



# The Winger



October 2012 A publication of GWRRA-NY "W" Rochester, NY  
"Friends for Fun, Safety, and Knowledge"

## Chapter Director

by Greg Eames, CD

Summer 2012 is a memory and what a memory it is! As we slowly slide into the cooler weather of Autumn I am reflecting on all the good riding we did this year. There were a lot of good destinations this year. To name a few there was Wing



Greg and Dee Eames

Ding in Fort Wayne, Americade, The Bi-State, Wellsville balloon fest, Harris Hill and the soaring museum, Market Street in Corning, Cooperstown, Gordie Harper's Bazaar in Newfane, Fort Niagara and The Silo Restaurant, Olean (Sprague's, Poor Cow Leather, Worth W. Smith hardware), the Gray Ghost Inn in Vermont and all of the great new Tuesday dinner rides and Friday ice cream rides. We had some trips with great weather and some with not so great weather but all in all I would say that we had a fantastic summer with lots of great times with good friends and many memories to get us through the up-coming cold weather ahead. That's not to say that there won't be more good rides this fall or plenty of chances to get together and socialize this winter. As of this publication, the winter ride meeting has been held and all sorts of fun activities are in the works

*CD, cont. page 3*

## Assistant Director

by Larry Helber, ACD

I mentally write many of my columns for the Winger while riding my Wing. Getting out of town onto the less traveled roads releases the stress and clears my mind. After about 100 miles the ideas start to flow and I sort them into something I hope to be entertaining for you to read. I try to come up with something different and motorcycle related to keep the sponsors from getting too close together. That column is somewhere else in this issue. This month I need to talk about something very important that happened to me at the end of my last trip.



Larry Helber, ACD

As background, it has been a very difficult year. I have been dealing with some serious health issues (the prognosis is finally starting to look good BTW.) My job has been a roller coaster (anyone looking for a really good computer geek / software engineer?), A divorce and all of the family issues that come with it. Finally having to buy and move into a new home. Most of this has all transpired since November. I mention this as reference to my state of mind.

Motorcycling has always been a great stress reliever for me and I have relied on it a great deal this past

*ACD, cont., Page 3*

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### October Tuesday Sho-n'-Go Schedule

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

Oct. 2nd, Tue., Wegman's Café, Penfield Rd, Penfield, NY, 6:30 PM, BKW

Oct 3rd, Wed., Dinner with Chapter H, Sam's Diner, Holley, NY, 6:30 PM, BKW

Oct. 6, Sat., Breakfast Panorama, 730 Elmgrove Rd, Gates, NY

Oct. 9, Tue., Bill Gray's, 3240 Chili Ave, Rochester, NY, 6:30 PM, BKW

Oct. 12, Fri. Game Night, Fideli's

Oct. 14, Sun., Tillman's Village Inn, 14369 Ridge Rd, Albion, NY, 9:00 AM, BKW

Oct. 16, Tue., TP's Irish Restaurant, 916 Panorama Trail, Rochester, NY, 6:30 PM, BKW

Oct 18, Thu., GWRRRA Gathering, Panorama Restaurant, 6 PM Dinner, 7 PM, Meetingg

Oct. 23, Tue., Countryside Diner, 6105 E Avon Lima Rd, Avon, NY, 6:30 PM, BKW

Oct. 26, Fri. Game Night, Eames

Oct. 27, Sat., Middlesex Roast Beef Dinner, Middlesex Fire House, 3:00 PM, Wendy's Victor, NY

Oct. 30, Tue., Liberty Family Restaurant, 160 N Winton Rd, Rochester, NY, 6:30 PM, BKW

RIDE HAPPY  
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Ride Coordinators



## Birthdays and Anniversaries

David Hockenberry	1 <sup>st</sup>
Cindy Thayer	3 <sup>rd</sup>
Mackenzie Ide-Eames	6 <sup>th</sup>
Patti Wood	7 <sup>th</sup>
Charlie Fedeli	11 <sup>th</sup>
Janey Miller	11 <sup>th</sup>
Dewey Van Nort	13 <sup>th</sup>
Shelby Ide-Eames	16 <sup>th</sup>
Ron Hinz	21 <sup>st</sup>
Linda Koehn	29 <sup>th</sup>
Dan Strong	30 <sup>th</sup>
Gene Tomasino	30 <sup>th</sup>

### Anniversaries

Pat & Sultana Sullivan	14 <sup>th</sup>	16 Years
Ron & Janice Hinz	21 <sup>st</sup>	34 Years
Dan & Kathy Strong	21 <sup>st</sup>	12 Years

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*CD, from page 1*

for the off season! The new schedule will be posted soon.

At last month's gathering we welcomed as a guest Chris Scribani from the Open Door Mission in downtown Rochester. He explained to us what the mission of the Mission is and what it does. We presented him with a check as a donation to the work



**Chapter Director, Greg Eames presents a donation check to Chris Scribani of the Open Door Mission.**

that they do. We also discussed the possibility of getting a group together to go and help serve a meal to the homeless. More on that later.

Speaking of the gathering, door prize donations have been dwindling at the gatherings and I have been asked to remind the members to please bring a door prize offering with you. The purpose of the door prizes is to help defray some of the costs of running the chapter. In return for bringing a door prize you also get 2 free tickets for the drawing.

Also at the gathering our Assistant Chapter Director was presented the Boner Award for neglecting his back tire to the point of wearing all the way through the rubber and fabric until the air came out. Luckily it went flat slow enough that it didn't have the disastrous results that it could have had. It was a reminder of how easily the minor things we might overlook can become major very quickly. Always remember your TCLOCK!!

I know it's a little early but I would like to start thinking about where we will hold our annual after-holiday party. Also I will need someone to coordinate the event. Any suggestions or volunteers please contact me.

Dash for Cash has another month and a half to go and at this point we are solidly in the hunt for 1st place with 26 points. The only problem is that we haven't gone to another chapter's gathering yet and we need to do so to complete the qualifications. We will be working to put together a few trips (maybe 4 wheel) to get some more points and see if we can walk away with \$100. from the district. I will be sending e-mails to announce when we will be going on a visitation and I urge you to try to attend. These trips are always a good time for a little camaraderie between chapters.

Stay warm and ride carefully!!

*ACD, from page 1*

year. I consider myself a safe rider and I wear All The Gear All The Time. I choose not to ride much in the city because it is where the highest concentration of idiots and distracted drivers are. Between my motorcycle and commercial driver's licenses I have been to countless safe and defensive driving courses. I am mechanically inclined and take great pride in caring for my classic Wing and keeping it in good running condition. I feel returning home safe from a trip is not a desire for a long life but a duty and a show of respect to those who love me because they will be the ones hurt most if I don't return.

On my way back from from Vermont I was happily motoring along, I had finished the ride through the Adirondacks and around Oneida Lake. I then decided to head to the Thruway so I could get home a little earlier and give the motorcycle a good bath and polish the chrome. I rode through the rain on Friday and it could use a good shining up. The events of this past year had distracted me and I hadn't done much for the old girl in a while and felt it was time to get her back into shape.

Leaning into a left hand turn I felt it. The back tire slid significantly! I made it through the corner upright but what happen? Did I run over something? I didn't remember seeing any objects in that turn. When I adjusted the throttle I felt a telltale wiggle that exclaimed "Uh Oh! Get over to the shoulder and make a safe stop and check this out."

*ACD, cont. page 4*



**ACD, from page 3**

Did you know, at least on my 1100, with the rear tire flat you can't put the side stand down. It goes down but the center of gravity has shifted so it tips over to the right as soon as you let go. The center stand is even worse the extra distance is so much it took two men to lift it up onto the center stand. I suspected it was a flat tire but was unable to confirm it because I couldn't let go of the bike long enough to look. After about 30 minutes of pushing and resting I was happy to meet a pedestrian strong enough to help lift the bike onto the center stand and relieve me of kickstand duties.

I had tire plugs so I just needed to find the leak and would be on the way again. As I laid down on the ground and looked at the tire I thought "where did the tread go" I rotated the tire and then my heart skipped several beats! Rolling into view was a patch of concentric ovals where I had worn past the belts until there was finally nothing left to hold the air in. As Greg puts it "he ran the air right out of the tire". The first thing that went through my mind was "the plug won't fix this and I wouldn't trust it even if it did." The second was "how did this happen?" I thought very hard about this over the past several days. First came the excuses and denial trying to blame something else caused this. In the end I have to take full responsibility. I let the other events in my life cloud my judgment and didn't perform proper maintenance and safety checks on my equipment. A violation that could have cost me my life. Some of the lessons I wish to share with you include:

- ☺ Are life's distractions and the desire to ride clouding your judgment or encouraging you to make unsafe shortcuts?
- ☺ I know I did T-CLOCKS before Denver but was I so distracted that I didn't see what I was looking at? I know I read tire pressures but did I completely spin the tire and LOOK at the tread? If I saw tread did I really look at its depth or condition? What else did I miss during my inspections? Did I do the same for my return trip? Are you guilty of doing something similar?
- ☺ I am guilty of not inspecting the bike before the Vermont trip. I got too much in a hurry and I "knew" the bike was in good shape. Heck I just got done doing 4,000 miles on it and it ran

flawlessly.

- ☺ Previous years it was routine for me; after every trip and long rides part of the return routine included unpacking, checking and cleaning the bike. I would then log any defects I had noticed. Currently my log book, tools and cleaning supplies are still in boxes so I have not been as vigilant. It is time for me to unpack the garage and return to better habits. Do you have a routine to help you keep your bike safe and ready for the next trip?
- ☺ It is easy to come up with excuses but there is still no valid reason not to have all of the proper safety gear. Remember, your motorcycle is as much a part of your safety gear as your helmet is.
- ☺ Excuses don't help if you are injured or worse.
- ☺ Just because the front tire looks good doesn't mean the rear is just as good. Get down on the ground and look.

A couple of other items I would like to share about this experience:

- ☺ Sitting along the highway it was comforting trying figure out which rescue option I was going to use and not worrying about "what was I going to do now." Rescue Plus, the Gold Book, friends in Chapter C and other GWRRRA friends in the Syracuse area I knew help was only a phone call away. GWRRRA, and being active in it is worth the costs.
- ☺ The tow trucks on the Thruway only accept Cash,

*ACD, cont., page 6*

# Rider Education News

by Jim Pearson, Ride Educator

## Nighty Night

As some of you may know, last night at our Tuesday ride to TC Hooligans, Kathy Jordan joined us and we were reminiscing about some of our past rides. As we talked, we were joking how Kathy thoroughly enjoyed half of our rides. For the rest she was awake. I know that on a long (all day) ride, I also tend to get very sleepy during the mid-afternoon. I decided that this could be a great safety topic to cover in this month's newsletter article!

I thought I would first go straight to our government's foremost authority, the National Highway Traffic Safety Administration (NHTSA) to discover some profound research to share with all of you. I learned that the NHTSA had joined forces in 1996 with an element of our National

Institute of Health (NIH), specifically their National Center for Sleep Disorders Research (NCSDR) to convene an expert panel to study "Driver Fatigue and Sleepiness" as a result of Congressional legislation. Their work concluded that (...and I kid you not) sleeping is the most effective way to reduce sleepiness.

Their study also revealed that:

- ➔ alcohol consumption interacts with sleepiness to exacerbate drowsiness,
- ➔ use of sedating medicine, including some seasonal allergy medications, can increase the effects of drowsiness and
- ➔ driving between midnight and 6 a.m. is a bad idea.

I also learned "NHTSA data indicate that in recent years there have been about 56,000 crashes annually in which driver drowsiness and fatigue was cited by police. Annual averages of roughly 40,000 nonfatal injuries and 1,550 fatalities result from these crashes. It's widely recognized that these statistics underreport the extent of these types of crashes. Furthermore, these statistics do not deal with crashes caused by

*Ride Ed., cont., page 6*



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**Ride Ed., from page 5**

driver inattention, which is believed to be a larger problem.” Interestingly, as there is no testing (e.g. blood alcohol tests or witness statements) to indicate drowsiness was the causative factor in a crash, police make judgments based on the evidence they encounter in examining what they refer to as a “roadway departure.”

For example, a vehicle traveling at high speed leaves the road with no signs of brakes or avoidance measures being applied.

While most of the studies I found were based on automobile accidents, I ended up realizing that I need to be on the lookout for the hazards other drowsy drivers pose to me as a motorcyclist (not quite what I was expecting to find). Good tips: Do not ride in the middle of the night, do not drink alcohol or take medications that may make you drowsy and watch out for older drivers in the afternoons.

More useful information seems to boil down to the following:

- ➔ Ensure you have as much rest as possible before a long or challenging ride,
- ➔ Pay closer attention to what and how much you eat or drink during breaks and don't choose items you think might make you drowsy later,
- ➔ If you determine caffeine would be helpful, have at least the equivalent of two cups of coffee,
- ➔ Refrain from executing riding maneuvers referred to as “roadway departures” and
- ➔ Don't hesitate to suggest to the Road Captain that a break would be helpful even if one isn't scheduled.



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**ACD, from page 4**

Credit Cards or AAA. If you are on the Thruway you will need to pay for the tow and get reimbursed for your expenses from Rescue Plus. Not much you can do, just be aware of it.

- ☺ A little trick I learned as a commercial driver – do a post-trip inspection. This way if you find something wrong you will have time to fix it before you need leave again. Nothing worse than having to pass up a trip because you just found a safety problem when you are ready to leave.
- ☺ Always do a pre-trip inspection, T-CLOCK, you can save yourself embarrassment, injury and your life.

*Epilog: I have just returned from tonight's Gathering where I received a well-deserved "Boner Award" for this feat of unsafe riding. I was also presented with a portion of the tire to hang in my shop as a reminder of what could happen when you don't pay attention. I was amazed at the comments and similar stories I heard as the tire was passed around the room. I gladly share this faux pas and embarrassment with everyone in hopes that they stay*

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*To our Chapter Family-*

*We would like to take a moment to say a heartfelt Thank You for supporting Bonnie and our family through this difficult last journey.*

*Your calls and visits and your show of support at the Memorial Service were overwhelming and such a comfort for us all. People are still talking about the "Red Shirt Group" and all the bikes in the parking lot.*

*Bonnie loved her Riding Friends, the ones here and the many that were met on our travels. The places and people were what kept us riding. While she couldn't spend as much time either riding or being with you near the end, she always felt your love for her.*

*We struggle to find our way without her, but know she is never far from any of us.*

*Keep Riding and Smile when you think of her, it would be what she would want!*

*Again, Thank You!*

*Rick Rowles and family*



## GAME TIME

Ice cream Fridays are over for the year so from September through May we will once again be having game nights. On the 2nd Friday of the month we will be gaming at the Fedeli's and the last Friday we will be at Dee and my house. Starting time is 7:00 PM. Bring your favorite game and a small snack (ice cream, cookies, candy etc.). The first one will be at our house on Friday Sept. 28th. The address is 446 Pittsford-Henrietta Townline Road, Pittsford. It's the first driveway on the left just south of Lehigh Station Rd. Even if you're not into games come for the socializing!

This month, coming from Joanne's kitchen is:

### Spicy Sausage Soup

1 lb. hot Italian sausage- brown and drain off fat  
 1 c. thin sliced carrots  
 1 c. thin sliced celery  
 1 c. chopped onions  
 Saute in same pan sausage was cooked in  
 Put everything in soup pot plus  
 1 28 oz. can Del Monte diced tomatoes with basil, garlic, and oregano  
 Simmer 1 hour and 1/2 cup rice or tiny pasta

Everyone has a different version of this soup. You can add whatever you like. More pasta or rice will make a thicker soup, nice in winter.



# Why, Larry?

by Larry Helber, ACD

When talking about some of my long distance rides and The Iron Butt Association I am often asked, why? I usually respond with “it is the challenge of doing something difficult” or “for the same reasons they climb Mt. Everest.” I usually see an empty stare followed by them shaking their head as they walk away. I think I have found a better answer but before I tell you let me digress back to my sailing days.

When a person gets a sailboat and sails with another group of boats they quickly learn their basic sailing class is not enough as they watch their fellow yachties quickly pull away. The next port they are often found asking how they can sail faster. The one common recommendation is to join a racing fleet. The new skipper is going to get a different type of training not found in a book, class room or on the lake during solitary sails.

A sailboat race consists of two or more directions of travel and usually includes the most difficult directions that a sailboat can head, directly into the wind and directly with the wind. The start is a moving start and the boats are handicapped to even out the differences between them. At the end of the race hot dogs and hamburgers are grilled and stories of the evening's and past races are shared over beverages. A colored flag is the only reward at the end of the season. The racers participate for the fun and camaraderie and the enjoyment of being out on the water.

The skipper needs to consider many things as he adjusts the sails. The amount of wind and its direction, how rough is the water and sometimes the shoreline will affect sail adjustment. Each sail has three or more ropes used to control them. How does a new skipper learn this?

Joining a racing fleet the skipper mentally commits to sailing on a regular basis regardless of conditions. Each night he learns a little more about how his boat reacts. He can make an adjustment and using fellow racers for comparison see if his speed increases. By the end of the season the new

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skipper realizes a significant improvement in his sailing skills. Much more than if he had gone out sailing alone. He also learned a lot about handling different conditions for the future. While the skipper is having “fun” racing, he is also gaining valuable experience.

Piloting our Gold Wings down the road may not be as complex as getting a sailboat up wind but there are still many skills we need to acquire in order to safely handle our motorcycles. Riding in a group allows me to compare some of my skills with my fellow riders. It is also good to see how others handle different situations presented on our rides. You also get to see and hear how others gear up for the conditions and compare the results at the end of the ride.

A year ago Bob Lucey, found a Bed and Breakfast in Vermont that caters to motorcyclists, The Gray Ghost Inn. Recognizing this would be a great trip I made my reservations. I didn't expect that job conditions would prevent me from traveling with the group on Friday morning. Before canceling

*Why Larry, cont., page 10*

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*Why?, from page 9*

my reservation, I looked at the map and the Inn was only 285 miles from my house via the Thruway. Based on past trips I felt that I could easily make the trip in about 5 hours. If I got off work by 6:00 I would be at the Gray Ghost before midnight. I have had several day trips over 350 miles so I knew that fatigue wouldn't be a factor. As the weekend approached more bad news, Rain!

On both of our Iron Butt rides Les and I had to endure rain for a portion of the trip. Before starting any trip we have always reaffirmed safety is our primary goal and it would supersede any time constraints placed on us by our certificate attempts. The rides gave us the experience to be comfortable in many different conditions. This included a pretty good "power washing" we received traveling through Illinois at rush hour on our way to Denver. Armed with prior knowledge and a new pair of water proof boots I knew that I could still meet my friends in Vermont and enjoy beautiful weather on Saturday and Sunday. From experience I knew I would not travel as fast in the rain so I extended my travel time estimate. Still feeling comfortable I would have

plenty of time to rest before participating in the activities the next day.

My efforts were rewarded. The 6 hour trip, three of them in the rain went as planned. I was confident in my gear and remained dry and comfortable. The last few hours of the trip were on dry roads roads that I was able to enjoy. The best part was waking up the next morning to breakfast with my friends, blue skies with white puffy clouds and an amusing ride to visiting the covered bridges in Vermont complete with plenty of sightseeing and good times with my GWRRA family.

Had I not had the previous experiences I may have chosen to stay home and would have missed a great time riding with my closest friends and GWRRA family.

So to answer the question of why? Simple, I like to have fun on my motorcycle.

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