



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

THE WA-A APEVINES

JUNE 2006

JUNGLE TALK

WRITTEN BY TIM BOWMAN, CD

Chapter A:

It seems like only yesterday and we were experiencing significant rain and wondering when we would be riding again. It's now June, it's still damp, and the riding season is in full swing. While we've not had a newsletter for several months because of our newsletter editor's computer problems, we've continued to communicate via many emails and our new website. Speaking of the new website, if you haven't been there recently, take a peek and see what our webmaster, Bill Olson, has done to take the website to the next level. There are lots of pictures, a continuing blog of events, and much more. The link is at the bottom of my letter.

I'll not take a lot of space to reminisce about the rides that we've been on; but suffice it to say that we've had a lot of fun, we've seen some new sights, met some new friends, welcomed some new riders into the group, and practiced our group riding skills.

Let's, however, do some looking forward. Just around the corner is our June Chapter gathering on June 24 at RMC with breakfast at 9am and a nice ride afterwards down towards Enumclaw, south on 410, up to Sunrise on Mt. Rainier (weather permitting), around on 706 or if time permits, up Skate Creek Road. Thanks go to Kenny Urban for setting up the ride. Bill Holt will be hosting his 3 State Ride in early July. We'll have more details shortly.

The **Washington District Rally** (Three Rivers Rendevous) is July 20-23 at the Fairgrounds in Longview. Details are found on the Washington District Web Site. I urge you to make your reservation now. If you want a t-shirt, it's especially important as they are only available by pre-order. Given that the rally is on the same weekend as our general meeting, we'll be holding our meeting at the rally on our CB's. Also, our Chapter, along with Chapter Q, will be handling the registration table. It's a nice opportunity to meet lots of folks from the region and beyond. Yes, we'll still have time for doing some rides and rumor has it, Windy Ridge is on the agenda. I've received a change of plans from my new employer and with my vacation time I will now be able to take in the full rally.

The following weekend, 7/28-30 is planned for our semi-annual **Mystery Campout**. We'll meet up at RMC and head on out to a yet un-disclosed location where we'll enjoy camping, bonfires, food, and friendship and a ride or two. For those who aren't into camping, there'll be motels nearby. Don't miss this popular event. The chapter provides the grub.

In August, we are first greeted with the **F&G Mountain Run** on Saturday, August 6. For those who want a long ride, the **Region I Rally** will be August 17-20 in Powell, WY which is in the heart of some terrific riding. Go here ([link](#)) for links to the rally flyer and information about the area. Closer to home Chapter P is having their terrific **Oyster Feed** at a new location in Long Beach this year. It's the first time in a few years that it doesn't fall on our meeting day, so we'll likely head on out Friday afternoon to be able to enjoy a nice weekend at the beach, eat all of the oysters you desire, and take in a ride or two. Our regular **August Chapter gathering** is on Saturday, August 26 at the RMC with a ride afterwards.

In September, as the summer comes to an end, we don't have any "official" chapter activities planned EXCEPT for the annual favorite early morning ride on September 26 to the **Anacortes Oyster Run**. So be on the lookout for some impromptu rides. For October, there's the **District Leadership Training** in Moses Lake and I encourage all to come join me at this event. The chapter will even help with the expenses. More information on that event will also come later.

JUNGLE TALK (CONT.)

If you have been following my emails this spring and early summer, you've probably detected a common thread: Riding safely and improving your skill levels. There are several really inexpensive ways to improve our riding techniques. First, take an ERC (Experienced Rider Class) or an ARC (Advanced Rider Class). GWRRA is offering the ARC at the District Rally and it's a great opportunity to improve skill levels at a very reasonable cost. Second, you can practice in your local vacant parking lot using a parking lot practice guide. Third, there are videos to watch (and then practice). An excellent example of this type of video is the "Ride Like A Pro" series. Fourth, come ride with us and practice the skills.

Why not come make some new memories with us? There's definitely lots of opportunity.

Tim Bowman, WA-A CD

RIDER DOWN! Are you ready to handle a downed rider incident if need be?

An great article written by by Jacqueline Subbie from the internet

This is about a subject that none of us likes to think about. I'm talking about a rider going down – hard. Nearly all of us have at one time dropped the bike while we were backing up in a slippery parking space, or somehow misjudged the curve of the road or slid on a little – or a lot – of gravel as we roared down the road. We get up, shake ourselves off, give everyone the look that says "I meant to do that," get back on our ride and go our merry way wondering how much that little mishap will cost in chrome replacement on our pipes. But what happens when the rider goes down, and doesn't jump right back up?

In any motorcycle accident where the rider(s) has been thrown from the motorcycle, assume spinal injuries and treat the rider accordingly. Head injuries are a strong possibility even with DOT or Snell-approved helmets. In any trauma situation monitor airway management, blood loss, and shock.

A word about helmet removal: DON'T! I know your first thought would be to make the downed rider more comfortable, but helmets should only be removed if you intend to perform CPR or if the helmet is impeding proper airway management. Otherwise, leave helmet removal to the experts. The helmet could be helping to prevent (further) spinal or head injuries.

I am using the term "rider" but it encompasses both rider and passenger. If you are with someone who goes down hard, there are some safety and victim issues you should consider. First: is the area safe? Do not move an unconscious rider out of the road unless there is a compelling reason. Moving the rider could compound a spinal and/or neck injury. Control any bleeding with a clean cloth and by applying hand pressure. Have the victim help, if they are conscious. Stay calm. If you are calm, you will think more clearly, and the downed rider will pick up on that. If you haven't already called for help, do it now. Keep the rider from getting chilled or overheated. Shock can set in pretty quickly. Stay with them. Right now they need to know that someone is there for them. Keep them quiet; keep them comfortable.

These are pretty basic precautions. If you take a "First Responder" or "First Aid/CPR" class you will learn about airway management, breathing and pulmonary emergencies. Most classes also cover how to set fractures, how to handle shock, heart attack, bee stings, diabetic emergencies, hypothermia (ah, those cold, rainy days spent on the road) and so much more. You will walk out of there feeling like you've been through the proverbial ringer, but you will know you've achieved something truly life affirming. Contact the Red Cross for information on available classes. Locate your local Red Cross branch by visiting: <http://www.redcross.org/where/where.html>. Check your local community college. If you've only thought about taking a class, but you just don't think you can handle it, think again. This training is a great confidence builder. I stumbled into class not knowing anything more than how to remove a splinter and apply a Band-Aid. It never hurts to be prepared; having the skills and never needing them sure beats needing the skills and not having them. You could save a life.

THINK SAFETY FIRST!!!!!!

Safety Bits: High-Speed Steering

How To Make Yourself a Safer Rider, Part 2

Editor's Note: This is Part two in a series of safety articles by Mark Yager. A long-time motorcycle enthusiast, Mark is currently an instructor at the Canada Safety Council.

Steering a motorcycle is fairly straightforward, right? It may seem that way, but as you turn for a corner there are a lot more things happening than you probably realize. Being able to turn your bike aggressively and avoid running into that car that just pulled out in front of you largely depends on what you know about these mysterious forces. Read on....

Physics 101

Above a speed of about 20 to 30 km/h (15-20 mph), the motorcycle's wheels act like gyroscopes. These spinning masses of wheel and tire combine to create a gyroscopic force -- if you've ever held a spinning bicycle wheel in your hand and felt how difficult it is to "steer" it, you'll understand. So how do we overcome this force to get our bike to turn?

We don't.

Use the Force...

If you've ever played with a gyroscope, you'll remember that pushing forward on the left end of the axle didn't result in the wheel turning to the right. Instead, thanks to a force called gyroscopic precession which redirects the force 90 degrees in the direction of rotation, the wheel actually leaned to the left, rotating on an axis around the center of the wheel. Your motorcycle works the same way. By turning the handlebars to the right, you are effectively inputting the same force we used in our example. Trying to push the spinning wheel to the right causes the wheel, and the rest of the bike attached to it, to lean to the left. This is called counter-steering. Turn the bars right, and you lean left. It is the only way a motorcycle steers at any speed above walking speeds. Those of you saying "No way, dude, I never do it that way," are *wrong*. And this is why so many motorcyclists actually steer *into* and accident -- they try and turn right to avoid an incident by turning the front wheel to point to the right. This, in turn, steers them left, straight into the accident. So whether you realize it or not, you are doing "it," better known as counter-steering.

When the bike is at a desired lean angle, ease up on the bars, and the bike will remain there assuming the tire profiles aren't working against the bike and trying to stand it up. If you let up on the throttle, the bike will turn in, and conversely, adding throttle will make the bike run wider. To straighten the bike back up, add a smooth combination of throttle and reverse steering input. If you are in a left hand turn, turn the bars farther to the left, and the bike will stand up.

Some people ask how hard to push. Please understand that this is not a sharp jab at the bar. It is a smooth, steady pressure with the key word being smooth. The higher the speed at which the bike is traveling, the more gyroscopic effect there is, therefore you will need to push harder. This is why road racers work on upper body strength so much.

Why Counter-Steering?

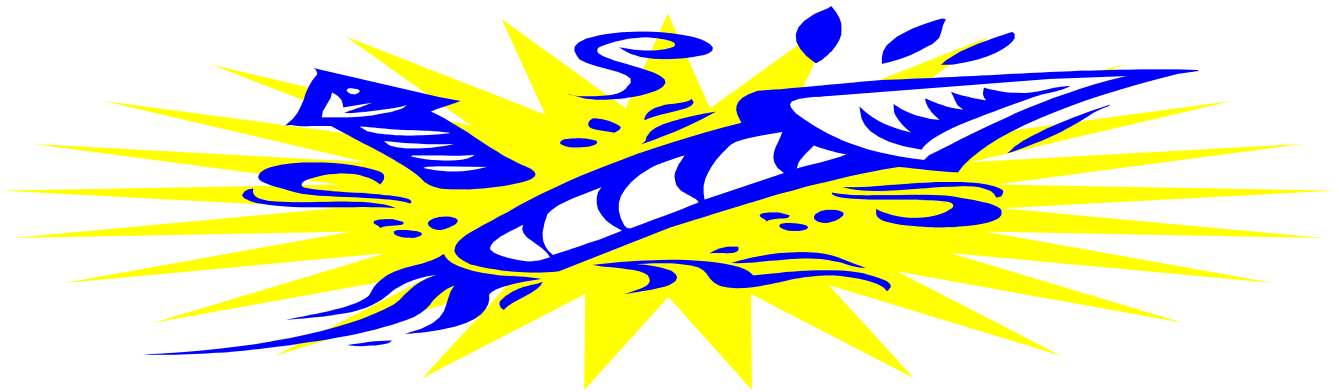
Again, we cannot stress this point enough: Imagine yourself cruising down the highway on a beautiful spring day. Suddenly you see (insert your worst nightmare here) in the road, covering the right two-thirds of your lane. If you do not consciously understand and use counter-steering, you will probably push on the right bar in an attempt to steer left like you would on a slow moving bicycle or in a car where you steer left to go left. Pushing on the right will steer you directly into the object. The correct action here would be to push on the left bar and steer away from the obstacle. So remember: "Push left, turn left. Push right, turn right." Repeat this to yourself over and over while you ride. Once you get the hang of it, counter-steering will become instinctive -- your body probably knows how to do it, it's just your mind that is lagging. Understanding the principles behind counter-steering will make you smoother and give you a better feeling of control over your environment. It may also save your life. Like any safety technique, it only works if you practice it. Unless the action is second nature, you will return to your old habits during an emergency. So, practice, practice, practice.

GWRRA WASHINGTON DISTRICT RALLY LONGVIEW, WA

There are several people from chapter A planning to attend this rally and we are co-manning the registration booth so we could use to have as many people attend as we can so if you are interested in attending, please see the link below.

If you want a T-shirt from this rally, you must pre-register and order it. Registration forms are found at: <http://www.gwrra-wa.org/Dist%20Rally/Rally%202006/RALLY20063-7-06.pdf>

Also, there's an opportunity to take the ARC and/or Trike Rider Course at the WA District Rally 2006 in Longview this coming July. It's an excellent way to brush up on your skills. A highly recommended course.



**HAVE A SAFE AND HAPPY 4TH OF
JULY HOLIDAY WHATEVER YOUR
PLANS MAY BE!!!**

June 2006

EVENTS REMAINING IN JUNE

WEDNESDAY SOCIALS @
XXX IN ISSAQUAH.

WA-A MEETING
FULL THROTTLE CAFÉ
RENTON, WA

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	20	21 XXX Social 6pm	22	23	24 ^{wa-a} meeting 8:00am
25	26	27	28 XXX Social 6pm	29	30	

WEDNESDAY SOCIALS @
XXX IN ISSAQUAH.

BILL HOLT'S TRI STATE
RIDE. DATE TBA.

WA DISTRICT RALLY IN
LONGVIEW, WA

WA-A MYSTERY CAMPOUT

July 2006

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4	5 XXX Social 6pm	6	7	8
9	10	11	12 XXX Social 6pm	13	14	15
16	17	18	19 XXX Social 6pm	20 ^{wa dis-} trict rally	21 ^{wa dis-} trict rally	22 ^{wa dis-} trict rally
23 ^{wa dis-} trict rally	24	25	26 XXX Social 6pm	27	28 ^{mystery} campout	29 ^{mystery} campout
30 ^{mystery} campout	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



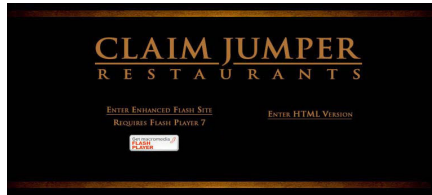
5663-A NE 105th Ave. Portland, OR 97220



3701 E Valley Rd. in Renton, WA 98055

Crazy Larry's Neon

8012 South Tacoma Way #B-3 Tacoma, WA

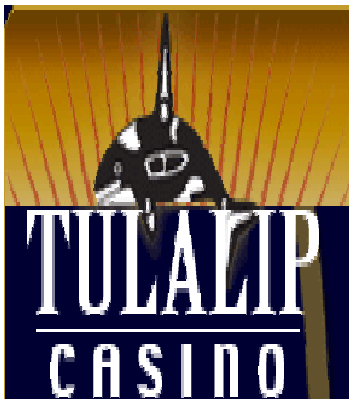


All Locations!

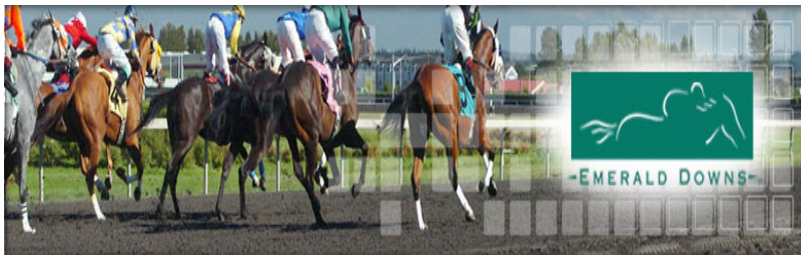


barking frog at willows LODGE

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10200 Quil Ceda Blvd.
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Bob Lanphere's BEAVERTON

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