



**GOLD WING ROAD RIDERS
ASSOCIATION, WA-A
SEATTLE, WASHINGTON**

THE WA-A APEVINES

JULY 2006

JUNGLE TALK

WRITTEN BY TIM BOWMAN, CD

Riding season is now in full swing. We've done some really nice rides already so far and the superlative, "It's the best ride ever" is getting a little worn out. But that's what it's all about: Riding safely with friends and having fun. Two of the rides that stand out are the Chinook Pass/White Pass/Mt. Rainier loop ride which occurred after the last chapter meeting. It was a warm day for riding, lots and lots of eye popping scenery, twisty roads and everything else that makes a great ride. Thanks again go to Kenny Urban for suggesting the ride. The second ride was a 260 mile loop last Saturday around Pt. Orchard, Dewatto, Seabeck, Pt. Gamble, Indianola, Bainbridge Island, and capped off with an exquisite dinner on Alki beach catered by Spuds. Neil Mayes dreamed up this route and it was spectacular. Pictures of both rides are on the chapter website.

Looking ahead, there's lots of fun events and rides. Starting on Thursday, July 20, 2006, the Washington District Rally, 3 Rivers Rendevous, begins at the Cowlitz County Fairgrounds in Longview, Washington. This will be a fun event and Chapter A and Chapter Q will be handling the registration desk. There are planned rides and campfire times look to be fun.

THERE WILL BE NO CHAPTER GATHERING AT RMC on Saturday, July 22 as most if not all of your chapter leaders will be at the Washington District Rally. Our next gathering will be at RMC on August 26. Breakfast will be served starting at 8am and we'll do a ride afterwards (another of those "best ride ever" ones).

Saturday & Sunday, July 29 & 30, 2006 – Chapter A Mystery Campout

Every other year Chapter A sponsors a Mystery campout as a payback to the chapter for each person's contribution to the success of our Mystery Ride which also occurs on the opposite other year. Plan to meet us at RMC in Renton at 9am to head on out to the yet undisclosed destination. If you are planning to participate in this event, please let me know by a phone call (206-244-2442) or an email to Tkbowman@earthlink.net so we know how many to prepare food for and how many sites to arrange for. If you want to motel it, let me know that so we can make arrangements for your lodging which will be nearby. We'll plan to do a ride after we set up camp and it will be a spectacular ride.

Sunday August 6, 2006 – Chapter F and G Mountain Run to benefit Pierce County Food Banks. This is simply a fun ride and a great benefit. Please plan on attending. Here is a link to more information and the registration form: <http://www.gwrra-wa.org/flyers/2006%20Event%20Flyers/2006%20Mtn%20Run.pdf> .

Jungle Talk (Cont)

Thursday-Sunday August 17-20, 2006 – Region I Prairie to Peaks Rally in Powell Wyoming.

Check out this web page for more information. Support our new Region Directors, Roy and Pearl McKenzie. Dick Jones and Andy Haugen are planning to attend. There's some great riding around that area.

http://www.bigskyregioni.org/flyers/Prairie_to_Peaks__1_rotated.pdf

WING DING 2007

Wing Ding is returning to Billings, Montana for the 3rd time from July 4 to 7 and interest in this location is sharply up. Virtually all of the motels have been assigned to a reservation company (www.mountaindestinations.com). Their phone number is 1-888-995-3088. I understand from my discussion with the reservation agent that the 3 closest hotels are already booked as reservations were open during Wing Ding 2006. **NOW** is the time to be making your reservations. I'm not going to lead a formal group ride over there, but I am willing to lead some rides from the rally. I encourage you to connect with those you are comfortable riding with, and plan an enjoyable ride that fits you. Angela & I are likely to leave the week before and do some riding through Montana back to the Black Hills before coming to the rally on 7/3. We'll be at the rally through closing ceremonies and then head back pretty directly to Seattle (if riding LOLO Pass counts as a direct ride!).

Make plans to join us in Billings. Several of us are holding reservations at the Dude Ranch Motel.

That's all for this month. Quoting Todd McLain, "There gas to burn and tires to wear out!" Ride Safe and Ride Often. And remember to hydrate yourself with lots of water!

Tim Bowman
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**PLEASE NOTE: THERE WILL BE NO
CHAPTER A MEETING ON JULY 22nd AT
RMC DUE TO THE WASHINGTON DIS-
TRICT RALLY IN LONGVIEW.**

Safety Bits: Braking

Make Yourself a Safer Rider, Part Three

Written by Mark Yeager

There are a lot of misconceptions about a motorcycle's brakes: Many riders think that they know how to brake, yet they have not even scratched the surface of the braking capability of their motorcycle.

THEM'S THE BRAKES

Like many other techniques in the motorcycle world, effective braking takes some understanding of the mechanics involved. There are two types of motorcycle brakes -- the first is a drum brake and the second a disc brake. Naturally, there are advantages and disadvantages to both types;

BRAKE	PRO	CON
DRUM	Sealed against water/dust Predictable at low speeds	Poor heat dissipation Low power at high speed
DISC	Good heat dissipation 'Grabby' at low speed	Open to dust/water/debris Smooth and powerful at high speeds

If you took a look at part one of this series (Slow Speed Riding), you noticed that I advised that you not use the front brake during low (walking speed) maneuvers. This is especially true if your bike has a disc front brake, because the brake has a tendency to grab or stop suddenly at very low speeds, therefore upsetting your balance and causing (aargh!) a dab (foot down).

Your bike will most likely have discs front and rear, or a disc front/drum rear. Older and smaller bikes will have drums at both ends. Most manufacturers have gone to what is known as a "triple disc" setup (dual disc on the front, single disc on the rear). On modern bikes (past 1980 or so), front brakes are always designed to be stronger than the rear. If that makes you nervous, read on and find out why they're made that way...

POWER OF A DIFFERENT SORT

The front brake is probably the most debated control of a motorcycle. If any of you out there don't use your front brake, this column will change your riding forever. The techniques I am about to talk about are for normal riding procedures -- you know, around town, cruising down the highway, that sort of riding. (If you want to see how to use the brakes in ultra-low-speed maneuvers, see article 1 of this series.)

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Safety Bits: Braking

Make Yourself a Safer Rider, Part Three (Cont.)

It is true that the front brake provides 70 to 100 percent of the stopping power of a motorcycle. To explain this wonderful phenomenon, let's go back to physics class: We have all looked at sportbikes in the recent years. The back tire is wider than most small cars' while the front tire stays relatively narrow. Why? When you are accelerating (in a straight line for the sake of clarity), the bike's weight -- which is normally biased toward the front, offering it more traction than the rear -- transfers to the back of the bike. If you have too small a tire 'footprint', the power will overcome the available traction and the back wheel will spin. If you doubt this, take a look at a motorcycle drag race. The front wheel doesn't touch down for 1/8th of a mile. This is affectionately known as a wheelie. The same principle applies when you are braking (though in reverse). As you apply the brakes (front or rear), the weight of the bike and rider transfers forward and eventually onto the front wheel. This is why a bike's front end dives when you brake. The amount of weight transfer depends on the weight of the bike and it's load, as well as the amount of braking power applied to the bike. The harder you brake, the more suddenly the weight transfers forward. However, all that weight must come from somewhere. It comes from, you guessed it, the bike. While the front wheel and suspension are busy doing their stuff, the back wheel quietly gets lighter and lighter. Now we find out why front brakes are so important. All that weight is transferring to the front wheel and off the back, so we have more traction on the front, and therefore, more braking power. And at the same time, less traction and potential braking power on the back wheel. With a good sport bike, it is possible to get 100% of the bike's weight on the front wheel so that the back wheel lifts right off the ground as the bike stops. This kind of reverse wheelie is generally only accomplished by skilled riders on a closed track. Trying this on the street can have serious repercussions if you goof it up! This trick is known as an "endo" or "stoppie."

LOCK IT AND LOSE IT

Braking in normal situations is fairly straightforward. Unless you are on deep gravel or some other really slippery stuff, use both brakes when stopping or slowing. When my right fingers go to the front brake lever, my foot automatically goes onto the rear brake. Practice using more front brake than rear. If you are stopping your bike primarily with the back brake, you are missing the point. The front brake holds the primary stopping power. Use the back brake as kind of an accessory. One nice thing about the rear brake is that it provides some degree of stability when braking. The key here is a balance between front and rear, with about 70% of the emphasis on the front. Brakes are not a sudden thing. Both brakes must be applied smoothly. That doesn't mean slowly, just don't go grabbing your front brake or jabbing your rear brake -- you lock a wheel and could spit yourself off. By squeezing the lever, it gives your brain time to judge the amount of input you are giving your bike, and what the bike is telling you about that input. Grabbing the brake is equivalent to having a switch that controlled our brakes rather than a lever. Imagine your brakes fully off or fully on with no in-between. What a nightmare! That's what it's like if you grab your brake. So you must be smooth.

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Safety Bits: Braking

Make Yourself a Safer Rider, Part Three (Cont.)

By the way, almost of the power in your fingers is in the first two. There is very little power in your 3rd and 4th (little) fingers. So, use all 4 fingers when you brake -- this is a matter of preference with most riders, but it's my opinion that new riders should use all four. As you become more experienced, try using the first two fingers -- once you're good at it, this can offer you slightly more control of the motorcycle since you've still got two fingers wrapped around the bar to make steering inputs.

At any rate, if you have been around motorcycles for any length of time, you have undoubtedly heard someone say that you shouldn't use the front brake because it'll lock with little provocation and you'll be horizontal in a hurry. Brake lockup is, in case you had any doubts, a bad thing. We can live with the rear wheel locked for a while, but lock the front and you'll be down. The front is one of those dump-now-and-ask-questions-later brakes. I have seen some front brake lockups recovered, but only by top-notch riders on excellent bikes in a controlled environment. Even then, the lockup was only long enough to get a chirp from the tire then he recovered. If you do find yourself in a stressful situation where you've locked up either wheel, **don't panic!** You can recover if 1) You're lucky and 2) When you do let off the brakes, ease them out -- don't do anything sudden, but you do want to get the wheel(s) unlocked as quickly as possible -- and **make sure everything's pointed straight when you ease off the brakes.** This is what causes so many crashes: People panic, lock up the brakes and either lowside, or they totally let go of the brakes and bike "hooks up" and straightens itself out and flicks the rider off. Again, make sure that the bike is straight up and that both wheels are pointed forward and you've a (admittedly slight unless you're a really good roadracer) good chance to save it. Another point about locked wheels: If you lock the rear wheel and it starts to "come around" on you, **ease** off the rear brake and it'll come "back in."

YOU DESERVE A BRAKE TODAY

Okay now I have you thoroughly confused. Use the brake, don't use that brake. Use the front brake, don't abuse it. Generally, the front tire will take quite a lot of abuse before it locks up, and it'll warn you before it does. Each bike is different, so it's important to practice this on your own bike. Maximum braking occurs just before the wheel locks (how nice). This is called 'threshold braking'. When we teach emergency braking, we can tell when a student has mastered threshold braking because the tire will leave a very light 'gray' (skid) mark. If it's black, they've locked it. So, the object of the game is to get the wheel as close to lock as possible without actually locking it. Boy, what fun. If the rear wheel locks up, the bike will lose a bit of its stopping power because of the lack of traction, but more importantly, the back wheel will tend to drift from side to side. If you are braking in a straight line when this happens, it's not a big deal (feels a little exciting at times, though). However if you're in a corner when this happens, prepare to pay for some plastic. Again, if the rear wheel locks, release the rear brake slowly and smoothly. If you just pop off the brake and your wheel is at all drifting to the side, the wheel will catch the road suddenly and you'll highside the bike. Not very likely but it can happen.

Cont. Page 6

Safety Bits: Braking

Make Yourself a Safer Rider, Part Three (Cont.)

Okay, that covered the easy one, now onto the front brake. A number of things happen when you start to apply the front brake. First, the shocks will compress as the bike does that weight-transfer thing. This, thank goodness, puts weight and extra traction on the front wheel. At this point, you are doing normal braking. If you continue to squeeze the brake lever, the front brake will get more and more weight on it. Eventually, most of the bike's weight will be on the front wheel. At this point, you are fairly close to threshold braking. If you continue to squeeze, and front wheel will start to complain. This is where you must be familiar with how your bike gives you input. We've found that on most bikes as you approach lockup, the front wheel will start to squirm. The rider get a vibrating or light shaking sensation through the handlebars -- it's not a violent motion, rather, it is quite subtle. If you feel this, you are at maximum braking. Do not squeeze the lever any more or you'll be rubber side up! This sensation is caused by the tire locking for fractions of a second then rotating again, and the squirming is the tire sliding just a fraction of an inch or so, then regaining it's grip, then sliding again. If it didn't regain it's grip, it'd go into full lock and, well, you can fill in the blanks. You can now see how close to lockup perfect braking is.

WE HAVE THE TECHNOLOGY....ABS

I have to be really honest here. I've never ridden a bike with ABS. I have, however, practiced techniques with our local police department. We do some of their training and they let us observe and ride with them when they do the fun stuff. They ride BMW K100RT Police bikes with ABS. We were practicing high-speed emergency braking in the rain once, and the minimum speed to reach before braking was 80Km/H (about 50mph). The ABS bikes were doing pretty well, but we were consistently out braking them on our personal non-ABS bikes. ABS is not the end-all be-all of brakes. I think they are one of the biggest advancements in motorcycling in the last 10 years, but in the same breath, though, they are not meant to replace rider skill. ABS is designed to sense traction problems and react faster than a rider can. If you are threshold braking in a straight line and run over a patch of gravel (or water/oil, etc.), the front wheel will probably lock because of the sudden loss of traction. You just cannot sense (unless you see it coming and back off the brake) that loss and react quickly enough. This is where ABS really shines...in the real world. Sure, we were outbraking ABS bikes in a controlled environment, but had there been a patch of oil on our braking path, we non-ABSers might have been toast. ABS is a wonderful invention that has and will save many lives. As with most other things, it is great at what it is designed for but don't count on it to fill in the gaps where your skill level sags. It should compliment your skills, not replace them.

I've ridden ABS-equipped bikes and found that I can stop faster with the ABS disabled. But that's only from all the track time we get playing with new bikes and roadracing -- so if you don't race and can afford the extra two grand ABS tacks onto the price of a new bike, get it. You won't be disappointed. --Brent Plummer, Editor

Again, please don't be afraid of the front brake. I have been riding for quite a while, and have talked to literally thousands of riders of all sorts over the years. I can probably count on one hand the number of first-hand accounts of a front brake lock up that I have heard. Treat your front brake like a powerful engine; once you get used to it you're not afraid of it, but bite it and it'll bite back. Brakes are your friend, and if you practice these techniques they will save your life at least once in your motorcycle career.

July 2006

EVENTS REMAINING IN JULY

WEDNESDAY SOCIALS @
XXX IN ISSAQUAH.

7/20-7/23 WA DISTRICT
RALLY IN LONGVIEW

7/29-7/30 WA-A MYSTERY
CAMPOUT ??????????????

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19 xxx Social 6pm	20 WA District Rally	21 WA District Rally	22 WA District Rally
23 WA District Rally	24	25	26 xxx Social 6pm	27	28	29 Mys- tery Camp- out
30 Mys- tery Camp- out	31					

WEDNESDAY SOCIALS @
XXX IN ISSAQUAH.

8/6 WA-F & G MOUNTAIN
RUN

8/17-8/20 REGION I RALLY

8/18-8/20 WA-P OYSTER
FEED IN LONG BEACH, WA

*NOTE MULTIPLE EVENTS
OVER SAME DAYS
ABOVE*

8/26 WA-A MEETING @
RMC at 8:00am

August 2006

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2 xxx Social 6pm	3	4	5
6 WA-F & G Mountain Run	7	8	9 xxx Social 6pm	10	11	12
13	14	15	16 xxx Social 6pm	17 RE- GION I RALLY	18 RE- GION I RALLY	19 RE- GION I RALLY
20 RE- GION I RALLY	21	22	23 xxx Social 6pm	24	25	26 WA-A MEETING @ RMC 8:00am
27	28	29	30 xxx Social 6pm	31		

PLEASE HELP US THANK ALL OF THE BUSINESSES SUPPORTING CHAPTER A THIS PAST YEAR! WITHOUT THEM, WE COULD NOT DO THE THINGS WE DO! THEY ARE AS FOLLOWS:

**GOLD WING ROAD RIDERS
ASSOCIATION, WA-A SEATTLE,
WASHINGTON**

Chapter A Meeting Place:
Full Throttle Café @ RMC
3701 E. Valley Road
Renton, WA 98055
Breakfast @ 8:00am
Meeting @ 8:30am

Tim Bowman, Chapter Director
for WA-A
Email: tkbowman@earthlink.net

▶ We're on the web:

www.gwrra-waa.org



5663-A NE 105th Ave. Portland, OR 97220



3701 E Valley Rd. in Renton, WA 98055

Crazy Larry's Neon

8012 South Tacoma Way #B-3 Tacoma, WA

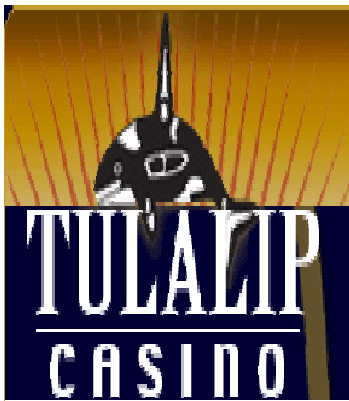


All Locations!

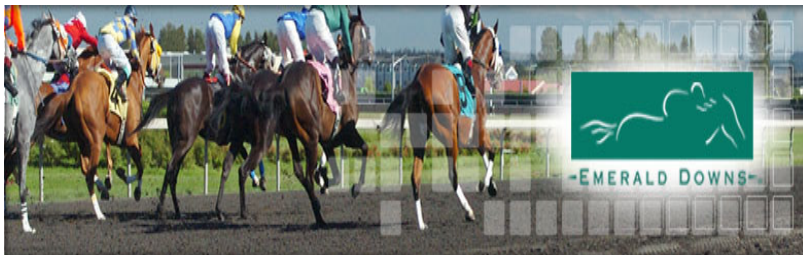


barking frog at willows LODGE

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Bob Lanphere's BEAVERTON

Honda - Yamaha - Suzuki



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