



# The Informant

The official newsletter of:

*Women in the Wind® Ladies of Chrome & Leather Chapter*

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Issue 218

September 2018



**NO MEETING AT FLO'S  
IN SEPTEMBER**

## Mark Your Calendars!

September 15  
Accident Scene Management  
Marie Callender's in Corona

**NO MEETING & RIDE**

September 28-30  
WITW Western Roundup  
Laughlin, NV

October 20



**RIDE ONLY, NO MEETING**

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- HEY TRISH (Ask your Maintenance Officer)



Karen Scott

President

Hello Ladies,

We've turned the page to September which is somewhat hard to believe after a hot, hot summer. The days are getting shorter, schools are in session and our routines tend to change at this time of the year. I hope as your schedules rotate, you will also rotate your attention to getting a bit more riding in. Weather permitted, that is my plan. I love riding in the fall as the colors can turn brilliant and the air feels fresh. Because riding is such a sensory experience, there are certain seasons that just lend themselves well to this.

We have a few great months ahead for our chapter meetings and rides. Our Accident Scene Management class on Sept. 15 has come together well and we will get to learn how to be our best if we are ever faced with this challenging experience. I know we all have a helpful heart when it comes to someone in trouble so I know this class will have invaluable information for us to take away. If you are not able to attend, do not worry that you will be left behind. At our next regular meeting, we can chat about the information presented, what we learned and our most important "takeaways." Also, the venue for the class has changed due to the need to make the day a bit more streamlined by having us in one place for the class as well as meals. We will meet at Marie Callender's in Corona with a continental breakfast starting at 8:00. The class will begin around 8:45 and we will also have the ability to individually order lunch at Marie Callender's. If you have any questions, Sandy is your resource.

Next up, in October, is the Amazing Ride, always a LOCAL favorite. This year it will be the Halloween edition. Sandy has been busy using all her creative juices to bring us a safe, fun ride. This one is not to be missed!

Remember, both in September and October, there will be no meeting at Flo's due to these special events. We will be back there for a meeting in November and then in December we will once again not meet at Flo's due to having our annual Christmas party. WHATTTT?? Did I really just say that! It comes fast! If you are interested in hosting the party this year, let us know or if anyone thinks we should explore a restaurant option instead, please talk to one of your Board members. We are always open to fresh ideas.

I know some of you will be heading to Laughlin for the Western Roundup regional hosted by Cactus Cuties. Since this is their first time doing this regional, I look forward to hearing all about it upon your return. I hope you all have a safe trip and that the weather is favorable.

We will be creating a Ride Calendar for 2019 in the near future so if you have any great rides to be considered, please send them on to Vicki.

That's it for now and I hope to see most of you in the very near future!

*You now have your finger on  
the LOCAL Pulse!*

*Karen*



# VP' s Corner



**Shelley Beetler**

**Vice President**

Well, I'm back . . . I can only say that I am so glad I got to go to the Summer Internationals in Calgary, Canada. My trip started out on Sunday, August 5<sup>th</sup> in Anaheim, where I met up with Trish & TJ and Carol from Sol Sisters Chapter at 5 AM. We all decided that we would head up the coast to avoid the heat and fire in Northern California. The 101 & I was a great route. We traveled up to Windsor for our first night (500 miles). Yes, we went through San Francisco and went over the Golden Gate Bridge.

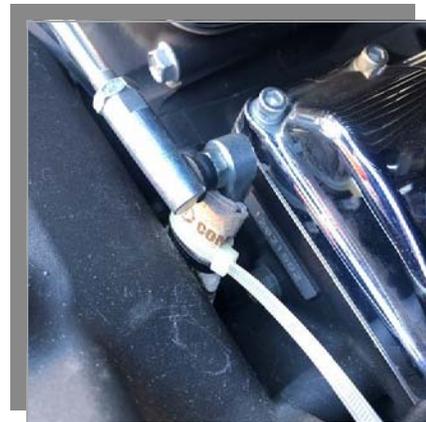


Our second day was up to Klamath Falls, Oregon. The more twisty the better, so Trish made sure we would hit as many curves as possible. This day ended up being a long one, not only because we did 500 miles to earn our 2018 IK-2 Day patch. I had a little mechanical issue - my shifter linkage came off the shaft of the transmission. Not sure how . . . all of a sudden I was stuck in 6<sup>th</sup> gear on a mountain pass (not good). We pulled off in a little town to assess my problem.

I had sent a photo of my problem to Matt with Mobile Cycle Service and ask for advice. Matt suggested that I use some cardboard to wedge in between to hold it in place until I could get to a repair shop. During this time TJ was trying to get the linkage back on and managed to get it partially on enough so that I could get out of 6<sup>th</sup> gear.

We googled Harley dealers to locate the nearest one and found one 20 minutes away but . . . it was Monday and they were closed. So it was go 1½ hours back the way we came or go 2 hours south of where we were heading. There was a Mom & Pop repair shop in the next town that opened in 30 minutes, so we headed there. And wouldn't you know that they too were closed Mondays.

Trish saw a guy that was beside a bike and asked if he knew of a repair shop nearby. He said that he had a friend that built bikes and he might be able to help. He showed up within the hour and was able to fix it with Trish, TJ & me watching closely which was a good thing as it happened again about 20 miles later.

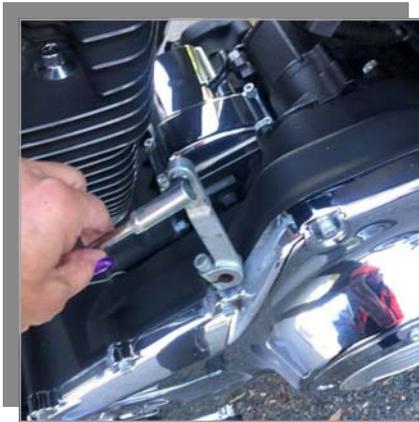


## VP' s Corner (cont' d)

I immediately let everyone know as (again) we were on a great twisty road. I had to do a bit of clutch feathering into a small town but managed.

I was trying to get to the next town but the next thing I saw was Trish & TJ's camera go flying as TJ was taking off her jacket. I proceeded to let them know that they had lost their camera. *(Ed: Didn't this happen last year?)*

Trish turned off on a big pull out and at that time I let them know that I was again stuck in 6<sup>th</sup> gear. I sent them back to look for the camera and Carol and I waited for my bike to cool down so I could work on it. I was able to remove the clamp from the linkage but not able to get the set bolt out to put all back on.



We yet again were blessed to have another biker stop to ask if we need help . . . and Carol was the first to chime in and say, "YES ! She has a shifter linkage problem!" Oh, and did I say he was Canadian, LOL and not bad to look at either. He was able to get the set bolt out and put everything back together almost by the time Trish & TJ got back and yes, they found the camera!

We headed off to our second night in Oregon. It was a 17- hour day but we did finish our IK in two days!

I decided to stop at the next HD Dealer and buy a new part just in case it happened again. Good news, it never gave me any more problems the rest of the trip.

Stay tuned for Part 2 next month.

Until then,

*Keep your eyes moving when riding*

*Shelley*





## OCTOBER RIDE

It's almost that time again! For our chapter ride next month on **October 20**, we will be doing The Amazing Ride - Halloweenie Edition. This is the fourth Amazing Ride we have done and this one will be different . . . trust me.

When we do The Amazing Ride we skip Flo's and go straight to the meetup point so we can get an early start. These rides aren't that long mileage-wise but they do take time when you consider all the stops and running around looking for things. So remember, **NO MEETING AT FLO'S IN OCTOBER!**

Instead, we will meet in the parking lot of the Shell station on the west side of the 15 at Temecula Pkwy (Highway 79) Meet at 8:30, pre-ride briefing and **BE READY TO RIDE** at 8:45.



*Last year's winners*

If you haven't participated in The Amazing Ride before and don't know how it works, it's basically a take-off on CBS' reality show "The Amazing Race."



Teams of 4-6 riders are sent out in 3-minute intervals. Each team is handed an envelope containing various instructions they will open along the way. The first clue tells them where to go; once they get there, the next clue tells them what to do (take a photo, collect something, etc.) Generally there are half a dozen stops. Teams travel in the same general direction, depending on where their Maps app takes them, but they may pass each other during the Ride due to stops or tasks along the route being in a different order. Start time is recorded for each team, as is check-in time at the end. The team that has the shortest ride time AND has done everything in the instructions along the way, wins. **(This year there will be an additional prize for one of the tasks along the way.)**

You may want to put together your own team, or you may just want to show up and join another team. Either way, there will be a place for you! We always have teams that need to be filled out with extra riders.

Hope to see you all October 20. Contact me if you have any questions!



Sandy



## CAPTAIN'S LOG

**Vicki Goizueta**

**Road Captain**

Summer is coming to a close and everyone is getting into "Back to Whatever" mode. I followed some epic road trips from Women in the Wind across the country. I saw group trips, solo adventures, nature's challenges, nature's beauty, lots of miles, and miles closer to home. No matter the adventure, the smiles were undeniable. The adventures affirm why we enjoy this hobby so stinkin' much.

I marveled at all the ladies who handled their carefully curated routes. I saw that even the most well-laid plans don't always go according to that well-plaid plan. Challenges were handled with gusto, grit, and a whole lotta "I got this". I was happy to see ladies understand their limitations and not try to push them. Sometimes the Universe provides you with signs (subtle and not so) when it's time to pause.

Adventure is a subjective word. So even if you weren't able to go on an epic, cross-country trip this summer, if you did something out of the ordinary....that's an adventure. With our chapter, I rode to parts that were new to me. I think my highlight was the pre-ride and our chapter's July ride to the Mt. Wilson Observatory.

I'm inspired to continue the adventures even as the much-welcomed cooler weather comes on. One of the oft-mentioned perks of living in California is the ability to ride year round.

How was your summer?

*Vicki*



### 2018 Injured Warrior Appreciation Run

This year's IWAR will be on **Saturday, October 27**. The run benefits the Warrior Foundation Freedom Station, a recovery-focused transition center and housing facility for injured warriors returning to civilian life. Stage at OC Harley Davidson at 0730 (8677 Research Dr, Irvine) and have lunch with the warriors on Camp Pendleton at the end of the ride. If you haven't attended before, it's kind of like West Coast Thunder only smaller, typically under 1000 bikes. Tickets are \$35 and include lunch and a T-shirt. This year OC H-D will be raffling off an Iron 883. For complete information, go to: [www.injuredwarriorride.com](http://www.injuredwarriorride.com).

# Look Back L.O.C.A.L.

*In 2018, The Amazing Ride has been moved from March to October for a spooky Halloween Edition . . . Here are some memories from previous years. On your mark, get set, go!*



*Winners of the first Amazing Ride . . . and the second . . . and the third . . .*



*I counted 293 tiles, what did you get?*



*Looking for a license plate from South Dakota . . .*



*What the \*\*\*\* is a Forty-Eight?*



*Where to next?*



*Guess I'll just park in the middle of the mall and look at the Directory!*



*Is this an A-6 or an F-18?*

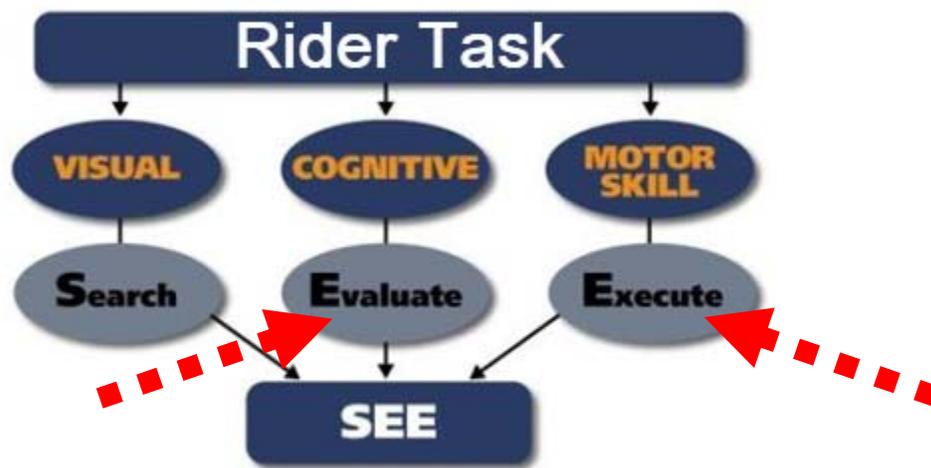


Cathie Siglow

Treasurer

## S.E.E. for "Seasoned Riders" (Part Two)

Now that we are aware of the impact of aging on our bodies and minds, we need to EVALUATE our circumstances and options a bit differently.



### Evaluate:

1. Many of us take medications for various reasons. Do those medications effect your physical or mental processing? Have you read about the side effects? Maybe you should not ride when on certain medications for your own safety as well as other's. AND, have you noticed that the morning after having a few drinks, your brain is not as clear as it used to be?

2. Some of our members have ridden to new places this spring and summer. Riding through new cities with heavy traffic, different traffic patterns, and even different languages on signage, can be mentally very taxing. This can cause "input overload" which affects the way and speed with which we make immediate decisions. Older riders often experience "input overload" in unfamiliar situations and need more time to evaluate the situation.

3. Space, time and distance are misjudged more frequently because of deterioration of visual and / or hearing functions.

## Pennies from Heaven (cont'd)

4. Recognition of danger is often slower, so we may not see the potential danger.
5. Most crashes are the result of a variety of factors and it may take fewer factors to combine into a crash. Age lowers the number of simultaneous risk factors that a rider may be able to respond to safely.

### Execute:

What are some problems involved in EXECUTING our decisions on a motorcycle?

1. Muscles are weaker. Muscle tone and strength deteriorate as we age. Without weight training a person loses 6-10 percent of muscle mass per decade starting at age 30. Picking a bike up becomes far more difficult now.
2. Endurance is diminished. Oxygen is not utilized as efficiently and the muscles lose their elasticity. We tire more on longer rides. I used to be able to ride 450 to 500 miles in the heat! Not anymore!!
3. Reaction time slows. Responding to the many input factors require more time and space as perception, evaluation, and motor (muscle) response times are all slower. Reaction to a hazard may take twice as long for a rider who is middle age (40-54), and up to 3 or 4 times longer after 55 or so.
4. Sensitivity to your bike and environment may lessen. The feeling of the road, sensitivity to a low tire or to the feel of cornering lessens. This may have serious implications in crash-avoidance maneuvers. That "Be at one with your bike" phrase may need to be more of a focus for us as we age!

Yes, you are aging, but so are those other people in cages! They are not seeing dangerous situations, not processing all the factors surrounding them (and you) and may not even react to a situation fast enough to effect evasion measures, either! We all see this! Are we all taking more precautions to avoid them, too?

Okay, so now you are aware of so many factors effecting your riding safety! But, I AM NOT WILLING TO STOP RIDING YET!

*Cathie*



## “WHAT YOU MISSED”

### CHAPTER MEETING SATURDAY, AUGUST 18

MEMBERS ATTENDING: 15  
GUESTS: 2  
# RIDING 9

#### NEWS & ANNOUNCEMENTS:

- LOCAL won the Founders Cup at Calgary (second year in a row). The \$100 prize was donated to the Himalayan Gypsies Chapter (Nepal) to help out with their dues.
- Elin reviewed Summer Internationals for everyone. There were 200+ members at the event. Next summer Internationals will be in Tulsa, OK.
- WITW Western Roundup in Laughlin September 28-30. Cactus Cuties are hosting.
- NO MEETING AT FLO'S IN SEPTEMBER - instead, there will be Accident Scene Management Class for those who registered.
- Cathie moved that the balance remaining from Ride California be absorbed into the LOCAL Chapter account. Motion approved. Also approved, a \$35 partial tuition refund to each attendee of the Accident Scene Management Class.
- NO MEETING AT FLO'S IN OCTOBER. The Amazing Ride will be held on the 3rd Saturday in lieu of the meeting, so we will meet up at the start of the route. Information about team composition will be forthcoming.

september birthdays

sherry

sep 9



## Stayin' Alive



**Sandy Wietecha**

**Safety Officer**

### Stayin' Alive on the way to Laughlin

Are you riding to WITW WESTERN ROUNDUP the end of the month? Last year on the same weekend in September it was 99 degrees in Laughlin, and chances are it will be just as hot or hotter this year. Other than not riding at all - or riding after dark, how can this "ride into the sun" be made do-able? Are you ready for desert temps? (Is your bike?)



#### What is heat exhaustion?

Boring topic, right? You've heard it all before. Drink a lot of water, stop often, wear the right gear, blah, blah, blah. Here's my take on the basics.

Dehydration occurs when the body loses water content and body salts, such as sodium and potassium that are essential for nerve, muscle and brain functioning. Combined with extended exposure to the sun or high temperatures, it can add up to heat exhaustion.

Over 93 degrees outside temperature, you start to lose sweat faster than normal. Sweat evaporates more quickly when you're riding due to the onrushing air, and the hot sun and wind make it feel even hotter than it is and in turn, make it even more difficult for your body to get rid of that heat. Piling onto the heat from the sun is heat from the road surface (a 100 degree air temp can translate up to 170 degrees on concrete or asphalt) and the heat generated by your bike engine (if you have a Harley 103, you know what I'm talking about).

If you ride long distances without stopping to rest and rehydrate, your body may not be able to produce enough sweat to keep you cool and this is what accelerates heat exhaustion. If you're over 60 or overweight, you have an even higher risk of becoming dehydrated (uh oh.) The same goes for if you're on prescription meds, particularly those for treating high blood pressure or heart conditions.



#### How to treat dehydration

If you or someone you are riding with experiences heat exhaustion, get out of the sun. Try to rest somewhere that has air conditioning for a few minutes. Otherwise, look for a shady spot. Lying down may help your body temp to normalize and it's time to remove a layer or two of clothing while you're cooling down, too. And, of course, REHYDRATE.

If you're suffering from heat exhaustion and don't feel better after about 15 minutes of rest and hydration in a cool area, seek medical attention. Untreated heat exhaustion can turn into heat stroke, which is where the body's cooling system shuts down altogether. Heat stroke has many of the same symptoms of heat exhaustion but is primarily distinguished by a body temp over 104 degrees and flushed, hot and dry skin rather than sweaty or clammy skin. Other symptoms can be fainting, seizures, difficulty breathing, and rapid heartbeat. If the body temp is high enough, it can lead to damage to the brain or internal organs and even death.

## *Stayin' Alive (cont'd)*



### **So how can I prevent heat exhaustion in the first place?**

The obvious remedy is to stay out of the sun and heat. And it may be so hot in late summer that NOT riding is actually what you SHOULD consider. But sometimes it's not an option. Following these four simple guidelines will at least minimize the effects of dehydration and heat exhaustion.

1. *Watch for signs of dehydration*
2. *Drink plenty of water*
3. *Plan out your rest stops*
4. *Keep your skin covered*

### **Watch for signs of dehydration**

Heat exhaustion basically develops when your body suffers from depletion of water and/or salt. When you are losing more body water than you're taking in, thirst is the first sign – that, and the fact you don't ever seem to have to pee. You may also experience a headache and fatigue. Your reaction time decreases and you start to lose focus. You start arguing with yourself about how much farther you should be able to go on when you really shouldn't be going any farther at all.

Add in salt depletion and you're well on the way to heat exhaustion. Now you may experience muscle cramps, nausea and vomiting, dizziness or increased heart rate and breathing.

### **Drink plenty of water**

This is a no-brainer. It is essential you take in more water than you are losing through sweating. A Camelbak or other hydration pack is ideal because you can drink water as you ride and don't have to wait until you find a place to stop to rest and rehydrate.

### **Plan out your rest stops**

KNOW IN ADVANCE where you're going to stop. Don't keep riding until you just can't go any farther and you're out in the middle of nowhere. Both the I-10 and the I-40 (the most common ways to Laughlin) have long stretches without water or shade. Be sure you know where you can find gas, water, and shade along the way. Make a list of where these places are: Mile 50 – Gas, Mile 80 – Gas, Mile 90 – Rest area, Mile 115 – Food, Mile 120 – Gas, etc. You don't have to stop at every place on your list; just know where they all are.

Plan on more rest stops than you normally would take. A quick stop can enable you to go another 20-30 minutes. If you have to leapfrog across the desert every 30 minutes, so what. Better to arrive there later than you thought than not arrive at all. Your body will send you signals when it's time to pull over, even if you just pulled over 10 minutes ago. There are no TIME guidelines on heat exhaustion. If you have to stop every 20 minutes, do it! Take drink breaks often. Cool off in the shade or for a few minutes indoors where it's air conditioned. This may mean you need to allow more time for your trip to begin with. Starting earlier in the day means you can stop more often and for longer breaks as the day proceeds. If you're riding with a group, check each other at rest stops to ensure no one is exhibiting signs of dehydration or heat exhaustion.

A longer break (perhaps lunch) midway on your ride can rejuvenate you for the remainder of the trip. Don't rush - enjoy the break!



## *Stayin' Alive (cont'd)*

### Keep your skin covered

No tank tops. High temperatures and strong winds can interfere with your body's cooling process, so long-sleeved clothing will keep you from losing body water (sweating) more than the direct sun on your skin. It may mean the difference between dehydration or not. Wear lightweight, loose-fitting clothing and a textile mesh jacket rather than leather.

Cooling vests go OVER your t-shirt and UNDER your mesh jacket. Cooling vests don't stay cool forever, though. The fact is, you still need to stop, rest and hydrate, even if you're wearing cool gear.

If you've suffered heat exhaustion along the way, think about taking a day off before you ride again. If you HAVE to ride, like you HAVE to get home the next day, be even more careful and take even more precautions – more stops, more often, more water, more salt.

See you in Laughlin!

*Sandy*



### IS YOUR BIKE READY FOR LAUGHLIN?

Do an "**EXTREME T-CLOCK**" on your bike NOW instead of waiting until the day you leave or even the day before you leave. Especially check your tire tread and overall condition, because you do not want to have to deal with tire replacement on the side of the road in the desert.

If you have an air-cooled bike like a Harley, make sure the cooling fins on your engine are clean. You do not want to get stuck on the side of the road in the desert because your bike overheats, either.

The right weight of oil is critical to both primary drive and final drive (shaft) bikes. High engine heat can cause engine oil lubrication to be less effective. Use a higher weight oil like 10w-50 vs 10w-40 for prolonged riding in high temps. Make sure your oil level is between the two bars on the dipstick and check it EACH DAY of the ride.



# The "L" in T-CLOCK

## **L = LIGHTS (3rd in a series)**

“Lights” could probably be more aptly called “Electrics” but of course there’s no “E” in T-CLOCK. So instead, we say “L for Lights” and really mean lights, turn signals, wiring, and battery.

### **Lights**

Lights, of course, include not only your headlamp and taillight but your turn signals as well. When you’re T-CLOCKing your bike before you ride, you need to check all of these.

Test both low and high beams on your headlamp. Make sure the headlamp is mounted securely and the lens isn’t cracked. There should not be any condensation inside a sealed headlamp! Check to see that your turn signals flash – both sides, front and rear. Make sure they’re mounted tightly. Check the front and rear brake lights using your hand brake and foot brake. You’ll probably need someone to help you check your brake lights unless you do it in a dark garage.

Check any reflectors mounted on your bike to ensure they’re still where they’re supposed to be and the plastic isn’t cracked.

### **Wiring**

Check the condition of electrical wiring and wire bundles anywhere on the bike. Any insulation should be in place and there should be no fraying. Make sure the wiring isn’t pinched or interfered with and wire supports are present to keep the wiring in place. Connectors between the wiring and the lights or other electrical devices should be tight and clean.

### **Battery**

Remove the seat or any component necessary to see the terminals. They should be clean and not show any sign of corrosion (evidenced by a white “furry” substance.) Furring is a sign of electrolytes leaking from your battery. You can wipe this off with boiling water or even use a wire brush, but make sure you disconnect the cables before you do this!

# HEY TRISH

## HOW DO I JUMP START MY BIKE?

Okay, let's talk stranded. Here comes help in the form of a car with jumper cables. Then the driver hands them to you and expects you to know what to do with them!

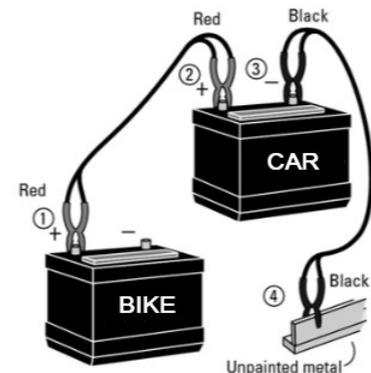
**First, DO NOT HAVE THE CAR RUNNING when trying to jump start a bike!!** It's a good way to ruin your motorcycle battery or even your voltage regulator. A well-charged car battery should very easily jump start a bike even when the car engine is off.

**Step 1.** Locate the car's battery.

**Step 2.** Locate your battery and note that it's marked with a "+" on the positive terminal. The positive cable is often red, but not always. The negative cable is usually black, and the corresponding terminal on the battery is marked with a "-" sign).

**Step 3.** Connect the red (positive) jumper cable to your bike's battery's positive ("+" side and connect the other end of the cable to the car's positive ("+" side.

**Step 4.** Connect the black (negative) jumper cable to the car battery's negative ("-") terminal. Then connect the other end of the cable to a safe ground (unpainted, unchromed metal part), NOT TO OR NEAR YOUR BIKE BATTERY'S NEGATIVE TERMINAL or you could cause a spark or even explosion.



**Step 5. DO NOT START THE CAR, EVER, while your bike is connected to the car battery!** Wait a few minutes before you start your bike. This will allow the bike's battery to take on a little charge. (If you have time, you can use the car battery longer to get a full charge.)

**Step 6.** Start your bike. Leave it running while you remove the cables in reverse order - disconnect the negative side of the bike first and then the negative side of the car. Then disconnect the car side of the positive cable followed by the other end of the cable on your bike.



Hey LOCAL Ladies!

So I've seen a few of you have this handy dandy jump starting charger. This is a great invention - you just need to make sure it's charged before you head out on your trip. Much like the instructions on jump starting from a car, you just need to think of the box as the "car" when you connect the jumper cables. Wait a few minutes and then start 'er up!

*Trish Carlson, Asst. S.O. for Maintenance*

Ladies of Chrome and Leather Chapter (L.O.C.A.L.) is the Riverside, California area chapter of Women in the Wind (WITW), an international organization for women motorcyclists. WITW was founded in Toledo, Ohio in 1979 and has grown to over 100 chapters with members in the USA, Canada, UK, and Portugal. L.O.C.A.L. Chapter was founded in 1999 by Dee Norman and currently has over 40 members.

**Our Purpose Is To:**

- **Unite women motorcyclists with friends of common interest**
- **Promote a positive image to the public of women on motorcycles**
- **Help educate our members on motorcycle safety and maintenance**

<http://www.ladiesofchromeandleather.com/>

We're on Facebook!

<https://www.facebook.com/groups/WomeninthewindLOCALChapter/>

Contact us:

[WITWLOCAL@gmail.com](mailto:WITWLOCAL@gmail.com)



**LAST LOOK**

**REMEMBER:**

**NO MEETING AT FLO'S  
SEPTEMBER OR OCTOBER**

**PRESIDENT:**  
*Karen Scott*

**VICE PRESIDENT:**  
*Shelley Beetler*

**SECRETARY:**  
*Karin Whitehead*

**TREASURER:**  
*Cathie Siglow*

**ROAD CAPTAIN:**  
*Vicki Goizueta*

**SAFETY OFFICER:**  
*Sandy Wietecha*

**ASST. SAFETY OFFICERS:**  
*Trish Carlson (Maint.)*  
*Dev Palau*

**NEWSLETTER EDITOR:**  
*Sandy Wietecha*

**WEBMISTRESS:**  
*Dee Norman*

**L.O.C.A.L. FOUNDER:**  
*Dee Norman*