

The Eagle News

- December 2012 -

GWRRRA



WA-E

Bellevue, WA



"Friends for Fun, Safety and Knowledge"

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Chapter Staff

Chapter Directors: Bob & Patty Spencer
Assistant Chapter Directors: Bill & Caryl Estes
Chapter E Educators: Mike & Lynn Briggs
Ride Director: Bob Spencer
Treasurer: Charlene Lee
Cares & Concerns: Leah Gray
Dinner Socials Coordinators: Bill & Caryl Estes
Membership Coordinator: Violet Urquhart
Mileage Coordinators: Karla & Scott Edwards
Newsletter Editors: Gordon & Kathy Bousman
Web Designer: John Smith
Stores Manager: Mike Keefe
Historian/photographer: Ron & Kathy Johnson
Chapter Greeters: Ron & Violet Urquhart



GWRRA



WA-E

December, 2012 Gold Wing Road Riders Association Region I - WA District



"Friends for Fun, Safety and Knowledge"



Next Meeting: December 15, 2012

Crystal Creek Café

22620 Bothell-Everett Hwy.

Bothell, WA. 98021



Ahhhh,.....December. What a great month. Other than the obvious holiday season when we treasure the time we spend with friends and family, December can also be a time of reflection, closure and preparation. This is a great time to reflect on all that you did and all that happened to you over the past year. Take this time to revel in the good times that you had and be proud of the accomplishments that you made during the past year. This month is also a great time to put closure to the negative things that hold you hostage to moving forward to a happy future. To me, that's the beauty of December. You actually get to give yourself a "Do Over"! Put the negative behind you, get organized and prepare for the New Year that's just around the corner and like the winter solstice, on December 22nd your days will begin to get brighter!

Ok, enough philosophy from "Leader Bob". Let's talk about our Chapter Christmas party on the 15th. As in past years, we are still using the Kenmore Community Center 7304 NE 175th St. Kenmore, WA 98028. The party begins at 5:00. This year we are doing a traditional potluck. There is no sign up list, but please let us know if you are bringing a hot dish, salad or dessert so we can coordinate as needed. The Chapter is providing deep fried turkeys (thanks to the Estes cooking expertise) and a holiday punch. If you want something different to drink, bring your own (No alcohol). If you wish to participate in the gift exchange, ladies bring a ladies gift and guys bring a guy gift (\$20.00 limit). This is not a "White Elephant" exchange. Please bring something that you would like to receive.

We would like to close in saying that Patty and I are honored to be your chapter directors again. We are looking forward to leading the chapter in a fun and active 2013, but don't forget, we can't do it all alone. This is your chapter and you need to be involved too. Whatever you get out of chapter life will be directly proportionate to what you put into it, so get involved! Last we want to thank all of you that have taken on staff positions and to those that have stepped up and helped make our activities so much fun throughout the year. Last we wish all of you and your families a special and blessed Christmas and a happy New Year! We feel privileged to be able to share it all with you!

Bob and Patty





December Birthdays

Sue Gustin	6
Patty Spencer	20
Ed Zaic	31



December Anniversaries

Terry & Marilyn Branthwaite	1
Jim & Karen Roberson	30



November Meeting Birthday Gal:

Sue Howe



If we have missed any announcement, birthday or anniversary please email Leah Gray or Bob & Patty Spencer with dates, names and information. If you have pictures and/or stories, please attach them to your email.

©Cares & Concerns: Please remember to inform Leah Gray 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.

Bob & Patty Spencer - bspswae@frontier.com

Leah Gray - lsfvr57@aol.com

THE EAGLE OOPS AWARD



Failure to Launch & Senior Moment

The current recipient of the Eagle Oops award is Gordon Bousman. This incident again involves a Washington State Ferry as was the case with our previous recipient. It seems that in a group after-meeting ride while trying to board a ferry, Gordon could not get his bike to move and it certainly appeared as if the transmission had failed. Further investigation by an astute fellow chapter member discovered **that Gordon's big fat riding boot was touching the foot brake** thus preventing the bike from moving in spite of heroic efforts with the clutch and throttle. The positive note is that **Gordon's trike certainly has good brakes! Gordon also has a double award for the Oops award since he can't seem to remember which chapter he belongs to when sending out emails.**



Gordon Bousman receiving the
Oops award from Bob Spencer



Terry Schock's first Speeding Ticket

Captain Ron and Violet Urquhart have started a business to provide embroidery for the chapter shirts. If you are interested in getting that done, please bring the article of clothing that you want the work done on to a chapter meeting and provide that to them. You can contact them by email (highlandembroidery@gmail.com) for pricing and availability or call 425-512-9498



Ron & Violet Urquhart

Quality Embroidery & "Textile" products

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Email: highlandembroidery@gmail.com
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Winter: Time for Planning & Learning

Rider Education by Mike Briggs



Well here we are; the end of the year already. Most have put their bikes away **for the winter. A few hardy souls are still out there riding. Mostly it's time for planning.** I know that feeling. I have caught a glimpse of the Wing Washington map for 2013 and it looks good. I am sure that Scott and Karla have something great cooked up for us in the New Year. The chapter has worked out the 2013 **ride and activity calendar and that's exciting. Even though I don't ride as much this time of year, it's still fun to get out the map and plan and dream!**

As the District Educator I have started to plan for the Rider Education Workshop on February 9th. I have looked over our seminars and I think that **there will be something for everyone. One of Chapter E's own has agreed to put** on a seminar on some fairly new technology that I think you will find very interesting. Plan on attending, the flyer and registration will be out soon. Check the Washington District Website and look for updates of seminars and so forth.

As we move into December, Lynn and I would like to wish everyone a Merry Christmas, Happy New Year and a Joyous Holiday Season.

Thanks,

Mike and Lynn



Short Takes

Signal motorcycle helmet light



Because of the increased visibility that they offer, “third brake lights” have become standard on automobiles. Now, it’s possible to buy kits that let you add such lights to the back of motorcycle helmets, although they typically have to be installed permanently. The prototype Signal helmet light, however, can simply be strapped on. Signal incorporates a fiber optic fabric known as Lumigram, that is flexible and lightweight, yet also able to emit bright pulses of light. It stretches over the rider’s existing full-face or open-face helmet, with the illuminated section centered on the back. A radio frequency transmitter on the motorcycle is synced with a receiver on the Signal, letting it know when the bike’s brakes or turn indicators are activated – Signal flares up, or blinks on one side or the other, accordingly. Signal is currently posted on the Quirky product development website, where users determine the viability of products by indicating their interest in buying commercial versions of them. If enough people get on board with Signal, it may find its way into production. More info can be found at: <http://www.quirky.com/products/249-Signal-led-brake-light-helmet>



THE HONDA F6B

The new Honda F6B featuring blacked-out components has been announced with a suggested list price starting at \$20,000. The model is essentially a redesigned GL1800 with the same 1832 cc engine however the bike is 52 lbs. lighter compared to a basic Goldwing. The Deluxe version (\$21,000 MSRP) includes heated grips, a

backrest, and center stand. The bike is available in Black or Red and features a low-profile windshield (a taller Goldwing style windshield with vent is available as an option). The two side saddlebags offer lockable storage space of 22 liters. See Industry News on page 11 for additional details.



THE FOUR CORNERS TOUR RIDE

By: Gordon Bousman

One ride that I want to take after I retire is the Four Corners Tour. The ride requires that you start in one of the four corners of the USA: (San Ysidro, CA, Blaine, WA, Madawaska, ME, or Key West, FL) and then ride to the other three corners within 21 days taking any route that you desire (you do not have to return to the first corner to finish the event). You'll be rewarded with a certificate from the Southern California Motorcycle Association (SMCA) but more importantly rewarded with the satisfaction in knowing that you have accomplished something that only about 100 riders per year succeed in doing. The 21 day clock starts when you leave your first checkpoint. Thus for residents of the Pacific northwest, you could ride all the way to Maine or Southern California before reaching your first checkpoint and the start of the clock thus giving you additional total days to complete the trip. Since most of us live close to Blaine, that can be your last checkpoint just before returning home.

There are definitely weather riding conditions to be considered especially with the northern and southern portions of the trip. Therefore going across the northern portion obviously cannot safely be done until the winter snow is mostly gone and the southern portion could be impacted by extreme heat if you don't time your trip accordingly. Thus I've decided that the best times of the year for this trip is early spring or early fall. For the spring trip, I would ride down to San Ysidro, and then go eastbound across the southern USA to Key West before heading up to Maine. Coming back across the northern portion in the third week of the trip should in theory provide better riding weather conditions. If I was to do this trip in the fall, I would take the northern route to Maine and then the southern portion could be done in approximately mid-October when in theory, the ride temperatures should be more comfortable.

Of course the northern route can be done by going across Canada or one can run through the northern states however it will be difficult to avoid heavy traffic in a few major northern cities no matter which route is chosen.



The Rules

The Four Corners rules are simple; you have 21 days to ride your motorcycle to the four corner cities of the United States; you may visit the four corners in any sequence and by any route that you desire. You do not have to return to the first corner to finish the event. Time will be measured on the postmarked dates on the checkpoint envelopes mailed by you. The first day is the date of the postmark on the envelope you mail from the first checkpoint. If you are on your 21st day at the final checkpoint, it is recommended that you have the envelope hand canceled at the Post Office to ensure the postmark is correct. There are no time extensions given to anyone for repairs, flat tires, rain, cold, illness, etc. From each checkpoint post office, contestants mail a pre-addressed envelope to the SCMA in which the rider must insert a gas station receipt from the nearest gas station to the checkpoint and a map of the checkpoint (these maps are pre-provided by SCMA to registered contestants).

You have to register (\$100) with SCMA in order to receive your tour registration packet and you also have to become a member of SCMA (\$30)



The Geographic Center of the contiguous 48 states in Kansas is the focus for the True-X Challenge—riders must return here three times as they cross the USA to the Four-corners

The “TRUE-X” Challenge

In 2011, the SCMA added the True-X Pattern to the tour. In this tour, you start at one of the four corners and then ride in an X-pattern to an opposing corner returning to the center of the USA a total of three times in the ride. The center point is Lebanon, Kansas which is the geographical center of the contiguous 48 states. You still have to ride to all four corners but you can choose any route and sequence as long as you hit all four corners and visit Lebanon three times. So far, records show that three contestants completed the True-X route in 2011 and three have completed it so far in 2012.

Madawaska Welcoming

Madawaska, Maine has particularly taken pride in being one of the four-corner tour checkpoints and they have erected a small park to honor the riders. Located on a hillside terrace overlooking the main thoroughfare in downtown Madawaska, the Four Corners Park was created to honor those hearty souls who saddle their motorcycles for a grueling cross-country trek to the outermost reaches of the continental United States. Madawaska will even provide a police escort to the park to any



group of five or more riders who are doing the four corners tour. You can even have a 12" x 12" brick with your inscription laid in the pathway of the park for the price of \$100.

Interesting Facts

2012 Riders: 78 riders to date have submitted completed 4-corner ride documents for 2012

- Oldest: Two riders at 74 (one a female)
- Youngest: 29
- Average Age: 60
- Bikes ridden include: 3 Goldwings, 28 Harley Davidson, 26 BMW models, 1 CamAm Spyder
- Shortest: 8 Days, Longest: 21 days (two riders exceeded 21 days)
- One California rider did the route TWICE in July – first clockwise CA to FL (13 days), then reversing back to Calif. via Maine (15 days) [note that he wisely missed having to ride across the hot southern route in July]
- Earliest completed entry: 12 April (WA-CA-FL-ME)
- Two husband-wife rider teams
- Six male rider pairs, one 3-man team
- 16 Days average ride
- 7800 miles ridden on average
- Daily ride averages about 480 miles/day

2011:

- 3 riders completed the X pattern tour
- 99 completed the tour and received the four-corners award
- Included a 3-Woman team from California riding Harley's

1983 - 2009 FINISHER STATISTICS:

There were 20 Husband-Wife rider teams in the years 1983 to 2009. 105 women completed the ride in those years, 11 of which did the tour multiple times (from two to five times) with the youngest being 25 years old. 1,325 men completed the tour in those years, one having done the tour 13 times. The fastest finisher completed the ride in 4 days, 10 hours in 2002. Two riders have completed the tour 3 times in one year.

IN CLOSING

I am really looking forward to the day that I can begin my four corners ride and I have already done some preliminary planning for the route. I expect that since I will not be on the clock until I get to my first checkpoint, that I will take it a bit more leisurely on the first leg and therefore the total ride will likely take approximately 30 days.



These 3 ladies rode the 4-corners ride in 2009, 2 Goldwings and 1 Harley riding over 13,000 miles including a tour of Newfoundland



A 4-Corners rider at the Maine checkpoint



The Four Corners Award certificate



A 4-corners rider at the Key West checkpoint

USELESS INFORMATION

Contributed by: **Bill Estes**

Knowing my love of useless information, a friend of mine sent me a list of strange facts. Just so ya know--I have not verified their authenticity.

1. Your stomach has to produce a new layer of mucus every two weeks or it will digest itself.
2. The dot over the letter "i" is called a tittle.
3. A raisin dropped in a glass of fresh champagne will bounce up and down continuously from the bottom of the glass to the top.
4. A female ferret will die if it goes into heat and cannot find a mate.
5. Chewing gum while peeling onions will keep you from crying.
6. A 2 X 4 is really 1-1/2" by 3-1/2".
7. During the chariot scene in "Ben Hur," a small red car can be seen in the distance (and Heston's wearing a watch).
8. On average, 12 newborns will be given to the wrong parents daily. (Perhaps this explains a few things!)
9. Sherlock Holmes NEVER said, "Elementary, my dear Watson." (Tell me this ain't true!)
10. Because metal was scarce, the Oscars given out during World War II were made of wood.
11. The number of possible ways of playing the first four moves per side in a game of chess is 318,979,564,000.
12. There are no dictionary words that rhyme with orange, purple and silver. (You mean to tell me that "nurple" isn't a real word?)
13. Astronauts are not allowed to eat beans before they go into space because passing wind in a spacesuit damages them. (I'm not sure I believe this one. Surely, beans or not, astronauts fart too?)
14. The very first bomb dropped by the Allies on Berlin in World War II killed the only elephant in the Berlin Zoo.
16. If a tiny amount of liquor is placed on a scorpion, it will instantly go mad and sting itself to death. (Who wants to test this out?)
17. Bruce Lee was so fast that they actually had to s-l-o-w film down so you could see his moves.
18. The first CD pressed in the US was Bruce Springsteen's "Born in the USA."
19. The original name for butterfly was flutterby.
20. The phrase "rule of thumb" is derived from an old English law which stated that you couldn't beat your wife with anything wider than your thumb.

INDUSTRY NEWS FROM EVERETT POWERSPORTS

Honda has observed in recent years that quite a few of the curb-side commentators look upon the GL-1800 as a sailing ship of a bike, primarily for the "old" folks who want comfort and all the amenities. As a result, Honda has decided to bring out a motorcycle which will appeal primarily to the "young and sporty" set. The F6B and the F6B Deluxe version will be out this spring, with a style emphasizing the sporty, but with most of the comforts still on the bike. The trunk and the windshield have been removed to give it a low profile although the windshield is still available as an accessory which can be left off in the summer for the rider who wants more breeze and the extra style. I'll be happy to mail a detailed info sheet on the F6B to anyone who would like the detailed reading material. Take it for what its worth to note the "Deluxe model" comes with passenger backrest, center stand, self-cancelling turn signals, and heated grips. More information will be coming soon on the production and availability dates. Yes, the price has been reduced considerably on the standard model F6B!

Interesting note: Four of Cedric Smith's custom built bikes will be in the custom section of the Seattle Motorcycle Show running Dec 14th, 15th, and 16th. One of them is called a CB-1800RR and it has lots of curb appeal!

Jan 10th will be our movie nite here at Everett Powersports because Lane Roehl and his wife Shelly have agreed to show their recent trip pictures from their European trip. This has proven quite interesting so we've decided to set up the meeting room as a mini-theater, with refreshments and surprise, you're all invited!

Merry Christmas and Happy New Year from your friends at Everett Powersports!

Mike



Plug & Play Screamer lets motorcycles give other vehicles an earful

Contributed by Terry Schock



The Plug & Play Screamer is a more compact, easier-to-install version of the extremely loud Screaming Banshee motorcycle horn. Motorcyclists are already at risk when they're traveling amongst cars, so it certainly doesn't help that their bikes' horns tend not to be very loud. That's why biker and electrical engineer Peter Olt created the prototype ear-splitting [Screaming Banshee](#) supplementary motorcycle horn. Now, he's offering a smaller, easier-to-install model, known as the Plug & Play Screamer.

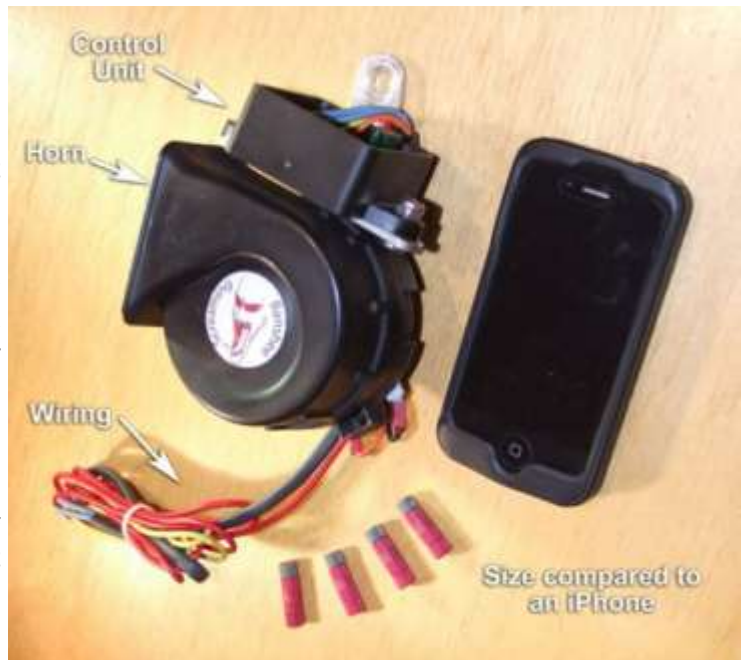
First of all, it should be explained that the original Screaming Banshee doesn't replace the bike's existing horn. When the rider just taps on their horn button, the regular horn still sounds. In an emergency, however – such as if a larger vehicle is about to blunder into the motorcycle – the rider holds the horn button down. The

regular horn will sound at first, but the Screaming Banshee will immediately join in with its 139-decibel repetitive shriek. Just to be on the safe side, it also causes the bike's high-beam headlight to pulsate.

"One thing that many customers have requested was for us to come up with a new model that was smaller and would be easier to install," Olt told us. "With this in mind, we've been hard at work developing a new more compact, all-in-one system that would be just as loud and effective as the original system." The result is the Plug & Play Screamer. It's smaller than the Banshee, combining the horn and control unit in one package that mounts with a single bolt. It can also reportedly be easily installed by non-mechanics, using the included Posi-lock connectors to wire it to the motorcycle's headlight and battery – it can also be installed in a car. At 120 decibels, however, it's not *quite* as loud as the Banshee, but should be more than enough to get you noticed.

Peter is currently raising production funds for the Screamer, on Indiegogo. A pledge of US\$79 will get you one when and if they're ready to go, with the estimated retail price sitting at about \$100 ... but please, if you get one, don't use it unless you really have to.

More info available at: <http://www.indiegogo.com/>



Two guys were roaring down the road on a motorcycle when the driver slowed up and pulled over. His leather jacket had a broken zipper, and he told his friend, "I can't drive anymore with the air hitting me in the chest like that." "Just put the jacket on backwards." His friend advised. They continued down the road but around the next bend, they lost control and wiped out. A nearby farmer came upon the accident and ran to call the police. They asked him, "Are they showing any signs of life?" "Well," the farmer explained, "the driver was until I turned his head around the right way!"



Omnidirectional sphere-wheeled electric motorcycle

Contributed by Terry Schock



A group of students from the Charles W Davidson College Of Engineering at San Jose State University are working on an omnidirectional, self-balancing SDS electric motorcycle. Thanks to gyros, accelerometers and sophisticated control mechanisms, remaining upright on a two-wheeled vehicle is no longer quite the balancing act it might once have been, even when at a standstill. Visions of future mobility like Honda's [U3-X](#) take such ideas in whole new directions, quite literally, by including multi-directional capabilities, and concepts such as [Supple](#) go even further still by ditching wheels altogether in favor of balls. It's this freedom of movement that inspired a group of students from the Charles W Davidson College Of Engineering at San Jose State University to begin work on the ambitious Spherical Drive System (SDS) electric motorcycle. The SDS concept vehicle is described as a self-balancing electric motorcycle that rides on spheres. Rather than using the kind of mechanical gyros that help keep the [Gyrobike](#) or the [C-1](#) from Lit Motors in an upright position, the SDS creation uses data from MEMS gyroscopic sensor technology and an onboard accelerometer to electronically control balance. Work began on the project early last year, with the then 14-person design team taking inspiration from such diverse sources as Will Smith's sphere-packing [Audi](#) from the movie *I, Robot* and the [Segway](#), to ball-balancing robots like the [Rezero Ball Bot](#) and the creations of Masaaki Kumagai and Takaya Ochiai from Tohoku Gakuin University in Japan"

The motorcycle operates on a friction based drive system that directly drives the surface of the sphere with custom manufactured omniwheels, attached to Animatics motors," explained team leader Max Ratner. "The method for balancing the motorcycle is similar to a Segway in that it uses accelerometers and gyros for detecting the pitch angle and correcting for any displacement from vertical. The user will control the motorcycle just like any modern motorcycle with a throttle, leaning, and handlebars. Additionally, there will be a set of joysticks that will allow for additional maneuvers such as forward/reverse/side-to-side motions/spinning the vehicle."

The electric bike's three-motor drive system that gives the vehicle its potential to move in any direction is modeled after a system known as an inverted pendulum, and features omniwheels made from zinc-coated 4130 steel and Animatics Smart motors powered by Lithium Iron Magnesium Phosphate batteries with a built-in battery management system. The rather shiny frame is fashioned from 304 stainless tubing, and there's suspension front and rear in the shape of Fox racing shocks. The vehicle's computer-controlled operation (much of which is undertaken using an ARM architecture microcontroller) should help keep bike and rider safe, but if the vehicle were to leave the ground for any reason, the spheres will remain contained within the swingarms. Ratner told us that the "spheres are essentially carbon fiber and fiberglass shells, coated with a durable industrial rubber for traction."

The SDS motorcycle is still very much a work in progress and, now that original team members have graduated, only Ratner, Henry Li and Andrew Parmar remain on the project full time. The initial aim is to get the vehicle stable and in control at speeds up to about 10 mph (16 km/h) but the designers say that, in theory at least, it could zoom up to 60 mph (96.5 km/h).

There is still quite a bit to do before then, however. Ratner confirmed that "the vehicle is about 85 percent assembled in terms of hardware and about 20 percent done in terms of software and electrical. We have about 90 percent of our parts."

Work on the control system is currently being undertaken by three new recruits from San Jose State University (Lynn Comiskey, Evan Ly and Jessica Chen) as part of their own class project.

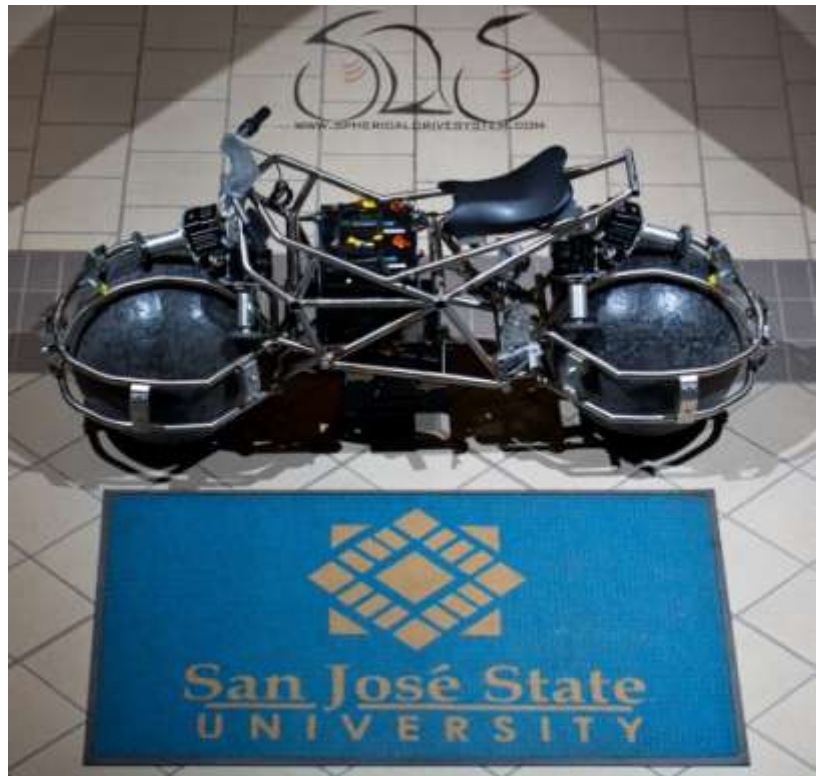
"The challenges posed by the control system include an attempt to balance an inherently unstable system, interfacing with multiple drive motors, and combining potentially noisy sensor readings such as those from an accelerometer into something usable and reliable," Ratner told us. "The control system has been proved out on our test rigs but there is quite a bit of stuff to change in the code to make it applicable to the final bike. This testing will likely happen around the end of 2012."



Backing from companies and organizations like [Animatics](#), [Wolfe Engineering](#), [Atmel](#) and [IEEE](#) has helped toward meeting project costs, and the team is presently on the lookout for sponsors to help mold and manufacture the fairings that will hide much of the exposed workings and help enhance the vehicle's already striking appearance.

More information can be found at:

<http://sphericaldrivesystem.com/> or follow on Facebook at <http://www.facebook.com/pages/Spherical-Drive-System/209569385760936>



Cheesecake Recipe

By: Steve Lee

Almost-Famous Pumpkin Cheesecake

Ingredients

- 12 tablespoons [unsalted butter](#), melted
- 2 1/2 cups [graham cracker](#) crumbs
 - 2 3/4 cups sugar
 - Salt
- 2 pounds [cream cheese](#), at room temperature
- 1/4 cup [sour cream](#)
- 1 15-ounce can pure [pumpkin](#)
- 6 large eggs, at room temperature, lightly beaten
- 1 tablespoon [vanilla extract](#)
- 2 1/2 teaspoons ground [cinnamon](#)
- 1 teaspoon ground [ginger](#)
- 1/4 teaspoon ground [cloves](#)
- 2 cups sweetened whipped cream
- 1/3 cup toasted pecans, roughly chopped



Directions

Position a rack in the center of the oven and preheat to 325 degrees Fahrenheit. Brush a 10-inch [springform pan](#) with some of the butter. Stir the remaining butter with the crumbs, 1/4 cup of the sugar and a pinch of salt in a bowl. Press the crumb mixture into the bottom and up the sides of the pan, packing it tightly and evenly. Bake until golden brown, 15 to 20 minutes. Cool on a rack, then wrap the outside of the springform pan with foil and place in a roasting pan. Bring a medium pot of water to a boil. Meanwhile, beat the cream cheese with a mixer until smooth. Add the remaining 2 1/2 cups [sugar](#) and beat until just light, scraping down the sides of the bowl and beaters as needed. Beat in the sour cream, then add the pumpkin, eggs, vanilla, 1 teaspoon salt and the [spices](#) and beat until just combined. Pour into the cooled [crust](#). Gently place the roasting pan in the oven (don't pull the rack out) and pour the boiling water into the roasting pan until it comes about halfway up the side of the springform pan. Bake until the outside of the [cheesecake](#) sets but the center is still loose, about 1 hour 45 minutes. Turn off the oven and open the door briefly to let out some heat. Leave the cheesecake in the oven for 1 more hour, then carefully remove from the roasting pan and cool on a rack. Run a knife around the edges, cover and refrigerate at least 8 hours or overnight. Bring the cheesecake to room temperature 30 minutes before serving. Unlock and remove the springform ring. To finish, place a [dollop](#) of the [whipped cream](#) on each slice and sprinkle with the toasted [pecans](#).

Holiday Recipe

By: Kathy Bousman

Old Fashioned Sour Cream Sugar Cookies

- 1 ½ Cup sugar**
- 1 cup butter or Margarine**
- 1 cup Sour Cream**
- 3 eggs**
- 4 cups flour**
- 1 tsp baking soda**
- 2 tsp baking powder**
- ½ tsp salt**
- ½ tsp nutmeg or 1 tsp vanilla or 1 tsp lemon extract**



Cream shortening then add sugar gradually. Add eggs and mix well. Stir in Sour Cream and add dry ingredients which have been sifted together.

Chill thoroughly. You can either roll out for cookie cutter cookies or I just drop them by teaspoons onto a greased baking sheet. Sprinkle with sugar and bake at 350 for 8 - 10 minutes. Do not over bake. Cookies should not be brown.

The dough is very soft and hard to handle unless it is kept cold during rolling out. Take a small amount of dough out of the refrigerator at a time.

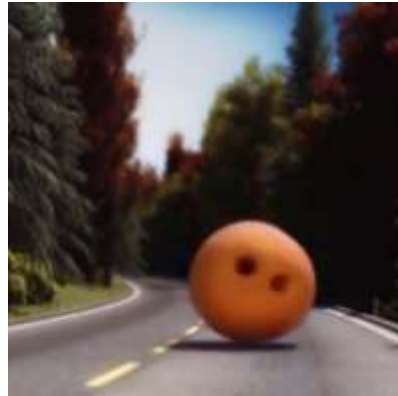
Dramatic "Safety Sphere" concept provides all-round protection for motorcyclists

Contributed by: Terry Schock



A new airbag concept for motorcyclists called the **Safety Sphere** takes what can only be described as an all-encompassing approach to motorcycle safety. Airbags for motorcyclists, whether built into the vehicle (a la [Honda](#)) or the rider's apparel (like the [D-Air](#), [Spidi](#) and [Hit-Air](#)), are not a new idea. But Canadian inventor Rejean Neron's Safety Sphere concept has to be the most, well, *all-encompassing* of those we've seen. Described as an "inflatable crash garment for non-enclosed vehicle riders", Safety Sphere isn't so much built into the rider's suit as it *is* the rider's suit. In the event of an accident, the intended results are nothing if not dramatic. The Safety Sphere is comprised of two layers.

The outer layer is made of tough, parachute-like material while the inside is a thin, elastic synthetic. Should the worst happen, the suit effectively surrounds the rider with airbag, (rather than her being inside an airbag, which would be no use at all). Inflation of the Safety Sphere is triggered electrically. "In a collision situation, the passengers are thrown from the motorcycle," Neron told Motorcycle News. "The cord connecting them to the motorcycle seat disconnects, the electrical voltage plummets, and the electronic circuit processor inside the belt buckle housing of each occupant connects the 9 volt battery to an electric igniter in the back housing of their respective suits." *Motorcycle News* reports that this triggers an explosive canister of nitrocellulose to fire, inflating the suit in 0.05 seconds. there's no indication of how far advanced the project is in reality.



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NYSE - PPD

NEWSLETTER CONTRIBUTIONS

We would like to offer our thanks and appreciation to those who have made contributions to the newsletter this year. Your ride reports, technical stuff, recipes, and humor are what help make your newsletter more enjoyable for all.

We wish you a very wonderful holiday and great New Year!

Gordon & Kathy



December



Sun	Mon	Tue	Wed	Thu	Fri	Sat
2  TANZANITE	3	4	5	6	7	8 Festival of Lights Parade - Montesano
9	10	11	12	13	14	15 Chapter E Breakfast Meeting & Annual Xmas party
16	17	18	19	20	21	22
23			26	27	28	29
30	31	<i>Happy New Year!</i>				



Upcoming Calendar of Events

December 1st—Olympia Toy Run, South Sound Center,
Lacey

December 8th “**Festival of Lights Parade**”- Montesano

December 14-16—International Motorcycle Show,
Seattle

December 15th—Chapter E monthly Meeting

December 15th—Chapter E Christmas Party
Kenmore Community Center

January 19th—Chapter E monthly meeting

January 19th- Chapter X Swap Meet, Vancouver

January 26th—Casino Nite sponsored by Chapter I,
Camp Murray (Hawaiian Theme)

February 9th—District Rider Education Courses

February 16—Chapter E meeting and after-meeting
tour of the LeMay Car Museum in Tacoma

February 22-24—Chapter P Mall Show

March 15-17—Chapter E annual Surf Watch,
Ocean Shores, WA

All-electric Tron Lightcycle hits the streets



Practicality tends to take a back seat when you combine sci-fi cult status with custom chopper building - and there's no room for a pillion passenger on the Lightcycle. Parker Brothers Choppers [Lightcycle project](#) was revealed last year when it surfaced in gas-powered form, now the company has released video of a fully-electric version of the neon-packing two-wheeler in action. The electric motor may be quieter, but this one's still guaranteed to turn heads. The Lightcycle is based on the conveyance from 2010's *Tron: Legacy* and in its latest real-world form it has undergone extensive body reworking as well as getting a 96 volt electric motor and lithium ion battery pack. Parker Brothers quotes an (impressive if true) top speed of "in excess of 100 mph" and a range of 100 miles on a single charge with 35 minute recharge times. There's no word yet on pricing or availability of All Electric Lightcycle, but the Suzuki V-twin driven model is still being sold through [Hammacher Schlemmer](#) for an asking price of \$55,000. You might not find yourself lane-splitting or scraping the pegs while astride this beast, but - at least until landspeeders hit the market - you'll be hard pressed to find a more radical 21st century ride.

(Contributed by Terry Schock)



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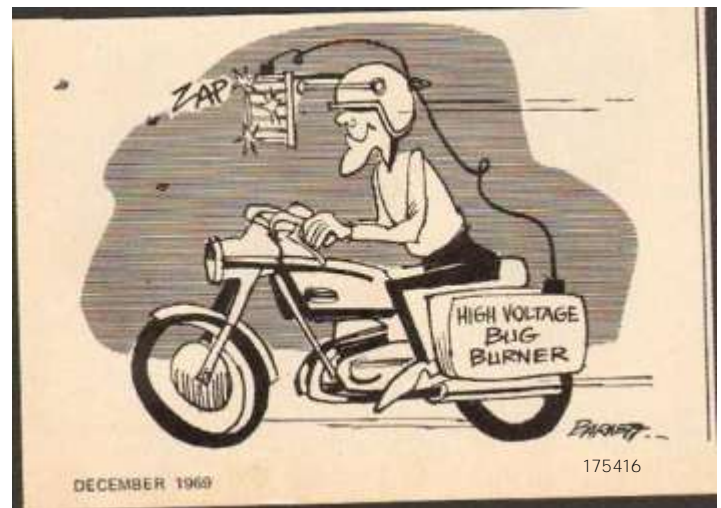
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Oklahoma Hells Angels



Iowa Motorcycle



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Do you remember any of these?



manual window crank - when you actually rolled the windows down...



vent windows in cars - why did 'they' get rid of these?



25 cents a gallon for gasoline - you could cruise around a lot on a couple of dollars... now you almost need to take out a second mortgage for a trip to the store!!



remember the trademark orange roofs, inexpensive meals, endless pots of coffee and 28 flavors of ice cream at Howard Johnson's? they used to be everywhere...

Chapter E 2013 Events Calendar

January

06 - Chapter B visitation, CD change

12 -13 - **"OCP" Officer Training Program**

19 - Chapter E meeting - **After meeting activity, "Cinebarre" dinner & movie**

19 - **Chapter X "Motorcycle Swap Meet" in Vancouver WA**

24 - Chapter E dinner social

26 - **Chapter I "Casino Night" at Camp Murray**

February

09 - **District "Rider Ed Workshop"**

16 - Chapter E meeting - **The new "LeMay Auto Museum" in Tacoma**

22-24 - Chapter P Mall show in Longview

28 - Chapter E dinner social

March

15-17 - **Chapter E "Surf watch"**

16 - NO Chapter Meeting due to Surf watch

28 - Chapter E dinner social

April

06 - **Chapter L, M, R "Multi chapter meeting in Prosser"**

13 - **Chapter C "Early Spring Fun Run"**

20 - Chapter E meeting - After chapter ride, Railroad museum in Carnation

21 - **Chapter N "Brown Bag Auction" in Spokane**

25 - Chapter dinner social

May

04 - Chapter M fun run in Yakima

11 - **Chapter Q "Crazy Ride" in Puyallup**

18 - Chapter E meeting - After meeting ride, to the mall show in Puyallup

17-19 - **Chapter V "Puyallup South Hill Mall Show"**

25 -27 - **Chapter L "Desert Spring Fling" in Tri Cities**

31 - **Chapter R "Blue Mountain Rendezvous"**

June

08 - **Chapter D "Duck Hunt" fun run in Aberdeen**

15 - Chapter E meeting - After meeting ride, Mt Loop Highway, Darrington

14-16 - **"Oregon District Rally"**

22 - **Chapter B "Harvest Run" in Bremerton**

29-30 - **"Bob's Omak Loop"**

July

03-07 - **GWRRA "Wing Ding"**

06 - **Chapter picnic at the Gustin's**

14 - **Chapter A "Mystery Ride" in Kent**

18-21 - **"Washington District Rally" NO CHAPTER MEETING**

August

08-10 - Region I rally in Pendelton, OR

10 - **Chapter O "Whale of a Picnic and fun run"**

17 - Chapter E meeting - After meeting ride, Hurricane Ridge

24 - **Chapter Z "Chicken Run" in Chehalis**

September

07 - **Chapter Y "Riddler Run" in Enumclaw**

08 - **"Ride for Kids" in Carnation**

13-16 - **Chapter E "Whistler weekend"**

19-22 - **Chapter P "Oyster Feed" in Long Beach**

21 - Chapter E meeting - After meeting ride to NW Trek

22- Oyster Run in Anacortes

26 - Chapter E dinner social

October

19 - Chapter E meeting

19 - District Leadership workshop

24 - Chapter E dinner social

26 - **Chapter Q "Halloween Dance" in Fife**

26 - **Chapter E "Halloween Party" ???**

November

16 - Chapter E meeting - After meeting activity, 2014 planning meeting

21 - Chapter E dinner social

December

07 - Olympia Toy Run

14 - **Chapter D "Festival of Lights" parade, potluck and auction**

15 - Chapter E Christmas party

21 - Chapter E meeting, no after meeting activity



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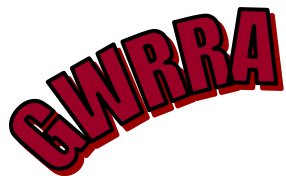
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GWRRA WASHINGTON MEETINGS

4th Saturday	8:30AM	A-Seattle	Old Country Buffet, 25630 104th Ave. SE, Kent, WA 98030
1st Sunday	8:30 AM	B-Bremerton	NEW Arena Sports Bar & Grille, 4111 Wheaton Way Bremerton, WA 98310
2nd Saturday	8:00 AM	C-Everett	Denny's, 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	12:00 PM	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	The Station Bistro, 110 2nd St SW, Auburn, WA
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 Saturday	1:00 PM	Z-Centralia	PJ's Pizza, 1232 Alder St. Centralia, WA 98531

GWRRRA DISTRICT & REGION INFO



Gold Wing Road Riders Association—www.gwrra.org Mike Stiger, Director



Washington District Staff

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

WA District Directors Susie & Frank Hutchinson

Asst. District Directors Reggie Baumer and

Chuck Porter

Asst. District Directors Wally & Anna Wallingford

District Treasurer - Susan Remer

Membership Coordinator—Gerry Alexander

District Rider Educator - Bob Minor

District Rider Educator Stores— Tom Denny

District Leadership Trainer - Roy & Pearl McKenzie

Asst. Rider Education—Randy & Debby Reid

District Ambassadors— Jerry & Judy Thompson

District Stores - TBD

District Webmaster - Becky Minor

District Couple of the Year - Mike & Janet Turner

District IOY/COY Coord. - Mike & Janet Turner

District Newsletter Editor - Brad & Dee Kane



Region I Staff

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

Region Directors - Mike and Peggy Hudnell

Assistant Directors - Dale and Shirley Dufner

Assistant Directors - Terry and Cheri Huffman

Assistant Directors— Russ and Laurie Parpart

Instructor Coordinators—Tim and Marie Mitchell

Rider Educators—Bob and Becky Minor

Motorist Awareness - Dave and Sheila Chavez

Treasurer - Erv and Phyllis Granahan

Membership Enhancement Coordinator -

Carmen & Dan Weakland

Leadership Trainers— John and Diane Kester

Region I Ambassadors - Tom and Mozelle Edwards

Region I Ambassadors - Hank and Marilyn Smith

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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 John Smith, Chapter E Webmaster at allabout@frontier.com