



The Greater Milwaukee Wings

GWRRA WI-"G" Region E



August 2007

<http://www.gwr-ra-wig.org>

Page 1 of 3

From the Chapter Director

August will be an extremely busy month with rides scheduled for every weekend beginning with the MS 150 Best Dam Bike Tour and also the Ride for Kids scheduled for the first weekend. The Kilbourn Voluntary Fire Department Root Beer Run, which ends with a party and drawings in Wisconsin Dells, is scheduled for the third weekend. Many Chapter G members are participating in one or all of these events, which promise to be fun-filled as well as providing support for a worthy cause or charity. Local rides fill out the second and fourth weekends of the month, giving members many opportunities to add to their mileage for our annual mileage contest.

On Thursday, August 9th, Chapter G will be holding the Road Captain's Course for the final time this year. The course will be taught by Russ Bethe, assisted by Gene and Pam Lingford, and will take place at Root River Center, 7220 W. Rawson Avenue, beginning at 7:00pm. If you have never taken this free course, you may do so by contacting Gene and Pam Lingford at 414-483-4119. An understanding of the dynamics of group riding as presented in this GWRRA course makes for a safer and more enjoyable riding experience for all members.

RIDE SAFE!

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Mark Your Calendars:

MS 150 Best Dam Bike Tour; Aug. 4th & 5th.

Ride for Kids; Aug. 5th.

Road Captain's Course; Aug. 9th.

Millie's Restaurant Brunch Ride; Aug. 12th.

Kilbourn Fire Department Root Beer Run; Aug. 18th.

Texas Road House Brunch Ride; Aug. 26th.

Chapter G Social; Aug. 26th.

Calendar of Events

Chapter G Monthly Social - 4:30pm

February 25 ★ March 25 ★ April 22 ★ May 20 ★ June 24 ★ July 29
August 26 ★ September 30 ★ October 21 ★ November 25 ★ December 16

Root River Center, 7220 W Rawson Ave

If you would like to dine during the meeting, come early to place your food order.

- Aug. 4-5: [Volunteer for MS 150 Bike Tour](#)

The Chapter usually patrols the course and assists the cyclists as needed. Volunteers can stay in the dorms at UW Whitewater for free. Contact Bob Schattschneider at 414-764-6077.

- Aug. 5: [Ride for Kids](#)

Middleton, WI

Ride to benefit the Pediatric Brain Tumor Foundation. Here is a link to the web site.

<http://www.pbtfus.org/rideforkids/calendar/2007/wisconsin07.html> Contact [Randy Gulseth](#) at (920) 553-8862 for more information.

- Aug. 9: [Road Captain's Course, 7pm](#)

Root River Center, 7220 W. Rawson Ave, Franklin

Contact [Gene and Pam Lingford](#) at (414) 483-4119 for more information.

- Aug. 12: [Millie's Restaurant in Delevan](#)

Meet at 8:00am at O'Connor's gas station on Hwy 100 at Forest Home Ave. Leave at 8:15. Contact [Bob & Diana Gorecki](#) at (414) 761-1779 for more information.

- Aug. 18: [Kilbourn Fire Dept Root Beer Run](#)

Here is a link for ride details.

<http://www.kilbournfire.com/fireballrundetails.html> Contact [Noah and Lynn Borkenhagen](#) at (414) 525-9074 for more information.

- Aug. 26: [Texas Road House in New Berlin](#)

Brunch ride prior to the August social. Details to follow. Contact [Bob & Diana Gorecki](#) at (414) 761-1779 for more information.

- Sept. 13-16: [Door County, WI](#)

Spend a relaxing weekend in **Door County**. It's a quiet time between kids returning to school and the fall colors. Don't have to spend all of the nights there. A grill is available for cookouts. Located near the ferry to Washington Island. Rates vary between \$69 and \$129 per night. Use this link to make a reservation <http://www.door-county-inn.com/>. Contact [Terry Werth](#) for more information at (262) 971-0155.



Let's
go
riding



[Look Where We've Been...](#)Ride to National Motorcycle Museum

On July 7th, five riders and two co-riders braved the long distance promised and the early morning start on a picture perfect day. We left at 5:45 am to our first gas stop and breakfast in Schullenburg. The start temperature was a nice 66 degrees. As the day went on the temperatures rose to the mid nineties with just a few big puffy clouds in the sky. After filling the body and tanks we rode across the Mississippi river into Dubuque and then on to J&B cycles where we stopped to see what the very large motorcycle mail order houses retail shop was like. They did seem to have everything and had two large sections, one for metric bikes and one for H-D's. They also had several old display bikes in a section above the store to view.

Then we rode the couple of miles to downtown Anamosa to the National Motorcycle Museum. The museum was on two floors of a large building. They had examples of almost every style of motorcycle, early years, steam, choppers, drag bikes, flat track racers, cruisers, hill climbers, even a couple customs with car engines build by someone from Madison. There was an original Captain America bike signed and certified by Peter Fonda. He must have signed it while it was running from the shake in the signature. There were some strange things like a car made from a Harley Davidson and some old HD mini bikes and snowmobiles. They also had lots of motorcycle memorabilia and pictures of motorcycles clubs from 50 years ago and a wall of fame. Highway 64 followed the top of a ridge and had several very nice sweeping corners to make it interesting. When we got to Sadula, changed the route and we turned north, joining the Great River Road and followed the Mississippi River. After about 80 miles we stopped for ice cream and to cool off from the 90-degree heat. We then continued north past Dubuque through some very twisty roads with views from the top of bluffs overlooking the river. We stopped for dinner at the oldest restaurant in Iowa. The restaurant was named after a bomber pilot who crashed his plane while buzzing his favorite watering hole nearby. From dinner we passed a very high overlook and then plunged through some corners and down to the river where we picked up the Cassville Ferry. As we waited we saw an eagle flying over the river. After crossing the river and getting back to Wisconsin it was time to get some gas. From here the sun was very low in the sky so it was time to start heading for home. We went up 133 to 18 and then home. This trip lasted 17 hours and covered 550 miles. A long day but all were glad they went. It would be hard to ask for a better day, or better company for this long ride.

- Russ Bethe

[Sound Advice...](#)Electrical System

Sooner or later you will need to find a failing component, a broken wire, or a short. Or, you will attempt to add a new device to your motorcycle and have to do some wiring. Following are a set of basics that seem not to be taught anywhere except by experience.

Just because the motorcycle uses a 12 Volt battery does not mean that LETHAL voltages don't exist. Spark plug leads carry many thousands of Volts! Stay away from them. The vast majority of 'failures' can be fixed with the simple replacement of a fuse – particularly on older bikes that use old-style fuses. If the failing fuse is not visibly burnt it is often just fractured as a result of age.

Crimp connectors are a **NO-NO** on motorcycles. Vibration tends to fracture them. Always use stranded wire. (You should carry a length of stranded wire as part of your 'tools.')

Many circuits in modern motorcycles contain solid state devices (transistors). These can be damaged if you use a test light on them. Instead, use a high impedance (10-meg or greater) digital multimeter to test voltage levels in these circuits.

Any connector that you can pull apart should be packed with dielectric grease when you have to put it back together again! Dielectric grease is NON-CONDUCTIVE. It is used to keep contacts within the connectors clean and to protect them from corrosion. Connectors in a motorcycle's charging system will melt and fail easily if those contacts are not properly maintained because the slightest increase in resistance will cause a huge amount of heat based on their large current loads.

Even with the master fuse pulled there is one great danger that continues to exist in a motorcycle's electrical system – the starter solenoid. Since the current load necessary to turn the starter motor is so great, that circuit is NOT fused. Thus, if you happen to short the solenoid your bike's starter motor will engage!

Whenever adding a component use a separate fuse and circuit for it. Do not simply piggy-back on an existing circuit.

Whenever removing your battery always disconnect the NEGATIVE terminal first. This insures that there will not be a disaster should your screwdriver happen to slip while disconnecting the positive terminal and it hits any bare metal.

If you smell gas, **DO NOT** work on electrical systems!!

