

The Eagle News

- August 2013 -

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
Couple of the Year: Ron & Violet Urquhart



GWRRA



WA-E

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



"Friends for Fun, Safety and Knowledge"



Next Meeting: August 17, 2013

Crystal Creek Café

22620 Bothell-Everett Hwy.

Bothell, WA. 98021



Here we are, at the end of our second tenure as your chapter directors. When John and Barb stepped down last July, the Estes felt they were not ready to step up and lead the chapter, so Patty and I agreed to fill in for a year and work with Bill and Caryl, to prepare them for the day they would step into the chapter director's position. Well that day is here. Bill and Caryl have been very involved over the last year, both in front of and behind the scenes and have proven to be very capable and ready for the challenge.

Patty and I have enjoyed our time as your CD's, but after seven years of holding officers positions, including four years on district staff with two as the Washington District Directors, we are looking forward to the extra freedom that comes with the coveted "FORMER" patch. With that said, we are not going anywhere. Chapter "E" is part of our extended family and we will continue to stay involved with the chapter. We would like to thank all of you that continued with your staff positions during this year of transition and ask that you support Bill and Caryl as they endeavor to build their own team.

Bill and Caryl will be installed as your chapter director's at our August meeting. Patty and I will open the meeting, introduce the visitors and immediately turn it over to our District Director, Susie Hutchinson who will do the installation. Patty and I consider this last year as a time of mentoring and do not expect, nor want to be the center of attention as we step back. This is to be about Bill and Caryl. Let's all give them our full attention as they are installed and our support as they take our chapter forward.

The after meeting ride will be to Hurricane Ridge. With our new Chapter Director's approval, John Smith and I will lead the ride. Those going on the ride will need to purchase Edmonds/Kingston ferry tickets and it's best to do it on line at www.wsdot.wa.gov/ferries . Don't forget, you only need to pay for your co-rider going over as they are free coming back. Also, Hurricane Ridge is a National Park. The entrance fee for a motorcycle is \$5.00 and free to seniors 62 and over with their lifetime pass. Depending on the schedule, we will stop for lunch at either "Mikes Four Star BBQ" in Port Gamble, or the "Hi-way 101 Diner" in Sequim. See you all on the 17th!

Bob and Patty



August Birthdays

Mike Keefe	20
Sue Sigyarto	27
Bob Spencer	28



August Anniversaries

Gordon & Kathy Bousman	10
Don & Phyllis Hopkins	31



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

Oh Oh!

The current recipient of the Eagle Oops award is Bob Spencer. He was nominated by John Smith, the previous winner of the award. The reason for Bob winning the **award was one of those deals "where you just had to be there" to understand.** The membership in attendance at the May chapter meeting unanimously voted for Bob to receive this cherished award.



Bob Spencer - happily receiving the Eagle Oops award from John Smith



Lyle Lovett—2013 National Spokesman

This year's Ride For Kids will be held September 8th at Remlinger Farms
32610 Northeast 32nd St. Carnation, WA 98014

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

Sometimes it's difficult to think of something to write about that connects with Rider Education and is at least somewhat interesting. I was struggling with that until I remembered last weekend and riding in warm, some would say hot weather. It reminded me of several other hot weather riding experiences that Lynn and I have had. I wanted to share them with you and discuss some ways to deal with heat and Gold Wings.

Last weekend Lynn and I headed to the district rally in Grandview, WA. I knew that it would be warm, probably bumping up to 100 degrees or so. Not life threatening but plenty hot on a wing. We arrived around 3 in the afternoon right in the heat of the day and we were glad to enter the motel and air conditioning. There was "fierceness" to the sun that day and I wouldn't have liked to have ridden in it all day so if I had to, how do I deal with it? Several things come to mind, some are behavior and some are equipment.

First, the equipment. We all know that if your arm is wet and the wind blows on it you can feel cold or at least cool. We have several items that help with that "evaporative cooling". The first is a "cool collar". Most of you probably have one of these handy things but let me tell you how to make it a little more effective. First off, the collar needs to be hydrated. That is you need to soak it in water for a few minutes, long enough for the crystals to get soft and full of water. At this point I actually will soak up to 4 collars and place each one in a freezer bag and then into the ice filled cooler in my trailer. This increases the feeling of cool! When the one I am wearing doesn't feel like it's working anymore (maybe an hour or so) I will stop for a moment and change it out with one that is quite cool from the ice chest. It really gets your attention it's so cold! This method certainly works for me when I'm on the long road.

The other item that I sometimes use is a vest that accomplishes much the same thing, you soak it in water and it evaporates kind of like a swamp cooler. As long as the humidity is fairly low these things work pretty well. Out here in the west that's no problem but in the east with much higher humidity the effectiveness is limited. One last thing, we wear helmet liners and when they are soaked in cold or cool water the effect is amazing.

I know many of you use "wind wings" to deflect wind off of both the rider and co-rider but these also work well to direct air onto you as well as flush hot engine air out of the area that we are sitting in. play with these as I actually keep my lower ones closed as they keep that hot radiator air off of me.

There are a couple of other devices I have seen over the years but haven't gained much traction. About 20 or 25 years ago I saw a helmet that used something called the Peltier effect to actually cool the air in the helmet. I actually got to experience one years ago. The problem that I had with it was the center of my head was going into brain freeze while the rest of my head was just a little cooler. More research and work is needed I guess. The other item that keeps popping up is water cooled vests. Most of these use ice in a container and pump it through tubes in a vest. From what I have seen they work pretty well and if you were riding in the heat all of the time (Arizona in the summer) it would seem to be a good investment. Around here we seem to need our raingear as much as cooling gear. If you're interested one brand I found was HogCooler.com.

The other way to keep cool is behavior. I have to say up front that I am a morning person and riding with the sunrise is something I live for. So if you like to sleep in, well perhaps riding in the heat **isn't for you**. **Of course** the possibility of animals out in the early hours is a concern so you need to consider the increased risk. Obviously riding early in the day makes for cooler riding. In addition, staying hydrated by drinking lots and lots of water, not coffee, pop or energy drinks, will go a long way to help keep you cooler and making sweat so that your body uses evaporative cooling as well. I have found that eating light (salads and the like) also helps me when riding in warm weather. One kind of strange thing that I do is keep the face shield down to keep the hot wind off of my face. It works for me. One last thing, I keep my jacket (ventilated) on and that seems to help as well.

So, what is the hottest weather you have ridden in? For us the hottest was 112 degrees in Salt Lake City about 8 **years ago**. **I have to say that I don't care to do that again.. I remember it was about 100 degrees near Page, Arizona** before noon and the temps just kept going up and up. We were going through 24 bottles of water every other fuel stop and we were still dehydrating! I would imagine that once it breaks 100 degrees, I think that you have to work hard to drink enough water to keep up. We have ridden many times at or slightly above 100 **degrees and it's very doable** if you prepare, drink lots of water and leave earlier than usual.

So get out ride and ride some more and enjoy the nice warm summer that we are having this year and keep cool!

Have a nice summer!

Mike and Lynn



Here are some pictures from the recent GWRRA Washington District Rally in Grandview



Patty Spencer



Chapter E booth



John Smith performing the Broom Dance



Motorcycle Graphics Workshop at **EVERETT POWERSPORTS!**



Pacific Northwest Artist **Mark Dalton**
is bringing his award winning airbrush art
September 27-29, 2013

Make your reservations with
Mike or call 425-422-7427

Come on in, meet him and watch him work!
Artwork Includes:
Custom Striping...Specialized Custom Paint
Helmet Names & Chip Repair

Mark Dalton, a motorcycle painter and striper of considerable renown, had agreed to be at Everett Powersports **September 27** and **Sept 28th** to decorate some of our bikes and to address paint needs of any of our customers also. If you need helmet names, striping, or corrective work done on your bike, give me a call at [425-422-7427](tel:425-422-7427) and I'll block some time for you. Mark does an exceptionally neat job of everything he does!

American Honda has now delivered about six new models to us and they really hit the nail on the head relative to the current needs of our customers. They have let us know they have about six more new models to announce between now and April 2014. Lets watch for their new dual-clutch transmission to show up on some new models along with their new community vehicles!

We hope to see all of Chapter E at the Ride for Kids **Sept. 8th!**

Mike



TRIP REPORT – MICHIGAN 2013

By: Gordon Bousman

Back in late winter when we first heard about the scheduling in July of a large family reunion in Michigan **on Kathy's side of the family, we that thought it would be great opportunity to take our first long-distance motorcycle ride. There wasn't much hesitation on Kathy's part to agree to go and so I began planning the trip in detail.** As part of my career, I perform project management and so my PM skills kicked into full gear and soon we were into detailed trip planning which eventually resulted in a multi-tabbed Excel™ planning worksheet being generated (and revised quite a number of times).



Entire trip—actual GPS locations reported during our trip from our SPOT Satellite Communicator

We decided that we wanted to go over to Michigan on a two-lane highway and so U.S. Highway #2 was the obvious choice in order to enter Michigan via the Upper Peninsula. We also wanted to miss the traffic chaos around greater Chicago (we used to live there - we really know how bad the traffic can be). And so the planning evolved into a departure day of July 4th and arriving in Adrian, MI in south eastern Michigan **a week later. This was to include one fun "off" day in which we would visit incredible Mackinac Island.** Initially our thinking was to go home by reversing course through the U.P. of Michigan and then picking up I-94 in Fargo, ND in order to get home to the Seattle area in the most expeditious manner. This plan later changed when we decided to be a bit more adventurous and travel home via Canada. So using many of my free hotel points gained from my business travel, hotel rooms were booked along the route across Highway #2 and home via much of the Trans-Canada highway. As you will read later, we ended up actually going home via I-94 and skipping Canada due to some unexpected circumstances.

We worked on planning the logistics (luggage, what to pack, etc.) and gained a lot of knowledge by talking to many chapter members about their experiences in long-distance riding. We were initially unsure about **how much "stuff" to take and thought about pulling our little trailer at one point but later decided that it is pain to park with a trailer in hotel parking lots for 16 days on the road. When we "discovered" the back-seat luggage bags called "T-Bags", we knew we had our answer to how pack our clothes and other "stuff".** We also carried a smaller bag on the top of the luggage rack.

The trunks of our trikes were almost completely full with all types of riding gear, water filled cooling vests, and overnight covers for the trikes. We carried some cold-weather heated gear but barely used it except in the mountain passes. We also carried a lot of support gear on the bikes such as a tool kit, tire patch kit, air compressor, first aid kits, extra water, Gatorade, snacks, locking cables (2-small, 1-large), and a selection of different types of riding gloves.

Knowing the Midwest weather like I do (I used to fly a twin-engine aircraft for eight years for our Chicago based medical service business that we previously owned), I wanted to have good weather information and found several apps for the iPhone that could display real-time weather radar. Finding a water-proof iPhone case which also provided power to the iPhone seemed to be a good solution and it was mounted on the right handlebar. I found that in actual use, it was good for showing detailed weather radar but it was sometimes hard to view in bright sunlight. It also did not work so well in the mountains where cell-phone signals were weak or non-existent. I also decided to upgrade my GPS to the Garmin 665LM which was also capable of **showing weather from SiriusXM™ via their NavWeather option. The radar images from Sirius NavWeather were better suited for getting the "big picture" on the long distance or area weather situation while the iPhone app gave a bit more detail and in more real-time and so the two devices complimented each other to a certain extent. It was interesting to see some bad weather about a day's ride out in front of us on the GPS unit and to even see some areas of fog/light drizzle that we eventually drove through around Duluth, MN.** However we never got to put the two weather radar devices to hard use since we never encountered any **significant rain to speak of in the 16 days of riding....something that we are still marveling at. It seems** that we were mainly riding eastbound in a high-pressure fair weather air mass which was a joy to ride in.



Riding in North Dakota - GPS with XM Radio & NavWeather on left, iPhone with weather radar app and SPOT Satellite tracker on right side. XM radio antenna is in center behind windshield.

For entertainment, we both had the SiriusXM™ satellite radios operational (mine was part of my GPS) which worked very well out in the open areas of the ride and we listened to a lot of our favorite music genres during the trip. I also listened to news on CNN, MSNBC, FOX, etc. but grew tired of what sounded like almost shouting of the news (or so it seemed) and later gravitated to listening to the BBC News channel to satisfy my news-junkie habit. We also both had MP3 players on our bikes with a large selection of our personal favorites however my MP3 acted up a lot during the trip and I ended up mostly listening to satellite radio. I also frequently listened to NOAA weather broadcasts using the Goldwing built-in weather radio which was especially helpful in getting the following day departure weather forecast when nearing our destination city for the day. We were almost always in range of at least one NOAA station during the trip.

We communicated by CB radio throughout our trip and that turned out to be very important in making the trip more successful. We discussed rest and gas stops, the weather, the passing scenery, when we planned to pass large trucks and traffic conditions. We used a channel higher up in the CB bands which had little interference except for an occasional trucker. One day, we heard two truckers talking about our trikes on the channel that we were using and so I had a conversation with them about our trip.

We really wanted to make certain that we had our bikes and equipment properly set up for such a big trip **so we did a "test ride" to Sandpoint, Idaho in early June to make certain that we had everything working** and well planned for. That ride went well except that my CB failed early in the trip and we also discovered **several other small issues that justified the worth of our "test ride" in order that we could correct** several issues for the big ride.



Taking a break from riding in the Upper Peninsula of Michigan

[Here is a day-by-day account of our trip:](#)

Day-1 July 4th (364 miles): **Monroe, WA to Sandpoint, Idaho:** We departed our home near Monroe very early on the morning of July 4th and we were winding our way through the 4000' Stevens Pass about 7:30 AM where the temperatures were a bit warmer than we had expected (about 55 degrees). Even though it was a holiday, the traffic was very light at that time of the morning and when we rolled through Leavenworth, the town was still very quiet with only a few tourists out getting their morning coffee. After a fuel stop north of Wenatchee, we wound our way up to the plateau country northeast of Wenatchee and then enjoyed a nice rest stop in the public park in Coulee City where many locals were enjoying boating on Banks Lake on a beautiful 4th of July. Then we were riding onward through the sparse ranch country of eastern Washington reaching the Spokane area about 11:00 AM. We took I-90 east for about 30 miles to Highway 41 which we then took north towards Sandpoint, ID. We avoided Highway 95 which runs north from Coeur d'Alene because on our earlier "test ride" where we had encountered considerable construction. Arriving at the Sandpoint Holiday Express about 2:00 PM, we freshened up and enjoyed an early dinner at a restaurant right in front of the hotel. It was early to bed to ensure a good night's rest for our early start on Friday morning.



Starting out on Highway 2, construction near the top of the pass, riding along a raging river,
and climbing up to the plateau northeast of Wenatchee

One thing that I learned from this first day of riding is that eating a good breakfast is important, something I did not do on the first morning in our haste to get on the road. I felt tired by mid-day and vowed to eat a good breakfast on the subsequent days. Therefore, we generally established a routine which was to be up by **5:00 AM to get the bikes loaded and then to partake in the free breakfast's that are provided by Holiday Inn Express and Hampton Inns.** We were usually one of the first people to eat breakfast at these hotels which generally meant that we were on the road by 6:30 or 7:00 AM. We then ate protein bars and snacks **during our rest stops and enjoyed an early evening meal at our day's destination.** This two-meal per day plan proved to be a good regimen and I felt much more invigorated for our six to eight hours of daily riding for the balance of the trip.

Day 2: July 5th (439 miles) **Sandpoint, Idaho to Havre, Montana:** We left Sandpoint early in the morning following Highway 2 through Bonners Ferry, Kalispell, and Browning arriving in Havre, Montana in mid-afternoon. We saw a number of deer (including quite a number of dead deer along the side of the road) on **this route and I was glad that I had installed deer whistles on our bikes (although I'm still not certain about their actual effectiveness).** We originally thought about taking the "Going to the Sun" road through Glacier National Park however due the fact that it was a major holiday weekend, the road seemed to be loaded with traffic and so we elected to stay on Highway 2 which still goes through a portion of the park. We observed a number of folks rafting on Flathead River which parallels Highway 2 in the southern end of the park. Once we got down the east side of the mountains, it was all flatland and downhill riding with considerably less traffic.



Day 3: July 6th (429 miles) **Havre, Montana to Minot, North Dakota:** Overnight a strong thunderstorm went through Havre creating high winds which managed to partially blow the cover off of my trike. It **seems that Kathy did a better job of securing her bike's cover than I did as hers was intact.** This was the only weather that we experienced in the entire trip other than some fog and rain in Minnesota later in the trip. However this overnight storm did not delay our morning departure and we were on the road by 7:00 AM in route to Minot, ND.

Going through the Williston, North Dakota oil boom area was an experience in itself. As you may know, the northwest portion of North Dakota is experiencing a major oil boom thanks to higher oil prices and by the **use of the "fracking" technique where water is injected into the ground to release the oil from rock structure.** We saw many oil wells in operation and lots of new drilling activity as well. Housing is in very short supply in Williston to accommodate the huge influx of oil workers and we saw quite a number of new hotels being built plus many assorted patchwork trailer parks and modular housing. And of course, the roads in the area are filled with a sea of pickup trucks and semi-trucks hauling oil and other equipment. There is presently no pipeline to transport the oil out of the area and so trains are used to haul the oil to refineries although we did observe a major pipeline construction project underway east of Williston. Oddly, we were only able to find three gas stations along highway 2 in Williston which we thought was strange. If you are ever on trip through the area and decide to stay in Williston overnight, you might be challenged to find a hotel room. Arriving in Minot, we found that some of the hotels here were also occupied by oil workers as well even though Minot is about 120 miles east of Williston.



We did not take any pictures ourselves while riding through the Williston, ND oil boom however these pictures from the web fairly well depict what we saw in our ride through the area.

Day 4: July 7th (326 miles) **Minot, North Dakota to Bemidji, Minnesota** - This day was an easy ride although the number of small towns increased as we worked our way eastwards. My GPS took us through downtown Bemidji where we almost accidentally became part of a local parade that was going on. We stayed at a Hampton Inn at the south edge of Lake Bemidji where we enjoyed a nice dinner on outdoor restaurant patio overlooking the gorgeous Lake Bemidji.



View while eating dinner in Bemidji



We were lucky to only encounter a few construction zones in our trip



Bikes resting in Bemidji after riding from North Dakota



Sunrise over Lake Bemidji

Day 5: July 8th (381 miles): **Bemidji to Iron Mountain, MI** - this was a rather easy day of riding although we encountered cooler temps and some fog and drizzle in the area of Duluth, MN requiring that we put on some heavier gear for a period of time as we rode near Lake Superior. Highway 2 wanders in and out of Wisconsin and it was weird to enter and leave Wisconsin twice as we made our way to Iron Mountain, Michigan.

Day 6: July 9th (195 miles): **Iron Mountain, MI to St. Ignace, MI** - This day we rode along the north shore of Lake Michigan on Highway 2 as we entered the Upper Peninsula of Michigan. Our ride was only four hours today and we enjoyed sitting on our hotel balcony in St. Ignace in the afternoon overlooking Lake Huron and portions of Mackinac Island.

View from our St. Ignace hotel balcony of Lake Huron with Mackinac Island in the distance



Day 7: July 10th - **St. Ignace and Mackinac Island:** Today was a non-riding day which we used to spend much of the day on Mackinac Island. We rode one bike two-up for a short distance to the ferry dock where we boarded a ferry at 8:30 AM. This particular ferry trip went underneath the very expansive **Mackinac Bridge (which connects lower Michigan to the upper peninsula).** You could say that it was "surfs up" as the swells were 3' to 5' and made for an interesting ride with lots of spray going over portions of the boat.

We had good weather for our day on Mackinac and thoroughly enjoyed our time there. We first walked a fair portion of the eastern side of the island and then toured Fort Mackinac which was originally built in 1780 by the British and later occupied by American forces. Later we enjoyed a carriage ride around a portion of the island which included passing by the front entrance to the magnificent Grand Hotel. Later we enjoyed some ice cream at the Grand Hotel and bought some fudge at one of the local fudge shops on the island - fudge being one of the items that the island is well known for.



The Mackinac Bridge as seen from the ferry boat



One of the hotels on Mackinac Island



View the downtown area and harbor as seen from Fort Mackinac which is on a bluff overlooking the area



Note the carriages in the lower part of the picture awaiting their passengers



A couple of tourists



The young lady who was our carriage driver



The Grand Hotel as seen from our carriage ride



Hauling hay to horse barns. There are no motorized vehicles allowed on the island—which has over 400 horses to support transportation and deliveries



The Grand Hotel's private "taxi" service



UPS deliveryman using a horse carriage for his deliveries



Above is a view of the downtown area with its many shops.



At the left is one of the hotels which overlooks Lake Huron

Days 8 to 11: July 11th to 14th (310 miles) We rode from St. Ignace down to Adrian, Michigan where we visited with Kathy's family and attended two family reunions. It was great to spend valued time with her family including her five brothers and sisters, her father, and the extended family. The bikes also received a good cleaning in Adrian to remove a weeks' worth of accumulated road dirt.



Our bikes got a bath in Adrian, Michigan



Kathy giving her somewhat nervous father a ride on her bike with her two brothers looking on



Highlight of the trip: Kathy with her father, three sisters and two brothers

Day 12: July 15: (460 miles) **Jackson to Iron Mountain, Michigan** - Our plan was to ride to Sault Saint Marie, Michigan and then enter Canada the following morning. However during our first rest stop Kathy happened to notice that her brand new vanity license plate was missing a current sticker. I'm not sure how we overlooked this however I guess we simply assumed that a three-week old license plate would have current stickers on it. In any event, we decided to not risk being pulled over by a Canadian Mountie and decided to stay in the USA during our return trip to Seattle. Therefore we rerouted ourselves to Iron Mountain, Michigan staying that evening at a Holiday Inn Express that we had stayed at previously on the way to the family reunion.

Day 13 July 16 (434 Miles): ***Iron Mountain, Michigan to Alexandria, Minnesota*** - We got an early start out of Iron Mountain on another beautiful day and the GPS took us through some county roads until we picked up Highway 8 which runs across the center of Wisconsin towards the Minneapolis area. There was little traffic and we made good time westbound however it started to get very hot as we got closer to Minneapolis and got on the Interstate. It was 95 degrees as we rode around the north side of Minneapolis and we were glad that we were able to keep moving on the Interstate highway in order to have constant air flow. We had developed a dislike for having to slow down for the many small towns on two-lane roads when it was hot because of the reduced air flow. We were really glad to have the Baker air wings installed on both bikes as they did help keep us cooler. We arrived in Alexandria in mid-afternoon and enjoyed a nice cooling swim in the hotel pool.



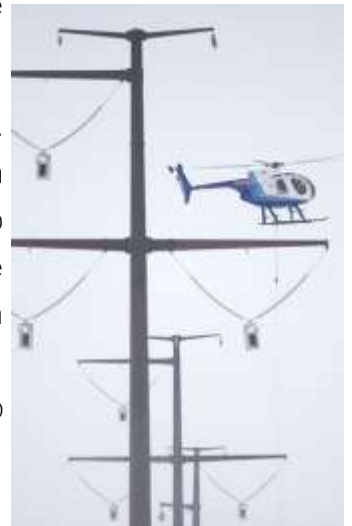
Visiting the church in Alexandria where my father was the pastor in the 1950's



Church parsonage where we lived for a number of years

Day 14 July 17: (397 miles): ***Alexandria, Minnesota to Dickinson, North Dakota*** - I spent part of my childhood living in Alexandria where my father was the pastor for the First Congregational Church. We had lived in a large parsonage across the street. Thus it was quite an experience to revisit the church and the parsonage for a few minutes and it was amazing to see that nothing had appreciably changed. The downtown area was pretty much as I remember it and the old movie theater where we went for Saturday matinees was still there and operational.

We arrived in Dickinson in the early afternoon making good time on I-94. Construction crews were seen installing some very tall electric transmission towers along I-94 which were being installed using helicopters. We also observed a large number of new large camper type trailers being hauled to the oil boom area - apparently to support the need for more oil worker housing in the northwest part of the state. Again, we noticed a large number of oil workers occupying the local hotels based on the large number of the pick-up trucks observed in the Dickinson hotel parking lots.



Day 15: July 18: (461 miles): **Dickinson, North Dakota to Bozeman, Montana** - A fairly easy ride on Interstate 90-94 where we arrived at the hotel about 2:00 PM. We noticed several oil refineries in the Billings area and the whole area around Billings smelled rather bad because of this. It was over 90 degrees by the time that we pulled into Bozeman and it was comforting to enjoy the hotel air conditioning.

Day 16: July 19th (680 miles): **Bozeman, Montana to Monroe, WA** - We got a very early start on another beautiful day and enjoyed the scenery as we rode westbound through the hills and mountains of western Montana. We did however encounter a large forest fire area west of Missoula with very thick smoke in places. We saw an air drop operation underway at an airport where firefighting helicopters were being serviced for air water drops. The fire was reported to be about 4200 acres in size at that time and today as we publish this article, the fire has grown to over 6000 acres in size. It was a particularly challenging fire since it was located adjacent to Interstate 90.



Zooming along on Interstate 90 in Western Montana. Our gas mileage fell off at these speeds.



Riding through a forest fire area on I-90 west of Missoula, Montana

We had planned to stop for the day in Spokane, Washington as we originally did not think it wise to ride for almost 700 miles in one day. However when we arrived at noon in the Spokane area, we decided to push for home; something that we later determined was possibly not so wise. The afternoon heat in eastern Washington State was intense with the thermometer on the bikes peaking at 102 degrees near the Columbia River. We made good use of our water filled evaporative cooling vests and also soaked our do-rags with water at fuel stops in order to keep our heads cool. It was a relief to start the climb up to the 3000 foot Snoqualmie Pass and to enjoy the cooler temperatures in the mountains. We decided the next day that riding in such high temperatures was not something that we wished to repeat anytime soon even though we had all the requisite cooling gear.

We were surprised to see a town named "Michigan" in North Dakota



The gas mileage on our trikes varied from 28 MPG to 34 MPG directly proportional to our speed. We **noticed that whenever we were on Interstate highways and the RPM's were over 3000 RPM (70 MPH+)** that our fuel gauge needles moved down at a fairly rapid clip. In all, we believe that we consumed approximately 320 gallons of fuel during the trip. In Montana, we observed a number of gas stations selling 85 octane gas which I understand is not adequate for use in a Goldwing. Thus we had to resort to buying mid-grade gas at a number of stations in Montana and we learned to pay close attention to the posted octanes and alcohol content. At one station in Montana, we noticed that they were selling 15% and 30% gasohol which of course is not recommended for use in a motorcycle (10% maximum)

We learned some things from our trip which can be applied to future long-distance trips:

- Ensuring that we ate a good nutritious breakfast every morning
- Based on all the dead deer we saw on the sides of roads in Idaho and Montana, we were reminded to be especially vigilant in deer country—including being especially careful to cover the clutch and brake with finger tips in deer country.
- We developed a good routine for getting going in the morning which entailed loading the bikes before the hotel breakfast opened in the morning in order to ensure an early departure to take advantage of cooler temperatures as much as possible
- Stopping in early afternoons to avoid the worst of the heat
- Taking breaks at least every 90 minutes in order to stretch, get some nutrition and fluids
- Communicating clearly on the CB about traffic issues such as passing semi-trucks or slower traffic or about traffic coming up from the rear that wanted to pass us.

In summary, we had a very memorable, successful, and generally trouble-free 16-day trip which covered nearly 5100 miles across seven states. We enjoyed our trip immensely and are very satisfied with how well the trip went—we are certain that our detailed trip planning really paid off. We realize that others with more riding experience have taken bigger trips but for us, it was a large and rewarding trip. **We're looking forward to our next big bike trip and will be applying everything that we learned from this trip to make it as successful as this awesome trip was.**



Crispy Cucumbers and Tomatoes in Dill Dressing

By: Kathy Bousman

INGREDIENTS

¼ cup cider vinegar	2 tbsp vegetable oil
1 tsp white sugar	2 cucumbers, sliced
½ tsp salt	1 cup sliced red onion
½ tsp chopped fresh dill weed	2 ripe tomatoes, cut into wedges
¼ tsp ground black pepper	

DIRECTIONS:

In a large bowl, mix the vinegar, sugar, salt, dill, pepper and oil. Add cucumbers, onion and tomatoes. Toss and let stand at least 15 minutes before serving.



Rhubarb Betty

By: Kathy Bousman

Rhubarb Betty

INGREDIENTS

5 cups chopped rhubarb
4 cups cubed cinnamon swirl bread
 $\frac{3}{4}$ cup white sugar, or to taste
 $\frac{1}{4}$ cup butter, melted
 $\frac{1}{2}$ tsp ground cinnamon



DIRECTIONS

In a medium bowl, toss together the rhubarb, sugar and cinnamon. Add half of the bread cubes and toss lightly to distribute. Transfer to an un-greased 2 quart microwave-safe baking dish. Top with remaining bread cubes. Drizzle melted butter over the top.

Cook in a microwave on full power for 12 minutes or until the rhubarb is tender. Serve warm.

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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



August



Sun	Mon	Tue	Wed	Thu	Fri	Sat
 <p>Birthstone Peridot</p>				1	2	3 "Safe Place" Rally for Kids— Everett Powersports
4	5	6	7 Chapter Social Café Voloce Kirkland	8 Region I rally Pendleton, OR	9 Region I rally Pendleton, OR	10 Region I rally Pendleton, OR
11	12	13	14	15	16	17 Chapter E Breakfast Meeting—Bothell
18	19	20	21 Chapter Social TBA	22	23	24 Chapter Z "Chicken Run"
25	26	27	28	29	30	31 



GWRRRA Happenings



August 3: "Safe Place" Rally for Kids—Everett PS

August 7-10: Region I Rally—Pendleton, OR

August 7: Dinner Social—Café Veloce, Kirkland

August 17: Chapter E Meeting, Bothell

August 21: Chapter E Social, location TBA

August 24: Chapter Z "Chicken Run", Chehalis



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FOR SALE

Bob and Thess Thurgood were long-term members of Chapter E and were Couple of the Year at one time. Bob passed away recently and Thess is trying to sell some items.



Motor Home for Sale: Landau GeorgieBoy series M3402DS Ford engine, length 34 feet, self contained, 2 slide outs, 2005. \$45,000. Contact Thess Thurgood at [425-485-4416](tel:425-485-4416).



Grand Piano for Sale – Sojin PG-4 with bench, stained finish. \$8000 Call Thess Thurgood [425-485-4416](tel:425-485-4416).

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:



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
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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: **Wing Washington, Jerry Weltner, 7708 147th 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.

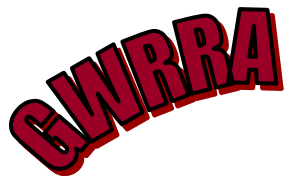
Rider 1 signature

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

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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