



Chapter V Valley Wings News



Chapter Directors:
Garry & Maxine Alexander
253-770-3866

Meets 1st Thursday 6:00pm
Auburn Eagle Lodge
702 M St SE Auburn

From the Chapter Directors:



The fireworks have ceased and the weather is warming. What more could we ask for? How about riding on our bikes? That sounds great to us.

Then on the 16th a ride for Guide Dogs of America. (The school that Levi is from.) Then on the 21th to 23rd our district rally at the Centralia fair grounds. Maxine and I are going to attend and hope many of you will join us there. We will have a new District Director beginning August .It has been announced that Susie Hutchinson , from Chapter Z .Thanks

Bob and Patty and all the Current District Staff who have served us well over the past couple years thank you for all the help. Sounds like a very busy month for us all.

Ride Safe Have fun,
Respectfully submitted by;
Garry L. & Maxine Alexander

FROM ASSISTANT CHAPTER DIRECTORS:



The sun is shining and there is really no other place I would like to be than on the Wing just puttin' down the road.

As some of you know I am working on the weekends at the "what everyone thinks is closed" Valley 6 Drive Inn. Just on the weekends because I really do have a real job. So, not much riding for now. I picked up a motorcycle this week for a friend to take to Enumclaw Motorsports to get some carb work done. Now I was just thinking of the things that I do for people in the chapter and the things that they do for me. Kind of like what goes around comes around. We have some very talented people here and they are willing to do anything to help out a friend. You don't get anything by not asking! Thanks to Garry and Frank for doing what I have asked

them to do to help out a fellow WingNut. And thanks to Ken who is always willing to help out. Without people in the chapter like these and all of the people who are behind the scenes we would not have a chapter.

So, enjoy the sunshine and if you ever have the need to ask anyone in the chapter for anything at all don't hesitate to ask.

Dennis

FROM HONORARY ASSISTANCE CHAPTER DIRECTOR:



Support Your Chapter

Lately I've been pitching a motto title at the head of my article as honorary a/cd, *Support Your Chapter*. I think maybe I'll switch to a new title; Support Our Local Chapters. In past we, as a chapter, would gather from 5 to 10 members to visit our local chapters mostly for a breakfast. We also passed back and forth our chapter mascots for one free meal to the visiting chapter, like "A" had a ape, "G" had a pink panther, "V" had a little frog and so on We also had a traveling plaque to be awarded to the chapter with the most members, but requiring at least 4 members. Also we would go in force to pitch our chapter activities. It was a activity everyone enjoyed, we got to meet new friends and renew old friends and sometimes we would go on their chapter afternoon ride. Doing that, the chapters we visited would return to visit our chapter. The comradeship between chapters was greater then.

With the new District Regime coming in this month, we should try to muster up a chapter crew and present some of our old activities and maybe some new different activities.

Ride with care
Ken & Marion

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From the Chapter Educator:



Pick Your Park.

It is important when you decide to dismount your steed that you chose your parking place wisely. A decision as to where this parking place should be is determined well before your arrival. The more time you give yourself to make the decision, the better off you will have a successful outcome. If you are by yourself, your decision will be the final answer. However, as you ride with a group that decision most often is decided for you, unless you take the responsibility to evaluate the situation and take action as an individual. Follow through with your own decision and not with the bike that just parked before you. If you make your own decision, you will not find your position as awkward or as hard to get out of place.

As you approach a potential parking slot, and you are still in motion, you must make quick and decisive decisions. If you have a passenger, the decision becomes much more critical because of the additional weight factor and unexpected lean factor that accompanies two-up riding. Finalizing earlier alternatives rather than later, after you have committed your machine to a spot on the pavement, makes for a much smoother exit parking plan. Analysis and judgment should be completed prior to the actual parking maneuver has been initiated. Ask yourself one of the more important questions before you commit to a parking place: What is my exit? You should have made the decision about your exit plan before you get to a place where the parking slot is. In other words, the question you should be asking yourself as you negotiate a parking place: After I am parked in the stall, how easy am I going to get out of the parked situation? You ought to be making your exit route decision before you get to the point of parking entry long before you decide where the kickstand is to rest.

As you decide when and where to park, the first question that requires thought is if I park there, how do I get out of that parking spot and what is my exit strategy? Next, as you are making the decisions, think about some of these follow-on questions. Here are a few examples questions to ask.

- 1) Should I be concerned with the slope of the parking slot? Check out the pavement to determine which direction you should park. Your bike on the side-stand leans left and depending on the slope may move forward if not in gear.
- 2) Does the slope flow upward and to the right or flow down and to the left? Maybe backing into the parking slot will provide a favorable alternative.
- 3) Should I back into the curb or instead have my front tire touch the curb?
- 4) Can I back up my machine if there is an upward slope?
- 5) Is parallel parking an option and if so is there a slope to the pavement to the curb that should concern me?
- 6) Should I leave the bike in gear?
- 7) Is the surface wet and therefore possibly slippery by rainwater or a previously parked car that just leaked oil into a puddle of goop?
- 8) How long ago did it rain and did it wash off the residue of oil and grime so the area will not be so slippery?
- 9) Is that goop puddle right where I want to put my front tire? I do not want to step into it or coat my tire-tread with it. Oil on the tread can have some interesting results as you once again apply throttle to your machine after you have stopped and parked your bike. Moreover, when you walk onto the house carpet you will no doubt have more than oil tracks to clean up if your significant other has anything to say about it.

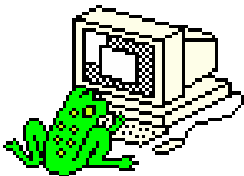
- 10) Is the temperature outside hot enough to melt the pavement as the kickstand begins pressing into it? Keep in mind that your machine has several hundred-foot pounds that are going to leaning into that side-stand and during a hot day, the pavement will give way and will melt enough to become mush. A consequence of parking with a side-stand that sinks like in quick sand is your bike falling over. Worse yet, your bike fall into another vehicle or one of your friend's machines and knocking their bike over as well. A cheap remedy for this is an old compressed soda can slid under the foot of the side-stand.
- 11) Should I use the center stand? Maybe a consideration as to whether the center-stand is appropriate for this parking experience. Center stands are more stable when the parking slot is questionable.
- 12) Is it cold enough on this day where ice may form somewhere close to where I will put my foot down and may be slide out from under me.
- 13) Has an overheated vehicle just released some antifreeze over the ground right where the parking spot is? Antifreeze on a rubber tire makes it as slick, if not slicker, than oil so as you apply throttle you may experience some exciting times as you exit the parking lot.
- 14) Are there rocks or debris in the parking spot? Those tiny little rocks that seem to gather right where your foot is to be put down on the pavement. Ever have the experience of dancing on ball bearings while four hundred pounds of pure chrome and steel begin leaning on you for support.

Sincerely,

GWRRA Chapter Educator –

JOHN E. DOUGHTY

FROM THE CHAPTER NEWSLETTER EDITORS



July is here and a lot of the members are gone somewhere on a summer break. Hopefully they will be back for our District Rally. I know Marion and I will be going down early Thursday the 20th with Garry & Maxine to try and get setup as a Chapter group.

As there wasn't any Chapter Meeting this month our Newsletter is rather skimpy. I'm looking to August for better reporting.

Remember all articles are due on the second Saturday of the month. Send to hart96@comcast.com

Keep the articles coming?

Ken/Marion

FROM THE CHAPTER SECRETARY



Chapter V had no Gathering for 7th July 2011

Jan/LeRoy

FROM THE CHAPTER COUPLE OF THE YEAR:



Well, dear reader, we have continued with our journey Eastward of sorts. Our bike touring was dampened with it breaking down on our trip to Cades Cove near Pigeon Forge, Tennessee. Seems a starter relay had stayed energized. We used the pickup truck as our transportation the next day and attended a dinner/show at the Dixie Stampede. There were so many other tourist activities that were available for a person's enjoyment and the streets were worse than Seattle at rush hour that we limited our activities to just a couple.

I had made use of the Gold Book once more while we were in Pigeon Forge and left a message with John Yakel who lives in Cave City, Kentucky. He returned my call and suggested I contact Troy Simpson who worked on motorcycles, especially Gold Wings. I was able to talk with Troy on Tuesday (the day we headed toward Park City, Kentucky) and he told me his shop was about two miles from our campground. He also told us to drop the bike off before we set up camp and he would work on it as soon as he could. We had just finished making camp when Troy drove up to our RV with our bike. His wife, Freda, had followed him with their car so he would have a ride back home. Service with a smile and way above what was expected. Troy said we could stop by his shop in the morning to settle the bill.

We took a tour of Mammoth Caves courtesy of John Yakel who is also a Park Ranger there. His tour was a short one, but very interesting since it involved an area in the caves that minerals were mined from by slaves to provide gunpowder for the freedom fighters in the war of 1812. John also brought us a couple of tickets for another tour as we ate lunch in the adjoining hotel. The next evening John and his wife, Pam, joined us and another Gold Wing couple we met for dinner at Porky's Café in Pig, Kentucky.

A delicious meal of fried catfish was enjoyed by all. We thoroughly enjoyed their company and hated to part ways, but they had work to do and we had new adventures awaiting us.

We have so many stopping places ahead of us and I will try to make more use of the Gold Book to contact new friends instead of having to use it when emergencies arise. It is a comfort to know that someone is out there to greet a new friend if we just make the effort.

If you are interested in reviewing some of our pictures and our comments in a journal, check them out at www.gwrra-wav.org/2011-Vacation.htm.

Vic & Sharon
WAV Couple of the Year

FROM THE CHAPTER TECHNICAL ADVISOR:



I know that most people who ride check their tires because John is constantly telling us to do so. At least once a week. So, what happens when you are going down the road and you get a flat tire? Tires have a way of attracting all sorts of puncture products. Kind of like a magnet. You're going to have to pull safely off the road and figure out what to do next. Phone AAA, a friend what to do!!! If you really want to have peace of mind, be prepared for it.

In my Wing I keep a tire plunger kit just for this. Now I know that the 1800 does not have an air compressor on it and as long as that is the case you can get everything you need to get you safely back on the road from <http://www.stopngo.com/>. They have tire plug kits and air compressors that can run off of any bike. I have used their plugs and they WORK. At least these kits can get you back on the road to get you to a shop to get a new tire. Check them out!

Dennis

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RECIPE CORNER:

Take it from your editor - - these are good!

Vanilla Brownies

Prep Time: 15 Minutes
(Ready in 1 hour 10 minutes)

- 1 cup firmly packed brown sugar
- 3 tablespoons margarine or butter, softened
- 1/3 cup refrigerated or frozen fat-free egg product, thawed
- 1 1/2 teaspoons vanilla
- 1 cup Pillsbury BEST All Purpose Flour
- 1/2 teaspoon baking powder
- 1/3 cup white vanilla chips

- 1 Heat oven to 375 deg F. Spray 8-inch square pan with nonstick cooking spray
- 2 In medium bowl, beat brown sugar and margarine until well blended.
Add egg product and vanilla; mix well.
- 3 Lightly spoon flour into measuring cup; level off. Add flour and baking powder; Stir just until dry ingredients are moistened. Spread in sprayed pan. Sprinkle evenly with chips.
- 4 Bake at 375 deg F for 20 to 25 minutes or until brownies are golden brown and toothpick inserted in center comes out clean. Cool at least 30 minutes or until completely cooled. If desired, sprinkle with powdered sugar; cut into bars.

Next Month we have another delicious recipe from Sharon Murphy.

CHAPTER BIRTHDAYS:



Sharon Ferderer
Ken Harter
Jim Johnson

CHAPTER ANNIVERSARYS



Paul & Susan Cecil

Carol Miller
Dennis Mufphy
Sharon Parr
Carol Vallely

Did You Know



State Gem ***Petrified Wood***

The geological history of our state has encompassed many great changes, one of them being the many lava flows from volcanic fissures. Centuries ago, the interior of Washington was swampy and mild with many trees such as cypress, oak, elm and gingko growing in wet areas. Layers of logs were preserved with each new lava flow, and as the layers grew deeper, many of the logs became waterlogged and lay protected in deep water. Over time, water continued to seep through the lava and permeate the wood with silica. Eventually, the wood fiber was completely replaced by silica, thus petrifying many logs. The petrified wood is perfect in form and detail to the original wood. In 1975, petrified wood was adopted as the state gem. The best place to see petrified wood is the Gingko Petrified Forest State Park in Vantage.

You must have a gem or trivia information you would like to share? Please send to your Editor