

GWRRA



APRIL 2011

Gold Wing Road Riders Association Region I - WA District



"Friends for Fun, Safety and Knowledge"



A message from our Chapter Directors

Next Meeting: April 16, 2011

Crystal Creek Café

22620 Bothell-Everett Hwy.

Bothell, WA. 98021



THINK SPRING

April – Time to get out and ride

Well, another successful Surf Watch in Ocean Shores, what a hoot!! We had a really good time and the silent and live auctions and Moped Poker run was very **successful once again**. Also the 'Crockpot Mania' was a **big hit**. There were so many choices for food and dessert, which was absolutely incredible. I know that

I was not hungry when I left. This year's winner by a landslide was June Dutton of WA-B, with a 'Cherry Coconut' dessert concoction. All of this would not be possible without the tireless support and work of our awesome chapter members to do all of the legwork, including moped stops, registration, auction preparations and food and dessert planning. There is quite a bit of work that goes into this event every year and without you it would not be possible. **THANK YOU ALL!!!**

Also, this month is the end of our winter dinner socials, our last dinner social at the Olive Garden in Kirkland will take place on April 28nd. We are really fortunate to have our two dinner social coordinators taking care of us during the winter months. This is the last year for Karla and Leah doing the dinner socials and they will be passing the torch on to **Bill and Caryl Estes for planning next year's dinner socials**. Please join me in thanking Karla and Leah for many years of planning these for the chapter. You guys are the best!!

This is also the start of the riding season for us winter people who keep the bike in the garage during inclement weather. We are so looking forward to more and more chapter rides this year, starting with the WA-C Fun Run on April 9th. We hope you are planning on bringing out your bike for this great ride and help support Chapter C in Everett as this is their annual fundraiser and for us, this is really the beginning of the riding season. We have several other rides planned for the month, weather dependent, with a possible ride to Poulsbo after the chapter meeting and also at the end of the month to Whidbey Island. I am sure hoping that the sun gods will be looking our way during April and that we will have the right weather to start the season off with a bang.

As you will notice in the monthly newsletter, we are also starting the contest to figure out who Zorro is. We will be providing some clues as to who Zorro really is. The winner of the contest will get their breakfast at the chapter meeting **paid for**. This month's clue is: **BLUE**. Good luck and happy hunting..

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

Till next month—there is no destiny, except what you make it.

John & Barb





GWRA Happenings



*** WASHINGTON CHANGES ***



WA-E NEW Meeting place and Time:

Effective February Meeting 2/19/2011

Breakfast 8 AM Meeting 8:30 AM

Crystal Creek Café

2620 Bothell-Everett Hwy.

Bothell, WA 98021

WA-I New Meeting Place and Time: 8AM Breakfast 8:30 AM Meeting

Fatsos Bar and Grill

3205 Martin Way E.

Olympia, WA

2011 Calendar of Events



April 2 WA-D Garage Sale Beacon School Montesano

April 9 WA-C Fun Run

April 16 WA-E Meeting Crystal Creek Café Bothell

April 17 WA-N Brown Bag Auction

April 23-24 WA-V Federal Way Rest Stop

April 28 WA-E Last winter dinner social at Olive Garden in Totem Lake

April 30 WA-E ride to Whidbey Island

May 7 WA-M&R Multi Chapter Meeting

May 14 WA-Q Crazy Ride

May 14 Gerbings Open House

May 20-22 WA-V Mall Show South Hill Puyallup

May 20-23 BC-G Victoria Days

May 21 WA-B Armed Forces Day Parade

May 21 Brothers Powersports Poker Run

May 21-22 OCP Portland, OR.

May 27-30 WA-L Desert Spring Fling





Rider Education

By Ron Peck WA-E Rider Educator



Line Dancing

This is an older article that was just sent to me recently, but I thought I would share it.

Two motorcyclists. Two very different riding experiences. The guy in the photo at left is intent on only one thing—shaving tenths of a second off his lap times. The guy below is just out enjoying the scenery on a back road.

Yet these two riders have more in common than you might think. Call the racer "him." Call the street rider "you." He wears full leathers and drags his knee in corners. You probably don't. He doesn't have to worry about a car suddenly turning left in front of him. You definitely do.

But the two of you are doing the same thing—braking, accelerating and steering a two-wheeled vehicle on an asphalt surface. You are both subject to the same laws of physics. And you can

This is where racers have an advantage over street riders. Under controlled circumstances on a racetrack, they get to know every corner intimately, and they can refine their techniques a little bit at a time. That's a luxury you don't have when you discover that a seemingly innocent bend in the road is actually a decreasing radius, off-camber nightmare, with a sprinkling of gravel right on your line and an approaching 18-wheeler using every inch of the oncoming lane.

The decisions you make in situations like that determine whether you end up with a good story to tell your riding buddies or an entry in future government reports.

Which is why you might want to pay attention to some of the lessons learned

*BRAKE when upright
Roll*

racers will tell you, is when you're upright. Then, when you've got your speed under control, you can roll the bike into the turn.

Separating these two actions has obvious advantages on the road. Not only can you pay more attention to braking when you're just sailing along in a straight line, but your bike is capable of slowing much more effectively under those circumstances.

At the very least, braking in mid-corner will cause the motorcycle to try to stand up, ruining your line. At worst, it could leave you traction-impaired.

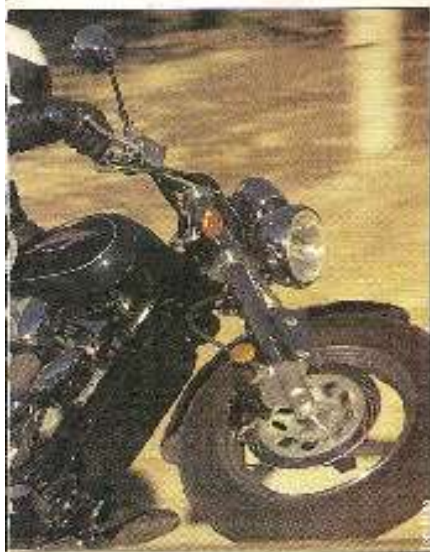
An explanation is due here about various braking techniques. In dry conditions, the vast majority of road racers rely solely on the front brake to modulate corner entry speeds. And they generally

*2 FINGER BRAKING
VS FOUR FINGER
MSF*

What racers know could save your life

LINE DANCING

By Chris Kalfelz



both fall victim to the same mistakes.

It's difficult to estimate the exact number of mistakes made on the racetrack, but the federal government keeps a tally of them on the street in the form of accident statistics.

In 1995, there were approximately 64,000 motorcycle accidents in the United States. Of those, almost 40 percent were single-vehicle crashes. Some may have been caused by flat tires or mechanical failures, but most were mistakes—what the FAA refers to as pilot error.

by the guys wearing the knee pucks. The skills they've developed could help increase your safety margin on your next Saturday morning ride.

KEEP IT SIMPLE *ONE THING AT A TIME*

If there's a golden rule for proper cornering technique on the racetrack, it might be: "Do one thing at a time." Problems generally start when a rider divides his attention between multiple priorities, like braking and turning at the same time.

The time to brake and downshift,

crally do so with only two fingers.

This, as many of you will likely point out in letters to the editor next month, is not the recommended braking procedure espoused by the Motorcycle Safety Foundation.

There are advantages to either way of doing things, and if you're more comfortable using four fingers on the brake lever, just keep on doing that. Be aware, though, that some of what follows is based on the fact that modern disc brakes deliver massive amounts of braking power, allowing a rider to slow

down effectively with two fingers.

THE ART OF THE LATE APEX

Braking while upright, then turning, means one of two things—either you have to do all that a long way before you get to a curve, or you have to delay turning until you're well into the corner.

Riding styles differ, but most racers these days do the latter, taking what is known as a "late-apex" line through a turn.

Here's how it works: As you approach a corner—say, a 90-degree left hander—you want to be in the outside part of your lane (see illustration, below). Continue in a straight line, braking and downshifting until you're into the corner. That allows you to take care of these tasks while the bike is upright and you can focus exclusively on slowing down. **COUNTER STEER**

Then, with the braking out of the way, it's time to countersteer. Push on the left handlebar and flick the bike into the corner. The faster you push, the faster you flick.

With today's tire and chassis technology, motorcycles can change direction remarkably quickly—probably faster than you're used to turning on the street. Faster is better because it takes time to turn, and you're covering ground during that time. Less time spent initiating a turn means more time for doing things like avoiding road kill or adjusting lean angle.

That initial flick should take care of much of the turning you need to do for the entire corner, so you can then aim toward the corner exit. This is called "squaring off" the corner.

As you aim for the exit, you'll naturally cut across the lane and approach the yellow line on the inside of the turn. The point of your closest approach to the yellow line is the apex of the corner, and since you'll reach it far into the corner, this is known as a late-apex line.

Note that the apex is not the spot where the bike is leaned over the farthest. That should have happened back where you flicked the bike left. Using a late-apex line, you get the bike turned early, which leaves you free to concentrate on other things.

Many riders make the mistake of diving toward the apex early, which has the



Look where you want to go. Scott Russell did it on his way to victory in the 1995 Daytona 200. It can work for you on the street too.

opposite effect. They pass the midpoint of the corner trail aimed toward the side of the road, then have to brake and turn late. This is the formula for manning out of a crimeing room.

Using a late-apex line also lets you respond better to unexpected situations. If you suddenly discover that you've encountered a dreaded decreasing-radius turn or a lane-straddling semi, just maintain an even throttle and ride out the corner. Otherwise, it's time to accelerate—but more about that later.

LOOK OUT

Every bit as important as anything you're doing with the bike's controls during all this is where you're focusing your attention.

Any racer will tell you that you should look where you want to go, because the bike will go wherever you look. This effect is called target fixation, and it really works.

Even the pros sometimes forget this basic rule. Some of the most unnecessary racetrack crashes occur when one rider goes off the track, and a trailing rider follows him into the haybales. Instead of looking at the exit to the corner, that second guy was focusing on the rear tire of the bike ahead of him... and he followed it right off the track.

On the street, you need to beware of the same effect. Train yourself to look through the corner, picking out the line you want the motorcycle to follow. Otherwise, you can easily end up targeting a sign alongside the road.

This technique isn't just important in cornering. Let's say you're riding along a straight, level two-lane road, approaching an intersection. There's a car coming toward you. At the last minute, the car suddenly turns into your path. Ouch, where do you look?

If you fixate on the car, you're practically guaranteed to hit it. Look at the clear path to one side or the other, though, and you might avoid an accident. That's what racers are trained to do when someone crashes in front of them.



Late apexing (red line) allows you to brake while upright, then turn. That leaves you more asphalt to work with at the exit of the corner. Diving to an early apex (green line) means you need to brake and turn late.

Flick

Look

Where apex

When in Doubt

WHEN IN DOUBT...

Back to our hypothetical 90-degree left hander for a moment. You've slowed by braking and downshifting, countersteered into the turn and you've got your eyes focused through the corner at the line you want to take.

At this point, the old racing adage, "When in doubt, gas it." has some real-world applications. As unnatural as it may seem, you'll get through the corner better if you roll the throttle on rather than trailing the brakes.

Think of cracking the throttle as buying traction. Rolling on the gas transfers weight to the rear wheel, more evenly distributing the machine's mass to both tires. Braking throws weight forward, overloading the front tire, which is already having to deal with turning forces.

This is where two-fingered braking can be a real advantage. As you release the brake and start your turn-in, you can smoothly roll on the throttle, pick up your exit point and accelerate toward it. That's what the racers do, not just because it's a faster way through

the turn, but because it gives them more control over the motorcycle.

OOOPS

OK, so what do you do when all else fails? You're headed into a corner and you just know you're going too fast to make it.

If you've still got the bike upright, it may not be too late to save it. First, brake—hard—in a straight line until you use up most of the available asphalt. Don't be afraid to squeeze that brake lever. In a straight line, the act of slowing down will transfer weight to the front wheel and help keep it from locking up.

When you get to the point where you're running out of room, LET OFF THE BRAKE and turn. There's no other way to do it.

Then get on the gas to balance the bike's weight. If you're looking through the corner and you've been living right, you might scrape a peg and keep going. If not, you're no worse off than you would have been if you didn't try to turn.

RIDE SMART

Finally, remember that the street isn't the track. While the skills used by many road racers transfer quite nicely to public roads, the speeds don't.

If you want to hone your skills at speed, you should attend one of the many high-performance riding schools that conduct classes throughout the country. Many schools offer AMA members discounted tuition rates. For details, call (800) AMA-JOIN.

An MSF Experienced RiderCourse could be helpful as well. Many of the skills taught in that course, like looking through corners and countersteering, are identical to the skills taught at the racetrack schools. For the location of an MSF course near you, call (800) 446-9227, or if you live in California, (800) 227-4337.

You may never get closer to a racetrack than a seat in the stands, but if you follow these tips, you'll have something in common with the guys out there racing for trophies. And you'll be more confident the next time the road throws you a curve. ■

SAVE

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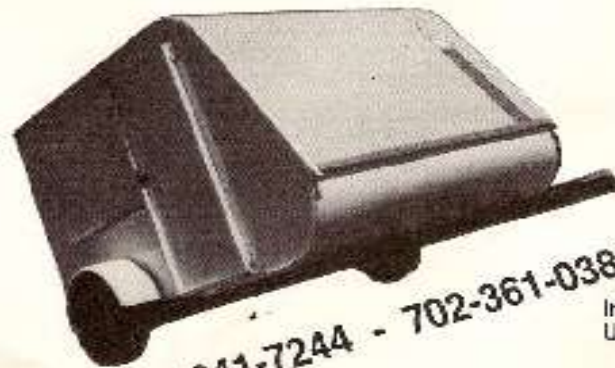
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And remember: Drive on the right except to pass...

APRIL



| | |
|-----------------|----|
| Rick Dewitt | 1 |
| Mark Caldwell | 2 |
| Sandra McMahill | 10 |
| Rick Gustin | 13 |
| Bob Watson | 19 |
| Christy Pelican | 21 |
| Ernie Sigyarto | 22 |
| Russell Greaby | 23 |

| | |
|----------------------|----|
| Bill & Caryl Estes | 2 |
| Rick & Sue Guston | 14 |
| Dick & Ginny Stryker | 30 |

GWRRA ANNIVERSARIES

| | |
|-----------------|----------------|
| Garney Arcand | April 1 1987 |
| Jim Wartchow | April 1, 1997 |
| Willy Rosenow | April 1, 1998 |
| Christy Pelican | April 22, 2005 |
| Penny Rosenow | April 22, 2002 |

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

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

John & Barb Smith @ allabout@frontier.com

Ernie & Sue Sigyarto @ enssigyarto@frontier.com



Special Reminder: Don't forget to look for your membership number hidden somewhere in our newsletter.

If you find your number, this could mean \$ for you if you tell us at the Chapter E meeting of the month of the newsletter.

We encourage you to identify yourself at the meeting.

If you have pictures to add to the Chapter E Website please email Ron Peck, Chapter E Webmaster



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Bob & Carolyn Reagle

Chapter E Educator

Ron & Lana Jo Peck

Historians/Photographers

Ron & Lana Jo Peck

Chapter Greeter

Lighthouse Photo Tours

Newsletter Editor

Zorro

Membership Coordinator

Barb Smith

Web Designer

Ron Peck

Cares & Concerns

Ernie & Sue Sigyarito

Dinner Socials Coordinators

Leah Gray/ Karla Edwards



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



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

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District IOY/COY Coord. Mike & Bijou White

District Newsletter Editor ?



APRIL



| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|--|---|-----|-----|--|---|---------------------------------------|
| Birthstone Diamond  |  <small>April / Sweet Pea</small> | | | | 1  | 2 WA-D Garage Sale |
| 3 | 4 | 5 | 6 | 7 | 8 | 9 WA-C Spring Fun Run |
| 10 | 11 | 12 | 13 | 14 | 15 | 16 WA-E Meeting & Ride or Movie |
| 17 WA-N Brown Bag Auction | 18 | 19 | 20 | 21 | 22  | 23 WA-V Rest Stop |
| 24  | 25 | 26 | 27 | 28 Last WA-E Winter Dinner Social Olive Garden | 29 | 30 WA-E Ride to Whidbey Island |

2011 R A L L I E S / C O N V E N T I O N S

OREGON

June 16, 17 & 18 2011

Joseph , Oregon

Wyoming

June 16, 17 & 18 2011

River ton, Wyoming

Wing ding 33

July 6, 7, 8, & 9 2011

Knoxville , tennessee

Washington

July 21, 22, & 23 2011

Ch e h a l i s f a i r g r o u n d s

Ch e h a l i s , W a s h i n g t o n

Montana

July 28, 29 & 30 2011

Helena , Montana

Region I

August 4, 4 & 6 2011

Driggs, Idaho

Idaho

September 2, 3 & 4 2011

Kamiah , idaho



GWRRA WASHINGTON MEETINGS

| | | | |
|--------------|----------|----------------|---|
| 4th Saturday | 8:30AM | A-Seattle | Old Country Buffet, 25630 104th Ave. SE, Kent, WA 98030 |
| 1st Sunday | 8:30 AM | B-Bremerton | Bremerton Eagles, 205 6th St., Bremerton, WA 98337 |
| 2nd Saturday | 8:00 AM | C-Everett | 132 128TH St. SW, Everett, WA 98204 |
| 2nd Sunday | 8:30 AM | D-Aberdeen | Duffy's Restaurant, 1605 Simpson Ave, Aberdeen, WA 98520 |
| 3rd Saturday | 08:30AM | E- Bellevue | Crystal Creek Café, 22620 Bothell-Everett Hwy. Bothell, WA. 98021  |
| 2nd Tuesday | 6:30 PM | H-Lynden | Fairway Restaurant, 1726 Front St, Lynden, WA 98264 |
| 3rd Sunday | 8:30 AM | I-Olympia | Fatsos Bar and Grill 3205 Martin Way E. , Olympia, WA  |
| 2nd Saturday | 9:00 AM | L-Kennewick | Sandstone Café 104 W. 1st. Kennewick, WA 99336 |
| 1st Saturday | 11:00 AM | M-Yakima | Legends Casino 580 Fort Road Toppenish, WA  |
| 3rd Sunday | 8:30 AM | N-Spokane | Golden Corral Restaurant, 7117 N Division, Spokane, WA 99208 |
| 4th Saturday | 8:00 AM | O-Port Orchard | Airport Diner, 8803 State Hwy 3 SW, Port Orchard, WA 98367 |
| 3rd Saturday | 1:00 PM | P-Longview | Sizzler, 936 Ocean Beach Hwy., Longview, WA. 98632 |
| 1st Friday | 7:00 PM | Q-Puyallup | Hangar Inn, 16919 A Meridian E, Puyallup, WA 98372 |
| 1st Saturday | 9:00 AM | R-Walla Walla | Oasis Restaurant. Old Milton-Freewater, OR 97862 |
| 1st Thursday | 6:00PM | V-Auburn | Eagles Lodge . 702 M St. S.E. , Auburn, WA 98002  |
| 1st Saturday | 8:30 AM | X-Vancouver | Hometown Buffet, 7809 B NE, Vancouver, WA 98686 |
| 2nd Friday | 6:30 PM | Y-Enumclaw | Krain Corner Restaurant, 39929 264th SE, Enumclaw, WA 98022 |
| 2nd Thursday | 7:30 PM | Z-Centralia | PJ's Pizza, 1232 Alder St. Centralia, WA 98531  |

Where is Ernie Bird?



Ernie Bird has retired!
A new award recognition will be started soon!!!

So...Who is Zorro?



There will be a new clue added to the newsletter each month!

The person who guesses correctly will get free



at the breakfast meeting!



April clue is: **BLUE**



Zorro's girlfriend never knew where he was. And then one day he wrote her a letter.

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