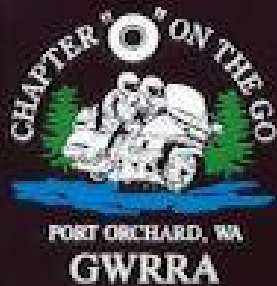


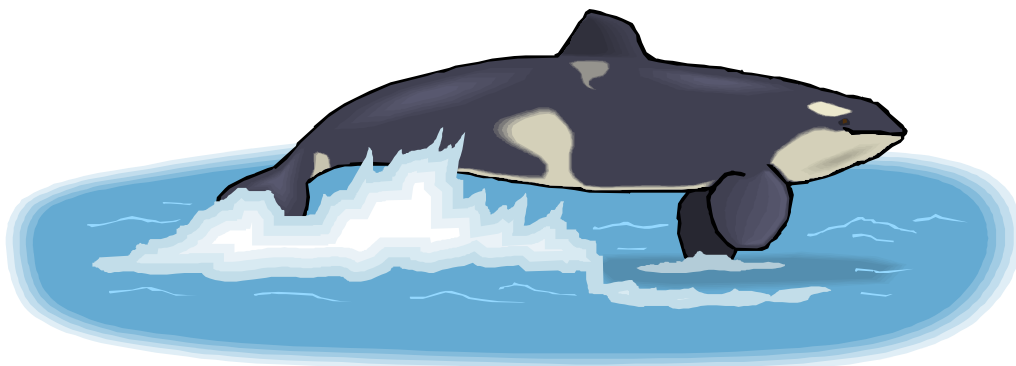
Volume 16, Issue #9

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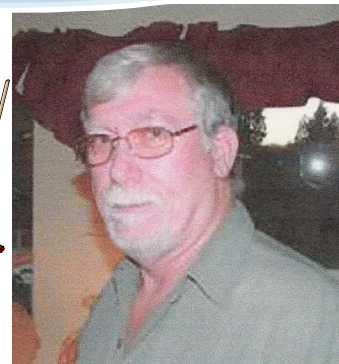


GWRRA · REGION I · WASHINGTON DISTRICT · CHAPTER O

The Pod Publisher



Thoughts from your Chapter Director



Hello to the Pod,

Well, October is almost here and the chill is in the air and the leaves are starting to fall. It is getting dark earlier it won't be to long before the frost will be on the pumpkin. I don't know about the rest of you but I am not ready to give up the summer yet.

We have a **Leaf Ride, scheduled for the 14th of this month, leaving Safe-way at 9am.** I hope that you will come join us.

On the 16th of September we had our Brown Bag Picnic. We had good weather and good conversation and as always good food.

I believe, we had about 17 Orcas and 10 Chapter B's members join us. I was disappointed with our Chapter turn out, but I want to thank all of those who did attend, and for those who donated auction items and desserts. We were able to collect 49 pounds of canned food for the Food Bank. As always whether we have a large group or small we had a great time together.

On October 7th & 8th there will be training in Moses Lake on the Ins and Outs of GWRRA. This was formerly the Leadership Training Workshop.

For Chapter members who would like to attend, the Chapter will pay your entry fee. See the enclosed flyer for more information.

Chapter "O", will once again provide security for Givens Community Center on Halloween night. If you have never done this, please come out and join us.

Myrna & I will be in Arizona the end of October. But our Chapter meeting will be left in the more than capable hands of Mike & Bill.

John



GWRRR WA-I's Advance Riders Course

A few days ago I received an email from WA-I's Rider Educator Eric Carlson telling me they had a couple of slots open for WA-I's Advanced Rider Course in Olympia that coming Saturday. My three years were nearly up for my GWRRR Master Tour rider level so I said "why not"? Joining me was our Chapter Director John Scrivner. I emailed Eric back and told him we would be there that Saturday.

Well, at that time we had no weekend rain since June 4th, but it appeared that was soon to change. By all weather reports, Saturday's forecast was one of rain in one form or another. Waking up at 4:30am and looking out the window confirmed rain had passed by the area sometime during the night but was not raining at the time outside. I met John out by the highway and off we went. Daylight was breaking and we could make out the formation of clouds in front of us but we made it to Hawks Prairie Inn by Lacey for breakfast without rain drops. Afterwards, it was a short ride to Tumwater's Valley Athletic Center where the event was to be held.

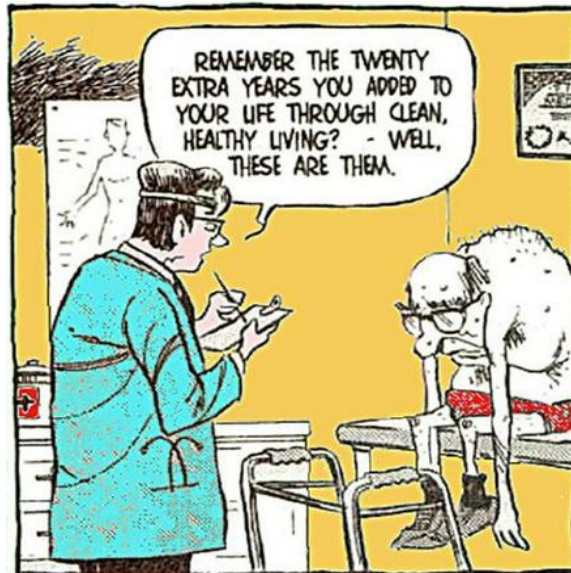
After the sign in, we started out with the classroom portion at 8:00am. WA-I's Eric Carlson, and WA-G's Gayle Nickel & Marv Scott all took turns teaching us eight students the mental part of motorcycling. Classroom topics were peppered with questions to the students to keep up mentally alert. I think we all learned valuable lessons in the realm of mental motorcycling that morning. The physical part would be this afternoon. We spent about three hours in the classroom before breaking for lunch and the afternoon lab sessions out on the range. This is where the tough part began.

The first few labs were held on various conditions of slow and fast braking followed both in straight line and on curves. Other labs had us performing turns at slow speed using both braking and throttle/clutch feathering. The latter was very challenging to most students and we needed a few extra passes to gain the experience to accomplish the task. The final lab was what I would call a modified figure eight within a small "box". Clearly something we students should practice more often.

Just before 5:00pm we took our last skill event. This was a long day with both mental and physical demands placed upon our bodies and we left the range as tired little puppies. John and I dined in Nisqually for dinner on our way back home.

The good news in all of this is we learned to challenge ourselves this day and skills were sharpened. Also, we survived without a rain drip the entire day. Thanks to Eric, Gayle and Marv for the good job you did.

CARTOON CORNER



Three strangers strike up a conversation in the airport passenger lounge in Bozeman, Montana, awaiting their flights

One is an American Indian passing through from Lame Deer. Another is a Cowboy on his way to Billings for a livestock show and the third passenger is a fundamentalist Arab student, newly arrived at Montana State University from the Middle East.

Their discussion drifts to their diverse cultures. Soon, the two Westerners learn that the Arab is a devout, radical Muslim and the conversation falls into an uneasy lull.

The cowboy leans back in his chair, crosses his boots on a magazine table and tips his big sweat-stained hat forward over his face. The wind outside is blowing tumbleweeds around and the old windsock is flapping; but still no plane comes.

Finally, the American Indian clears his throat and softly he speaks, "At one time here, my people were many, but sadly, now we are few."

The Muslim student raises an eyebrow and leans forward, "Once my people were few," he sneers, "and now we are many. Why do you suppose that is?"

The Montana cowboy shifts his toothpick to one side of his mouth and from the darkness beneath his Stetson says in a drawl,

"That's 'cause we ain't played Cowboys and Muslims yet, but I do believe it's a-comin'."



Get a group of motorcyclists talking about crashes and safety, and you will almost certainly hear some of them—popular misconceptions, incorrect assumptions, urban legends, and intuitive explanations about motorcycle safety that turn out to be wrong when you actually check out the facts. The problem is that believing these misconceptions can increase your chances of being involved in an accident or getting hurt when you do crash.

Maybe you know BS when you hear it, but maybe you have heard some myths repeated so often or by people whose expertise you respect that you think they are actually true. Unfortunately, there are a lot of motorcyclists who do believe them. We thought that some of these fallacies should be brought out into the light of day so that riders have the right information upon which to make informed riding-safety decisions. We also hope it will keep more motorcyclists from repeating such misconceptions to riders who turn to them for advice.

These are the Deadly Dozen, the motorcycle safety myths and urban legends ones that we hear most frequently.

Myth 1: Other Drivers Don't Care About Motorcyclists

It may seem hard to believe at times, but other drivers almost never actually want to hit you. Most of those near-misses come about because they don't always know you are there, even when you are right in front of them, seemingly in plain view. You can be obscured or completely hidden by glare, by other things on or along the road, by the cars roof pillars, the handicap hangtag, or by other traffic. Of course, not all drivers "think motorcycles" and make the effort to look that extra bit harder to see if there might be a motorcyclist hidden by that obscuration or in their blind spot.

Instead of assuming that they will ignore you even when they see you, you should help make it easier for drivers to spot you, especially as the population ages and more drivers have greater difficulty in picking you out. To overcome the fact that you might be hard to see and harder to notice, wear bright colors, especially on your helmet and jacket. Run your high beam during the day. Think about things that can hide you and your bike from other drivers, things that can be as common as the sun behind you, the car ahead in the next lane, or a couple of roadside poles that line up on the driver's line of sight toward you. Make an effort to ride in or move to a location where drivers with potentially conflicting courses can see you before they stray your way.

Myth 2: Loud Pipes Save Lives

Yeah, there are a few situations—like where you are right next to a driver with his window down who is about to change lanes—where full-time noise-makers might help a driver notice you, but all that noise directed rearward doesn't do much in the most common and much more dangerous conflict where a car turns in front of you. Maybe it's the fatigue caused by the noise, maybe it's the attitudes of riders who insist on making annoying noise, or perhaps loud bikes annoy enough drivers to make them aggressive. Whatever the reason, the research shows that bikes with modified exhaust systems crash more frequently than those with stock pipes. If you really want to save lives, turn to a loud jacket or a bright helmet color, which have been proven to do the job. Or install a louder horn. Otherwise, just shut up.

Myth 3: Motorcycle Helmets Break Necks

It seems logical—you put more weight out there on the end of your neck and when you get thrown off the bike, that extra weight will create more pendulum force on your neck. Turns out, it doesn't work that way. In fact, the energy-absorbing qualities of a DOT motorcycle helmet also absorb the energy that breaks riders' necks in impacts. Studies show that helmeted motorcyclists actually suffer *fewer* neck injuries when they crash compared to riders who crash without helmets.

Myth 4: Helmets Block Your Ability to See or Hear Danger

The thing you learn when you dig into the research is that motorcycle riders who use helmets crash less frequently than those who don't. Maybe that happens because motorcyclists who decide to wear helmets have a better or more realistic attitude about riding. Maybe it's because putting on a helmet is a reminder that what you are about to do can be dangerous and the act of accepting protection puts you in the right mindset. Maybe it's because a helmet provides eye protection and cuts down wind noise so you can actually see and hear better. Maybe it's because, by cutting wind pressure and noise, a helmet reduces fatigue. Whatever the reasons, wearing a helmet clearly does not increase a motorcyclist's risk of having an accident and wearing one correlates to reduced likelihood of an accident.

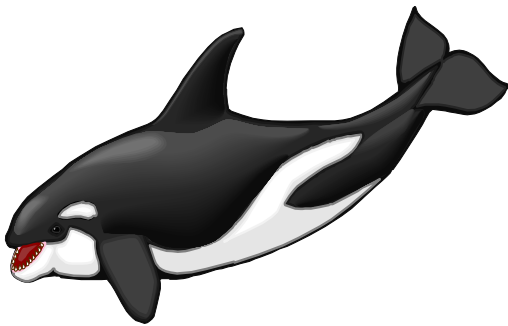
MYRNA" NOTES

Our monthly dinner social had a great turn out. After several changes in location, we resorted back to an old standby, El Sombrero in Port Orchard. Our waiters were on top of things, no late or forgotten meals. While everyone munched on tortillas chips and salsa, Rita and Vern told about the great time they had at the ocean over the holiday weekend with Chapter B. We weren't able to attend this year. I am sure that we missed a good time.

Doug and Jack talked about their trip up into Canada and Colleen's trip back home to New Zealand to see her family. I enjoy times together when we all take an opportunity to find out what's going on in each others lives, whether it is about recent outings on the bike or a family event.

We would have loved to seen more of you there. Come and join us for the next dinner social at the Ponderay Café on Callow Ave St., in West Bremerton at 6"30 pm on October 10th.

Myrna



YOU'RE A/CD" S MIKE AND BARB

Well, it's that time again; I don't know what I'm going to write about. I've been so busy with work, we have been short handed...and doing things around the house before winter sets in, I've neglected the chapter, a bit.

Some of you remember our little granddaughter, Heather, that used to come to the meetings with us, well, she is 17 now and races 250 Kal., bigger than she is but she stays right up there with the best of them. She's second in the ladies class....this will probably be her last year, next year she's off to college so we try to go to as many of her races as we can.

Also, we just had a new Great Granddaughter born, Brooklan Harlow Burns, Elliott is a daddy now. such a big name for such a small package. And Barbra's youngest son and wife are expecting any day now, another grandson. It's going to be fun to have babies in the house again.

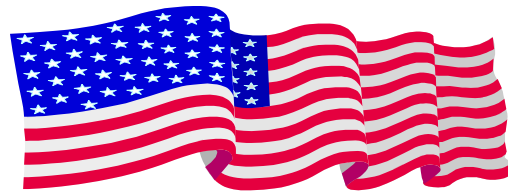
But the dinner social at the China Sun, we did attend, visited with good friends and ate way to much good food...I made it to Ken Smith's for our staff meeting and also the chapter 0 meeting, so August wasn't a total bust for me.

This was about the first time we were unable to make it to Chapter B's trip to the ocean over labor day.....it sounds like we really missed a good time, we always enjoyed ourselves and hopefully, next year we can go. I understand that Rita and Vern made it and I'm sure they did have a fun time. Thanks for representing our chapter..

Again I had to work so I missed our Chapter "fund raiser" Picnic but did show up for lunch and all the good desserts our gals made. There were a lot of auction items and I did get a new pair of gloves, very cheap! It was a small gathering but a good one. And the weather turned out beautiful.

Thank you everyone for coming.

You're A/CD Mike and Barbra Berreman





WASHINGTON DISTRICT
BIG SKY REGION I

THE INS & OUTS OF GWRRA

(Formerly Leadership Training Workshop)

OCTOBER 7 & 8, 2006



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We encourage all Members who are interested in participating in and/or operating a successful Chapter to attend.

We can never know too much!

We strongly believe that the more **KNOWLEDGE** of GWRRA you have, the more **FUN** it will be.

((((Reservation for classes is \$20.00 on-site and includes Saturday Lunch))))

SCHEDULE

Friday Evening of the 6th-----	7:00 pm to 10:00 In Lake Room, Social Time Hosted by your District Staff
Saturday the 7th-----	8:00 am to 12:00 Seminars
During Lunch we will build the 2007 Chapter's Event calendar to put on the District Website.	12:00 pm to 2:00 Working Lunch
	2:00 pm to 5:00 Seminars
	6:00 pm Dinner at Golden Corral 930 North Stratford Rd
	All you can eat buffet for under \$10
Sunday the 8 th -----	8:00 pm to 10:00 In Lake Room Social Time
	8:00 am to 10:00 Seminars
	8:00 am to 10:00 Chapter Director Meeting
	10:00 am to 11:00 Closing
	11:00 am to 12:00 District Staff Meeting

This year's classes cover all parts of how GWRRA operates!

It will include classes on Leadership, Rider Education, Chapter Finances, Membership Enhancement, Web Design, Chapter Activity, Couple Of the Year / Individual Of the Year Program, Ambassador Program, PR, and Operating Your Chapter Stores, just to name a few.

CD's: Please bring your **CHARTER FEE** and the event dates you would like to see on the district calendar for 2007.

For Information Call: Bob Minor, Washington District Director (360) 373-7403

Schedule of Events

- Oct. 6-8, Moses Lake Training
- Oct. 10th: Dinner Social Ponderay Café, Callow Ave, Bremerton , 6:30 pm
- Oct. 14th, Leaf Ride, Lv Belfair Safeway 9:00am
- Oct. 21st, Chapter G Meeting Day
- Oct. 24th: Staff Meeting, Mike B's 6:30 pm.
- Oct. 28th: WA-O Regular Meeting, 8:00 am, Airport Diner, Bremerton Airport
- Oct. 31st Chapter O Halloween Security, Givens Center, Port Orchard, 4 pm.

October 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

- 10/13 Kathy Wray
- 10/15 Shaun Edward
- 10/16 Jerry Woods
- 10/20 Robert Cooper
- 10/22 Charles Chambers
- 10/26 Rick Thompson

Anniversaries



GWRRA Chapter WA-O Officers and Volunteer Staff Members

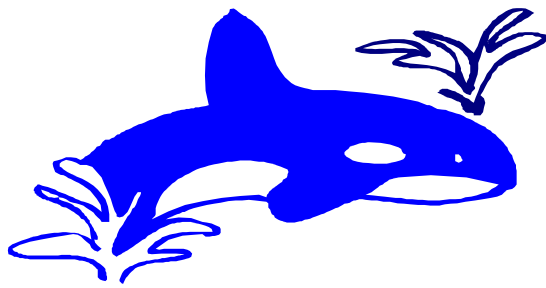
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Assist Chapter Director	Bill & Lori Biltoft	360.871.7518	bbiltoft@wavecable.com
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Treasurer	Jan & Jim Olmsted	360.275.4049	bethoveen5th@wavecable.com
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Technical Coordinator	Frank Taber	360.895.1223	
Sunshine Announcer	Donna Dodge	360.876.9398	donaal@wavecable.com
Webmaster	Marisa & Tim White		nascar8and48@msn.com
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Special Events Coord	Rick Williams	360.876.1994	rwilli4786@gmail.com

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Secretary/Treasure	Don & Marlene Weikart		Treasurer@gwrwa-wa.org
District IOY	Twyla Miller	360.876.1339	Webmaster@gwrwa-wa.org
District Couple	Bob & Thess Thurgood		COY@grwwa-wa.org
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Membership Coordinator	Darrell & Leslie Mead		Membership@gwrwa-wa.org

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Region Store	Harry & Sherrie Lords		
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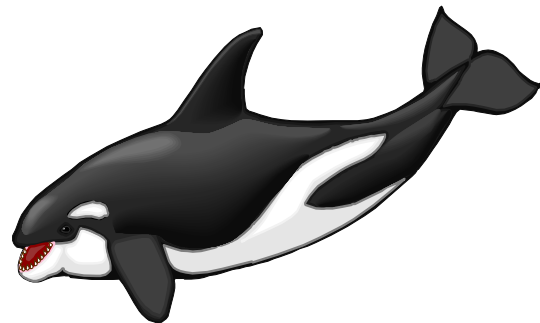
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