



Shelley Shenanigans - Notes from the Directors -

July was an extremely busy month for all of us—Wing Ding, Silver Key Run, Hawgs for Hounds, Hummer of the Summer, camping, etc. That doesn't mean activities are letting up. As a matter of fact, I just received a flyer for the Second Annual motorcycle event for Care and Share, which will be included in the newsletter.



We had a good turn out for our annual picnic and the weather was very nice, but we did NOT invite all those flies to join us, I promise. Thanks to Jim Wyman for helping with cooking and everyone else that helped us.

Bring all your unopened hotel (sample) toiletries you have collected during your travels to the September meeting. Didi Reisler will coordinate getting the ladies together to package these items and distribute to a local shelter or charity (for example, Ronald McDonald House, TESSA, etc.).

Chapter I continues to grow and gain new members. Seems like we are getting a new member every month. When you see an unfamiliar face at a meeting, we want to encourage each of you to welcome that person and help them feel like part of our growing family. One of our newest recruits, Dorothy, is a real jewel and has all sorts of stories to share. She is also a member of the Touring Club and Mountain Shadow Riders (Women on Wheels). Dorothy participates in as many rides as she can and she doesn't care what kind of bikes are involved—she just likes to ride and have fun.

The Colorado District "Convention" is next week. Jim Wyman is going for District Individual of the Year - so come up and show your support for Jim and Chapter I. Hope to see lots and lots of you in Breckenridge.

Ride Safe

Butch and Linda

If your horse dies, I suggest you dismount.
- Teddy Roosevelt

Colorado Springs GWRRA CO-I Region F

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- Couple of the Year (COY)** - Dean & Joann Hauser
- Individual of the Year (IOY)** - Jim Wyman

Dates to Remember

- Aug 25-27—Colorado District Convention, Breckenridge
- Sept 7-11 Meeker Sheep Dog Trials
- Sept 10—Garage/Craft sale
- Sept 15—Dinner Ride, Reisler
- Sept 22-25—Red River trip, Doug Irish
- Sept 29-Oct 2—Fayetteville, AR trip

Join Rides Outside Your Comfort Zone

If you have not participated in any of the numerous rides advertised in the Pikes Peak region and hosted by other groups, then you do not know what you are missing. These rides provide you with an opportunity to ride someplace you haven't been, meet new people, AND help others in our community.

You may see a flyer for a ride and think, "that would be fun, but I don't know anyone from that group". Don't let that stop you from going. Call a friend or another chapter member to join you—NOW you know someone on the ride. If you don't like riding with a certain type of motorcycle, call a friend or chapter member who has a motorcycle you are comfortable around. Don't like riding in large groups, call a friend or chapter member—then ride in a group of two or whatever.

We have joined many of these rides and have made lots of new friends outside the Gold Wing community. They are just like us. They just want to ride and help others.

These rides ARE what you make them. Let yourself have fun, we do.

Silver Key

The morning of the Silver Key Run a group of us (Dean & Joann, Butch & Linda, Chris & Sandie, John & Karen Bartlett, and two other couples) met at Costco on N Nevada and rode over to Pikes Peak HD to register. We received our ride route and the Silver key wish list. Then our little group was off to the first grocery store to purchase necessities on our list. We could purchase whatever we wanted from the list and in whatever quantity our little hearts desired.

The route took us to a King Soopers in COS, Monument King Soopers, Falcon Safeway, Wal-Mart on Powers, and Albertson's close to Ft. Carson. We met up with the rest of the day's riders and rode over to the Silver Key facility to unload the goodies everyone had purchased. Butch said only two jars got dropped and broken during unloading, which is amazing with all the hands that were passing the bags along.

All the bikers that participated in this (the 25th annual) run collected 3300 pounds of food/supplies and \$2400 cash.



HAWGS FOR HOUNDS



For a true "AWE moment" (if you like animals), you need to join the Hawgs for Hounds Run. We got to meet a different furry friend from the Teller County Regional Animal Shelter (looking for a forever home) at each stop. They were all well behaved, friendly, and healthy. But we couldn't get them all on our bikes.

This time our group included Dean & Joann, Ben & Kathy, Butch & Linda, and our newest recruit, Dorothy. Our ride began at the Western Omlette. From there we rode up the pass to Bierwerks in Woodland Park for stop 2, The Lucky Buck in Victor was stop 3, Thunderbird in Florissant stop 4, and our final stop was the Crystola Bar in, where else, Crystola.

Some how, we aren't exactly sure, we missed the rain that day. We were watching the sky wondering when the rain would start. People coming in behind us in Florissant were soaked.

Upcoming Runs (that I know about already)

- 2011 Care and Share Benefit Run, Sept. 10, \$15 for one rider, \$5 each additional
- 11th Annual Breast Cancer Awareness Run (aka Boobie Run), Oct. 1
- 24th Annual High Country Toy Run, Oct. 2

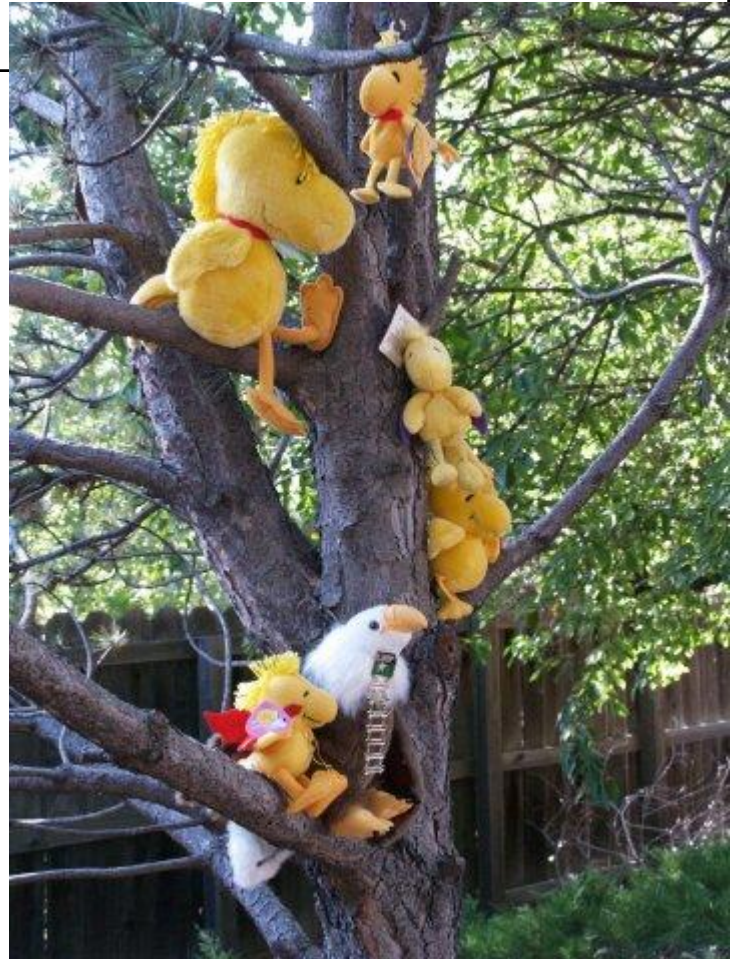
Please help support these important causes.

Our Mascot, Rocky, has been kidnapped

Hello Chapter I members!!!

As you can see by the photos, your mascot Rocky is having a great time with his new friends! We know he has to go home someday, but for now, he is in good company (even if he's up a tree!).

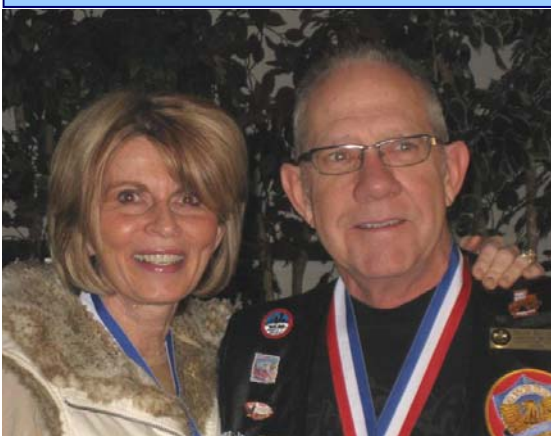
Lisa & Bill



We need four Chapter I members to rescue Rocky and bring him home. If we have six members attend Chapter E's meeting/picnic (August 20), we can kidnap their mascot—Ellie.

Couple of the Year

Joann & Dean Hauser



Individual of the Year

Jim Wyman



The Lockharts' Big Adventure

While I am sure a lot of you have traveled on your bike much further, this was our longest journey yet. 3,800 miles through 11 states to SC then on to Wing Ding in Knoxville. Looking back on it now, even the heat and humidity didn't seem that bad....but it really was.

Our trip started off at 5 a.m. meeting up with Don and Cathy, then heading East a bit further out of town picking up Jim & Olga and Ben & Kathy. It was a cool summer morning, which we knew we'd better enjoy before the sun came up to warm the air. We all had a planning meeting for this ride but it was Cathy Luce who had mapped out the route along with every gas stop. She is such a fabulous trip coordinator!

Our first overnight stop was in Wichita, Kansas (my hometown). The Apples and us stayed in a hotel while Cruzans and Wymans camped with their tent trailers. Claude and I had time to meet with my relatives for supper that night. The next morning we took off about 6 a.m. heading to Ozark, Missouri, where we had all planned on enjoying some thrown rolls Lambert's, not anticipating the crowd of people



waiting to be called for a table. The other three couples decided to eat at Braum's then head on to their next overnight designation. So we bid farewell

as we were on another mission from that point. Claude and I chose to wait it out while getting the opportunity to visit with two high school friends who lived there. After a two hour break at Lambert's we went to Memphis for our next night.

When we were in Memphis at a hotel getting ready to leave the next morning, we met a guy and his wife loading a cargo trailer pulled by his Road



King. He pulled out a thick notebook and showed us where they have been and going. They started in Monterey Mexico (they are Mexican) in June, went thru Texas, on to Memphis then they are circling the whole US. They will also be going into Canada some. They will go thru California then back to Colorado before heading home. We gave them our card and told them to call us when they come thru Colorado in August so we can show them around a bit. She speaks very little English but he speaks it very well. He owns a Door Lock business and travels a lot. They will be putting more than 13,000 miles on their butts by the time they get home. After enjoying talking to them we decided we'd better get on the road.

Our next overnight stop was Newnan, Georgia. It was raining thru Birmingham which made the challenge of finding the interstate we needed from a detour. (And if any of you know what type of navigational system we use...this detour was not part of the program. ha) After traveling in the heat, the rain was greatly appreciated. We made it into Newnan noticing people sitting on corners on their cars, in chairs, and blankets on the grass. That's when we remembered...it was 4th of July! That night it rained so hard that there were no fireworks to be seen.

The next morning we packed up and headed to Savannah, then North to Beaufort, South Carolina to get our new toy. A 2008 Bunkhouse Tent Trailer. Just entering the South Carolina border from Savannah Georgia, we were to meet up with *Don Boren* who we were buying the Bunkhouse from. We pull in and sure enough there was *Don* waiting patiently for us. As we were talking to him and taking a bit of a rest, we saw an 83 yr old lady straddled on a rough looking dual-sport. She has ridden her dual sport thru every state. She rides by herself unless someone wants to join her. She is truly an inspiration!



Big Adventure, cont.

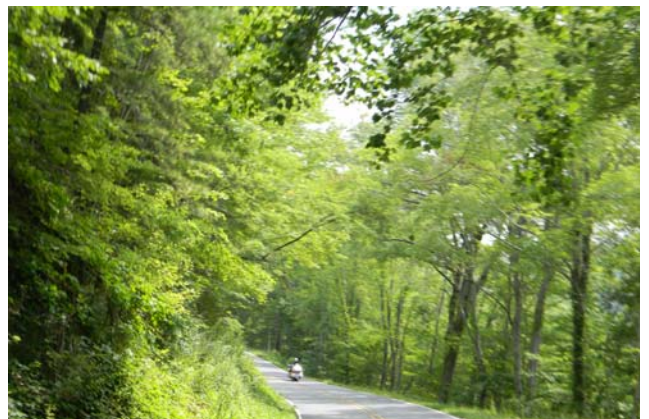
Don Boren is a District TRC educator for Southern South Carolina and Northern Georgia. He bought the trailer new then added a lot to it. Between 2008 and present he had only taken it out for four nights, so it's like brand new. His wife passed away earlier this year with leukemia and she had been struggling on and off for the past 3 yrs with that. He was so sweet to put us up overnight in his home, fed us two meals, helped Claude wire it for our bike, and had Claude pull it around in his yard to make sure he could handle it okay..no problem for Claude. He also gave us all of his camping gear so he had it loaded for us. What a find! I think we have made a friend with him as well.



The next morning we headed to the Wing Ding in Knoxville, TN. Upon arrival at the Volunteer campground, we were greeted by the rest of Chapter camping group. It was about time for our planned meal together so they would not let us start setting up our camper. We all had a very yummy potluck meal in a wonderful air conditioned lodge room. Soon after, it was time to set up camp for us. Now there is nothing more challenging than to put a tent or Bunkhouse up for the first time, in the heat and humidity, after a long trip, with 20 Chapter members pulling up chairs to watch the show while sipping on their nice cold drinks. It probably would of been worse had we not taken the Bunkhouse 101 class at Darryl and Laurie's before the trip!! You two were lifesavers for that!! Thank you!! Guess we took a bit longer than some but we did git er done!



We got to go on the famous Dragon's Tail (thanks to Don Cruzan making his 3rd trip heading this ride just for us!). It should of named "Butt Clincher Highway" according to me.. ha, 318 curves(hairpin turns) in 11 miles. You have probably already went on that one huh. I must say that Colorado curves have nothing on this set.



At Wing Ding, Claude won 1st place in his division (with more competition) at the bike show again this year. Our very own Ralph Clayton took 2nd place as well. We did get to see Rich and Donna Noah, who won 2nd place in their division and 2nd in the light show.. They miss everyone in Colorado and wanted to give a Minnesota " Hello" to all of you.

Big Adventure, cont.

The return trip traveling with Don and Cathy was enjoyable but again very hot and humid. Went thru Topeka on the way back and it was 104 degrees and got caught in a traffic tie up. Just about had a heat stroke so had to get off the freeway real quick to cool down. Coming into Colorado, the cooler, drier air was a big relief to us. Once again it was great to be home.

To Claude and I, the best part to us about traveling on the bike is meeting the greatest people who share their travel stories and probably wouldn't have met if we were in a vehicle. We sometimes get a little behind on our trip talking to other riders but that's what makes a trip memorable to us.

Soon we will be taking off on another great camping adventure. As always, we hope everyone can **ride safe, keep the rubber side down**, and enjoy the adventures that the countryside has to offer.



GOOFY

Went to Ralph Clayton
in July



Goofy is awarded to one Chapter member who has done the goofiest thing since the last meeting. Goofy gets to spend the next month with that person. The person receiving Goofy must add or attach something that represents their "goofy" stunt.

We got together one night for a group dinner while we were all at Wing Ding. As we are sitting around visiting Ralph begins to tell us that he learned a valuable lesson a couple of days earlier. Ralph, being safety conscious and wanting to protect himself, was traveling with a container of pepper spray (which he placed in his front pocket). The can blew up—burning his leg, as it would if you sprayed it into someone's eyes. If this isn't enough, his wife (Bobbie) also told us that the week before he had placed a battery in his pocket that also blew up. You know, it's not that he did these things, it's that he told everyone he did them.

Goofy was not awarded to anyone at the August meeting, so Goofy 2 is spending time with his predecessor in the Directors' living room.

Members, be on the look out for someone pulling a Goofy.

The following article was written by Bill Laman, GWRRA-AZ-S and reprinted with permission.

I have read many discussion boards and listened to conversations involving whether or not an anti-lock brake system (ABS) is worth it or not on a motorcycle. The discussions usually involve someone stating that they have never had it before and don't see a need for it now or the fact that they can stop quicker than ABS. Others state that even if you only need it one time, it has paid for itself.

My experience with ABS began like most people, through cars. The first cars that were ABS-equipped had a distinctive pulse in the brake pedal that did not lend itself to my confidence of the system. I really had no understanding as to the benefits of ABS in a car and assumed it only really mattered if I were driving in inclement weather.

I had the good fortune since my initial ABS experience to participate in formal driver training, much of which dealt with ABS. After experiencing the effects of ABS on dry, wet, uneven, and multi-terrain surfaces, I became a believer in ABS and developed a better understanding of its purpose. In a car with ABS, the benefit is the ability to steer and control the vehicle's movement during hard braking in less than ideal circumstances. When skidding, steering control and braking efficiency are lost

ABS prevents wheel lock-up which maintains the ability to steer the car. This allows hard braking to reduce speed while steering around an obstacle or hazard. Without ABS, braking and steering at the same time around a hazard may cause skiing to occur and loss of steering. With practice, you can smoothly apply the brakes and swerve, but this maneuver is difficult to perfect, especially in a panic situation without practice because the swerve itself causes some braking to occur and can easily send you into a skid.

Motorcycles are different than cars so does ABS benefit motorcycles also? ABS on a motorcycle is the same as on a car in that it prevents wheel lock-up to prevent skidding. Skidding results in loss of steering control with increased stopping distances whether a car or motorcycle. The biggest difference on a motorcycle is that a skid may lead to a crash. With a front wheel skid, the likelihood is the motorcyclist will experience a low-side crash. With a rear wheel skid there is the possibility that a high-side crash may occur if the locked wheel's brake is released during the skid. A benefit of ABS for a motorcycle rider is skidding can be avoided which reduces the chances of a crash due to lockup.

Some confusion occurs because it is possible to stop quicker without ABS than it is with ABS engaged during a stop. ABS very quickly applies and releases the brakes so it does not stop the motorcycle as quickly as a smooth,

constant threshold application; however, ABS does not have adrenaline or panic built in like we do and it works consistently every time, unlike us. ABS does not reduce a rider's ability to apply maximum or threshold braking during a stop. The braking system will perform the same way and stop just as quickly as a non-ABS system if the brakes are applied properly. What ABS does provide is a safety net for those instances when a rider may over apply a front or rear brake which would normally cause a lock-up and skidding.

In one study, several different brands and models of motorcycles were tested. Each was represented by an ABS and a non-ABS version. Professional riders were asked to stop as quickly as they could on each motorcycle in identical conditions. They were provided several runs on each. Each professional rider initially stopped quicker on the ABS models than the non-ABS models even though they were otherwise identical motorcycles. The researchers concluded that the difference was due to the riders' knowledge they had a safety net with the ABS that allowed them to more aggressively learn the limits of the braking systems without the fear of lock up.

Similarly, a study conducted by the US Department of Transportation in 2006 studied several models with and without ABS. Each rider was given six runs on each motorcycle. When the riders were on ABS-equipped motorcycles, they had to brake hard enough to engage the ABS each time. On dry surfaces, it took each rider several runs to meet or beat the ABS stopping distances and on wet surfaces, many were never able to match the ABS distances.

A March 2009 study by the Insurance Institute for Highway Safety found that motorcycles equipped with ABS had a fatal crash involvement rate 28% lower than non-ABS motorcycles and were involved in 19% fewer crashes. It was interesting to note that the average age for ABS motorcycle owners in the study was 50 years of age and non-ABS was 54 years of age.

While I do support the use of ABS on motorcycles, I do not believe that ABS is a substitute for good physical and mental skills. I highly recommend regular practice of braking and other evasive maneuvers and riding skills as well as equally practiced mental skills and strategy. Although I practice regularly, I look for anything that can reduce my margin of error. I believe ABS is one more piece of safety equipment that may assist us at a crucial time. Some new ABS systems are so efficient in full-ABS mode they are challenging the stopping distances obtained by professional riders.

Is ABS worth \$1,000 on a motorcycle? It is up to you and your co-rider but like all equipment recommendations, at least now you can make a more educated decision.

This is the fourth in a series—

There are a number of ways to drop your ride. You may think it's more likely to happen to short folks, but take heart short ones - long people drop their bikes too.

100+ Ways to Drop Your Motorcycle

41. Pulling out the swing arm stand and forgetting to put the side stand down first
42. Backing down an inclined driveway, turning to either side with a full tank of gas
43. Taking the bike off the center stand and forgetting the side stand
44. Riding on wet grass with street tires (almost as bad as ice!!)
45. Riding on wet asphalt with dirt tires (almost as bad as ice!!)
46. Thinking the kickstand was down when it wasn't
47. Kick stand slowly burying itself in hot asphalt
48. Kick stand slowly burying itself in soft ground
49. Backing up perpendicular to a steeply sloped driveway and attempting to put your foot down on the downhill side while on a large bike with a high seat. (by the time your foot reaches the ground the bike is so far off center balance you won't be able to hold it up)
50. Backing your bike down a plank, by yourself, from the bed of a pickup truck. Works great as long as you remember that once you start moving stopping for any correction is out of the question. Get two people to stand on each side of you and the bike.
51. Losing you balance when coming to a stop because of fatigue from a long trip. The wind and the buzz of the bike induces an unexpected case of vertigo. Stop often and rest.
52. Riding beyond your limits while trying to keep up with someone who is probably riding beyond their own. The best riders/racers understand and use discipline when riding.
53. Not paying attention. Always strive to anticipate what could possibly go wrong and be planning what your going to do when it happens, eventually it will—and you'll be ready, instead of surprised when your much more likely to do something stupid and reactionary.
54. Assuming that all wet roads are created equal. They are much more slippery when it first starts to rain—until the oil and dirt are washed away.
55. Assuming that the condition of a blind corner is the same as it was the last time you rode it. Instead you find sticks, road kill, oil, rain wash, stones, pot holes, garbage, etc.
56. Not understanding how to get set-up for a corner when pushing the limits. In most cases the

bike could have made the corner but the rider decided it couldn't and while in a panic attempted to correct the situation with the brake. WRONG! MSF course will discuss this at length.

57. Riding without all the protective equipment because I forgot to bring it and after all it was just this one time. Turned out to be the wrong time! I forgot my MX boots and fell on a steeply banked corner and the foot peg attempted to drill into the back of my right calf. On crutches for three weeks with a deep bruise.
58. Using a little too much power turning the first corner after you've put on new tires (with that nice slippery release compound on them)
59. Being too short for the bike you are riding, and coming to a stop sign
60. You rider hops on before you are ready
61. Pushing your bike into the garage and letting it get leaned just a little away from you, pulling you on top of it to the ground
62. Pulling off both fork caps while the bike is on its center stand
63. Park pointing downhill, don't leave it in gear
64. Park with side stand facing up hill, side stand is too long (Yamaha Radian 600)
65. Allow friend to ride bike that has either no riding experience, or only tiny dirtbike riding experience (they will wheelie out of control fly straight at the nearest object, or drop it attempting to stop suddenly)
66. **Pulling into Dairy Queen and slipping on a spilt chocolate malt**
67. Sitting on your bike on an include driveway talking to a very pretty girl, forgetting where your mind is and then noticing that it's already too close to the ground to stop
68. Change read-end oil on a shaft drive bike, spill 90w on tire, don't clean it up and then make a really sharp turn out of the driveway *SPLAT*
69. Parking your bike so that it stands upright with the kick stand down and then having a slow leak in the rear tire which causes the kick stand to push the bike over
70. Running into a bus after a 120 mph+ high speed chase where there is helicopter pursuit and you are being taped by 5 local news stations
71. Spending three hours washing and waxing your bike and then stepping back to admire it with some buddies, and then watch it fall right off its side while it was warming up
72. Pushing it over
73. Covering it with a windsail (aka canvas cover) and letting the wind push it over
74. Unbolting too many components from the back so that the bike falls off the jack

KNOW YOUR LIMITS

KNOW YOUR MOTORCYCLE LIMITS

It pains me to hear that motorcycle riders don't know their limits or their motorcycle limits. Riders are doing maneuvers that have not mastered/practice or their motorcycle can't perform. Let's go back to Albuquerque, New Mexico, around Memorial Day, where a trike lost control in an exit curve trying to follow a motorcycle. We just had a recent accident where a trike lost control on a mountain curve trying to follow a motorcycle. And on NORAD road a civilian personnel lost control when he took a turn too wide or going too fast and the motorcycle went down. These riders were probably good riders with decent skills.

Know your limits? What does that mean to you as a rider? How are your skills? Do you practice your skills? Braking, cornering and swerving. I'm not saying that you have to be in a parking lot everyday before going on a ride, but practice while you ride. If you use two finger to brake, practice using all four finger. Remember: Four to go, four to slow. Remember to use S.E.E. while your are riding, Search, Evaluate, & Execute. Check out your surroundings while you are riding. Practice your skills of braking in a corner and taking a corner as often and as safely as you can. Practice so that when you need the skill it becomes second nature to execute.

Know your motorcycle limits? What can your motorcycle or trike do? What limits does it have? Let's look at lean angles for the Gold Wing. It may be less than on a sport bike. We can add all sort of floorboards, highway board, pegs, chrome, etc. from our motorcycle which can reduces the lean angle or cornering capabilities. We need to understand this concept, that the motorcycle will not be able to lean as sharply as a sport bike or a motorcycle that does not have all the accessories hanging off of the bike. The Gold Wing is a large, heavy motorcycle, 118 horsepower with 125 torque at the rear wheel.

Earl Edwards
Rider Educator



Hi guys!

We are coming up on our soon to be Second Annual motorcycle event for Care and Share, and I wondered if you would be kind enough to send this out to anyone you can on your email list or whatever. We ARE NOT doing a poker run this year for several reasons, and suffice it to say that none of them were really good reasons, but my organization decided that in the interest of our donors, and funders and investors in non-profit food banks, we would accede to their thoughts and not do a poker run after all.

It will be a heck of a lot less work actually, and I may even get to ride this year for a change.

We are hoping to make this a dual-city event this year, on Sept 10th, and we are going to do a run through the Wet Mountains (Bishop Castle and Lake Isabel). It is 103 miles for Puebloans, and 199 for Colorado Springers. Your entry fee will be your donation; \$15 for each rider and \$5 for your passenger. This will get each registration two tickets for door prizes and a ride pin. There will be extra tickets for \$1 each for raffle tickets that will be sold at registration. We will also have ride tee shirts for sale at the event.

Of course, since it is a donation it will be a tax write-off if you choose, so your registration can be anything you'd like over the requested amount, and that'll be excellent.

We are still going to have food available for purchase, but from private vendors this time (Dad's Barbecue from Pueblo, and one other to be determined). We are not going to go overboard with the prizes this time like we did last year either. (Man, that was a lot of work I'll tell you).

Anyhow it should be a fun run, and maybe an opportunity to meet some new friends from the Pueblo area. Thanks for sending this along, if you can. and I hope to see you all there!

Don Lloyd, Resource Manager
Care and Share Food Bank, Inc
2605 Preamble Point
Colorado Springs, CO 80915
719-528-1247 X 4688

The flyer for this is a separate attachment.

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Photos needed for the scrapbook and the website.

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Frog Eye Salad (Pasta Fruit Salad)

From April Hansen-Kepler



Serves 24 - Makes a wonderful dish for a large crowd;
perfect for potlucks or BBQs.

- 2 (20 oz) cans pineapple tidbits, drained (reserve juice)
- 1 (20 oz) can crushed pineapple, drained (reserve juice)
- 3 (11 oz) cans mandarin oranges, drained (discard juice)
- 2 tbsp flour
- 1 cup sugar
- ½ tsp salt
- ¾ cups reserved pineapple juice
- 2 eggs, beaten
- 1 tbsp lemon juice
- 1 (16 oz) box Acini de Pepe pasta
- 1 cup mini marshmallows
- 1 cup shredded coconut
- 1 cup heavy whipping cream

In a medium saucepan combine flour, sugar and salt. Stir in 1¾ cups reserved pineapple juice and beaten eggs. Cook over medium heat, stirring frequently, until thickened. Add the lemon juice and set aside to cool.

Cook pasta according to the package directions. Drain and rinse with cold water. Pour into very large bowl. Add pineapple and oranges. Add cooled sauce, marshmallows and coconut.

Whip cream and fold into pasta mixture. Chill overnight.

Anniversaries

August

12—Gary & Dorothy Williams
15—Paul & Jeannie Bondurant

Birthdays

August

5—Chris Ward
7—Rod Klock
16—Laura Edwards
29—Olga Wyman

September 2011
Chapter I meeting

WHEN
1st Saturday
8:30 coffee, 9:00 meeting

LOCATION
Holy Cross Lutheran Church
4125 Constitution Ave.
in Hiller Hall

Visit us at
www.springswings.org

Note from your Newsletter Editor

Thanks to the following contributors:

Dean Hauser—article & picture
Nancy Lockhart—article & photos

Goodies for September
Nancy Daniels



Link to First Aid kits

<http://www.first-aid-product.com/industrial/vehicle-first-aid-kit.htm>

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