

# 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 28<sup>nd</sup>. 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 9<sup>th</sup>. 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.

**T**wo 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.

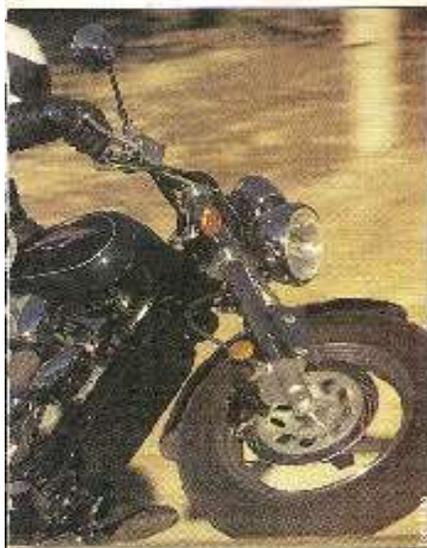
Separating these two actions has obvious advantages on the road. Not only can you pay more attention to braking when you're just sailing along in a straight line, but your bike is capable of slowing much more effectively under those circumstances.

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.

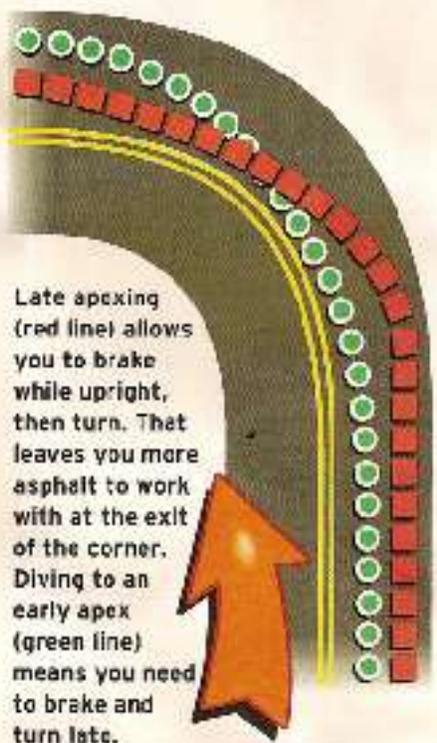
Any racer will tell you that you should look where you want to go, because the bike will go wherever you look. This effect is called target fixation, and it really works.

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

## Introductory Offer Yukon-Tuff Cycle Hauler

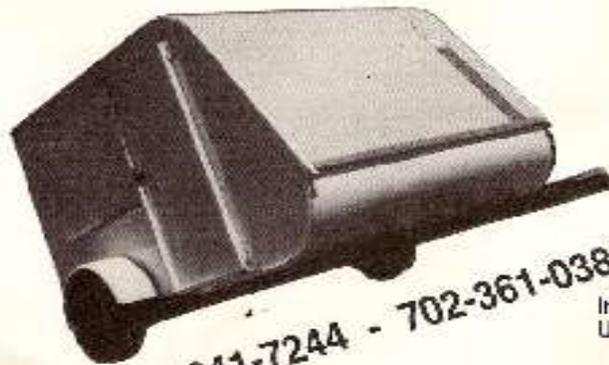
**EXTRA BONUS**  
Front Access door FREE  
a \$150.00 value

**EXTRA BONUS**  
Aluminum drive on ramp  
FREE  
a \$95.00 value

**EXTRA BONUS**  
FREE chrome wheels  
an \$80.00 value

Inside front wheel lock  
13' Overall Length

Inside Storage  
9'6" x 5'2"



Only  
**\$1,695**  
job INO

616-641-7244 - 702-361-0381

Independent suspension  
Ultra light 680 lbs.

Inside light  
Safety Chains

Tie Downs

**Fiberglass costs 3 times more to produce over metal.  
But is lighter, stronger and most of all, it doesn't sweat like metal.**



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](mailto:allabout@frontier.com)

Ernie & Sue Sigyarto @ [enssigyarto@frontier.com](mailto: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



# Chapter E History Staff

## Chapter Directors

John & Barb Smith

## Store Managers

Ron & Kathy Johnson

## Treasurers

Jim & Karen Roberson

## Ride Director

Bob Spencer

## Mileage Coordinators

Karla & Scott Edwards

## Assistant Chapter Directors

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!



### Region I Staff

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

Gold Wing

Region Directors Mike and Peggy Hudnell

Road Riders

Assistant Directors Dale and Shirley Dufner

Association

Assistant Directors Terry and Cheri Huffman

[www.gwrra.org/](http://www.gwrra.org/)

Rider Educators Lee and Anna Nelson

Mike Stiger

Instructor Coordinators Tim and Marie Mitchell

Director

Motorist Awareness Dave and Sheila Chavez

Treasurer Erv and Phyllis Granahan

Membership Enhancement Coordinator Carmen Weakland

Leadership Trainers John and Diane Kester

Region I Ambassadors Tom and Mozelle Edwards

Region I Ambassadors Hank and Marilyn Smith

Couple of the Year Coordinators Dan and Carmen Weakland

Couple of the Year Larry and Barbara Kuzma

Webmaster John and Barb Smith

Newsletter Editor Shirley Dufner

### Washington District Staff

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

WA District Directors Bob & Patty Spencer

Asst. District Directors John & Barb Smith

Asst. District Directors Gary & Diana Domas

District Trainer Mike & Lynn Briggs

District Treasurer Deb & Chuck Buell

Membership Coordinator Becky Minor

District Rider Educator Bob & Becky Minor

Assist. Rider Educator Randy & Debbie Reid

District Ambassadors Garry & Judy Calman

District Stores Lynn Briggs

District Webmaster John & Barb Smith

District Couple of the Year Dee & Mike Blangy

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 eh al i s fair gr ounds

Ch eh al i s, Wash i ng t on

## Montana

July 28, 29 & 30 2011

Helena , Montana

## Region I

August 4, 4 & 6 2011

Dr i gg s, I da h o

## Idaho

September 2, 3 & 4 2011

Ka mi a h , i da h o



## 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	<b>Duffy's Restaurant, 1605 Simpson Ave, Aberdeen, WA 98520</b>
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	<b>PJ's Pizza, 1232 Alder St. Centralia, WA 98531</b> 

# 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.

Serving North America's Families since 1972

**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](http://www.theestesgroup.biz)  
NYSE - PPD

**Everett Powersports**  
Minutes Away... Miles Ahead

(425) 347-4545 (800) 735-7031

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

Cookie Lee Fine Fashion Jewelry  
Home & Office Shows  
Career Opportunities  
Fundraisers

Charlene Lee (206) 595-7070  
Independent Jewelry Consultant CookieCharlene@comcast.net  
[www.cookielee.biz/CharleneLee](http://www.cookielee.biz/CharleneLee)

Sit & Stitch Quilting

Penny Rosenow  
362545 SE 47th CT.  
Fall City, WA 98024  
(425) 222-5910

[www.fpggr@comcast.net](mailto:www.fpggr@comcast.net)

Embroidery & Classes

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

Advertise with us

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 John Smith or Bob Reagle.

Rates above are per quarter. All interested companies should inquire with John Smith or Bob Reagle.

See us for all of your cellphone, satellite, security, local and long distance, and video phone needs

**ACN**  
Independent Representative  
Ron and Lana Jo Peck

Toll Free 813-675-5488  
Video Phone 425-908-7321  
Cell Phone 408-219-6495  
Email [peck@acnrep.com](mailto:peck@acnrep.com)  
Website <http://peck.acnrep.com>

18711 190th Ave NE  
Woodville, WA 98071

**Ron and Lana Jo Peck**  
425-908-7321  
<http://peck.acnrep.com>  
*Why go anywhere else?*

