

**GOLD WING ROAD RIDERS ASSOCIATION
BIG SKY REGION I - IDAHO DISTRICT
CHAPTER ID-B**



2/2/2019
Chapter Newsletter

QUAD CITIES ROAD RIDERS CHAPTER ID-B

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Join the GWRRRA family. Membership Information: <http://membership.gwrra.org/Scripts/4Disapi.dll/>

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UPCOMING GWRRRA EVENTS & ACTIVITIES

03/02/2019	ID-B Gathering 8:30 A.M.	Matt's Grill
04/02/2019	ID-B Gathering 6:30 P.M.	Roosters Landing
05/07/2019	ID-B Gathering 6:30 P.M.	Roosters Landing
06/04/2019	ID-B Gathering 6:30 P.M.	Roosters Landing
07/02/2019	ID-B Gathering 6:30 P.M.	Roosters Landing
08/06/2019	ID-B Gathering 6:30 P.M.	Roosters Landing

BIRTHDAYS & ANNIVERSARIES

February Birthdays	March Birthdays
2nd Jack Turner	8th Alan Searle
24th Gary Turner	23rd Elaine Russell
February Anniversaries	March Anniversaries
12th John & Elaine Henry	17th Jim & Laurie Stemmene

DIRECTORS CORNER

Well everyone it's time to start thinking about getting those bikes out, if you haven't already. That also means it's time to start thinking about motorcycle safety. Don't forget to use your N.17 bike check forms, and N.18 Trike check forms to help with inspections of your motorcycle or trike. Here is what our ride calendar is looking like so far.

2019 ride calendar

April 27th Lunch ride to Potlatch area. (Meet at Jack in Box kickstands up at 10.00AM)

May 22nd Dinner ride to Wingers in Moscow. (Meet at Jack in Box Kickstands up at 6:00PM)

June 26th Dinner Ride to Winchester. (Meet at Jack in Box kickstands up at 6:00PM)

July 6th Breakfast ride to Walla Walla meet at (Walla Walla Community College parking lot Kickstands up at 8:00AM)(Possibly meet with Washington Chapter?)

Suggested Ride for 2019 Calendar.

Joseph Oregon Lunch ride.

Boggans Lunch ride.

Overnight ride ? (open to suggestions)

Milton Freewater (Blue Mountain Rendezvous)

Montana Chapter M (District Rally) July 25-29 2019

Picnic up the Clearwater possible overnight camp out.

Gary Turner Ride (313 Miles)

Possible overnight ride to Joseph Oregon.

I'm looking forward to riding with all of you again.



~ Larry

February

The February 2nd gathering was held at Matt's Grill. 9 members and 0 guest were present. Larry acknowledged birthdays, anniversaries, discussed old, new, and ongoing business.

We talked about the upcoming Idaho District Rally, and the importance of Registering with both the Camp ground and GWRRA Idaho District Treasurer in order to receive your discounts. You should register before February 28th with GWRRA Idaho District Treasure, and before March 1st with Kamiah KOA camp ground. After March 1st the camp ground registration will be open to public.

I informed those that were present that we were asked to supply guided routes and guides for the routes. I am looking for 2 people from our group to be road captains. I have one volunteer from ID-H(Tim Mitchell) so far, we will need a total of 4 people, as of right now we have 4 mapped routes so far.

There was no 50/50 drawing.

Mark, Gave a short presentation on Motorcycle tips to ready your bike for spring.

Members Present:

Bob & Karen

Gary & Kris

Larry & Sheryl

Gary Turner

Mark Moeckli

****I was ask to post the article I read about the Myth Should You Start or Idle Your Motorcycle During Cold Winter Weather?****(see last page of news letter)



~ Mark

15 DIY Motorcycle Tips to Ready Your Bike for Spring

Paul Malcore
April 5, 2016

DID YOUR HEART SINK AS YOU WATCHED THE SNOW MELT AND REALIZED YOU HADN'T WINTERIZED YOUR MOTORCYCLE? THESE DIY MOTORCYCLE TIPS CAN GET YOUR BIKE READY FOR SPRING AND GET YOU ON THE ROAD FOR A SMOOTH HIGHWAY CRUISE. 1. [...]

Did your heart sink as you watched the snow melt and realized you hadn't winterized your motorcycle? These DIY motorcycle tips can get your bike ready for spring and get you on the road for a smooth highway cruise.

1. Check for Small Animals and Debris

If you haven't covered your bike thoroughly for the winter, you may be surprised to find that a small animal has taken up residence in your exhaust or air intake system. Examine these areas before starting your bike, and send any critters on their way.

2. Drain the Gas Tank

If the gas tank still contains old, untreated fuel, your motorcycle probably won't start. Drain the fuel tank and examine the fuel. If brown grit comes with the fuel, it's a sign the inside of your fuel tank has rusted. Flush your fuel tank with [acid remover](#) to prevent problems with your fuel system and ensure clean-burning fuel.



3. Treat Gasoline with Fuel Stabilizer

Even after draining the fuel system, there's a chance that stale gas and ethanol are left in the gas tank. Stale gas and ethanol can cause engine misfiring or problems beyond simple DIY motorcycle repair. Adding [fuel stabilizer](#) to the tank clears any unwanted leftovers, plus helps the fuel system stay healthy.

4. Change the Oil

Even though you may have changed the oil and filter before you stored your bike for the winter, experts advise to do so again before your first ride of the new motorcycle season. The oil may have condensation build up from the winter and lack of use. At the very least, check the oil level before riding.

5. Check All Fluids

Gasoline is only one motorcycle fluid you should check when reviving your bike in the spring. Check hydraulic and brake fluid levels as well. Make sure any fluids left sitting in the reservoirs over winter didn't deteriorate. Examine fluid colors and consistencies. Replace fluids that look dirty or different from when new.

6. Inspect Battery

If a motorcycle battery was left on your bike over winter, you will need to either charge it or replace it. First, pull it out and charge it overnight. Secondly, if you don't have a maintenance-free battery, check fluid levels in each cell at this time. Use *distilled water* to fill the cells that are below the recommended level, not mineral-rich tap water. Distilled water keeps the combination of sulfuric acid and water as it should be without introducing minerals.

Once your battery is charged, test it. If it isn't holding a charge, replace it now, especially if it's over four years old. [Replacing an old battery](#) can prevent unforeseen problems such as being stranded or acid leaks.

7. Check Electrical System

There's nothing worse than thinking you have enough gas for a longer ride, and then find out the hard way that your gauge malfunctioned. Examine all gauges, switches, head lights, rear brake lights, the horn, and turn signals before hitting the road.



8. Brighten the Headlights

If your bike's headlight lenses seem foggy, and visibility is limited, it's time for some polishing. You can buy a [headlight cleaner kit for around \\$20](#), and [clean the headlight yourself](#). Many motorcycle accidents occur because car and truck drivers claimed to not even see the motorcycle. Prevent unsafe riding by making sure your bike's lights are at their brightest.

9. Examine the Controls

Test your steering, throttle, and clutch to make sure they still work. Examine cables for frays, corrosion, or damage to coverings. Inspect lines and hoses for cracks, cuts, or signs of leaks. Control cables or hoses should not be folded or kinked, and steering should move freely. If this is not the case for your motorcycle, consider bringing your bike to a trusted mechanic to fix issues with controls.



10. Clean and Lubricate Chain (If Bike Doesn't Have Drive Belt)

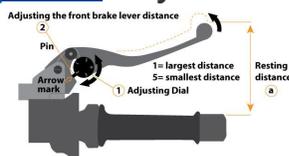
A dirty chain will inhibit how a bike runs. For this DIY motorcycle fix, **brush and dip it in degreaser**. Slide the brush along the chain until it's completely free of debris and mud. Then, rinse with fresh degreaser and wipe dry with a rag or sponge. Finish by spraying the sprocket side with **lubricant**. Also check for slack in the chain and adjust to manufacturer's specification.

11. Check Brake Pads and Levers

Check your brakes before you ride to make sure your first ride of the summer isn't your only ride of the summer. Brake pads should be at the very least 1/8 inch thick, preferably more. If brake pads are thinner or broken—replace immediately.

Test the position of your brake lever as well to make sure nothing shifted while in storage. Sit on your bike, grasp the handlebar ends, and place your fingers over the brake lever. If the lever touches slightly behind your fingers' first knuckles from your fingernails and does not engage brakes, you're in luck. No adjustments are needed.

If the brake lever feels far away, use the [lever span adjustment knob to move the levers to the correct position](#) for you.



12. Measure Tire Air Pressure

Check all tires to make sure the pounds per square inch (PSI) are [at the recommended level](#). It's natural for tire pressure to decrease during winter, but if your tire pressure is below the recommended level, inflate tires to proper level to ensure safe and smooth riding. Check also for any damage such as cracks, worn tread, punctures, or bulges. If you find damage, replace the offending tire before riding.

13. Let the Engine Run

Allow the engine to run for a few minutes and listen for strange noises. Doing so ensures the motorcycle can stay running. You don't want to have your engine stall and fail miles from home!

14. Inspect the Spark Plugs

Check the gaps in the spark plugs for proper spacing. Check your owner's manual for the manufacturer's specifications and adjust. Replace worn plugs as needed.

15. Check for Loose Bolts

Once you're sure your motorcycle can stay running, check all bolts on your bike to guarantee everything is tightened properly. Take the bike for a short test ride, and feel for abnormal vibrations. Once you're back from the ride, check all bolts again to make sure nothing came loose. If all bolts and parts are in place, but you're feeling a rumbling or unusual vibration, there might be a bigger issue such as:

Motor mounts

Swing arm

Axle

Steering head fasteners

Wheel balance

Suspension

These issues can be dangerous and most likely require a visit to a trusted mechanic. They should be fixed before riding.

Apply these DIY Motorcycle Tips on Your Next Project from Rawhide

If, after many attempts, your motorcycle still won't start, there's another option. Rawhide Boys Ranch has a collection of donated motorcycles up for auction on our [eBay store](#). Each cycle includes a detailed inspection report for your peace of mind. See if your dream motorcycle project is there.

EVENTS OF INTEREST – REASONS TO RIDE

This is not an all-inclusive list. Dates and details of events may change. Review information before attending an event.

[ID-B Calendar](#)

[Other Reasons to Ride Calendar](#)

[Idaho District Event Calendar](#)

[Washington District Event Calendar](#)

[Oregon District Event Calendar](#)

[Wyoming District Event Calendar](#)

[GWRRA Event Calendar](#)

Check your WingWorld, Idaho District and Region I web sites and newsletters for other GWRRA sponsored events.

**NEXT GATHERING -
03, 02 , 2019
Matt's Grill & Lodging**



FRIENDS FOR FUN, SAFETY, AND KNOWLEDGE

LAB-130-Should You Start or Idle Your Motorcycle During Cold Winter Weather?

January 12, 2017



Podcast-In this episode we break down the old myth that you should go out during the winter every so often to start your motorcycle and let it idle for a bit to warm it up. Many think this will keep things lubricated and that it is good for the motor to do this. Heck, I used to do it because that's what my father always did with sitting cars.

This particular subject matter came up in the [Patron Only Private Facebook Group](#). If you're not in this group you should consider it, because a ton of reliable information and discussions are in there.

Many bikers can't ride during certain snow months and head out to the old garage, fire up their motorcycle, drink a beer, maybe have a cigar, and let their bike run for 15-20 minutes. They shut her down and head back into the house. Is this a good practice?

Now that I am more educated, I realize this is actually a bad thing to do to your motorcycle's engine or any engine for that matter. You're better off just letting your motorcycle sit unless you are actually going to ride it for a fair distance.

You see, idling your motorcycle in the cold not only wastes fuel, but it's also stripping oil from critical components that help your engine run, namely the cylinders and pistons.

Normally, your motorcycle engine runs on a mixture of air and vaporized fuel. When that mixture enters a cylinder, a piston compresses it, which generates a combustion event, powering the engine.

When it's cold outside the gasoline is less likely to evaporate. Your motorcycle purposely runs "rich" and compensates for this initially by adding more gasoline to the air-vapor mixture. That's the problem, you're actually putting extra fuel into the combustion chamber to make it burn and some of it can get onto the cylinder walls.

Gasoline is a great solvent and it can actually wash oil off the walls if you run your motor in those cold idle conditions for an extended period of time. Over time, that can have a detrimental effect on the lubrication and life of things like piston rings and cylinder liners. This can have a serious effect on the overall operating life of your engine.

Myth busted; idling your motorcycle does not prolong the life of your engine; rather it shortens it.

Your motorcycle doesn't run rich the entire winter. It only happens when the gasoline is cold. Once your engine warms up to about 40 degrees Fahrenheit, the car transfers to normal fuel-consumption rates.

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You might think by idling your motorcycle, you're warming it up, which will prevent this problem. Idling doesn't really get the engine up to temperature, and until that happens the engine control module (ECM) on the engine is going to keep sending a rich-fuel mixture to the cylinders so that it can ensure that enough is evaporated for a consistent combustion event.

The best and only real way to get your motorcycle engine's temperature up is to actually go out and ride! If you can't ride because of ice and snow, then just don't start your bike at all.

When you ride in those colder temperatures, letting your motor run for about thirty second to a minute is a good standard before you take off. Once you take off, don't just immediately open up the throttle and rip on it. Ride gently for a bit to give it time to warm up or you'll put unnecessary stress on your engine. It can take 5-15 minutes for your engine to warm up depending on the driving conditions.

Also, because your motorcycle is going to run a bit rich before the engine reaches 40 degrees Fahrenheit, you're going to get lower gas mileage than usual.



Definitely keep your motorcycle battery on a tender or it'll go bad! This is a great one! Click on the picture to check it out. (affiliate link/support us)

Why the Myth?

The myth started in an age when all motorcycle engines relied on carburetors. Then came the standard application of fuel injection.

The main difference is that electronic fuel injection comes with a sensor that feeds the cylinders the right air-fuel mixture to generate a combustion event. Carburetor-run motorcycles lacked this important sensor. If your gasoline was too cold, your car wouldn't run rich, it would simply stall out. In those days, it was important to get the carburetor warm before driving.

Those days are gone.....