

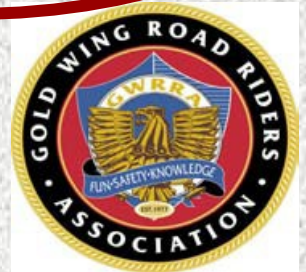
GWRRA Chapter "E" WA

Friends for fun, safety and knowledge

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



March 2008



Message from our Chapter Directors:



So, are you using your additional "time" wisely? As evidenced by the change to "daylight saving time" in the wee hours of last Sunday morning (i.e., March 9, 2008), we are now starting to see at least the edges of the 2008 ride season. The main purpose of Daylight Saving Time (called "Summer Time" in many places in the world) is to make better use of daylight. We change our clocks during the summer months to move an hour of daylight from the morning to the evening. I think all of us could agree with the basic premise of better use of daylight, especially if it means we can do more riding. While there are pros and cons to this "time" honored technique, and while it always goofs up the old biological clock for a day or two for most of us, it is our first overt signal that the light of the ride season is on the horizon. As I remember, Punxsutawney Phil saw his shadow last month which meant 6 more weeks of winter. However, that was last month so we're pretty darn close to good weather once again.

For many "chomping at the bit" riders, the Early Springfever Fun Run sponsored by our good friends at Chapter C on April 12, 2008 will be one of the first official rides of the new season. Sheila and I plan on doing the ride this year ourselves so plan on joining us. For Chapter E, we will basically kick the actual ride season off with a bike safety check and Road Captain's course at Everett Powersports immediately following the April 19, 2008 Chapter Meeting. Depending on the weather, we might put together a short ride after the course to allow new road captains to try out some new skills.

Of course, my March message would not be complete without mentioning our very own Event Calendar major event called Surf Watch, the weekend of March 14-16, 2008 at the Polynesian Resort in Ocean Shores, WA. This year's event promises to be one of the best that the chapter has sponsored yet! Who else but us would have thought of having a Moped Poker Run and live auction! It will be a blast. Try and join us, if you haven't already registered. If you can't make it, get started on polishing up your "iron horse" and remember to keep doing those mental and body prep exercises that Bob Reagle has been telling us about and ...won't be long now.

"Ride Often - Ride Safe",



Dave & Sheila

No March Meeting

Our next meeting is:

Saturday, April 19, 2008

Denny's

at

Canyon Park

22833 Bothell Everett Highway

Breakfast

Meeting Hours:

Breakfast at 8:00

Meeting at 8:30



It's finally here, Surf Watch March 14th thru 16th



GWRRR / NEWS PAGE



Honda Motor Company, Press Release: February 27, 2008

Honda of America to Focus on Key Role in N.A. Auto Operations; Local Motorcycle Production Will End in Ohio

Ohio-based Honda of America Mfg., Inc. today announced that it will discontinue production¹ of motorcycles in spring 2009 as part of a global strategy that will focus the company on its leader role in Honda's North American automobile operations. The 450 Marysville Motorcycle Plant associates will remain key members of the Honda of America team that produces cars, light trucks, engines, and major components in Ohio. There will be no layoffs.

The move reflects a global Honda strategy for production of certain larger motorcycles. All motorcycle production from the Marysville Motorcycle Plant and the historic Hamamatsu Factory in Japan will be consolidated in 2009 at a new motorcycle plant in Kumamoto, Japan. The new plant will serve as Honda's global leader with advanced motorcycle production technologies. Both the Marysville and Hamamatsu plants produce medium-to large-size motorcycles. "Our goal is always to achieve outstanding customer satisfaction," said Akio Hamada, president & CEO of Honda of America. "This move allows us to improve the competitiveness and appeal of our products by applying the latest technologies and production systems at one efficient location." "This was a complex decision tied to the important role that Honda in Ohio plays within our North American automobile operations," Hamada said. "We will focus our associates' abilities on our goal to produce cars, light trucks and engines in Ohio that are of the highest quality and value for our customers."

Honda of America set a company record for auto production in 2007 with the manufacture of 701,317 passenger cars and light trucks at its two Ohio assembly plants. The diverse and challenging roster of vehicles produced in Ohio includes the Honda Accord Sedan and Coupe, Civic Sedan, natural gas-powered Civic GX, Element and CR-V, and the Acura TL Sedan and RDX sport utility vehicle. The Accord, Civic and CR-V ranked among the top 10 best-selling vehicles in America in 2007. In addition, Honda produced more than 1.1 million automotive engines and 719,861 transmissions in Ohio, as well as a number of other vehicle components.

Underpinning the decision is Honda's investment of approximately \$11 billion in North American auto production operations. Associates at Honda of America have played critical roles in supporting the startup and management of auto plants in Alabama, Canada and Mexico, transmission plants in Ohio and Georgia, an all-terrain vehicle plant in South Carolina, as well as Honda's 7th auto plant in North America, currently under construction in Indiana, and a new auto engine plant under construction in Canada. Experienced associates from Honda of America will continue to play this "leader" function role.

Hamada sees the decision to re-direct the focus in Ohio on automobile operations as an opportunity. "Our motorcycle plant associates in Marysville are dedicated and focused on customer satisfaction. They will strengthen the rest of Honda of America with their knowledge, experience and tremendous spirit," Hamada said. The Marysville Motorcycle Plant opened in 1979 as the first Honda plant in the U.S. Last year, it produced approximately 44,000 Gold Wing touring and VTX cruiser bikes. The plant formerly produced all-terrain vehicles and transferred that responsibility to Honda of South Carolina Mfg. and the Kumamoto Factory in 2005. The Marysville Motorcycle Plant was the catalyst for Honda's production operations in North America. The plant's success provided the foundation for Honda's expansion into automobile production in central Ohio and North America.

Honda employs more than 13,000 associates at five production plants in Ohio, and employs 15,000 associates across the state. Total capital investment in Ohio exceeds \$7 billion, and Honda purchased \$6.7 billion worth of parts from Ohio companies last year. In addition to the Marysville Motorcycle Plant, Honda of America operations include the Marysville Auto Plant, East Liberty Auto Plant and the Anna Engine Plant. Honda Transmission Manufacturing of America also is based in Ohio. In 2007, Honda purchased more than \$18.8 billion in parts and materials from 650 North American suppliers. Last fall, Honda of America marked the 25th anniversary of the startup of auto production in Ohio with the launching of the all-new 2008 Honda Accord.

GWRRA / NEWS CONTINUED

NEW PASSPORT REQUIREMENTS IN EFFECT



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. Birth certificates and drivers' licenses can still be used at the borders.

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.

Continuing the printing of the Hurt Report in last month's newsletter, here is reprint of an interview that David Hough conducted with Harry Hurt that is quite interesting.

Interview With Harry Hurt

By [David L. Hough](#)

The only comprehensive motorcycle study ever completed in the USA was the famous "Hurt Report", conducted by the University of Southern California under contract to the National Highway Traffic Safety Administration, back in the late 1970s. Motorcycle journalists continue to reference statistics from that study. But that report was released 20 years ago, and times have changed. A veteran moto-journalist decided it was time to track down the principle investigator of the "Hurt Report, and find out whether or not he felt the "old" motorcycle accident statistics were representative of today's motorcycling.

The "Hurt Report"

Think back to 1979. There had been a big motorcycle buying boom in the 70s, and a lot of those new riders managed to get involved in accidents. That big rise in accidents and fatalities got the attention of the U.S. Department Of Transportation, and they decided to get into the act to protect us from ourselves. The National Highway Traffic Safety Administration let a big contract to study motorcycle accidents, and the University of Southern California Traffic Safety Center got the job. The USC professor responsible for carrying it out was Hugh H. ("Harry") Hurt, Jr. The Objectives of the study were to determine the causes of motorcycle accidents, analyze the effectiveness of protective gear such as safety helmets, and then figure out what countermeasures might help prevent accidents or reduce injuries.

Hurt put together a team of investigators who would dash out to every motorcycle accident scene, day or night, over two years. One of the important concepts was that all of the investigators were experienced motorcyclists. The team did an exhausting study of each accident, determining approximately 1,000 data elements. They took photos, examined the wreckage, measured the skid marks, and interviewed the survivors. They even returned to the same site at the same time on the same day of the week, with the same weather conditions, to measure traffic and interview motorcyclists who managed to get through the same situation without having a problem. The team collected data on more than 900 motorcycle accidents, interviewed 2,310 passing motorcyclists, and studied 3,600 police reports from the same area.

Then they studied the data from every angle for another two years, and published the final report in January 1981. The title was a little cumbersome: "Volume I: Technical Report, Motorcycle Accident Cause Factors and Identification of Countermeasures, January, 1981 - Final Report" The motorcycle press found that title a little too techno-wacky, so they nicknamed it the "Hurt Report", after Harry Hurt. The "Hurt Report" turned out to be the most comprehensive motorcycle safety study of the 20th century.

Flash Forward to 1999

Now, flash forward to 1999. Traffic is more intense, but so is motorcycling. We've got rider training available all across the country, and motorcycles are technically a lot better than the ones we rode in the 1970s. Is the "Hurt Report" still valid for today's motorcycling? And is Hugh Hurt Jr. still around? It was time to find out.

We found Harry Hurt still working in safety research, still riding motorcycles, willing to talk with us, and sharp as a tack. Hurt is now President of the Head Protection Research Laboratory (HPRL), a new non-profit corporation formed to conduct research on motorcycle and bicycle accidents. HPRL also conducts accident investigations, and provides training.

Hurt stayed with the University of Southern California in Los Angeles until the end of June, 1998, continuing research and helmet testing. His team, including James Ouellet, David Thom, and Terry Smith, continued their interests in motorcycle safety, but the University ran into a budget crunch in 1998, and decided to close the department. Hurt had been in the business for half a century, and it was a good opportunity to retire.

But Harry couldn't just retire to a condo at the beach. He has this personal drive to understand everything there is to know about motorcycle safety, and to drag the rest of the world along for the ride. So Hurt, formed the HPRL, and hired his associates to pack up their gear and move to new offices in Paramount, a few miles south of Los Angeles. Ever wonder who does helmet testing for the Department of Transportation? Who are the people who actually bash, stretch, and poke helmets to see if they comply with the federal FMVSS 218 ("DOT") standard? These days, it's the HPRL. They also have an impressive library of technical publications on motorcycle dynamics. More to the point, Harry Hurt is a living, breathing encyclopedia of motorcycle safety.

Harry agreed to an interview. All the way up to Paramount I wondered whether to refer to the NHTSA study by it's official lengthy title, or just call it the "Hurt Report".

Is The “Hurt Report” Still Valid?

My first question about the ...um... “Hurt Report” was, did Hurt think it was still valid after 20 years?

“We had no idea that study would last so long. We always assumed someone would commission another, bigger study. As it worked out, no one ever came up with a contract. Nobody wants to do any new research projects.”

Harry confided that he believes the report is still basically valid. It’s not just that nothing has come along to replace it, but that he has personally seen evidence that motorcyclists are having the same type of accidents today as they did back in the 70s.

*“I still do consulting for police departments, and have investigated a number of police motorcycle accidents over the years. Police motor officers get some extensive training. I mean really **good** training. But even professionals make the same sort of mistakes as novices, and today’s riders seem to have the same sort of accidents as those in the NHTSA report.”*

“For example, an L.A.P.D officer on a police Kawasaki had a pickup truck back out in front of him. We measured a perfectly straight rear-only tire skid 200 feet long, right into the side of the pickup. The length of the skid gives us a pretty good idea of his speed, something like 60 mph. But even at that speed he could have stopped short of a collision if he had just used the front brake. It’s the same mistake riders were making in the 1970s.”

I agreed with the importance of covering the front brake in traffic, but I questioned whether covering the brake is important on a deserted road with unlimited visibility. Harry raised his eyebrows and kindly reminded me:

“Remember, that most motorcycle accidents occur on a straight road, in good weather, when you don’t expect anything to happen.”

Hmmm. Good point. Maybe we’ll have to revisit our advice about covering the front brake lever all the time, not just in traffic or approaching blind corners. Harry emphasized the point:

“I’ve worked with police departments to reduce their accident rates. One key is to encourage motor officers to always cover the front brake lever. In some police training programs, any officer who is caught riding without covering the front brake lever must pay a \$5 “donation” to a benevolent fund. Getting them into the habit of always covering the front brake has resulted in measurable reductions in accidents.”

But what about other evasive maneuvers, such as swerving? Did Hurt feel that riders today face the same risks as those in the 70s? And when we did encounter a sudden hazard, didn’t we resort to habits? Was there really any reason to practice “evasive maneuvers”? Hurt sliced through the questions like a hot knife through butter:

“Use the front brake. Use the front brake. Use the front brake.”

City vs. Country

According to the published report I had referenced for years, the “Hurt Report” had been done entirely within the city of Los Angeles. If all the research had been conducted in a big city, that left out a lot of back roads, and therefore a lot of country-type accidents such as deer strikes. I wanted to know how Harry felt about that.

“Actually, we didn’t limit our research to the city of Los Angeles. The statement in the report about “Los Angeles” refers to the accident reports we obtained from the city of Los Angeles. Our accident investigation teams went all over the Los Angeles basin, even up into the canyons and up on the Angeles Crest. So we did include “country” accidents in the study. Our data wasn’t limited to the city. And the data did include animal strikes.”

Uh Oh! I’ll have to change my tune on that one. The “Hurt Report” was apparently a lot more comprehensive than I had realized. Still, there must be some big differences in the risks faced by riders in country environments, compared to those in major metropolitan areas such as the Los Angeles basin. Hurt agreed, but explained that it’s a numbers game. Sure, a rider in say, Spokane, Washington might face a much different risk than a rider in Los Angeles. But there are lots of riders in a big city like L.A.—and therefore lots of motorcycle accidents. Research is expensive. It costs a minimum of \$450,000 per year to maintain a research team, whether they investigate 5 accidents or 500. It just isn’t practical to base a team out in the country for a year, waiting for a motorcycle accident.

Reported vs. Unreported Accidents

One of the other questions I had over the years concerns reported versus unreported accidents. I've had this theory that collisions with cars almost always result in a police report, but if a motorcyclist crashes without involving another vehicle, the accident is likely to go unreported. That would make "single-vehicle" accidents look less frequent than collisions. As motorcyclists, it would be important to know whether accidents such as dropping the bike on loose gravel or edge traps were as big a hazard as the infamous "left-turning cars". Did the "Hurt Report" include unreported accidents?

"We studied every accident we knew about, and that did include some that didn't get reported to the police. In some cases, our investigators had to do emergency first aid before they could do the research, because they were the first on the scene. And we know that some accidents were never reported to the police. That wasn't our job."

Lane Splitting

We've had some very interesting feedback from our Proficient Motorcycling article on lane splitting. And some readers had suggested that the "Hurt Report" proved that lane splitting was "safe". Hurt pointed out that the research from the late 1970s only hinted that lane splitting didn't show up as a significant factor in accidents. Hurt adds that there has been no research and therefore no factual data on lane splitting.

"Everybody has their own ideas and opinions about this issue, but there are no recent factual data of any kind. No benefactor has supported any further research to investigate this issue. Hopefully, the future will bring help and financial support for these and other questions."

Has Technology Changed the Accident Picture?

When you think about the technology of motorcycles, it's pretty obvious that bikes are a lot better these days than back in the 70s. For instance, brakes today are powerful, progressive, and fade-free. We've got much better tires, better suspension, and stiffer frames. I asked Hurt whether he felt today's better motorcycles changed the accident scenarios.

"The more time goes by, the less things look different. Riders today have the same sort of accidents as riders in the 1970s, except that today they crash much more expensive bikes."

New Research Projects?

I asked Hurt if he knew of any plans to conduct any new motorcycle accident studies in the USA.

"Nobody wants to do any new research projects. There's lots of hoopla, but not much meat."

There are additional problem these days that would probably make it impossible to conduct another research project like the "Hurt Report": In the old days, investigators and police cooperated, sharing information freely. Today, privacy laws make records searches a legal nightmare, and budget problems mean that record searches aren't free anymore. The biggest problem is that accident investigators today can expect subpoenas from lawyers. Hurt estimates that if a motorcycle accident study were conducted today, the investigative team would receive 1,500 subpoenas, which would tie up the research team full time dealing with lawyers.

OECD Methodology

Not having any fresh US motorcycle studies on the horizon doesn't mean that Harry and his associates are sitting on their hands. At USC, the Traffic Safety Center was a major player in developing a worldwide standard for motorcycle accident research, and HPRL is continuing that work. Until recently, different countries conducted motorcycle research in different ways, making it very confusing to compare data. A worldwide standard would allow research to be shared. The goal is to have what is being called the "OECD Methodology" adopted as a standard by the International Standards Organization (ISO).

Harry and the HPRL staff have been working on a document which he describes as a "whopper" which specified everything about what, how, when, and who of on-scene, in-depth motorcycle accident investigation. Research in one country could be compared scientifically with data from another country. In the US, data from the coasts could be compared to data from the Midwest, for example. But the US has been dragging its feet on research.

The first actual application of the OECD Methodology is in Thailand. HPRL is directing a major motorcycle accident research project in Thailand, funded by Honda, with Chulalongkorn University conducting the accident investigation.

As a motorcyclist, Hurt is very adamant that motorcycle accident researchers have motorcycle experience, even the psychologists, medical consultants, and pathologists. Motorcycle accidents are not like other vehicle accidents. Unless the researchers understand the peculiarities of motorcycles, they may not understand what they are looking at. This is just one of the issues which Hurt and the HPRL are trying to get included in the ISO standard.

HPRL has an impressive collection of motorcycle technical papers, and Hurt offered to share some of them with me, including a technical paper on "Motorcycle Cornering Dynamics" he presented at the Second International Congress on Automotive Safety back in 1973. I was especially interested in that one, because I hadn't seen it before, and it included many of the same topics I had covered in Proficient Motorcycling over the years. It was a personal relief to find that Harry and I seem to have arrived at identical conclusions about how two-wheelers go around corners.

Copies of the "Hurt Report"

Harry pointed out that the Motorcycle Accident Cause Factors and Identification of Countermeasures, January, 1981 - Final Report (what we usually call the "Hurt Report") is available to the U.S. public through the National Technical Information Service, Springfield, VA 22161. The essential data is in Volume I, NTIS reference number PB 81-206-443. However, HPRL has found the NTIS copies to be of less than expected quality. HPRL will furnish higher quality copies for \$30, cheap enough for a 425-page book. And if you mention you are a reader of MCN and would like additional information, Harry will throw in some other technical publications at no additional cost. Just write HPRL and send along a check.

Hurt, the Motorcyclist

I asked Harry if he still rode a motorcycle. He still rides regularly, but he had a little trouble remembering what bike he rode last. He said his Montessa 125 Cota had died of crank failure, but his 350 Bultaco Sherpa T still runs. He doesn't ride his 1947 Harley, because it's more of a "show" bike. He likes British bikes, such as his '68 and '79 Triumph Bonnevilles, and his '75 Norton Commando. Oh yeh, he also has a Honda 200X ATV, a Suzuki DR200, a Honda Hawk, and a Suzuki GS1100E painted in Blue/Orange flames. He thinks maybe he'll sell that one.

Harry needed to run off to some research crisis, so I asked him if he could sum up his advice about motorcycle safety in one sentence.

"There is no magic bullet other than getting smart."

Our thanks to Harry H. Hurt, Terry Smith, and the staff of HPRL for taking the time for an interview.

For More information contact:

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[David Hough](#) is a long-time motorcyclist and journalist. His work has appeared in numerous motorcycle publications, but he is best known for the monthly skills series "[Proficient Motorcycling](#)" in Motorcycle Consumer News, which has been honored by special awards from the Motorcycle Safety Foundation. Selected columns were edited into a book "[Proficient Motorcycling](#)" published by Bowtie Press. He is also the author of "Driving A Sidecar Outfit". A pocket hand-book, "[Street Strategies](#)" is also on the market now.

Rider Education



When Will Riding Season Ever Get Here? Is my equipment ready? Part 3 (Bike Fitness)

By Bob Reagle

I recall a particularly bad day at work several years ago. Several key pieces of high tech gear failed at the worst time for our clients and they were in an uproar. My boss being unusually philosophic told me with a shrug, "Sometimes stuff breaks." To say I was surprised by her comment in an understatement (she can breathe fire with the best of them). However, as I think back about what she said and apply it to other "stuff" like motorcycles, there are times no matter what you do to keep your bike and its equipment working, things sometimes break. This Educator's Corner article will attempt to give you information to help you keep those occurrences at an absolute minimum.

As all of you already know, the best thing you can do for your bike is to keep it well maintained. Many people provide advice about maintenance routines and special tricks to keep their motorcycles in top form. However, if you are like me, all the advice starts to sound like a lot of noise after all a while. For me the best advice I can get about maintenance is as close as my owner's manual. It is full of information about the bike its systems, operating instructions and the highly useful maintenance interval chart. This chart describes what work needs doing along with the proper mileage and time interval. If you follow those directions, I think you and your bike will have a long and enjoyable relationship.

Of course, there are things you must do between scheduled maintenance to keep your bike fit. For example the T-CLOCK check to be performed by the rider and co-rider before every ride. As you know, T-CLOCK is an acronym that stands for Tires, Controls, Lights, Oils & Fluids, Chassis and Kickstand. By checking each of these categories on your bike, you are increasing the chances you will spot potential safety and maintenance concerns that before they turn into costly and dangerous problems.

To help you do your T-CLOCK check, I have provided you with a table that describes it. Feel free to print the table and post it on your bike. It is a great way to remind you to do the inspection. I have mine taped to the inside of my trunk lid.

T-CLOCK Check	
Item	What to do and check
Tires & Wheels	Use a tire gauge to check for correct COLD pressure, sufficient tread, look for cuts, bulges, punctures; spokes cracked, bead intact, free spinning
Controls	Check to see if brakes controls firm, leaks in hoses, cables sound (look for fraying or binding), Levers free and lubed; throttle closes firmly when released
Lights	All lights operational (headlights, taillights, turn signals, brake light); clear of condensation, Battery fluid up to correct levels, check for frayed wiring
Oil & Fluids	Visibly check oil and brake fluids for fullness and leaks; check your fuel level, check your coolant level.
Chassis	Check your steering head and swing arm for proper travel and leaks. Check to see that all panels are secure and tight.
Kickstand	Retracts firmly; cutoff switch works properly; spring is serviceable; same for centerstand

Rider Education

Continued

When Will Riding Season Ever Get Here? Is my equipment ready? Part 3 (Bike Fitness)

I am asking that you do this check each time you ride. I can almost guarantee that if you do this regularly, your payoff in terms of fun, safety and maintenance cost will be great.

By the way, the Chapter will be sponsoring a bike check in cooperation with Everett Powersports after our April meeting. This will correspond to our Road Captains Course to take place on the same day. It will be a great chance to get your bike checked and to brush up on the fundamentals of group riding.

In closing, the last three Educator's Corner newsletter articles have focused on fitness in preparation for the riding season. Between your improved core body fitness, your "ready to ride" mental fitness and bike fitness, we all ought to have great riding season.

Ride safe and ride well.

Bob Reagle, Chapter E Educator

Rider Education



Chapter E Library

- ◆ Book: Street Strategies by David L. Hough
- ◆ VHS: Co-Rider from GWRRA (2002)
- ◆ VHS: Part 1: Helmet Effectiveness (Hurt Report)
- ◆ VHS: GWRRA & Safeco present Touring & Braking / Trailing (1996) Foundation)
- ◆ VHS: Basic Maintenance of the 1500 Goldwing with Andy MacDonald October 2001
- ◆ VHS: Advanced Maintenance for the 1500 Goldwing with Andrew MacDonald
- ◆ Report: Impaired Motorcycle Riding: What Motorcyclists Think About Alcohol and Motorcycling, February 2001
- ◆ Book: Proficient Motorcycling by David L. Hough
- ◆ 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



GL 1800 Ride Off Stand

Excellent condition; replaces the stock in minutes.

original cost \$169.99 Interested call

Bill Estes at 866.231.3727

Note from the Editor, *Sheila Chavez*

As you see in this newsletter we have a few more articles that I would like to continue. If you as Chapter E members want to add articles or to the news letter please send email. This is for all us to communicate and share with each other. If we have missed any announcements please let me know.



FACTOIDS & FUNNIES



"A Compendium of Facts & Information That Will Astound and Amaze You"
(or at least some miscellaneous stuff that might fun to know or get you to laugh)

- ◆ According to the US Census Bureau, out of a total of more than 129 million commuters, 147,703 regularly ride motorcycles to work (2003 data). Unbelievably, that's only about a tenth of a percent. Perhaps those figures will change as the price of gas continues to skyrocket...?
- ◆ According to Sate Farm's claim statistics, 10 states with the most deer crashes between June 1st 2005 and June 30th 2006 account for more than half of all such claims (thankfully, we're not mentioned):

Pennsylvania	Michigan	Illinois	Ohio	Georgia	Virginia	Minnesota
Texas	Indiana	South Carolina				

Top Ten Reasons Why Gold Wing Riders Don't Wave Back

10. Wasn't sure whether other rider was waving or making an obscene gesture.
9. Afraid might get frostbite if hand is removed from heated grip.
8. Has arthritis and the past 400 miles have made it difficult to raise arm.
7. Reflection from etched windshield momentarily blinded him.
6. The espresso machine just finished.
5. Was actually asleep when other rider waved.
4. Was in a three-way conference call with stockbroker and accessories dealer.
3. Was distracted by odd shaped blip on radar screen.
2. Was simultaneously adjusting the air suspension, seat height, programmable CD player, seat temperature, and satellite navigation system.
1. Couldn't find the "auto wave back" button on dashboard.

Top Ten Reasons Why Sport bikers Riders Don't Wave Back

10. They have not been riding long enough to know they're supposed to.
9. They're going too fast to have time enough to register the movement and respond.
8. You weren't wearing bright enough gear.
7. If they stick their arm out going that fast they'll rip it out of the socket.
6. They're too occupied with trying to get rid of their chicken strips.
5. They look way too cool with both hands on the bars or they don't want to unbalance themselves while standing on the tank.
4. Their skin tight-Kevlar-ballistic-nylon-kangaroo-leather suits prevent any position other than fetal.
3. Raising an arm allows bugs into the armholes of their tank tops.
2. It's too hard to do one-handed stoppies.
1. They were too busy slipping their flip-flop back on.

Top Ten Reasons Why BMW Riders Don't Wave Back

10. New Aerostich suit too stiff to raise arm.
9. Removing a hand from the bars is considered "bad form."
8. Your bike isn't weird enough looking to justify acknowledgement.
7. Too sore from an 800-mile day on a stock "comfort" seat.
6. Too busy programming the GPS, monitoring radar, listening to ipod, XM, and talking on the cell phone.
5. He's an Iron Butt rider and you're not!
4. Wires from Gerbings is too short.
3. You're not riding the "right kind" of BMW.
2. You haven't been properly introduced.
1. Afraid it will be misinterpreted as a friendly gesture.

Chapter E Ride/Activities Calendar

March

- 1 Chapter E Game Night, Fiesta Theme, Chavez's
- 7-9 WA-D Chapter Aberdeen Mall Show
- 14-16 CHAPTER E SURF WATCH-OCEAN SHORES
- 22 WA-Z Chapter Oldies Dance
- 27 Chapter E Dinner Social @ Pumphouse Bar & Grill

April

- 4 Chapter Q- Auction- Puyallup
- 5 Chapter E- PLP Parking Lot Practice
- 12 Chapter C- Spring Fun Run
- 19 Chapter E- Meeting/Road Captains Course
- 24 Chapter E- Dinner Social- Olive Garden-Kirkland

IMPROMPTU RIDE IDEAS

- ♦ Light House Tour
- ♦ Mt. St Helen's Ride
- ♦ Wacky Tour
- ♦ Three Mt. Pass Loop
- ♦ "Apple" Tour by WA-V
- ♦ Hood Canal Loop
- ♦ Mount Baker
- ♦ Lake Chelan Loop
- ♦ Hurricane Ridge



GWRRA Washington District Chapter Gathering Sites

<u>Day</u>	<u>Time</u>	<u>Chapter</u>	<u>Location</u>
4th Saturday	9:00AM	A-Seattle	RMC- Full Throttle Café, 3701 E. Valley RD, Renton 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, 2121 Broadway, Everett, WA
2nd Sunday	8:30 AM	D-Aberdeen	1605 Simpson Ave, Aberdeen, WA
4th Sunday	8:30 AM	F-Tacoma	Eagles#3563, 22316 Mountain Hwy E, Spanaway, WA
3rd Saturday	8:30 AM	G-Gig Harbor	Cottesmore Café, 2909 14th Ave NW, Gig Harbor, 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
3rd Saturday	8:30 AM	K-White Salmon	The Charburger, 4100 W Cliff Dr, Hood River, 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	Monticello Hotel, 1405 17th Ave, 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	Fountain Restaurant, 190 S Main St, Milton Freewater, OR
3rd Thursday	6:30 PM	S-Ephrata	Golden Corral Restaurant, 930 N Stratford Rd, Moses Lake, WA
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, 28818 264th SE, Enumclaw, WA
2nd Saturday	5:30 PM	Z-Centralia	Denny's Restaurant, I-5 Exit 82, Harrison Ave, Centralia, 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.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

What's on the Calendar for March



- ♦ **March 1, 2008, Chapter E Game Night, Theme: Fiesta Night!** Dave & Sheila's house. It was fun, we had about 22 couples all together for our game night.
- ♦ **March 7-9 WA-D Aberdeen, WA Annual Mall Show:**
 - ⊗ Held at the Southshore Mall in Aberdeen, WA: Showing on Saturday March 8th & Sunday March 9th and CPR & First Aid Classes Saturday 8th. Call to sign up for CPR & First Aid classes. Call Erv Granahan @ 360.249.3463 to register or for information.
 - ⊗ Lodging is @ Nordic Inn Convention Center and special discount \$50.00/night to Mall Show participants and visitors. The Nordic Inn is located approximately 1.5 blocks West of the Mall. Reservations for motel: 360.533.0100
- ♦ **~~March 14-16, 2008: Chapter E Surf Watch Weekend @ Ocean Shores~~**
 - ⊗ The flyer and registration form is posted on our website . www.gwrra-wae.org/ Those of you that have not taken the time to reserve your room for the event better get on it....and don't forget to register! We haven't seen many registrations yet from Chapter E, so let's get motivated and sign up.
 - ⊗ Don't forget we need your donations for the auction. The auction will only be successful if we have something to auction off, so keep your eyes peeled for good quality donations! Please let Barb Smith or Dave Chavez know if you are bringing item(s) for the auction. If you cannot go to Ocean Shores but would like to donate item(s) please let us know.
 - ⊗ The daytime activities will be fun, fun, fun, but it's the evening Auction that we hope will really define our overall success for the event. Again, we need good quality donations!!!
- ♦ **March 22, 2008: WA-Z Oldies Dance – Poodle Dog Restaurant:** 1522 54th Ave. E., Fife, WA. CHANGE OF LOCATION - IMPORTANT !
- ♦ Buffet Dinner: 6:30 – 7:30 PM Dancing: 7:30–11:30PM
Dress: casual/oldies attire (optional) (Cost: \$25/person (before March 14, 2008); \$30/person (after March 14, 2008) Visit Chapter Z's website for the information and registration:
www.wazchickens.com/OldiesFlyer.jpg
- ♦ **March 27, 2008: Chapter E Dinner Social at the Pumphouse Bar & Grill, Bellevue, WA.** web: www.pumphousebellevue.com/ ; address:11802 NE 8th St; Bellevue, WA. 98005; 425.455.4665
- ♦ **April 5, 2008: Parking Lot Practice, more information to follow.**
- ♦ **April 6, 2008 Pre-Riding Season BBQ at Crazy Larry's** (See attached letter to CD's from Mary Ann Bailey from WA-F concerning a very worthwhile project involving someone that many of you may know.) If you would like to donate to this "good Samaritan" cause, please contact Mary Ann.
- ♦ **April 12, 2008: Chapter C– Spring Fun Run**



Continuation of What's Happening (March News Letter)

- ♦ **April 19, 2008: Chapter E Breakfast and Meeting. Canyon Park Denny's**, Bothell, WA. Breakfast gathering at 0800; meeting at 0830. After meeting activity will be a Road Captain Course and motorcycle safety check at Everett Powersports in Everett. If you have not taken a Road Captain's Course or if you need a refresher, plan on attending.
- ♦ **April 24, 2008: Chapter E Dinner Social– Olive Garden (Kirkland)**
- ♦ **State Rally in July.** More information will certainly follow, but I wanted to give you some information on room accommodations: Here is the Hotel information for the District Rally in Lynden. Thursday 7/17 – Saturday 7/20. Homestead Farms Resort. 115 E Homestead Blvd. Lynden, WA 98264. Our rooms are blocked out in the "Farm House Hotel". We have the following rooms blocked out. (7), Kings - \$103.20 to \$119.20; (14), Double queens - \$103.20 to 119.20; (8), Deluxe queens - \$119.20 to \$135.20. There are also 6 one bedroom condo's available several block from the hotel at \$159.20. All prices are for one or two people. Reservations: 360-354-1196 – Select option 6 - You need to mention Group Code: GWRRRA08



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Dave & Sheila Chavez

Store Managers

Rick & Dori Myers

Treasurer

Jim & Karen Roberson

Ride Director

Bob Spencer

Ride Coordinators

Jimm Burke—Jim Pelican

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 Sigarto

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!



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

Region I:

<http://www.bigskyregioni.org>



Co-Rider's & Lady Rider's Corner

Co-Rider's & Lady Rider's:

Please email me with articles, words of wisdom, stories "true or false" or "whatever you would like to add to this corner".

Thanks Sheila (Chapter E News Letter Editor)

SISTERS

A good message for all of 'us' sisters: A young wife sat on a sofa on a hot humid day, drinking iced tea and visiting with her Mother. As they talked about life, about marriage, about the responsibilities of life and the obligations of adulthood, the mother clinked the ice cubes in her glass thoughtfully and turned a clear, sober glance upon her daughter.

'Don't forget your Sisters,' she advised, swirling the tea leaves to the bottom of her glass. 'They'll be more important as you get older. No matter how much you love your husband, no matter how much you love the children you may have, you are still going to need Sisters. Remember to go places with them now and then; do things with them.'

'Remember that 'Sisters' means ALL the women...

your girlfriends, your daughters, and all your other women relatives too. 'You'll need other women. Women always do.'

What a funny piece of advice!' the young woman thought. Haven't I just gotten married? Haven't I just joined the couple-world? I'm now a married woman, for goodness sake! A grownup! Surely my husband and the family we may start will be all I need to make my life worthwhile!'

But she listened to her Mother. She kept contact with her Sisters and made more women friends each year. As the years tumbled by, one after another, she gradually came to understand that her Mom really knew what she was talking about. As time and nature work their changes and their mysteries upon a woman, Sisters are the mainstays of her life.

After more than 50 years of living in this world, here is what I've learned:

THIS SAYS IT ALL:

Time passes.

Life happens.

Distance separates.

Children grow up.

Jobs come and go.

Love waxes and wanes.

Men don't do what they're supposed to do.

Hearts break.

Parents die.

Colleagues forget favors.

Careers end.

BUT.....

Co-Rider's and Lady Rider's Corner, continued

Sisters are there, no matter how much time and how many miles are between you. A girl friend is never farther away than needing her can reach.

When you have to walk that lonesome valley and you have to walk it by yourself, the women in your life will be on the valley's rim, cheering you on, praying for you, pulling for you, intervening on your behalf, and waiting with open arms at the valley's end.

Sometimes, they will even break the rules and walk beside you...Or come in and carry you out.

Girlfriends, daughters, granddaughters, daughters-in-law, sisters, sisters-in-law, Mothers, Grandmothers, aunties, nieces, cousins, and extended family, all bless our life!

The world wouldn't be the same without women, and neither would I. When we began this adventure called womanhood, we had no idea of the incredible joys or sorrows that lay ahead. Nor did we know how much we would need each other.

Care's & Concern's Corner

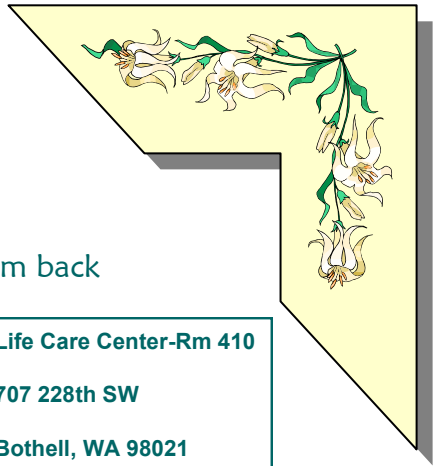
By Patty Spencer

☺ Sue Howe is out of the hospital and recovering from back

surgery. She is receiving physical therapy for the week. If you would like to send her a card, her address:

Sue, our thoughts and prayers are with you,

Chapter E Members



Life Care Center-Rm 410
707 228th SW
Bothell, WA 98021

♥ Our heart goes out to Carolyn Wartchow. Carolyn's mother recently passed away .

Carolyn, our thoughts and prayers are with you.

Chapter E Members





Gold Wing Road Riders Association

March 2008

Washington Chapter E- Calendar of Events

SUN	MON	TUE	WED	THU	FRI	SAT
						1 Chapter E Game Night "Fiesta Theme" Chavez House 
2 Happy Birthday "Phil Taylor" 	3	4	5	6	7	8
9 	10	11 Happy Anniversary "Steve & Charlene Lee" 	12	13	14 Chapter E "Surf Watch" 14-16 	15 "Surf Watch" Ocean Shores 14-16 
16 "Surf Watch" Ocean Shores 14-16 	17  "St Patrick's Day"	18 Happy Anniversary "Russ & Rea Ann Hall" 	19	20  Happy Birthday "Bob Reagle" Happy Anniversary "Joe & Freda Downs" 	21 "Good Friday" Happy Anniversary "Mike & Liz Carlson" 	22 WA Z "Oldies Dance"
23 Easter 	24  Happy Birthday "David Steik" "Jim Wartchow"	25	26	27 Chapter E Dinner Social "Pumphouse Bar & Grill" Bellevue	28	29
30	31 Happy Anniversary "Rick & Dori Myers" 					

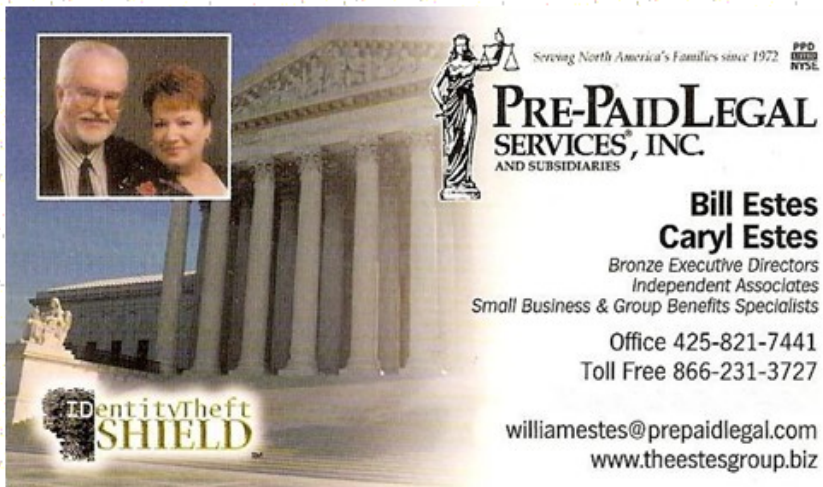


Gold Wing Road Riders Association

April 2008

Washington Chapter E– Calendar of Events

SUN	MON	TUE	WED	THU	FRI	SAT
		1 Happy Birthday <u>Rick DeWitt</u> 	2Happy Birthday <u>Mark Caldwell</u>  Happy Anniversary <u>Bill & Carly Estes</u> 	3	4	5 Chapter E- PLP Parking Lot Practice
6	7	8	9	10 Happy Birthday <u>Sandy McMahon</u> 	11	12
13 Happy Birthday <u>Rick Gustin</u> 	14 Happy Anniversary <u>Rick & Sue Gustin</u> 	15	16	17	18	19 Chapter E Meet- ing/ Road Captains Course  Happy Birthday <u>Bob Watson</u>
20	21 Happy Birthday <u>Christy Pelican</u> 	22 Happy Birthday <u>Ernie Sigvarto</u> 	23 Happy Birthday <u>Russell Greaby</u> 	24 Chapter E– Dinner Social- Olive Garden (Kirkland)	25	26
27	28	29 Happy Birthday <u>Dave Chavez</u> 	30  Happy Anniversary <u>Dick & Ginny Styrker</u>			



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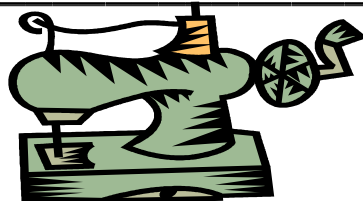


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