

Heartland Wings

April 2015 Newsletter

GWTA
Nebraska
Chapter A



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April Dinner Rides

Come Ride, Eat, and Play With the A-Team

Meet at the NW or SW spot.

Kickstands up @ 6:30 PM to be at dinner by 7:00 PM

[NW: Cubby's @ 680 & Irvington | SW: Dept. of Roads @ 108th & I]

4-1 Business Meeting

Millard Library 6:45 PM

13214 Westwood Lane

Omaha, NE

4-8 Sam & Louie's Pizza (SW)

18010 R Plaza

Omaha, NE

402 895-2427

4-15 Swine Dining (or SW)

204 E Mission

Bellevue, NE

402 292-7427

4-22 Nate's Grill (NW)

15603 Bennington Road

Bennington, NE

402 238-2430

4-29 We'll Smoke You BBQ (SW)

11773 U S 6

Gretna, NE

402 932-0022

Meet at restaurant by 6:30

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Saturday 9AM @ Dillon Brothers coffee and Destination
Friendship

Sundays 9AM @ Golden Corral, 1511 Gregg Road West,
Bellevue – Emergency Breakfast

Upcoming GWTA Events

May 6th GWTA Chapter A & Millard Library
Safety Expo

June 12th – 13th "Meet You At The Fair" themed
Region C Rally Grinnell, Iowa

Chapter Directors' Words of Wisdom

January 18, 2015. It was almost perfect for a January ride. Greg and Monica Bumpus and Jim and I headed out for about a 2 hour ride. Not a 3 hour tour; we all know how those turn out. We weren't out to break any land speed records that day, so we were just taking our time, enjoying the great January weather and sunshine. We ended up on L34 in Iowa, and gave Greg a chance to try out that new F6B on some curves. All was well. I was enjoying the comfort of the Butt-Melter 2000 in the passenger seat of Jim's bike when all of a sudden he swerved hard to the right. All of a sudden there was a silver car (I think it was silver) taking his half out of the middle of the two lanes. Monica and Greg were well behind us, to see the silver car almost hit Jim and me. No one was hit, although the silver car probably came within 3 feet of us. Monica and Greg pulled way over, and told us the other driver did not make any eye contact with them as he passed by.

And do you know what I saw?

Nothing.

Not one thing except Jim hugging the right side of the pavement.

Because on the back of the bike, Jim is tall and I am short and all I can see is Shoei and Snell Approved and DOT approved.

In this case, it was probably a good thing. My first instinct would probably have been to lean waaaayyy over to the right. As that would have made it difficult for Jim to keep on the road, it probably a good thing I didn't see anything.

Which brings me to the point of this article. One, that riding in January in Nebraska and Iowa IS possible. Two, faster is NOT always better (but curves are a good thing). And Three, I need to take a co-rider class.

I will definitely sign up for the Co-Rider class at Gold Rush. Jim and I had just finished taking a Defensive Driving Class on-line (not saying who got the speeding ticket), so we have both been in a defensive driving mode, which is a good thing. Another good thing would be to have a Safety Director for the chapter. But we should always all be our own safety directors. Just having the position filled won't make us safer, but as Chapter Director, I do need to set aside some meeting time to discuss safety as a regular thing.

We will be hosting a Safety Seminar at the library this spring. The library will be helping us promote this, and helping us with logistics. Be thinking of subjects we can present. Greg showed me a great video that I think we could use. If anyone is interested in taking the lead, or co-hosting with Jim and I, please let me know. I think this would also be a good recruiting tool. We are a fun group, we don't drink and ride, and we promote safety. If you know anyone who would be interested in a safety promotion, be sure to invite them.

Ride safe!



Jim and Karen Durand

GWTA National Finally Upgrades Their Computer System!!!!



Seen here is the Norwich City Council's first computer, being delivered to the City Treasurer's Department in Bethel Street, Norwich in 1957. The City of Norwich, and its forward-thinking Treasurer, Mr A.J. Barnard, were pioneers in the application of computer technology to the work of UK local authorities and businesses. In 1953-4, Mr Barnard and his team began looking for an electronic system to handle its rates and payroll. They began discussions with Elliott Brothers of London in 1955, and the City Council ordered the first Elliott 405 computer from them in January 1956. It was delivered to City Hall in February 1957 and became operational in April 1957. The event was celebrated by a demonstration of the machine in front of the Lord Mayor of Norwich and the press on 3 April 1957. [Source: [Norfolk Record Office](#)]

Just kidding! Amazing how big the computers used to be.

Thanks to Judy Schaefer, GWTA Region C Director and Paula Fleischman, Region C Growth and Development Director, we have a brand new Membership Recruitment Flyer. It's available for download on the Region C website. Great job Region C Staff!

DESTINATION FRIENDSHIP

You'll see it's not all about the bike... It's about the people!

GWTA is a member owned and operated organization. We don't care what kind of bike you ride, we just care that you RIDE! We are a family friendly group that participates in everything from ice cream runs to weekend campouts.

We are looking for new people to ride with us: someone to go on a short ride to check out the new restaurant in the next town or a group on an all-weekend campout 400 miles from home.

A valid motorcycle endorsement, insured bike, and desire to go out and HAVE FUN is NECESSARY!

There are opportunities for fun and riding at the local level, as well as State and National levels. We also offer programs such as rider safety and educational seminars.

All we ask is that you check us out!

Chapter Contact _____
Phone _____ e-mail _____
Meeting Day _____ Time _____
Place _____

RIDE WITH FRIENDS TODAY!

Meeting Minutes

GWTA Chapter A
Meeting Minutes
Omaha Public Library-Millard Branch
December 3, 2014

The meeting was called to order by Chapter Director Karen Durand. There were 13 members present.

November's meeting minutes were published in the Winter newsletter – unfortunately the Chapter Secretary didn't distribute the minutes. A motion was made, seconded and overwhelmingly passed to accept the minutes as assumed published. One disagreeable member – who will not be named but his initials are Dave Telford – voted no.

The Treasurer's Report was presented by Mike "Carol Didn't Tell Me How To Print My Treasurer's Report" Brush. Even though Mr. Brush didn't have a paper copy, he made a flawless verbal report quoting numerous numbers which sounded right. A motion was made, seconded and passed to accept the report.

Old Business-

- Xmas party next Wednesday. Lynnette has gathered gift certificates from most of the restaurants we visited this year as door prizes. She did ask a couple members to make visits to a few restaurants that are holding certificates for us. Great job, Lynnette!
- Lynnette handed out the 2015 Ride Schedule. She received some input from members and has added/eliminated some restaurants. We still need a suggestion for the July 22 ride.
- Nebraska has received 450 raffle tickets from National. We're trying to get more as we could sell at least that many at the Lincoln bike show. If you really need some tickets contact Peggy otherwise let's wait until after the bike show.
- Fall Follies reimbursement. Last month a motion was made, seconded and passed to reimburse Fall Follies attendees who bought early tickets. Contact Mike Brush if you attended and want a reimbursement.

New Business-

- We 'tentatively' have some new/old members in Chapter A. Dave and Michelle "Bump" Willenborg attended tonight's meeting and sounded like they will remove their At Large status and rejoin Heartland Wings. Welcome Dave and Bump!
- Marketing GWTA and Chapter A:
 - Denise Telford is reaching out to the publishers of the "Inferno" magazine to see about placing an advertisement for GWTA – Chapter A. This bi-monthly publication is read by the police and firefighters in the area.
 - We also discussed donations. We have a pretty decent balance in our treasury (about 2 years of operating expenses) so we can afford to give some money to good causes. We did discuss donations to organizations which publicize donors – such as Good Fellows. We decided to table the discussion until next month so bring your ideas to the January meeting.
 - Chapter's G and Y have decided to not renew their charters for 2015. Karen reached out to them in her newsletter article. Mark will try to obtain member's addresses and send an invitation to our Xmas party via snail mail in hopes of recruiting some new Chapter A members.

Karen closed the meeting. We held a 50/50 drawing which Mit won. Group then went to Dairy Queen.

Meeting Minutes

Respectfully submitted:

Mark Holling - Chapter Secretary

GWTA Chapter A

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No January meeting due to nasty cold weather!

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GWTA Chapter A

Meeting Minutes

Dillon Brothers

February 7, 2015

The meeting was called to order by Chapter Director Karen Durand. There were 11 members and 2 guests (Ed & Barb Mills) present.

December's meeting minutes were emailed as there was no January meeting.

The Treasurer's Report was brief and quoted herein, "We Have Money". A motion was made, seconded and passed to accept the report.

Old Business-

- Reminder that Region C is coming up in June and to sign up.
- Gold Rush discussion.
 - Theme, "Get Your Kicks on Route 66"
 - National leaders will be traveling to NM later this month and we'll get a report from Mike and Carol at our March meeting.
 - Mike said they are planning more adult activities.
 - Mike is also in charge of the shirt design and is soliciting for your design ideas.

New Business-

- We welcomed our newest member, Mike Benck at the meeting. Mike was Chapter G Director and joined The A Team after G folded. Mark has reached out to others from G and also Z (also folded) but no others have joined A yet.
- Mark mentioned some items from January's Touring News:
 - Mit Grimes had his picture on the cover and had to items he'd written in the January issue. Way to go Mit!
 - TN will publish any events we'd like to submit. Send them a mini flyer that's ¼ page in size 3 months in advance of the event and they'll publish it.
 - National is putting together a new recruiting program to appeal to new members and current members. More info coming.
- Membership
 - Mark shared a revised membership list after receiving an update from National. GWTA/Chapter A has lost 13 members since I last saw a membership list. We had a discussion on having an activity to call current and new members. Also discussed reaching out to members before their expiration date to encourage them to renew. No action was taken.

Meeting Minutes

- Mike and Carol discussed the fun activities planned for Gold Rush, the great roads and the nice accommodations. The host hotel, Marriott, is all on one level and surrounded by restaurants within walking distance.
- Mike said they are planning more adult activities.
- Mike is also in charge of the shirt design and is soliciting for your design ideas.

New Business-

- May 6th Safety Expo
 - The subcommittee (Mike & Carol, Dave & Denise, Dan and Joyce, Jim & Karen, and Mark) had an initial meeting on February 11th. We also had a brief meeting before the March meeting.
 - We plan to have multiple short activities that the public can attend such as a brief safety video, a motorcycle safety quiz, a static display of motorcycle gear from best to worst, etc.
 - We will have two motor patrol police present with their bikes.
 - All hands on deck for this safety/recruiting meeting.
 - This discussion led to a general safety discussion. Karen was going to check with? to see if they were planning to put on the Spring Tune Up again this year.
 - A motion was made, seconded and passed to send Steve Allen a check for \$47.88 to cover the annual charges for our Chapter A website.

Karen closed the meeting. We held a 50/50 drawing which somebody won. Group then went to Dairy Queen.



A GUY WHO RIDES
A BIKE WIDE OPEN
IS NOT THINKIN'
HE'S JUST HOPIN'
Burma Shave

BOTH HANDS ON GRIPS
EYES ON THE ROAD
THAT'S THE SKILLFUL
RIDER'S CODE
Burma Shave

THE ONE WHO RIDES
EYES ON THE ROAD
THAT'S THE SKILLFUL
RIDER'S CODE
Burma Shave



PASSING SCHOOL ZONE
TAKE IT SLOW
LET OUR LITTLE
SHAVERS GROW
Burma Shave

April Celebrations

Birthdays

4th Denise Telford
21st Dave Willenborg
22nd Mark Holing
24th Joyce Dolan

Anniversaries

2nd Melanie & Chris Doyle

NEW MEMBERS!!!!

Congratulations and welcome to Chapter A's newest members

Mike Benck is a loyal GWTA member, most recently Chapter G Director. Mike's enthusiasm will be a great addition!

Dave and Michelle 'Bump' Willenborg have been GWTA members for a long time and are past Chapter A folks. Welcome back Dave & Bump!

NEW MEMBERS!!!!

Greg Bumpus selects a warm winter day to show off his new 2014 FXB!



Farewell to Hair Party

Member Profile

On January 21st a group of Karen's friends and supporters met at the GarageMaHal to wish her well, eat pizza and talk. A good time was had by all!



Mit's Motorcycle Musings

POST TURTLES, BARBED-WIRE, AND COYOTES

If you weren't raised in Ranch Country and have never spent time there, you couldn't be expected to know what a Post Turtle is.

A friend forwarded an email to me that talked about Post Turtles, and how some people were kinfolk to them. I no longer have the email, but since I was raised in Ranch Country I have some experience with them.

There were a lot of Box Turtles around, mostly not too far from the South Fork of the Elkhorn River. These turtles could be found, at times, moving slowly across the sandy, rutted back roads of the county. Since there was so little traffic on these roads, the turtles had little experience in avoiding being crushed under the wheels of a passing vehicle. Also, since their shells were quite hard, they were seldom killed immediately when it happened, and must have suffered for a long time before dying. Well, they must have been able to feel pain as even the smallest spider in the world will run as fast as it can to get away from physical threats. Typically, ranch folk have affinity to almost any living thing and hate to see even animals that are a source of food suffer in the dying process. I have always said that I did not fear death, but certainly do fear the dying process.

So when we traveled back roads at the speeds appropriate to 1930s vintage cars, we could see a turtle crossing the road ahead and stop the car in time to get out, pick up the turtle, and carry it over to where it was headed in the first place. Or, to turn the car out enough to straddle it if it happened to be in one of the wheel ruts. Sometimes, traveling those back roads, Post Turtles could be found on top of a post. As the email pointed out, that turtle didn't get there all by itself. It required help, it didn't belong there, it couldn't do anything now that it was there, and it certainly didn't know how to get out of that predicament. Sometimes a ranch hand would place one up there and plan to put it back down when he returned from his errand. That way he didn't have to worry about running over it on the way back. Turtle soup was extremely foreign to our culinary endeavors. We didn't eat them.

In Ranch Country, all property is fenced. Normally with barbed wire. Unless you were raising horses. Sometimes a rancher would put in an electric fence, which was operated by a timer and a battery. The problem with an electric fence is that you have to keep an eye on the charge in the battery. That type of fence does not work well with cattle, as their hides are thick enough that they may ignore the shock. Horses, however, don't like it, but it doesn't keep them from eating the grass on the other side of the fence anyway, where it is always greener. For those who have never had to put up a barbed wire fence, thank your lucky stars. Putting up a barb wire fence is a lot of work, and that type of fence requires a lot of maintenance. When you have a herd of cattle rubbing up against it trying to dislodge sand burs and parasites, or just to scratch an itch, it puts a lot of wear on posts and wire. Power augers weren't invented until too late to do me any good. What we had was an implement called, appropriately, "a post hole digger" and had two facing spades on a hinge and two long, thin handles. It only took once or maybe twice, to convince you to keep your thumbs from being in a position to be pinched between the two handles. With this tool you dug a round hole about eight inches across (OK: diameter) and a couple of feet deep. Then you dropped a wood post into the hole and tamped in enough dirt around it to hold that post steady. When you got to where you needed to turn a corner, you had to space the last two posts so that you could nail a diagonal pole between the two in order to support the pull of the barbed wire. The next post past the corner also got a diagonal brace. When you finally got around to stringing the wire, the corner required burying a "dead man." Well, that's what it's called. You wrapped a piece of barbed wire around a short, two foot or so, post and buried it, again, diagonally, to further support the posts. That's how you build a fence.

Barbed wire was fastened to the posts with BIG staples pounded in with a claw hammer. There are many different kinds of hammers, but ranch hands much preferred a claw because you could not only pound a staple in, but pull one out if need be. These staples were in the shape of the letter U, with one prong longer than the other and very sharp. There is an amazing variety of barbed wire styles and some folk collect a piece of each variety. They display them by mounting each piece, with a description & manufacturer logo, on an appropriately sized piece of barn siding. The style I am familiar with was made by twisting a short, sharpened piece of wire (the barb) around one wire and then twisting two wires together. Barbed wire is a sturdy item. Then the wire is pulled tight with a tool called a "wire stretcher." My daughter became acquainted with a wire stretcher when she and her husband acquired 5 acres and a house on the edge of Piedmont, SD, and put a couple of horses inside a fence containing most of that. When you had three wires strung, one low, one high, and one in the middle, you were done. And you had lots of posts to put turtles or worn-out cowboy boots on. And more than a few cuts where the barbs had gone through your leather gloves and into your hands.

As teenagers, we found it possible to throw one of those staples so that it would stick high up on a building. It became sort of a sporting thing, and took a little practice. I don't know if staples like those are even available anymore.

Ranchers don't much like Coyotes. They blame Coyotes for killing and eating calves, lambs, chickens & other fowl, although not usually geese or ducks. Geese get to be good sized, but contain a lot of fat. Ducks are an extremely dirty fowl and do not produce much edible meat, and even their breasts are dark meat. Dark meat retains oxygen better than white meat does and these birds can fly upwards of 20,000 feet above the ground. My grandparents out on the homestead raised guineas, though they weren't raised in later years by my Aunt & Uncle. They did, however, raise turkeys. Merriam turkeys. The Merriam is a big bird and has been successfully reintroduced to the wild in Nebraska. Trust me: Butterball Turkeys are far more delicious. My Aunt & Uncle on the homestead had one "Tom" as male turkeys are called. I hated that Tom. He stood taller than I was and he paced back and forth on their porch waiting for me to come out. If I needed to go to the outhouse, I would look out the window to see where that Tom was, and then make a dash

Mit's Motorcycle Musings

for it. Of course, he was always waiting for me when I finished my business and wanted to go back into the house. Did I say I hated that Tom? I was glad that they didn't raise Geese. Geese bite. There was a flowing well at one end of the house, and water was piped through the wall into a big tank. That made a great place to cool watermelon in the summer. The water came from fifteen to twenty feet down and was really cold.

When the Coyote population got bigger than the ranchers wanted to tolerate, they would all gather 'round, and line up as many townspeople as they could find to go Coyote hunting.

One of the townsfolk had done rather well in the 1920s and had bought a Stinson Flying Station Wagon. This was a very plush, for the time, airplane. It still had only basic instrumentation, but had luxurious bucket seats and padded interior. And it would hold four people.

So the hunt was on. The Stinson would take off and head northwest of town, which is where there was a lot of open country, and a good home for Coyotes. Cars were set up with three people per car. The cars would drive out north and west and stop along the road when they got out a ways. When the pilot of the Stinson found a Coyote, he would fly over to where the cars were and do a one-hundred-eighty degree turn around where the cars were parked, and head out in the direction of the Coyote. When the Stinson got to where the Coyote was, the pilot would circle around it with one wing dipped to show the Coyote's location. Of course, it was always in a big grass field bordered with (what else?) a barbed-wire fence.

The lead car would stop at the fence and two of the three people in the car would jump out with their claw hammers and tackle the removal of the staples from the two closest posts. They would then stand on the wire while the string of cars crossed over it and into the field. With the last car through, the barbed wire would be put back to "rights" and they would quickly jump into the car that was waiting for them. That car then became the last car in the line. That's how you hunt Coyotes.

It was during one of these hunts that the son of the Stinson owner was at the controls and turned it too tight and crashed. The airplane was a total wreck, and he spent months in the hospital. I have no idea whatever became of him.

Crows also were a problem in the depression years. I'm not sure why. I remember only one time when the townsfolk and ranchers had a crow hunt.

In that part of the country the elevation is around 2,200 feet. At one time, it was a sea bed so the base is sand and the top soil is only a very few inches thick. The area only gets around twenty inches of moisture each year, so farming is a fairly iffy endeavor. There were a few farmers in the area raising corn, but with the soil as poor as it was a farmer could only figure on about forty to fifty bushel of corn per acre in the best of years. I asked my father why people settled in that area, and his reply was that it seemed to be a nice little valley. Nice valley or not, the land was susceptible to what we called "blow outs." The wind had a habit of picking on a clump of grass that didn't have very deep roots, and before you knew it, there was nothing but sand on the windward side. The small yield of corn per acre made it a marginal effort, and the crows were eating the two outside rows. So they had to go. The hunt started in one grove, and continued into another, and another, and another. Each time the crows would move, the hunt would move. By the end of the afternoon, there was somewhere around one hundred crows less than there was in the morning. I remember my father and I bringing home three or four crows for the cats. Dad had a hatchet and opened the crows up, but the cats wouldn't eat them. There's not much a farm cat won't eat, so I always figured crow must really taste bad. Well, they are carrion eaters, so it makes sense. I guess that's where the saying must have originated about "eating crow" came from. When all you have to eat is a crow that tastes bad, you're destitute. And hungry. Apparently the cats weren't THAT hungry.

6-9-13

Rev. 1 6-10-13

Rev. 2 6-11-13

Rev. 3 6-16-13

Rev. 4 7-10-13

Released 8-13-14



Rider Education Information

We are all getting anxious to go riding as the weather changes from winter to spring. I suggest that there are a few things that you might want to check before you mount up and ride. Here are some suggestions to get your mind going towards the mechanical safety of your bike, and the safety of yourself and passenger.

Things to check start with checking the tires for inflation level, cracks, wear and anything abnormal that would cause you grief while riding.

If you stored your bike last fall without changing the oil in it, you might consider doing that before you start riding. It's also a good idea to check all the other fluid levels of your bike to make sure they are up to snuff.

As an afterthought of that, if you ride a Gold Wing, you might want to consider changing your antifreeze if it's been over 2 years since you last did it. The antifreeze develops a PH level that can cause harm to your engine over time if not changed.

Further you might want to make sure that all the lights of your machine are in proper working order. If not, now's the time to repair them or replace burned out devices.

Have any of you ever thought about checking your safety gear for wear, etc? It might be a good idea. Its condition could be something that will save you some misery if you happen to go down.

I have a pet peeve that I harp about a lot. That's something called being seen. I heard of numerous accidents while in Texas this winter that indicated to me that folks weren't being seen. While there, Linda and I rode with florescent green jackets on and I'm glad we did. Though we didn't encounter problems, the drivers of cars that passed us became very aware of our being there because of the bright colors. Your safety is important to everyone, and if the cost of a florescent colored vest, at about \$12.00, will help you be seen, it's worth the investment. I have to agree it doesn't look cool, but I for one would rather be seen than be cool. Drivers all over the country don't seem to see you in dark colors, why I don't know, but just the noise or lack thereof of your bike or the lights of your bike don't seem to be sufficient to get people to see you.

The above is to get your mind starting to think about riding season and what you have to be doing. Please check the GWTA Nebraska Web site for the events going on for your chapter and other chapters in Nebraska.

Ride safe, have fun and enjoy the open road.

Mel Vogt

Nebraska Rider Ed Director

[Rider-Education-Information-March-2015](#)

Posted by Jereomy Frum - March 8, 2015

Bike Buzz – News, Rumors, Innuendo, Gossip, etc.

MOTORCYCLE RECALLS FROM MC Consumer NEWS (Nov 2014 - Mar 2015)				
BRAND	MODEL/YEAR	COMPONENT	NHTSA ID#	MCC NEWS ISSUE
Genuine Scooter	2014 Stella	Electrical (faulty ECU)	14V408000	November-14
Helmet City	HCI Model 100,L, XL & XXL	Helmet	14E043000	November-14
Honda	2001-10 & 12 GL1800, 2001-05 GL1800A	Hydraulic Brake	14V472000	November-14
Tucker Rocky	S-M Cyber Road Grateful Dead U-6	Helmet	14E038000	November-14
Harley Davidson	2014 FLHRSE, FLHTTCU/TC/TG,ETC	Engine/Drivetrain	14V537000	December-14
Harley Davidson	2015 Street Models (XG500, XG750)	Fuel System	14V536000	December-14
Suzuki	2011-14 GSX-R750, GSX-R1000	Chassis	14V408000	December-14
Triumph	2012-13 Street Triple	Chassis/Steering	14V548000	December-14
Yamaha	2014 FZ-09	Electrical	14V550000	December-14
Campagna	2007, 2009-13 T-Rex 1400R, 14R & 14RR	Motor - ground clearance	14V608000	January-15
Husqvarna	2015 FC, FE, TE & TC	Fork assembly	Voluntary	January-15
Victory	2015 Cross Country/Eight Ball/Tour 2015 Gunner, Hammer Eight Ball/Vegas Eight Ball, High Ball, Magnum, Vision Tour	Powertrain	14V596000	January-15
Harley Davidson	2015 FLHTCUTG Tri-Glide	Brakes, Hydraulics	14V750000	February-15
Harley Davidson	2014-2015 FLS Softail	Exterior Lighting - Front Turn Signals	14V725000	February-15
Honda	2014 Grom 125, 2014 Forza 300	Fuel System	14V672000	February-15
Triumph	2014-2015 numerous models	Fuel System	14V694000	February-15
Yamaha	2015 FZ-07	Electrical System	14V657000*	February-15
Yamaha	2014 YZF-R6	Wheels	14V657000*	February-15
Yamaha	2013-2015 XT250	Fuel System	14V754000	February-15
AFX	Cycle Gear Street & Steel Brotherhood and Anarchy half helmets	Helmet XS, S, M	14E080000	February-15
Fly	.357 half-helmet	Helmet XL	14E074000	February-15
AFX	FX-76 3/4 helmet	Helmet XL, XXL	14E079000	February-15
Aprilia (Piaggio)	2015 Caponord 1200/2014-15 Shiver 750	Powertrain	15V007000	March-15
Harley Davidson	2012 Dyna & Softail	Brakes, Hydraulics	14V794000	March-15
Shark Helmets	Shark Raw	Fails impact attenuation regs	14E086000	March-15
Triumph	2011-14 Triumph Explorer 1200	Structure - side stand bolt	14V765000	March-15
Victory	2013-14 Cross Country, Eight Ball, Hard Ball, Jackpot, Ness Cross Country, etc	Fuel System	15V002000	March-15

300 MILLION HONDAS



Honda Motor Co., Ltd. announced production of its 300-millionth motorcycle—a milestone more than 65 years in the making. The milestone bike is a Honda Gold Wing produced at the company's Kumamoto Factory in Japan. Honda is celebrating the 40th anniversary of the iconic Gold Wing in 2015. Honda began mass production of motorcycles in Japan in 1949 when it built the Honda 98cc Dream Type-D. Today, Honda produces motorcycles, ATVs and side-by-sides at 32 plants in 22 countries, including two plants in North America.

"This incredible milestone [reached in November 2014] is the result of the millions of customers who have placed their trust in Honda and we would like to thank all of our customers, associates, dealers and community partners in North America for helping make it possible," said Bob Gurga, Vice President and Manager of Motorcycle Division for American Honda. "Now, we are focused on the future and the ways that we can harness the challenging spirit of Honda associates to create new joy for Honda customers."




FULL COVERAGE. Dowco's Guardian WeatherAll Plus motorcycle covers now have added features, including reflective elements for increased nighttime visibility and an access port in the front wheel area to allow for a cable lock to be passed through. Two new covers have been created and 11 sizes are now available to fit virtually all motorcycles. New fits are for the Can-Am Spyder and the XXXL Trike, which fits the largest trike conversions available (trikes up to 119 inches long and 61.5 inches wide). The Guardian WeatherAll Plus motorcycle covers (\$86.99-\$159.99) include a drawstring backpack for storage and a lifetime limited warranty.

Call (800) 558-7755 or visit dowcopowersports.com

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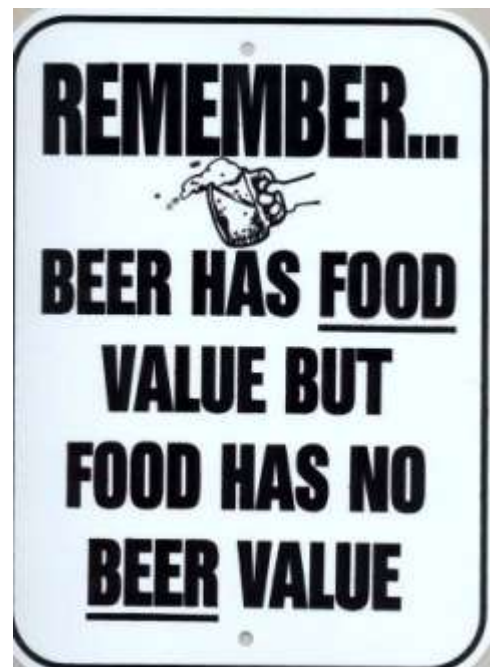


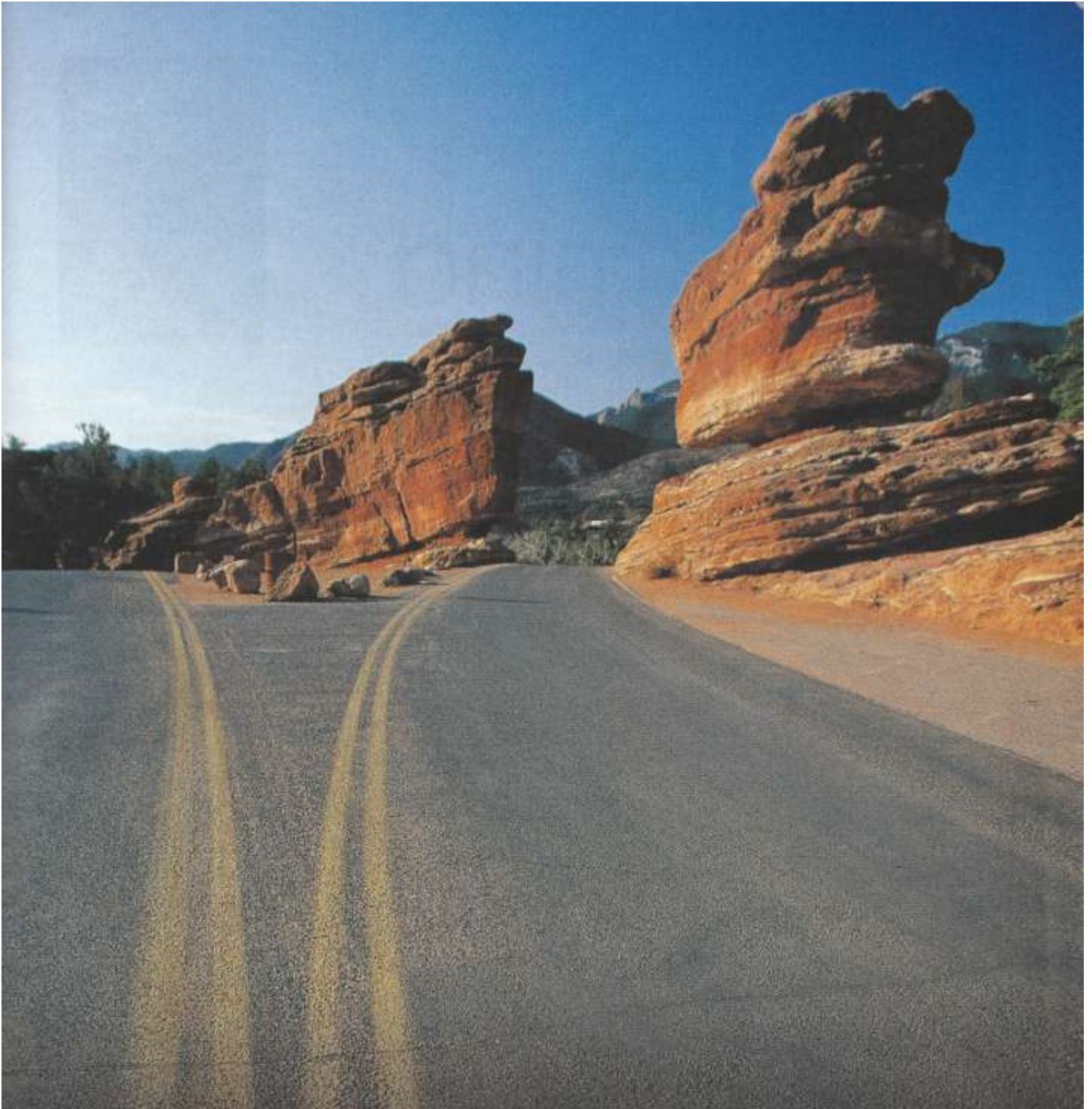
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