

GWRRA

September 2015



WA-E

Gold Wing Road Riders Association Region I - WA District



"Friends for Fun, Safety and Knowledge"



Message from our Chapter Directors

September - The *Fall* Season

Next Chapter Meeting

September 19

Kenmore Lanes

7638 NE Bothell Way

Kenmore, WA

The kids are headed back to school now, the leaves are starting to turn, ahh.. 'Fall'. Fall in the Northwest, is one of the prettiest seasons we have. It seems like we just started the riding season a few days ago and now the summer season is slowly slipping away as we start to see more of the rainy and gray days ahead. This is one of the reasons why we love it here so much, as we get a change of seasons, every four months, whether we like it or not. If you ride your bike now, during this part of the year, you need to pay particular attention to the roads. Slippery leaves, on a wet road-way, have brought down their fair share of motorcycles, and we don't want to have that happen to any of our motorcycling friends and chapter members. We still have plenty of time to ride even in the 'Fall' weather. If you listen to the forecasts for this year, we are due to have a wetter and warmer year coming up thanks to 'El Nino', so for those of you who don't like this type of weather, be forewarned, it is coming. In September, we have a couple of events going on starting with the Wing Ding, which has now been moved to the Labor Day weekend the 3rd thru the 6th. This year it is being held in Huntsville, AL or better known as the "Rocket City" as that is where many of the rockets are made. The move to Labor Day weekend seems to be controversial and I guess time will tell if this works out or not. I hear rumor that next years will be back in Billings, MT, so we may need to have a migration ride to Billings. Some of the other events include the WA-Y Riddler Run in Enumclaw on the 12th, the 'Ride for Kids' at Remlinger Farms in Carnation on the 13th, the WA-P Oyster Feed on the 18th thru the 20 down in Long Beach. On the 19th we have the Chapter Meeting and breakfast in Kenmore at our great meeting spot Kenmore Lanes, with our Dinner Social on the 24 at some location not yet picked. (Does anyone have any special places they want to share so we can plan it). Then finally for September, is the Annacortes Oyster Run on the 27th. We always head up for this fun event, so keep an eye out for our weekly email with the times and where to meet. See, there is still a lot of good riding this month, so we need to get out and have some fun. There is also plenty of information on our website at <http://gwr-ra-wae.org> so you can find the event or the ride you want to go on.

As always, Barb and I are honored to be your Chapter Directors, so if you see something that you think the Chapter would like to do and/or see, please feel free to let us know. We would be happy to take any and all ideas and suggestions to 'our' chapter membership to see if this is something we can all do as a group. This is YOUR Chapter, so please send all of your suggestions along and we will see what we can do to incorporate those into our Chapter gathering and events.

Till next month— Try to stay dry and have some fun.

John & Barb





GWRRRA HAPPENINGS



2015 Calendar of Events

SEPTEMBER

Sept. 3-6 Wing Ding, Huntsville, AL

Sept. 12 WA-Y Riddler Run in Enumclaw

Sept. 13 Ride For Kids Remlinger Farms in Carnation

Sept. 18-20 WA-P Oyster Run in Long Beach, WA.

Sept. 19 Chapter E Breakfast and Meeting at Kenmore Lanes

Sept. 24 Chapter E Dinner Social—TBD (Check Eagle Eye)

Sept. 27 Annacortes Oyster Run

** This calendar is subject to change.*

Check the Washington GWRRRA web site for flyers and contact information at www.gwrra-wa.org for any events you wish to participate with.



Rider Education

By John Smith—Impromptu Chapter Educator



This was originally posted by Ron Peck, our former educator, and was a great article, so reposting.

A Motorcycling Crisis How To Handle It

By: Allan R. Kirk

New Zealand Motorcycle Safety Consultants

It was the late 1970s and Graham Hilder was riding home from late duty as a technician at the airport in Wellington, New Zealand's capital city. At one intersection a car did something silly and Graham made an angry gesture at the driver. It wasn't a wise idea. As Graham rode away from the intersection the car, full of irate gang members, came after him. Graham was riding an older bike and he knew that, while he might be able to outrun the car, he risked crashing and being attacked. So he headed for a side street he knew.

Once in it, with the gang members' car hot on his heels he accelerated to the end ... around some barriers and into a pedestrian subway that goes underneath the Wellington airport. The car full of gang members screeched to a halt at the barriers and the gang members could only sit and watch the receding tail light of Graham's motorcycle.

When Graham told me this story I was impressed by the coolness and cunning he exhibited in this situation. But, after talking to other experienced riders and the Police, and having spent many years studying motorcycle riding crisis and their causes, I've learned, just as Graham knew, that there are certain basic rules that must be obeyed if one wishes to emerge triumphant in times of trouble on a motorcycle.

Hope for the best, but prepare for the worst.

According to recent research by the Heidelberg University Hospital in Germany, riders who pre-plan their crashes are less likely to be seriously injured in a crash. It's the same in any safety field. If you are prepared for a crisis, you're more likely to survive that crisis than those who aren't. Graham Hilder was prepared for his crisis. He knew about the subway and had previously considered the possibility of riding a motorcycle through it. Planning for an emergency is not only about how to survive crashes but covers all aspects of motorcycle riding crises including situations like Graham's, and even what to do when a policeman stops you for speeding. Just considering worst-case scenarios puts you mentally on your toes in a crisis, and that can make all the difference between a crisis being a disaster or a disturbance.

Look first, then act.

In a crisis, too many people react before thinking. There are the people who drag injured people out of crashed cars and make their injuries worse that they were before they were moved, or the people who remove the crash helmet from an injured motorcyclist and leave him permanently paralyzed. In a crash situation no one who you can save will die in the minute it takes to survey the crash scene (for things like downed power lines, leaking petrol and other problems), and in quickly forming a plan of attack to deal with the crisis. In a riding crisis, you should not react instantly unless your reactions are thoroughly pre-planned. For example, what would you do when you are riding in the right hand wheeltrack and an oncoming car swerves onto your side of the road and starts heading towards you? How many of you answered that you would immediately brake and move to the left of your lane? The correct answer is to react at the last safe minute. Certainly you should brake and move towards the center of the lane as soon as you see the problem arise, but wait and watch the oncoming car for clues to its future movements before you react dramatically. And don't forget that if you brake to a stop, you're a sitting target! Remember, look first, then act.

When you do act, act aggressively.

Too often, people who are in a crisis situation do not react vigorously enough. This is often the result of not having practiced emergency riding techniques. You may have pre-planned your counter-steering response to a large rock in the middle of the road, but can you counter-steer aggressively enough to get around it? You may know the situations where your only defense is to brake very hard but can you brake aggressively? When did you last practice really aggressive counter-steering and braking? Incidentally, acting aggressively is no contradiction of the "look first, then act" idea. Confronting a riding crisis is like turning through a gap in oncoming traffic. Once you've decided the opportunity has come to act, do what you have to do without hesitation!

Use every bit of help you can get.

A police officer is trained to call for back-up as soon as he sets off in pursuit of an offender. The real professional uses every bit of help he can get. Ex-World Champion motorcycle racer Kenny Roberts readily admits that, today, many of the motorcycle racers out on the track are better riders than he was. The reason is simple - he's trained them to be as good as he was and they've gone on from there building up their skills. The rider who rides well and often, and who survives with the least scratches is the guy who uses every bit of help he can get to improve his riding skills. As motorcycle technology improves by leaps and bounds, as traffic density increases layer by layer, and as roading hazards get more deadly by the day, the average rider needs every bit of help he or she can get to get painless fun from his or her machine. Read books, talk to mates, attend riding courses and read media crash reports for clues on survival techniques.

Don't get locked on one detail.

The most common open road fatal crash in New Zealand is where the rider fails to make a corner and crashes into a piece of road side furniture, usually a lamppost or a large fencepost. The reason is simple. The rider's attention and eyes focus in fear on the post and the bike goes where the rider looks - into the post! Where you are at risk of crashing into a car, don't look at the car - look for a gap. Get the big picture. Don't focus too tightly.

No matter how bad things get, be truthful.

If you crash and blame everyone else but yourself for the crash, you'll never learn anything from the crash and the next one may be your last. Other drivers may invite you to a crash, but you have to accept the invitation. So, if you crash, sit down and think it through and see what YOU did wrong. (The NZMSC is presently developing a post crash self-analysis system for this purpose. We'll keep you posted.)

Let the crisis go.

Too many riders never go through the self-analysis process we mention above and they ride in fear of the same thing happening again. Riding nervous is completely different from riding warily. Riding warily is watchful but relaxed and smooth. Nervous riding is uncertain, tense, and unsmooth and actually places the rider at more risk of crashing again. If you can't relax on your bike after a crash you either haven't exorcised the "at fault" demons or you need to give up riding. Sometime in their riding life everyone has a riding crisis or two. How they handle that crisis decides whether that crisis will turn out to be an unmitigated disaster - or a learning opportunity and the greatest triumph of their life. -----

<http://www.msgroup.org>

*The Gold Wing Road Riders Association the worlds largest not-for-profit, non-religious and non-political
Family oriented motorcycle organization that believes in safety and education!*

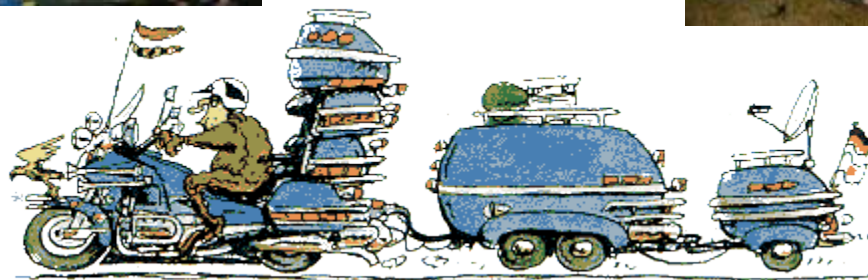
Centered around their motto: Friends for Fun, Safety and Knowledge

Riders get together and enjoy their beautiful motorcycles

Come out and Ride with us and enjoy!

Chapter E

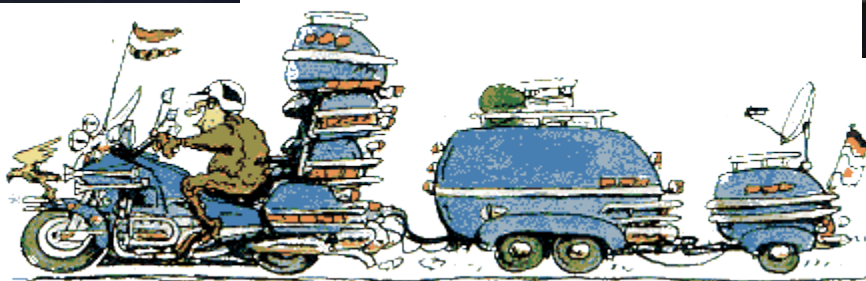
Gustin Picnic



*Come out and Ride with us and enjoy!
It is as good as you make it!*

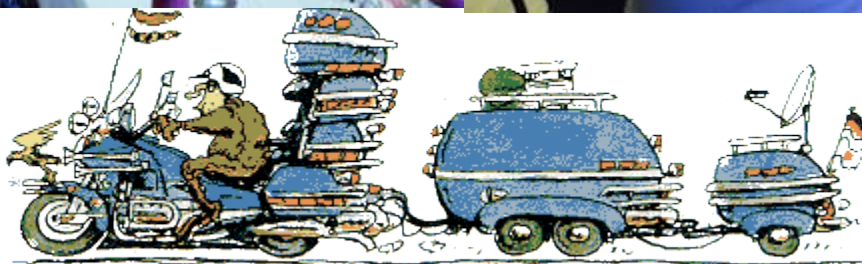


Washington
District Rally
Port Townsend



Come out and Ride with us and enjoy!
It is as good as you make it!

Washington
District
Rally
Port Town-
send





September Celebrations



Happy Birthday

John Smith	10
Lana Jo peck	20

Happy Anniversary

Dave & Sheila Chavez	3
Jim & Carolyn Wartchow	17

If we have missed any announcement, birthday or anniversary please email Leah Gray or Barb & John with dates, names and information. If you have pictures and/or stories, please attach them to your email.

©Cares & Concerns: Please remember to inform Leah Gray of any cares or concerns you June have or if you are aware of other members in need of support. If someone is ill or incapacitated or simply is in need of a friendly hug or support, please let us know. We really do want to know if you are OK or in need of anything.

John & Barb Smith @ allabout_98019@outlook.com

Leah Gray @ lfsvr57@aol.com



If you have pictures to add to the Chapter E Website please email John and Barb, Chapter E Webmaster@: al-about_98019@outlook.com



Chapter E Staff

Chapter Directors
John & Barb Smith

Store Managers
Christie Pelican

Treasurers
Charlene Lee

Ride Director
Bob Spencer

Mileage Coordinators
Karla & Scott Edwards

Assistant Chapter Directors
Open

Chapter E Educator
Open Position

Historians/Photographers
Ron Johnson

Chapter Greeter
Ron and Violet Urquhart

Newsletter Editor
Open

Membership Coordinator
Ron and Violet Urquhart

Web Designer
John Smith

Cares & Concerns
Leah Gray

Dinner Socials Coordinators
Bill and Caryl Estes



GWRRRA



Bellevue, WA

**Together, we
can make
a difference!**



Gold Wing
Road Riders
Association
www.gwrra.org/



Region I Staff

<http://www.bigskyregioni.org/>

Region Directors Terry and Cheri Huffman
Assistant Directors Open
Rider Educators Mike and Lynn Briggs
Membership Enhancement Garry and Maxine Alexander
Leadership Trainers Dave and Sheila Chavez
Treasurer Diana and Fred Bourke
Webmaster Mark Bridge
COY Coordinators Mike and Janet Turner
Couple of the Year Open
Individual of the Year Open
Newsletter Editor Maria Muirbrook
Communications Officer Donna Deskin
Vendor Coordinator Mary Hunter



Washington District Staff

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

WA District Directors Reggie and Chuck Porter
Asst. District Directors Anna and Wally Wallingford
Asst. District Directors Garry and Maxine Alexander
District Trainer Roy and Pearl McKenzie
District Treasurer Bob and Patty Spencer
Membership Coordinator Pete and Lynda Goetz
District Rider Educators Dennis and Terri Black
District Stores Open
District Webmaster John & Barb Smith
District Couple of the Year Ron and Violet Urquhart
District IOY/COY Coord. Ted and Debbie Moore
Vendor Coordinators Greg and Wanda Vancamp
District Newsletter Editor Lisa Pearson



Sun

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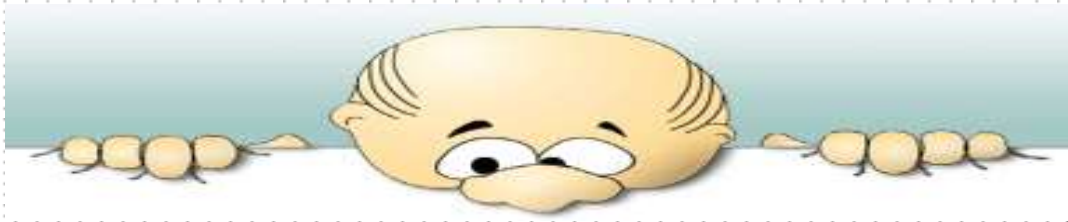
Sat

		1	2	3 Wing Ding	4 Wing Ding	5 Wing Ding
6 Wing Ding	7 	8	9 Grandparents Day	10 John's Birthday 	11 Patriot Day 	12 WA-Y Riddler Run
13 Ride For Kids in Carnation	14	15	16	17	18 WA-P Oyster Run	19 WA-E Meeting WA-P Oyster Run
20 WA-P Oyster Run	21 International Day of Peace	22	23 First Day of Fall 	24 Chapter E Dinner Social—TBD	25 Bill of Rights Created	26 First Presidential debate televised
27 Annacotes Oyster Run	28	29	30	31		

GWRRA Washington District Chapter Gathering Sites

4th Saturday	8:30AM	A-Seattle	Old Country Buffet, 25630 104th Ave. SE, Kent, WA 98030
1st Saturday	8:00 AM	B-Bremerton	Bremerton Airport Diner, 8830 State Hwy 3, Bremerton, WA 98312
2nd Sunday	8:30 AM	D-Aberdeen	Duffy's Restaurant, 1605 Simpson Ave, Aberdeen, WA 98520
3rd Saturday	08:00AM	E- Bellevue	Kenmore Lanes, 7638 NE Bothell Way, Kenmore, WA 98018
2nd Tuesday	6:00 PM	H-Lynden	Fairway Restaurant, 1726 Front St, Lynden, WA 98264
3rd Sunday	8:30 AM	I-Olympia	Hawks Prairie Restaurant, 8306 Quinault Dr, Lacey, WA 98516
2nd Saturday	9:00 AM	L-Kennewick	Red Lion, 2525 North 20th Ave, Pasco, WA 99301
1st Saturday	9:00 AM	M-Yakima	The Branding Iron Restaurant, 61311 Hwy 97, Toppenish, WA 98948
3rd Sunday	8:00 AM	N-Spokane	Golden Corral Restaurant, 7117 N Division, Spokane, WA 99208
4th Saturday	8:00 AM	O-Port Orchard	Bremerton Airport Diner, 8830 State Hwy 3, Bremerton, WA 98312
3rd Saturday	1:00 PM	P-Longview	Sizzler Restaurant, 936 Ocean Beach Hwy, Longview, WA 98632
1st Friday	6:00 PM	Q-Puyallup	Sizzler Restaurant, 10204 S Tacoma Way, Lakewood, WA 98499
1st Saturday	9:00 AM	R-Walla Walla	Smith's Restaurant, 1425 W. Pine St, Walla Walla, WA
1st Thursday	6:00PM	V-Auburn	Trotters Restaurant, 825 Harvey Rd, Auburn, WA 98001
1st Saturday	8:00 AM	X-Vancouver	Hometown Buffet, 7809 B NE, Vancouver, WA 98686
2nd Friday	6:30 PM	Y-Enumclaw	Krain Corner Restaurant, 39929 264th SE, Enumclaw, WA 98022
2nd Saturday	6:00 PM	Z-Centralia	Country House Restaurant, 4040 Hwy 506, Toledo, WA 98591

Some Useful Gold Wing Links



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

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

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

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

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

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

<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

