



# GWRRA NY Chapter "T" February 2013 Newsletter

<http://www.gwrra-ny-t.org/>

Chapter T meets at the Vienna Hotel on the corner of Rt. 13 and Rt. 49 on the fourth Thursday of the month.

Join us for a bite to eat @ 6PM with the meeting to follow at 7PM



### DIRECTOR of GWRRA:

Jere Goodman

### Rider Education Director:

Tony Van Schaick

### Region B Directors

Tom & Renee Wasluck

### NEW YORK DISTRICT

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### NY District Website:

<http://gwrra-ny.org/>

## Checkout the

### Latest News from the N.Y. District:

<http://gwrra-ny.org/news.htm>

### & GWRRA National's News Letters

<http://gwrra.org/enewsletters.html>

### Chapter T Staff:

**Chapter T Director:** David & Linda Fletcher 315-865-4458 \ [fletch98@dreamscape.com](mailto:fletch98@dreamscape.com)

**Asst. Director:** TBA

**Treasurer:** Jack & Joan Bisgrove 315-339-2452 \ [bisgrove@twcny.rr.com](mailto:bisgrove@twcny.rr.com)

**Ride Educator:** Jim Thayer \ [jthayer12@gmail.com](mailto:jthayer12@gmail.com)

**Tech advisor:** Dave Secor 315-725-7618 \ [bikerdavy@yahoo.com](mailto:bikerdavy@yahoo.com)

**Newsletter editor:** Jim & Trish Thayer \ [jthayer12@gmail.com](mailto:jthayer12@gmail.com)

**2012 Chapter Couple:** Al & Linda Yerdon

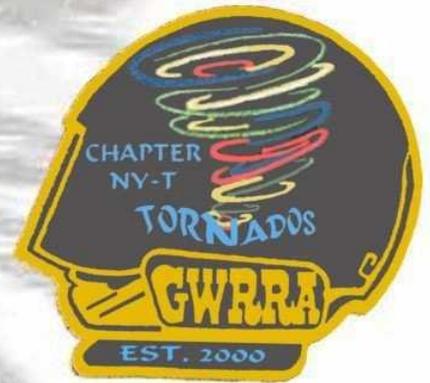
**MEC:** Linda Clemens 315-762-4339 \ [lmcleme@gmail.com](mailto:lmcleme@gmail.com)

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**Sunshine Coordinator:** MaryAnn Bennett 315-339-4344 \ [sawhorse@twcny.rr.com](mailto:sawhorse@twcny.rr.com)

**Webmaster:** Clark Clemens \ [cwcleme@twcny.rr.com](mailto:cwcleme@twcny.rr.com)

**Photographer:** Dan Brown \ [Au9411@verizon.net](mailto:Au9411@verizon.net)



## Monthly Gathering

50/50 Winner

Davis Gibbs

**February Birthdays & Anniversaries**

Birthdays:

Feb. 18 Beverly Miner

Feb. 26 Bill Gillett

Anniversaries:

????????????

**Congratulations to All!**

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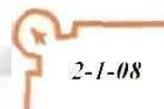
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**Points**

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Greetings to All,

## Chapter T's Director's Corner



We had 27 members and guests attend our kick off meeting for 2013. A big 'THANK YOU' goes out to all purchasers of the 50/50 raffle. Your contributions help support some of our Chapter 'T' expenses. Check out who the lucky winner was.

Chapter 'T' Director, Dave Fletcher, began the gathering by reporting about the GWRRA, New York District Meeting held in Syracuse. The day long meeting was attended by seven Chapter 'T' members. It was pointed out how enthusiastic and spirited the New York Leadership Team was and also how willing they are to offer assistance to any of the Twelve New York Chapters. Check our newsletter, front page, to see Who's Who. Some of the names may be familiar to you.

One program unique only to chapters in the New York District is the 'Dash for Cash Program'. The purpose of this program, now in it's sixth year, is to: (1) encourage chapters to visit each other, (2) participate in GWRRA programs and, (3) attend conventions and other functions within the region and beyond. There are various rules for earning points and some events/activities can earn a chapter more points than others. Additionally, by having certain chapter members, ie. Couple of the Year, Membership Enhancement Coordinator, a chapter can earn some bonus points. For a copy of the Dash for Cash Program you can go to the website for the NY District, listed on our newsletter or see a member of the Chapter 'T' team.

GWRRA and it's Chapters receives a tax free status with the IRS because 51% of it's activities are geared toward Rider Education. Jim & Trish Thayer are Chapter T's Ride Educators. They do a great job! You'll find articles every month in the newsletter geared toward Rider Education & Safety posted by the Thayer's.

"Safety Rules are Our Best Tools."

Like us - both GWRRA and Wing World Magazine are now on Facebook; search for people, places and things. You will be able to keep track of upcoming and recent events along with seeing pictures and videos of what the District is doing for any event you may have missed. To find us direct your browser to [www.facebook.com/NYGWRRA](http://www.facebook.com/NYGWRRA) and then sign in. When the page comes up - just hit the 'like' button and let the fun begin. It's Free!!

Seminar-Chili-Ride Schedule will be held on Sunday, February 10, 2013. Lets start out with some riding skills awareness, sampling of various chili and then forming our Chapter T Ride Schedule for this year. It all starts at the Chittenango Fire Station at 9 a.m. for coffee and is sponsored by Chapter D. Following coffee, you will have two educational seminars to choose from: (A) Team Riding and (B) Night Riding. At 11:30 a.m. there will be a seminar on crash scene response to prepare you in case a crash has occurred. At 1 p.m. we will break out the chili and desserts. If it's anything like last year...an educational and good time will be had by all.

Ride Schedule: Once our bellies are full, we'll slide off to a corner and work on Chapter T's ride schedule for 2013. To facilitate this, please bring your ride ideas with you. What were the rides you liked that you may want to do again? What new or different rides do you want to explore? If you know the dates of special rides, ie Ride for Kids, Miracle Ride, etc., bring them with you. \*\*IF you can't make the seminar/chili cook off but want to participate in the ride schedule, come to the firehouse about 2 p.m. See you there.

Open Invite: This is to any motorcycle rider's who reads our newsletter, knows a member of our Chapter T or is anyone who is the least bit interested in seeing what we have to offer (rides or safety training), please feel free to attend our next meeting on February 28th at the Vienna Hotel. You deserve a night out so why not check us out? You can choose to participate in any ride or training that is of interest. There is no obligation to the Chapter - only what interests you.

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Chapter T

**Shooting Star Cafe**

**SUMMER HOURS**

MON. - THURS. 6AM-8PM  
 FRI. 6AM-9PM  
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# NY 7 Rider Education Page:

Jim Thayer  
NY Chapter 7 Educator

We would like to thank GWRRA Member Larry Garcia, who brought this excellent article to our attention. When teaching motorcycle riding and safety courses, we have typically responded to student questions about whether laying the bike down is a good idea with feedback like, "Why would you intentionally crash your motorcycle in an attempt to avoid crashing your motorcycle?"

Over the years, only a very few situations came to mind where this might be a viable option, such as to avoid decapitation during stunt riding in a movie set, etc. However, I doubt many of us will ever accidentally or intentionally find ourselves in such situations.

The following article from Better Motorcycling was posted in February 2011 (author unknown) brings up some thought provoking items that we encourage Members to consider. It amplifies the need for training.

## Laying it Down Fact or Fiction

"You can normally spot a fairy tale from afar. It starts like this, "Once upon a time, in a land far, far away....."

For motorcycle crashes it starts like this, "Yep, I had to lay her down...". Immediately what follows is fiction. It is amazing to me how many people have employed this tactic they never practiced or were ever taught (sarcasm).

### "Laying a bike down is never a plan, it is a consequence."

Laying a bike down is never the plan of any rider, it is the consequence of failed braking. You over-braked your rear and induced a slide-out. You did not plan this, but this is what happens most of the time under panic braking because under stress you will slam your brakes.

For those who might want to cling on to the fairy tale that laying a bike down is a viable technique, answer these questions. Where or how did you learn to lay your bike down? What training is available for this technique? Who teaches this technique? How often do you practice this maneuver? In other words, in the precious 2 seconds you have to decide what evasive action to take you're going to rely on an induced impact (you and your bike hitting the pavement) which you never practiced, which will produce a much longer stopping distance and a higher impact speed, not to mention loss of control, because somehow you rationalized this was the best possible outcome? Come on, riders, let's educate not propagate. Don't let anyone say this to you without a challenge. Metal/plastic sliding on the pavement has a much lower frictional value than rubber, you are going to slide a much longer distance. Even if impact is imminent, you would do better to minimize injury by scrubbing off as much speed as possible by braking before impact.

### "The stopping distance you trade off by sliding on your side could easily mean the difference between crash or no crash."

The fact of the matter is the trade-off in distance may mean the difference in crashing or not. For example, if you are traveling 50 mph and slide to a stop on your wheels on a well-traveled, level asphalt-paved road your stopping distance is going to be about 104 feet. Now, if you slide to a stop on your side, the stopping distance is going to be about 185 feet. The 81 feet difference is what we are trading for, easily the difference between colliding or not.

## Friends for Fun, Safety & Knowledge Gold Wing Road Riders Association Rider Education

The one thing we have to mention is that you are already in trouble because you failed to compensate for an impending hazard. Not casting stones, I have failed many times as a rider myself but let's call it what it is. Don't compound your troubles by losing control of your bike. All kinds of nasty things can happen if you slide-out.

It is important to note that braking alone will not cause you to slide-out. It is possible to lock up your rear tires and not lay the bike down. You can ride it out: ...or ride it out until impact, if that is your situation.

Riders will crash for two reasons:

1. Failure to detect hazard (reaction time)
2. Loss of control of the bike

Both are elements of training necessary for surviving the mean streets.

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# Dri-Slide Cable Lube

# TECH CORNER

with Dave Secor

**L**AST MONTH, in a letter to a reader, I recommended Dri-Slide as my favorite cable lube but mentioned that he might have trouble finding it. I hadn't seen it sold for years, and the last of my remaining supply, a tiny rattle can with a needle applicator, had finally been used up—reluctantly doled out only as absolutely necessary.

Figuring that MCN shouldn't be recommending something you couldn't buy, I hunted it down on the internet. Sure enough, it's still available, but you still won't find it in motorcycle shops, at least not on the retail side of the service counter. It turns out the problem is its packaging; it doesn't have a childproof cap. Because Dri-Slide contains 12% super-fine molybdenum-disulfide combined with just enough graphite to carry its rust and corrosion inhibitors, essentially solid lubricants suspended in a volatile medium that evaporates to leave a dry film on parts, it needs to have a top that can be fitted with a needle applicator so that you can squirt it into your control cables. As a result, the product can only be sold as an industrial supply item, available to jobbers such as garages, gunsmiths, etc., and, in those fields, it's actually very popular, often sold in gallon quantities.

Moly is actually an amazing lubricant, acting like tiny flat plates (particle size .50–.60 micron) that readily slide over one another (coefficient of friction just .02–.06), and it adheres to metal tenaciously. That being the case, the can needs to be shaken every time you use it to get the moly up into suspension, and a metal ball, like in a paint can, will rattle to give you an indication of the consistency of its mixing.

Of course, Americans have been forced to learn devious ways to deal with overzealous regulators. So if you really want to buy less than a gallon of Dri-Slide, here's the trick: The company will, indeed, sell small quantities so long as the buyer identifies him or herself as a garage, as in Dave's Garage. Just do us all a favor and keep it in the garage and away from small children.

Actually, it's easy to know if any unauthorized person has been handling your Dri-Slide, as one barely has to touch the stuff to find their fingers have been stained black. If the product has any drawback, it's that moly makes a great blackening agent. So unless you really want to test the efficacy of your various hand cleaners, we'd recommend wearing rubber gloves and carefully wiping away any spills with a paper towel so that you avoid inadvertent stains in the future.

If this seems like a bother, it's worth it, believe me. Decades ago I used to sell motorcycles, and as part of my set-up efforts, I would lube their control cables with Dri-Slide and repeat the application whenever they came in for tune-ups. Sometimes, literally years later, bikes I'd sold new would return to my shop and their cables would still move as smoothly as they had when brand-new. It was amazing. Any cable would benefit from its use, but high-friction cables like those on H-Ds and Buells would benefit even more, and it also works beautifully on pivots and sliding mechanisms, like under throttle sleeves.

Dri-Slide's original formulation is now sold in bottles for various uses. There's the Dri-Slide Multi-Purpose, Dri-Slide Bike Aid (for both bicycles and motorcycles), and gun smiths use Dri-Slide Weapons Lube (although they won't have it available for retail sales). In fact, it was invented for guns used in the jungles of Vietnam, and US soldiers in Iraq and Afghanistan still swear by it because, being a dry lubricant, it won't attract sand like the standard-issue CPL oily gun lubricant. And that same quality makes it ideal for use on dirt bikes as well.

Our recommendation is to split the smallest box of three 4 oz. bottles with your buddies. Pay the extra \$12 to get them each with a needle applicator for a total of \$38.95, and save the needles, so if you ever need more, the next time you can buy three bottles for \$26.95 without the applicators.

—Dave Searle



48 FEBRUARY 2013 MOTORCYCLE CONSUMER NEWS

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<b>February 2013</b>					1	2
3	4	5	6	7 <i>Shooting Star Café</i>	8	9
<b>Note:</b> Chpt. "T" Tour committee to follow the Chili Cookout at the Chittenango Fire House						
10 <i>Chpt D's Rider Ed Chili Cookout &amp; Seminars @ 9:30 am</i>	11	12	13	14 <i>Shooting Star Café</i>	15	16
17	18	19	20	21 <i>Shooting Star Café</i>	22	23
24	25	26	27	28 <i>Chapter T Gathering at the Vienna Hotel Dinner—6:00 pm Meeting 7:00 pm</i>		

<i>Sun</i>	<i>Mon</i>	<i>Tue</i>	<i>Wed</i>	<i>Thu</i>	<i>Fri</i>	<i>Sat</i>
<b>March 2013</b>					1	2
3	4	5	6	7 <i>Shooting Star Café</i>	8	9
10 <i>Breakfast with Chpt. "D" at the Gristmill in Parish</i>	11	12	13	14 <i>Shooting Star Café</i>	15	16
17	18	19	20	21 <i>Shooting Star Café</i>	22	23 <i>CPR &amp; 1st Aid Chittenango Fire House Check with Rick Reardon <a href="mailto:rreardo1@twcny.rr.com">rreardo1@twcny.rr.com</a></i>
24 <i>CPR &amp; 1st Aid Chittenango Fire House Check with Rick Reardon <a href="mailto:rreardo1@twcny.rr.com">rreardo1@twcny.rr.com</a></i>	25	26	27	28 <i>Chapter T Gathering at the Vienna Hotel Dinner—6:00 pm</i>	29	30
31						

# **Beat the Wintertime Chills w/ D's Seminar & Chili Cookout**

Sunday February 10th

**Chittenango Fire Station**

417 E. Genesee St. Chittenango NY 13037

Park on the North side of the Bldg. Opposite side of the Bay Doors

**9:30 am - Door Opens for Coffee**

**10:00 am - Two Seminars to choose from**

**Team Riding** is designed to educate & inform members about benefits of team riding, suggested planning and conduct of a team ride. Reducing our risk which will increase rider enjoyment and team bonding. Attendees will receive a free Team Riding Manual.

or

**Night Riding** is to inform and educate you with problems associated with riding at night. Learn tricks and helpful hints you can use to lessen your risk while riding.

**11:30 am**

**Crash Scene Response** the purpose of this class is to suggest an appropriate course of action when a crash has occurred. To better prepare members to respond with knowledge and confidence.

**1:00 pm**

**Chili Time** Dish to pass suggestions **Chili - Bread - Toppings - Dessert**

(Soda, coffee & water supplied by the Chapter)

To better coordinate this, we would like to know how many are coming & what you are planning to bring. E-Mail Pam & John @ vandeusen2@hotmail.com Title it Chili

**\$5.00 Donation per Couple @ the Door to help support the Chittenango Fire Dept.**

**These are great refreshers for all of us during the riding down time.  
Of course the food and camaraderie is always good.  
See you there Jim & Trish**