temperature is usually factored into the decision of what to wear. Perforated leather gloves will breathe better than solid leather. Another good choice would be mesh gloves which, like the jackets made of similar material, provide great ventilation coupled with superior abrasion resistance. They are worth considering.

Consider carrying a water absorbing collar that you can soak in water and wear around your neck to help keep you cool. Or be prepared to soak and wear your shirt or T-shirt at a rest stop in the hottest weather.

Second, plan to maintain your hydration level. Every time you stop for gas or a rest break in hot weather, take time to drink enough fluids to replace what you lose through perspiration. This should be at least eight ounces per hour during the heat of the day. You may think that your clothes are not holding an entire cup of sweat that you could wring out of them. And that is probably true. While you are riding, some of your perspiration is soaked up by your clothes and is carried away by the air flowing around you. And some moisture evaporates directly from your skin. It must all be replaced to keep your system hydrated. A simple way to determine if you are getting enough fluids is to monitor your urine output at rest stops. In short, if you are drinking frequently but don't have to go to the bathroom at each rest stop, then you probably are not drinking enough. Modify this as necessary for your own situation. Carry a bottle of water to drink from whenever you need it. Be sure to refill it at every rest stop.

Third, remain aware of your own physical condition. Exposure to too much heat for too long can result in hyperthermia. This is the condition where your body cannot properly regulate your internal temperature and your temperature rises uncontrollably. If allowed to reach this state, it is a medical

emergency requiring immediate medical attention. The key is to prevent your body from reaching this condition. Watch for symptoms like the absence of sweat in hot weather. This could mean your body has lost too much water and cannot produce any more sweat, the principal means of temperature regulation. Without the ability to sweat, the core temperature of the body will rise quickly.

Other early warning symptoms include confusion, headache, dizziness or lightheadedness, redness of the skin, often most noticeable on the face, or muscle cramps. **If you notice any of these symptoms in yourself or those riding with you, find the nearest place to sit down, drink lots of water, and relax in the shade or an air conditioned space.**

Remove riding gear and loosen your clothing to allow the body to cool itself. Increase the frequency of breaks during the hottest part of the day. And definitely get out the water absorbing collar or soak your shirt at this time. It will help bring your body temperature back down. With the right gear and travel plans that include frequent breaks with plenty of water, you can enjoy riding safely even in the hottest weather.

What GWRRA is all about!

When returning from Wing Ding, Mark, Len and I stopped at a Cracker Barrel in Winchester Va. For lunch.

Mark happened to check his Tire pressure monitoring system and discovered that his back tire was low. Pulling out the Gold Book I tried to call members in the Winchester area and found a member that I had spoke to 2 week earlier (when asking about places to stay) and Rob tried calling all local dealerships to see if we could get Mark's tire plugged (Len discovered a large nail in his back tire) Although this member was unable to find us a place, it was great to be able to open the gold book and find someone that was willing to help out.

As it worked out, I had been in contact with Bob and Sheila Chevalier from ME-A and they were approximately 1 hour behind in traveling.

In an attempt to plug the tire, which was not as successful as we would have liked, we were fortunate enough to have Bob and Shelia join up with us and with another attempt with a %slim jim+plug, we were able to travel on toward home.

We got to travel with Bob Sheila along with Greg and Terry from ME-A for the rest of Saturday and Sunday until we split off in Hartford Conn.

While traveling I lost my communication and was unable to communicate with the others in the group but was able to hear them.

While Marks tire won't maintain air pressure, and we had to stop every 100 miles or so to put more air into it (later discovered to have another hole in the tire) I thought that I had lost my cruise control on my bike, and was afraid that I was losing my alternator and that was when another great member came to the rescue and this member is our own Jim Venne. While in Keene , I called Jim and explained the situation to him concerning Mark's bike and my bike and he told us to come right to the shop (it was 5:00 Sunday night when I called him)

We safely made it to Venco Wings (Along with Len Swanson who had a uneventful ride home).

I would like to personally thank Bob Chevalier, Jim Venne and Len Swanson for assisting Mark and I in making it back to NH safely.

This is what the GWRRA family is all about !

“UMPIRES AND MOTORCYCLES”



Watching the Colorado Rockies play this season, while painful at times, for some reason I have been paying quite close attention to the umpires in the field, and behind home plate.

Of course every umpire figures all calls against his or her team are wrong, and blatant mistakes by blind umpires. Watching replays, a person notes that the call, while at times very close, is correct whether the umpire agrees or not.

Umpires have a code of conduct, which I have found usable in many other aspects other than baseball. The code states; Fair Play, Common Sense, and No Cheating. This code appears pretty straight forward, and we can see it lived out in the context of the game. This code would be very useful in governing our lives, careers, etc. and can apply in many aspects to us in motorcycle organizations, and our riding careers.

Fair play seems easy enough, after all, we are good folks, law abiding, and all that stuff. But how does this part of the code affect how we are viewed by the public at large, or by our fellow motorcyclists in which ever group we belong? In the interests of fair play, are we each willing to step up to the plate in the chapter we belong to? Or are we content to sit in the back pew, and heckle so to speak. The same holds true while we are riding, as all too often the same rider leads or is the tail-gunner. Now some folks want to lead all the time, or be the tail-gunner on every ride. But is this fair play? On day rides having one person leading the ride is fine; on longer trips, perhaps riders should take turns in these positions, setting the pace, calling out the turns, and lane changes, traffic coming around, and so on. On a day ride, perhaps it is more fair to have one set on the ride to the destination or half way point, then some other riders taking these tasks on the last half of the ride. The positions of ride leader and tail-gunner when done properly are or can be intensive chores, especially in heavy traffic, or other situations demanding utmost attention. What about the rest of the group in between lead and tail-gunner? Fair play is having each and every rider, and co-rider, checking their spacing, objects of hazard, signals, in other words, being in the game.

Fair play can be obvious in how we as motorcyclists affect or treat other traffic around us. Fair play can be yielding at traffic controls, not tail gating, not weaving in and out of traffic, or even backing off the throttle to allow another vehicle into the flow in front of us. We are all on the same playing field, and just as baseball players need to communicate any hit baseballs, we need to communicate our intentions, give ground when needed, and all the other courtesy items I won't take time to mention in this article.

Common sense is a lot like fair play, using our all our senses to keep ourselves, and other motorists safe on the roadways. Common sense can be our guideline or early warning device to keep ourselves and others out of trouble. For instance, we may be riding some great piece of road with lots of curves, and we note the yellow sign that advises the next curve is posted at 35 mph. Our ego dictates that the motorcycle will handle the curve at speeds greater than that posted; however, common sense questions, do we really need to go that fast through the corner? Common sense may advise us that the rider(s) following us in the group or as riding partners may not know this section of road very well, or may not have the skill set to handle the increased speeds through these corners. Which then includes fair play again, treating those riding with us to an enjoyable ride, not a road test. Common sense may also kick in when looking at the weather coupled with weather reports, says perhaps we should take the car instead due to inclement weather that could present a riding hazard. In essence, common sense could very well be our guardian angel trying to keep us from

doing something very stupid! And stupid hurts! There are more aspects on this part of the subject, but in the space needed to share the newsletter with other authors, and to keep you the reader from having to read an epistle, I will let you read into the subject at hand all the other aspects regarding common sense while motorcycling.

Now we come to cheating! We can cheat ourselves in so many ways, plus have lots of what seems to be rational reasons for such an action, that we don't even notice we are cheating ourselves and others. Every time a rider decides not to wear adequate safety gear, they are cheating their family and themselves by placing themselves in a vulnerable condition. Not taking education courses in riding, or other associated courses, again, this could be cheating. Each time we ride without checking tires, tire pressures, and fluids, we are cheating. Deciding to swoop those curves by crowding the yellow line, we are cheating, especially if something big and ugly is doing the same thing coming from the opposite direction! As the reader can see, cheating can take many forms within the context of riding motorcycles. The really sad point in the rational for such actions is that sooner or later, cheating catches up with us with often with painful and expensive results. It becomes similar to a linear equation; the more we cheat ourselves, and thus cheat those we ride with, the quicker the end result will catch up, and then we enter into the experience phase. Remember, experience is a hard teacher, as all too often the test comes before the learning curve is completed. All too often riders and co-riders do not survive the ultimate test for the experience factor to kick in, or become a lesson learned. The moral of the article is this; remember that operating motorcycles does entail risk not associated with other forms of travel, and it is our duty to lower that risk factor to the best of our abilities, by whatever means necessary. One method is to remember the umpire maxim, Fair play, common sense, and no cheating! We can then prepare ourselves mentally, and physically to ride safely, and thus ensure the wellbeing of not only ourselves, but those we ride with, and those other motorists on the roadways.

Ace H. (Howie) Peterson

Chapter CO Q Educator

Used with permission from the Colorado Chapter Q, Thanks Howie, Nick Hoppner and Mike Vaillancourt

PONDER-ISMS

Submitted by Howie Peterson

- 1• I used to eat a lot of natural foods until I learned that most people die of natural causes.
- 2~ There are two kinds of pedestrians: the quick and the dead.
- 3~ Life is sexually transmitted.
- 4~ Healthy is merely the slowest possible rate at which one can die.
- 5~ The only difference between a rut and a grave is the depth.
- 6~ Health nuts are going to feel stupid someday, lying in hospitals dying of nothing.
- 7~ Have you noticed since everyone has a camcorder these days no one talks about seeing UFOs like they used to?
- 8~ Whenever I feel blue, I start breathing again.
- 9~ All of us could take a lesson from the weather. It pays no attention to criticism.
- 10~ In the 60's, people took acid to make the world weird. Now the world is weird and people take Prozac to make it normal.
- 11~ How is it one careless match can start a forest fire, but it takes a whole box to start a campfire?
- 12~ Who was the first person to look at a cow and say, 'I think I'll squeeze these dangly things and drink whatever comes out'?
- 13 ~ If Jimmy cracks corn and no one cares, why is there a song about him?

- 14~ Why does your OB-GYN leave the room when you get undressed if they are going to look up there anyway?
- 15~ If quizzes are quizzical, what are tests?
- 16~ If corn oil is made from corn, and vegetable oil is made from vegetables, then what is baby oil made from?
- 17~ Do illiterate people get the full effect of Alphabet Soup?
- 18~ Does pushing the elevator button more than once make it arrive faster?
- 19~ Why doesn't glue stick to the inside of the bottle?
- 20~ Do you ever wonder why you gave me your email address?

Special Days

Happy Birthday to;

Vic Cloutier 9/12

Happy Anniversary to;

Bob & Gloria Bresette 8/7

Ed & Denise Heath 8/14

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TONY HEATH

2011 RIDE SCHEDULE

DATE	DAY	EVENT	TIME	MEETING PLACE
8/13/11	Saturday	Evans Notch Ride	9:00 am	Meredith Irving Rt 3
8/14/11	Sunday	Chapter Meeting Family Tree . Winnisquam	8:30 am	Meet there . ride to follow to the NH E celebration
8/20/11	Saturday	Ride to David's House . Hanover	8:30 am	Meredith Docks
8/21/11	Sunday	Ride for Kids . Fiskdale, MA	7:00 am	Loudon Dunkin Don.
9/1/11	Thursday	Dine out . TBA . Laconia	6:00 pm	Meet there
9/11/11	Sunday	Chapter Meeting Family Tree . Winnisquam	8:30 am	Meet there . Mass A Poker Run
9/11/11	Sunday	Closing Ceremonies . NH Vets Cemetery	6:00 pm	Meet there
9/18/11	Sunday	NH E Hobo Stew	9am	Loudon DD
9/24/11	Saturday	St. Gaudin Historical Site Cornish, NH	9:00 am	Prescott Hill Irving Rte 106
10/2/11	Sunday	Fall Foliage Poker Run	9:00 am	Venco Wings
10/9/11	Sunday	Chapter Meeting Family Tree . Winnisquam	8:30 am	Meet there . Ride following around Newfound Lake
10/12/11	Wednesday	Dine out . Gunstock Inn Gilford	6:00 pm	Meet there
11/1/11	Tuesday	Dine out . Hectors . Laconia	6:00 pm	Meet there
11/13/11	Sunday	Chapter Meeting Family Tree . Winnisquam	8:30 am	Meet there
12/8/11	Thursday	Chapter Christmas Party Family Tree . Winnisquam	6:00 pm	Meet there
12/11/11	Sunday	NO MONTHLY MEETING		