

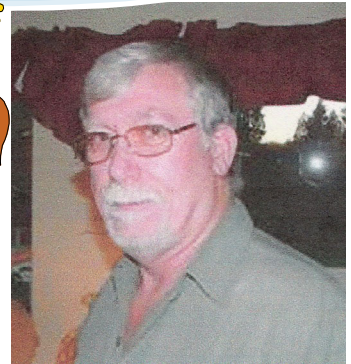
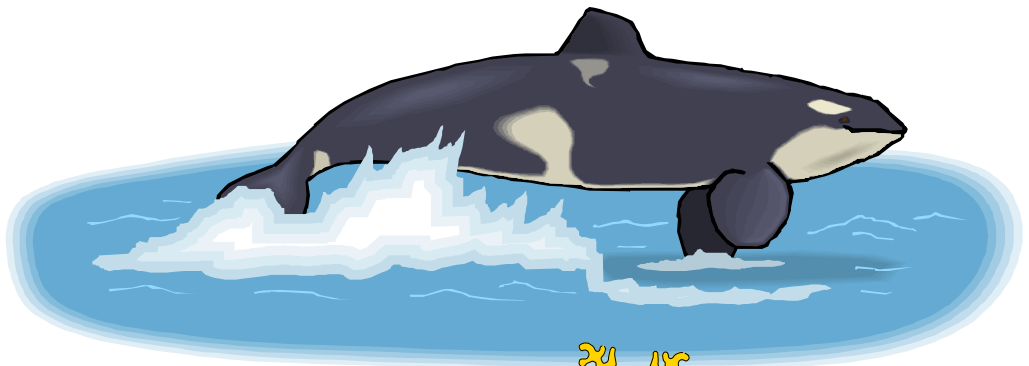
Volume 16, Issue #12

December 1st, 2006



GWRRA • REGION I • WASHINGTON DISTRICT • CHAPTER O

# The Pod Publisher



## Thoughts from your Chapter Director

Happy Holidays to the pod,

It is really hard to believe that the Holiday Season is upon us, I guess time really does fly when you're having fun. It seems like only yesterday, that we were setting down at our planning meeting, discussing the things that would put "O" on the Go for 2006. I believe that we got most of the things on our calendar accomplished and for that I would like to thank you the chapter.

It is about that time of year, I have put White Magic to bed for her long winters nap. As I set here looking at what seems to be the never ending rain, I reflect back on blue skies of days gone by and of the great rides with new and old friends. Even though the riding season is winding down for most of us there is still plenty of things to keep "O" on the Go, even if it is by 4 wheeled things.

November brings us our monthly Gathering on the 25th, and the Thanksgiving left over feast at Jack and Colleen's afterwards.

December brings us the International Motorcycle show on the 1st, 2nd and 3rd, as well as Chapter D's Festival of Lights Parade on the 9th. Lets get out and show our support, maybe we can car pool it. The 16th is the Chapter Christmas party, please put it on your calendar. There will more information to come.

As this years end draws closer I would like to thank all of the Pod and my staff for your support. You are what makes Chapter "O" second to none.

John.



## YOU'RE A/CD'S MIKE AND BARB

Well, it's that time again.

We get so busy, I do forget. John just reminded me it's time for that newsletter article again.

We've been trying to finish up our remodeling on our house and it just goes on forever, it seems. One of these days, hopefully.....it'll be done, if Barbra would quit bringing home those home improvement and idea magazines. Especially the ones that say it can be done in a day. Hah!

John and Myrna were gone for our last meeting on the 28<sup>th</sup> and I would like to thank Bill Biltoft and Ken Smith for helping with the meeting. Chapter I from Olympia came in force, Bruce Mahan, our District ED. joined us and gave a little speech about safety. Also, Bill and Barb Ellis came a long way to talk about the importance of communicating with new members and explaining GWRRA. And it was good to see Judy, Chapter G's CD, and she also picked out the 50/50 ticket which I won. Thank You.

We had a good turn out at Givens Center this year for the Halloween Party on the 31<sup>st</sup>. I thought I'd try out my new flashing, neon vest that I bought last year and have never worn. Well, to say the least, everyone knew where I was at all times. Lucky for me, it has a turn off switch, for when nature calls. It's always fun to watch those little guys and the crazy costumes they wore.

I want to thank Donna and Allen for keeping things going that night, it's not an easy job. Also, thanks to all the other people in Chapter 0 that helped. And a big thanks to Doug and Chapter B, they came to help and support us, as well. It was a success again this year and everybody's help was appreciated. Thanks again.

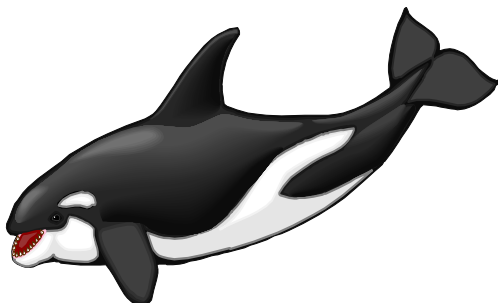
Sat. night, the 4<sup>th</sup>, Jack and Colleen had an open invite for a potluck dinner at their house and they also had live entertainment...a friend of Colleen's sang karaoke and she was really good, we all enjoyed listening to her.. There was a good turn-out and lots of food and fun. Thanks, guys. Were glad we were able to finally make it.

We missed the dinner social on the 7<sup>th</sup>, at the Airport Diner. plum forgot! .

See ya at the next meeting.

Barbra say's it's time to get back to work...

Mike and Barbra Berreman, A/CD



## CARTOON CORNER



### Jack's View of Wet Weather Driving, by Jack Davies

WET WEATHER 101

Here's my rule number one

***If it looks slick, it is.***

**Mirror-like** appearing surfaces on wet roads are extremely hazardous and it doesn't matter how sharp your skills or how much traction your tires have. **Slick Is Just Slick.**

Riding tips? Observation is 70%. Scan the road from close up to a long way ahead and back again. Many folks tend to look at the patch of road just in front of the bike, which is way too late as you're going to run over it anyway. Another 20% is being smooth - firm but gentle on all the controls. **Slow is good.**

And the last 10%? Well! That's what you keep in reserve - in a celestial trust account with whatever deity or deities in which you have the most confidence.

The experts state that wet reduces your traction by anything from 20% to 70%, depending on the patch of road. The low end of the scale, which is most common, is a lot less than many motorcyclists suspect and leaves a lot of margin when you consider that most people rarely ride anywhere near the outer edges of the machine's performance envelope. Watch a wet Grand Prix motorcycle racing event. You'll see the leaders can drag their knees, but they're working a ballet technique, to avoid the usual violence.

Which is a verbose way of saying that you might have a little more traction than you might suspect, in most cases, though water makes things a lot more unre-

dictable. Like traffic.

Is it just me, or does it seem as though a lot of cage drivers seem to get more impatient when it rains?

So what gives you traction in these conditions? The contact patch between the rubber of your tires and the road surface. The channels in the tread of your tires, allied with the rough surface of road, leaves gaps for the water to be squeezed out of the way. If a sheet of water succeeds in getting between the road and your rubber, the tire literally water-skis across the water. This is called hydroplaning. It's more common for cars, with their bigger and flatter contact patch on the road, but it can and does happen to bikes. I can't remember trying it. Therefore, I can't pass on how it feels. However, I imagine that your tires feel as though they have been instantly replaced with ball bearings on speed, and your bike has just become a supermarket cart in the parking lot of life. You have absolutely no control and the best you can hope for is that things sort themselves out before anything solid gets in the way.

(Guido's law as it applies to motorcycles: In 99% of cases the motorcycle can and will out-ride you.)

My suggestion here is: If you find yourself hydroplaning, the best thing you can do is just sit there. Actually, the thing (to do is to ease off the throttle. This slows the motorcycle and lets the tire contact patch sit down on the pavement. Then don't move, don't steer and **don't break**, as any of those actions will almost guarantee an unplanned meeting between the gods of motorcycles and those of the road. Just sit and hope (remember that 10%). You'll be surprised how good motorcycles are at sorting things out for themselves.

Now, having said that, let's have a look at some of the clues you should be looking for on a wet road. Painted and metal surfaces are naturally smooth. Rain lubricates them and makes them slick. The center of your lane is also naturally well lubricated. That is where the cage drivers dump slippery stuff just to make life more difficult for those of us that prefer two wheels. In these conditions, notwithstanding, you should almost always ride in one of the wheel tracks (the left one), because they're swept clean of the slippery stuff by other people's tires. The only exception is that oddly polished patch (usually a surface repair or ice), which can make the center track a better option.

Now you need to understand what happens when it rains. If the dump is the first after a long dry spell in that area, the road is literally being washed of the ingrained oil, fuel, and other slippery stuff. All of which will form a nasty slick layer on all road surfaces. This is the time for you to slow way down and just live with it. Remember, don't steer and don't break any more than necessary and when you do, do it gently.

If it's been raining for a while, the road surface will have been washed clean and will supply a surprisingly high level of traction.

Now for a couple more clues. Is the road cambered (raised in the middle)? If not, it won't drain and hydroplaning becomes more likely. Luckily, most of our roads have a camber. Is there a hill or cliff on one side of the road? If so, it's likely that somewhere around the next bend the drainage isn't working. At that place, soil, bits of tree, rocks etc. will be washed across the road. Again, **SLOW IS GOOD**.

When you are in a rural area, look for driveways, corral gates, logging roads, and sidetracks. That's where the road will have nice patches of mud and muck dropped by the beasties or machinery being moved from one place to another. By now you should be getting the impression that this is not rocket science. Good observation is the key.

At this point, let's just quickly examine creek crossings. There're plenty of them, especially for those of us that take the less traveled way, or if your not in Kansas any more. If they're flooded, the rule is, regardless of the type of vehicle,

**STOP! DON'T GO THROUGH IT.**

**HOWEVER IF YOU MUST,**

**WALK IT SLOWLY AND VERY CAREFULLY THROUGH IT FIRST.**

What looks shallow will always be much deeper than you thought, and might be running an impossibly strong current. THEN.... If you reckon you can make it, just amble through slowly. Splashing water into the ignition system midstream can be embarrassing, expensive and dangerous. Always start the crossing on the upstream side, in case the current pushes you across. This is no time to be fussy about sticking to your own side of the road.

Scout motto? BE PERPARED.

A bike with decent preparation will increase your chances 200%. Nothing fancy, (**T-CLOCK** works) just a reliable running bike with plenty of tread on the tires, good brakes and an overall package that you can trust. The reasoning is that you should be concentrating on your riding, and any distraction is an additional risk.

Okay, the riding uniform is a tragic fashion statement, but the scout creed of "**BE PREPARED**" has a lot going for it. You can say the same for the rider. Be alert and in riding gear that you're comfortable in. This may sound insignifi-

## Rider Educators, Donna and Alan

### " RIDING WITH THE WILD"

cant, but, feeling like, wet pounded puppy poop, in cranky conditions is just asking to be turned into a pineapple upside down cake.

Getting back to the bike, you need no special preparation. Run normal tire pressures, suspension settings, and for those of us that have them, make sure the chain is well lubricated. The latter will suffer in the wet, with a constant washing from an interesting mix of water and road grime that decimates it.

At this point, make a note to clean the toy after the ride, as the inevitable detritus that's sprayed all over the leading and trailing surfaces of the bike and the power plant, hobbles its cooling ability. Besides, if you let the grunge bake on, it becomes a lot harder to exterminate.

Trust me. This is time, once more, to trot out the Guido theory as it applies to motorcycles: In 99% of cases the motorcycle can and will out-ride you. So trust it. It's a tough theory to get your head around, until you overcook a corner and decide not to panic-brake but wash off speed and lean harder into the corner. Yes, even in the wet.

Let's pretend you've gone hooting into a twisty way too fast. Now you have two basic choices:

1. Try to stop: Option one usually means you have to stop the bike in a distance that even Obi-Wan Knobi couldn't achieve using the force, before you go Evil Kniveling off into the scenery. This also means you have absolutely almost no chance of making it.
2. Make the turn: Option two is to quickly straighten the handlebars, apply maximum braking to wipe off as much speed as possible and lean into the corner. No matter if you think that your mount can muddle through or not. Risky? Yep, you bet. But, it works more often than not. Besides, I've yet to hear of a better option. (Other than not stuffing it up in the first place.)

Wet weather driving doesn't have to be dangerous or intimidating. By preparing your vehicle, your self, and adjusting you're driving for the conditions, you can go a long way toward ensuring your safety and that of others on the road.

The time of year the deer are most active- the rut season- is upon us. Autumn is both the mating and hunting seasons for deer. Both bucks and does are apt to be out at all times of the day but especially at sunrise and sunset. Accidents involving deer result in millions of dollars in damage to vehicles and there are an increasing number of deaths and injuries as well. According to the Insurance Institute for Highway Safety, nationwide, last year there were approximately 1.5 million deer related vehicle collisions, resulting in over 150 deaths and 1 billion dollars in vehicle damages.

Riders and motorists traveling around dawn and dusk should be especially careful and watch for deer. You should be extra careful in the areas of woods and water sources. Rural areas are not the only areas of concern. Large populations of deer live in the fringes of cities and even in the cities themselves. It's amazing that even a small woodlot can provide a home for a number of deer.

The most important thing when riding or driving in deer prone areas is to slow down. This provides extra reaction time to you if a deer suddenly jumps out in front of you. If you are riding, wear a helmet, even if it's a non-helmet state. If you are driving buckle your seat belt, it's the law in most states. If you see one deer watch for others. Deer tend to fixate on headlights. Flashing them from high to low or on or off may cause the deer to move. If you can not avoid a collision do NOT swerve to avoid them. The deer may go in the same direction you swerve and you could risk much greater injury because you could hit something else, like a tree instead of the animal alone. Secondary collisions, hitting a tree, sign or guard rail cause far more fatalities than the primary collision with the deer.

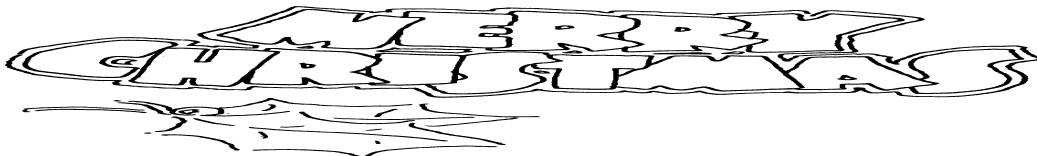
Do Deer alerts actually work? Scientific evidence indicates that they do not, while anecdotal evidence suggests that they might. Playing your motorcycle radio "LOUD" on the outside speakers might not frighten deer but it might annoy them enough to raise their heads up for you to see and then move away from them. As little as \$9 a pair deer alerts a cheap insurance but do not fully depend on them. Watch out for deer and anticipate that they might jump out in front of you. During daylight hours scan the fields on both sides of the road. At night look for their eyes reflecting in your headlights. If you see a deer notify your group. That deer just might cross behind you and in front of them.

Enjoy deer, they're beautiful animals, but be wary of the too.

Have a safe and wonderful Holiday ! Alan and I hope that we all have a great new year ahead of us. Ride safe and remember. "SAFETY IS FOR LIFE, " YOU'RE LIFE, SENIOR RIDER EDUCATORS

Donna Dodge & Alan Fewel

Fall Tips For Fall/Winter Trips Next Month



## GWRRA NEWS INFORMATION

WA District Trainer  
Bill Ellis / 360-683-6209  
bbellis@olympen.com  
Leadership Training Division

Hello, this letter is for all GWRRA members.

We are members of one of the most successful motorcycle organizations in the world. Many of you know that one reason we are successful are those ideals stated in our motto: FRIENDS for FUN, SAFETY and KNOWLEDGE. Most of us go that extra mile to be with our GW friends. We travel many miles on a frequent basis to attend gatherings, rides, socials, dinners, rallies, Rider Education seminars, parking lot practices, mall shows, and Leadership Training seminars. There is another unofficial motto and that is:

“The more we know the better it gets.” “The ‘more we know’ what?”

Two things:

(1) In the area of SAFETY is how to manage the risks of riding our motorcycles. You have heard our

Rider Educator talk about the statistics of motorcycle accidents.

(2) In the area of KNOWLEDGE you might ask the question, “How do all these activities happen? Who

are the people who make the activities happen?” The obvious answer might be they are people just like you and me who have the confidence to step up to the job. So, where do these people get the confidence to make things happen? Some seem to just have the ‘stuff’ to organize an event. In reality though, most leaders have had some training that gives them the confidence to do what they do.

This is where the LTD comes into the picture. The National Leadership Training Division (LTD) is concerned with making available to you the training that will make your chapter strong and healthy. We have access to 46 training seminars and we are making them available to you and your Chapter.

The seminars are classified into 5 program areas. We are starting with the Life Skills Program and with the Member Orientation Program. The ideal method of sharing knowledge is at the Chapter level. We want to come to your area, gathering in several Chapters located near by at a convenient location. Each seminar is timed for no more than 50 minutes and is interactive in style. We would like to have 2, 4 or 6 hour groups of seminars to make it worth your time. We will have Personal Training Records for you to keep track of your progress. These seminars could be right after your monthly gathering, or in the evening or one day

on the weekend. We are compiling a list of presenters/trainers. If you have taken a seminar on how to be a presenter/trainer in the past, please contact me.

Here is a list of the seminars with in the two Programs:

Life Skills Member Orientation Program

1. Time Management

1. History of GWRRA

2. Stress Management 2. Structure of GWRRA

3. Managing Change 3. How to Have Fun at a Rally

4. Listening and Communicating 4. Training the Members

5. Public Speaking-101 5. How to Pack Your Bike

6. Remembering Names 6. Member Benefits Overview

7. Makes MS Word Work For You 7. How to Show or Judge a Bike

8. Make MS Excel Work For You 8. Helpful Info for New Members

9. Basic Computer Maintenance 9. How to Participate in GWRRA

10. Basic Web Use and Site Design 10. Flyers for Fun and Profit

Please contact your CD with you interests and we will work up a date, time and place.

Bill Ellis / WA Dist. Trainer



## Schedule of Events

- Dec. 2nd (weekend) International Motor Show, Seattle
- Dec. 3rd Chapter B's Regular Gathering
- Dec. 5th, Diner Social, Chinese Place next to McDonalds, Gig Harbor, 6:30pm Olympic Exit
- Dec. 9th, Chapter D' Festival of Lights, Montesano
- Dec. 16th, Chapter G's Regular Gathering
- Dec. 16th Christmas Party, Jack and Colleen's TBA
- Dec. 19th, Monthly Planning Meeting, Ken and Sandi's, 6:30pm
- Dec. 23rd, WA-O Regular Gathering, 8:00 am, Airport Diner, Bremerton Airport

# December 2006

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	22	23 
24 	25	26	27	28	29	30
31						

## Birthdays and Anniversaries

### Birthdays

- 12-18: Dough Wray
- 12-19: Edward Seifert
- 12-28: Michael West
- 12-29: Kathy Maier

### Anniversaries

- 12-05: Jerry & Joyce Woods
- 12-19: John & Myrna Schivner
- 12-22 John & Betty Boyd



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## GWRRA Chapter WA-O Officers and Volunteer Staff Members

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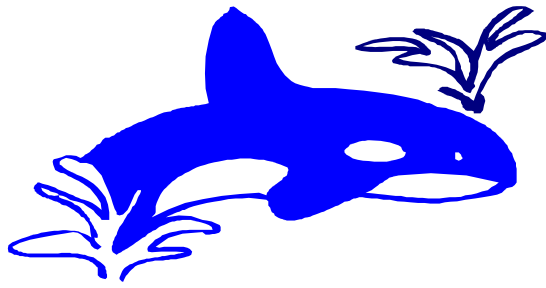
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District IOY		
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COY	Vacant		
IOY	Twyla Miller		webmaster@gwrwa-wa.org



### ANTIFREEZE: THE ABSOLUTE TOXIN

As the weather continues to change and winter approaches, preparing for cold weather is an annual activity for humans as well as animals.

Antifreeze is an important additive for all vehicles, but it is a highly toxic element for animals. Ingesting even a small amount of antifreeze can be deadly. It is even more dangerous because most antifreeze has a sweet taste which attracts cats and dogs.

Remember, most antifreeze is absolutely toxic to animals, and it doesn't take much to make the animal violently sick or kill him:

- ☞ One teaspoon can be fatal to a 10-pound cat.
- ☞ One tablespoon can be fatal

to a 10-pound dog.

When adding the solution to vehicles, be careful that none is spilled or left where pets will have easy access. If your pet should drink any antifreeze, get him to your veterinarian immediately.

It is important for pet owners to know that there are a few brands of antifreeze now available that have been developed which are animal-friendly. Although they claim not to be toxic to animals, it is still wise to keep all antifreeze away from pets.



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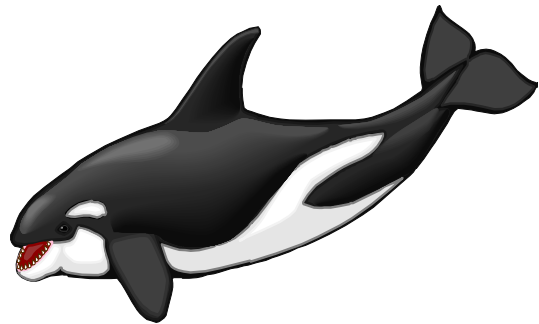
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