

**MAY 2004**  
**RIVER CITY WINGS**  
**CHAPTER "F"**  
**SACRAMENTO, CALIFORNIA**



River City Wings  
10361 Dolecetto Drive  
Rancho Cordova, CA 95670

To



On the Road Again

# ***MAY***

## ***2004 NEWSLETTER***

**River City Wing's Staff**

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All of Chapter F

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### Future Events

#### MAY

- 2--4 Hobo Reunion---Bishop
- 6 Chapter Staff Meeting 6:00
- 7--9 Mother's Day Campout--Orchard Springs
- 16--18 Cinco de Mayo Campout--Gridley
- 18 Breakfast Ride--Feather River Casino
- 22 Chapter Dinner Ride 4:00

May 30 thu June 2 Northern California State Reunior  
Anderson

#### JUNE

- 2 Staff Meeting---Jim & Karen's Pot Luck
- 11 -13 Fun Time Gathering (Campout-New  
Bullards Bar Reservoir)
- 12 Chapter Ride---Headlands, Mt. Tamalpais  
(Sausalito)
- 20 Breakfast Ride--- Folsom Zoo &  
Folsom Prison Museum
- 26 Chapter Dinner Ride ----K-Mart 4:00

Chapter meetings for a breakfast ride on the 3<sup>rd</sup> Sunday of the month at Mom's,  
7028 Sunrise Blvd., Citrus Heights

**2<sup>nd</sup> Saturday of the month is our monthly Chapter Ride 4<sup>th</sup> Saturday of the month is our  
monthly Mystery Dinner Ride**

**11 days before the breakfast meeting/ride is our Staff Meeting Potluck(all members are  
welcome to attend the staff meeting)**



# Gold Wing Touring Association

## May 2004



**“Official Newsletter of Chapter “F” –GWTA”**

**From Chapter Director:**

### **ON THE ROAD AGAIN**

This is the month that really starts the riding season.

In most states they are getting their steeds out of storage, dusting them off or brushing the snow residue off so they can try to wash them and hope the water doesn't freeze before they can dry and polish them. It is so nice to be able to ride most of the year and ride when we want. But we still have to do the yearly maintenance and as the TECK EDITOR said in the Touring News, do the pre ride checks. When was the last time the tire pressure was checked? How much of the brake pads are left and have you checked the color of the brake fluid lately? I just had a friend come over because the clutch wouldn't work the way it should. He takes his bike in to a shop to have the normal maintenance done but they overlooked the brake and clutch fluids. His clutch fluid, or should

I say the lack of clutch fluid was his problem. If anyone has a question about his bike or wants some help checking his bike, give me a call. I'll make an appointment if you want and it won't cost you an arm and a leg but maybe it will save one.

All The weekends in May are filled with events. Check the calendar in the back to this news letter to see if you can support our GWTA chapters and don't forget we need door prizes for our Mothers Day Campout and if you are going to an event, please let the chapter know you are coming by pre registering so they can plan on how many are going to attend their event.

Until next month Keep an ear out for the words,

**“ ON THE ROAD AGAIN”**

Phil Messer

### **THE CHAPTER AWARD**

**I HAVE A HOME**  
**BUT**  
**PHIL IS LOOKING TO FIND ME**  
**A NEW ONE**



## **Breakfast Meeting – March 21, 2004**

Glen Calkins has returned, safe and sound, from Iraq. We are really thankful for his return. Some members that we haven't seen in awhile were in attendance. We were delighted to see Jay & Karen and Tim & Lorie again.

There was a ride to Chico to support the new Chapter S. Also, Wing Worx had an open house and poker run. Gil won high hand.

Charlie officially presented the Bozo award to Phil M. If you are not aware of his boo-boo, you should re-read last month's newsletter articles. Seems he doesn't know Sheldon from Wilton or Mel's Diner from Bert's Diner.

Bob Hargrave advised that he received a conference call to pre-approve the national budget. Jim Conrad resigned and Dave Willenburg stepped in temporarily. Bill Kitchen resigned and turned the books over to Bruce Keenan. Vince Ash had a heart attack and angioplasty to insert a stent. He is home and doing well. Bob reminded everyone that ticket sales are important to keep the budget in order. So get out and sell those tickets.

Phil M. said it was nice to have member's articles for the newsletter. He had several flyers available for upcoming events. The Shriner's toy run is on April 18<sup>th</sup> and there is talk of having two runs a year instead of one. The Fallen Rider run is on April 24<sup>th</sup> and the Wing Nut Open House is on April 25<sup>th</sup>.

Phil M. asked the member's present about having a Web site for the Chapter. He is researching the yearly costs and it appears that it would be cheaper than printing the newsletters each month. Suggestions are welcomed and encouraged.

The ride for the day is to the Thunder Valley Casino.

Tickets for Gold Rush and the State Reunion are available. Contact Phil M. or Charlie.

The Mid-Winter Gathering was discussed. To save on the costs, we are exploring the possibility of having it at the clubhouse at Joe Secco's mobile home park.

Phil M. discussed the overheating problem on the 1800's. The class action lawsuit has been settled, repairs made and an additional two-year warranty instituted.

Door Prizes: Kathy won breakfast, Larry won some cookies and Karen won a pen. Bill Meyer received a free birthday breakfast.

Carolyn White won 50-50 of \$30.

That's it for now. See you soon at a ride, dinner, staff meeting or grocery store (okay, I'm really missing you all and hope to see you somewhere soon). Be there or be square!

Garfield



## SCHULZ

The River City Wings ride to the Charles M. Schulz Museum and Research Center.

At first, when we arrived I thought we had the wrong date. We were only nine minutes early from the “9:00 AM” time. It’s weird being the first onez there. All alone. The parking lot only had about a half dozen empty vehicles scattered about. Generally speaking we’re pushing the envelope to make it time wise. Today was different, though. We’d got up early in anticipation of a good day, and it was so far and only to get better. The starting temperature was about 71 / 72 degrees and went onward up to about 85 degrees to round out the end of the day.

The members started to arrive at the K-mart shopping center parking lot, in one’zees and two’zees. We designated fearless Phil as our fearless leader then nine of us left the lot listening to Phil sing “On the Road Again” all the way down hwy 50 and I-80 to Davis. We examined one of the Davis’s exits for a very short while, and then entered the freeway again and got off and onto Russell/Covell Blvd. Exit. I think that that was the exit. I’m not sure. I was following our leader anyhow, on this wonderful day to be riding. We went past Lake Berryessa on Rt. 128 to Rt. 121S. Then we went thru the town of Napa, a very nice but a little bumpy thru the main street of town. Then it was on thru the vineyard country roads to Petaluma where we took hwy 101 N to Santa Rosa. If you’re looking for it, take the Guerneville/Steele Exit. We rode right to the museum’s second lot and parked.

The museum is a large two-story structure. It holds most all of the Charles Schulz memorabilia. At one place there was an exhibit of Yoshi Otani’s wood Morphing Snoopy and ceramic Tile Mural. I’d guess that it was about fifty feet in length. Other features through out the museum were of the time lines of the different characters. A large exhibit of



Snoopy and the Red Baron and other exhibits were on the second floor. Also featured there was a corner set up to represent the real working area of Charles Schulz with most of the items still in place as he last left them.

Next it was to the Schulz’s Ice Skating rink where there just happened to be a neat little sangwich grill. ‘Ride to eat’. The Gambozeeney (my spel ck. has no suggestions either) was making the ice rink nice and smooth again while we waited for our fare. Boy! that ice rink is coooool. Then we visited the Snoopy gift shop, which had more, and lots of stuff, mostly on just Snoopy.

Having done what we came to do, we were about to venture home. Jim suggested we go via a different route than just going straight home, by the way of the Petrified Forest. Near The Petrified Forest at one of the intersections we passed a large group of M/C enthusiasts waiting for their entire group to get together. I remarked to Jim, as to how we used to have two or three groups that large. Then we went on thru Calastoga and thru Pope Valley then to the back side of Lake Berryessa. We stopped at an overlook where all of the party boats had gathered and moored together in separate small clusters to party. One boater musta’ been a bad boy. The sheriff in their boat was conferring and writing for a very long time. Maybe the sheriff had a leaky pen or a busted pencil point and had to keep sharpening it. They musta’ parted as friends cause there was no shuutin’.

I remember the good ole days when we use to have more than two, three or four motorcycles in one group headed out for a fine outing... Youse miss that too? Huh?? Keep the Shiny Side Up, Ride Safely Your Mileage Maker  
Gil





Karen and her friend Linus

### **MARCH DINNER RIDE**

This months dinner wasn't as much fun as last month, when Phil got the Bozo Award, but it was a good ride any way.

As always we never know how many people are going to show up, when a group get together it is always a lot more fun. Once again there was a group, Gil and Mary, Jim and Karen, Butch and Connie, Phil and Kathy, Bill and Carolyn, Tim and Lori, Joe and Patsy, Mike and Phil and myself.

The ride to Cattle Baron in Penryn, was an interesting one. Butch and Connie knew a

back way to go to the Restaurant, so they took the lead, we headed East on Folsom Blvd. where some of us lost Butch and Connie and a few other lead bikes, because of the traffic, so we had a new lead bike as we headed to Folsom. Some way along the ride in Folsom, we lost the new lead bike and some of the other bikes, because of traffic again, so we had another new lead bike. It seem like everyone was getting a turn at being a lead bike for the rest of the group. Before we got to the Restaurant we were all able to regroup again and went into the parking lot as a group. It wasn't long before our table was ready and the ride was forgotten while everyone, except Mary, tried to figure what they wanted for dinner. If chicken strips are on the menu, we all know what Mary is going to have for dinner. Most of us were happy with our meal, some even took home what they couldn't eat. As always the company was great and it was nice to see so many members turn out for the ride. Since they served ice cream after the meal, we didn't have to follow up with an ice cream ride.

### **CALLING ALL COOKS**

By CAROLYN

#### **Pasta Vegetable Salad**

Plan ahead...needs to chill

1-½ cups uncooked tricolor spiral pasta

½ cup fresh broccoli florets

½ cup cauliflower

½ cup chopped cucumber

½ cup chopped celery

1/3 cup sliced carrot

¼ cup chopped tomato

¼ cup ranch salad dressing

Cook pasta according to package directions; drain and rinse with cold water. Place in a large bowl; add vegetables. Drizzle with salad dressing; toss to coat. Cover and refrigerate for 1-2 hours.

Yield: 4 servings.

## Motorcycle Tire Tips

1/30/2004

By Ken "Hawkeye" Glassman

The most crucial yet overlooked and misunderstood component of any motorcycle is the tires. Tires affect handling, comfort, ride quality, and of course, safety.

I recently had the pleasure of spending some time with Mike Manning, of Dunlop Tires. Dunlop is the largest motorcycle tire manufacturer in the world, and Mike knows pretty much everything there is to know about tires. He was gracious enough to answer all my questions so that I could bring his knowledge to you.

First the basics; there are two types of tire construction: bias-ply and radial. A safe generalization is that most cruisers use bias ply tires, and sportbikes use radials. (Spoke wheels require a tube to maintain tire pressure, while cast wheels allow for a tubeless tire). A bias-ply tire has a round profile, and tall sidewalls. A radial tire has a flatter profile, and shorter sidewalls.

In a bias-ply tire, the carcass (the material beneath the tires tread) is made up of overlapping layers of nylon or rayon cords. Each of the several layers stretch across the tire at opposite angles forming an X pattern, hence the term "bias." Some tires add another layer on top of the plies, called belts, and those run in the direction of the tire rotation. As a tire rotates, the small portion of the tire that meets the pavement, the "contact patch," flattens out for a split second. So as the tire rotates, it is constantly flattening out, and rebounding into shape. That constant flexing action generates heat, which is good for grip. But too much heat is the enemy, as it decreases performance and accelerates tire wear.

A radial tire has its plies running "radially" at a 90° angle to the direction of the rotation. This design reduces heat generation, so the tires run cooler. The downside is that the sidewalls flex easier, so they are given a shorter profile. The lower profile means that they can't handle heavier loads that a large heavy cruiser, with a passenger and baggage, requires. A cruiser's suspension

design and cornering needs are better suited to bias ply tires, so always check to make sure a tire is approved for your particular bike before buying.

Tread pattern grooves, or "sipes," greatly differ between bias ply and radial tires and are based upon their intended use. The grooves are designed to channel away water from the tire's contact patch, so the tire won't ride up on the water, or hydroplane. The more sipes, the better the tire will handle that duty. Cruisers and touring bikes are meant to ride in the rain, so handling wet pavement is an important characteristic of the tire. Sportbikes, by comparison, are not designed to ride in the rain. So, the less sipes a tire has, the more rubber meets the road for greater traction on dry pavement.

Tire wear is an important factor when choosing tires. Softer compounds produce more traction but wear out quicker. Harder compounds wear better, but aren't as grippy. Manufacturers have to juggle many different factors when designing their tires for the street that can combine effective grip with longer mileage.

But the most important factors affecting tire life is controllable by the rider. The number-one factor that leads to premature tire wear is underinflation. Mike Manning travels to motorcycle events around the country with the Dunlop Tire Inspection Crew. They provide tire care and free tire inspections to all motorcycles. He tells me that 85% of all tires that they check are underinflated. Not only is that dangerous for the bikes handling, but it can shave 20 to 40% off the tires life. Mike recommends that you look at the tire manufacturers suggested tire inflation pressure rather than the number the motorcycle manufacturer puts in the owners manual, to get the optimum performance from the tire. You can safely inflate the tire up to the maximum tire pressure shown on the sidewall of every tire, so it offers more load capacity when you are riding with a passenger and luggage.

Riding style can also affect tire wear. Cruiser bikes normally wear out the rear tire first, because there is more weight on the rear tire, and it's the tire that bears all the traction and

braking forces because most cruiser riders use more rear brake than front brake. More aggressive riders, however, will often wear out the front tire first. I tend to brake late into corners with mostly the front brake, then dive into the corner at a higher speed before accelerating out of the turn. So I put more grip and braking forces on the front tire than the rear. Tire manufacturers usually put more tread depth on the rear tire, so that the set wears out close to the same time. It is best to change both tires at the same time so that traction is equal at both ends of the bike. It is also a good idea to install new valve stems when you put new tires on your bike.

A lot of riders would like to put fatter or larger diameter tires on their bike, but that usually isn't a good idea. First, you must be concerned with clearance of the fenders and suspension components. And the motorcycle manufacturers spend hundreds of hours designing and testing tires and wheels to bring you the optimum sizes to compliment the suspension system. Changing the size will usually adversely affect how the bike rides and handles, and in many cases can result in an unsafe motorcycle.

Always change your tires when the tread depth reaches 1/32 of an inch. When in doubt, use the "penny test". That means if you put a penny into a tire groove with Lincoln's head pointing down, and can see the top of his head, it's time to change the tire.

If you are unfortunate enough to get a flat tire, the safest thing to do is replace the tire. The tire may be repaired if the puncture is in the center of the tread, but never if it's near the sidewall. A proper repair must be done with the tire off the bike, and only by a trained tire repair specialist. The tire repair kits that plug a tire from the outside are only meant to repair the tire so you can get to your destination. However, tire makers strongly suggest you do not use those types of kits, since you may not be able to see damage inside the tire, and the tire could go flat even

if you are just limping home slowly. Remember a tire failure at speed can cost you your life, so don't try to save a few bucks with a questionable repair.

One of the questions I've always had about motorcycle tires was why they are so darned expensive, in many cases more expensive than much larger heavier car tires. According to Mike Manning of Dunlop, there is no simple answer to that question. There are a myriad of factors that contribute. First, there is a lot more engineering requirements in a motorcycle tire, because there is much more horsepower per square inch of contact patch, and many more stress forces between cornering and braking, than is put on a car tire.

Motorcycle tires can have as many as nine different compounds in its makeup, whereas a car tire might have just two or three. There is also much more development testing because a motorcycle tire is designed to fit a lot of different models of motorcycles, and work effectively for all of them. Another cost factor is that they don't manufacture nearly as many motorcycle tires as car tires, so the economies of scale aren't there. Since manufacturers only schedule a manufacturing run on some tire sizes for a week or a month each year, more tires have to be stocked in inventory, which raises the cost.

There is a ton of information that riders should know about their tires. No matter what brand of motorcycle you ride or what brand of tires is on your bike, you can access vital information by going to [Dunlopmotorcycle.com](http://Dunlopmotorcycle.com). The more you know about your tires, the better you will handle buying decisions and maintenance procedures, for safe, fun riding. From MotorcycleUSA web site.

**FOR YOU INFORMATION**

**Northern California's new web site**

**[WWW.GWTA-NorCal.org](http://WWW.GWTA-NorCal.org)**

## INFORMATION TAKEN FROM STATE STAFF MEETING

Each chapter was asked what they have done to get new members, and what activities they have done;

**Chapter A-** Put a picture in the Honda shop.

**Chapter B-** We do not do much as we have a very small chapter

**Chapter C-** We went to Moffit Fields and had booths, and also had other charities

**Chapter E-** Put on the Blossom Trail

**Chapter F-** Enjoyed the Ride for Kids, have volunteered each year with the Ride for Kids.

**Chapter J-** Went to the Ride for Kids

**Chapter L-** Every Christmas season we give a food basket to poor families, Ride for Kids

**Chapter M-** We respond to the emails right away, when people contact us. Hand out business cards. We will have a second toy run.

**Chapter O-** Fallen rider, Toy Runs, Food Drive, Crater Lake Campout, Walk a thon for MS, Put articles in Paper about GWTA's activities.

**Chapter P-** Judy printed cards. Our chapter pulled boat full of toys for Charity

**Chapter R-** Support helping Hands, Jacobs Heart, Easter Carnival, Bike-A Thon, Ride for Kids

**Chapter T-** Sam's Club and Orchards Supply parking lot Candy and Ticket sales, cancer fundraised \$85,000.00 for local family. Help MS victims, escort bicycle run. Our Chapter had the largest participation for events among the Chapters.

**Chapter V-** Business Card, Safety Class, Toy Run, Adopt several Families for Food and toys, Pass out flyers, give out introduction letter to Out Riders, gives out card, and flyers. Send letters to outriders.

**Chapter Z-** Lung Assoc., Tour to Cure, Ride for Kids, put flyers in shops. Have Bike show, Garage Sale, dinner once a month.

**The NEW Chapter S** in Paradise is approved by the Regional Director. No Formal name has been given as yet. The Chapter kickoff will be announced later.

**GWTA birthday** GWTA had its start in 1987, with Ed Davis and friends in Yuba City. GWTA will have a Birthday Party in Yuba City at the Fairgrounds. The Date will be September 10 and 11. Ed would like to see some of the charter members at this event. There will be information on Motels later. Ed challenged members to please come. The cost will be \$20.00 per person. Please bring in a gift, for gift exchange. Kids are one half price. Joanne wants the Founding Members to please come to the party. There is camping available. A flyer will come out later.

## RIVER CITY WINGS 2004 RIDE CALENDAR

April 27	Dinner Ride	Surprise	4 PM K-Mart
May 4	Staff Meeting	Jim & Karen's	6:30 PM Pot Luck
May 7,8,9	Mother's Day	Orchard Springs (Colfax)	Meet at Campground
May 18	Brkfst Ride	Feather River Casino	8 AM Mom's Restaurant
May 22	Dinner Ride	Surprise	4 PM K-Mart
June 9	Staff Meeting	Jim & Karen's	6:30 PM Pot Luck
June 12	Chapter Ride	Headlands, Mt. Tamalpais (Sausalito)	9 AM K-Mart
June 20	Brkfst Ride	Folsom Zoo & Folsom Prison Museum	8 AM Mom's Restaurant
June 26	Dinner Ride	Surprise	4 PM K-Mart
July 6	Staff Meeting	??	6:30 PM Pot Luck
July 10	Chapter Ride	Loon Lake/Wrights Lake (Need to bring a lunch)	8 AM K-Mart
July 18	Brkfst Ride	Cash Creek Casino	8 AM Mom's Restaurant
July 24	Dinner Ride	Surprise	4 PM K-Mart
August 4	Staff Meeting	Jim & Karen's	6:30 PM Pot Luck
August 7	Chapter Ride	Impromptu	9 AM K-Mart
August 15	Brkfst Ride	Impromptu	8 AM Mom's Restaurant
August 28	Dinner Ride	Surprise	4 PM K-Mart
September 11	Chapter Ride	Ebbets Pass	9 AM K-Mart
September 19	Brkfst Ride	Travis Air Museum	8 AM Mom's Restaurant
September 25	Dinner Ride	Surprise	4 PM K-Mart
October 6	Staff Meeting	Jim & Karen's	6:30 PM Pot Luck
October 9	Chapter Ride	Feather River Canyon (Bring lunch)	9 AM K-Mart
October 17	Brkfst Ride	Cable Lake (Bring Lunch)	8 AM Mom's Restaurant
October 23	Dinner Ride	Surprise	4 PM K-Mart
November 10	Staff Meeting	Jim & Karen's	6:30 PM Pot Luck
November 13	Chapter Ride	Bodega Bay	9 AM K-Mart
November 17	Brkfst Ride	Apple Hill	8 AM Mom's Restaurant
November 27	Dinner Ride	Surprise	4 PM K-Mart
December 8	Staff Meeting	Phil & Charlies	6:30 PM Pot Luck
December 19	Brkfst Ride	Nevada City Victorian Christmas	8 AM Mom's Restaurant
December 25	Dinner Ride	<b>None Christmas Day</b>	

All Chapter & Dinner Rides will leave from K-Mart at Sunrise & Coloma  
Breakfast Meetings will be at Mom's on Sunrise in Citrus Heights

Staff meetings are held at 6:30, 11 days before the General Meeting of each month ( Potluck dinner).  
**Dinner Rides in May, July and October are on the 4<sup>th</sup> Saturday not the last Saturday of the month.**



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Our normal hours are Monday thru Friday, 9:00 AM to 6:00 PM and Saturday 8:00 AM to 4:00 PM.

We are located at 3242 Luyung Drive in Rancho Cordova, about 12 miles east of downtown Sacramento, off of Hwy 50 by Sunrise Blvd and White Rock Road.

Our Service Manager/Mechanic, Ray Wooldridge, is a Senior Honda Master Mechanic. Ray has been certified by Honda and worked for Honda for over 25 years.

Stop on by anytime! Saturdays we have coffee and donuts waiting for you!

Thanks!

*The Crew*

916-852-0552

[www.wingworx.com](http://www.wingworx.com)



# WING NUT

## Gold Wing Specialist

Call: (707) 422-1698 Fax: (707) 422-4520  
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GWRRA, GWTA, HRCA Member



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