



Official Newsletter of
Chapter WA-L
Tri-Cities, Washington
"The Looney Tunes"



Gold Wing Road Riders
Association
Region I — WA District
May 2010

ACME TIMES

Phantom Writer

Another year has come and gone. It's "RALLY TIME"! Desert Spring Fling is less than a month away. Registrations are arriving daily. Look like another good year. I will not predict the weather like Ronnie Lopez has done in the past but this guy is hoping for 80 degree weather and not our famous winds.

The "March for Babies" was a great success. Many thanks go out to Scott, Gary D., Lloyd, Chip, Mike & Janet, Mark B., Joyce L., Mike M., Beth & David, Don & Christine, Ann, Mike & Susanne K. Tom K., and Richard D. Those who stayed after the march were treated to hot dogs, chips, soda and ice cream. Also on site was the "Steel Band" performing on stage. I talked to the head man, who leads the group and he stated they are looking forward to seeing us at our rally. They are practicing their 50's and 60's music.

Great news, Gary Domas was put in charge of finding a place for the Officer Certification Program (OCP) to be held in the TriCities on May 15/16th. It will be at the Red Lion on 20th. St. in Pasco. Saturday's hours are from 8 AM to 5 PM with Sunday from 8 AM till 12 noon. If you are thinking of becoming an officer in GWRRA, this program is a must.

Mary McKinley won the 50/50---New Member. How lucky can she get?

Chip Hass won the Oops Award.

We had no Good Guy for the month.

Show for the Dough—Stephanie (Domas) Tyutyunnik---not at meeting. May's meeting \$40.00.

Ride Safe,
Alex Piper, CD



Rider Education

The Incident

by Tom Denny, Chapter Rider Ed. WA-L

This month it is with some embarrassment that I come to you with a story of an accident. Well, not really an accident let's say, but an incident for sure. An incident in which I was not only involved, I was the sole active participant. Now before you get all worried just let me say that the bike is fine. Okay, we can all relax, the Wing came out unscathed. No scrapes or marks were added. Me? Oh, I'm fine. It's nothing really, a bruised Achilles tendon, sprained foot, sprained ankle and strained calf is all. Thank goodness the bike is okay.

So, what happened? I can tell you what occurred but I'm somewhat perplexed as to exactly why. You see it was like this...

I had just visited my optometrist to pick up my new glasses. My new prescription was changed a little bit from my last prescription and everything looked a little different with the new glasses on, but for the most part I could see just fine. Wearing my new glasses I got on my 2002 GL1800 Gold Wing after putting on my helmet and full fingered gloves. I was already wearing a long sleeved jacket, leather chaps over long pants and over-the-ankle boots. After executing a sharp full-lock low speed turn to the right getting out of my parking spot, just a little show to impress the folks inside who I knew were watching me, I rode over to the parking lot's exit to the street. I paused to let traffic go by and when it was safe to do so I pulled out, down the sidewalk ramp and began to make right turn onto the street.

It was at this point that everything began to go wrong.

.....Continued on page 2.

RIDER ED continued....

Just as you have done, I have pulled out of parking lots while making a right turn onto the street literally thousands of times; perhaps tens of thousands of times, maybe over one hundred thousand times. It could be as many as a million times in my many years of motorcycling that I have pulled out of a parking lot and made a right turn onto the street. This time it didn't work. I was too slow in the turn. I had too little RPM on the engine and I had the clutch all the way out. I was beginning to fall over to my right side towards the inside of the turn and my options were few. The best thing I could have done was roll on some throttle rapidly but smoothly. That would have stood the bike up and off I would have gone. It might have been a bit jerky but it would have worked. The next best thing I could have done was stop the bike, let it fall over on its right side and step off. The worst thing I could have done was to put my foot down in an attempt to "stab" the ground and push the bike upright. That maneuver works well with dirt bikes and small street bikes but with "baggers" like the Gold Wing it is ill advised. You may have already guessed what I did. I put my foot down.

The instant I put my foot on the road the right rear crash guard and right saddle bag ran over my foot. The crash bar caught my Achilles tendon about an inch above my heel and my foot got folded under the crash bar and saddle bag. This initially hyper-flexed my foot (bent it up) and then as the bike continued to travel forward my foot got "scrunched" under the saddle bag then hyper-extended (folded down). Of course all this happened in just an instant. All I was really aware of at the time was a bright flash of pain coming from my heel/ ankle/ foot. Two years ago in a similar incident a friend of mine did nearly the same thing and his foot got broken. He spent weeks in a cast.

Recognizing at once that something was wrong, my years of experience and training instantly took over. I immediately turned the handle bars farther to the right and applied just enough power, probably somewhere between half to three quarters full throttle, in a smooth and controlled manner meant to slightly accelerate the bike. It was just enough. The plan was to reduce the bike's angle of lean allowing me room to get my foot out from under the saddle bag, the maneuver worked to perfection. My foot was free!

The result of the sharper than intended turn and, ahem, moderate acceleration was that I had turned considerably more than 90 degrees and was aimed back towards the sidewalk with its 6 inch curb. Things were really begin-

ning to happen now. When given a fist full of throttle the surge of acceleration generated by that 1800cc engine with its six cylinders is amazing. In a purely reflexive reaction that perfectly illustrates my natural riding skills I opened my mouth wide, bugged out my eyes and locked my arms straight out holding the handle bars in a death grip. This is an advanced technique, one that I have developed over the years and allows me to maintain the front wheel square to the bike in emergency situations. Not that this was an emergency situation but I recognized that it had the potential and I wanted to be prepared.

I hit that curb at about a 45 degree angle and truly never slowed down a bit. First the front wheel bounced up over the curb then the rear wheel. This launched me up off the seat and in an elegant display of athletic coordination I stuck my legs out to each side while in mid-air. Just to maintain my balance of course.

The sidewalk was about three feet wide. Next to the sidewalk was a strip of grass about six feet wide bordered by a six inch high rounded top curb. Along the edge of the parking lot I had just exited is a chain-link fence that ends at the rounded top curb. It's kind of funny how I have been going to this optometrist for many years and never realized any of this was there. I'm sure it has all been recently added. Suddenly, however, I was seeing it all with startling clarity. Also clear was the fact that my direction of travel was dead straight towards the end post of that chain-link fence.

It was at just about this time that I achieved a condition of Zen-like mental calmness; that state where everything moves in slow motion and you seem to be just an observer of the events happening to you. It was while I was in this higher mental plane that I actually thought to myself, "This has gone on long enough". What a funny thing to think to oneself but of course I was correct. It had indeed gone on long enough. I pulled in the clutch and using the front brake only, since my feet were still flailing in space for balance, I slowed smoothly to a stop with my front wheel pressed firmly against the rounded top curb and my handle bars at a neat 45 degree angle to the left. I gracefully stepped off the bike while letting it lay over on its left side in the grass. The bank angle sensor did its job perfectly and shut off the engine. With the exception of the blood pounding in my ears and the sound of ragged breathing from somewhere it seemed eerily quiet with the engine stopped.

As I reached over to turn off the ignition key my thought was, "What the heck just happened?" What had happened? What had transpired to cause a simple everyday

basic maneuver to turn into an injury producing near crash? I thought about the event while I turned my back to the bike and placed my butt firmly against the edge of the seat while gripping the left handle bar and left seat grab bar. Then, with my right foot throbbing, I walked backwards standing the bike upright. I placed the kickstand down and leaned the bike over on it. As I removed my gloves and helmet I continued to go over the entire chain of events in my mind.

A police officer in a really good mood witnessed the event from the point where I jumped the curb and immediately pulled over to see if I was alright. I assured him I was okay even though my right foot was barking at me. He also wondered what had happened. I could explain what happened but not why. I could tell that he was deeply concerned for my personal well being but something funny must have happened to him just prior to his witnessing my distress because he seemed to be having a hard time keeping a straight face. After learning that I was not seriously injured and didn't need any help, he left in a hurry, probably to go help some other citizen in need.

A lady that works in my optometrist's office also came out to see if I was okay. She said the people inside the optometrist's office had seen the whole thing. How embarrassing. She said that they thought that I had been cut off by a car. I decided to let her go with that story since explaining all the technical intricacies of the event would have taken far too long for her to be away from her place of work and would be confusing to a non-motorcyclist anyway.

I managed to get the bike back on the road and ride it home without any more drama. Four hours later the pain in my foot forced me to the emergency room. While waiting in the exam room for the x-ray results I noticed that



the heel on my right boot had been ripped loose from the boot upper. How bad would the damage have been to me had I not been wearing sturdy boots?

The x-rays revealed that nothing had been broken and the ER doctor told me to stay off of my foot for 48

WA-L Desert Spring Fling Presents...



Show us where you have been!

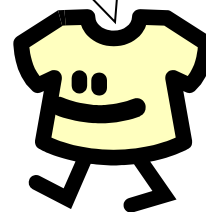
Check your Closets for past rally shirts



Find your SHIRTS!!



Bring them to Wear or Display!!



hours. So, the next day was Friday and I drove six hours to another city where using a cane to help take the load off my injured leg/ankle, I taught an ARC course on Saturday and another one on Sunday. So much for staying off of my foot.

I sit here typing this story several days after the event with the arch of my right foot and my right ankle a little stiff and not really painful unless stressed or stretched. My lower Achilles tendon is sore at the point of impact but otherwise okay. My right calf and upper Achilles tendon have a cramp that feels like I have been kicked there and it causes me to limp. Hopefully that will go away soon.

I believe there were several things that conspired to cause this incident. The first and foremost is that my head was not in the game. I was not thinking about what I was doing. I was not mentally there, in that moment, concentrating on what I was doing. What was I thinking about? Was

I basking in the warm afterglow of a well executed low speed full-lock turn in the parking lot? I don't know, but I do remember looking towards the left while I was turning right. I glanced to my left to double check traffic as I pulled out. Since I had just checked the traffic and I knew there was plenty of room I should not have had to do this but I did it anyway. So, I didn't have my head in the game nor was it pointed the right direction. I preach, um, explain to people all the time that they should look where they are going because you will go where you look. I definitely should have been looking where I was going. Last and probably least is that I had on eyeglasses with a new prescription. Did they affect my depth perception? The temptation is to blame the glasses and not accept the responsibility for what happened but I know that I am responsible for my actions and the operation of my vehicle. Glasses or no glasses I simply made some mistakes. Why I made these errors, I cannot explain.

There is one positive aspect to note about this incident. I was wearing appropriate riding gear which undoubtedly helped reduce my injuries. Proper riding gear is sort of like insurance; actually it is exactly like insurance. It can't protect you if it isn't covering you when things go wrong.

As a Chapter Rider Educator I hold myself to a higher standard and it is with some amount of embarrassment that I relate these events to you. Hopefully you can use this as a training opportunity and learn from my experiences.

Anyway, when I stop limping I am going to take those glasses back to the optometrist.

Ride safe.



Manage Your Membership
24 · 7
Join · Renew · Address Changes · Gold Book & More!

Keeping your membership information current is your responsibility. Don't forget to update your information if you move, change phone numbers or email address and more!

- Manage your membership online at www.gwrra.org
- Call to make changes or updates at (800) 843-9460
- Fax them at (623) 581-3844

What is the difference between a Motorcycle Club and a GWRRA Chapter?

Simply put, it means that our Association and our Chapters don't function in the same organizational and procedural format that "Clubs" do. That is, we don't elect anyone to any position by running candidates against each other and having the membership vote on them. We don't choose our Officers with popularity contests. We don't impose our wishes on others. **We select, not elect.** Clubs usually are local in scope. Chapters are national or international and tied to a single organization.

We don't have long and heated debates, make motions, second motions, call for votes or go into long detailed reports in our Chapter Gatherings. We don't need uniforms, people giving us rules to obey, or exorbitant fees or dues.

In other words, a Gold Wing Road Riders Association (GWRRA) Chapter Gathering is not presided over by a 'president' and conducted according to Roberts' Rules of Order or the parliamentary procedure process. That is the format that many 'clubs' use in their meetings.

We don't say that we are better than clubs; we are just different. Some people like the club format of operation. This is all well and good. Those folks should be encouraged to attend and participate where they are the most comfortable. We think when they "try it" (our format). "They'll like it."

The GWRRA chapter format of operation is more flexible than a club format. A GWRRA chapter is not a 'club' either in its organizational structure or its operational format. It is **PART** of something bigger than itself.

Sometimes, less-informed Chapter participants will try to lead the Chapter into the 'club' format or operation.

It's the responsibility of GWRRA Officers to work together to retain the non-political, non-club environment in the Chapter. If this becomes a problem and other Members or the Operations Team will be able to assist you.

Our GWRRA Chapter Promotes: Fun – Safety & Knowledge!

We want each member, new or old to enjoy their Chapter Life to the fullest!

~~ Ann Fox
Membership Enhancement Coordinator
WA-L

Come One Come All
Goldwing Road Riders Association
HIGH DESERT WINGS



HERMISTON OREGON
Oregon Chapter H Kick-off

When: Saturday, May 8, 2010 – 2:00PM
Where: McNary Lock & Dam West Park
3rd Street
Umatilla, OR 97882



Foolish Auction
50/50

Charter Member T-Shirts for Sale
Hot Dogs, Chips & Soda Lunches - \$ 5

Meet Your New Chapter OR-H Leaders:

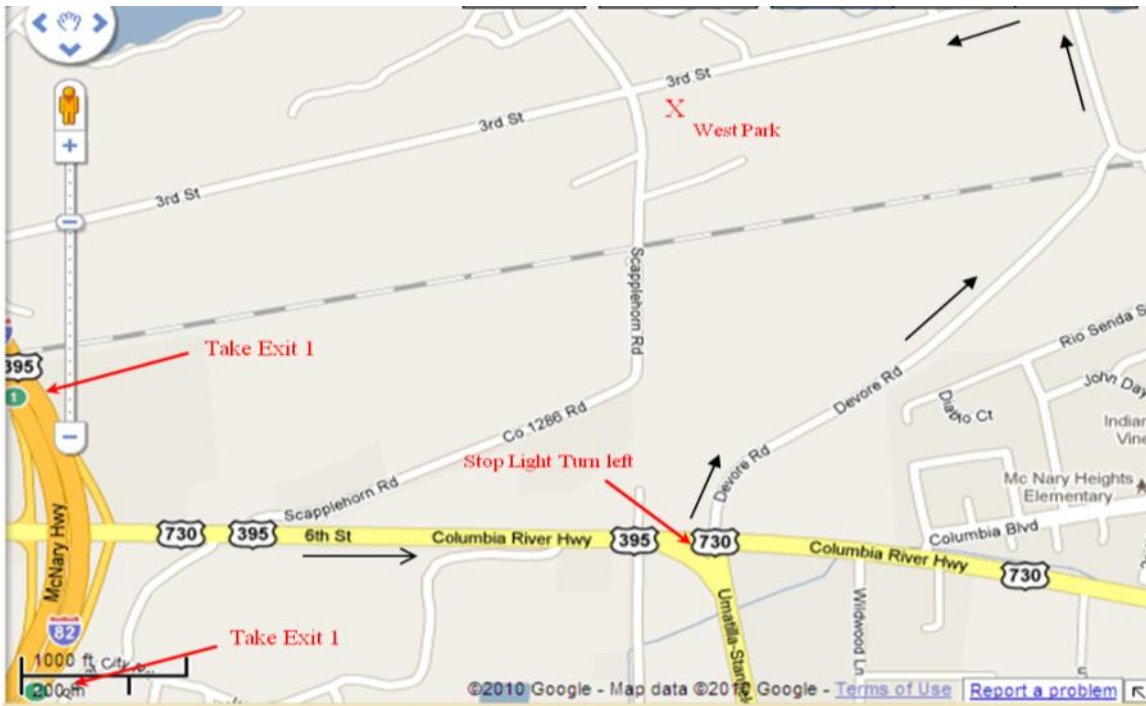
Chapter Directors - Mark & Sheri Bridge (cell - 541-571-3880)
Assistant Chapter Directors - Tony & Carol Fink (cell - 541-571-8005)

MIKE STIGER NAMED DIRECTOR OF THE GOLD WING ROAD RIDERS ASSOCIATION

Phoenix, AZ – Mike Stiger has been named Director of the Gold Wing Road Riders Association (GWRRA). The announcement was made by Paul Hildebrand, Founder, CEO and Chairman of the Phoenix-based motorcycle association. Mr. Stiger has held many positions in the Association with the latest being the Director of Rider Education and has been a Member since 1997.

Mike states, “Lori and I are honored to have been asked by Paul Hildebrand, Founder and CEO of GWRRA, to be your new Director of GWRRA. Since joining GWRRA in 1997, the Association has been a wonderfully fun experience. Having a social network of friends to share our love of motorcycling has been very rewarding, and educational.”

Mr. Hildebrand goes on to state that Melissa Eason, former Executive Director, has been promoted to Chief Operations Officer at GWRRA. Both Melissa and Mike report to Paul Hildebrand, CEO, regarding their duties and objectives. Melissa and Mike will continue to work together for the betterment of our membership. Congratulations to both Melissa and Mike on their promotions.



From I-82 Take Exit 1, if coming from the North turn Left onto Hwy 730 at light
If coming from the South Take Exit 1, Turn Right onto Hwy 730 at sign
Go up the hill in left lane and turn Left at the Light top of the hill.
Turn Left at stop sign and another left on 3rd Street, go down about a mile, Park is on your left

RIDE REPORT

By Diana Domas

Chris Akers and I decided to ride our bikes to our State Bowling Tournament in Kelso on April 21st.-25th. I pulled our Bushtec with all our gear plus bowling balls. We had a great ride and even stopped at the dams for pictures. No problems on the way over, everything was great. Just alot of wind. NO problems until we were almost to Boardman coming home.

I started smelling burning rubber and thought the semi in front of me was about to throw a tread. So I start around him and all hell brakes loose. The front end of my bike starts shimmee and shaking and I thought OH GREAT, I GOT A FRONT FLAT! Then it was like I was running over big rocks, this at 70mph. I was trying to put on the back brakes but nothing was happening. I was loosing power so I went ahead an pulled off the road. The rumble strip was next and I was still shimmee shaking. I finally pulled the front brake and came to a stop just off the pavement in sand an rocks.

Chris was dodging me and the front U Joint that had come shooting out the left side of my bike. It was rolling down

the hiway smoldering and a smoking. We had to kick it off the road as it was too hot to pick up. Chris tried, ouch!

We sat there for 1 an half hours and not 1 person even stopped to see if we were all right. Not even the Sheriff that drove by and up the ramp we were by. We were on the median side of the road so we were very attractive in our safety jackets.

Gary and our son Chad came to our rescue with truck and trailer. Chad rode Garys bike so he could pull the Bushtec and ride with Chris. First stop was the potty. Then home.

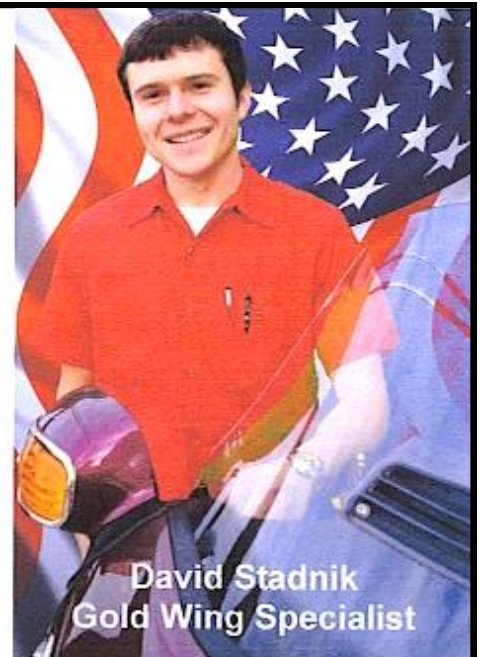
Tom Didway got the bike the next day and had it apart in no time. The drive shaft wasn't bent which was a good thing but a chunk was taken out of the catalitic converter but it runs and sounds fine. A U joint was ordered and is already here for Tom to install.

Gary called Bikes to Trikes and they said the problem was probably the U Joints were lined up straight across when they were installed. They should be installed one click or notch off center or they will fail at about 10,000 miles. So if you are a do it yourselfer take heed. I hope to ride this one a little longer.

Thanks Tom, and also Chad for ordering the part and Gary for the rescue and paying for the part.

Diana Domas

David Stadnik has the experience and knowledge to diagnose and repair whatever ails your Gold Wing. David is familiar with the GL from the nibs on the front tire to the trim on the trunk and every piece in between, having installed just about every Gold Wing accessory made. Popular accessories include: CB radio, CD changer, custom exhaust, fog or running lights, head light or brake light modulators and chrome LED trunk molding. David has even performed a frame swap. Which isn't as glamorous as Gold Wing *chrome and lights*, but it's proof that David has been to the depths of the GL and back. We also perform custom trike conversions and repairs. Come, take advantage of David's expertise and our low \$65 per hour shop rates! David Stadnik. Gold Wing Specialist.



usahonda.com
800-522-1601
Walla Walla, WA
Mon-Fri: 8:30am-5:30pm • Sat: 8:30am-1pm

MEANING OF FLAG DRAPED COFFIN

All Americans should be given this lesson. Those who think that America is an arrogant nation should really reconsider that thought. Our founding fathers used God's word and teachings to establish our Great Nation and I think it's high time Americans get re-educated about this Nation's history. Be proud of the country we live in and even more proud of those who serve to protect our 'God Given' rights and freedoms.

To understand what the flag draped coffin really means ... Here is how to understand the flag that laid upon it and is surrendered to so many widows and widowers. Do you know that at military funerals, the 21-gun salute stands for the sum of the numbers in the year 1776?



Have you ever noticed the honor guard pays meticulous attention to correctly folding the United States of America Flag 13 times? You probably thought it was to symbolize the original 13 colonies, but we learn something new every day!

The 1st fold of the flag is a symbol of life.



The 2nd fold is a symbol of the belief in eternal life.



The 3rd fold is made in honor and remembrance of the veterans departing the ranks who gave a portion of their lives for the defense of the country to attain peace throughout the world.



The 4th fold represents the weaker nature, for as American citizens trusting in God, it is to Him we turn in times of peace as well as in time of war for His divine guidance.



The 5th fold is a tribute to the country, for in the words of Stephen Decatur, 'Our Country, in dealing with other countries, may she always be right; but it is still our country, right

or wrong.'



The 6th fold is for where people's hearts lie. It is with their heart that they pledge allegiance to the flag of the United States of America, and the Republic for which it stands, one Nation under God, indivisible, with Liberty and Justice for all.

The 7th fold is a tribute to its Armed Forces, for it is through the Armed Forces that they protect their country and their flag against all her enemies, whether they be found within or without the boundaries of their republic.

The 8th fold is a tribute to the one who entered into the valley of the Shadow of death, that we might see the light of day.



The 9th fold is a tribute to womanhood, and Mothers. For it has been through their faith, their love, loyalty and devotion that the character of the men and women who have made this country great has been molded.



The 10th fold is a tribute to the father, for He, too, has given his sons and daughters for the defense of their country since they were first born.



The 11th fold represents the lower portion of the seal of King David and King Solomon and glorifies in the Hebrews eyes, the God of Abraham, Isaac and Jacob.



The 12th fold represents an emblem of eternity and glorifies, in the Christians eyes, God the Father, the Son and Holy Spirit.

The 13th fold, or when the flag is completely folded, the stars are uppermost reminding them of their nations motto, 'In God We Trust.'



After the flag is completely folded and tucked in, it takes on the appearance of a cocked hat, ever reminding us of the soldiers who served under General George Washington, and the Sailors and Marines who served under Captain John Paul Jones, who were followed by their comrades and shipmates in the Armed Forces of the United States, preserving for them the rights, privileges and freedoms they enjoy today.

There are some traditions and ways of doing things that have deep meaning. In the future, you'll see flags folded and now you will know why.





2010 Calendar of Events

MAY 2010

- May 1-2—WA-M Fun Run. Flyer at www.gwrra-wa.org.
- May 1—Brother's Power Sports 2nd Annual GWRRRA Appreciation and Poker Run
- May 8—Chapter L Breakfast and Meeting—8AM/9AM
- May 8—WA-Q One Crazy Ride
- May 15—WA Intermdt Leadership Skills (Moses Lake)
- May 15th - 16th - Eastside "OCP" Training - The "Eastside Officer Certification Program" Red Lion Inn in Pasco.
- May 21-22—BC Chapter Victoria Days
- May 28-31—WA-L Desert Spring Fling; flyer on the web at www.gwrra-wa.org—click on Calendar.

JUNE 2010

- June 5—WA-B Harvest Run
- June 5—WA-R Blue Mt. Rendezvous
- June 12—WA-D Duck Hunt
- June 18-20 Oregon District Rally
- June 18-20 Wyoming District Rally
- June 29-30 Wing Ding 2010

JULY 2010

- July 1-3 Wing Ding 2010
- July 15-18 Washington District Rally in Port Townsend
- July 23-25 Chapters L-M-S Grand Coulee Dam Excursion
- July 23-24 Montana District Rally

AUGUST 2010

- Aug 21-22—WA-Z Chicken Run & Campout
- August 26, 27, 28—Region I Rally in Tillamook, OR
- Aug 28—WA-O Whale of a Picnic
- Aug 29-31—Region I to Idaho Rally Ride

SEPTEMBER 2010

- September 3-5—Idaho District Rally in Kellogg, ID
- Sept 3-5—WA-B Ocean Campout
- Sept. 17-18—WA-P Oyster Feed

OCTOBER 2010

- Oct. 9—WA District Leadership Training
- Oct. 22-24—WA-F Mall Show
- Oct. 23—WA-Q Halloween Dance

Wing Ding 32 will be held in Des Moines, IA at the Iowa Events Center on June 30th - July 3rd, 2010. You can register online at www.gwrra.org.



MAY BIRTHDAYS & ANNIVERSARIES

Robbie Hass	May 3
Randy Downing	May 5
Thomas Johnston	May 5
Danny Sanders	May 5
Carol Fink	May 12
Lucy Hagedorn	May 18
Carl F Mascheck	May 18
Angie Gilmour	May 19
Hank Smith	May 22
Cecilia Williams .	May 25
Marilyn K Smith	May 27
Mike & KC Clements	May 12
Pat & Terri Ward	May 12
Bob & Donna Whiteside	May 15
Bill & Char Baker	May 20



CHUCK RILEY

134 Vista Way, Ste. E. Tel. 509-783-7595
 Kennewick, WA 99336 Fax 509-783-9262
 Cell 509 551-4541
 Web: www.fullthrottlemotorcycleaccessories.com
 e-mail: chuckr@charter.net

FOR SALE: 2003 GL1800, only 32000 miles. Showroom condition, \$12,800. Ken & Sunny Phipps
 509-966-1218 Yakima WA-M.



Sale items are listed for three months. If you sell your item sooner, please email the newsletter editor. If you need your item listed longer, you need to email and request an extension.

Magentamomma@hughes.net

FOR SALE

FOR SALE: 1993 Gold Wing Aspencade with MotorTrike Conversion. Black. Original speedo replaced at 101,000 miles (currently shows 27,290). Amber ring of fire, chrome, tinted Tulsa windshield w/ vent, Chrome American Racing star rims, Saddleman Travelcade seat, air adjustable back rest, passenger arm rests, AM/FM radio. CB not working. Top trunk spoiler & chrome rack, chrome front fender rail, cornering lights, fire creek gauges. Clear Washington State Rebuilt Title. Asking \$14,200.00 cash. Very motivated seller. Call (509)585-2129 email gr8eg1617@Yahoo.com.



FOR SALE: 2002 Honda Goldwing 1800, Yellow, new tires, new battery, fluids changed, new brakes. has a CB radio, extra chrome and light's, trailer hitch, luggage rack. 81,000 miles never dropped. \$10,500.00 Call Ron at 509 697-4415.

- 1994 Suzuki, DR650, dual sport, good running bike, under 8,000 miles, not bent up. \$1,800.00. Call Ron at 509 697-4415.
- 2002 Yamaha TTR225, trail bike, electric start, approx. 600 miles, nice light bike for trail riding. \$1,600.00. Call Ron at 509 687-4415.
- 1985 Honda V65 Magna, 1200 CC, shaft drive, new tires, Corbin leather seat, nice and powerful touring bike, under 15,000 miles. \$3500.00. Call Ron at 509 697-4415 .

FOR SALE: Trailer \$250.00
509-453-7638 Call Don Brown.



FOR SALE: 2005 Honda GL 1800 GOLDWING 30th Anniversary Edition / 2008 California Side Car "Cobra" trike conversion. 55,000 miles, always garaged, excellent condition. Independent rear suspension, Performance Brake Upgrade, Progressive Front Springs, 4 1/2 Degree Steering Rake Kit, Kuryakyn Floorboards with Heel Toe Shifter, Driver Backrest, and Passenger Arm Rests, F4 Customs Windshield, Bakerbuilt Air Deflectors and Hand Wings, Fog / Running Lights, PIAA Driving Lights, Brake Light Modulator, 4 Function Lighted Trunk Spoiler, Lighted side Strips, CB Radio, GL1800 MP3 Player, Lots of chrome, and more! Link for pictures: <http://gl1800riders.com/forums/album.php?albumid=1345> Asking \$24,995. Email: dvhwing@yahoo.com or 509-947-0434.



FOR SALE: 1997 Gold Wing GL1500 SE. Midnight Blue with less than 50 K miles. Extras include 6 disk CD changer. Contact Don at (509) 531-7849. \$ 8500.00. Bike may be seen at 1588W 21st Place Kennewick WA



FOR SALE: Champion E-Z-Steer - 6 Degree, AM/FM/Cassette, Texas Rope Lights, Wig-Wag Lights, Diamond Seat, Trunk and Fairing Marker Lights, Markland Heel/Toe Shifter, Trailer Hitch Receiver, Progressive Front Suspension, CB, Cruise Control, Tulsa Air Wings, Rear Light Bar, Luggage Rack, LED Ring Of Fire, ISO Grips And Levers. Asking \$24,000. Becky & Ken Clegg, 822 N. A Street, Coeur d' Alene, ID 83814. 208-769-7272. westinc@roadrunner.com



FOR SALE: 1995 GL1500 SE. Glacier Pearl White, Newer tires and brakes, battery, wired for heated clothing, alarm system, scuff pads on saddlebags and covers for passenger, battery charge indicator, battery tender wired in, some custom paint, trailer hitch, tires treated with Ride-On tire sealant. The bike has 147,468 miles on it. \$3750.00 OBO. (H) 360-289-2884 or (Cell) 360-580-5645. Dallas Greer WA-D GWRRA#221510.



FOR SALE: 1997 Gold Wing Aspencade Trike and Time Out cargo trailer. 28,483 original miles. \$9K for bike and trailer. \$11K with detachable trike kit. White with blue trim paint and lots of chrome. Extras. Ann Fox or Alex Piper for more info: 509-546-0846 or cell: 208-659-9922.



FOR SALE: Honda OEM 6 disc CD Changer with ALL mounting hardware for a GL1800. In excellent condition. Does not skip. Has 14K miles on it. Removed from 2002 bike. Asking \$575.00 OBO. Will ship if needed. (509)585-2129. Mike and Suzanne Kasko WA-L. Email redram617@yahoo.com

WANTED: I would like to buy a 3/4 full size XL helmet with a head set for use on hot days. if anyone in the club has on for sale please give me a call. Tom Knapp 509-420-0384

WA-L MONTHLY GATHERING

Chapter L — The Looney Tunes

Join us every second Saturday of the month at **8:00 AM** for breakfast at Cousins Restaurant on Road 68 in Pasco, WA. After breakfast at 9AM we discuss the business of the Chapter, share news and safety information, and have fun!



GRAND COULEE DAM EXCURSION 2010 (EXPERIENCE THE SPECTACULAR LASER LIGHT SHOW)

Chapter "M" and "L" and the WA-S, will be traveling to Grand Coulee Dam on July 23rd (Friday) and returning home on July 25th (Sunday).

THE PLAN

Ch. "M" will travel to Moses Lake on Friday the 23rd and meet Ch. "L" and any former members of Ch. "S" at Golden Corral for breakfast at 9:00 AM. After breakfast we will travel to Grand Coulee Dam. On the evening of the 23rd after dinner we will go the Laser Light show which starts at 10:00 PM. On Saturday the 24th we will have a scenic tour around Lake Roosevelt and/or Grand Coulee area. (TBD). Sunday the 25th we will return home...

For those who plan on camping we will be camping at **KINGS COURT RV PARK**. (\$25.50 per space - 2 to 3 tent trailers per space) Those that plan on staying in a motel have many selections to choose from, for example:

Trail West ----- 633-3155
Sky Deck ----- 633-0290
Grand Coulee Motel-----633-2633

Gold Wing Road Riders Association

Friends for Fun, Safety and Knowledge

<http://www.gwrroa.org/>

Melissa Nordeoff, Executive Director

Region "I" Staff

<http://www.bigskyregioni.org/>

Region Directors	Steve and Sandy Henicksman
Assistant Directors	Hank & Marilyn Smith
Assistant Directors	Mike & Peggy Hudnell
Rider Educators	Lee and Anna Nelson
Assistant Rider Educators	Eric and Mona Carlson
Region I Ambassadors	Ed & Mozelle Edwards
Membership Enhancement	Donna and Doug Deskin
Leadership Trainers	TBD
Treasurer & Webmaster	Diane & Dave Covert
Couple of the Year Coordinators	Dale & Shirley Dufner
Couple of the Year	Bud & Peggy Nading
Individual of the Year	Ken Harvey
Newsletter Editor	Dianne Kester

Washington District Staff

<http://www.gwrroa-wa.org/>

WA District Directors	Bob & Patty Spencer
Asst. District Directors	John & Barb Smith
Asst. District Directors	Gary & Diana Domas
District Trainer	Mike & Lynn Briggs
District Treasurer	Deb & Chuck Buell
Membership Coordinator	Carmen & Dan Weakland
District Educators	Dave & Sheila Chavez
District Stores	Lynn Briggs
District Webmaster	John & Barb Smith
District Couple of the Year	OPEN
District COY Coordinators	Dan & Carmen Weakland
Vendor Coordinators	Peggy & Mike Hudnell
District Newsletter Editor	Shirley & Dale Dufner

Washington Chapter "L"

Friends for Fun, Safety and Knowledge

<http://www.gwrroa-wa-L.org/>

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