



# *The Winger*



October 2011 A publication of GWRRA-NY "W" Rochester, NY  
"Friends for Fun, Safety, and Knowledge"

## The Chapter "W" Director Speaketh

by Greg Eames, CD

### "When the frost is on the pumpkin"

Here we are slowly sliding into fall. The days are getting shorter and cooler and the leaves are starting to turn. Summer 2011 is just a memory but what a good memory it is. We had a lot of great times and good riding this summer. As your chapter director I made a personal commitment to try my best to attend all chapter functions and with a few exceptions I did it! There is still a lot of good riding to be done as fall is still a great time for some good rides.

Speaking of fall rides, plans are being laid for a leaf-peeping get-together with Ohio chapter B3. I was contacted in February by the Assistant Rider Educator about the possibility. He had lived and worked in Rochester in the 70's and has a knowledge of the area. We are planning on meeting and riding with them on Friday October 14th then spending the night in Bath at the Microtel Inn. We will continue riding with them on Saturday the 15th and return home in the evening. Please contact me if you would like to go so I can reserve rooms.

We had a small gathering a couple of weeks ago and put together our winter events calendar. A few of the events we are planning are;

2 monthly game nights, 1 at our house, 1 at the Fedeli's. We had so much fun last year that we want to try having them more often.



*Greg and Dee Eames*

Monthly coffee klatches to be held at members houses on Sunday morning at 10. At this point it will be at the Fedeli's on Nov.20th., Pearson's on Dec.18th. and the Johnston's on April 22nd. In February we will be combining the coffee klatch with the ride-planning meeting at our house on Saturday the 18th. That leaves 2 months, Jan. and March, up for grabs. Anyone willing to host please contact Dan Strong or me. We are planning on the host providing the coffee while the members bring a small brunch/pastry dish to pass.

Last year's potluck dinner was a huge success so Barb Fedeli and Cindy Lewis have volunteered to coordinate it this year. It will be on Saturday March 24th and will held once again at Liberty Lodge in Webster. More details will follow.

There is also an idea on the table for a bowling day. No dates have been set but e-mails will be sent when arrangements are made.

The winter ride schedules should be ready for publication and distribution shortly.

Have a great October,

**WWW.GWRRA-NYW.ORG**

## Oct. Tuesday Sho-n'-Go Schedule

Please take note the Tuesday night ride will meet for Sho- at 6:00 PM next to the BKW parking lot on Pixley Road n-Go at 6:30.

- Oct. 1<sup>st</sup> Breakfast at the Elmgrove Family Restaurant, 8:00 AM there
- Oct. 4<sup>th</sup> Carmines, 671 Maiden Lane, Leave BKW, 6:30 PM
- Oct. 8<sup>th</sup> Penn Yan Ride, Windmill, Leave 9:00 AM Charlies, Victor  
(need a ride leader any volunteers???)
- Oct. 11<sup>th</sup> Nutcracker Family Restaurant, 2159 Empire Blvd., Leave BKW 6:30 PM (hosted by Lyle Nudd who is well worth the price of admission)
- Oct. 14<sup>th</sup>/15<sup>th</sup> Fall Foilage ride w/OH-B3, Location and departure time to be determined (another adventure brought to you by the Eames Family)
- Oct. 18<sup>th</sup> Pineview Family Restaurant, 2139 N. Union Street, Spencerport, Leave 6:30 PM BKW
- Oct. 20<sup>th</sup> Chapter Gathering at the Elmgrove Family Restaurant  
Dinner 6:00 PM,  
Meeting 7:00 PM
- Oct. 25<sup>t</sup> Taste Of Texas BBQ, 122 South Union Street, Spencerport, Leave 6:30 PM BKW
- Oct 29<sup>th</sup> Middlesex Roast Beef Dinner Ride, Middlesex Fire Hall Leave, 3:00 PM Charlies, Victor
- Nov. 5<sup>th</sup> Breakfast at The Elmgrove Family Restaurant, 8:00 AM there

## October BIRTHDAY GREETINGS

<b>Dave Hockenberry</b>	<b>1st</b>
<b>Cindy Thayer</b>	<b>3rd</b>
<b>Mackenzie Ide- Eames</b>	<b>6th</b>
<b>Patti Wood</b>	<b>7th</b>
<b>Charlie Fedeli</b>	<b>11th</b>
<b>Janey Miller</b>	<b>11th</b>
<b>Dewey Van Nort</b>	<b>13th</b>
<b>Shelby Ide-Eames</b>	<b>16th</b>
<b>Ron Hinz</b>	<b>20st</b>
<b>Linda Koehn</b>	<b>29th</b>
<b>Dan Strong</b>	<b>30th</b>
<b>Gene Tomasino</b>	<b>30th</b>



*HAPPY  
ANNIVERSARY*

<b>Pat and Sultana Sullivan</b>	<b>14th</b>	<b>15 years</b>
<b>Dan and Kathy Strong</b>	<b>21st</b>	<b>33 Years</b>
<b>Ron and Jan Hinz</b>	<b>30th</b>	<b>11Years</b>



Gold Wing Road  
Riders Associaiton  
announces that  
Wing Ding 34 will

be held in Fort Wayne, IN, on

July 4th - July 7th, 2012.

## Have A Safe & Fun October

## The NY W Ride Coordinators



Got a problem with your Wing?

Perhaps Goofy Fixer can **help** you.

Call Goofy at 748-3953 for free **help** to active Chapter "W" members.

# Recipe of the Month from Joanne's Kitchen

## Morning French Toast

- 3 medium apples peeled and sliced
- 2T butter or margarine
- 1/2 C. dried cranberries, raisins or craisins
- 3t. cinnamon divided
- 1 C. packed brown sugar
- 1/2 C. butter or margarine melted
- 8 slices, 1" thickness French or Italian bread
- 6 beaten eggs
- 1 1/2 C. milk
- 1 T. vanilla



Joanne Johnston

Directions:

Cook apples in 2T hot butter for 3-5 minutes or until tender, stirring occasionally, remove from heat. Stir in cranberries and 1 t of cinnamon spread in a 9x13. Sprinkle fruit with brown sugar and drizzle 1/3 C melted butter. Arrange bread slices on top.

In a large bowl, whisk eggs, milk, vanilla and 2 t cinnamon. Pour egg mixture over bread in baking dish soaking bread completely. Cover with foil and refrigerate at least 4 hours or up to 24 hours.

Bake at 375\*, covered for 35 minutes. Bake uncovered for 5 more minutes. Remove from oven, let stand for 10 minutes.

### From the Glasow's...

#### Sunshine Club - Birthdays



Tim & Mary Ann Glasow

If you know of someone who is having surgery, ill, or passed away, please inform Tim or Mary Ann so that the proper acknowledgement can be made. Their phone number is 225-8916 and their e-mail is:

*trglasow@frontiernet.net.*

## LEARN 2 RIDE, INC.™

Motorcycle Safety Foundation's  
BASIC & ADVANCED Rider Courses  
NYS Motorcycle Safety Program  
DMV Road Test Waiver Approved  
Greater Rochester Region of New York State  
INFO: [www.learn2ride.net](http://www.learn2ride.net)  
E-MAIL: [Learn2ride@learn2ride.net](mailto:Learn2ride@learn2ride.net)

**Ron Hinz - 585-615-RIDE**

## HOLLINK MOTORSPORTS

386 South Union Street  
Spencerport, NY 14559

**(585) 352-1930**

New and used motorcycles — Parts and Service

**Bill Hollink**  
Honda - Suzuki - Kawasaki - Yamaha - Ducati

# News From Our Assistant Chapter Director

by Larry Helber, ACD

One of the things that I enjoy about living in Rochester is appreciating the treat of a gorgeous day like we just had today. I started out doing errands today and I realized how beautiful it was so I pointed the Wing out of town and just started riding, I didn't care where to, it was just nice to be out under blue sky, feeling the warmth from the sun and enjoying the beginning of the fall colors. Growing up in southern California we didn't have seasonal changes and sunny days were hidden by smog. There is nothing like the treat of shirking your responsibilities or taking time off from work just because the weather is nice.



Larry Helber

Our riding days are numbered so I just kept riding until hunger set in close to Olean so I stopped and had dinner at Sprague's Maple Farm. I was introduced to Sprague's on the way back from our PA trip this year and enjoyed it so much it was worth a return trip. Refreshed by a good meal it was time to start focusing on my return trip home. The day was beginning to wane. The sun was receding into a warm glow lighting the opposing hills into a blaze of fall colors. The shaded hills faded in muted blues giving a strong contrast to the scenery as I motored through. I had to pause as I crested a rise and saw the red barn and neighboring fields aglow in the yellows and oranges of fall. A pre-fall spectacular. As I arrived on the outskirts of Cuba I was treated again by a large American flag gently waving in the breeze spotlighted by the sun. The distant buildings were lit up in warm colors while the homes near me were subdued in the cool blues of evening. It was a great ride that calmed a frantic morning, I hope that

everyone had a chance to get out and enjoy, at least a little bit, of the last weekend of September.

Today's ride reminded me of the importance of dressing in layers this time of year. Make sure you bring extra gear for all of the temperatures you may see. During the summer the temps stay pretty even and even at night you can get away with just your normal riding gear. Today when I started out it was pleasant in just my spring/fall riding jacket but as the afternoon grew the temperatures got above 80 and I was getting a little warm. When dinner finished it was still 79 degrees but 30 minutes later when the sun set the temperatures dropped 12 degrees. If I hadn't brought those extra layers it would have been a long cold ride home. I was several hours away, in the right gear still able to enjoy the cool breezes of evening.

We still have a few more rides planned this month if you want to get out and enjoy the last bit of the riding this season with us. We have a trip out to Penn Yan with a stop at the Windmill for some shopping and a meal at the Essenhaus, there is also the Finger Lakes foliage ride with the Ohio B3 Chapter plus our Tuesday night dinner rides. Grab another layer and join us.

PS I hope you don't mind the length of the article about Les and my ride around the lakes. I hope you enjoy it. If you do let me know, if not then tell Les ☺

## HELP!

This space reserved for the Ladies  
Corner, Co-riders Corner, or some kind  
of corner, page, epistle or whatever  
**SHE** wants to call it.

So, who's gonna write it?

LATEST GRANDKID  
PICTURE

SHOPPING  
TRIP

RECIPES

CO-RIDER COMFORTS  
AND TIPS

Please ladies, don't fight over this opportunity!

# Rider Education News from Jim

## *Thoughts on Fall Riding*

by Jim Pearson, Ride Educator

As much as we do not want to admit it, fall is coming and will signaling the end of our riding season. I personally look forward to the fall as it can provide us with some of the most enjoyable scenic riding of the year. However, along with this come some unique obstacles.



Jim Pearson  
Rider Educator

Remember, this is the time of year when deer start thinking about love and they become much more active and travel over larger distances and more and more during the daytime. We need to be very observant during their mating season. As well, as the days become shorter and shorter, many smaller animals will become present during the evening riding hours.

I know that we all love to make fall rides and enjoy the vivid color that come with the scenery when the trees start to change colors, especially when riding up north in the Adirondacks. However remember that there can be extreme temperature changes which can result in damp or frost covered roads. Be especially careful when riding between open road and a stretch of road protected by trees. You can very easily ride from dry road onto extremely slippery road conditions. Also there is my personal pet peeve, people who mow their yards and discharge the clippings onto the road. Wet grass can create an extremely slippery road condition.

As we all know, we are out there to observe the fall foliage, but then again so are all of the other

leaf peepers. Remember, their thoughts are focused on the foliage and not necessarily on proper driving skills. Be very observant as they can be distracted very easily by the foliage. They will not be looking for you.

Also, as the temperature can vary significantly from early morning through mid-day to late evening, you should dress in light layers which can be removed during the middle of the day and then put back on towards evening.

As always, dress for the crash.

---

## Are Iron Butt Rides Safe?

Some have challenged the value of the Iron Butt Association (IBA) rides. They claim they encourage unsafe riding by encouraging the riders to speed or drive when fatigued. I don't doubt that some riders have made some poor decisions but it was not at the encouragement of the IBA. The basic introductory ride "The Saddle Sore", 1000 miles in 24 hours can be accomplished by a commercial driver in a large truck **legally**. Without speeding or cheating on his log book. He can easily chain the feat for up to 7 days before he runs out of hours and is required to take an extended rest. All of the IBA rides allow 20 minutes off for every hour the rider is on the road. Not a lot, but this is an endurance ride not a sight seeing trip.

IBA does not recognize the amount of time it takes you to complete the challenge other than the fact that it must be within the given time constraints. This discourages dangerous behavior trying to complete the trip in record time. Even completing the challenge only gives you the opportunity to purchase items from their shop. There is no reward, just bragging rights that you completed it.

I also believe that the length and challenge of the IBA rides is such that only dedicated hard core  
*IBA Safe, cont., page 12*

# ONCE AROUND THE LAKES

by Larry Helber, ACD

I first heard of the Iron Butt Association (IBA) and their rides about 10 years ago when a very good friend of my family talked about them. At the time I was without a motorcycle but we often talked about doing an IB together sometime. By the time I was back on two wheels my friend could no longer ride. I then vowed to do an IBA ride where he could witness either the start or end. This was going to be that year. Unfortunately he succumbed to cancer before the weather turned good enough for me to travel this spring.

Still determined to do an Iron Butt ride, I discussed it with Greg, who I knew had completed an IBA ride before. I was curious to find out if there was someone else interested in making an attempt. Riding with someone else would add an extra element of safety and help pass the time.

The Iron Butt Association is dedicated to the sport of safe long distance riding. They offer a series of challenges that fellow enthusiasts may attempt. They are called rides but in reality they are endurance tests. The IBA lists a variety of rides that it offers certificates of completion; the shortest qualifying ride is 1000 miles that must be completed in less than 24 hours, the longer ones include traveling through all 49 states in 10 days. The riders pick their own routing and start and finishing points. The riders must document all facets of the ride in order to validate your attempt to the IBA judges. Once validated one is able to purchase

official IBA products, including a certificate of completion and a license plate frames presenting you as a member of the IBA, “The World’s Toughest Motorcycle Riders”. Your name is listed on their website as proof of your accomplishments.

While talking with Greg, Les Johnston mentioned that he would be interested in an IBA ride. Les and I then spent the next few conversations talking about our riding, traveling styles, and goals about the ride. We agreed to go together when we discovered that most importantly, both of us wanted to complete this ride safely and not to be forced into taking any unnecessary risks. If for any reason we didn’t feel safe, we would both stop. We didn’t know it at the time, but we were going to be tested on this. We then entered what I felt was the toughest part of the trip, planning where to go.



Remember back in your school days and the teacher would give out a writing assignment, “write an essay on any topic”. Trying to find a 500 to 1000 mile trip “to any where” where you are not going to stop for very long was not easy. We were offered Greg and Bill’s trip but Les and I were interested in blazing a different trail. Finally while exploring the list of IBA rides Les discovered a ride that circles Lake Ontario and Lake Erie. With the destination decided – Rochester to Rochester via Toledo, Detroit, Toronto and Syracuse, we only needed to set a date, time and direction. A Wednesday (middle of the week) and a 7:00-8:00 am start would put us through Detroit and over the bridge to Canada early enough to miss the 5:00 traffic and through Toronto after their rush hour(s). An extended rest period was

*Once Around, cont., page 7*

**Once Around, from page 6**

planned for Kingston, or if we felt good we would try to reenter the US and rest in Watertown.

The Monday before we were going to leave I received a phone call from Les. He was not feeling well and considered still going but was concerned about getting me sick. My reaction was, "this is an endurance ride and if you are not feeling 100% you shouldn't go and if Les isn't going neither am I." Trip delayed. A few days later we both concurred that it was the smart thing to do. Les admitted that sneezing in his helmet would not have been a comfortable and safe way to travel on this noteworthy trip. The problem we now faced was that school was close to starting and my job was demanding more of my time. A weekday ride was soon scratched and left us with the choice of the first weekend with weather good enough to go. The weekend after Labor Day had potential.

The first week of school is always crazy for a school bus company. By the time the Friday afternoon runs completed I was frazzled and needed to relax. My wife suggested we go to our favorite Mexican restaurant, favorite because of its great Margaritas. Just after appetizers and ordering my second Margarita I get a text message from Les:

"Are we still planning on going tomorrow"

I respond "Yes, I really need a long ride after this week"

Les "We are going to get wet"

Myself "Rain is forecasted? How much?"

Les "Not sure, I have plans for the following weekend too so we would have to delay a couple weeks"

About this time I was in the middle of a nice meal and the restaurant didn't have WiFi so I didn't have any way of looking up the conditions myself and after 2+ Margaritas I wasn't too confident in my judgment anyway. I have ridden with Les many times now and I felt confident that I could endure any conditions that he could so I sent a reply back that said

"I have rain gear – You make the call"

After an extended pause my phone chimes and I see "Were going." Time to get home, pack and rest.

The IBA requires that the start and finish of the ride is witnessed by someone that is willing to be

contacted by them to verify that the ride did occur. Sometimes you can get a gas station attendant to sign the forms and you hope that they will A) respond or B) remember you when they are contacted eventually. To eliminate this variable we elected to have Joanne and her friend Kathy to act as witnesses. We all met at the bagel shop for the last minutes preparations and a



final meal before going "on the clock". During breakfast Joanne mentioned that she hoped we didn't have any problems crossing the border and then reminded us that Sunday was 9/11! Oops! Didn't think about that one. Not much to do now but hope for the best. Once more Les and I, all smiles and ready for the trip, agreed that this is just an attempt and we would stop if either one felt unsafe. We doubled checked our rain gear and passports and headed for the gas station in Henrietta that would serve as our start and finish point. A brief photo opp, Les said his goodbyes and we pulled up to the fuel pumps to top off our tanks and receive our receipts that will function as our timecard marking

**Once Around, cont., page 8**

**Once Around, from page 7**

the beginning of our 24 hours.

We chose to start from Henrietta because it was close to the thruway where we could maximize our average speed. Les had the foresight to ensure the gas station was 24 hours and the fuel pump receipts had a time stamp on them. We quickly entered the thruway and only a couple miles into the trip we hit road construction. We were relieved when it didn't last long and we were finally on our way. Saturday morning around 9:00 am is an easy time to travel through Buffalo. Just past the NY/PA state line we pulled off the highway and set a precedence that remained for the rest of the trip, bathrooms first and then fill up the bikes. Pretty uneventful for the first leg of the trip but that is what we expected.



IBA rides are not known for their fun curve carving roads or beautiful scenery. They are a grueling get from point A to point B approach to traveling. For some it is their sport, others use it just to get there so they can maximize their time while they are gone. They are a challenge for anyone. So Les and I continued along the highway enjoying being out on the road on our Gold Wings. As we motored through Erie, PA we noticed clouds forming, threatening to present us with the forecasted rain. We chatted about when or if we should put on the rain gear. A few drops on the windshield didn't bother me but when I saw them hit my non-water proof GPS, I decided to pull over and put the cover on it. By the time we pulled into the rest area the drizzle was turning into rain so we put on the rain suits, made sure everything was covered and returned to the highway. Our timing was perfect; we reentered the highway just as a bunch of big

trucks passed kicking up all kinds of water in their wake. The rest of the way through PA and half way through Ohio we had a light rain. Enough to make the roads wet, but not enough to make it hard to see through the face shield. By the time we stopped for lunch the rain had stopped and the roads dried out but it was still cool and over cast.

We briefly stopped for fuel again just before entering Detroit and crossing the bridge into Canada. During our pre-trip planning we learned that motorcycles were not allowed in the tunnel so we planned on going over the bridge. What we didn't

know was the exit construction for the bridge had changed. There were three exits with the same number that were sub-labeled A, B and C that my GPS didn't tell me about. Some of the signs were hard to understand and the construction signs c o n t r a d i c t e d everything else. Yes, we got off on the wrong exit; we could see the bridge but couldn't figure out

how to get there. My GPS kept "recalculating," but couldn't do it fast enough before I was forced to turn again. I made a couple of wrong choices, and a few correct ones, and we were back on track. We hoped. We ended up going through a large parking lot and construction yard but eventually hit a toll booth so we knew we must be on the right road. We breezed through customs without much problems and we were in Canada and on the 401 which we would stay on until we were ready to head back to the States. Crossed the border, the weather cleared and the sun came out. The rain gear went off and the sunglasses came back on.

I have traveled a lot of roads in this continent but I find the 401 between Windsor and London in **Once Around, cont., page 9**



*Once Aaround, from page 8*

Ontario Canada has got to be the most boring road I have ever traveled. It is long, flat, straight and contains nothing to look at. I don't have cruise control on my classic but I do have a throttle lock. Little variations in the road normally prevent the lock from being effective as a cruise control. This was the first time that I was actually able to use it for any length of time without having to readjust it. At least after passing through London we had some traffic to break up the boredom.

The monotony turned to chaos as we started to cruise through the outskirts of Toronto. During our trip planning stage, we worked on route timing.

Our initial departure time was based on when we could get through the large cities and border crossings with the least amount of traffic. We assumed that 7:00 on a Saturday evening would be fairly calm. What we didn't expect was 18 lanes of heavy traffic in both directions all flying at a high rate of speed. Each direction (east and west)

had 4 Express lanes, 4 Local Access lanes plus an additional lane for people getting on and off the express way. Our last stop was two hours before and we were thinking about taking a break and getting some dinner. Of course, fuel was also starting to be an issue too, but more importantly, the sun was setting and remember both of us had our sunglasses on! In a car you can easily pull them off and throw them on the dash. A couple of times I thought about trying to stuff them into a pocket as we were going but the vision of watching expensive sunglasses being refitted by the tires of the car next to me didn't seem too appealing. I had tried eating a power bar earlier in the day while motoring down the road that had that same result. With all of the other cars zooming around us I was not too crazy about taking either hand off the bars either. When you are watching traffic it is hard to watch the exits trying to find one with an easy return with fuel and



food available without venturing too far into the city. Finally with daylight just about gone, we just took a chance and drove into the local lanes, crossed our fingers and headed for an exit. At least we would be able to take our sunglasses off.

Fortunately, we did find fuel and an open Subway sandwich shop a few blocks away. Not much else was open (we asked). At least we didn't have to wait in a long line and there was plenty of room to stretch out in. We both felt pretty good knowing that we were more than half way around and since we were now  $\frac{3}{4}$  of the way through Toronto the only real obstacle left would be the border crossing back into

the States on 9/11. Both of our energy levels were up and we discussed riding to our alternate layover sight in Watertown. Rested and satiated, we mounted our Wings and headed back for the highway.

The traffic returned to its rural levels the farther we rode from Toronto. An almost full moon was on the rise to help light our way through the darkness. About

an hour out of town we saw our second and last glimpse of the lakes we have been circling all day. The first time was in Cleveland when I90 makes a sharp turn right by the lake. This second time we could see the full moon glistening off the water for a moment before the road headed inland again. The temperatures steadily started dropping the further we traveled along. Lower air temps and the warmer ground temps caused an interesting ground fog that was building as we rode. It stayed off the highway but started to cover all the low lying areas and was illuminated by the rising moon. It was an eerie sight and made us feel like we were traveling through a 1940s werewolf movie. We admired it well past Watertown.

At our last fuel stop in Canada we both felt pretty strong and were certainly awake enough to cross

*Once Aaround, cont., page 10*

**Once Around, from page 9**

back into the US at night and saving us the traffic problems at the border. We both felt making it back without stopping was a possibility too. We did agree that if we were going to try that then we would make a few extra rest stops to help keep us alert. After 14 hours on the saddle, we were starting to feel a few cramps from riding for so long and the extra stops will give an opportunity to stretch more.

We arrived at the border around 11:00 with only 1 lane open and only 1 car being interviewed. I was leading at the time and was able to pull right up to the border agent. After turning off the motor, removing my helmet (his request) and handing over my passport I was quizzed about Les behind me and then waved on. Les went through the same ritual but was quizzed about me. It didn't mater; we were back in the US with very little delay. With the hurdles completed it was one more fuel stop to prove our last corner and we were homeward bound. We considered a rest break one last time but the temperatures were still dropping and Les and I were still full of energy from the prospects of actually completing this trip that we didn't think we could sleep even if we did stop. Besides, it would be even colder when we started again. Les fired off a quick text to Joanne to let her know we were considering arriving back in town around 3:00-4:00am.

Not much was left to do. The roads were dark and quiet, we started calling each other on the CB a little more frequently to make sure each other was ok. The temperature reached 50 now and I wish I had worn my other jacket so I resorted to putting on my rain gear again. Les had forgotten his other gloves and was getting a little cold between Syracuse

and Rochester so an additional warming stop was made. We also needed another stop timed to wake Joanne up so she could meet us at the gas station in Henrietta and document the completion of our trip.



I want to give Joanne and Kathy a great big THANK YOU for being our witnesses. They got up early on a Saturday morning to watch Les and I get gas and leave. They even made us a sign for the pictures. They get a call at 3:00 am on Sunday morning to wake up and do it again. They were all smiles when we got there but Les and mine were bigger. I want to thank the

two of them for their work in making this trip a success. PS don't forget to answer the questions correctly when the IBA calls.

I also wish to thank Les for going with me on this trip. He was a great traveling companion and made this a fun trip. He took our input and most of the route planning and picked out some great stops.

Because of his planning we were able get off and then right back on the highway with a minimum amount of time.



When we left Henrietta Les's shoulder and neck was hurting but not his butt. My hip was bugging me along with my right wrist but not my butt. I got home and wanted to crawl into bed because I had to get up in a couple of hours for my son's

cross country team breakfast. I was still wound up from the ride and so I figured I would send Greg a quick email to let him know we made it back and was safe. It was a 3 line email and I dozed off 3 times while writing it. Greg commented later he noticed some strange characters in it. A few hours later at the XC breakfast, I went to sit down on the hard cafeteria bench and that is when I felt it, the pain in my butt...

# GWRRA Leaders



**GWRRA NATIONAL**  
Executive Director **Mike Stiger**



## NORTHEAST REGION "B"

Region B Director **Ed & Dottie Bahrenburg**

Region Educators **Tim and Ann Grimes**  
CPR/FA **Keith & Elaine Price**  
2010-11 COY **Rich and Doreen Lampe**

Region Trainer **Ed & Dottie Bahrenburg**

Region Membership Enhancement  
Coordinators **Mike & Nancy Mandell**

Region Chapter of the Year  
Coordinators **Mike & Shirley Prince**

Region Treasurer **Michelle Perry**  
Webmaster **Clark Clemens**

## NEW YORK DISTRICT

NY District Director **Paul & Suzette Wood**  
NY Assistant District Director **Bob & Kathy Turner**  
NY Assistant District Director **Gary & Donna Cork**  
NY District Treasurer **Kathy De Groff**  
NY Rider Educator **Al & Emily Stahl**  
NY District Leader Trainer **Jack & Donna Seeley**  
NY District COY Coordinators **Bob & Sandy Kelley**  
NY Couple of the Yea **Ed & Dottie Bahrenburg**

NY District MAD Coordinators **TBA**

NY District Membership  
Coordinators **Pete & Marielle St. Amour**

## Breakfast at Elm Grove

Come join the breakfast fun at the Elm Grove Family Restaurant the first Saturday of every month at 8:00 AM.  
The Elm Grove Family Restaurant  
730 Elmgrove Rd. just off Rt. 531.  
It is north of Rt. 531 on the east side of the road next door to a 7-11.  
If you cross Lyell Rd. say oops and turn around.

## Open for Dinner

Elm Grove Family Restaurant is open for dinner Tuesdays thru Saturday.

NY District Public Relations **Linda Waterman**  
NY District Web Mistress **Suzette Wood**  
NY Newsletter Editor **Phil Coons**

## NEW YORK CHAPTER "W"

Chapter Director **Greg & Dee Eames**  
Asst. Chapter Director **Larry Helber**  
Treasurer and Supplies **Sandra Heid**  
Ride Coordinator **Marty Watkins**  
**Dan Strong**

Ride Safety Education **Jim Pearson**  
Membership **Les & Joanne Johnston**

Newsletter Editor **Allen Skiles**  
Asst. Newsletter Editor **Larry Helber**  
Photo Album **OPEN**  
Sunshine Club, Birthdays/  
Anniversaries **Tim & Mary Ann Glasow**  
50/50 Raffle **Kathy Jordan**  
Door Prizes **Sue Skyner**  
Webmaster **Allen Skiles**  
Asst. Webmaster **Larry Helber**

## The next Gathering will be October 20, 2011

**Elm Grove Family Restaurant**  
730 Elmgrove Rd. just off Rt. 531  
north of Rt. 531 on the east side of the road next door to a 7-11. If you cross Lyell Rd. say oops and turn around.

Dinner Meeting schedule:  
Meet and eat at 6:00 PM  
– Meeting about 7:00 PM

**IBA Safe from page 5**

riders would consider taking on these challenges. Inexperienced riders that would make poor decisions probably would want to attempt these rides without the guidance of an experienced rider. These are experienced riders that understand the risks and will take the extra time to properly prepare for the ride. All of the casual riders that I have talked about my experience with thinks I was nuts just for trying it.

Send your news articles  
and/or ads to

Newseditor-Al@gwrri-nyw.org

Due by the 20th



**Goofy  
Fixer**

Broke down along the road of life? Goofy can't help you. However, if your broke down along a regular road, give him a call. Check out the NY-W website - [www.gwrri-nyw.com/goofy\\_fixer.htm](http://www.gwrri-nyw.com/goofy_fixer.htm)

Have Trailer, Will Travel

**GoldWing - the sound of silence**

**GWRRA-NY "W"**

c/o Allen Skiles, Sr.  
4-D Burke Lane  
Spencerport, NY 14559-1544



Hey Dee, wait  
for me.

