



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:



We are Home! The district rally was a great event. Luckily, the weather even remained warm, except at night. Warm weather always helps with the festivities. If you wished to be lazy, that was fine. If you wished to be busy, that was also possible. Everything was well planned, and lots of fun. Vendors were available, and the food was there for your liking. What a great time!

We had a good gathering in August. Maxine and I have our two youngest granddaughters here from Idaho for two weeks. The gals went shopping and we all headed for NW Trek, someplace our chapter should attend...it was very interesting, and so close to home..

We missed the picnic held by chapter 'WA-O', because we were in Skykomish. Hiking, in an old pioneer town named 'Wellington'. What a sad story in railroad history this town represents. It's near Stevens Pass and would be a great ride, but probably not on the cycles. (The trailhead is a long way from the main road and very rocky.) What have the rest of our members done during the month of August?

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

FROM ASSISTANT CHAPTER DIRECTORS:



Dennis had to make a trip concerning his father and just got back. We'll see his article here next month. Meanwhile he says, if you ever have the need to ask anyone in the chapter for anything at all don't hesitate to ask.

FROM HONORARY ASSISTANCE CHAPTER DIRECTOR:

Support Your Chapter



Another District Rally has come and gone, and the old saying of *if you missed this one you missed a good one* is never more true. The weather was just fantastic. The early birds who showed up on Thursday had a little rain, but then the remainder of the week end mostly sunny and warm, almost like summer. We had in attendance, Garry & Maxine, JD & Carol, Dwight & Kathleen, Ken & Marion, John & Neena, Frank Herron and David Elmquist.

On Saturday afternoon most of us took the local Steam Train Ride out thru the valley riding in an open rail car. Garry was tossed in Jail on three difference offences, once for nicking “Q”s cast iron fire place, I went over to see what the commotion was and got tossed in jail for loitering. Was fined \$2.00 but then was caught trying to escape and the fine was doubled. Ending up costing me \$5.00 Garry wasn’t much help because he was in Jail with me. All in all we all had a good time, kinda missed the rest of you that didn’t make to the rally.

We need to plan more visits of other chapters on our ride card, whether they be a breakfast ride or one day events. And not just putting on the ride card, but actually plan on going to the other chapters. We should plan one, maybe two chapter visits a month. In good weather make a breakfast run or a dinner run. In the bad weather we have a choice of covered wagons or brave it out on our trusty steeds. What say ye all!

Ride with care

Ken & Marion

From the Chapter Ride Coordinator



Hi everyone! We didn’t have a Ride in July, but this month we will ride to Paradise on Mt. Rainer. We will be meeting at Fred Meyer in Puyallup and leave from there at 0930. Hopefully it will be a great day.

Our last ride was in June and we went to Port Townsend. We had 3 motorcycle and 2 cars. Had a nice picnic at the state park and then the gals wandered through town and us guys went to a car show. All in all, it was a great day.

Next month we will take a ride out to point-no-point and picnic on the beach. More to follow on this. Stay safe and we’ll see you on Saturday the 20th.

Jim & Ruth Johnson

From the Chapter Educator:



From the desk of John Doughty GWRRA Chapter Educator Chapter V.

Lessons learned:

1) Come into the technology age by using GPS where "HEADS UP" visibility of the road can be maintained. Tuck the paper maps in the trunk for reviewing while sitting at the dinner table or while contemplating the next day's adventure in the motel room. Do NOT attach maps or directions to the gas tank where "heads down" driving could be an option.

2) To secure a motorcycle in a U-Haul truck that has no floor mounted motorcycle tie downs: a) Use the side stand only b) put the bike in gear c) have a minimum of four contact points with the existing side rails that are available d) use the "ratcheted" type tie downs that are taught, **not tight**, allowing the motorcycle to flex, bounce, and extend on its shocks.

As many of you were aware, I had scheduled a major tour from Washington State to the State of Maine via US Highway 2. This tour would occur over the last part of June in 2011 and first part of July. My tour was to last for 20 days, with the following goals: 1) travel on US Highway 2 coast to coast across the United States, 2) while on this tour visit the geographical Center of North America located in Rugby, North Dakota, 3) take in the sites of Niagara Falls in Canada, 4) have a "real" Maine Lobster dinner, 5) "do the Dragon" in North Carolina and, 6) stop at the midway point of the United States in a place called Kinsley, Kansas off US Highway 50. After reaching all of these goals, from Kansas I would travel to Colorado to the lower south west to smell the mountain air, then, head for home in Washington State via Utah, Idaho, and Oregon. This tour would complete my fifth time traveling Gold Wing style to the east, coast to coast. As many of you know, I have toured all 50 states and all Canadian Provinces on this very same 2002 Yellow Gold Wing "accident free". I met all of my goals for this trip except one.

Among the many avid motorcycle enthusiasts that I come in contact with over the many years of motorcycling (since 1966), "they say" that if I ride long enough "they say" it will be only a matter of time "WHEN" rather than "IF" an accident will occur. "They say" a motorcycle driver will experience a motorcycle accident no matter their training or experience level nor whether riding with a group or if riding solo. "IT" is going to happen someday. While on my return trip crossing the United States for my fifth time, my "WHEN" moment occurred. I was confident I was well on my life time goal experiencing **one half a million "safe" miles*** on two wheels before I give up long distance motorcycle touring.

I had just turned over on my Gold Wing's odometer 150,000 accident free miles on my one and only Goldwing while passing a patch of corn in Kansas, heading for Kinsley. Reflecting on that accomplishment, I felt proud that I had so many miles of motorcycle experiences without mishap. I set up for a picture to mark the 150K occasion before a corn field in Kansas. The occasion may not be glamorous to some I suppose, and with the Kansas temperatures hovering 106 Fahrenheit while standing in my full leather jacket, the picture stop was definitely

memorable to me. To add to my confidence level, earlier this year in February, I had completed Advanced Rider Course (ARC) training. I had no other thoughts at that time other than I was confident that I could apply my renewed training if ever needing it. I personally try to be very conscious and practice safe driving strategies and techniques nearly one hundred percent of the time while on two wheels.

On July 12, 2011 at approximately 09:05 (PST) in the Colorado early morning mountain air, I was riding just outside of Wolf Creek Pass not quite reaching the ascent point of the mountain peak. I was patiently following five cars on a piece of straight and narrow Colorado Highway, numbered as 160. The impact location was about twenty miles south of Del Norte, Colorado. The road was dry and the sun was getting high in the morning sky. The temperature was about 59 degrees Fahrenheit. The posted speed limit was 50 MPH although the traffic was going much less (perhaps 35 or 40 as determined by the Colorado State Patrol's evidence from my impact point).

The accident occurred as I executed a poor decision to glance at my road map. I used this same navigation technique for all of my years of motorcycling. I never had a problem (except maybe that my "older" eyes seem to squint at the small print now) with this method until this day. The paper map was attached with a rubber band to my gas cap cover. While stuck behind a long chain of vehicles driving below the speed limit, I was attempting to confirm the distance of my next overnight stop - Durango. While impatiently waiting for more mountain curves to come into view and to have the roadway clear to allow passing these other drivers when I safely could, it seemed to me to be a good time to put my head down and "glance at my map". The result of my poor judgment was that I "glanced" just a little too long.

As I pondered over the "heads down" map attached to my gas tank filler lid, things were happening very quickly. As I looked up from the map, I found that my front tire was crossing the white fog line on the right side of the roadway. I guessed that I had maybe eight inches of pavement left beyond the white line to correct my mistake before the pavement turned to dirt. My prior ARC training took hold automatically as I attempted to correct this major error. However, I found that my reaction time was not fast enough as those remaining eight inches of pavement passed quickly beneath my front tire. As I began the counter steer maneuver, the front tire left the edge of the paved roadway with the front tire sinking into the accumulated sand (not hardpan dirt as I expected) left over from the season's snow control. I found myself having at least a two maybe three inch rise to overcome between the compressing sand and the asphalt. As the fractions of seconds ticked by, I struggled to get the machine back onto the hard surface. I was close to the pavement (sort of paralleling the pavement), in fact, so close that the bike's oil filter and left floor board made hard contact with the asphalt. The oil filter crushed under the pressure and the left floor board sheared off at the peg mount. The rear tire then left the roadway sinking even deeper into the sand. As you know, most of the bike's weight is supported by the rear tire and the soft sand compressed even further and very quickly under the entire bike's weight.

The rear tire began over taking the frontend of the bike as the momentum began slipping downward into a gully (an estimated six to eight foot drop from the hard pavement). As the slope increased downward, the bike was moving forward and to the right. About this time, a reflector post appeared before me. The reflector post hit the fairing on the right side of the bike an inch or so from the headlight. The fairing took most of the post's impact as evidenced by the sustained damages observed later. The reflector post took off the right mirror and pressed the right foot peg and crash bar into the engine casing. As the reflector post slid by making its journey across the bike, it crushed the right side fairing pocket. The post then hit the right saddle bag and as it absorbed the force, the right saddlebag shifting force cracked the left saddle bag. As a final insult, the reflector post clipped the right side CB antennae, bending it at the base on the way by. During the next few moments, I experienced the rear tire slipping further to the right, deeper into the sand, and further into the gully. I continued my attempts to counter steer realizing at that time that I was losing control. Rather than developing a high side fall (to the right and into the gully), as the weight of the bike was shifting to the right, I chose to force the bike to lie down on its left side. The bike abruptly came to rest (on its left side) on the up hill side of the gully. By forcing the bike to lie down, the impact took off the left mirror and it pushed the left foot peg and left crash bar to the engine casing. Somewhere in all that carnage, the left antennae got bent too.

The bike came to an abrupt stop while sinking in the soft sand. I was ejected over the right handle bar. As I recall, I made no less than a single loop or a somersault in the air. I landed on my knees in the sand facing the bike. When all the motion had ceased, I noticed the bike had dug a big hole in the sand. Hot engine motor oil was draining out of the crank case and being absorbed by the sand. As I observed the large hole dug in the sand, I think I reasoned that was why the bike's momentum stopped as abruptly as it did, and why I was catapulted over the right handle bar.

I sustained only minor bruising just above my right knee and a bruise to the right shoulder. I assumed those injuries were encountered as I exited the bike on the right side and catching the right handle bar on the way out. I can thank the soft sand for absorbing much of my impact with the ground. There were many bystanders that helped me "right" the bike and put the bike back on the roadway. At the time just after the accident, I had a silly notion that I could ride the bike to the next town to get it fixed, as I asked the bystanders to help me get the bike back onto the pavement. Of course, that idea was rather foolish and perhaps a part of the shock and disorientation I was experiencing. It wasn't until I saw all the oil that had poured out onto the sand that I realized I wasn't going anywhere on this bike.

After assuring all the bystanders and witnesses that I was ok, they all left me by myself. It was at that time, standing all alone on this now deserted mountain highway, that I found out that my cell phone did not work while in an area in between the mountain peaks. I would guess that I was within 10 minutes, as a last resort, to summon help by using my Personal Locator Beacon (PLB). The PLB is similar and works with the same technology as the Emergency Locator Beacons (ELT) radio frequencies, found on airplanes for search and rescue. I had purchased this PLB years ago for just this kind of emergency. I often travel solo on my motorcycle and my adventures find myself in very remote areas sometimes. The PLB offers a sense of confidence knowing I could contact someone if I really needed to take that option. The PLB would give me a chance to summon help especially knowing the limits of the cell phone coverage throughout my remote traveling areas. As I gazed down the empty highway, what appeared in the distance was a snow plow truck coming my way. I was able to flag down the snow plow truck driver asking him to summon help for me. After his radio call to the Colorado Highway Patrol, the recovery process began.

The Highway Patrol appeared in a few minutes to take notes and to document the accident. The officer told me that I was very lucky, as just a week ago and just a few hundred yards from where I left the roadway, a fellow motorcyclist was killed in a similar mishap. Shortly there after, a tow truck was on scene and within the half hour the bike was loaded onto the flat bed. The driver transferred the bike from the tow truck to a U-Haul truck within twenty minutes and by noon time; I was on my way home with my broken bike and my injured pride.

The bike is currently (since 7/30) in a motorcycle shop being evaluated by mechanics and the insurance company. The mechanic's first words (8/3) told me that after taking off the outer fringes of plastic, it was discovered that the bike sustained a cracked engine casing in two places which had an estimated replacement cost of \$9,000. The bike's fate has been determined (8/8) that it will be totaled by the insurance company. My decision on what I will do next and whether to continue my motorcycling experience is still in question at this time.

Oh yeah, the one big goal I missed: come home safely without an accident.

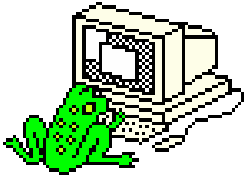
* Lifetime motorcycle accumulated "safe" mileage: Honda Goldwing (150,789), Honda 750SS (100,031), Honda 500CB (78,230), Honda 175 Scrambler (22,850), Honda 405 Skyhawk (3,200), Honda 305 Scrambler (1,270), Honda 205 Skyhawk (458), HD (843), Suzuki (457), and Yamaha (235).

Sincerely,

GWRRR Chapter Educator –

JOHN E. DOUGHTY

FROM THE CHAPTER NEWSLETTER EDITORS



Here we are in August already. The sun is well on the way back to the south and we haven't had any summer yet. Well maybe a couple of days over the weekend of the District Rally and as I write this the weather report is looking very favorable for a few more summer days. I'm still wearing my fleece shirts maybe in the next few weeks I'll be able to shake out the moths out of my cotton shirts. Maybe!

Looking forward to some tid-bits that you would like to share with the rest of us, sent them in and see them in your newsletter.

Remember all articles are due on the second Saturday of the month. Send to hart96@comcast.com or call in by land line, 253-862-7544

Keep the articles coming?

Ken/Marion

FROM THE CHAPTER SECRETARY



Chapter V held the monthly gathering at the Auburn Eagles on August 4th. Visitors included Dean Kalles, Chapter Q, and Cory Evons & Jody Addicks.

Fun times were shared about the past events attended by members. Garry and Maxine attended the "Run for the Dogs". JD and Carol attended Chapter A's Mystery Ride. The District Rally was well attended and a fun event. Susie and Frank Hutchinson are the new Washington District Directors. Congratulations Susie and Frank!

Upcoming events are Chapter Q's meeting August 5th and A Whale of a Picnic hosted by Chapter "O" on August 13th. The Chicken Run and Campout is August 27th and 28th. On August 20th, our Chapter is going on a ride to Mount Rainier and Paradise. Details will be coming on the phone tree. September 11th is the "Ride for Kids". Chapter V has collected \$540 from hosting the Rest Stop and \$315 from the South Hill Mall Show all for the Kids.

John Doughty, Chapter Educator asked if everyone has checked their tires. He told us the importance of never taking your eyes off the road. John stated he would like to step down from his position of Chapter Educator and asked for someone would take the position.

Chapter Member Color Drawing went to JD Miller and the 50/50 prize dollars went to Jan Ljunggren. And NO, she did not buy ice cream for LeRoy on the way home.

Jan/LeRoy

FROM THE CHAPTER COUPLE OF THE YEAR:



Well gang, our five month journey around the United States is over the mid-way point. We have completed three months and as we left New Hampshire we passed the halfway mark of calculated mileage. I am glad that we are able to travel at a comfortable pace and see the many sights that surround us. There are so many more even at our backdoor, now all we have to do is getting out and explore.

We usually travel between 150 to 300 miles from one camping resort to the next. Then we unload the motorcycle and spend two to four days riding to different places of interest or just through the countryside. There have been places that we didn't even unload the bike, like Jersey City, New Jersey which was just across the river from New York City. A couple others we would just park downtown and ride a tour bus (Philadelphia and Boston). Another time we took the bike to a Metro station about twenty miles from the resort and took advantage of that resource to get into Washington, D.C. We see many groups of riders out and about, especially on weekends and I keep wondering if maybe we could have joined them if only I had called a local chapter at some point. It would be nice to meet new friends in that manner, but realistically we have been so busy trying to visit places on our "bucket list".

Our rides are dependent on the local weather, of course. I'm like many others, don't mind getting caught in a rainfall but don't want to start out in one. Heat and humidity are another issue. While it is OK as you are moving, it is plain uncomfortable at stop lights that seem like they will never change colors. Sorry guys, those are times I like to grab a book and kick back in an air conditioned room.

I notice our Ride Coordinator has been trying to set up some interesting sites to visit. What an opportunity to meet up with a group of old friends and a possibility of meeting new ones. Other Chapters in our state have exciting events schedule on the calendar and I encourage you to join in their fun when you can.

Smile often and ride safely.

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:



So, since I sold the 1995 GoldWing with the Compufire alternator I thought that I should try to find another high amperage replacement. After doing some research I found a replacement at <http://www.rareelectrical.com/Shop/Control/fp/tcat/456754/SFV/32696?gclid=CL2zgcTryqoCFZIZQgodtWKfVQ> I bought a 95 amp for my 1993 Wing and decided to try it out. The alternator that I bought was \$233.00 plus shipping.

The first thing that I noticed was it was much smaller than the Compufire. It is actually rather easy to install. I really don't think that it is any bigger than stock.

So, I left to go to Iowa to see my Dad and thought about taking the stock alternator with me but decided not to. I didn't make it to Iowa But that was just because he was doing fine after surgery. I still put on almost 2000 miles in 2.5 days.

So, at idle it ran 14.0 volts and when underway it kept at 13.8v. Kind of odd, but as long as it is charging at a good rate then it is doing its job. With the driving lights and heated Gerbing liner and gloves on it was still at 13.7v. More than adequate for the job at hand. I would certainly buy another one.

So to sum it up.....Easier to install, cheaper, one year warranty, and you can use a lead acid battery with it but I would still buy a Gell Cell just because they turn over the Wings engine faster and start the bike much easier.

Dennis

RECIPE CORNER:

Strawberry Dream Cake From: Sharon Murphy

INGREDIENTS:

- | | |
|--|--|
| 1 (18.25 ounce) package white cake mix | 1 cup heavy whipping cream |
| 1 1/2 cups frozen sweetened strawberries, pureed | 1 (8 ounce) container frozen whipped topping, thawed |
| 12 ounces cream cheese | 1/2 pint sliced fresh strawberries |
| 8 (1 ounce) squares white chocolate | |

DIRECTIONS:

1. Preheat oven to 350 degrees F (175 degrees C). Grease two 9 inch round cake pans.
2. Make cake per directions except substitute the 1 1/2 cups of strawberries for the water and add 1 extra egg, (if cake mix calls for 2 eggs add 3), and 8 ounces of the cream cheese at room temperature. Beat well and pour into the prepared pans.
3. Bake at 350 degrees F (175 degrees C) for about 20 to 25 minutes or until golden brown. A toothpick inserted in the center will not come out clean when this cake is done since it is so moist. Let cake cool fully before frosting.
4. To Make Frosting: Heat the heavy cream until just beginning to boil. Pour it over the white chocolate (chopped) and the remaining 4 ounces cream cheese. Mix well and let cool. Once cool fold into the whipped topping. Use to frost cooled cake and garnish with sliced fresh strawberries.

CHAPTER BIRTHDAYS:



Garry Alexander
Maxine Alexander
Lee Damoiseaux
Marcia Damoiseaux
Paula Hardwick

CHAPTER ANNIVERSARYS



Garry and Maxine Alexander

Everybody Loves a Blonde

A blonde decides to try horseback riding, even though she has had no lessons, nor prior experience. She mounts the horse unassisted, and the horse immediately springs into motion. It gallops along at a steady and rhythmic pace, but the blonde begins to slide from the saddle.

In terror, she grabs for the horse's mane, but cannot seem to get a firm grip. She tries to throw her arms

around the horse's neck, but she slides down the horse's side anyway. The horse gallops along, seemingly impervious to its slipping rider.

Finally, giving up her frail grip, the blonde attempts to leap away from the horse and throw herself to safety. Unfortunately, her foot has become entangled in the stirrup, she is now at the mercy of the horse's pounding hooves as her head is struck against the ground over and over.

As her head is battered against the ground, she is mere moments away from unconsciousness when to her great fortune... Frank, the Walmart greeter, sees her dilemma and unplugs the horse.

And you thought all they did was say Hello.

Did You Know

The Definition of Diplomacy:

The ability to tell a man to go to hell and convince him he'll enjoy the trip.

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

This space

is available

for story's as told

from members.