

GWRR



May 2009

***"Friends for Fun,
Safety and Knowledge"***

Message from our Chapter Directors

Gold Wing Road Riders Association:
Big Sky, Region I & WA District



Where has the time gone? It is hard to believe that we are already pretty much through the month of May. With the relative coldness of our days in recent weeks, Spring has been almost camouflaged from our eyes. But, make no mistake, Summer is almost upon us. On the way home from work just yesterday I suddenly noticed that the leaves are completely out where I could have sworn the trees were just budding seemingly only yesterday. Next month, we will reach the half-way point so—hold onto your helmets--and let the riding begin in earnest.

For Chapter E, you can really tell we are finally ready to ride when we transition to having our weekly socials during the month of May. Last Thursday, May 7th, several of us celebrated our victory for last year's District Tee Shirt contest by having ice cream paid for by our contest winnings. If you didn't show up, don't worry, those of us who did covered for you and ate your ice cream too! Seriously though, I kind of enjoyed sitting around with Chapter friends and visiting over ice cream. Actually, this was really an "ice cream social". So, here is what I would like to try on for size. We will alternate our weekly socials. One week, we will have our Ride Social and meet at Pete's in Carnation for our hamburger or whatever at 5:00 to 5:30 PM. The week following, we will have our Ice Cream Social and will meet at 7:00 PM for ice cream at the XXX in Issaquah (our old stomping grounds). Let's try it, but don't blame me if you suddenly need a new belt!

I hope you like this edition of the Chapter Newsletter, Sheila and I always enjoy pulling together information that we hope will be interesting and informative for you. One thing I want to be sure and mention though, is that members are always welcome to send us things they want to see in the newsletter. Whether it is something you want to sell or information you want to pass on... send it in. We always want to hear about your riding adventures. Speaking of riding adventures, special thanks to Caryl Estes for her article of the Lime Run.

Okay, enough talking for now and let's get that riding gear out...



Ride Often – Ride Safe

Dave & Sheila

NEXT CHAPTER

MEETING

Saturday

May 16 , 2009

Denny's Diner

2233 148th Ave NE

Bellevue, WA

Breakfast: 8:00 AM

Meeting: 8:30 AM





GWRRA NEWS PAGE



DON'T FORGET THE NEW PASSPORT REQUIREMENTS: GO INTO EFFECT ON JUNE 1, 2009!



Travelers in and out of the U.S should take note that on January 23, 2007, the first phase of the Western Hemisphere Travel Initiative (WHTI) went into effect. This phase of the U.S. initiative requires that all travelers entering the United States by air from within the western hemisphere must carry a valid passport. Travelers may also use their NEXUS Air membership as a valid document when flying to the U.S. from Vancouver International Airport.

This phase of the WHTI does not affect travel into the U.S. by land or sea.

The second phase of the WHTI will go into effect on **June 1, 2009**. This phase will include travel to the U.S. by all modes, including air, land, and sea. If certain criteria are met by the U.S. Secretaries of State and Homeland Security, this second phase could go into effect sooner.

For more information, log on to www.dhs.gov or www.cbsa.gc.ca.

→ You could also get an Enhanced Driver License (EDL) if you want to upgrade you driver's license or it is time to renew. The cost is only \$15.00 above normal renewal fee.

Go to: www.dol.wa.gov/driverslicense/edlsteps.html

News release Gold Wing Road Riders Association

Benefits Program Expanded! Phoenix, AZ (March 23, 2009)

Melissa Eason, Executive Director of the Gold Wing Road Riders Association (GWRRA), announces the expansion of GWRRA's Member Benefit Programs with thirteen (13) Discount Benefit Programs.

GWRRA's existing benefits include its "award-winning" Rider Education, monthly magazine *Wing World*, Gold Book Service Directory, and FREE **Rescue** Towing and Roadside Assistance, along with many other FREE benefits. See <http://www.gwrra.org/membership.html> for a complete listing of GWRRA's benefits.

Members of GWRRA are given a FREE membership to the Standard **Rescue** Towing and Roadside Assistance Program as part of their regular association membership, *without any other obligations*. Some of the benefits of Standard **Rescue** are towing service for your covered motorcycle up to 35 miles from the breakdown; mechanical first aid (battery service, locksmith service, to name a few); auto rental reimbursement; and much more.





Ms. Eason states, "For many years, Members of GWRRA have had the option to upgrade their **FREE Rescue** to **Rescue Plus**, for only \$25. **Rescue Plus** covers towing and roadside assistance up to 100 miles for any non-commercial vehicle, including a motorcycle, the Member is driving or riding in. It also covers the Member's motorcycle trailer."

"Along with GWRRA's ever increasing list of Member benefits," Ms. Eason continues, "we have added thirteen Discount Benefit Programs." Some of these discount programs are:

- ◆ Discounts for all your air, hotel, tour and package needs through **Travel Now**
- ◆ Access to insurance providers such as **AFLAC** and **AmeriPlan**
- ◆ Discounts at **OfficeMax**
- ◆ Discounts for **Life Lock Identity Theft Protection**
- ◆ Vehicle rental discounts from **Avis/Budget**
- ◆ Discounts for all your motorcycle transportation needs from **JC Motors Transport**

Ms. Eason also announced that GWRRA has instituted a "split-payment plan." "In these challenging times," Ms. Eason says, "GWRRA is sensitive to our Members' situation and wants to offer any assistance when we can. Therefore, a Member can pay one-half of their membership by credit card the first month and the remainder in the second month, also by credit card."

Founded in 1977, the Gold Wing Road Riders Association is the largest single marque motorcycle organization in the world for owners and riders of Honda Gold Wings and Valkyries, with 75,000 Members in 48 countries. Call 800-843-9460 or in Phoenix 623-581-2500 for information or to join or renew and be eligible for these and more great benefits.

News in the State

- ◆ **Washington District Rally "Lynden II—It's a Family Affair"** July 16-19, 2009, Northwest Washington Fair & Events Center, Lynden, WA.
http://www.gwrra-wa.org/Flyers/2009_District_Rally_Lynden.pdf
- ◆ **"Migration to Montana"** - Lynden, WA. To Hamilton, MT. July 19 -23, 2009 (*see next page*)
http://www.gwrra-wa.org/Flyers/2009_R2R_Flyer.pdf (*see page 6*)
- ◆ **Montana District Rally "The Rally in the Ravalli Valley"**, Hamilton, MT. July 24-26, 2009
http://gwrra-mt.org/MT_district%20rally_july09.pdf



Preparing for Conflict

By Ed and Ann Nahl, Assistant LTD Directors



"Whether you think you can or you think you can't, you're right." Henry Ford

Previously we looked at some of the ways people choose to deal with conflict. This month we'll look at ways you can prepare for conflict. No, we're not going to take the gloves off – or put them on – nor are we going to advocate any other type of mayhem. Conflict in this sense is a difference of opinions or viewpoints.

As the quote above implies, our mindset contributes greatly to how we approach work, life, and relationships. At its worst, conflict avoidance may even manifest itself as physical illness. In his book *The Cowards Guide to Conflict: Empowering Solutions for Those Who Would Rather Run Than Fight*, Tim Ursiny boils the situation down to this: "Avoiding the conflict had to be more painful than facing it, and facing the conflict had to be more pleasurable than avoiding it."

The point of the apparent contradiction is that our minds are so powerful that we have trouble separating reality from non-reality. As an example, think about someone scraping a blackboard with their fingernails. Does just the thought send a tingle up your spine? There is no blackboard but the sensation caused by the thought elicits the same reaction. In the same way we will worry about a conflict before we have to face it, and in our mind it is usually much worse than in reality.

To begin to learn to face conflict, Ursiny suggests you construct a list containing the issues involved with the pain of facing conflict and the pleasure of avoiding conflict, then list the concepts of the pain of avoiding conflict and the pleasure of facing conflict. Just divide a piece of paper into quadrants with the issues at the top and the concepts on the bottom. Once you have listed the issues, develop a solution for each. For the concepts, expand each into a set of questions you should be asking yourself.

Now that you have a tool to organize your thoughts, you can focus on getting beyond the fear component of conflict. "If you fall off, get right back on" is the pat answer, but does it overcome the fear of falling again? Certainly not, in fact getting back on may result in a more severe injury and increase the avoidance even more. So how can you overcome your fear? The best approach is to break your fear into small pieces and list each in order from the least confrontational to the most confrontational. Now you can try each approach and gain confidence with each success.

Although the thoughtful measured approach works in most situations, there may come a time when you don't have the luxury of making lists and studying the situation. Every day in the newspaper or on the television we read and hear about people who step in and aid or rescue people without apparent regard to their safety. To be sure, there was a fear of getting involved (conflict), but the decision to face the conflict was made quickly, and the person acted in the other's best interests. Of course this is an extreme example, but all the issues and concepts of pain and pleasure were there.

A final step in preparing for conflict is to be sure you follow your personal moral compass, retaining your integrity. Perhaps Shakespeare said it best "...to thine own self be true...thou canst not then be false to any man." If you can't take the moral high ground then you are not resolving conflict, you're only making it worse. Sometimes the consequences may affect you more than the other person, but at least you'll know you did the right thing and didn't violate your belief structure.

Causes of Conflict

In part two of this series we looked at some of the ways people can prepare for conflict. Now we'll look at some of the causes of conflict.

Causes of conflict vary widely as do the conflicts themselves. In his book *The Coward's Guide to Conflict: Empowering Solutions for Those Who Would Rather Run Than Fight*, Tim Ursiny starts the discussion with: "We'd be fine if they weren't so different. What a boring world if we were all the same."

We all have our differences in the way we organize our space (or not), whether we are optimists or pessimists, introverted or extroverted. Until we interact with others these differences are not very important. Once we are in social or business interactions, the differences can become very important. Essentially there are four personality types: Dominance, Influence, Steadiness, and Conscientiousness. To put these types in more recognizable terms:

- ◇ Dominance may appear to be the bully of the group, very focused and driven.
- ◇ Influence is well-meaning but sometimes promises too much and could overlook small details.
- ◇ Steadiness in their quest for keeping things on an even keel may be perceived as beating around the bush too much.
- ◇ Conscientiousness strives to get everything right so they may be perceived as snooty.

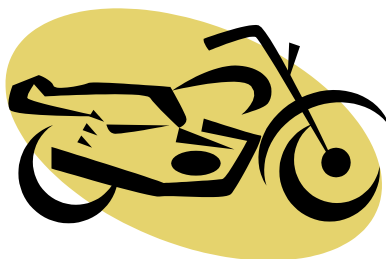
From these descriptions you can see many opportunities for conflict due to the differences between the personality types. Even more opportunities can arise in a stressful situation when the individuals will further exhibit their main personality type.

Another cause for conflict is anger. This is a somewhat tricky situation to address as anger is sometimes masking other emotions. The normal defense to an angry person is to get angry back at them, definitely not a way to solve a conflict. If you get angry your judgment is clouded, and you won't be able to find out what is wrong. It may be that you have done something to embarrass or hurt the other person. It would be so much easier to deal with those emotions rather than the anger. One tactic to use to defuse the anger is to raise your voice to the same level without being angry and then gradually lower your voice. This will often bring the volume and anger down from the other person. This is difficult and takes practice.

Earlier we talked about listening being an effective tool in dealing with conflicts. There are five listening styles that come into play. Using the appropriate one is a choice that you make.

- ◇ Appreciative – listening for enjoyment; music, a joke
- ◇ Emphatic – listening to support the speaker; allow expression of feelings
- ◇ Comprehension – listening to organize information; getting directions
- ◇ Discerning – listening to get the big picture; what is important
- ◇ Evaluative – listening to form conclusions then take action; ask questions

As you can see some of the styles are obviously incorrect when someone comes to you with a problem. However, it is not always clear what the individual wants. How do you know which style is correct? Perhaps you just ask. If they can state their needs appropriately you can select the appropriate listening style. Last but not least, do not forget to be an active listener. Look at the person, lean forward if seated, focus on the message and ignore distractions.





MIGRATION TO MONTANA
LYNDEN, WA TO HAMILTON, MT

JULY 19-23, 2009

You may leave the Washington District Rally in Lynden and travel straight to Hamilton, or the locals can go home to wash and repack before leaving for Hamilton. The objective is to take the scenic route and enjoy the trip. Collect a receipt from each checkpoint location to turn in at Montana District Rally. Route map and checkpoints will be distributed at the Washington District Rally. If you collect receipts for all checkpoints, you receive your ticket for the drawing to win \$\$\$\$\$. Enjoy the ride!

This is a destination ride. You can leave at your own leisure and meet each evening or go with a group. There will be a group leaving on Monday at 10:00 a.m. from Marblemount, WA. The first night stay is in Omak on Monday, Tuesday night in Wolf Lodge, ID, Wednesday night in St. Mary, MT, and arriving in Hamilton, MT on Thursday.

LODGING AND CAMPING You are responsible for making your own overnight lodging arrangements. The following list is just ideas and the accuracy is not guaranteed. We highly recommend that you make advance reservations, as we are traveling at the peak of the tourist season.

OMAK, WA

Rodeway Inn & Suites Omak
122 N Main St
Omak, WA
509-826-0400
www.rodewayinn.com
Omak Inn
912 Koala Drive
Omak, WA
509-826-3822
www.omakinnwa.com

Best Western Peppertree Inn at Omak
820 Koala Drive
Omak, WA
509-422-2088
www.bestwestern.com
East Side Omak City Park
Contact Omak Chamber of Commerce
omakchamber@northcascades.net

WOLF LODGE, ID

Wolf Lodge Campground
I-90, Exit 22
Coeur d'Alene, ID
866-664-2812

La Quinta Inn & Suites
2209 E Sherman Ave
Coeur d'Alene, ID
208-667-6777 www.lq.com

Comfort Inn Coeur d'Alene
2303 N 4th Street
Coeur d'Alene, ID
208-664-1649
www.comfortinn.com

Baymont Inn & Suites
601 Bunker Ave
Kellogg, ID
208-783-1234
www.baymontinns.com

ST.MARY, MT

St. Mary National Park Campground
St. Mary, MT
406-888-7800 www.recreation.gov

Saint Mary-Glacier Park KOA Kampground
106 W Shore Dr.
Browning, MT 406-732-4122 www.koa.com

St. Mary Lodge and Resort
US Highway 89 & Going-to-the-Sun Road
St Mary, MT 59417
Toll Free: 888-778-6279
Fax: 406-732-9265
www.stmarylodgeandresort.com

Johnson's of St. Mary
St. Mary, MT
406-732-4207
www.johnsonsofstmary.com

HAMILTON, MT

See Montana District Website for Rally Lodging. <http://gwrra-mt.org/index.htm>

Earplugs 101

Part 1

By David L. Hough



My motorcycling career has spanned about 45 years—so far. For the first 30 or so years I didn't wear any hearing protection. I figured that being a big, tough biker involved a bit of pain and suffering here and there. Getting battered by sun, grit and wind was just part of riding a motorcycle.

Of course, back in my early days of riding no one was paying much attention to noise exposure. If you worked in a steel mill, gravel crushing plant or on the Boeing flight line, you just learned to ignore the noise and assumed you'd be wearing a hearing aid later in life. But as more and more hearing loss claims started hitting businesses in the corporate wallet, researchers began to look into noise, and eventually the federal government Occupational Safety and Health Administration (OSHA) developed some rules about on-the-job noise exposure.

Although OSHA doesn't say anything about recreational pursuits like motorcycling, it's obvious to me that the noise rules are applicable to motorcyclists. Once I understood what was happening about 10 years ago, I started wearing earplugs, and these days I wear them on every ride. If you aren't wearing hearing protection when you're riding, you need to hang with us as we take a quick ride through Earplugs 101.

You might think that the primary noise culprits would be loud pipes or diesel turbos, but it turns out that the major culprit is wind noise. Wind noise around a rider's head is very loud, but at a low frequency that fools the brain into thinking it's not as bad as it really is.

Noise is measured in decibels, or "dB" and there are various scales for measuring dBs. The scale for human hearing is "A." So, for measuring noise as it affects the human ear, the level is measured as "dB(A)".

OSHA has determined that hearing damage occurs as a combination of noise level and exposure time. You can tolerate a very loud noise (say a jackhammer) for a short duration, or a modest noise (say the inside of an airplane) for many hours. If you listen to a loud noise (say a wood router) for a long duration (6 hours) you will have some hearing damage. If you're curious about your hearing, you can get tests at an audiologist's lab.



How Hearing Works

To understand what sort of "damage" we're talking about, it might be helpful to understand how hearing works. Sound is transmitted in waves of air pressure. The sound waves are directed up the ear canal by those big skin funnels. When the waves bump into the eardrum, the movement is amplified by a clever connection of bones in the Middle Ear called "Ossicles." The Ossicles transmit the pulses to a snail-shaped tube in the Inner Ear, called a Cochlea.

The Cochlea is lined with tiny receptor hairs, and it's filled with a hydraulic fluid to damp the pressure waves. The tiny receptor hairs provide electrical impulses to the Auditory Nerves, and the brain comprehends the impulses as sound.

Hearing Damage

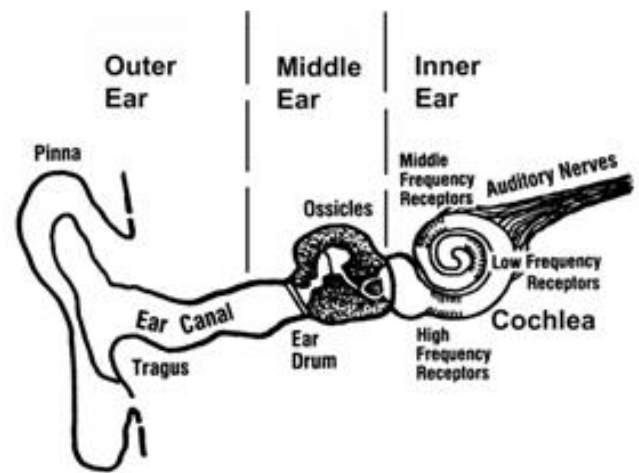
If the sound pulses transmitted to the Cochlea are very loud, the sudden pressure can break off the receptor hair one by one, gradually diminishing hearing. Repeated loud noises will gradually break off more and more receptor hairs. The position of the receptors in the Cochlea determines the frequency range. If there is constant high volume noise in a certain frequency range, you will gradually go deaf in that range. The problem is that the little receptor hairs in the Cochlea don't grow back. Once they snap off, they are just useless debris, like broken cylinder fins. And let's note that big, bad bikers don't have stronger Cochlea hairs than anyone else. Toughing out a noisy ride won't prevent hearing loss.

Wind Noise

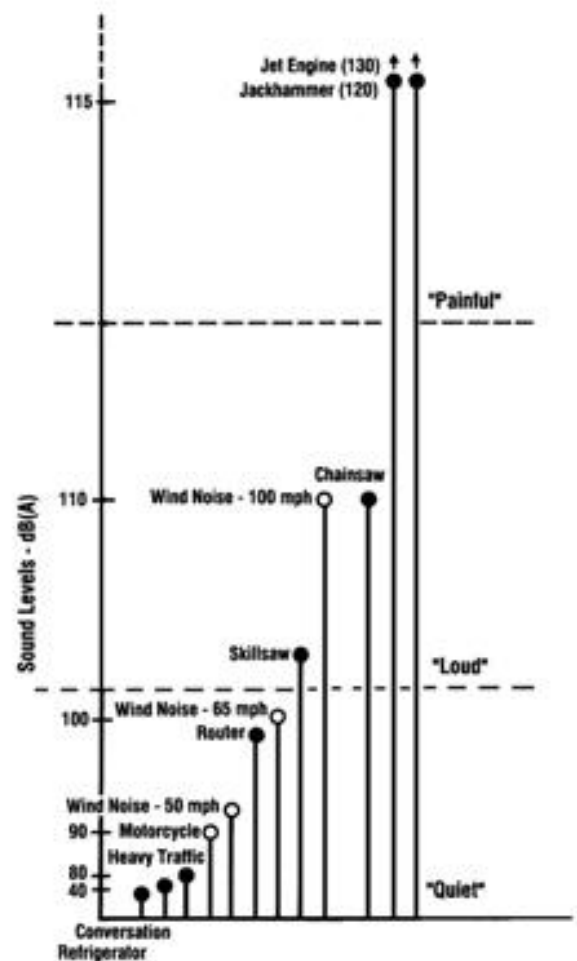
It turns out that wind noise is at a low frequency—more like the rumble of a bass drum. The low frequency fools the brain into ignoring it, even while some of those little hearing receptors are getting snapped off. What's really insidious about wind noise is that the brain learns to ignore it, even as your hearing is being damaged. It doesn't hurt when a hearing receptor snaps off.

How loud is wind noise? Tom Mehren and I had a chance to do some measuring with a sound meter stuck out of an open car window. We found that the noise level was around 100 dB(A) at speeds over about 50 mph. The noise didn't increase when we passed a noisy truck, and it decreased with the window rolled up, so we have to conclude that the loud source was mostly wind noise. Our measurements agreed with what the noise researchers have found.

Tom's meter didn't give us the option of measuring frequency. But some researchers in England carefully measured wind level, and determined that wind noise is very loud at low frequencies, drops off steadily after about 250 cycles per second ("Hz") and goes quiet by about 6,000 Hz.

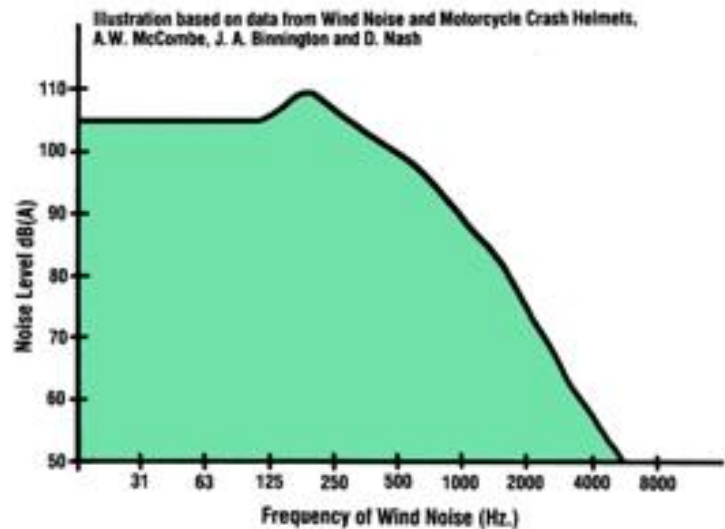


Illustration, cross section of ear



Exposure Limits

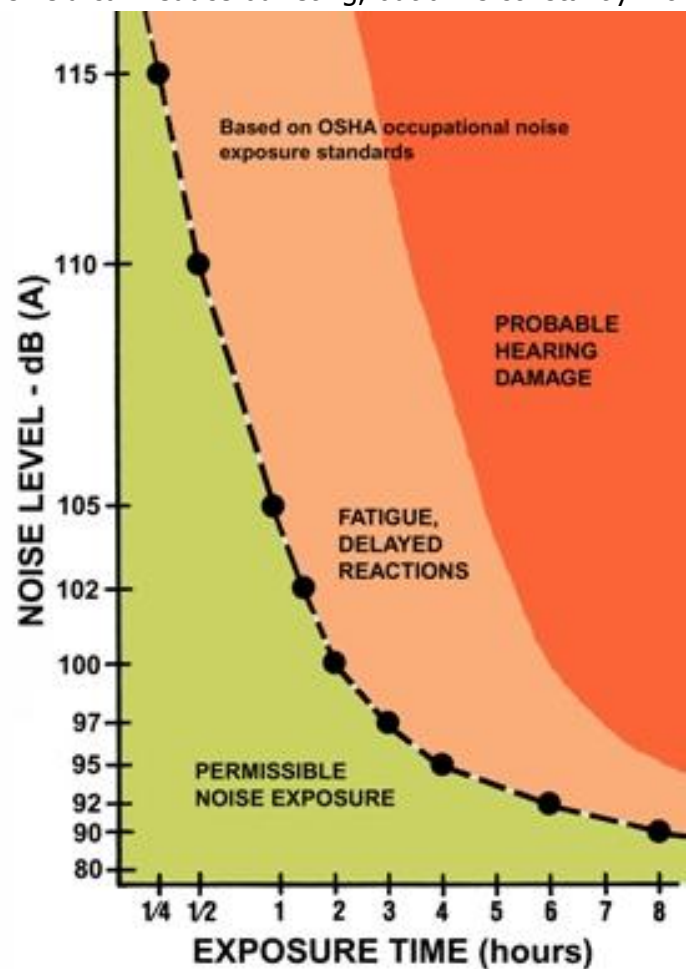
OK, we have to believe that wind noise is potentially damaging. But do I have to wear hearing protection while riding around town, or for a half-hour run on the freeway? OSHA considers noise level and exposure time, and has a chart that applies to motorcycling as much as to industrial jobs. No, you don't have to wear earplugs at speeds under about 40 mph, even for several hours. And for speeds over 55 mph, you can tolerate up to about 2 hours and still be within OSHA limits. But if you're going to ride more than two hours at greater than about 55 mph, you'll need hearing protection to avoid damage.



Doesn't a high priced helmet reduce wind noise?

The shape of a helmet shell, and the smooth fit of a face shield can reduce buffeting, but air is constantly moving around the helmet, and it generates noise. The noise doesn't necessarily travel in the same direction as the air. And some helmet components can actually generate noise. I'm skeptical of any advertising claims about a helmet being "quiet." I have yet to see any noise testing of helmets that proves any attenuation in the wind noise frequencies.

With that background in how wind around your helmet relates to hearing damage, stay tuned for Part 2, where we'll discuss the different types of earplugs and how to use them.



Keeping You Secure

HTTP. We’ve all seen these letters in our web browsers when we type in an address or click on a link to a web-site. But what do these letters actually mean? HTTP stands for hypertext Transport Protocol. Basically this is the language that computers use to pass data between web servers. A protocol is a set of rules and procedures that computers must follow in order to receive and transmit messages, and it defines how computers communicate with each other. This is an ‘unsecured’ language.

Now, what if we see the letters **HTTPS** in our browser? The “S” at the end indicates that the pages have been encrypted and are “Secure”. So why is this important? Most of us do, or at one time have sent personal information to a person or company over the Internet. Maybe it’s a credit card number, social security number, or just a name and address that is being sent. Do we want anyone out there in cyberspace to be able to retrieve our personal information? Absolutely not! The use of HTTPS protects against eavesdropping and man-in-the-middle attacks.

Suppose you’re on a website getting ready to purchase some new chrome for your Wing. Take a look at your web browser and see if it has the HTTP. Okay, now you’re ready to order and you click on the purchase button or checkout button. You should see the HTTP change to HTTPS in the browser. If you don’t see the “S” after the HTTP, **do not** enter your personal information. It will not be secure. It used to be we were told to look for the little lock at the bottom of the page. That lock would indicate that the site was secure. Today, many websites do not have that lock or indication that it is secure. One way to be sure is to look for the HTTPS. Now, go ahead, have fun and purchase that chrome, securely!



Chapter E Library

- ◆ 1 Book: Street Strategies by David L. Hough
- ◆ 2 VHS: Co-Rider from GWRRA (2002)
- ◆ 1 VHS: Part 1: Helmet Effectiveness (Hurt Report)
- ◆ 3 VHS: GWRRA & Safeco present Touring & Braking / Trailing (1996)
- ◆ 7 VHS: Basic Maintenance of the 1500 Goldwing with Andy MacDonald
- ◆ 1 VHS: Advanced Maintenance for the 1500 Goldwing with Andrew MacDonald
- ◆ - Report: Impaired Motorcycle Riding: What Motorcyclists Think About Alcohol and Motorcycling, February 2001
- ◆ 0 Book: Proficient Motorcycling by David L. Hough
- ◆ 1 VHS: Gary Sanford's Slow Speed Cycling Seminar
- ◆ Part 2: Co-Rider from GWRRA (Pre-2002)
- ◆ VHS: Buying Motorcycle Helmets (Snell Memorial Foundation)
- ◆ Report: Fatal Single Vehicle Motorcycle Crashes, October 2001
- ◆ Report: Drowsy Driving and Automobile Crashes

2009 GWTA Lime Run
Sponsored by Skagit Valley Wings
Benefitting Make-A-Wish Foundation
April 26, 2009
By Caryl Estes

It was a brisk morning and the skies were clear, so it looked like it was going to be a great day for our ride. We had a good turnout, with 10 bikes assembled at the Canyon Park Starbucks. Bill and I arrived at around 7:30am and of course, we were late. Everyone was finishing their latte's as we were ordering ours. If you arrive at a Chapter E function on time, you are ALWAYS LATE! The list of people were, Bob & Patty Spencer, John & Barb Smith, Rick & Sue Gustin, Bob Watson & Sue Howe, Rick Dewitt, George, Vicki & Snickers Rinehart, Russell Greaby, Lee Ann Kelly and Bill and Caryl Estes.

We left at 8:00am, heading to our destination in Burlington via HWY 9. We saw some beautiful scenery as we were going through Lake McMurray, with quite a lot of fishing boats in the water. Bill is still trying to resolve his 'microphone problem' in his headset. He just ordered a part that should fix the problem, but in the meantime, the 'mic' comes and goes at will. For some unexplained reason, it always seems to come on when he is singing to the music on the radio.....has anyone ever heard him sing/howl to Queen's Bohemian Rhapsody???

We arrived at our first checkpoint, the Burlington Eagles, at about 9:15am, checked in, got our "Wingo" (Bingo) cards stamped, and headed off to our next checkpoint, Scooter Stuff, at Lake Whatcom. This was a very old building, it looked like something from the "Old Wild West", beyond the word "rustic", it looked like a strong wind could knock the building down. We then headed north, through the surrounding countryside, which included some great roads, something for everyone, twists and turns, mountains and water, and ended up at a Valero gas station on the Mt Baker Hwy. I would have loved to have taken some pictures, but there is no way that I can wear my gloves, pull my camera out, hold it and not promptly drop it on the pavement. I am in awe of Barb, who can ride her Harley, hold her camera, take pictures (and actually get some good photos), and not run into anything. We then traveled through Lynden and ended up at our next checkpoint which was another gas station just outside of Blaine. We got our cards stamped, stretched our legs and gathered together to determine if we wanted to continue on to our last checkpoint back in Burlington at Skagit Power Sports, or if we wanted to go and have lunch since it was almost 2:00pm, and after all, we are Chapter E (which stands for EAT). Eating lunch won out, and off we went to "Bob's Burgers and Brew" in Custer, WA, which is near Birch Bay.

I would highly recommend this restaurant, as the people were happy to have us there and got us seated together outside on the patio. The waitress took our orders, and actually got them all right. The servings were enormous, a couple of the guys had a sandwich that had both hamburgers and a hot dog (somehow swirled up in a circle to fit on the bun) with all the condiments on it. I am not saying that anyone has a big mouth, but these things were huge.

After lunch, a couple of riders left to wander home on their own, and Bob, Patty, Barb, John, Rick and Bill and I continued on HWY 9 towards home. As we were coming through Arlington, I told Bill that as soon as we got home I wanted to make a cup of coffee since I was cold and tired. No sooner had I said that, when John came on the CB and asked if anyone wanted to make a "Starbucks" stop. All riders gave a 'thumbs-up', so we stopped in Lake Stevens for a much needed caffeine infusion.

Now that we were all awake again, we headed home, with riders leaving the group as they came to their exits. This was a great start of the riding season.

☺ Thank you Caryl for writing this article and letting everyone know what a great & fun ride this was for everyone. We are sorry we missed this event.

FACTOIDS & FUNNIES

"A Compendium of Facts & Information That Will Astound and Amaze You"

The Ranch Hand

A successful rancher died and left everything to his devoted wife. She was a very good-looking woman and determined to keep the ranch, but knew very little about ranching, so she decided to place an ad in the newspaper for a ranch hand.

Two cowboys applied for the job. One was gay and the other a drunk. She thought long and hard about it, and when no one else applied she decided to hire the gay guy, figuring it would be safer to have him around the house than the drunk. He proved to be a hard worker who put in long hours every day and knew a lot about ranching.

For weeks, the two of them worked, and the ranch was doing very well. Then one day, the rancher's widow said to the hired hand, 'You have done a really good job, and the ranch looks great. You should go into town and kick up your heels.'

The hired hand readily agreed and went into town one Saturday night. One o'clock came, however, and he didn't return. Two o'clock and no hired hand. Finally he returned around two-thirty, and upon entering the room, he found the rancher's widow sitting by the fireplace with a glass of wine, waiting for him.

She quietly called him over to her. 'Unbutton my blouse and take it off,' she said. Trembling, he did as she directed. 'Now take off my boots.' He did as she asked, ever so slowly. 'Now take off my socks.' He removed each gently and placed them neatly by her boots. 'Now take off my skirt.' He slowly unbuttoned it, constantly watching her eyes in the fire light. 'Now take off my bra.' Again, with trembling hands, he did as he was told and dropped it to the floor.

Then she looked at him and said,

'If you ever wear my clothes into town again, you're fired.'

(P.S. we didn't see it coming, either.)





Washington District 2009 Calendar of Events

Check the Washington GWRRA web site for flyers and contact information at www.gwrrowa.org for any events you wish to participate with. 2009 will be another great year with great memories made.

2009

			AUG 8	Picnic in the park	WA-O
JAN 24	Casino Night	WA-I	AUG 13-15	REGION I RALLY, IDAHO	
FEB 27-MAR 1	Three Rivers Mall Show	WA-P	AUG 16	Show	WA-Q
MAR 6-8	D Mall Show	WA-D	AUG 22-23	Campout	WA-Z
<u>MAR 6-8</u>	<u>Surf Watch</u>	<u>WA-E</u>	AUG 29	Poker Run	WA-X
MAR 28	Bowling Challenge	WA-O	SEPT 4-7	Campout	WA-B
APR 3	Q Auction	WA-Q	SEPT 3-6	IDAHO DISTRICT RALLY	
APR 4	Prosser Breakfast Mtg	WA-M & R	SEPT 18-20	Oyster Feed	WA-P
APR 18	Early Spring Fun Run	WA-C	OCT 10	DISTRICT LEADERSHIP CONFERENCE	
APR 19	Brown Bag Auction	WA-N	OCT 24	Halloween Dance	WA-Q
MAY 2-3	Fun Run	WA-M	NOV 11	Veterans Day	WA-B
MAY 22-25	Desert Spring Fling	WA-L	DEC 12	Festival of Lights	WA-D
JUN 6	Farmers Parade, Lynden	WA-H			
JUN 13	Duck Hunt	WA-D			
JUN 18-20	OREGON DISTRICT RALLY, PRINEVILLE				
JUN 20	Disabled Veteran's Ride	WA-X			
JUN 25-27	WYOMING DISTRICT RALLY, CHEYENNE				
JUL 1	International Couple Selection at Wing Ding (Shirley and Dale Dufner competing)				
JUL 2-5	WING DING NATIONAL				
JUL 11	Mystery Ride	WA-A			
<u>JUL 16-19</u>	<u>WASHINGTON DISTRICT RALLY, LYNDEN</u>				
JUL 25	Here's Your Sign Run	WA-Q			
JUL 23-25	MONTANA DISTRICT RALLY				
JUL 31-AUG 1	REGION J RALLY				
AUG 1	Harvest Run	WA-B			

***This calendar is subject to change.**



Chapter Director

Dave & Sheila Chavez

Store Managers

Ron & Kathy Johnson

Treasurer

Jim & Karen Roberson

Ride Director

Bob Spencer

Ride Coordinators

Open

Mileage Coordinators

Karla & Scott Edwards

Asst. Chapter Director

John & Barb Smith

Chapter Educator

Bob Reagle

Historians/Photographer

Ron & Lana Jo Peck

Ways & Means

Ernie & Sue Sigyarto

Designer

Penny Rosenow

Lighthouse Photo Tours

Bob & Thess Thurgood

Newsletter Editor

Sheila Chavez

Membership Coordinator

Sheila Chavez

Web Page

John Smith

Cares & Concerns

Patty Spencer

Dinner Socials

Leah Gray

Karla Edwards

PLP Coordinator

Ron Peck



Together, we
can make
a difference!



National, Region I & District Staff



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Jim & Pam Swart

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Web Sites:

WA-District:

<http://www.gwrra-wa.org>

Region I:

<http://www.bigskyregioni.org>





May Birthday's

Barb Smith	1
Caryl Estes	1
Dori Myers	2
Bill Estes	4
Penny Rosenow	10
Carolyn Wartchow	31

May Anniversaries



Jim & Jean Kuper	14
George & Vicki Rinehart	22
Ernie & Sue Sigyarto	29

Note from the Newsletter Editor, Sheila Chavez

Please contact me with information, articles and/or pictures you would like to share with Chapter E members in our newsletter.

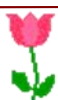
Special Reminder: Don't forget to look for your membership number hidden somewhere in our newsletter. If you find your number, this could mean \$ for you if you tell us at the Chapter E meeting of the month of the newsletter. We encourage you to identify yourself at the meeting.

The member with the hidden # for January, February, March & April did not come forward and the pot now is \$25.00 . Keep looking, yours could be picked!! The member numbers are picked by a "Random Number Generator" program that our son Davey, created that randomly picks from the Chapter E member list.

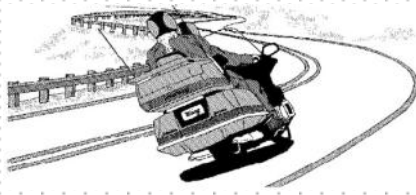
If I have missed any announcement, birthday or anniversary please email me with dates, names and information. If you have pictures and/or stories, please attach them to your email.

Email Sheila @ dashwae@comcast.net

If you have pictures to add to the Chapter E Website please email John Smith, Chapter E Assistant Chapter Director & Webmaster @: john.smith@tideworks.com



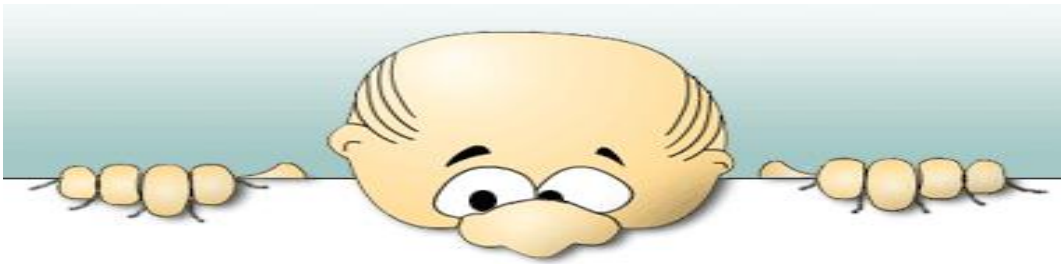
- ◆ **May 7, 2009: Special Ice Cream Social (2008 District Tee Shirt Contest).**
- ◆ **May 9, 2009: PLP. Redmond HS, 1000-1200; Canceled.**
- ◆ **May 9, 2009: Chapter F - One Craazy Ride.** Flyer attached. This ride is Chapter F's only fund raiser, so we may want to show support by participating. Please let me know what your wishes are and we may re-schedule the PLP for another time.
- ◆ **May 10, 2009: Mother's Day**
- ◆ **May 14, 2009: Chapter E Ride Social.** Pete's in Carnation.
- ◆ **May 16, 2009: Chapter E Breakfast & Chapter Meeting. New location: Denny's Diner, 2233 148TH AVE. N.E. BELLEVUE, WA 98007;** Phone: 425-746-1477 Breakfast begins between 8:00 AM and the meeting starts at 8:30 AM. After meeting activity will be picnic ride route and location details to follow.
- ◆ **May 21, 2009: Chapter E Ice Cream Social.** 7:00 PM. at the XXX in Issaquah.
- ◆ **May 28, 2009: Chapter E Ride Social.** 5:00 to 5:30 PM. at Pete's in Carnation.
- ◆ **June 4, 2009: Chapter E Ice Cream Social.** 7:00 PM. at the XXX in Issaquah.
- ◆ **June 6-7, 2009: Special Olympics Gold Wing Escort.** Want do something nice to help some special people? Special Olympics Washington holds it's summer games the first weekend of June each summer. The games are held at Fort Lewis and Mc Chord AFB. For 2009, Carl Leon is trying to get some help to perform escort duty for the Cycling event at McCord AFB. Interested n helping, please let me know and I will contact Leon for the details.
- ◆ **June 11, 2009: Chapter E Ride Social.** 5:00 to 5:30 PM at Pete's in Carnation.
- ◆ **June 13, 2009: WA-D Duck Hunt.** Details to follow.
- ◆ **June 18, 2009: Chapter E Ice Cream Social.** 7:00 PM. at the XXX in Issaquah..
- ◆ **June 20, 2009: Chapter E Breakfast & Chapter Meeting. New location: Denny's Diner, 2233 148TH AVE. N.E. BELLEVUE, WA 98007;** Phone: 425-746-1477 Breakfast begins between 8:00 AM and the meeting starts at 8:30 AM. After meeting activity is a ride to Hurricane Ridge with an optional overnighiter in Forks. Eight rooms have been blocked out at the Forks Motel for the June 20th ride. Everyone that wants to stay overnight will need to call to reserve their own room. The telephone # is 800-544-3416 and the cost is \$90.00.



GWRRA Washington District Chapter Gathering Sites

4th Saturday	9:00AM	A-Seattle	★ New location Old Country Buffet, 25630 104th Ave. SE, Kent, WA
1st Sunday	9:00 AM	B-Bremerton	Bremerton Eagles, 205 6th St., Bremerton, WA
2nd Saturday	8:00 AM	C-Everett	Petosa's Restaurant, 1216 Broadway, Everett, WA
2nd Sunday	8:30 AM	D-Aberdeen	Duffy's Restaurant, 1605 Simpson Ave, Aberdeen, WA
4th Sunday	8:30 AM	F-Tacoma	Eagles#3563, 22316 Mountain Hwy E, Spanaway, WA
2nd Tuesday	6:30 PM	H-Lynden	Fairway Restaurant, 1726 Front St, Lynden, WA
3rd Sunday	8:30 AM	I-Olympia	JJ's North's Grand Buffet, 2915 Harrison Ave NW Ste 255, Olympia, WA
2nd Saturday	8:00 AM	L-Kennewick	Cousin's Restaurant, 4605 N 68, Pasco, WA
1st Saturday	8:00 AM	M-Yakima	The Branding Iron Restaurant, 61311 Hwy 97, Toppenish, WA
3rd Sunday	8:30 AM	N-Spokane	Golden Corral Restaurant, 7117 N Division, Spokane, Wa
4th Saturday	8:00 AM	O-Port Orchard	Airport Diner, 8803 State Hwy 3 SW, Bremerton National Airport
3rd Saturday	8:00 AM	P-Longview	Izzy's Pizza Bar Three Rivers Mall Complex, Longview, WA
1st Friday	7:00 PM	Q-Puyallup	Hangar Inn, 16919 A Meridian E, Puyallup, WA
1st Saturday	8:00 AM	R-Walla Walla	Crossroads Steakhouse, 201 East Rees Rd, Walla Walla
1st Saturday	8:30 AM	V-Auburn	Old Country Buffet, 1816 S. 320th St. Federal Way, WA.
1st Saturday	8:30 AM	X-Vancouver	Billygan's Roadhouse, 13200 NE Hwy 99, Vancouver, WA
2nd Friday	6:30 PM	Y-Enumclaw	Krain Corner Restaurant, 39929 264th SE, Enumclaw, WA
2nd Saturday	5:30 PM	Z-Centralia	Kickstand Restaurant, in Napavine at Exit 71 off I-5, Napavine, WA

Some Useful Gold Wing Links



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

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

<http://www.tourkingcovers.com/shop/>

<http://www.msf-usa.org/>

<http://soundrider.com/>

<http://www.wingstuff.com/index.php>

[http://www.goldwing-world.com/
GL1800.htm](http://www.goldwing-world.com/GL1800.htm)

<http://www.gl1800riders.com/>

<http://www.tulsaenterprises.com/1800.html>

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



<http://www.hondadirectlineusa.com/stores/index.asp?str=4>

http://www.motorbiketoday.com/reviews/Articles/hon_goldwing_04.htm

http://en.wikipedia.org/wiki/Motorcycle_safety



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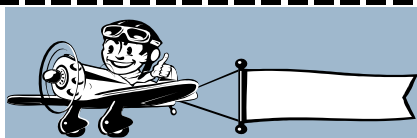
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