

The Eagle News

- May 2013 -

GWRRRA



WA-E

Bellevue, WA



"Friends for Fun, Safety and Knowledge"

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Chapter Staff

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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
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Stores Manager: Mike Keefe
Historian/photographer: Ron & Kathy Johnson
Couple of the Year: Ron & Violet Urquhart



GWRRRA



WA-E

May 2013 Gold Wing Road Riders Association Region I - WA District



"Friends for Fun, Safety and Knowledge"



Next Meeting: May 18, 2013

Crystal Creek Café

22620 Bothell-Everett Hwy.

Bothell, WA. 98021



Hooray, hooray, it's the first of May. You know what outdoor activity starts today! I know what all you guys are thinking, but that's not all. This year, it is also the beginning of a nice warm sunny stretch that we so deserve. I'm so happy to put our record setting, wet April behind us. We now can look forward to lots of riding for the next few months.

Also, with the exception of May 1st, May is the beginning of our weekly Wednesday night "Ice Cream Socials" at the Dairy Queen at Thrashers Corner. The address is 20511 Bothell, Everett Hwy (SR527) Bothell, WA 98012. The official time is 6:00 to 8:00 but I know many of you will be there early. That's ok! Come early or come late! Just be sure to come out and enjoy! There are lots of fun back roads to get you there. If you need directions or any route ideas let us know.

With the ride season upon us, let's talk about how to communicate before and on ride day. First of all, it is always helpful to have an idea in advance as to who is going on any specific ride. The rides are always posted on the weekly "Eagle Eye" and/or in a separate e-mail to the chapter. You can simply reply to the e-mails or let us know at the Wednesday social if you are planning on going on a ride. Letting us know doesn't commit you to the ride, it just gives us an idea of who to expect. Communication on ride day is the most important. Here are some guidelines we should all follow:

- If the weather is questionable, I will put out an e-mail by 6:00 a.m. as to the status of the ride i.e. the ride is cancelled, or so on.
- If you are running late to the meeting place, text or call me on my cell: 206-795-5227. If we know you are coming, we will wait for you (within reason) or choose a location for you to meet up with us.
- Typically we meet at the Starbucks-Canyon Park. If you want a drink or something to eat before departing, get there early.

- Show up with a full tank of gas. If you need fuel and are running late, call, or text me then stop and fuel up. It is much easier for the group to wait for you at the meeting location rather than drag everyone to the first gas station. Trust me, the harassment you will receive for being late is much less than that if you show up needing fuel !! LOL!

If we all follow these simple guidelines on ride day, we won't leave anyone behind and we'll all have a fun filled stress free ride. Now take a minute to write down my cell number (206-795-5227) and/or add it to your contacts in your phone. By the way, you can also e-mail me the day of the ride as I also receive my e-mails on my cell phone like many of you. Patty and I are looking forward to a great riding season.

Bob and Patty





May Birthdays

Barb Smith	1
Caryl Estes	1
Bill Estes	4
Lynn Briggs	8
Carolyn Wartchow	31

May Anniversaries

Jim & Jean Kuper	14
Ernie & Sue Sigyarto	29

April Birthday Folks

Gordon
Christy
Ernie
Rick
Bob



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 - bspwae@frontier.com

Leah Gray - lsfvr57@aol.com



THE EAGLE OOPS AWARD

A Slip of The Tongue ?

The current recipient of the Eagle Oops award is John Smith. As reported by the ever observant Mike Liebold, John was nominated for the award for making some comments about having an extra airbag— on the back of his bike (beyond the normal safety airbag). By unanimous vote of the chapter membership at the April chapter meeting, John was awarded the Eagle Oops award which was previously held by Mike Liebold.



John Smith - proud new recipient of the Oops award



261070



Ride-for-Kids CBR1000 to be raffled in May, 2013. Tickets are still available by following the web link at: <http://www.pbtfus.org/rideforkids/motorcycleshows/>

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





Rider Education

by Mike Briggs



Chapter E Rider Education

When Gordon sent an email out requesting articles on a long distance theme I was thrilled! The first thing that I thought of was Iron butt types of rides but then I got to thinking that while Iron Butt rides are an interesting mental challenge they are not for everyone.

I then thought about the other type of long distance riding, something I call the "long road".

While most of us take weekend rides and sometimes 3 day rides, when we take longer rides (usually 1 or 2 weeks) things start to change. This is what I would like to talk about.

When I have been on the long road I adopt a different mindset. For us folks who are still in the working world there is something wonderful about not having to head for home on Sunday afternoon!

So, how many miles can you ride in a day? Do you want to camp or motel? What kinds of things do you want to see along the way? Do you want to ride the long road alone or in a group? Are you riding for the destination or the Ride itself? Do you like museums or national parks or theme parks or shopping or all of the above? Do you plan every minute or just wing it and go?

I don't think that I can answer all of the questions above but I can give you some things to think about. First of all, how many miles you choose to ride will vary depending on weather, temperature, whether you are camping or moteling. The one constant that I have felt **regarding miles for me is whatever I think we should ride it's probably too many!** So while I can't tell you how many miles is right for you, do consider carefully how many miles and get settled and do some sight-seeing and have a meal, relax, and get some good rest. The long road can certainly wear you down if you try to do too much.

Whether you choose to ride in a group or solo is up to you. There are positive attributes to each. **Certainly there is "safety in numbers" so if something goes wrong or something breaks down, being in a group is wonderful as is the friendship and company.** Remember that you will **have to compromise in a group and that's okay as long as everyone understands that.** That includes meals, types of lodging, brands of gas and about everything else you can imagine. There is also something to say for riding alone as well. The Gold Wing is pretty trustworthy **and doesn't breakdown very often so if you like to ride on your own, go for it!**



Rider Education

by Mike Briggs



Chapter E Rider Education

Page 2

What kinds of things do you like to see and do? Do museums strike your fancy? Do you like to ride and ride and ride? Do you like to shop? I know that in my family there is some compromise. I try to think of things that Lynn might like to do and I really watch the miles **planned so that we have some down time, remember it's a vacation!**

Some years ago we planned to go to Wing Ding in Madison, Wisconsin. It's about 2100 miles from here. I have family in Michigan and that's pretty close so I wanted to go there as well. In order to make everything work we were looking at three 600 mile days to begin with! I had to approach my wife with that news. Not something I was looking forward to. I knew that by the third day we would be quite tired and need a break but I knew we could do it. Anyway, we made it work; the weather was good, dry, not too hot or cold. We also knew that we would not be riding a whole lot while at Wing Ding so we were able to recover and have the extra time for Michigan. Interestingly we rode in a group on the way east and by ourselves on the way back. We had the best of both worlds. By putting in some real long days up front we were able to have some enjoyable short days on the rest of the trip.

So, no matter how you do it; planning every last thing, not planning anything, riding alone or in a group having a destination or just riding where the wind blows you, camping or moteling, Riding mega miles or 50 per day, there is one really important thing to do on the long road,

HAVE FUN!

Mike and
Lynn



May, 2013

Chapter E April Meeting



LeeAnn re-capping the WA-C Fun Run



Someone is happy to be rid of the Oops Award



Jim Swart from WA-B discussing the Harvest Run



Bill Estes co-leading the meeting



Candy Craig discussing the Safe Place house & rally
(See the Safe Place Flyer on Page 33)



Chit-Chat

UNDERSTANDING SUMMER WEATHER FOR THE RIDER

By Gordon Bousman



For anyone contemplating a long-distance summer motorcycle trip (particularly east of the Rocky Mountains), knowing and understanding summer weather is very important to the success and safety of such a trip.



Understanding and comprehending the big weather picture can greatly assist in planning a trip - even to the point of rescheduling or rerouting the trip in some cases. At minimum, knowing what to expect weather-wise for the next three to four days on a long distance ride and having fully understood the big weather picture will help a rider be better prepared. Knowing more about how weather behaves, the tools available to weather plan a trip (and while on the trip), can sometimes make for a safer and more enjoyable ride. Even for local rides, understanding how weather can behave and how it can be very localized will allow for optimized knowledge of what to expect especially when the weather is going through phases of rapid change.

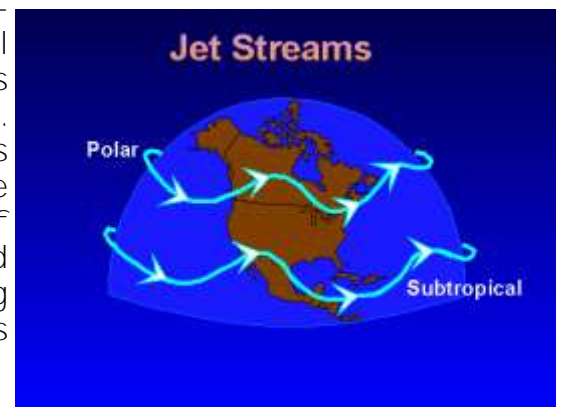
THE BIG PICTURE

In the USA (and northern hemisphere for that matter), weather systems generally move from **west to east** (In the southern hemisphere it's the exact opposite where weather systems generally move east to west). Think of weather systems as big bubbles of air (typically called air masses). These bubbles or air masses will generally enter the west coast and make their way to the east coast. Of course there are many variations to this because air masses can originate from the northern Pacific or from a more southerly direction but again, their general direction of travel is more or less to the east. Such air masses can easily become modified in their journey eastbound as they encounter cold air masses from Canada or warm moist air from the Gulf of Mexico.

The steering currents for these air masses are jet streams which can be thought of as high speed rivers of air moving at speeds generally around 100+ MPH located roughly around 30,000 feet. There are two jet streams in the northern hemisphere, one being the Polar jet (which impacts our weather) and the Subtropical jet stream which flows generally over Mexico and the very southern U.S. As you probably well know, the Polar jet stream is positioned south of **Seattle in the wintertime and we don't get into our non-**



rainy season until this jet stream has moved north of us. Jet streams generally circulate along the edges of an air mass and push storms along these air mass boundaries.



Air mass bubbles can be a stable high pressure area full of blue skies and wonderful riding weather - and which can cover an area of many states however these are more of the exception than the rule. Air masses can also be a large area of unstable air stuffed with moisture only **needing a "match" to set off thunderstorms. The "match" is heat (or cold fronts), the element or energy needed to build thunderstorms.** During the day as the ground heats up from the sun, air begins to rise and lifts the moisture in the air with it. This rising moisture in an unstable air mass condenses and consolidates into huge clouds which can sometimes reach levels (65,000 Ft.) well above where jet airliners fly at. From these huge thunderstorms can come torrential rains, hail, **and even tornadoes. The key element is the "Lifting"** - unstable moisture ridden air masses are known for having the ability to lift moisture to build nasty storms - whereas high pressure air masses do not generally have the ability to lift air very much - to the delight of riders.

For the practical purposes of the rider, seeing a current or forecast map of the jet stream can tell the rider a great deal about where to expect **potential stormy conditions. While it's not true that it's always stormy directly under a jet stream,** one should be on higher alert if you know that your route will parallel or cross a known jet stream. This is particularly true in the Midwest especially for example when a jet stream has **looped in a "U" shape down over the Gulf of Mexico and is then pointed north pulling moisture up into the central part of the USA from the gulf.** To the right of this jet as it steers north, it is likely going to be humid and stormy with colder more stable air to the left of a northerly turning Jetstream. When you see on a weather map or on television that a jet stream is looping **around in a "U" shape, beware of the weather that is caught inside of the loop and the weather just to the east of the Jetstream** as these are areas where weather can be severe.



Where it gets particularly nasty is when colder high pressure air masses collide with the unstable moisture-laden low pressure air masses. As a high pressure air mass pushes against the low **pressure air mass, a "front" occurs - in this case it's called a Cold Front since colder air is bumping up against warmer air and it the colder air is actually pushing underneath the warmer air causing even more dynamic "lifting" to occur - this is the stuff that brews tornadoes east of the Rockies. You're probably aware that the majority of tornadoes in the central portion of the country occur during the springtime - this is due to really cold air masses from the north banging into the warmer air causing really dramatic lifting of the moisture to create particularly violent thunderstorms some of which can develop tornadoes. These storms generally occur along a cold front or just ahead of it. When the cold air mass is moving at a fast clip, the lifting of moisture is even more pronounced and hence the storms are more likely to be especially nasty. Keep in mind that the jet stream is more or less aligned with the edge of the air mass and the cold front - so if you know where the Jetstream is and where it's forecast to be, you can play meteorologist yourself and generally predict where cold fronts and more serious nasty weather might occur.**

If you are on an eastbound cross-country trip and knowing that air masses generally move west to east, you can imagine that if you are riding 400-600 miles per day, that you can in theory be more or less moving along in step with a given air mass and either enjoying the benefits of a high pressure air mass - or maybe be stuck in a more unstable air mass that seems to be following you.

WIND

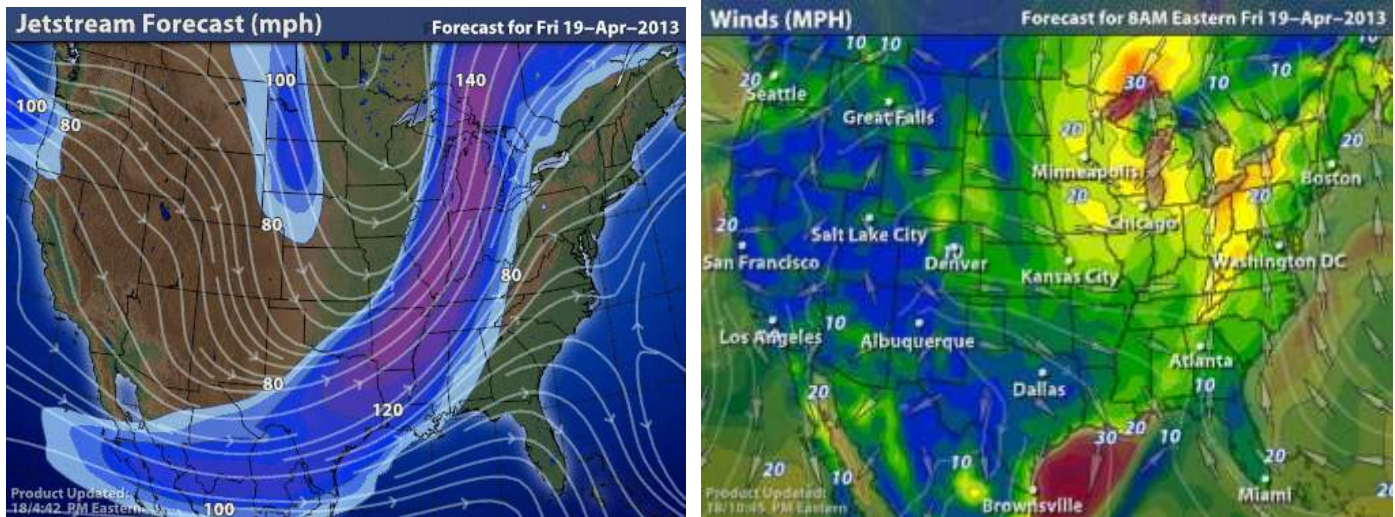
Wind is normally created by air trying to equalize itself between areas of high pressure and low pressure - or it can be generated by storms. Wind is generally not the friend of a rider except possibly when you have nice gentle tailwind. Winds can get compressed in valleys and you could potentially encounter higher winds as you enter a valley. So if you are entering a mountain pass or valley and you know that windy conditions are forecast for the area, be particularly alert that winds could be more intense in passes or valleys as they get compressed into the reduced area. Winds can be intense on the upslope of a mountain and particularly on the downslope side (think Denver where downslope winds can sometimes be really strong). High winds can sometimes be **associated with Jetstream's if they happen to dip down into the lower levels of the atmosphere** - so again knowing where a Jetstream is located can be useful information on a long ride. Fast moving cold fronts in the Midwest are known to produce especially strong winds to the point of **being truly dangerous. What is known as a "gust front" is a wall of fast moving rain and wind** preceding a cold front with wind speeds of 40+ MPH not being uncommon. The winds from a severe **thunderstorm can be violent and easily exceed 70+ MPH so do like the airline pilots do: "never ever enter a thunderstorm"**. Here's another tip mostly applicable to the Midwest: If you are noticing a persistent wind from the east, be alert that a storm system may be located somewhere to the west of your position and that a storm may arrive with 24-48 hours. As the storm gets closer, the wind will start to switch to the south or southwest and then switch the north or northwest as the cold front passes. There can be relatively strong and persistent northerly winds for a day or so following the passage of a strong cold front as the high pressure air mass fills in the area. Cold fronts can be deceiving because soon after the passage of cold front, blue skies but breezy conditions will appear to deceptively make one believe that all is well . But sometimes, a secondary but milder cold-front will develop and create more rains showers 12-24 hours after the main cold front passage.

Want to know where it might be windy? Look at weather map that has isobars (these isobar rings represent equal lines of pressures). If you see the rings tightly packed, you can be fairly certain **that it will be windy. Or check the Weather Channel's wind map on their web site under "Maps"**

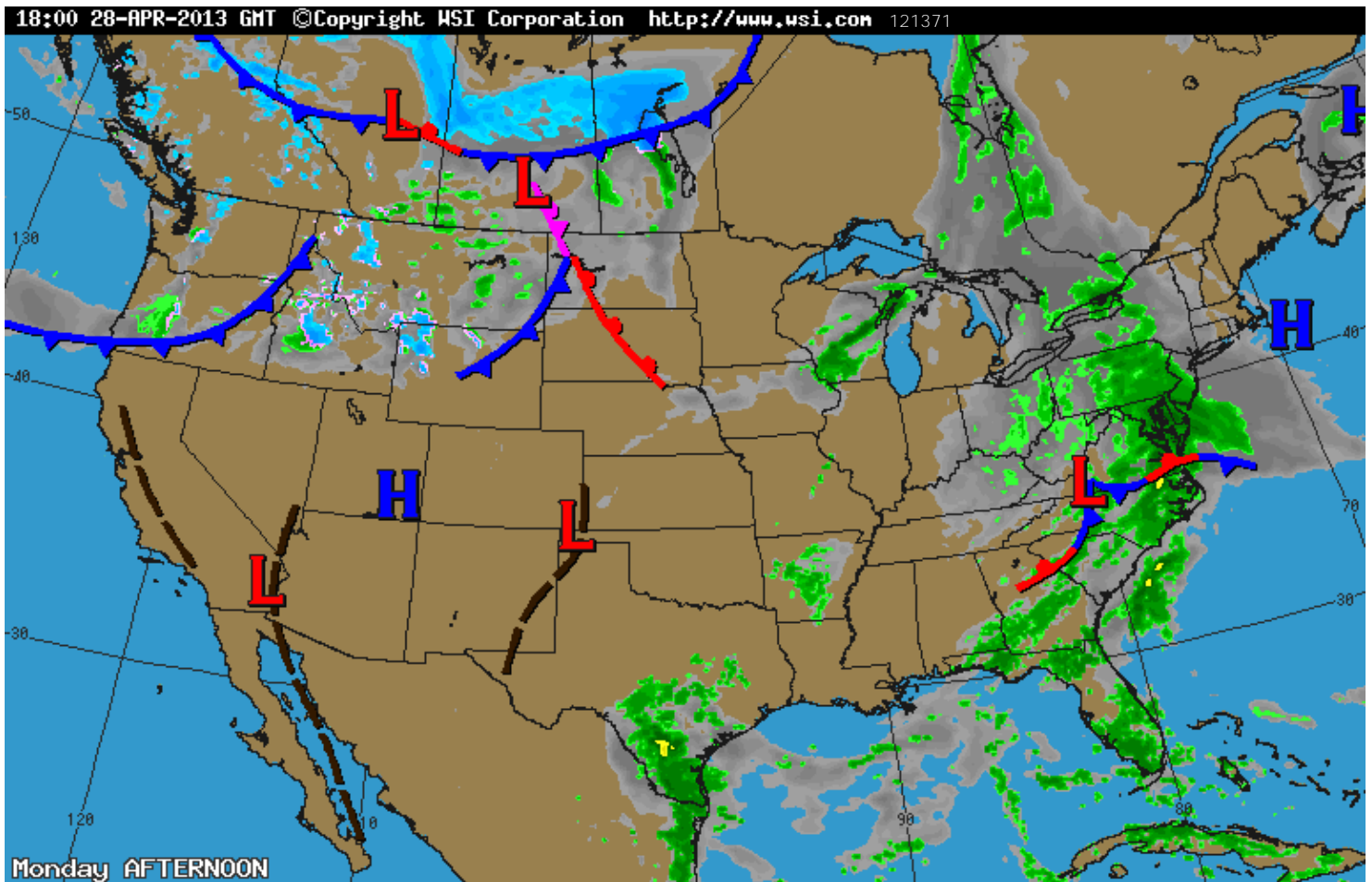


In the above maps, note that some of the highest winds are near Chicago (aligned with the center of the Low Pressure air mass) - and on the right, the white isobars are more closely packed near **Chicago also indicating higher winds. BTW, this particular Low pressure dropped 9" of rain on** Chicago and caused significant flooding. Winds are also noted to be higher near the center of the High pressure area over Salt Lake City.

Intellicast.com offers some great weather maps that can be very useful to the long-distance rider. Here we see their Jetstream Forecast map and their surface Winds Forecast map.



A rider could expect to see heavy weather in the general vicinity of the Jetstream as seen in the mid-west (aligned with a cold-front) and the surface level winds will be also be higher underneath this Jetstream.



Intellicast offers an excellent 24-hour forecast map which should be an excellent tool for the long-distance rider. A good idea would be to check this map every evening during your trip for the following day's weather. They also offer a 48-hour map.

5-day planning

Accuracy of forecasting falls off as one looks further ahead in time (Seattle residents know this to be true all too well!). However for your long-distance ride, you can look at a five-day forecast that will give you a reasonably good idea of weather might be expected for your ride. The best source for 5-day forecast maps is The Weather Channel (www.weather.com). Here is their forecast weather map looking ahead five days (May 2nd) from when this article was written:



This map is useful for general advance planning in order to see where the heaviest precipitation (Dark Green areas) and high winds (Blue shading) may be encountered within the next 5 days.

Other good resources for forecast maps are the official US Government weather forecasts at www.weather.gov (their forecast maps however may provide a bit too much information), and Accuweather (www.accuweather.com). Intellicast (www.intellicast.com) has excellent forecast maps for the next 48 hours and their iPhone/iPad & Android apps can give a 10-day outlook.

Next month we will look in more detail at thunderstorms, "reading clouds", weather tools for the smartphone, laptop, and iPad, as well as using weather tools while on your bike...and finally a checklist and recommended agenda for getting your long distance weather briefing in a concise manner so that you can be really up-to-speed on the big weather picture for your trip.

BTW, my weather experience and knowledge comes from my weather training for my Instrument Pilot's Certificate (rating to fly inside clouds) and my 8 years of flying a twin-engine aircraft in the eastern 2/3 of the USA where I saw and experienced many different types of weather.

To be continued.....

Recent group ride to Ferndale

Photos by Ron Johnson



SUMMER SOCIALS

We will start our summer socials beginning May 8th at the Thrashers Corner Dairy Queen (Bothell-Everett Highway just north of Maltby Road) — to be held weekly on Wednesday nights. This location is rather easy to get to from the east and south—take Avondale to Woody-Duvall Road, east to Paradise Lake Ride and then north and west crossing highway 522 to pass through Maltby, then crossing highway 9 with the DQ being located just 600 ft. north on Bothell-Everett Highway from Maltby Road.



LONG DISTANCE RIDING TIPS FROM CHAPTER E MEMBERS:

We recently asked our chapter members for some hints and tips about making a long distance ride go well and here are some of the excellent suggestions and feedback that we received:

NURSE LEAH: Make sure with every fill up of fuel that you drink at least 12-16 ounces of "sport type" drink. Water quenches thirst, but doesn't replace the electrolytes that are lost with dehydration or heat stroke. Usually the first thing that happens in heat stroke/dehydration is the loss of thirst and appetite. Waiting until you are thirsty is a later sign. A good "rule of thumb" is if you aren't going to the bathroom/urinating at least every other fill up of gasoline then you are already dehydrated. With Goldwings going 200-300 miles between fill-ups, that equals 4-6 hours between stops! So using the bathroom every stop in higher temperatures is better!

Another way of keeping our body temperature down (besides cooling vests) is soaking your "do-rag" in cool water before putting on your helmet.....if you don't use a "do-rag" then wetting your hair in cool water works well also. This helps reduce body temperature and makes for a more comfortable ride when it is hot out!

Caffeine is a natural diuretic. When we start our day with a cup of caffeine, we are already beginning our day slightly dehydrated. We already need to replace what the caffeine gets rid of. 8oz of caffeinated beverage+8oz of non-caffeinated beverage to keep hydrated. As always, if you have blood pressure issues and are already on a diuretic, make sure you check with your doctor to see what they advise for you specifically.



JIM PELICAN: I've put some long days in on the road. Most things that work for me I've learned by trial and error. I try to start my trips as early as possible. I stop for a stretch break about every hour or so. Just to get off the bike and get the blood flowing. I carry water or green tea. Both work for me. I don't like eating big meals because they make me less alert. I change position in the saddle often. And I am always scanning the road in front of me to keep alert. Having the correct riding gear is important for a successful ride. A ride can start out at 50 degrees and end at 95 degrees. Therefore you need have to have riding gear for all weather on your bike. I use a pack it rack to store my extra riding gear and the saddle bags for clothes.



Shown with GL18008
Quick Detach Rack &
RBDL Rack Bag Lock Rods

SUE HOWE & BOB WATSON: We like to get an early start and then eat breakfast after going about 40-60 miles or so. Do not over-pack, there are Laundromats in most towns. We each take two pairs of pants, three shirts (tops), 5 changes of underwear and socks. Always have a couple bottles of water, a snack (especially if diabetic). if we're stuck on side of road with mechanical like flat tire and have to wait for tow truck, which we have done three times, our meds (getting old sucks), one change of shoes to get out of the boots after a long day. I also take a pair of capris and my change of shoes are sandals that don't look too bad to go out to dinner. Bob has kindly allowed me to take my curling irons. Of course we ladies want some make-up too. We never go anywhere fancy so we don't need dressier clothes so that helps. Another biggy for us is to find a motel with a restaurant we can walk to, either next door or at least in the same block, after being on the bike all day it's nice to not have to ride to dinner in helmet and full gear. We also ride mostly back roads for scenery and less traffic and that takes us through the small town America and can stay at Mom and Pop type motels where we can park the bike in front of our door and they are usually a much better rate. Also don't forget to ask with a smile if that's the best rate they can give you. I usually am the one to go in and ask about rooms, I'm not quite as scary as Bob.



BOB SPENCER: Like Bob Watson, I too, like to get an early start in the morning (6:00 or 6:30) and get 60 to 100 miles under my belt before breakfast, particularly in the summer when it's hot. For the same reason we like to stop for the day by 3:00 or 4:00 in the afternoon.

We only eat two meals a day when traveling. A late breakfast and dinner at our final destination for the day. I also carry trail mix for an occasional snack along the way.,

I always carry V8 juice on the bike. The medical profession suggests it's one of the best drinks to ward off heat stroke, particularly if a person is beginning to feel the first signs. I also carry a small bottle of electrolytes that I add to our bottled water or whatever we are drinking on the bike throughout the day. Plain water alone isn't good enough if it's hot and you are sweating a lot.



April 2013 Dinner Social

By Bill Estes

It was a great evening to ride to the last dinner social of the winter season. Four trike's were there and several other chapter members rode their wings to the event as well. Great food and companions made for a great Dinner Social at the Olive Garden in Kirkland. We had 25 members in attendance which was a great showing. Beginning May 8th, we will be starting our weekly "Ice Cream Socials" on Wednesday's for the summer. More details to follow from Bob Spencer on the Dairy Queen location. Hope to see all of you there.



Motorbike stuff -

Spring is coming and its time to put on the colors and strut your stuff. Lets all put our caps on straight, tighten up our suspenders, and "git goin" to the Sky Valley Antique and Classic motorcycle Show, down by the river, in Snohomish on Saturday, May 19th. It appears there will be a bike show and a "metric custom" category... If there is a peoples choice, be sure to vote! (and, of course, have a good time..)



Also, the Everett Powersports Open House will be June 15th, with lots of good deals, door prizes, and assorted side shows...don't miss it!

Happy Trails,

Mike



Dear Ma and Pa,

I am well. Hope you are. Tell Brother Walt and Brother Elmer the Marine Corps beats working for old man Minch by a mile. Tell them to join up quick before all of the places are filled.

I was restless at first because you get to stay in bed till nearly 6 a.m. But I am getting so I like to sleep late.. Tell Walt and Elmer all you do before breakfast is smooth your cot, and shine some things. No hogs to slop, feed to pitch, mash to mix, wood to split, fire to lay. Practically nothing.

Men got to shave but it is not so bad, there's warm water. Breakfast is strong on trimmings like fruit juice, cereal, eggs, bacon, etc., but kind of weak on chops, potatoes, ham, steak, fried eggplant, pie and other regular food, but tell Walt and Elmer you can always sit by the two city boys that live on coffee. Their food, plus yours, holds you until noon when you get fed again. It's no wonder these city boys can't walk much.

We go on "route marches," which the platoon sergeant says are long walks to harden us. If he thinks so, it's not my place to tell him different. A "route march" is about as far as to our mailbox at home. Then the city guys get sore feet and we all ride back in trucks.

The sergeant is like a school teacher. He nags a lot. The Captain is like the school board. Majors and colonels just ride around and frown. They don't bother you none.

This next will kill Walt and Elmer with laughing. I keep getting medals for shooting. I don't know why. The bulls-eye is near as big as a chipmunk head and don't move, and it ain't shooting at you like the Higgett boys at home. All you got to do is lie there all comfortable and hit it. You don't even load your own cartridges They come in boxes.

Then we have what they call hand-to-hand combat training. You get to wrestle with them city boys. I have to be real careful though, they break real easy. It ain't like fighting with that ole bull at home. I'm about the best they got in this except for that Tug Jordan from over in Silver Lake. I only beat him once... He joined up the same time as me, but I'm only 5'6" and 130 pounds and he's 6'8" and near 300 pounds dry.

Be sure to tell Walt and Elmer to hurry and join before other fellers get onto this setup and come stampeding in..

Your loving daughter,

Alice



Taken from a 1962 Honda Motor Cycle Instruction Book

Translated by Honda for the American Motorcycle Rider:

1. At the rise of the hand by Policeman, stop rapidly. Do not pass him by or otherwise disrespect him.
2. When a passenger of the foot, hooves in sight, tootel the horn trumpet melodiously at first. If he still obstacles your passage, tootel him with vigor and express by word of mouth, warning Hi, Hi.
3. Beware of the wandering horse that he shall not take fright as you pass him. Do not explode the exhaust box at him. Go soothingly by.
4. Give big space to the festive dog that makes sport in roadway. Avoid entanglement of dog with wheel spokes.
5. Go soothingly on the grease mud, as there lurks the skid demon. Press the brake foot as you roll around the corners, and save the collapse and tie up.



GOING THE DISTANCE

By: Karla Edwards

So, you want to go the distance and think you have what it takes to put some serious miles on the road in a day, week, or longer if you are lucky enough. Well, do I have the recipe for success?

- You will need to be both mentally and physically ready. Did you get enough rest the night before, is your head clear and are you focused and is your bike ready for the challenge?
- Have you recently put in some long days in the saddle, Iron Butt days are not for the beginners or the faint of heart!
- Have you planned your route and know where you are starting and finishing at the beginning and end of the day?
- **Strategize you're eating and hydrating plan. A hydration pack is a great way to make sure that you are getting enough water and skip the McDonalds for a healthier fare. Those that have ridden the distance with Scott and I know that we like our Atomic Fireballs. There is just no way to drift off with one of these "Hot Ones" in your mouth!**
Love my Hot Ones!
- Sometimes going the distance is great to clear your head, munch up a bunch of boring pavement, but if you are trying to receive a special award, follow the rules carefully. The Iron Butt Association has many ride options that offer special recognition; they have a great website if you are interested in further exploration (<http://www.ironbutt.com>). Next up on my bucket list is the Bun Burner Gold, 1500 miles in 24 hours and the Border to Border. **Crazy I know, but it's my bucket list! My first Iron Butt with Scott Edwards and John Smith was just fantastic. We did 1000 miles in about 18 hours and headed to Darby, Montana for lunch. Best lunch ever! Some advice...we lost some time going off the beaten path from I-90 to Darby and left some difficult WINDY riding for the dark through Vantage.**
- Travel in small packs (no more than 4 bikes)! This is not a group ride thing, you need to be able to get in your fuel stops, food stops, and bathroom breaks quick! You should also have a means to communicate with each other whether you have a CB radio or understood **hand signals for emergency situations. Don't assume that your riding buddy understands your sign language; talk about this on the pre-ride as well as potential issues at each stop.**
- Most importantly, your ride should be fun!

Ride Safe, Ride Far!



T-Bag Backseat Bag

By: Gordon Bousman

Recently when we were searching for luggage for a long-distance summer trip to Michigan, we discovered the Dresser T-Bag backseat bag. These seemed to be ideal for one-up riders and so we ordered one for each of our two bikes. The T-Bag fits perfectly into the Goldwing back seat and is held in place via straps to a luggage rack and to the passenger hand grips (note that a luggage rack is necessary in order to have a good location to strap the top of the bag). The T-Bag fits well on the rear seat even if you have a backrest installed. The T-Bag also serves well as a backrest itself when it is fully loaded.

The T-Bag has one large 14" "organizer" compartment on one side and two large side pockets on the other side. There is a rain cover that can be quickly pulled out from a zippered top side opening to provide water protection. In the rear of the bag are two hidden padded backpack straps for easy hands-free carrying when you reach your destination.

The T-Bag seems to be very high quality in our opinion, it carries a lifetime warranty and is constructed with an inner and outer shell of nylon and insulated with high density closed cell foam that makes the bag semi-rigid and insulates against the elements. The T-Bag is available from Wingstuff (\$154 with VIP membership) and other dealers and carries an MSRP of \$199.



Fits well on a bike with a backrest



Acts as a backrest for bikes without a backrest



Rain cover is pulled out from this top pocket



2 Backpack straps are stowed inside a rear pocket

Long-Distance Riding

By: Bruce McMahon

One thing Sandra and I enjoy in motorcycling is the freedom of riding in the open air - **"wrap-around-convertible," so to speak. But sometimes this enjoyment can have its drawbacks when riding in HOT and cold weather, when it's raining or insects and road debris pelts you.**

My background in riding:

- Forty eight (48) years on 7 different Honda motorcycles.
- Over 1,000,000 Miles ridden.
- Last 3 Honda Gold wings (1976, 1986 and 2001) have an accumulated 700,000 + miles.
- Have ridden in temperatures from 9 degrees F to 112 degrees F.

I have tried ALL of the after-market devices, for instance: Heated clothing, Cool-vest and neck-snakes to stay either warm in cold weather or cool in hot weather. All these are long gone.

Long distance riding means different things to different riders. Some think 200 miles is long. Others, me included, think 600 + mile days are fine, but Sandra and I are dressed for this style of riding - layering and covering all parts of the body are the keys.

Hot weather riding clothing

First layer: We start out with a good, full body, light weight, moisture-wicking silk base-layer right next to the skin - **RIGHT NEXT TO THE SKIN** over moisture-wicking socks. We carry **three sets of "silks"**.

Next layer: Underwear then goes on over the moisture-wicking base-layer

Why underwear over the moisture-wicking base layer? With the wicking effect of the base-layer **your "tush" remains dry for a longer period of time. Moisture (sweat) around your tush is the reason your ride is so uncomfortable after only a few hours - moisture is the cause.** Cotton or nylon underwear does not remove moisture.

Denim pants are the next layer.

Point: As the bloods vessels enlarge because of the increase in the outside air temperature, you begin to sweat (duh), however the air circulating over the surface of your pants goes into the denim and onto moisture-wicking base layer and acts as a cooling effect on your skin - mild air-conditioning as the outside air temperature is lower than your body temperature. This also works in triple digit temperatures, but only when you are moving (highway) and ALL air vents are open. Sandra leans back into the rear seat and lets the air circulating around the wind shield provide additional cooling.

We do not wear anything over the denim pants, for instance - chaps. Anything worn over your **pants just adds another thermal layer something you don't need, my opinion of course.**

We do carry chaps in our trailer if it is raining when we start out from a motel. We do look at the weather on the TV - local and national - to determine our days route.

If it rains during our ride, I first look to the horizon for a break in the clouds before putting on our chaps. Something about riding in 80 degree rain - just like a shower. Once out of the **local rain "squall," you dry off very quickly.**

Next layer is the wool or micro polyester T-shirt (short or long sleeve) that accelerates evaporation as your temperature rises, keeping you comfortable over your base-layer.

And next, footwear: over-the-ankle leather boots that protects you from a variety of riding hazards— for instance road debris (stones, critters, wolves - ask Sandra about that last one) and provides valuable protection against foot and ankle injuries in case - in case - of an accident or spill.

Next layer depends on the temperature: Below 65 degrees F, Denim or tight weaved cloth jacket with elbow, shoulder and back protection. We have sweaters and other layers to wear if the temperature drops below 50 degrees F for instance going over mountain passes.

Above 65 degrees F, we wear Air "Mesh" jackets with the arm, shoulder and back protection. Air Mesh? The mesh allows controlled air to come into contact with the T-shirt and first base layer. **Instant cooling.....**

Next - Gloves: We carry two different pairs - one for cold weather and the other pair for **warm / hot weather. These are "full" gloves with no exposed areas. Also they are gauntlet** style to keep air and insects (bee) from going up into you coat sleeves. Bee? Think about it - happened.

Next to last - **Helmet. We wear the $\frac{3}{4}$ face style Helmets without a shield. The "Tulsa" wind shield works very well to keep stuff from hitting you in the face. To prevent excess sweating from the top of your head into the helmet interliner, wear a silk "head-skin". Carry a spear head-skin.**

Last piece of clothing I wear is a neckerchief that completely covers the blood vessels going up / down into my head as well as my face - tip of my nose down. Why? First, the neckerchief covers bare skin and halts air from blowing across my face and neck areas removing moisture. Second, the neckerchief keeps the temperature across the arteries pumping blood up and down at a constant temperature. Third, the neckerchief further prevents air from going down into your core area.

Complete insulation is one of the keys of heat stroke.

Our trip: We start out about 6:30 am right after breakfast at the motel - key here; pick a motel that provides breakfast.

As I mentioned earlier, we travel - tank-full to tank-full usually 225 miles before the first stop. We may change our coats at the first stop. Then off again. I do carry a cloth bag attached to my belt for health bars and candy - Jolly Rogers for instance. If you get a little **hungry or tired, a piece of candy "perks" you right up.**

We do carry water - smart-water that replaces the electrolytes as well as water - you lose **both when sweating, but we have found that the added moisture isn't needed as our gas-stops** and lunch can provide water if needed.

We start looking for a motel, with a pool, sometime around 4 pm. This is the start of the hottest time of the day.

Distance traveled - somewhere around 600 miles.

This year we are off to Greenville, SC, a distance of about 3,000 miles and should be there in about five days unless we find something interesting on our way there.

Our trip back, well that is another story.

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view my online catalog @
www.WicklessCandleParty.com

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DISORDER IN THE COURT

ATTORNEY: What was the first thing your husband said to you that morning?

WITNESS: He said, 'Where am I, Cathy?'

ATTORNEY: And why did that upset you?

WITNESS: My name is Susan!

ATTORNEY: What gear were you in at the moment of the impact?

WITNESS: Gucci sweats and Reeboks.

ATTORNEY: Are you sexually active?

WITNESS: No, I just lie there.

ATTORNEY: What is your date of birth?

WITNESS: July 18th.

ATTORNEY: What year?

WITNESS: Every year.

ATTORNEY: How old is your son, the one living with you?

WITNESS: Thirty-eight or thirty-five, I can't remember which.

ATTORNEY: How long has he lived with you?

WITNESS: Forty-five years.

ATTORNEY: This myasthenia gravis, does it affect your memory at all?

WITNESS: Yes.

ATTORNEY: And in what ways does it affect your memory?

WITNESS: I forget..

ATTORNEY: You forget? Can you give us an example of something you forgot?

ATTORNEY: Now doctor, isn't it true that when a person dies in his sleep, he doesn't know about it until the next morning?

WITNESS: Did you actually pass the bar exam?

ATTORNEY: The youngest son, the 20-year-old, how old is he?

WITNESS: He's 20, much like your IQ.

ATTORNEY: Were you present when your picture was taken?

WITNESS: Are you sh***ing me?

ATTORNEY: So the date of conception (of the baby) was August 8th?

WITNESS: Yes.

ATTORNEY: And what were you doing at that time?

WITNESS: Getting laid



DISORDER IN THE COURT – 2

ATTORNEY: She had three children , right?

WITNESS: Yes.

ATTORNEY: How many were boys?

WITNESS: None.

ATTORNEY: Were there any girls?

WITNESS: Your Honor, I think I need a different attorney. Can I get a new attorney?

ATTORNEY: How was your first marriage terminated?

WITNESS: By death..

ATTORNEY: And by whose death was it terminated?

WITNESS: Take a guess.

ATTORNEY: Can you describe the individual?

WITNESS: He was about medium height and had a beard

ATTORNEY: Was this a male or a female?

WITNESS: Unless the Circus was in town I'm going with male.

ATTORNEY: Is your appearance here this morning pursuant to a deposition notice which I sent to your attorney?

WITNESS: No, this is how I dress when I go to work.

ATTORNEY: Doctor , how many of your autopsies have you performed on dead people?

WITNESS: All of them. The live ones put up too much of a fight.

ATTORNEY: ALL your responses MUST be oral, OK? What school did you go to?

WITNESS: Oral...

ATTORNEY: Do you recall the time that you examined the body?

WITNESS: The autopsy started around 8:30 PM

ATTORNEY: And Mr. Denton was dead at the time?

WITNESS: If not, he was by the time I finished.

ATTORNEY: Are you qualified to give a urine sample?

WITNESS: Are you qualified to ask that question?

And last:

ATTORNEY: Doctor, before you performed the autopsy, did you check for a pulse?

WITNESS: No.

ATTORNEY: Did you check for blood pressure?

WITNESS: No.

ATTORNEY: Did you check for breathing?

WITNESS: No..

ATTORNEY: So, then it is possible that the patient was alive when you began the autopsy?

WITNESS: No.

ATTORNEY: How can you be so sure, Doctor?

WITNESS: Because his brain was sitting on my desk in a jar.

ATTORNEY: I see, but could the patient have still been alive, nevertheless?

WITNESS: Yes, it is possible that he could have been alive and practicing law.

Potato and Leek Frittata

Recommended by: Kathy Bousman

Potato & Leek Frittata

Prep Time: 15 Minutes

Cook Time: 30 Minutes

Ready In: 45 Minutes

Servings: 6



INGREDIENTS:

1 tablespoon butter
2 leeks, white and light-green parts thinly sliced
2 cups shredded potato
8 eggs
1/2 cup shredded mozzarella cheese
1/2 cup grated Parmesan-Reggiano cheese
salt and ground black pepper to taste

DIRECTIONS:

1. Preheat oven to 350 degrees F (175 degrees C). Grease a 9x9-inch baking dish.
2. Heat butter in a skillet over medium heat; cook and stir leeks and potato in the melted butter until softened, 8 to 10 minutes. Spoon leek mixture into the prepared baking dish.
3. Beat eggs, mozzarella cheese, Parmesan-Reggiano cheese, salt, and pepper together in a bowl. Pour egg mixture over leek mixture.
4. Bake in the preheated oven until eggs are set, 20 to 25 minutes.

This recipe courtesy of AllRecipes ©

www.allrecipes.com

Orange Pecan French Toast

Recommended by: Kathy Bousman

Orange Pecan French Toast

"A simple baked French toast that won't have you slaving over a hot stove. An orange batter and caramel pecan coating make this baked French toast so delicious, you won't need any syrup. "

Prep Time: 20 Minutes

Cook Time: 35 Minutes

Ready In: 1 Hour 55 Minutes

Servings: 12



INGREDIENTS:

1 cup packed brown sugar

1/3 cup butter, melted

2 tablespoons light corn syrup

1/3 cup chopped pecans

12 (3/4 inch thick) slices French bread

1 teaspoon grated orange zest

1 cup fresh orange juice

1/2 cup 2% milk

3 tablespoons white sugar

1 teaspoon ground cinnamon

1 teaspoon vanilla extract

3 egg whites

DIRECTIONS:

1. In a small bowl, stir together the brown sugar, melted butter, and corn syrup. Pour into a greased 9 x13 inch baking dish, and spread evenly. Sprinkle pecans over the sugar mixture. Arrange the bread slices in the bottom of the dish so they are in a snug single layer.

2. In a medium bowl, whisk together the orange zest, orange juice, milk, sugar, cinnamon, vanilla, egg whites, and eggs. Pour this mixture over the bread, pressing on the bread slices to help absorb the liquid. Cover and refrigerate for at least one hour, or overnight.

3. Preheat the oven to 350 degrees F (175 degrees C). Remove the cover from the baking dish, and let stand for 20 minutes at room temperature.

4. Bake for 35 minutes in the preheated oven, until golden brown. Dust with confectioners' sugar before serving.

This recipe courtesy of AllRecipes ©

www.allrecipes.com

Gerbings Heated Jacket Liner Re-Call Notice

Gerbings Recalls Heated Jacket Liners Due to Burn Hazard (please pass this info on to anyone you may know who has a Gerbings Heated Jacket)

Recall Date: April 17, 2013

Recall Number: 13-171

Name of Product: 12-volt heated jacket liners

Units: About 9,900

Hazard: A defective wire connector can cause the jacket liner to overheat, posing a burn hazard to consumers.

Description: This recall involves Gerbings and Harley-Davidson(r) black nylon, 12-volt, heated jacket liners. The jacket liners heat up when plugged into a vehicle, such as a motorcycle or snowmobile. "Gerbing's Heated Clothing" or "Harley Davidson(r)" is printed on the front left chest of the jacket liners. The Gerbing's jacket liners have model number JKLN and PO# 3796 and Harley-Davidson(r) jackets have model number 98324-09VM and GM32873, GM32874, GM34188, GM34189, GM34190 or GM34191. The model number, PO number and "Use only 12 Volts" are printed on a label sewn inside next to the jacket liner's front zipper.

Incidents/Injuries: Gerbings has received two reports of the jacket liners overheating, causing minor dime-sized burns to consumers' backs, resulting in blisters.

Sold at: Harley-Davidson(r) dealerships, Eagle Leather and other sporting goods, retail stores and motorcycle shops nationwide from April 2011 through December 2012 for between \$200 and \$240.

Importer: Gerbings, LLC, of Stoneville, N.C.

Manufactured in: China

Remedy: Consumers should immediately stop using the jacket liners and contact Gerbings, LLC for a free repair or replacement liner.

Consumer Contact: Gerbings LLC; toll-free at [\(877\) 242-5595](tel:8772425595) from 8 a.m. to 8 p.m. ET Monday through Friday and on Saturdays from 9 a.m. to 3 p.m. ET, Harley-Davidson(r) at [\(800\) 258-2464](tel:8002582464) from 8 a.m. to 6 p.m. CT Monday through Friday, or online at www.gerbing.com and click on the Recalls & Warnings link for more information.

Photos are available at <http://www.cpsc.gov/en/Recalls/2013/Gerbings-Recalls-Heated-Jacket-Liners>

This recall notice is from U.S. Consumer Product Safety Commission



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www.theestesgroup.biz

NYSE - PPD

NEWSLETTER CONTRIBUTIONS

We would like to offer our thanks and appreciation to those who have made contributions to the newsletter.

Your ride reports, technical stuff, recipes, and humor are what help make your newsletter more enjoyable for all.

Please send your contributions to:

Gordon & Kathy Bousman:

gbousman44@gmail.com



May



Sun	Mon	Tue	Wed	Thu	Fri	Sat
 Emerald			1	2	3	4 Chapter M Fun Run
5	6	7	8 Chapter E Ice Cream Social Bothell	9	10	11 Chapter Q Crazy Ride
12 Happy Mother's Day	13	14	15 Chapter E Ice Cream Social Bothell	16	17 Chapter V Mall Show May 17-19	18 Chapter E breakfast meeting Bothell WA-V Mall Show
19 Chapter V Mall Show	20	21	22 Chapter E Ice Cream Social Bothell	23	24 Chapter L Desert Spring Fling Kennewick	25 Chapter L Desert Spring Fling Kennewick
26 Chapter L Desert Spring Fling Kennewick	27	28	29 Chapter E Ice Cream Social Bothell	30	31	



GWRRRA Happenings



May 4th: Chapter M Fun Run—Yakima

May 8th: 1st Chapter E Ice Cream Weekly Social—
Bothell—Thrashers Corner

May 11th: Chapter Q One Crazy Ride—Tacoma

May 17-19: Chapter V Mall Show—Puyallup

May 18: Chapter E breakfast meeting—Bothell

May 24th: Chapter L Desert Spring Fling—Kennewick



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

Chapter E 2013 Parking Ticket Tour

Parking Ticket Tour open to GWRRA WA-E members only.

- 1 Ticket per ANY [Washington State Park](#) visited in 2013.
- 1 Ticket per ANY [United States National Park in the USA](#) visited in 2013.

Requires a safe picture of the rider's motorcycle and the sign of the Washington State or any United States National Park (optional if they want to be in the picture).

Co-Riders can submit individual entries with them, the motorcycle and the sign indicating the park.

The Photograph of the name of the park must be clearly visible.

Each qualifying photograph will be worth 1 ticket for entry into the prize drawing.

Final entries must be received by the October Meeting.

Entries must be in a printed format.

The more tickets you have, the greater your chance of winning prize monies.

All tickets will be put into one bucket and there will be three tickets drawn for the prize money. The first ticket drawn will be worth \$100.00, the second ticket drawn will be worth \$75.00 and the third ticket drawn will be worth \$50.00.

Need not be present to win, but ALL entries must be submitted by the due date.

Prize money will be awarded at the October Meeting.

Ride Safe, Ride Far, Ride Often

Karla & Scott Edwards

Sample Entry:



For Sale: 2005 GL1800 Lehman Trike \$24,900



- Model: Lehman Monarch II
- 18,300 well-cared-for miles
- Kuryaken Pegs, heel-toe shifter, floorboards
- Fog lights
- Trailer hitch
- Lots of extra chrome
- Co-rider arm rests
- Always keep in garage
- AM/FM, Weather radio, intercom
- Exhaust turn downs
- Luggage rack
- Drivers Back rest
- Extra tall Tulsa windshield
- Baker air wings—upper and lower
- Turn signals in mirrors
- Mud flaps
- MP3 connector

Contact Gordon: gbousman44@gmail.com or call 425-892-5700

FOR SALE

Men's red First Gear ventilated jacket and pants and women's red First Gear ventilated jacket and pants. Also have a set of XL men's Gerbings heated gloves. All are in excellent condition. All of these are priced at "make an offer".

Contact Jim Roberson jim.roberson@hotmail.com

Safe Place Rally For Kids

All Motorcycles Club's Welcome
Come One Come All

Saturday August 3, 2013

**Starting Point : Everett Power Sports, 215 SW Everett Mall Way
Everett, WA.**

**Registration Opens : 7:30 to 9:30 AM First bike out at 7:45,
last bike 9:45 AM**

Northwest Wings Motorcycle Drill Team Performance at 2:30 PM

Kids Fun Run AND Chili Cook Off !!!

Chili Cook Off Starts At 12:00 to 2:00 PM

Early Registration \$12:00 On Site \$15:00

Make Checks Payable To: Safe Place Ride For Kids

Mail Registration To: Rally For Kids 1620 46th ST SE. Everett WA. 98203

For More information Contact:

**Chester Craig
425-238-4175**

**Candy Craig
425-238-3751**

Rider: _____
Address _____
City, St. _____
E-Mail _____

Co-Rider: _____
Address _____
City, St. _____
E-Mail _____

Club / Assoc. Affiliation _____

Club / Assoc. Affiliation _____

I hereby agree to comply with the ideas governing this run, and I further agree to hold harmless to the rally and any property owner or owners for any loss or injury to self or property in which I may become involved by reason of participation of this run. I do also agree to assume responsibility for any property damage which I may unknowingly damage. I am responsible for my insurance.

Rider Signature : _____

Co. Rider Signature: _____

T-shirts

Wet Bring Your Car, It's OK

S to 2XLG \$13:00 QTY. _____

3XLG to 4XLG \$15:00 QTY. _____

Do Not Be Afraid!



Who: Everyone

What: Not sure, it changes yearly

When: May 25, 26, 27 (Memorial Day Weekend)

Where: Eureka, CA

Why: Very few places on the planet let you witness human powered devices traversing city streets, sand dunes, Humboldt Bay, and Slippery Slimy Slope!

This is the **World Championship Race** where **Strange People** meet to compete from all over the planet!

Website:

<http://www.kineticgrandchampionship.com>

Yes, the **Kinetic Sculpture Race** is almost here again and yes, it is unlike anything else you will ever see (not counting the impending *Zombie Apocalypse*). ↓



So far, a few adventurous souls have made reservations at the Eureka KOA for Thursday, 5/23 through 5/28. The Race starts Saturday morning and ends Monday afternoon.

If your curiosity is killing you and you need more info, call Ron Peck at 425-908-7321 or email ron@peckmanor.com.



Remember: You usually only live once!





Gold Wing Road Riders Association
Puyallup Chapter WA-Q



“ONE CRAAAAZY RIDE!”

Saturday, May 11th, 2013

****All Motorcycles Welcome****

Destination: The “Wheel” Will Tell

Lots of great Gifts

Lots of great stuff in the Brown Bag Auction

You must be present to win.

Start and End at Eagle Leather

800-972-3572

10222 S Tacoma Way, Tacoma, WA 98499

8:00 AM Registration begins

Be back at Eagle Leather by 4:00PM

Coffee & Donuts at the start & Hot dogs, Chili, Chips, Coffee & Soda at the End

Brown Bag Auction, 50/50

Pre-registration (postmarked by April 30th) \$12.50 One-up \$15.00 Two-up

Late registration \$15.00 One-up \$20.00 Two-up

*Rider _____ Co-rider _____

*Chapter _____ *Organization _____

*Phone _____ *Email _____

Pre-registration (postmarked by April 30th) \$12.50 One-up _____ \$15.00 Two-up _____

Late Registration (May 1st – May 8th) \$15.00 One-up _____ \$20.00 Two-up _____

Mail Registrations to:

GWRRA Chapter Q
c/o Barry Darling
114 116th St. So.
Tacoma, Wa. 98444

Make Checks Payable to
GWRRA WA-Q

I ride of my own free will and I will not hold Chapter WA-Q, Eagle Leather,
or the GWRRA Organization responsible for accident, injury, or property loss.

*Rider Initial _____

*Co-rider Initial _____

CHAPTER "M" 18th ANNUAL FUN RUN

Saturday, May 4th, 2013

Poulin's Honda
513 South 1st Street
Yakima, WA 98901

Sign-in: 08:00 am to 09:00 am

First rider out: 08:30 am Last rider out: 09:30 am

Fun Run Ride ends at 513 South 1st St. Poulin's Honda, Yakima, WA
with last Rider checked in by 3:00 pm

Prizes will be given out shortly after the last rider is in.

FREE COFFEE & DONUTS @ sign in

1ST PLACE—\$150.00
2ND PLACE—\$100.00
3RD PLACE—\$ 50.00
LOW-HAND—\$ 50.00

50/50 DRAWING

Pre Registration must be postmarked no later than April 6, 2013

DETACH AND SEND IN LOWER

PORION

RIDER

CO-RIDER

GWRRRA Membership #

ADDRESS

CITY

STATE

ZIP CODE

PHONE

FUN HANDS are \$10.00 each @ SIGN IN OR Pre Registration FUN HANDS 3 for \$20.00

Fun Hands _____ x \$10 = _____

Pre Registration Special Fun Hands _____ x 3 for \$20 = _____

Pre Registration 50/50 TICKETS \$1.00 each _____ x \$1 = _____

Total Amount _____

I/WE HAVE READ AND UNDERSTAND THIS FORM I/WE AGREE TO CONFORM AND COMPLY WITH THE IDEALS GOVERNING THIS EVENT, AND FURTHER AGREE TO HOLD HARMLESS THE GOLD WING ROAD RIDERS ASSOCIATION AND/OR INDIVIDUALS INVOLVED WITH THIS EVENT FOR ANY LOSS OR INJURY TO SELF OR PROPERTY IN WHICH I/WE BECOME INVOLVED BY REASON OF PARTICIPATION ON THIS EVENT.

RIDER SIGNATURE

DATE

CO-RIDER SIGNATURE

MAKE CHECKS PAYABLE TO GWRRRA-CHAPTER "M"

SEND COMPLETED FORM TO:

GWRRRA Chapter WA-M c/o JUDY DODDS AT 4911 MIERAS RD. YAKIMA, WA. 98901

FREE CAMPING FOR GWRRRA MEMBERS ONLY



13th Annual South Hill Mall

All Motorcycle Mall Show



Presented by GWRRA Chapter WA-V ~ **MAY IS MOTORCYCLE AWARENESS MONTH**

SOUTH HILL MALL in Puyallup
MAY 17th, 18st, 19nd, 2013

JBLM Military
Disabled Vet's & Family's
Catching the Public's attention
Thru the efforts of the
motorcycle community



*All motorcycles, trikes, scooters, chapters,
groups and individuals are welcome.*

SOUTH HILL MALL / FIRE MARSHALL RULES

No more than ¼ tank of fuel. Absolutely no cleaning products are to be used in the mall. Plan to disconnect your fuse or battery. All tires and side/center stands must have a pad under them. (Provided during check-in and set-up on Friday)

No For Sale signs on the motorcycles.

All bikes enter Friday, May 17th at 9:00 pm. Check-in 7:00 PM on the north end of the Mall follow the GWRRA signs. All bikes leave the mall after close of business 6pm Sun May 19th.

Your registration fee goes to the
programs that help Military
Families

Fisher House Foundation

Helping Military Families

**In the time of need for the
Disabled Vet's and Family's**

Displays should highlight
"MOTORCYCLE AWARENESS"
to educate the non-motorcycling public
to share the road and be attentive to bikes
and trikes while driving.

For Information: www.gwrta-wav.org
Or call Garry Alexander 253-770-3866
gwt68b@comcast.net

To participate complete, detach, and return the registration form, below to Chapter V Treasurer, Garry Alexander 11904 125th St Ct E, Puyallup WA 98374, by May 6, 2013. (Registration Fee \$18.00 per entry)

Print Name _____ Phone # _____ Email Address _____

Type of Bike and/or trailer _____ Org. or Affiliation _____

PLEASE NOTE: Entry Fee for Bike showing is used to support the FISHER HOUSE FOUNDATION !!!!

*I agree to the above stated rules, and I participate at my own risk. I will not hold Chapter WA-V, GWRRA, it's members,
or the South Hill Mall libel for accident, damage, injury, or theft.*

(Signature required) _____

Make check payable to 'GWRRA Chapter V'

Chapter E 2013 Events Calendar

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 - **GWRRRA "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 Pendleton, 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

GWTA Chapter E - Lake Washington Gold Presents...

WING WASHINGTON - 2013

ALL BIKES AND CLUB AFFILIATIONS WELCOME

WING WASHINGTON IS A
PHOTOGRAPHIC TOUR
WITHIN THE STATE, ON
YOUR MOTORCYCLE



A VIEW OF YOUR
MOTORCYCLE AT EACH
CHECKPOINT IS TO BE IN
THE PHOTOS ENTERED

Your \$15.00 *Wing Washington* registration includes:

LIST OF 25 WING WASHINGTON CHECKPOINT SITES

Plus 12 BONUS CHECKPOINTS

The more checkpoints photographed, the more chances to win cash and other prizes - See reverse side for details.

WING WASHINGTON BANQUET - SATURDAY, OCTOBER 12, 2013

- ➔ \$25 Buffet Dinner with lots of delicious options
- ➔ 4PM at VFW Post 2995, 4330 148th Ave NE, Redmond, WA

\$100 / \$50 / \$25 CASH DRAWING, BASED ON SITES VISITED

CHANCE FOR MANY OTHER GREAT PRIZES

50/50 DRAWING

What It Costs

Ride site list and banquet: \$40.00

Ride site list only (no banquet): \$15.00 (can purchase Banquet or attendance later)

Attend Banquet, but only for tickets & drinks: \$10.00 (no dinner)

Banquet only (no ride): \$25.00 if pre-registered by September 29, 2012

Banquet only, not pre-registered by September 29, 2013: \$30.00 (at the door)



Benefits LifeWire (formerly Eastside Domestic Violence Program)

The majority of profits (a minimum of \$500) will be donated to LifeWire (formerly Eastside Domestic Violence Program), the largest provider of services for domestic violence victims in Washington.

See the *Wing Washington* web site at: www.WingWashington.com

WING WASHINGTON - 2013

Wing Washington is a motorcycling event that will take you, your motorcycle, and your camera to many scenic and interesting locations throughout the state of Washington. We have compiled a list of 25 sites. Themes include: *Haunted Places, Distilleries, Unusual Museums, Middle Schools, and Road Houses* For long distance riders that enjoy a challenge, there are 12 bonus sites comprised of Lakes.

Take a picture of your motorcycle (preferably with you in the picture) at each site you visit. The more sites you photograph the more chances you have to win cash and other prizes at the *Wing Washington* Banquet. Every site is worth one ticket.

Photos must be turned in at the *Wing Washington* Banquet on October 12, 2013. Write the site name and number on back of each site photo, please. Tickets for the cash prize drawings and other prize drawings will be issued to you when your photos are turned in and validated. If you cannot attend the Banquet, have a friend attending the Banquet submit them on your behalf.

The combined entry fee of \$40.00 per person includes the list of 37 *Wing Washington* sites (\$15) and admission to the Banquet (\$25), which is the *Wing Washington* closing event. The Banquet will be held on Saturday, October 12, 2013, 4PM at VFW Post 2995, 4330 148th Ave NE, Redmond, WA, 98052. The site list will be sent to you soon after your registration and entry fees are received, after January 1, 2013. GWTA Chapter E hopes you enjoy participating in *Wing Washington* – 2013. Ride safe and have fun!

Keep up with Site Updates at: www.WingWashington.com

REGISTRATION	↓	FILL OUT - CUT OFF - MAIL IN	↓	REGISTRATION
RIDER 1				
RIDER 2				
ADDRESS				↑ EMAIL ADDRESSES ↑
CITY		STATE		ZIP
CLUB AFFILIATION, IF ANY		CHAPTER		TELEPHONE ()
Payable to: GWTA-CHAPTER E Mail to: <i>Wing Washington</i> , Jerry Weltner, 7708 147 th Ave NE, Redmond, WA 98052				
(√)	(Qty)	(Sub-total)		
Site list and banquet	@ \$40.00 = \$			
Attend Banquet, drinks & tickets	@ \$10.00 = \$	(Does not include dinner)		
Banquet only (not going to sites)	@ \$25.00 = \$	(At-the-door price for Banquet - \$30.00)		
Site list only (dinner at extra cost)	@ \$15.00 = \$	(Can purchase Banquet or attendance later)		
TOTAL = \$				

I/We the undersigned, agree to and will comply with the rules covering this event. I/We further agree to hold harmless the GWTA, its officers and representatives, or persons sponsoring this event for loss or injury to property or myself incurred by reason of participation in this event. I/We have read and understand the above.

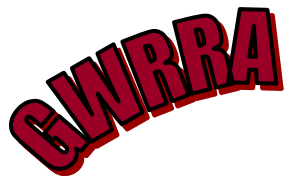
Rider 1 signature

Rider 2 signature

GWRRA WASHINGTON MEETINGS

4th Saturday	8:30AM	A-Seattle	Old Country Buffet, 25630 104th Ave. SE, Kent, WA 98030
1st Saturday	8:00 AM	B-Bremerton	Rolling Hills Golf Course, 2485 NE McWilliams Rd, E. Bremerton, WA NEW
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	6:00 PM	H-Lynden	Fairway Restaurant, 1726 Front St, Lynden, WA 98264
3rd Sunday	8:00 AM	I -Olympia	Hawks Prairie Restaurant, 8306 Quinault Drive NE, Lacey, WA 98516 NEW
2nd Saturday	9:00 AM	L-Kennewick	Pasco Eagle Club, 2829 W. Sylvester, Pasco, WA 99301 NEW
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 Wednesday	6:00 PM	Q-Puyallup	Sizzler Restaurant, 10204 South Tacoma Way, Tacoma, WA NEW
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	Centralia Deli, 708 Harrison Avenue. Centralia, WA 98531 NEW

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 - Brad Kane

Membership Coordinator—Gerry & Maxine Alexander

District Rider Educator - Mike and Lynn Briggs

District Rider Educator Stores— Tom Denny

District Leadership Trainer - Roy & Pearl McKenzie

Asst. Rider Education—Vacant

District Ambassadors— Jerry & Judy Thompson

District Stores - TBD

District Webmaster - Patrick Alison

District Couple of the Year - Mike & Janet Turner

District IOY/COY Coord. - Mike & Janet Turner

District Newsletter Editor - Brad Kane

District Motorist Awareness Coordinator - Doug Clark



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—Eric Carlson

Rider Educators—Bob and Becky Minor

Motorist Awareness - Dave and Sheila Chavez

Treasurer - Erv and Phyllis Granahan

Membership Enhancement Coordinator - Garry Alexander

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 - Mike & Janet Turner

Webmaster - Scott Bowman

Newsletter Editor— Shirley Dufner



Advertise with us

Corporate: \$100.00 per quarter.

Medium (½ pages): \$50 per quarter.

Small (business card): \$25 per quarter

Rates above are per quarter. All interested companies should inquire with Bob Spencer at: bspswae@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 John Smith, Chapter E Webmaster at allabout@frontier.com