

November 1, 2008

WINGS OF GRANBURY



GWRRA TX-P meets the 2nd Thursday of each month @ 7:00pm at the Spring Creek BBQ
Granbury, Texas



From the Chapter Director
Jeff Mew

Inside This Issue

From the Director-----	2
Upcoming Events-----	2
District Staff -----	3
Chapter P Staff-----	3
Featured Couple-----	4
Kevin's page-----	4
Evolution of a Biker-----	7
Weekday Sponsor ride-----	8
Chapter P Puzzle -----	9
Birthdays/Anniversaries-----	10
Editor column-----	10
Safety from my eyes And yours-----	10
Sonic Night-----	11
Honda thru the years-----	12
Thinking Trike	
Senior Moment -----	13
Sponsors-----	14
Calendar-----	17

Happy Thanksgiving Friends!

Yes it's that time of the year once again when looking at the calendar reminds us to be **thankful** for the good things in our lives. Do we really need the calendar to remind us to do that?

Being **thankful** each and every day for the blessings in our lives seems to take the edge off of those distractions that drag on our daily lives. When we focus on the good things in our lives and greet each day with a **thankful** heart, we can rise above and overcome the gloom and doom that we hear each day.

We have much to be **thankful** for. God and country, family & friends, our service men, our local civic leaders, clergy just to name a few. Theresa and I are **thankful** for the times we share with you, thank you for your support and friendship, and we wish you a **Happy Thanksgiving!**

Evolution of a Biker

It seems that there is some interpersonal need for some trike owners to be accepted among the two wheeled bunch. Is this insecurity or denial? Now don't get me wrong, I love a trike! I look forward to the day I can have one! But let's not rush the clock!

Let's look at the evolution of ones life cycle and accept the facts.

When you are born you have very little or no hair. Later you will see where this fits in.

As a small child, you are placed on that prized tricycle and henceforth we begin the journey of how to learn how to ride a two wheeler. This is what children do. It doesn't take much skill, and you are safe as long as you have the crutch of that third wheel. However, soon you are encouraged to learn balance and skills that will advance you to that of a big boys bike. The two wheeler. (This is usually when we learn fear).

Remember how proud you were when you mastered this combination of skill and balance! And if you are lucky and learned early enough, the size of your bike grew as you aged. It is a skill that many say you will never lose, hence the phrase "it's like riding a bicycle". As time matures us, we tend to loose these skills as well as our hair! Our balance turns to a wobble, and we aren't as strong as we used to be!. Yes, **YOU ARE OVER THE HILL!** But wise to admit it. In order to maintain that freedom for riding you regress back to your youth. That prized trike! And what a prize they are! Everyone loves a trike!

I have much admiration for those riders who know when its time to park that two wheeler. Fortunately there are many trike kits available and many styles to choose from. Seek out advice and compare models. There is a difference! Do continue to learn and sharpen skills that you will need to maintain and control these awesome machines with confidence as you continue to ride into your golden years!

Keep it Shiney!

Jeff Mew

Chapter Director

GWRRA-P

Upcoming Events

Nov. 4 -Time to vote on a new President

Nov. 27 - Thanksgiving day

Nov. 1- Chap. P ride to Mt Scott (Kevin leads)

Nov. 15 – Chap. P ride to Palo Pinto (Robert to lead)

Dec. 12 – Chap. P Christmas party

Dec. 13 – Chap. R toy run

Jan. 10 – 11 /09 – Texas Dist. Mid-Winter Roundup

Mar. 19-21/09 – Region H Rally

May 14- 16/09 – Texas Dist. Rally



GWRRA TX

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GWRRA TX—

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To be able to know our members better we're starting a couple of the month in the newsletter so that when we hear a name we'll be able to put a face with it. Editor

CHAPTER P's FEATURED COUPLE OF THE MONTH

Brian (291858) and Carol (291859) Handleson



November 9th will mark the 6th anniversary of Brian and Carol's marriage. Brian works as a steel detailer in Fort Worth and Carol is a homemaker.

Brian has been riding for about 30 years, starting with dirt bikes now he has finally graduated to a Honda Goldwing. Carol has been riding with Brian for about a year and a half. Carol rides with Brian whenever she's physically able.

Carol was diagnosed with Multiple Sclerosis in 1997 and she says she has her good days and bad days. When Carol rides with Brian, he hooks up his trailer and carries Carol's walker with them

Brian was not a native Texan but has lived here most of his life. Carol, however, is a natural born Texan (born in Amarillo) and has lived here ALL of her life.

Brian and Carol are great examples of GWRRA members and Chapter P is honored to have them as our first featured Couple of the Month.

Congratulations Brian and Carol on your 6th Anniversary



Kevin Kaldenbach's Safety for You and I

In anticipation of Cycle Gear's presentation of motorcycle gear at the November meeting. We found this Motorcycle Safety Foundation article on riding gear that we felt was very informative. Hope to see you at the November meeting .Thanks, Kevin & Kerry

One of the things that makes motorcycling enjoyable is the freedom of riding in the open air. Unlike car drivers surrounded by a steel compartment, motorcycle riders feel as if they are a part of everything around them. Of course, sometimes being out there can have its drawbacks, such as when you are riding in extremely hot or cold weather, when it's raining, when insects are pelting you, or when debris flies up at you. It's for these types of situations, and possible encounters between you and the asphalt, that protective gear was developed. Protective gear has two basic purposes: comfort and protection. Uncomfortable gear can distract you from riding. Properly fitting protective gear will help you stay comfortable when encountering various riding conditions. In the event of a crash, protective gear will help prevent or reduce injuries. Here is a summary of some of the important gear needed for comfort and protection.

HelmetsThe most important piece of protective gear you can wear is a helmet manufactured to meet DOT standards (FMVSS 218). This was emphasized in the University of Southern California (USC) researcher Harry Hurt's federally funded study,"Motorcycle Accident Cause Factors and Identification of Countermeasures," also called simply "The Hurt Report". Essentially, an in-depth on-scene investigation was performed detailing the use of helmets and protective gear in 900 motorcycle crashes. Additionally, researchers analyzed 3,600 police reports of on-highway motorcycle crashes. This and other research has established that helmets save lives by reducing the occurrence of head injuries, and wearing a helmet does not reduce essential vision or hearing. This well-accepted motorcycle safety study's report has been corroborated since that time in many other research studies. In the 1990s, a number of studies on the value of motorcycle helmets were conducted and then published as part of the International 2001 Motorcycle Safety Conference Proceedings. Among them are: "The Snell Memorial Foundation – Past and Present" by Edward Becker; "Traumatic Brain Injury Associated with Motorcycle Crashes in Wisconsin, 1991-1997" by Wayne Bigelow; "Evaluation of Motorcycle Helmet Law Repeal in Arkansas and Texas" by Linda Cosgrove; "How Do Motorcycle Helmets Affect Vision and Hearing" by Scott McKnight; "Autopsy Study of Motorcycle Fatalities: The Effect of the 1992 Maryland Helmet Use Law" by Kimberly Mitchell, and, "Modernization of the DOT Motorcycle Helmet Standard" by David Thom. Copies of these studies may be obtained online from MSF by visiting www.msf-usa.org.

Personal Protective Gear

For the MotorcyclistHard outer shell ,Impact absorbing liner,Comfort liner, Vent,Hard outer shell, Visor, Retention systemHelmets help protect your head in four ways. First and second, the outer **shell** resists penetration and abrasion. Third, inside the shell is the equally important **impact-absorbing liner** that absorbs more of the shock by slowly collapsing under impact. Fourth, the soft **foam and-cloth liner** next to your head helps keep you comfortable and the helmet fitting snugly. The **retention system**, or chinstrap, is the one piece that keeps the helmet on your head in the event of a crash. Both shell and liner spread the forces of impact throughout the helmet material. That's why, in most cases, if a helmet has been damaged in a crash, it will not be protective in another mishap and should be replaced. Consider how a full-face helmet makes riding more comfortable. It cuts down on wind noise in your ears and windblast on your face and eyes. It deflects bugs and other objects that fly through the air. A helmet even adds protection from inclement weather and reduces rider fatigue. For more information on helmets, order the Motorcycle Safety Foundation's Cycle

Safety Information publication, "What You Should Know About Motorcycle Helmets". It outlines helmet standards, construction, care and other important information. Single copies are available free of charge.

Face ProtectionAny motorcyclist who has been hit in the face by a stone or an insect can tell you about the benefits of face protection. Windshields and most prescription eyeglasses simply do not provide adequate protection. Wind, insects and pebbles may be blown behind a windshield. Eyeglasses with shatterproof lenses may protect the eyes, but most don't seal out wind which makes your eyes water. "The Hurt Report" states that motorcycle riders with shields covering their faces suffered fewer facial injuries than those without. It also reports that helmets providing full-face coverage with strong chin pieces and energy-absorbing liners are especially effective in reducing face injuries.

Face ShieldsFace shields come in a variety of designs to fit most any helmet. Some flip up for convenience. There are non-flip types, such as the flat shield, that snap directly to the helmet. If you select a bubble shield (either a flip-up or a snap-on style) make sure that its compound curves do not distort your vision. When using a face shield, be sure it is securely fastened to the helmet. It should be impact-resistant and free from scratches. Scratches can refract light and blur vision. Tinted shields help avoid eye fatigue during daylight hours, but always wear a clear one at night. Make sure the shield you choose is designed for your helmet and does not interfere with any eyeglasses you may wear. Face shields may be cleaned with a mild solution of soap and water or a quality plastic cleaner.

GogglesRiders wearing goggles receive eye protection, but they are not protected from possible injury to other parts of the face. As has been emphasized before, full-face helmets and face shields provide better protection for the entire face. Goggles should be securely fastened over the helmet so they do not blow off. Most frames have a rubber/cotton-fiber strap that resists tearing and stretching. Maintain your goggles properly: dirty goggles can impede safe sight. Whether you wear a face shield or goggles, tinted lenses may be used during the day, but you should use clear lenses at night.

FootwearSturdy, over-the-ankle boots can protect you from a variety of riding hazards. They protect against burns from hot exhaust pipes and impacts from flying road debris. Boots with oil-resistant, rubber-based composite soles will give you a strong grip on the pavement and help you keep your feet on the pegs. If the boots have heels, they should be low and wide. In case of a crash, boots help provide valuable protection against foot and ankle injuries.

GlovesFull-fingered motorcycle gloves protect hands from blisters, wind, sun and cold and will help prevent cuts, bruises and abrasions in a crash. Gloves that fit properly will improve your grip on the handlebars. If your gloves are too loose or bulky, you may have problems operating the controls of your motorcycle. If they are too tight, circulation will be restricted and your hands will become cold. Seamless gloves or gloves with external seams will help prevent blisters. Gauntlets will keep cold air from going up your sleeves. Motorcycle gloves are available in many styles, weights and thicknesses. Lightweight gloves may be more comfortable in summer warmth while heavier, lined and/or insulated gloves are available for additional protection from winter cold.

Jackets, Pants, Riding SuitsProtective gear will help you stay comfortable while riding in adverse conditions. In a crash, proper riding gear will help prevent or reduce injury. "The Hurt Report" states that covering the body with leather or an abrasion-resistant fabric (e.g., Cordura®, Kevlar® or ballistic nylon) also provides a high level of injury protection. Protective apparel designed specifically for motorcycling will afford the best combination of comfort and protection. These garments are cut longer in the sleeves and legs, and fuller across the shoulders to accommodate your riding posture. Special overlaps and flaps help seal out the wind and padding helps protect you in a crash. Motorcyclists often wear leather because it is durable and abrasion resistant, giving good protections against injury. Many modern fabrics, such as Cordura® and ballistic nylon, are also abrasion- or wind resistant, waterproof or have high-visibility properties. Many motorcycle dealers carry a varied line of riding jackets and suits. Your riding habits, budget and local weather conditions will influence your choice of purchase. Shop wisely, making sure your purchase fits

properly and is specifically made for motorcycling. Your gear should fit comfortably without binding. However, wide flared pants, flowing scarves and similar items should be avoided because they could become entangled in the motorcycle. A jacket with a zippered front will be more wind-resistant than a jacket with buttons or snaps. A flap of material over the zipper of a jacket gives additional protection against the wind. Jackets with sleeves tapering to fitted cuffs and waists are recommended to help keep wind from blowing into the garment. Be careful about collar style—a large, loose collar will flap when riding and may irritate your skin or distract you. Remember that even in relatively warm weather, moving air is cooler and constant exposure to wind when riding may cause a chilling effect that leads to hypothermia. Hypothermia is a condition of subnormal body temperature that can cause loss of concentration, slowed reactions, and loss of smooth, precise muscle movement. You may lose your ability to concentrate and react to changing traffic conditions. Proper riding gear, such as a windproof jacket and insulated layers of clothing, is essential. Riding gear that is just right for cold-weather riding may be too hot once you stop. Dress in layers so that the outer clothing may be removed as necessary.

Basic Riding Gear Cold Weather Gear Zippered front with wind flap close-fitting collar Snug cuffs, Well-fitting, full-fingered gloves Belted or close-fitting waist pants Sturdy, over-the-ankle boots High, close collar Retro reflective stripes or jacket fabric Sturdy abrasion resistant jacket Insulated gauntlet gloves or heavy gloves with liners Insulated suit or windproof outer layer Heavy boots with insulation Thermal underwear or layered clothing When preparing to ride in cold weather, several layers of clothing are necessary, usually starting with thermal underwear. Extra layers of pants, shirts and jackets should be worn to aid body heat in forming a warm insulation. Topping your clothing with a windproof outer layer will prevent the cold wind from reaching your body. Another alternative when riding in cold weather is to wear a winter riding suit. These lightweight, insulated suits worn over your street clothes provide the warmth needed to prevent hypothermia. Another option available to motorcyclists is an electrically warmed suit or vest. These items can be quite effective. Regardless of temperature, wearing proper protective riding gear, including a long-sleeved top and long pants, will reduce your chances of becoming dehydrated. The gear you wear when riding can also serve to make you more visible in traffic. Choose brightly colored gear when possible. Only two riders of the 900 crash cases studied by "The Hurt Report" were wearing brightly colored clothing. If you wear dark clothing, retro reflective vests may be worn over your jacket. Also, it is a good idea to affix reflectorized tape striping to the gear you wear regularly when riding. Jackets made with retro reflective material also will help make you more visible at night. Finally, there are gear enhancements available for even more crash protection such as body armor, spine protectors and kidney belts. These may be single items you wear under your gear, or they may be built into the protective gear you buy.

Rain Suits For the avid motorcycle rider, a rain suit or waterproof riding suit is a must. A dry motorcyclist will be much more comfortable and alert than a rider who is wet and cold. One- or two-piece styles are available in a variety of materials and colors, the most common being polyvinyl chloride (PVC) and nylon. High visibility orange or yellow are good color choices. There are usually only small differences in rain suit styles. The pants should have elastic at the waist and stirrups (or tie-strings) on the legs to wrap around the rider's boots. The jacket should have a high collar that is held closed by a snap or adjustable hook-and-loop fastener. The front zips up and a wide flap fastens across the opening. The wrist openings fit snugly with more elastic. Also consider purchasing glove and boot covers. Most glove covers are large enough to fit over gauntlet type gloves without interfering with hand flexibility. The boot covers have tie-strings on top and should be worn under the pants. For more information on the importance of protective gear and for answers to other motorcycle safety-related questions, visit www.msf-usa.org or call the MSF Order Department and ask for a Publications List.



Happy Thanksgiving! This year GWRRA TX-P is working through the United Way of Hood County and reaching out to the community by supporting the Food Bank. You can help by purchasing 50/50 tickets at our next gathering. We will be using the funds from last month and this month to help provide Thanksgiving dinners to those families in our community who may be struggling to do so. Will you help us feed a family or two? Thank you for making a difference!

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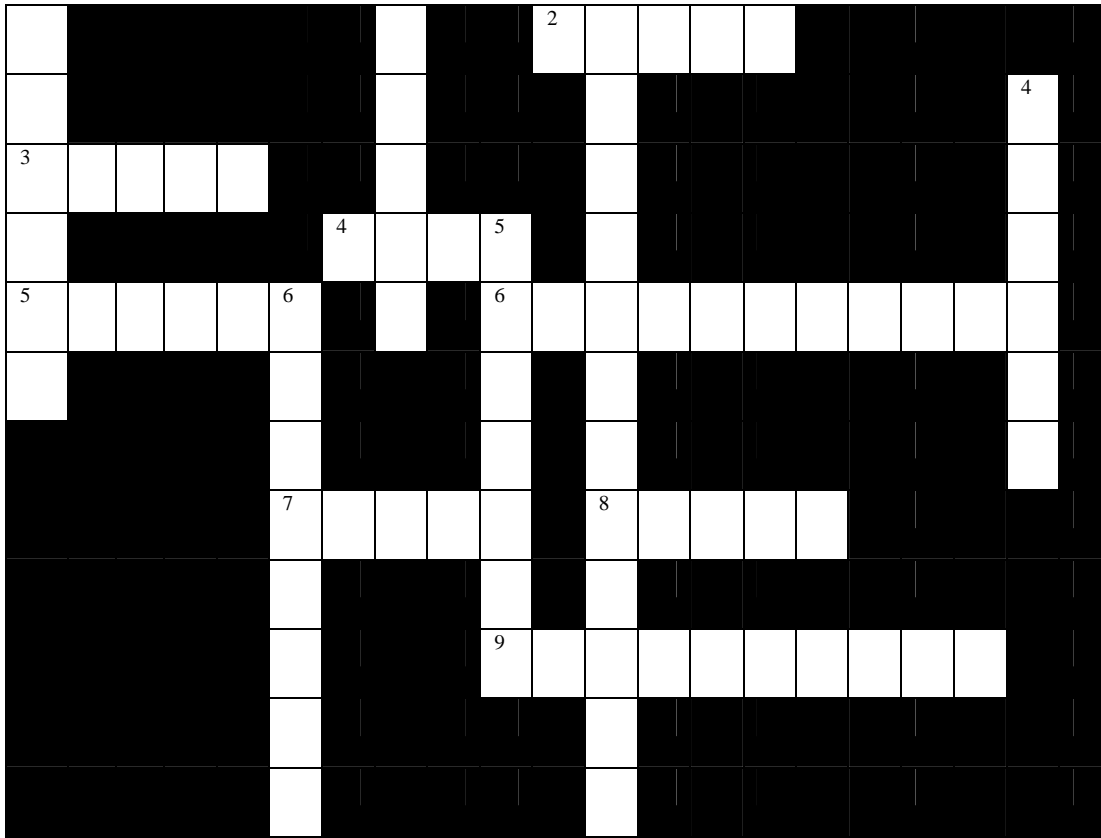
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Weekday Sponsor Ride

Only a handful of us braved the cloudy, damp morning to visit GWRRA TX-P sponsor, Charlie Sheldon of **SouthWest Touring Trikes**. Jerry, Trubon, Dick & Mary and Jeff tested the weatherman's forecast and almost escaped the rain entirely except for a small shower on the way home. As we pulled up in the drive of the shop Charlie greeted us with a smile and treated us with coffee and donuts. Two beautiful 1800 Trikes awaited us to be demoed. And we did! WOW! It was a good time and a lot of fun! Want to turn some heads? Ride a trike! Thank you Charlie for your support and we look forward to our next visit! Upon our return home we stopped by **Touring Specialties** in Mansfield to say hello to Dave Thomas. We all spent a little money and promised a return trip. We were riding on borrowed time at this point, as the weather was trying to move in and spoil our great morning. We did run through a brief shower as we concluded our ride, but nothing that a chamois couldn't fix!



Across

- 1 M/C club in Granbury
- 2 Three wheel M/C
- 3 Land of the free Home of the _____
- 4 Director of Chapter P
- 5 Color of Truban's M/C
- 6 When guys get lost they ALWAYS stop and ask for _____
- 7 Red Light, Yellow Light, _____ Light
- 8 Lone Star State
- 9 Popular Goldwing tire.

Down

- 1 Dallas _____ football team
- 2 Earth.
- 3 Popular Chapter P function at 8 am Sat. morning
- 4 Always _____ before changing lanes.
- 5 Some folks can pay cash for their Goldwing others have to _____ them.
- 6 GWRRA will have the _____ _____ in Oklahoma in 2009

This is way to easy, but if you need the answers they'll be in next months newsletter

Happy Anniversary
 Carol and Brian Handleson 11- 9
 Happy Birthday
 Robert Adair 11-25
 Mike McMahan 11-28

Happy Anniversary (Late)
 Sally and Jerry Nelson 10-14
 Happy Birthday (Late)
 Sally Nelson 10-22



Letter from the Editor

As you can see from the above list, I am REALLY lacking names that need to be posted. If you can send me the dates of your anniversary and birthdays, I will put them on our list for future posting in the Chapter P newsletter. Please send to rjohnson1798@yahoo.com. Thanks Ron

SAFETY FROM MY EYES AND YOURS

From time to time I like to reflect on my driving habits that I feel have made me a safe M/C rider throughout the years. I would like to encourage all members of Chapter P to send me the little things they do that makes every journey on THEIR motorcycle a safe one.

1. From my driver education class in 1961

- a. Always leave yourself an out. (I personally never let any vehicle within 3 seconds of me)
- b. Check mirrors at least every 3 seconds.
- c. Always slow down at intersections even if you have the green light.

2. If you're traveling at 60 mph, and you take your eyes off the road for 1 second you've traveled 88 feet. For every second after that, double the distance. Hopefully NO ONE ever takes their eyes off the road for longer that 2 seconds. (That's just dumb)

Please send me your tips that have made your journeys safe and I'll pass them on so our members can include them into things that make them a safe rider. Thanks Ron



Haven't seen this much fringe since the Last time I saw Elvis



Sonic Night



Sonic Night



Sonic Night



12

HONDA THROUGH THE YEARS



1949 Honda



1959 Honda Dream



1959 Super Cub



1979 CBX 6cylinder



1965 Super 90 This is the M/C I learned to ride on. Ron



1969 Honda 750



1975 Goldwing (\$2895)



1980 Honda Goldwing



2006 Honda Goldwing

I thought you would like to see the evolution of the Honda motorcycle. Starting with the very first Honda motorcycle built in 1949. Notice the base price of the 1975 Honda Goldwing.

Are You Thinking Trike?

We are excited about our new trike product.... the Roadsmith by Trike Shop. We picked up our GL1800 demo this past Tuesday at the factory in Minnesota and rode it the 1000 miles home (some of it very wet)! Needless to say, we were very impressed with the Trike Shop facility, their personnel and the quality and performance of the trike. It's a loaded unit with 5.5 degree steering, Wing Guards (running boards), auxiliary fuel tank and several other options. You are invited to come by, look and take a test ride. We certainly encourage comparison riding.

For a limited time, we are offering the basic GL1800 Roadsmith trike conversion at an introductory price of \$9,995. This price includes installation, factory match paint, trailer hitch with drawbar and wiring harness, parking brake, large carpeted trunk, 16" polished aluminum American Racing wheels and radial tires. There are many options available to personalize your trike using the Roadsmith optional accessory list.

We are confident that we now offer the "best of the best" in independent suspension trikes - DFT and Roadsmith. Both these units feature fully independent suspension and provide excellent ride and handling.

Charlie Sheldon
Southwest Touring
2002C Roosevelt Dr .
Pantego , TX 76013
888 798-6378

Senior Moment

An irate customer called the newspaper offices, and loudly demanded to know where her Sunday newspaper was.

Ma'am, said the employee, today is Saturday. The Sunday paper is not delivered 'til Sunday.

There was quite a pause on the other end of the phone, followed by a ray of confusion, then the elderly woman said:

'So that's why no one was in church today.'

Cheers to life's senior moments!



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GWRRRA

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To register, simply mail or fax this form, or call 1.800.843.9460, or visit www.wing-ding.org on the Internet.

RIDER'S NAME: _____ GWRRRA MEMBER # _____

CO-RIDER'S NAME: _____ GWRRRA MEMBER # _____

CO-RIDER'S NAME: _____ GWRRRA MEMBER # _____

MAILING ADDRESS: _____

CITY/ST/ZIP: _____

COUNTRY: _____

HOME PHONE: _____

WORK PHONE: _____

E-MAIL ADDRESS: _____

Full registration includes: access to trade show, seminars, talent show, field events, parades, opening and closing ceremonies. Plus, each full registrant receives a souvenir event pin, event program, coupon book, one door prize ticket and one grand prize ticket for a chance to win thousands of dollars in prizes!

Please use ONE form for each rider (the rider is the driver of the motorcycle). Co-riders (passengers) use the same form as the rider.

PREREGISTRATION: (Postmarked before May 18, 2009)

LATE: (Postmarked May 18 - June 15, 2009)

Number of Life or Gold Members _____ x \$20 = \$ _____	Number of Life or Gold Members _____ x \$22 = \$ _____
Number of Members _____ x \$40 = \$ _____	Number of Members _____ x \$45 = \$ _____
Number of Non-Members _____ x \$50 = \$ _____	Number of Non-Members _____ x \$55 = \$ _____

Preregister by May 18, 2009 and receive a certificate for 10% off Goodie Booth purchases. (One 10% certificate per registration packet, good for 1 trip to Goodie Booth). Certificate will be in preregistration packet.

Children 15 and under at the time of the event are admitted free. Cancellations in writing must be received at the Home Office on or before June 15, 2009, and are subject to a \$15 handling charge. No telephone or verbal cancellations will be accepted. Day passes will be available, \$15 for Members, \$22 for non-members. On-site full registration fee is \$50 for Members and \$60 for non-members.

Please note, only registered delegates may participate in Wing Ding functions, activities and events! Additional lodging and camping information will be sent with your registration confirmation 2-3 weeks after your application is processed. Armbands, tickets, T-shirts or any other items purchased will be available for pickup beginning the day prior to Wing Ding in the registration area.

FAX or MAIL this form to:

GWRRRA
P.O. Box 42450
Phoenix, AZ 85080-2450

1.800.843.9460
623.581.2500 (Phoenix)
Fax: **623.581.3844**

Register on-line at
www.wing-ding.org

Continued on other side...

November 2008

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1
2	3	4 Election Day 	5	6	7	8
9	10	11	12	13 Monthly meeting 	14	15 Palto Pinto Robert leading 
16	17	18	19	20	21	22
23	24	25	26	27 Thanksgiving 	28	29
30						