



Gold Wing Road Riders Association Northeast Region B

June 2017

Vermont District Newsletter

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<http://gwrra.org/>
<http://www.gwrranortheastregion.org/>

From the Director's Chair



Hello to all members of VT-A and VT-K!

It is June and if Mother Nature will stop crying, (rain), we might get some riding in!

As District Directors, Dee and I are busy planning for the upcoming Rally in Sturbridge, MA. We are excited that members from both chapters are planning to represent Vermont, by being in attendance. Who knows, we may even have some competition between the chapters if they both make a Piñata, for the event. Either way, we are expecting a great time for rides and socializing.

Some have asked us where the rally will be next year. We are not telling!!!

Keep up the great work!

From the Assistant District Directors



Interstate Riding for a Single Bike / Trike and Rider

We all like a good twisty road to ride on. But there are times when the “slab” has to be the choice. Interstate riding involves different skills. We have to look further down the road for different dangers as our speed is up and the dangers are approached faster.

You are riding along in the right hand lane and approaching an exit, you see the sign and what you may have missed is the car next to you in the left lane in your blind spot. That car wants to take the exit but you are in his way. He speeds up and cuts in front of you. Instinct says to lay on to the brakes and give the car some room. That’s when the car behind you gives you a blast of the horn. You weave and almost clip the next car passing you in the left lane.

Now let’s review.

After you see the exit sign give a quick glance over left shoulder to check your blind spot. If you see a car passing you, wait to see what his intentions are and look for an escape route. At this point you have choices, besides the brake. If you can pull into the left lane safely do so. As for the last choice, you are boxed in and this is not a time to pick a fight with a four wheeler! Play it safe and follow the lane jumper off the exit. There is a good chance you can get right back on the interstate.

In future articles we will deal with other interstate dangers.



From the District MEC



June – On the Road to Adventure:

Welcome summer!

The adventure begins...just as nature yawns and stretches her arms forth in a blaze of fragrance and bloom, and the fireflies shimmer at the forest's edge...we roll onto the open road...TCLOCS complete, we are spurred toward the ribbon of highway, chasing blue skies and a flotilla of clouds, yearning for the undiscovered road...

Gathering friends together to share the journey, to share a moment...to harbor a memory...is what makes a ride an adventure.

The most inspiring aspect of any riding season has been the heightened participation of members from both chapters ...those members whose enthusiasm, vitality, and leadership have united us...and also those new members whose joy of the ride have rekindled our quest for discovery. We are also heartened by our fellows who journey far...and often into the night-- to share a laugh, and to share our affection for the open road.

Even more than the journey shared...we are buoyed by the solidarity of spirit expressed for those members who could not be with us ...but joined us in thought. The outpouring of love and affection for our friends...the support...the prayers... and the commitment—reflects our cohesion in faith, and the bond of community underlying the core values of GWRRA.

District Rider Education

To adjust Taper style Roller Bearings – Trailer



Starting out with *fresh clean **low tack wheel bearing grease* packed into the clean roller cone @ 50/75 % load (amount of grease). The grease should be seen from both sides of the cone between the rollers. It's ok to **lightly** smear the outside of Roller cone. Install the bearings on to the shaft. Be sure there is a washer between the inner outside roller cone and the adjusting nut. Install the nut finger tight. **But do not spin the wheel** as that will come later. Tighten the bearing nut to about 14 lbs.(7lbs per bearing) Back off the nut and repeat 2 more times (**don't spin the wheel yet.**) after the third time try to put the cotter pin in the slot of the nut and the hole in the shaft. If you have to back the nut off to line the cotter pin and the hole, **Stop right here!** You may have to shim between the nut and washer to keep some preload on the bearings. If you can line up the holes without moving the nut install the cotter pin and back the nut off to put the cotter pin in tension. **Now very, very slowly rotate the tire** in the forward direction. This will allow the grease to push out of the way of the rollers and cause a **“dam of grease”** to form around the outside of the cup (you will need this later) slowly increase the rotation for a couple of minutes. Stop the wheel and check for light preload and no shake in the bearings. The wheel should not stop rotating abruptly but to coast a little when you stop rotating the wheel. If everything is “OK” bend the cotter pin tabs over (anyway you like). If you feel more grease is needed it's ok to put some in the dust cap as this may help to keep water out.

Now about that grease dam.

Grease is a soap product infused with low temp. Flow Oil. The grease holds the oil in suspension until low heat releases the oil on to the source of heat [the bearing rollers and cups.] when the source of heat [warmth] stops, the oil is infused back into the soap base. **The grease dam stops the oil from leaking away** to outside of the wheel. We have all seen hard cake grease. No oil left in the soap = no lubrication. Gee, where did the oil go? Where did the Indians go? Snuck away!

But my Dad told me to run the bearing on the loose side, not preloaded!

Now you know why Dad had to repack the bearings often and had to replace the bearing seals as he didn't know he had to create the oil dam and the oil leaked away and the loose bearings wore the seals out allowing the grease to make a big mess on the back side of the wheel and the loss of more oil and early bearing damage. Too much grease is as bad as too little as the rollers will have to fight their way through too much oil and will build too much heat causing the oil to burn and the bearings to fail. **Do not mix Brands of grease** as this could **cause a chemical reaction** and destroy the bearings. Pick a brand and stick with it. Best to clean the hub, seals, **shaft and bearings if in question as what grease was used.**

But I don't have any shim stock!

The sign on the **Milk Truck** reads "**Got Milk?**" Of course you do! It now comes in plastic Gallon containers! The flat sides of the container are about .010 thick just cut the required amount required to assure the bearings have a light preload.(14lbs) Just as good as plastic shim stock that you can purchase in an Auto. Parts store and it's free, plus you get to drink the Milk.

When wheel hubs are installed on new trailers, the assembler selects the proper thickness washer required. Sometimes it is correct, but often it is too loose a fit for the correct preload on the bearings. A loose set of wheel bearings can cause poor handling or tracking of a trailer as each wheel wants to find its own path of travel and that also causes poor tire life.

After all the above procedure is completed on both wheels hubs, the tires should be balanced for long life by any method you can afford.** *If you have a can of sticky high fiber Wheel bearing grease, please take it to recycling as it's made for wagon wheels, not precision high speed taper roller bearings.*

Synthetic Bearing grease can be used also. Torque wrench required in Pounds.



From the District Trainer

Training classes are being reviewed and a schedule will be created. I will keep both chapters informed of dates and topics, as soon as I have it completed.

In the meantime, please let me know if you have any specific needs and I will consider scheduling them.

What's Happening in Vermont

VT A

VT A I working on plans for the upcoming Maine weekend for July. Rides are planned, food is ordered, events are scheduled, and FUN is the focus! Chinese Raffle and karaoke will take place and is expected to be wonderful.

This event next month in Maine will be the 10th year, VT A has been going to the Wells-Ogunquit Resort and excitement is in the air. We are looking forward to the fun, meeting old friends and making new ones. Hope to see you there!

VT K

VT Chapter K April Notes (submitted by Lynn J. Gauthier)

Our monthly Chapter meeting was held on June 3rd at JP's restaurant in Essex
There were 11 members and 3 guests in attendance

Birthdays: David and Starr LaJoice, David Gauthier and Lisa Pease

Several of our members are planning to attend the 2017 New England District rally
in Sturbridge MA.

Other rides being planned are our destination ride to the Town & Country in
Gorham, NH. Telephone No.: 1-800-325-4386. Date Aug. 18-20. (More
information available in our January, February, March newsletters - Mention
GWRRA).

July 8-9th - Rte. 100 overnight ride

Our Lake Pleasant/Speculator ride took place on June 10th and we met up with Fred
& Mary (Chapter K members from Burke, NY) enjoyed a pleasant ride through the
Adirondacks, a Picnic in Speculator and a stop at the A&W in Plattsburgh before
heading home via the Grand Isle Ferry.

2017 New England District Rally 2017

BACK TO BASICS

RIDING, RIDING & SOCIALIZING



Sturbridge Host Hotel and Conference Ctr.

STURBRIDGE, MA, JULY 27, 28 & 29 2017

Numerous guided, self-guided & destination rides on Thursday, Friday and Saturday. Rides will include the MA Berkshire Mountains, Green Mountains of VT, possibly the NY Adirondacks and rides in and around NH
~ Sunrise rides all three days! ~



After a long day couple of days in the saddle, join us Friday afternoon for a relaxing "**Beach Fiesta**"
Dress up in your favorite Fiesta beach attire and hangout with a couple hundred of your friends.



Wrap up Thursday evening with us lakeside around the **FIRE-PIT** from 8:30pm / 10:30pm. Kick back & relax under the stars, we'll tell a few lies and reminisce about the good 'ole days...



Friday late afternoon ~ Optional Mexican fare dinner;

With a fantastic variety of your favorite flavorful Mexican dishes *(optional, American dishes also available).*



