

GWRRA Chapter "E" WA

Friends for fun, safety and knowledge

Message from our Chapter Directors :

Each month I include a CD message as part of the monthly newsletter, and for the month of May, this will be no exception. This is one of the areas of my responsibilities as CD that I really enjoy. The newsletter gives me a platform or vehicle to "talk" to all of you; whether you like it or not...you are my captive audience! Observations I have made after 7 months on the job...well, I am impressed with the GWRRA as a whole and, most especially, our little piece of it within the Washington District. So far from what I have observed, Chapter E is pretty special. We are definitely a unique blend of folks from diverse backgrounds with a great mix of personalities, a good, compatible age range, and a universal love of motorcycles --- and not just Gold Wings I might add! I believe, that a CD can only be as good and effective a leader, as the substance and character of the Chapter will allow. Whether I can or will be judged as a good, effective leader is for you to decide... my point is, I am very fortunate to have been asked to be the CD of this Chapter. You continue to energize me -- to make me want to do the best job I can for you and continue to develop this Chapter into a bigger and better Chapter organization within the GWRRA, Washington family. But, you know what; you're on the job too! In order for us to keep doing what we're doing (i.e., having fun riding, socializing and just being friends to each other), we all need to continue to invest our time and energy into our Chapter. So, if you think you're doing that (and you all know who you are), keep doing that, or if you feel like you could do more or want to do more...then get involved and step up to the plate. One way to do that is to be more involved in Chapter activities. Last November, we all put our energy into crafting a pretty good Ride Calendar. Check it out again and pencil in the rides that you can do...starting this month. Also, try to make more of our monthly Chapter meetings and our Thursday "Ride to Socials" every week at Pete's in Carnation that began on Thursday, May 8, 2008. And, by the way, I know they have traditionally been referred to as "Ice Cream Socials", but for the life of me, I don't see the connection with ice cream, at least not yet. I do, however, see the common theme of "riding" to a usual hang out place to have dinner together and socialize. So, let's call this weekly event what it really is, i.e., an excuse to ride, meet for dinner and socialize every week during the riding season. At the May 8th "ride to social", we had approximately 15 members show up. Let's ramp that up for the next one. While I'm on the subject, I want to discuss at the May Chapter meeting how we can possibly alternate our "ride to socials" occasionally to establish a real Ice Cream Social at the old triple X restaurant in Issaquah. Maybe relax the time a bit to 1830 or 1900 to meet for ice cream; that way members will have time to eat at home or elsewhere and still meet other members for ice cream. Lastly, please seriously consider participating in the upcoming Washington District Rally in Lyndon, Washington July 17-20, 2008. May is the last month you can register at a reduced cost. Again, as in every year, we want to "speak well of ourselves" as a chapter by participating. Enough for now...have a great month.

"Ride Often - Ride Safe",

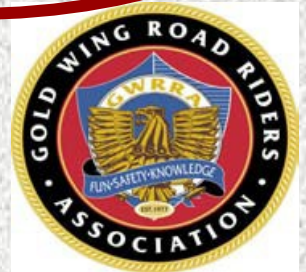
Dave & Sheila



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



May 2008



Our next meeting is:

Saturday May 17, 2008

Denny's

at

Canyon Park

22833 Bothell Everett Highway

Breakfast

Meeting Hours:

Breakfast at 8:00

Meeting at 8:30





GWRRA / NEWS PAGE



Gold Wing Motorcycle Riders to Visit Children at Shriners Hospitals in Greenville, S.C., this July and More!

Phoenix, AZ (April 23, 2008) — Gold Wing Road Riders Association (GWRRA)—the world's largest single-marque social organization for owners and riders of Honda Gold Wing and Valkyrie motorcycles—is planning to visit the Shriners Hospitals for Children in Greenville, South Carolina, on July 2, 2008.

"Members of GWRRA and their VIPs will bring their motorcycles to the hospital both to show the children the beautiful bikes and to allow those who are able to sit on the bikes to have their photos taken by hospital staff photographers," says Melissa Eason, Executive Director. Ms. Eason goes on to say, "Members of GWRRA are also being encouraged to bring a gift for the children, preferably new, stuffed animals."

The children and their families, along with hospital staff and the local media, are invited to attend the fun-filled event taking place from 10-11 a.m. at the hospital, located at 950 West Faris Road in Greenville, South Carolina. Refreshments will be provided.

GWRRA is headed to Greenville for its annual international motorcycle event—called Wing Ding—which officially begins July 3 and runs until July 6, 2008.

The Shriners Hospitals for Children has also been selected as the Charity of Choice for Wing Ding's annual dance party, which is open to the public and features spicy Cajun music from The Crawfish Band. The dance party is scheduled for Saturday, July 5, 2008, from 7-9 p.m. at the Bi-Lo Center in Greenville. J&M Corporation, a worldwide manufacturer of mobile audio gear and motorcycle accessories located in Tucson, Arizona, sponsors the dance party each year. Co-founders and owners, John Lazzeroni and Melinda Carevich, plan to raffle off many of their products, with the proceeds to be donated to The Shriners Hospitals.

Shriners Hospitals for Children is a one-of-a-kind international health care system of 22 hospitals dedicated to improving the lives of children by providing pediatric specialty care, innovative research and outstanding teaching programs. Children up to age 18 with orthopedic conditions, burns, spinal cord injuries, and cleft lip and palate are eligible for care and receive all services in a family-centered environment at no charge - regardless of financial need. Shriners Hospitals relies on the generosity of donors to deliver this mission every day. For more information on Shriners Hospitals, visit shrinershospitals.org.

For more information about this event and Wing Ding, check out the website at www.wing-ding.org

GWRRA, whose motto is "Friends for Fun, Safety and Knowledge," is a not-for-profit organization, founded in 1977, with over 80,000 Members in 52 countries and 4,000 volunteer leaders providing rider education, social structure and organizing events. Thousands of members attend Wing Ding each year. Visit GWRRA's websites: www.gwrro.org and www.wing-ding.org or call 800-843-9460 or 623-581-2500 for more information.

GWRRA / NEWS PAGE



Press Release Gold Wing Road Riders Association Announces ON-SITE RV Program!

Phoenix, Arizona, May 1, 2008 — The Gold Wing Road Riders Association (GWRRA) is pleased to announce during its annual Wing Ding in Greenville, South Carolina, there will be ON-SITE RV camping available!

According to GWRRA's Executive Director, Melissa Eason, "GWRRA is celebrating a very special Wing Ding this year -- Wing Ding 30! To commemorate its 30-year celebration and to alleviate the issue of not enough RV campsites available in and around Greenville, the Carolina First Center is allowing GWRRA to offer a limited number of **No-Service Sites** at the Carolina First Center for a nominal fee."

"We will be able to offer, on a first-come, first-serve basis, a limited number of RV dry camping spaces at a Carolina First Center parking lot," states Ed Price, Wing Ding Event Manager. Mr. Price adds, "the dirt lot is within walking distance of the Carolina First Center where most activities for Wing Ding 30 are being held. These spaces will have no services available and are being offered for \$20 per day. We are currently researching companies who will service the RV's black and gray water tanks at least twice during Wing Ding at the owner's expense." Details will be announced on the Wing Ding website as soon as they are available, www.wing-ding.org.

Personnel will be stationed at the Member RV Parking Lot each day for check-in. Only check or cash will be accepted. No credit cards, please. Hours will be posted stating when generators will be allowed to run.

No advance reservations are being taken, as it is first-come, first-served. In addition, only overnight dry camping is allowed. No day parking is permitted. Please check the Wing Ding website for more details under the camping tab or call 800-843-9460.

GWRRA, whose motto is "Friends for Fun, Safety and Knowledge," is a not-for-profit organization with over 80,000 Members in 52 countries and 4,000 volunteer leaders providing rider education, social structure, organized events, rallies, rides and meetings throughout the year. Visit GWRRA's websites: www.gwrro.org and www.wing-ding.org or call 800-843-9460 or 623-581-2500 for more information.

GWRRA / NEWS CONTINUED

- **News from the District Director:**

"I wish to inform you that Chapter K has closed. The area did not support having a chapter. Please join me in thanking Steve and Babs for their service and dedication to GWRRA. Please make sure your chapters are informed of this change. The participants of Chapter K have been reassigned to other chapters using the standard I outlined to you earlier this spring. Should you have any questions please feel free to contact me. "

-



Save the Date: Ride For Kids afternoon at the Everett AquaSox baseball game!

Join us Sunday, **August 10th** at the Everett AquaSox game for a time of fun and a chance to raise money for Ride for Kids and the Pediatric Brain Tumor Foundation (www.rideforkids.org). For each ticket sold, Ride For Kids will receive a portion of the proceeds. Game time will be at **1:05 p.m.**

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.



May - - Motorcycle Awareness Month

As the weather gets warmer and drier, the number of motorcycles on the road increases significantly. Unfortunately, so does the number of car/motorcycle accidents. As a response to these statistics, the motorcycle safety world makes May its "Motorcycle Awareness Month." Not only does the awareness month help riders to think about the things they need to do to get ready to ride safely, but it also helps motorists learn to coexist safely with motorcycles.

In the spirit of awareness, I am going to piggy back on last month's article about visibility by discussing how to 'read' other motorists as they deal with distractions. In the following excerpted column from the Motorcycle Safety Foundation Website, you will find what a typical driver deals with on a day to day basis. While none of the information will probably be new to you, I think it might give you some reminders about what to look for when riding . . .

General Distractions

In a study conducted by Liverpool Victoria Insurance, "Driven to distraction by our children," drivers reported loss of concentration when driving due to:

- Children
- Hand-held mobile phones
- Using audio entertainment
- Eating and drinking while driving
- Using satellite navigation

Cell Phones

A University of Utah study, "A Comparison of the Cell Phone Driver and the Drunk Driver, found that "...the impairments associated with using a cell phone while driving can be as profound as those associated with driving while drunk." Furthermore, the impairment levels were similar whether the cell phones were used in handheld or hands-free mode.

Turn Signal Use

Perhaps no study symbolizes the lack of thoughtfulness on the road more than one conducted by Response Insurance. They found that 57% of drivers admitted they don't use their turn signal when changing lanes. Their reasons:

- They don't have time (47%)
- They're too lazy to bother (23%)
- Fear of forgetting to turn it off (17%)
- Too busy changing lanes a lot to use it (11%)
- Adds excitement to driving (7%) (*Editor Note: what were they thinking?*)

Rider Education Continued

The Vatican Weighs In

No wonder even the Vatican has called for a return to sanity behind the wheel. They've put their advice in the form of the following "Ten Commandments for Drivers" and we present them here not to endorse any particular religion but to demonstrate the universal concern over the needless waste of human life in traffic collisions:

1. You shall not kill.
2. The road shall be for you a means of communion between people and not of mortal harm.
3. Courtesy, uprightness and prudence will help you deal with unforeseen events.
4. Be charitable and help your neighbor in need, especially victims of accidents.
5. Cars shall not be for you an expression of power and domination and an occasion of sin.
6. Charitably convince the young and not so young not to drive when they are not in a fitting condition to do so/
7. Support the families of accident victims.
8. Bring guilty motorists and their victims together, at the appropriate time, so that they can undergo the liberating experience of forgiveness.
9. On the road, protect the more **vulnerable party**.
10. Feel responsible toward others..

All these principles can be boiled down to this paraphrase of the Golden Rule: Drive near others, as you would have others drive near you.

Also in the spirit of awareness, I have taken the liberty of sharing a "Top Ten" list provided by MSF about what drivers should consider while sharing the road with motorcyclists. Please share this with your friends, coworkers or anyone else who may gain some insight to the ways motorcycles use the roadways differently than cars and trucks.

By the way, one of the best ways to make people aware of motorcyclists is for motorcyclists to make a connection with individuals. A cool thing happens, other motorists don't just see bikes, they see PEOPLE on bikes. It is an incredible transformation. . . . and makes it safer for us too. So please take the time to print and post one or two of the flyers found below around your workplace. You may even want hand them out to the friends who tell you that they really don't get what motorcyclists are doing out there.

Ride safe and ride well,

Bob Reagle, Chapter E Educator

.

.

.

.



Ten Things All Car & Truck Drivers Should Know About Motorcycles

From Motorcycle Safety Foundation

- 1 Over half of all fatal motorcycle crashes involve another vehicle. Most of the time, the motorist, not the motorcyclist, is at fault. There are a lot more cars and trucks than motorcycles on the road, and some drivers don't "recognize" a motorcycle - they ignore it (usually unintentionally).
- 2 Because of its small size, a motorcycle can be easily hidden in a car's blind spots (door/roof pillars) or masked by objects or backgrounds outside a car (bushes, fences, bridges, etc). Take an extra moment to look for motorcycles, whether you're changing lanes or turning at intersections.
- 3 Because of its small size, a motorcycle may look farther away than it is. It may also be difficult to judge a motorcycle's speed. When checking traffic to turn at an intersection or into (or out of) a driveway, predict a motorcycle is closer than it looks.
- 4 Motorcyclists often slow by downshifting or merely rolling off the throttle, thus not activating the brake light. Allow more following distance, say 3 or 4 seconds. At intersections, predict a motorcyclist may slow down without visual warning.
- 5 Motorcyclists often adjust position within a lane to be seen more easily and to minimize the effects of road debris, passing vehicles, and wind. Understand that motorcyclists adjust lane position for a purpose, not to be reckless or show off or to allow you to share the lane with them.
- 6 Turn signals on a motorcycle usually are not self-canceling, thus some riders (especially beginners) sometimes forget to turn them off after a turn or lane change. Make sure a motorcycle's signal is for real.
- 7 Maneuverability is one of a motorcycle's better characteristics, especially at slower speeds and with good road conditions, but don't expect a motorcyclist to always be able to dodge out of the way.
- 8 Stopping distance for motorcycles is nearly the same as for cars, but slippery pavement makes stopping quickly difficult. Allow more following distance behind a motorcycle because it can't always stop "on a dime."
- 9 When a motorcycle is in motion, see more than the motorcycle - see the person under the helmet, who could be your friend, neighbor, or relative.
- 10 If a driver crashes into a motorcyclist, bicyclist, or pedestrian and causes serious injury, the driver would likely never forgive himself/herself.

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 / Trailering (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, February 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)

REASONS WHY THE ENGLISH LANGUAGE IS HARD TO LEARN

- 1) The bandage was wound around the wound.
- 2) The farm was used to produce produce.
- 3) The dump was so full that it had to refuse more refuse.
- 4) We must polish the Polish furniture.
- 5) He could lead if he would get the lead out.
- 6) The soldier decided to desert his dessert in the desert.
- 7) Since there is no time like the present, he thought it was time to present the present.
- 8) A bass was painted on the head of the bass drum.
- 9) When shot at, the dove dove into the bushes.
- 10) I did not object to the object.
- 11) The insurance was invalid for the invalid.
- 12) There was a row among the oarsmen about how to row.
- 13) They were too close to the door to close it.
- 14) The buck does funny things when the does are present.
- 15) A seamstress and a sewer fell down into a sewer line.
- 16) To help with planting, the farmer taught his sow to sow.
- 17) The wind was too strong to wind the sail.
- 18) After a number of injections my jaw got number.
- 19) Upon seeing the tear in the painting I shed a tear.
- 20) I had to subject the subject to a series of tests.
- 21) How can I intimate this to my most intimate friend?

Let's face it - English is a crazy language. There is no egg in eggplant nor ham in hamburger; neither apple nor pine in pineapple. English muffins weren't invented in England or French fries in France. Sweetmeats are candies while sweetbreads, which aren't sweet, are meat.

We take English for granted. But if we explore its paradoxes, we find that quicksand can work slowly, boxing rings are square and a guinea pig is neither from Guinea nor is it a pig. And why is it that writers write but fingers don't fing, grocers don't groce and hammers don't ham?

If the plural of tooth is teeth, why isn't the plural of booth beeth? One goose, 2 geese. So one moose, 2 meese? One index, 2 indices? Doesn't it seem crazy that you can make amends but not one amend, that you comb through annals of history but not a single annal? If you have a bunch of odds and ends and get rid of all but one of them, what do you call it? If teachers taught, why didn't preachers praught? If a vegetarian eats vegetables, what does a humanitarian eat?

Sometimes I think all the English speakers should be committed to an asylum for the verbally insane. In what language do people recite at a play and play at a recital? Ship by truck and send cargo by ship? Have noses that run and feet that smell? How can a slim chance and a fat chance be the same, while a wise man and a wise guy are opposites? How can overlook and oversee be opposites, while quite a lot and quite a few are alike? How can the weather be hot as hell one day and cold as hell another?

Have you noticed that we talk about certain things only when they are absent? Have you ever seen a horseful carriage or a strapful gown? Met a sung hero or experienced requited love? Have you ever run into someone who was combobulated, grunted, ruly or peccable? And where are all those people who ARE spring chickens or who would ACTUALLY hurt a fly?

You have to marvel at the unique lunacy of a language in which your house can burn up as it burns down, in which you fill in a form by filling it out and in which an alarm goes off by going on. English was invented by people, not computers, and it reflects the creativity of the human race (which, of course, isn't a race at all). That is why, when the stars are out, they are visible, but when the lights are out, they are invisible. And why, when I wind up my watch, I start it, but when I wind up this essay, I end it. hmmmmmm?

Highside Dynamics

What happens and how to prevent it

By: James R. Davis

More often than not, making a mistake while riding a motorcycle leads to misfortune, usually not serious, but sometimes fatal. One of the most deadly mistakes you can make is called doing a *highside*.

When a bike is 'dumped', or 'laid down', it falls DOWN, gravity assisted, all the way to the ground and ends up on its side. At slow speeds this usually results in little or no damage to the bike or the rider. Even at higher speeds, given that the rider is wearing appropriate protective clothing, most damage is restricted to the bike. In either case, these are known as doing a *lowside* - meaning that the rider exits the bike by going in the direction of the fall: down.

Obviously, doing a *highside* means that you exit the bike by being thrown up and over the high side of the bike. That, in itself, is not particularly deadly, but it happens that the bike usually follows the rider into the air and then it comes back down, often on top of him. Not too many people survive such an encounter.

So how does a highside happen? What causes it and what can you do to prevent it from happening?

To begin with, a highside starts when you use so much rear brake pressure that you lock your rear wheel. If you are in a curve, (or if you have also applied your front brake while going in a straight line, or if there is substantial road camber, or severely unbalanced loading of the motorcycle), this starts the rear end sliding/skewing away from the direction the bike had been moving because traction is diminished on the rear tire (it has become 'sliding friction' - about 80% of what it was just prior to the skid) and that tire has begun to MOVE FASTER (in the direction of bike movement) than the front tire (centrifugal force, among others, is having its way.) The automatic, and correct, driver response to this situation is to turn the front wheel in the direction of the slide. [Actually, the front wheel will turn in the direction of the slide by itself - your job is merely to let it.] **Let me be clear about that - I do not mean that the front-end ACTUALLY is steered or turns toward the slide but that it will APPEAR to be doing so. Without steering input the front-end will continue to point in the direction of bike travel while the rear-end slides to the side which makes it look like the front-end is being steered in that direction - and your job is NOT TO FIGHT these dynamics.** But now he can make a mistake that can cost him his life - he can release the rear brake.

Let's look at what is happening at the instant his rear brake locks up causing his rear wheel to begin to slide and the instant that he releases pressure on the rear brake. Let's assume a rider is in a gentle turn at the time. (Riding in a straight line is exactly the same as soon as the rear wheel starts to skew to one side or the other of the front wheel track.) The bike is moving in the direction pointed to by the front tire at this instant. Note that the back tire is always 'scuffing' a little as it tries to get into the same direction pointed to by the front tire.

Now at this instant the rear brake locks and the rear wheel loses a significant amount of its traction (at least 20%). It begins to skew outward from the center of the curve.

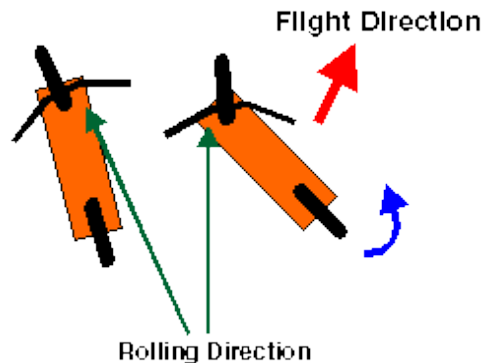
The driver now allows the front wheel to turn in the direction of the slide. The direction of bike travel has thus changed. Meanwhile, the rear end continues to slide and is still moving FASTER than the front end at this instant. The bike is trying to 'lay down' [because with the rear-wheel no longer spinning you have lost its gyroscopic effect and, thus, attitude stability for about 80% of the bike] and will do so if nothing else happens quickly.

But the rider, realizing that his rear end is sliding completely out of control, decides to release the pressure on the rear brake to try to drive out of the situation. When he does so the rear tire, which is being dragged forward as well as to the side, is suddenly able to start turning again. This allows it to move in the forward direction much more easily than a moment before, and just as suddenly it regains traction (mind you, it lost only about 20% of its traction when it began to slide and it is picking up only that 20% or so of traction at this point.)

Whether the engine is driving the rear tire or not, because the bike is not simply 'dragging/scuffing' the rear tire forward with it (because the tire is now rotating), the bike begins to move faster (actually, is slowing more slowly) in the direction pointed to by the front tire. At the same time, because full traction has been regained, the sliding movement of the rear end of the bike comes to an abrupt end. And what next happens is the highside!

Highside Dynamics *continued*

Whether the slide movement of the rear end is abruptly stopped because the rear wheel hits a curb, or because the tire has regained traction, the results are the same: centrifugal force, coupled with inertia, try to keep the center of gravity of the bike moving in the direction it was last traveling. Since the bottom of the rear wheel has stopped sliding, (all stopping forces are at the contact patch), clearly a torque is developed. The result is that the bike is violently twisted in the direction of the earlier slide. The front wheel actually helps this twisting action because it has a bearing in its axle and the bike merely rotates using that bearing as an axis.



Naturally, the driver will be thrown in the same direction as the bike is twisted.

The mistake, of course, was releasing the pressure on the rear brake. Said differently, if you are in a situation where the rear wheel is sliding out from under you, despite having turned the front wheel in the direction of the slide, then the safest course of action is to RIDE THE BIKE INTO THE GROUND - do a lowside. (i.e., do NOT release the pressure on the rear brake.)

Let me also add that there is one more thing that could have been done to avoid the highside described here: always

If the bike is moving in a straight line, particularly if the bike has any form of integrated braking, and the rear wheel brake locks resulting in a skid, it is still possible to do a highside, but the odds of doing so are far less than when in a curve [the faster you are moving, and the greater the camber (slope) of the road, the higher the odds.] Still, the best decision the rider can make is to NOT RELEASE the rear brake if it is locked to try to insure that a highside does not result.

Abruptly releasing the front brake when the rear wheel is locked and skidding can also cause a highside because it will increase rear wheel weight and, therefore, traction. Nevertheless, the only possible way to 'ride out' of this situation is to get the front end of the bike to go faster than the rear in the direction of the skid. Thus, a gentle relaxation of the front brake is a reasonable action to take. (Note, however, that with any form of integrated braking, this is virtually hopeless because so long as the rear brake is applied the front brake is also being applied.) Increasing front brake pressure, on the other hand, will almost certainly result in immediately laying the bike down on the low side.

Can a highside occur if you do not release the rear brake pressure at all? You bet! If you have ever witnessed a 'straight line' highside accident you will remember that the skid mark was a straight line until the very end at which point it became a 'J'. What that shows is that the rider successfully managed to keep his front wheel pointed in the direction of the skid until he had turned his wheel to its limit (a 'stop' was reached.) When that happens, of course, he can no longer continue to turn into the skid and the direction the bike travels begins to abruptly change - the skid increases until it presents a 90 degree tire face in the direction the bike is moving, which happens to present the largest contact patch 'face' perpendicular to direction of travel and, thus, maximizes the odds that traction can be rees-

Highside Dynamics *continued*

Having seen that a rear end skid requires that you gently relax front brake pressure and maintain rear brake pressure in hopes that the front wheel can be coaxed into catching up with the rear one (slow more slowly), what should you do if the front wheel begins to skid instead of the rear one? EXACTLY THE SAME THING! Gently release the front brake and maintain the rear one! Thus, you do not have to make a decision based on which tire is skidding. The reaction is the same.

So, above I said that if you have a choice you should ride the bike into the ground rather than do a highside. I also said that the dynamics will almost certainly result in a highside even if you do what is corrective - turning into the slide and feathering the front brake. Is it hopeless? Must you do the highside? Not at all. It means that as soon as you know the attempt you are making is not going to work, CLIMB ON THE FRONT BRAKE! This will FORCE a lowside!!! (If you have any form of interlocked brakes you can also force a lowside by INCREASING rear-brake pressure because that increases front-brake pressure as well.)

Please, I do not want to get flamed for suggesting that you actively lowside your bike! If you have ever seen the results of a highside, you should kiss the ground that you have the ability to stop it by laying your bike down. If you can do it, do it. If not, good luck to you anyway.

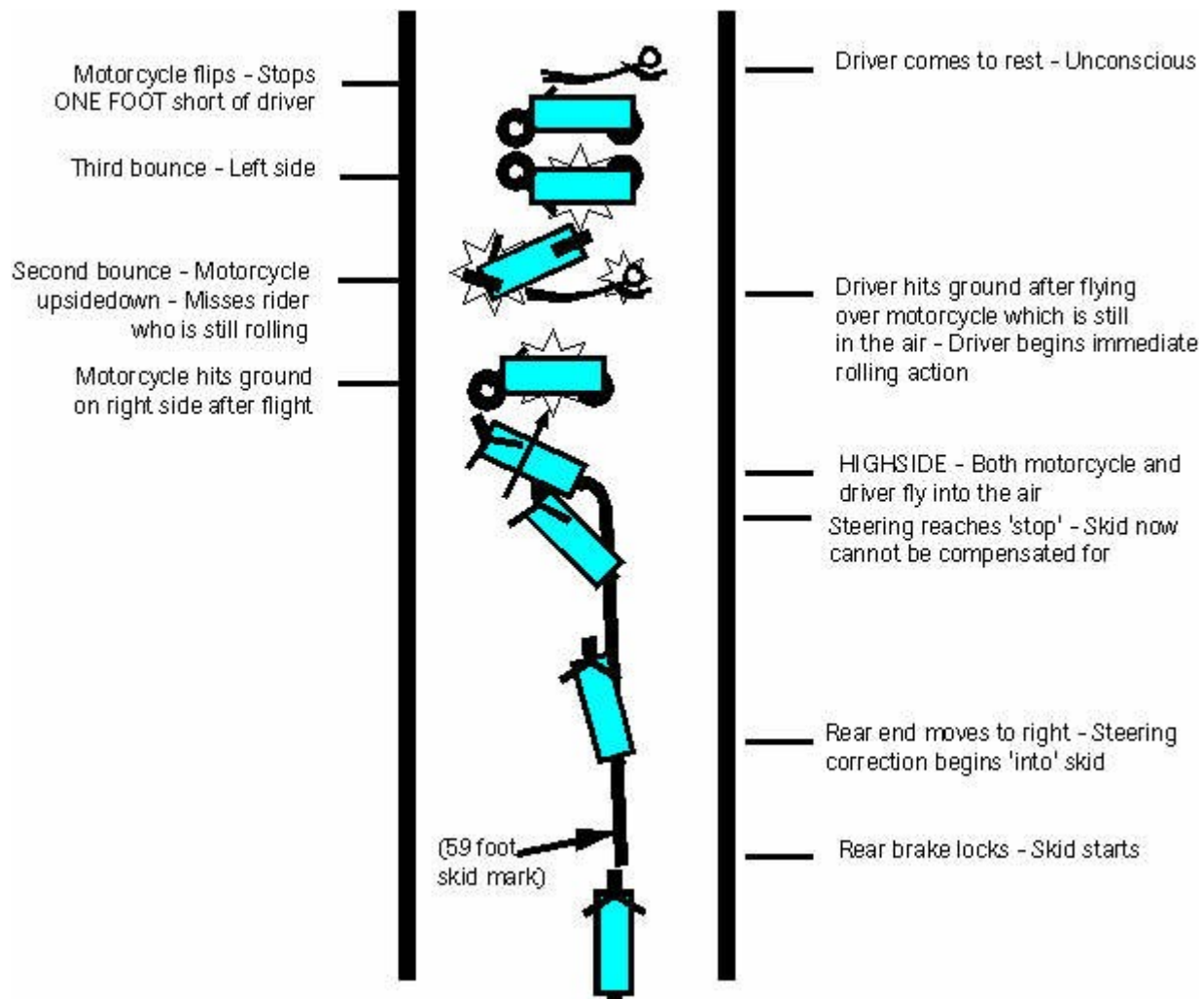
[I have been asked why aggressively using the front brake will cause a lowside rather than making a highside happen sooner. This is because by applying front brake you cause weight transfer that further relieves the rear wheel traction which, in turn, both reduces the odds of a highside and slows the bike faster. i.e., it falls over (lowsides) sooner.]

Some people have argued that if you can release the rear brake quickly enough after it locks you can avoid a highside and regain control of your bike. This is TRUE! However, you should understand what that really means. There is a difference between a SKID and a SLIDE. During a skid your tire is not rotating at the same speed as the bike is moving and so you scrub off some rubber but you are still fundamentally in control of your bike - that is, the tire is still pointing in the direction of bike movement during a skid. During a slide, however, the bike is FALLING OVER and the rear wheel is moving laterally - to the side - and you are no longer in control of your bike. If you release the rear brake during a skid you will feel a modest 'jerk' as the rear wheel regains traction and you continue on - UNDER CONTROL. If you release the rear brake while in a slide regaining control is far from assured as the 'jerk' becomes a very severe 'jolt', or worse, a high-side.

So, the advice to not release the rear brake when it is locked refers to the situation where a SLIDE HAS BEGUN. For almost everybody this means NEVER RELEASE A LOCKED REAR BRAKE because a slide begins VERY QUICKLY in the real world and most people cannot react quickly enough or even recognize that the rear tire is sliding - it is foolish in the extreme to pretend that you are the exception and can catch it before that slide has begun.

Though it is often thought that a high-side can only occur while in a turn that is simply not true. This is a reasonably accurate graphic of a Highside accident personally witnessed by both Cash and myself.

Highside Dynamics *continued*



Copyright © 1992 - 2008 by The Master Strategy Group, all rights reserved.

<http://www.msgroup.org>

Chapter E Ride/Activities Calendar

May

- 8 Chapter E- Ice Cream Social
- 10 Chapter F- One Crazy Tour Ride
- 15 Chapter E- Ice Cream Social
- 17 Chapter E- Meeting /Keyport Museum Ride
- 22 Chapter E- Ice Cream Social
- 29 Chapter E Ice Cream Social
- 31 Chapter E- Mt St. Helens Ride



June

- 5 Chapter E- Ice Cream Social
- 7-8 Bob's Omak Loop
- 12 Chapter E- Ice Cream Social
- 14 Chapter E- PLP Parking Lot Practice
- 19 Chapter E- Ice Cream Social
- 21-22 Chapter E Meeting-Hurricane Ridge/Rain Forest(1 night)
- 26 Chapter E-Ice Cream Social

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 May

- **May 15, 2008: Chapter E “Ride to Social” at Pete’s in Carnation.** We usually round up at 1730 or 1800 or so.
- **May 17, 2008: Chapter E Breakfast and Meeting. Canyon Park Denny’s, Bothell, WA.** Breakfast gathering at 0800; meeting at 0830. After meeting activity is a ride to Keyport Museum on the Kitsap Peninsula. Admission and parking is free so plan on joining us for the ride out to the museum. Most likely, we will ride out across the Narrows Bridge to Highway 3 North to Route 308. Bob Spencer will have details for us at the meeting. <https://www.keyportmuseum.cnrnw.navy.mil/>
- **May 22, 2008: Chapter E “Ride to Social” at Pete’s in Carnation.** We usually round up at 1730 or 1800 or so.
- **May 23 – 25, 2008: Chapter L Desert Spring Fling.** LOCATION: Benton County Fairgrounds, Kennewick, WA; COST: \$30.00pp / Tent \$5.00per night - RV\$10.per night; PRIZES: Grand \$500.00. Flyer and registration are located @ <http://www.gwrra-wa-l.org/>
- **May 31, 2008: Chapter E Day Ride to Mount St. Helens.** More information to follow.
- **May 29, 2008: Chapter E “Ride to Social” at Pete’s in Carnation.** We usually round up at 1730 or 1800 or so.

**Chapter Director**

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!



National, Region I & District Staff

**National****Executive Director**

Melissa Eason

ssheni@cableone.net

Region I Director

Roy & Pearl Mckenzie

(253) 862-0220

director@bigskyregioni.org

WA District Directors

Mike & Peggy Hudnell

(360) 426-0213

DD@gwrra-wa.org

Web Sites:

WA-District:

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

Region I:

<http://www.bigskyregioni.org>

GWRRA International**Operations Director**

Jim & Margie Hodge

(228) 875-1764

rallybum@cableone.net

Asst Region I Director

Steve & Sandra Henicksman

(208) 523-9813

ssheni@cableone.net

WA Asst Dist. Directors

Bob & Patty Spencer

(425) 489-9786

add@gwrra-wa.org

**GWRRA International****Headquarters**

21423 N 11th Ave,

Phoenix, AZ 85027

Phone (800) 843-9460

Region I Educator

Steve & Lori Fretts

sfretts@comcast.net

WA Asst Dist. Directors

Hank & Marilyn Smith

(509) 585-6100

add@gwrra-wa.org

**Region I Leadership Trainers**

Mike & Lynn Briggs

mlbriggs60@msn.com

District Educators

Jim & Pam Swart

educator@gwrra-wa.org





Gold Wing Road Riders Association

May 2008

Washington Chapter E– Calendar of Events

SUN	MON	TUE	WED	THU	FRI	SAT
				1  Happy Birthday <u>Barb Smith</u> <u>Caryl Estes</u>	2  Happy Birthday <u>Dori Myers</u>	3
4  Happy Birthday <u>Bill Estes</u>	5	6	7	8 Ice Cream Social	9 Happy Birthday  <u>Mike Carlson</u>	10 Happy Birthday  <u>Penny Rosenow</u> Chapter F-One Crazy Ride
11	12	13	14 Happy Anniversary <u>Jim & Jean Kuper</u> 	15 Ice Cream Social Happy Anniversary  <u>Karen & Neal Agachinsky</u>	16	17 Happy Birthday  <u>Karen Agachinsky</u>
18	19	20	21	22 Ice Cream Social	23	24  Happy Birthday <u>Mark Slavin</u>
25	26	27	28	29 Ice Cream Social Happy Anniversary  <u>Sue & Ernie Sigyarto</u>	30	31  Happy Birthday <u>Carolyn Wartchow</u>





Gold Wing Road Riders Association

June 2008

Washington Chapter E- Calendar of Events

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3  Happy Birthday <u>Karen Jamison</u>	4	5	6  Happy Birthday <u>Anna Hersey</u>	7
8	9	10	11  Happy Anniversary Bob & Carolyn Reagle	12	13	14
15	16	17	18	19	20	21
22 Happy Birthday  <u>Marietta DeWitt</u> Happy Anniversary Ron & Lana Jo Peck 	23	24	25	26	27	28
29	30					

Serving North America's Families since 1972 PPD
ORND
NYSE


PRE-PAID LEGAL SERVICES, INC.

AND SUBSIDIARIES

**Bill Estes
Caryl Estes**
Bronze Executive Directors
Independent Associates
Small Business & Group Benefits Specialists

Office 425-821-7441
Toll Free 866-231-3727

williamestes@prepaidlegal.com
www.theestesgroup.biz



For More Information
Please Call or Visit Our Website
www.theestesgroup.biz
NYSE - PPD



Fine Fashion Jewelry
Home & Office Shows * Career Opportunities
Fundraisers

Charlene Lee (206) 595-7070
Independent Jewelry Consultant
CookieCharlene@comcast.net




Karen Jamison, Senior Beauty Consultant
Email: karenjamison@marykay.com
Shop Online: www.marykay.com/karen_jamison



Do you need patches sewn on your vest, shirt or jacket?
Carey Chavez (Dave & Sheila Chavez's daughter) can do it!
She will sew on both denim and leather at very reasonable prices.

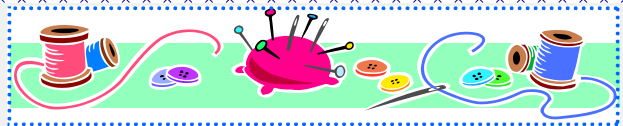
\$3.00 for small patches
\$5.00 for large patches.
Call Carey @ (425) 227-0775



(425) 347-4545

(800) 735-7031

215 S.W. Everett Mall Way
Everett, WA 98204



Sit & Stitch Quilting

Penny Rosenow

362545 SE 47th CT.

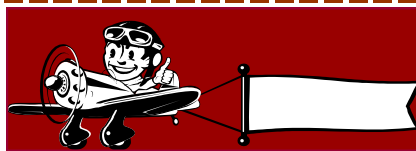
(425) 222-5910

Fall City, WA 98024

www.wfpgr@comcast.net

Embroidery & Classes

Penny can do T-Shirts, Jackets & Windshield covers. Just send email or call to place order.



Advertise your business in the Chapter E Newsletter

Corporate: \$100.00 per quarter.

Medium (1/2 pages): \$50 per quarter.

Small (business card): \$25 per quarter
Rates above are per quarter. All interested companies should inquire with Dave Chavez or John Smith.