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Friends for Fun, Safety & Knowledge



The Importance of Pre-Registration:

Most GWRRRA events will provide members with a pre-registration form for their event. This form is used for a number of different reasons.

1. The price may be/usually lower to participants who pre-register.
2. The pre-registration form is used as an unofficial head count of attendance.
3. The form can be used to tally the largest chapter, oldest/youngest or, longest distance traveled rider, etc. Some events offer an additional raffle or door price to pre-registered guests and it also helps to provide the sponsor of the event with working capital to hold the event.

If at all possible **PLEASE PRE-REGISTER FOR EVENTS**



FROM THE DIRECTOR



Is it June already?

I have vowed to keep this month's news letter, informative, fun and short. I'm trying very hard....really!

Well it happened!

In my May news letter I misplaced a note which has just appeared!

I missed our Mother's Day Celebration! How could I have missed Mother's day!

Oh, is that fresh!

Because Father's day is in June it would be great if our Mom's and Dad's were able to enjoy the day together! So to make it official! "Happy Mom and Dad's Day!"

Congratulations to those in our chapter who are celebrating their Birthday & Anniversary this month! Any left over cake and goodiesbring it to our June 16th meeting.

There were a several member condolences sent out in the beginning of this year....our prayers are with you and your families for your care and strength.

Remembering Steve English, who recently faced the loss of his mom.

I had mentioned in the May N.L. the necessity to have your bike checked & ready for the joy of "spring riding" while keeping a close watch on those dastardly "pot holes." We'll its June and I would like to say...they're still there! Possibly more so as you travel north! Take more caution as you ride some of those back roads. Check your bike for all safety requirements, good tires with proper air, new brakes, and proper riding gear, etc!

I'm still looking for those of you who may not have been able to regularly attend our monthly meeting? Your absence is felt!

We've graced the winter months for these times! So let's encourage one another to attend the meetings have fun and meet new friends! Your presence has been requested as we have branch out into new chapter events and chapter membership awards.

I would like to thank those of you who had assisted me in finding a proper balance for our chapter adventures. i.e. "Mascot Adventure" we discussed many options. You've read my emails....there can be no adventure ... without risk!

Our Chapter "A" Patch had unanimously been accepted and voted on by the members present at our May meeting for production. We should have fifty patches ready for our June meeting.

Our new chapter "Tan Vest" went over so well that our order for the "rocker & rear-patch" apparel has just about hit the one dozen mark! Thanks to all of you who have shared your vision for the future of our chapter as we seem to be moving forward with much enthusiasm! Don't miss your opportunity to have your new vest and patches ready for our August Fundraiser!

Also at our May meeting we awarded six "Good Samaritan Awards" to those members who assisted in a highway motor vehicle accident on May 10th. Their photos will be soon displayed on-line on our chapter web page! I hope you were able to view the members and their awards via Email.

Speaking of awards!

I would like for us to prepare for a soon to be request from Herve and Joan as we search for three members who have been “outstanding members” in our chapter. These members may have assisted in cleaning up the meeting hall, been ride leaders, a person who cares about the safety of our riders by their actions or just good folks! The awards shall be presented as a “pin” for their vest! It is in a “weaved gold clad ring with a center black lamp of excellence” displaying the words “Teamwork!” At our September 15th meeting we’ll be presenting those awards to our “three outstanding members!”

Fall Season!

What would you folks say to a Sept / Oct Ballroom and/or Country type of dance/ lesson event? Now don’t rush in to this...we have some time to register your name and set up the lessons! Also wouldn’t it be fun to have a Chapter “A” bowling team? Hmm Let me know your thoughts!

GWRRRA News. Kevin and Georgia have done a wonderful job in revising our Chapter Ride Schedule. All the district and chapter rides and events are properly placed and dated for you convenience. Please review the notes in the Destination box.

Enthusiasm: Motorcycle Riders who express their “Riding Pleasure” through an active display & interest in their Friends, Fun, and Safety Habits!

Every Member Matters!

Mike Lozzi

Chapter “A” Director

Off the throttle June 2009



By Kevin LeBlond

-
- Well I did it; lead my first official Chapter ride to Newick's in Dover, NH. Great turn-out for my first ride, great weather and some good food. We had 11 bikes and 14 people who had the courage to attend, thanks folks. A BIG thanks to Rich Davidson for taking the time to work with me planning the route. Also, a big welcome to John Lindahl "the new guy" for joining us on his first ride. And, in the future Billy is not allowed to ride behind Ed & Rhonda. 😊 😊 Gota keep you two separated.
 - Last month we had 6 Chapter A members: Mike, Herve, Leo, Robert, UB and I attend and successfully passed a CPR course presented by the Beverly Fire Department. Congratulations guys!
 - As mentioned in previous emails, we were offering a First Aid course in the month of June. The course was to be taught at the Beverly Fire Department by BFD EMS Coordinators. But unfortunately we were not able to coordinate a suitable date with the BFD in June. With the riding season in full swing we thought we'd move it to early fall. Stay tuned for more details.
 - Experienced Rider Course will again be offered this fall for those of you that missed the May courses and for those of us that could not attend.
 - Americade just wrapped up and I hear Chapter A was well represented including a get together Tuesday to celebrate Herve's birthday. We hear the weather cooperated but heard the crowds were down from previous years and most hotels had vacancies, a sign of the economic times I guess.
 - A weekend ride has been scheduled for September 26 & 27 to take in the exhibit called the *Full Throttle: Vintage Motorcycles, Custom Choppers and Racing Machines* at the Shelburne Museum in Vermont. We'll have information on local lodging soon. See their web site for more details.

http://www.shelburnemuseum.org/whats_on/new_exhibits_detail.php?id=37

➤ Speaking of web sites here are a couple that were sent to us that you may find entertaining, enjoy!

➤ <http://www.factoryfat.com/roadog.html>

➤ <http://www.factoryfat.com/wildbillgelbke.html>

➤ **Cycle Design @ 305 State Road, Phillipston, MA**

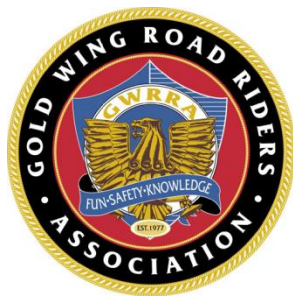
Is having a **HUGE TENT SALE** on **June 24 -28** 40 years of stuff Huge Discounts Accessories for GL's 1100, 1200, 1500 & 1800, so if you're looking for some good bargains or parts for your older Wing.

➤ Lastly, Chapter A's Steve English and his new grandson at his daughter's home in Alaska.

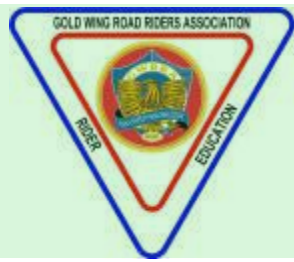
Congratulations Steve!



Ride safe & have fun 🏍️ - Kevin



Every Member Matters



Rider Education

“Safety is for Life”



Safe Riding - 10 Good Habits

This information was originally provided to the Minnesota Motorcycle Safety Center (www.motorcyclesafety.org) by Victor Wanchena, editor of Minnesota Motorcycle Monthly (www.motorbyte.com).

Safe riding is always good riding.

Riding safely is mostly a matter of knowledge and attitude, and riding safely doesn't have to be boring. In fact, practicing safe techniques could add years of fun to your life.

Simply put, here are 10 habits to practice that will help keep you safe and make riding more enjoyable.

[1. Be ready: mind, body, and bike.](#)

[2. Be smooth.](#)

[3. Know where you are.](#)

[4. Use your head \(to look where you're going.\)](#)

[5. When your line of sight or path of travel becomes restricted, reduce your speed and use great care.](#)

[6. Before proceeding through any intersection, check left, check front, check right, then check left again.](#)

[7. Whenever you slow, first check your rearview mirror.](#)

[8. Keep a 2-4 second following distance.](#)

[9. Ride with a great attitude.](#)

[10. Practice.](#)

1. Be ready: mind, body, and bike.

There are three ways riders should ready themselves for a ride. First, there is mental readiness. Are you ready to concentrate on riding? If you are angry or preoccupied by something, taking your bike out may not be the best idea. In an aggravated or distracted state you are much more likely to be involved in a crash or do something foolish. A proper attitude will not only make you safer but your spouse and co-workers are less likely to plot against you. Put your worries in your saddlebags and focus on riding the bike. Limbering up mentally, by taking time to focus on the task ahead, visualizing your route, and being ready for trouble spots, is great way to prepare.

It goes without saying that drugs and alcohol should be avoided at all costs, but I'm going to say it anyway. Alcohol affects your judgment, reaction time, and balance, among other things. Loss of your control over these things can easily mean your bike will soon be lying on its side and dripping important fluids. You may even get a ride in the back of a squad car. Even simple cold and allergy medications can seriously impair your riding, making you sleepy or sluggish. It's about supply and demand: safe motorcycling is demanding - don't demand more of yourself than you're capable of supplying.

Second, you must be physically prepared. Start with good protective gear. This means a good-fitting helmet, gloves, eye protection, jacket, long pants and sturdy boots or shoes. Wear gear that is designed for use on a motorcycle, not a beach or a fancy nightclub. The people you see wearing a helmet, a smile and not much else are not well protected. Likewise, folks in eight layers of leather, Kevlar, body armor, but no helmet are not well protected. It is a whole package, and you need to wear it every time. If it's too hot to wear protective clothing, it's too hot to ride, period.

Pretend your gear is a big helping of mashed potatoes and you are the pool of gravy inside the little bowl you made with your potatoes. If you remove a bit of the potatoes on the outside, the gravy can leak out and mix with your Jell-O.

(No, thanks.) That's what happens without all your gear, the unprotected bits could leak out.

Try not to choose all black gear. Sure, it looks cool, but bright colors will help you stand out in traffic.

On top of that, stay healthy. Well-balanced meals, plenty of water, and minimal amounts of fatty food and caffeine lend themselves to safe riding. Physical fitness will help your riding in countless ways - comfort on longer rides, better and sharper reflexes, plus, you look better in your leather clothes! Also, try some stretching exercises before you ride. Limbering up physically before a ride helps you stay in the saddle longer.

Third, you must make sure that your bike is up for the job. This includes not only fixing the parts that break, but doing all the preventive maintenance that is so easy to skip: regular oil changes, properly adjusted controls, a properly adjusted chain and suspension, good tires, working turn signals, you get the idea. A few dollars spent ahead of time will keep your bike going for years. Plus, the best way to keep the buzzards from circling when you break down in the desert is to simply not break down.

With all that routine maintenance out of the way, do a quick walk around of your bike as you get ready for your ride. Look for leaks, loose bolts, tire problems, or any thing else out of place. And not to sound like your mother, but when was the last time you checked your tire's air pressure? If it has been more than a week, it's been too long. And one more thing: no running with scissors!

2. Be smooth.

The sign of a really great rider is smoothness—and I don't mean Barry White, smooth-with-the-ladies kind of smooth. The smooth I am referring to is the kind which can balance a cup of coffee on the gas tank, take a 40-mile ride and never spill a drop. It takes plenty of concentration, but smooth control of your ride has plenty of specific benefits.

Your fuel economy improves dramatically. You are less likely to lose traction due to an overzealous use of the throttle. (Holding your throttle wide open takes no skill at all. If that was all it took to be fast, we would all be world-class riders.) Look at racing: the fastest racers in the world are always described as being smooth, able to guide their bikes around a track without making abrupt control inputs. Good control inputs are simply rolling on the throttle gently as you accelerate and gently rolling off before you brake, not winding it out in first gear then chopping the throttle as you hit a corner.

The same applies to your brakes. If you instantly grab a big handful of brake you may get a nasty surprise when your bike begins to travel sideways.

Smooth riding also includes matching the engine speed to the proper gear and road speed. Having your bike in the right gear keeps the power for accelerating or engine braking close at hand, while also keeping the bike running along smoothly.

You maintain your best traction when your inputs are smooth, including your steering inputs. Harsh or abrupt pressure on the handlebars can upset the suspension. Smooth, firm [countersteering](#) keeps the bike on your desired line and creates little instability in the suspension.

Your tires, brakes, suspension, and bearings will last longer, too. Smooth riding makes for less wear and tear on your bike. So remember, smooth is as smooth does, and it is a beautiful thing to see.

3. Know where you are.

When it does come time to make an emergency maneuver, you need to know what's around you. In fact, this is good information to have at all times. Being aware of what is in your immediate space cushion will always help you guide your ride safely. Failure to be aware of your position in relation to those around you can cause dire consequences when faced with the need to make a quick lane change. Other vehicles have a nasty habit of sneaking in to places you can't see them, like the blind spots over your shoulders. Sometimes it's hard to imagine a mini-van disappearing, but it can happen. Once in that blind spot, you can find that a vehicle is easy to forget until you try to turn and find yourself mere inches from an enormous bumper and big tires. Pay special attention to what's in front of you, especially oncoming traffic. It's easy to disregard traffic traveling in the opposite direction but that is where the greatest threat lies. Be ready for the car that turns left in front of you.

4. Use your head (to look where you're going.)

This may sound slightly remedial but it is an under-appreciated habit of a skilled rider. It becomes even more important in corners where riders tend to be mesmerized by the area of pavement directly in front of their bike. As you round the turn, keep your head and eyes up, looking through the corner as far as you safely can, at least three to four seconds ahead. (If you can't see that far ahead, you need to slow down until you CAN see three to four seconds ahead.) You'll be surprised by what you may see. Couple this new-found vigilance with an [escape route](#) (should something wicked come your way) and your chances of getting intimately familiar with the pavement are cut dramatically. Often a good game to play is the "[What if ... ?](#)" game. Try to anticipate that car turning left in front of you or a spaceship crash landing in your path. [Hey, if it happens on TV, it could happen to you, right?](#)

5. When your line of sight or path of travel becomes restricted, reduce your speed and use great care.

On the surface this seems to be a no-brainer, but think back to the last time a car you were following began to slow down. Did you slow and maintain a safe following distance, or did you end up tailgating until the car turned or stopped? This is a very common mistake that many of us are guilty of committing. Unless "the force" is strong with you (and there are not many Jedi Knights on this planet), it is tough to avoid what you cannot see. I bent two rims on a bike once because I was following so closely to the vehicle in front of me that I was unable to avoid the gaping pothole that fell out from under the car at me. It was an expensive lesson that I will not forget. Simply put, if you can't see, slow down. Rain and fog are examples of situations where less speed = more reaction time = safer riding. Curvy forest or mountain roads are fun, but because their sightlines are shorter, you need to reduce your speed to be prepared for surprises like deer, big rocks, and large filthy vehicles straddling the centerline.

6. Before proceeding through any intersection, check left, check front, check right, then check left again.

This is a fine example of managing your priorities. As you enter an intersection, whether turning or proceeding through, you need to know what your hazards are and where they can come from. The highest priority is to check your left. Why left? The left is the highest priority because that is the lane of traffic you first cross and therefore would be the first to impact you. After the left you continue to check the intersection in a clockwise pattern. So next is the front because the vehicle coming toward you is a threat if it turns left in front of you. It is worthwhile to note the bulk (77%) of two-vehicle motorcycle crashes occur from impacts coming from this direction. Then you check to the right. If slowing or turning, you check behind you (we'll look at this more in Habit #7) then back around to the left again. You check the left twice because in the time it takes to check all other directions, the situation has probably changed to the left.

7. Whenever you slow, first check your rearview mirror.

Too often, what is out of sight is out of mind. As you slow down for any turn or a stop, you need to be aware of what is happening behind you. At the moment you begin braking or rolling off the throttle, you need to check your mirrors. (Your attention up to this point has been primarily in front of you, so once you start braking, you are already minimizing any hazards in that direction.) This is part of your general awareness of what is happening in your surroundings on the road. A quick look into your rearview mirrors will give you an idea of what traffic is doing behind you. The habit to acquire is to check your mirrors every five to seven seconds, and also any time you roll off the throttle. Combine that with gentle application of both brakes and rarely will a stop be anything more than routine. A good reminder for this is that it is a proven fact flying insects do not check their rearview mirrors and you see what happens to them on your face shield.

There is a big exception to this. When you have to do a quick or emergency stop your priority is in front of you, but once that is taken care of it is doubly important to check your backside in case the driver following you was caught off guard by your sudden stop. Some riders use a label maker to put a reminder on their speedometer to "CHECK MIRRORS".

8. Keep a 2-4 second following distance.

Following too closely to the vehicle in front of you is arguably one of the greatest sins committed by most riders on a regular basis. I find myself inching up on the bumper of the vehicle in front of me all the time. Usually it's only because I want to drive faster than the car in front of me allows, but I have paid the price both in money and nervous close calls because I gave myself little to no reaction space and time by following too closely.

When traveling on a highway, the minimum distance to keep between you and the vehicle in front of you is 2 seconds, but that is the bare minimum. A 2-second following distance is like buying the cheapest bullet-proof vest you can find: sure, it's protection, but if you really want to be safe, you'll upgrade. That upgrade would be to a 4-second following distance. Keep in mind two seconds is the distance needed on clear sunny days. At night or during inclement weather you need to increase your safety margin to four to eight seconds. You should maintain these cushions as best as possible including the time you find yourself riding in traffic or with a group of motorcycles.

To figure your distance correctly pick a point on the road, like a sign or a seam in the pavement, watch the vehicle ahead of you pass it and count the seconds it takes you to reach that point. The number of seconds you count is your following distance.

If you have trouble with this and just want to estimate the distance in feet, use this formula: at 70mph you travel approximately 105 feet a second, so 2 seconds times 105 feet would be 210 feet. But remember, that is the bare minimum. More is always better.

9. Ride with a great attitude.

This is one of the best ways to enjoy riding more and to effect a change in the general public's sometime dim view of motorcycling. A bad attitude will be reflected in your riding and a preoccupation with whatever made you grumpy will only distract you from the job at hand: safely riding your motorcycle.

On anything other than wide open country roads, you have a choice while riding: ride with the flow of traffic, or fight it. There are often times when traffic is not moving at a speed you would choose. When this happens, poor riders zig-zag through the slower traffic, tailgating, cutting people off, and generally irritating everyone on the road, reinforcing the perception that all motorcyclists are daredevil speed demons with no respect for mom, apple pie, or the law.

Option two is you can try to be a courteous rider, demonstrating what a responsible person you are, "Look ma, I'm all grown up now." It is my opinion that nothing harms the image of motorcycling more than a rider aggressively weaving through traffic on a motorcycle. It may impress 14-year-old boys being shuttled to little league, but they don't vote or call their elected representatives, although their parents sometimes do.

When you ride, you are an ambassador of motorcycling to the general public and it is your responsibility to ride accordingly.

10. Practice

The very best time to practice these habits is every time you go out for a ride. Spend at least a few minutes every ride concentrating on each of these habits and soon they will become second nature to you. Don't focus so hard on practicing that you lose sight of the job at hand. Instead, integrate practice into your normal riding routine.

Taking any of the [Motorcycle Safety Foundation](#) (MSF) courses is always a good idea. If you are newer to riding, the [Basic RiderCourseSM](#) (BRC) will give you a good foundation of riding skills and help you break any bad habits. The [Experienced RiderCourseSM](#) (ERC) is a great idea even if you've been riding a long time. Even people who think there isn't anything left to learn about motorcycling come away with new, powerful knowledge and skills from either of these classes. The cornerstones to safe motorcycling are knowledge, training, attitude, and practice. They are what make a good rider.

Countersteering

Countersteering is the quickest and most effective method of leaning the motorcycle into a turn. Many riders are unaware of the technique, and instead focus on shifting their body weight to lean the motorcycle. This can work to a very limited degree, but countersteering is necessary to lean a motorcycle, whether the rider realizes it or not.

To effectively countersteer, press forward and hold pressure on the handgrip in the direction of the turn. If you're turning right, press forward on the right handgrip (actually turning the front wheel to the left!) If you're turning left, press forward on the left handgrip (turning the wheel to the right.) This pressure quickly and effectively leans the motorcycle properly so you can steer smoothly through the turn. It may seem backwards at first, but it works and you will get used to it. Countersteering is a critical skill that is absent among many accident-involved motorcyclists. Learn it. Practice it. Use it.

Escape route

A good motorcyclist is constantly aware of his or her escape routes. An escape route is a path of travel that the rider can safely take to avoid a hazard. If the traffic in front of you suddenly screeched to a halt, do you have room on either side to go around it? If the car next to you decided to move into your lane, do you have room to brake or swerve onto the shoulder? If an oncoming car suddenly pulled out into your lane to pass, do you have somewhere else to go?

Escape routes change all the time as the traffic mix changes. Keep your eyes moving, identify spaces large enough for your motorcycle, and always “leave yourself an out.”

Hey, if it happens on TV, it could happen to you, right?

I remember reading about a motorcyclist who was passing under a railroad trestle bridge out west somewhere. A dog crossing the bridge fell through and struck the moving motorcycle. The rider died.

Truth can be stranger than fiction. Use your imagination and play the [“What If”](#) game and outsmart all the hazards that life throws your way, even the unusual ones that “would NEVER happen to me.”

Riding in traffic

Sometimes, it may not be possible to maintain a safe following distance: in rush-hour traffic, for instance. This puts you at enormous risk.

Your best bet is to find another route, or travel at another time, to minimize the risks involved with heavy and hurried traffic. If you absolutely must use that route and you can't keep a two-second following distance, you need to become even more alert, even more attentive, and even better at picking [escape routes](#) and playing [What If](#). Cover your brakes and clutch to reduce your reaction time, and always be in the proper gear for extra power if you need it to escape a bad situation.

“What if ... ?”

The “What If” game can save your life. Rather than being surprised by left-turning cars, skittish deer, or an old couch in the middle of the road, use your imagination to predict possible hazards and then take measures to minimize them.

You see a car parked on the shoulder. “What if it's not parked, and is actually about to do a U-turn?”

You pass an open gate in front of a farmhouse: “What if all the cows got out?”

Rounding a corner in the mountains, you see little scraps of tire carcass on the road. “What if there's a broken-down semi in my lane around this corner?”

Riding along a road littered with dead deer: “What if there are more waiting to cross?”

Play the What If game continuously as you ride, imagine what could happen and how you would react to it, visualize yourself avoiding the hazard, and keep the rubber side down.

SCHEDULING & EVENTS

Monthly Meeting



Beebe Memorial Library

Wakefield, MA

Next Meeting:

Tuesday June 16th @ 7:00pm

Up-Coming Ride/Events



MA District Event Purgatory Chasm ~ June 13

Mystery Ride – June 14

GW All Chapter Picnic Pulaski Park ~ June 28



Peggy Szake	June 2 nd
Carol Mahn	June 3 rd
Herve' Houde	June 7 th
Dave O'Connor	June 11 th
Steve English	June 16 th



Happy Anniversary

Sean & Ginny McCarthy	June 28 th
William and Faye Madden	June 27 th

Congratulations!

May's Meeting Winners

Item	Donor	Winner
Dunkin Donuts GC	Billy d'Entremont	Allan Smeltzer
Pizelle Cookies	Chapter "A"	Frank Silveria
Dunkin Donuts Coffee	Chapter "A"	Gardner Gray
Scali Bread	Chapter "A"	Billy d'Entremont
Dunkin Donuts GC	Chapter "A"	Dottie Wood
Dunkin Donuts GC	Chapter "A"	Allan Smeltzer
10 free raffle tix for June		John Tachuk
50/50		Gardner Gray



The classifieds are still available and free to all members and associates of the GWRRA. Advertised items do not have to be Goldwing or motorcycle related. Deadline for submitting is the 25th of the month for publication in the following month's newsletter. To have your ad posted here, please submit your formatted ad to gigilbd@msn.com or call (978) 692-1169. Thanks!

2009 Honda GOLDWING

New '09 Cycles! 128 Pricing



Package 1	\$18,499	Premium Audio
Package 2	\$20,499	Comfort, Nav, and Premium Audio
Package 3	\$21,799	ABS, Comfort, Nav, and Premium Audio
Package 3	\$22,259	(LIMITED EDITION BLUE)
Package 4	\$22,499	Airbag, ABS, Comfort, Nav, and Premium Audio

Cycles! 128 offers:

- \$24.95 Oil and Filter Change
- Financing as low as 3.99 % fixed APR
- Motorcycle Leasing

2009 colors:








Deep Blue Metallic – Metallic Silver – Pearl Yellow - Metallic Titanium



Chapter A Sponsor



June 2009

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1 	2	3	4	5	6 
7 Newicks Ride 9:00 AM Reading	8	9	10 	11	12	13 MA Distr Event Purgatory Reading 8:30 AM
14 Mystery Ride 8:30 AM Reading	15	16 Chapter A meeting Bebe Mrml Library 7:00 PM	17	18	19	20 
21  HAPPY FATHER'S DAY	22  ← Summer Begins	23	24	25	26	27
28 GW All Chapter Picnic 9:00 AM Reading	29	30 	Ice Cream Rides every 10th, 20th and 30th; leaves Reading Dunkin's @ 7:00 pm			