



Friends for fun, safety and knowledge



Chapter "E" Bellevue



Chapter WA-E Web Address: <http://www.gwrra-wae.org>

Message from your Chapter Directors:

Bob & Patty Spencer

Happy summer to all! My goodness, here it is July and Patty and I have already put over 4000 miles on the 1800, not to mention the additional miles we've put on the Valkyrie. We have been a very busy chapter this past month with many of us going in different directions and participating in things like Wing Ding, The Children's Ride, The Can-Am Rally, The Duck Hunt, Our Chapter ride to Roslyn, The Gustin Picnic, The Ride For The Troops and most recently, our ride to Diablo Dam, with some of us continuing on to Eastern Washington. Some of us even found time to take a trip to Ocean Shores, the Oregon Coast and Central Oregon, while others made a trip to Lake Louise and Glacier Park. You can't say Chapter E isn't riding!!

If you thought June was busy, hold onto your helmets, because July is heating up and promises to be every bit as busy as June, with the Aqua Sox game (where we get to display our bikes), The Mystery Ride, our Chapter ride to Fort Worden and Port Townsend and most importantly, our District Rally in Lynden, where we are in charge of security, as well as hosting the breakfasts (a chapter fund raiser) on Friday and Saturday mornings. Your "ACD"s, John & Barb and Neal & Karen are organizing these two duties and will be looking for lots of volunteers. Let's all get involved and make it a fun weekend!

By the way, here's a note worth passing on..... Our 90 day probation period, as your Chapter Directors has passed and we're still here. I guess you're stuck with us for a while. That's a-ok with us. We are honored to lead such a great group of people. We truly enjoy being around each and every one of you.

Bob and Patty

Bellevue Chapter WA-E Breakfast

Our next meeting is:

Saturday, July 16th, 2005

We meet at the Ramada Inn (Paragon) on the corner of 112th Ave NE and NE 8th just off 405 in Bellevue

Breakfast/Meeting Hours:

Summer (May – September) 8 am

Winter (October – April) 9 am

XXX Ice Cream Social

Join us every Thursday night through the summer at XXX in Issaquah, starts at 6 pm.

Hope to see you there!!!



After "Chapter Meeting" Rides

June

North by East to Cicely, AK (aka Roslyn, WA)

By Jim & Karen Roberson

On Saturday, June 18 the after chapter ride was to the booming metropolis of Roslyn, WA aka Cicely, AK, and home to the CBS series *Northern Exposure*. Our Chapter E group was joined by Mike Stevenson from Chapter F. The route was mostly I-90 with a neat detour using the old highway to Snoqualmie Pass. After that interesting piece of road, we rejoined I-90 east to Roslyn.

Arriving in Roslyn we walked around the interesting downtown that also had a local museum and an unusual collection of t-shirts at one of the shops. After a great lunch at the Roslyn Café, we walked over to the park where a local theater group was having a fund raiser to save a local venue. We stayed around the park for a while listening to the bands and then left to return home. It was a good ride with excellent food and great camaraderie.

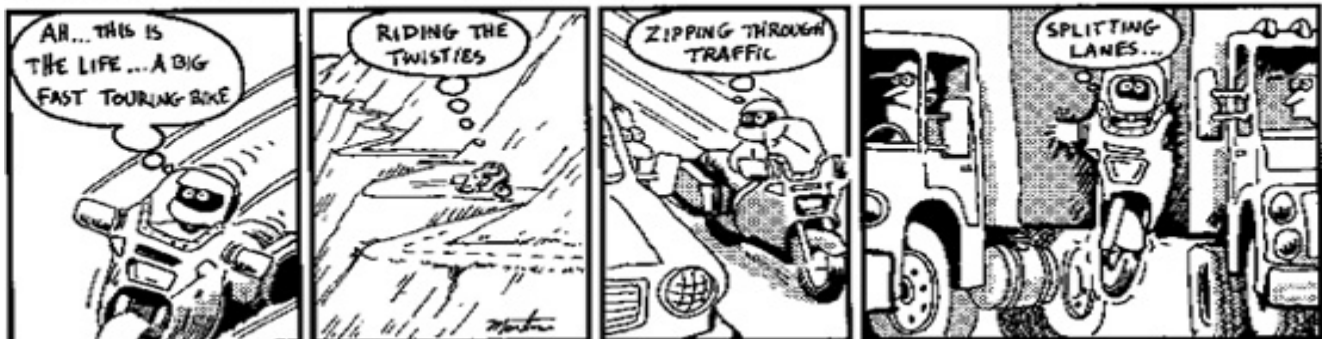
July

Fort Worden

This month, Our "After Chapter Meeting Ride" will be to Port Townsend and Fort Worden for a picnic on the beach. Feel free to pack a picnic lunch, bring something to share and/or buy something at the Safeway Deli in Port Townsend. We also will do a free, self guided tour of the old fort, bunkers and gun displacements on the hill above the beach. If time allows, Patty is talking about a little window shopping and ice cream in downtown Port Townsend. We can also take advantage of getting pictures of a couple of light houses for the "Light House Tour" on our way.

ROAD RASH ©2001 by HARRY MARTIN

Harry@vcnet.com



Chapter Rides

2nd Annual Gustin's Picnic

The 2nd annual Gustin's picnic took place on Sunday, July 3rd. The weather was perfect with the temperature in the mid 70's and the skies were sunny and blue. There were 18 in attendance and all had a fun time as there were lots to do. In addition to eating and socializing, we played several games of Bocce Ball, did some sailing, kayaking, paddle boating, swimming and even fishing. Jim Roberson caught the first fish, but after Neal Agachinsky taught Christy Gill's son Jesse how to fish, he was soon reeling them in too. I lost count after 6. Way to go Jesse! A few hearty souls braved the moderate water temperature (some would say it was down right cold) and had fun swimming and just relaxing in a big inner tube.

Our hosts were kind enough to set up and label an old toilet "**Chapter Director Bob Spencer's Throne**". What can I say...? No respect, although Bob appeared to be quite comfortable on it. I think he's sat on one before! Ernie brought one of his remote controlled boats and had fun buzzing and harassing those of us that were relaxing in the water, on inner tubes. Jim Roberson brought his Kayak and several of us gave it a try. We were pleasantly surprised to find that it wasn't as tipsy as it looked.

With all the activities we soon worked up an appetite and it was time to eat. The chapter supplied the hamburgers, hot dogs and soft drinks while everyone brought salads and or desserts. As usual, the food was great and no one went hungry. Rick did a great job on the grill and Sue was the perfect hostess. Thank you Rick and Sue for opening up your home and sharing your little piece of "heaven on earth". What a beautiful spot! We are already looking forward to next year.

Diablo Dam and Eastern Washington Loop

What a fun day and weekend this was! On Saturday, July 9th nine bikes met at Rite Aid in Canyon Park at 8:00 a.m. After a Starbucks stop at Lake Stevens on Highway 9, we proceeded up to Arlington where we picked up highway 530 (Mountain Loop Highway) which took us through Darrington and eventually to Highway 20 at Rockport. We arrived at the Diablo Dam / Ross Lake tour office at 11:30 and met Ginny. She was the person that handled our reservations back in November. She and her husband are "Gold Wingers" and were excited about us coming. Ginny took very good care of us and even allowed us to park our bikes on the paved street in front of the office, instead of in the gravel parking lot across the way.

As it turned out Ginny also arranged to be a deck hand on our boat ride portion of the tour and her husband Jeff was our skipper. They were both delightful and made our tour of Ross Lake so much fun. The tour of the lake and Dam was beautiful. The water was jade green (caused by a mineral in the water called gnice) and the mountains rose straight up out of the lake and disappeared into the clouds above. After the tour, we were allowed to walk back across the top of the dam where a bus picked us up and returned us to the tour office in Newhalem.

At around 3:00 p.m. we split into two groups with 4 bikes returning home lead by Mark Caldwell and 5 bikes continuing on to Omak, where we spent the night. As any good GWRRA chapter would do, we made a short stop in Winthrop and sampled their ice cream. Our motel in Omak was the deal of the century! For \$44.00 a night per room we had a nice clean room, a swimming pool and a free continental breakfast that consisted of fruit, cereal, muffins, fresh made waffles, scrambled eggs, sausage, biscuits and gravy, coffee, tea and orange juice. What a deal! We also found a Mexican restaurant a block away that served some of the best Mexican food many of us had ever eaten.

We woke up to light showers on Sunday and pulled out of Omak at 8:30 a.m. Jim Pelican had picked out a great route that took us further east to Grand Coulee, Electric City, Coulee City, Banks Lake, Dry Falls and then back west through Waterville, Orlando, Wenatchee and into Leavenworth where we had lunch at around 1:30 p.m. We pulled out of Leavenworth in light rain at about 3:00 p.m. and rode in and out of light showers the rest of the way home those on the ride and returning home after the tour were Mark Caldwell and Tanya, Leah and David, Karla and the Slavins. Those continuing on to Eastern Washington were Jim Pelican and Christy, the Spencer's, Sigyarto's, Roberson's, and the Gustin's. Other than the one hour backup getting into Sultan, It was a wonderful weekend. Great riding! Great food! And great company! It doesn't get much better than that!

What's on the Calendar?

July

3rd 2nd Annual Gustin Ride and BBQ
beach party.
4-7th Wing Ding in Indiana
8-10th WA-M Hobo Feed
9th Diablo Lake Adventure
16th Breakfast Meeting 8 am. Fort
Worden
17th WA-A Mystery Ride,
23-25th WA-M Multi. Ch. Camp Out
28-30th Wash. Dist. Rally in Lynden

August

7th WA-F & G Mt. Run
13th WA-Y Riddler Run
18-21st Region I Rally, Pt. Townsend
20th Breakfast Meeting 8am.
Poulsbo Art Fair
26-28th WA-P Oyster Feed

September

2-5th Idaho Dist. Rally
2-5th WA-B Ocean Beach Camp Out
5th Chapter Picnic at the Agachinsky's
Noon to???
7-11th WA-M North Cascades Loop
11th Ride for Kids
17th Breakfast Meeting 8 am.
Ride to Black Diamond Bakery
22nd Dinner Social
25th Oyster Run

October

8th Wash. Dist. Leadership
Training in Moses Lake.
15th Breakfast Meeting 9 am.
(begin winter hours)
Jillian's Sport Bar
22nd WA-Q Halloween Dance
22-23rd WA-F South Hill Mall Show
27th Dinner Social
29th Game Night

November

4-7th Rest Stop South Bound Smokey
Point.
5th LaConor Art Fair 10 am.
11th WA-M Veteran's Day Parade
13th Chapter E Brunch
17th Dinner Social
19th Breakfast Meeting 9 am.
2006 Calendar Planning Meeting

December

3rd WA-Q Santa Parade
10th WA-M Christmas Party, Zilla
10th WA-D Festival of Lights
(tentative)
17th Breakfast Meeting 9 am.
Christmas Party at 6 pm.

Impromptu Rides

Lighthouse Photo Tour
Mt. Baker (approx. 300 miles)
Fall Color Ride
NW Trek / Picnic
Vancouver BC (Rodney)
Woodland Park Zoo / Picnic
Apple State Run Photo Tour
The Sound of Music in Leavenworth overnight (Contact Leah Gray)

Chapter E Business

Birthdays & Anniversaries July



Bruce McMahill	16
Jim Vey	16
Freda Downs	17
LeeAnn Kelly	19
Joe Downs	21
Charlene Lee	29
Thess Thurgood	29

Cares, Concerns & Celebrations

Sharon Williams has passed away with Ron and family members present. Her strength faded quickly and relief from pain was, for those attending her, of greatest priority. We have all seen her at her best and will remember those images as we all grieve with her family, especially Ron and the many friends she had. May God bless her in her journey to heaven.

Word Search

Bob and Thess Thurgood	2
Bruce & Sandy McMahill	13
Garney & Gail Arcand	14
Rod & Kathryn Johnson	22



B R I T T E N Z M D E B A N
 A I A M A D N O H L U N I I
 W K W C D T T M H E V E L A
 M U A C K O V R L I T L I I
 B Z J O G A T L C F E I R N
 E U F U G R W T M N O T P D
 T S Z U I B O A E E R A A I
 A Z S U O R T B S L O C T A
 I T M X Y O R C Y A V U O N
 A P E A H A M A Y Y K D M C
 H R L L A U D I M O E I I M
 H U S A B E R G A R I N B T
 N O S D I V A D Y E L R A H
 E O T O M L A R U N A N C E

Product Finds and Reviews



Check out this website:
<http://www.badgemaker2.com/>

They have vests, vest clips, flags and other misc. items to enjoy. You can order vest's on-line.

Aprilia	CCM Ducati	Moto Guzzi	Yamaha
Benelli	Harley Davidson	MV Agusta	
Beta	Honda	Royal Enfield	
Bimota	Husaberg	Suzuki	
BMW	Indian	Triumph	
Boxer	Jawa	Uralmoto	
Britten	Kawasaki	Victory	
Buell	Midual	VOR	

Rider Education

Group Riding Lane Positioning

By Mark Caldwell

Most of the time, when we ride in a group, we are riding in what is known as staggered formation. That is, the lead bike rides in the left 1/3 of the lane; the second bike is one second behind (in good weather) but is positioned in the right 1/3 of the lane. The next bike is on the left, the next on the right, and so on, alternating or staggering lane position. This provides safe following distance from the vehicle directly ahead of you in your lane position, while at the same time helping keep the group compact.

When riding in staggered formation, it is important to be committed to your lane position, but not overly committed. What does that mean? Think of it this way: Bill, Frank, and Ted are out riding in staggered formation, but Frank is not really committed to his lane position. Frank tends to wander back and forth within the lane for no apparent reason. Frank is now endangering himself, and Bill and Ted. First of all, he's unpredictable, which tends to make everyone a bit more nervous. But more importantly, when he wanders from the right lane position (where he should be, as the #2 rider) into the left lane position, he has now cut the following distance in half between himself and Bill and between himself and Ted. If either Bill or Frank has a problem, Ted will probably run them over, and then everyone has a bad day. So Frank needs to remain committed to his lane position, as long as it is safe to do so.

And there is where the second part comes in. Frank cannot be overly committed to his lane position, because sometimes that is not safe either. There are essentially two situations where Frank should not remain firm in his lane position, and neither Bill nor Ted should expect him to. The first, of course, is when there is an obstacle in his portion of the lane. Whether it is a large pothole or some piece of debris like the shovel I saw in the road this weekend, Frank needs to move for his own safety. Now, if Bill was paying attention, he saw the obstacle first, since he's the lead rider, and he signaled to Frank that it was there so Frank was not taken by surprise and had plenty of time to move. Ted also would have send Bill's signal and would back off a little, expecting Frank to move into his path temporarily. Everyone knows what is going on, and everyone continues on the ride safely.

The second situation where Frank should move out of his track is a little less obvious, but equally important, and that is, while going around corners. The safest route, requiring the least amount of side-friction, around a corner is the high-low-high cornering maneuver. In the high-low-high approach, you approach a curve or corner from what would be the outside of the curve (the left side of a right-hand curve and vice-versa). As you enter the curve, slowing appropriately, when you are able to see the apex of the curve, you begin to move across the lane toward the inside of the turn, also known as the low point. Then as you exit the curve, you go back to the high point momentarily. This technique flattens out the severity of the turn and thus it uses less side-friction and is safer to perform than for a rider to attempt to rigidly maintain his staggered position all the way around the curve.

So, while you're enjoying the camaraderie of group riding, stay committed to your position when you can, but in the curves, feel free to maximize your safety by using the entire lane for your positioning. After all, that is one of the many reasons that we don't ride side-by-side.

Ride safe, so you can come back and tell us your stories!



Rider Education Cont.

Reader Letters

I received the following letter (slightly modified for entertainment purposes).

Dear Education Dude,

On a recent ride my husband and I experienced severe cross winds on the highway. The locals described it as an especially windy day with wind gusts up to about 70 MPH. It was nearly impossible to keep the bikes in our respective lanes not to mention the difficulty that the cars were experiencing. Thankfully we made it through this near death white knuckle ride safely. What is the best way to manage wind gusts of this magnitude on a motorcycle?

Sincerely,

Blown Away

Dear Blown Away,

The best way to manage wind gusts of 70 MPH is to **not** be on a motorcycle.

Oh sure, we've all been taken by surprise by a quick gust of wind, and that is when your counter-steering skills really come into play. I've experienced strong side-winds while riding across the Tacoma Narrows Bridge, and I just had to lean the bike into the wind in order to keep riding straight across the bridge.

But if you're experiencing a lot of wind gusts, and you see that even the cars are not handling it well, I'd say it's time to take cover for a while. This could mean finding a coffee shop to sit in for a while, or if you're out in the middle of nowhere, you might need to look for an overpass or something to help shield the bike. You may even want to lay bike on its side in order to prevent the wind from blowing it over and causing damage. You might want to roll it part of the way into a recessed median or side gully to try to get below the level of the wind while you wait it out.

If, for some reason, you decide that you would rather risk your life riding in the wind than waiting it out, then the basic tips for any untoward weather apply: slow down and keep a sharp eye. Slow down so that any gust is less likely to send you careening into other traffic at high speeds, and you have a better chance of recovering from the blow. Some people are tempted to ride faster, mistakenly thinking that gives them better stability. You need to ride at a pace that the bike is manageable and not just falling over. But you also need to remember that the faster you ride, the farther off track you'll be blown when that wind hits you. Keep it down to a manageable pace so that you have ample time to recover and stay within your lane. And keep a sharp eye out for signs of wind coming, and for things that alter the flow of the wind such as trees, buildings, big trucks, etc. which may cause swirls or sudden drops in wind. The scariest part of my trip across the Tacoma Narrows Bridge that windy day was when I passed the big uprights that supported the bridge, and the wind suddenly stopped blowing there. I had been leaning the bike over so far to keep it going straight, that when there was no wind blowing against me as I passed the uprights, the bike started to fall over. That'll make you pucker, let me tell you.

And remember that riding in the wind is much, **much** more fatiguing, so take more frequent rest stops to let your muscles relax and to re-hydrate yourself. The wind is not only trying to blow you over, but it's also trying to whip away all your moisture.

Ride Safe!

Chapter E Library

Please contact Mark Caldwell if you are interested in borrowing something for your reading or viewing pleasures.

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