



**GWRRRA CHAPTER "WA-N"**  
 Washington District, Big Sky Region I  
 December 2006



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\*\*\* Our web page is...\*\*\*

[www.spokanech-n.org](http://www.spokanech-n.org)

CHAPTER GATHERING

**December 17<sup>th</sup>**  
**Gift Exchange and Dinner**  
**at Golden Corral**

UPCOMING ACTIVITIES

**December 9<sup>th</sup> Wingless**  
**Ride to see Leavenworth's**  
**Christmas Lights**

**December 17<sup>th</sup> Dinner**  
**Gathering and Christmas**  
**Party at Golden Corral**

CHAPTER DIRECTOR:

HAPPY HOLI DAYS!!!!

Hope everyone had a fantastic Thanksgiving. I know I sure did. I spent the day with my brother and his extended family. Had some great food and company, lots of games and some great shows on the television, oh, did watch some football too.

Really enjoyed the snow flurries we had and can only be so happy that our Washington District Educator, Bruce McMahill made it home without hitting any snow.

If you missed the gathering, you did miss some major information and a treat to have Bruce speak to the chapter. He is so knowledgeable and brought some great information to the gathering. We also talked about the up-coming education events. I'd like to remind everyone that took a flyer (or who needs a flyer) that the next WA District Rider Safety Education Workshop is March 17<sup>th</sup>, 2007 in Richland. Be sure to send in your registration. Remember that Dave Hough, author of Proficient Motorcycling and Street Strategies, will be there, as will author and publisher Tom Mehren. The fee is only \$15 per person, including a lunch. And if you bring in your receipt to Terri Chromy, our treasure, the chapter will pay for half of your registration. The excitement at the gathering was very infectious.

I also had the opportunity to give Don Sundahl his 150,000 high mileage pin. Remember, this is from the time you first started riding and is done in 50,000 mile increments. Let me know your bikes and the mileage you put on them, if you would like your pin or need to update your existing pin.

I was also honored with the presentation of my Level IV patches. I'm now Master Tour Rider #6306. Bill Schultz is #5985, and Don Sundahl and Dale Dufner are awaiting their patches as I write. This is quite an honor. When you consider that GWRRRA has over 100,000 members, this is a small group that we are very happy belong to. WA-N will have a good number of members, so we should have a great turn out for the Master Tour Rider Breakfast at Wing Ding next year. Hey, Shirley Dufner is now a level III and working on her level IV. So you don't have to be a rider to earn your Master's patch.

At every gathering, I'll have forms for those who would like to move up levels in the Rider Education Programs. Why not join all your friends and commit to riding safe.

Tom McCollim  
 Chapter Director

ASSISTANT CHAPTER DIRECTORS:

I know a lot of you were surprised that I (Dale) was at the last gathering, after Shirley said in the November newsletter that we wouldn't be there. Well, Shirley was in Portland, but I was home and could attend the gathering before taking off.

I flew out of Spokane at 12:40 that day to join Shirley in Lost Wages (that's Las Vegas for all you non-gambling folks). No, we didn't win anything, but we didn't lose everything either. Duane and Phyllis Battien joined us on November 22<sup>nd</sup>, since they were visiting family in Las Vegas for Thanksgiving. (Ask Duane about finding the car in the casino parking lot, if you didn't notice the number on the lamp post.)

Shirley and I spent Thanksgiving in Portland with son and daughter-in-law, Patrick and Susie, and grandson Jackson (almost six months old). We had a good home-cooked dinner with family and friends.

On Sunday November 26<sup>th</sup>, we went on to Seattle to son and daughter-in-law, Matthew and Julie, so we could attend the Seahawks game on Monday night against the Packers. Monday morning we visited the home office of Gerbing, to check on heated riding appeal. After trying on some jackets, pants and gloves, we decided to invest. Now we're ready to ride in everything but ice and snow!

We're looking forward to the day trip to Leavenworth for the city lighting festival, and hope some of you will be joining us. This should be a fun wing-less ride.

January 12<sup>th</sup> to the 15<sup>th</sup> Shirley and I are traveling to the Seattle area to visit several Chapters (WA-Y; WA-C; WA-D) over that weekend. We'll also get to attend WA-I's "Casino Nite". We heard this event is always fun, and we really like fun.

For now, Shirley and I would like to wish you all a Merry Christmas and a happy, safe New Year. 2007 looks to be another outstanding year. We're looking forward having more safe rides with you, our GWRRA friends and family.

Dale and Shirley Dufner  
Assistant Chapter Directors

### ANOTHER CHRISTMAS INVITATION

Just in case you want more places to go during the holiday season. We are all invited to the Eastern Evergreen Riders annual Christmas party. This will be held on December 16th. Happy hour is at 5 PM and dinner at 6 PM at the Valley Eagles Lodge, 16801 E. Sprague, Spokane Valley. Always a great time and food, Billie Leonard says you need to register by December 10th if you want to have some Baron of beef or roasted turkey. All the food you can eat for only \$13.00 per person. Send her your information and checks to: Billie Leonard, 23584 N. Conecrest RD., Rathdrum, ID 83858.

Gift exchange: \$5.00 minimum, men for men and woman for woman.

*You know you're getting older when  
You know all the answers,  
But nobody asks the questions.*

### "WINGNUTS" EVENT SCHEDULE for WA-N

#### DECEMBER

- 1-3 Int'l Motorcycle Show at Qwest Field, Seattle
- 2 WA-Q Santa Parade
- 2 Olympia Toy Run
- 9 WA-D Festival of Lights Parade
- 9 ID-H Christmas Party - Post Falls
- 9 **WA-N Wingless Winter Ride to Leavenworth**
- 17 **WA-N Christmas Party at Golden Corral - 4PM**

#### JANUARY

- 12 WA-Y Dinner Meeting - Enumclaw 6:30PM
- 13 WA-C Breakfast Meeting - Everett 8AM
- 13 WA-I Casino Night - Camp Murray 4PM
- 14 WA-D Breakfast Meeting - Aberdeen 8:30AM
- 20 ID-H Gathering at Coeur d'Alene IHOP - 8AM
- 21 WA-Z Birthday 50's Sock Hop - Centralia 2PM
- 21 **WA-N Gathering at Golden Corral - 8:30AM**
- 25 ID-H Dinner at Mongolian BBQ - CDA 6PM

#### FEBRUARY

- 3 WA District Westside Riders Ed Workshop
- 10 WA-F No Host Social (No Valentines Dance)
- 10 ID-H Valentine's Party - Post Falls
- 18 **WA-N Gathering at Golden Corral - 8:30AM**
- 22 ID-H Dinner at Olive Garden - CDA 6PM
- 24 WA-O Bowling Challenge

### HOLIDAY FUN RIDE

Time to get those Christmas Spirit Juices flowing, and to help, we're going to caravan to Leavenworth for the Lighting of the Christmas Lights. I've seen the excitement and beauty of this Bavarian town as trees are illuminated and then the whole town. So come and join us for some fun and shopping. Enjoy some Hot Chocolate, Hot Cider and Chestnuts Roasting on an open fire.

We are going to meet at the Yoke's in Airway Heights at 8AM Saturday December 9<sup>th</sup>. Some folks plan to stay the night and have made reservations at the Motel 8 in Wenatchee. I'm going for the day and coming home that night. We can share cars or you can drive yourselves. I'll have holiday music going on in my car.

Dress warm, parking is limited and is usually \$10. All proceeds go to the high school band, and they patrol the parking areas.

Happy Holidays, Tom

## **FIRE, ICE AND WATER: WELCOME TO SPOKANE!**

Riders traveling in the Spokane WA area will pass through some of the world's most spectacular geological features. Best of all, these are easily seen along the main routes leading to the city and points beyond. In Washington, one encounters the Cascade Mountains to the West, the Columbia Basin (or Plateau) in the middle (Spokane is along the northeast edge), the Blue Mountains to the south and Coeur d'Alene and northern Rockies of Idaho and Montana to the east. While this article is intended mostly as a rider's introduction to the scenery, a brief lesson on origins should prove helpful.

The eastern part of Washington State is essentially the result of floods:

Two very different kinds of floods, each being one of the largest of its kind ever recorded. The first began approximately 17 million years ago and continued for approximately 12 million years. A series of rifts or cracks opened in what is now south-central Washington and northeast Oregon. From these streamed a number of huge lava flows (basalt) which eventually covered about half of Washington, a third of Oregon and a sizeable chunk of Idaho.

The flows continued until a depth of more than 10,000 feet was reached in some places. They are readily visible today in forms ranging from tall cliffs of black basalt in vertical columns to piles of broken cobbles. Spokane sits on the northeastern edge of this massive lava field.

The second flood was water, LOTS of water! Between about a million and thirteen thousand years ago during the last Ice Age, glaciers crept slowly southward. They moved into Northern Idaho and Washington and an arm of one blocked the mouth of the Clark Fork River, about 65 miles northeast of Spokane. Behind this ice dam a lake (glacial Lake Missoula) would form east of Sandpoint ID, along the Clark Fork River valley. At its maximum it extended across the Idaho Panhandle to well beyond Missoula MT. Lake depth at the ice dam was approximately 2,000 feet and it contained about 500 cubic MILES of water, more than the volume of Lakes Ontario and Erie combined.

Eventually, the combination of pressure against the dam face, buoyancy of ice in water, seepage underneath the ice, and hydrostatic pressure created a flow through the dam, which caused it to fail catastrophically. At that time, an outburst of water and huge icebergs washed across the land to the west and southwest, inundating what is now the Spokane Valley and a large portion of central Washington. At its maximum, the flow rate was probably about 9 cubic miles (yes, that's MILES!) of water per hour. Its speed of 40-60 MPH (65-95 KPH) was sufficient to roll huge quantities of rocks, gravel and even house-size boulders downstream, scouring and devastating the land all the way to the Pacific Ocean. The Washington "Scablands", Coulees, Columbia River Gorge and many other landforms are artifacts of these floods.

Floods? Plural? Oh yes. Once the initial outflow was past, the glacier continued moving southward and soon covered the Clark Fork River mouth to form yet another ice dam. The lake refilled and the process repeated. It is estimated that from about 18,000 to 12,800 years ago there were at least forty such incidents, perhaps as many as a hundred before the ice finally melted northward beyond the Clark Fork Valley. The interval between floods was perhaps forty to as many as one hundred fifty years.

As you approach Spokane you will find yourselves in areas of spectacular beauty, especially if you like rocks, large or small. Compared to the Eastern portion of the United States, this land is quite young - in some cases, still growing - and thus hasn't experienced the erosion or overgrowth that blur and obscure details. In subsequent chapters we'll discuss a few of the features you might find interesting.

Really good descriptions and pictures of the floods and their origin may be found at:

[http://vulcan.wr.usgs.gov/Glossary/Glaciers/IceSheets/description\\_lake\\_missoula.html](http://vulcan.wr.usgs.gov/Glossary/Glaciers/IceSheets/description_lake_missoula.html).

<http://www.uwsp.edu/geo/projects/geoweb/participants/dutch/VTrips/Scablands0.HTM>

Follow the links at the bottom of the page: Geological Society 1994 and 2003 and "Other Floods."

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## **INSIGHTS FROM A MOTORCYCLE CURMUDGEON**

*(The following paragraphs were copied from <http://www.motorcyclertouring.us>, the "Motorcycle Touring For Beginners" web-site by Dale Borgeson, a retired MSF instructor in Minnesota. Enjoy!!)*

### **DEALING WITH THE WEATHER - NORMAL TEMPERATURES (~60° F TO 90° F)**

**HELMET** - As I've said elsewhere, I always wear a full face helmet. A full face helmet is warmer when it's cold out and shades more of your face from the sun when it's hot out. Always ride with the face shield down. When people ride with the face shield up, it's usually because it's hot out and they want better ventilation (or they're a dork). If ventilation is inadequate, it's because of poor helmet design or there's low speed or turbulent air flow around the helmet. Poor air flow is in turn caused by a combination of bike aerodynamics and helmet position.

Riding with the face shield open does not solve the fundamental problem and adds a new one; you're now more vulnerable to hard flying objects. If you have a ventilation problem, you should get a helmet with better ventilation or a bike with better air flow around the helmet. Note that if it's hot enough, you WILL sweat in your helmet. You can't eliminate sweating. If the sweat drips on your glasses or face shield the helmet liner is inadequate or out of position or the helmet is too large. Either fix the liner or get a proper helmet.

**FACE SHIELD FOGGING** - The Fog City face shield liner came out a few years ago and it completely eliminates face shield fogging in both cold and humid conditions. The only down side to the Fog City is that you get a little star bursting of point sources of light at night and some faint double images from inside the helmet - I see my nose, it's not pretty but I can still see the road just fine. Some people consider this unacceptable. Come on, get a life! If you can't compromise this little bit why in the hell are you riding a motorcycle?

If your glasses fog the best stuff I've found is Scott's Anti-Fog cloth. Scott makes goggles for skiing (and motocross). I got my cloth in a Ski shop. This cloth is advertised to be OK for coated and plastic lenses. I've used this cloth for several years and have not done any damage to my coated plastic lenses.

**STINKY HELMET SYNDROME** - Helmets can get pretty a nasty aroma after a two week tour in hot weather. If the helmet liner is not removable, you can get rid of some of the nasty odors by stuffing the inside with crumpled newspaper when you're not using it. You can also sprinkle the liner with baking soda. The problem with this is that you really need a vacuum cleaner to remove the baking soda before you wear the helmet. If it really stinks, it may take several weeks of the newspaper treatment to get rid of the odor, so you'll just have to live with the odor until you get home. At home, I always have newspaper in the helmet when it's sitting on the shelf.

**EAR PLUGS** - Wear them. They really help reduce fatigue.

**GLOVES** - I wouldn't even consider not wearing gloves - they just give too much protection from small rocks, June Bugs (not that different from a rock in effect), and the like. Over the years I've tried just about every kind of glove there is and none seem to be perfect. Right now I wear Z-Custom Deer Traks. They are the most comfortable and sturdy gloves I've ever had. They have external seams which are much more comfortable when you are wearing them all day. The deer skin seems to breathe better and is much softer than cow leather. The Deer Traks are also a gauntlet style glove. Gauntlet gloves give much better coverage than a regular style glove.

I really dislike gloves with studs on the palm. I know that the Ricky-racer types think they're cool, but I don't like the way they feel on the controls; they feel too stiff. From what I've seen, the studs don't protect any better than a properly attached extra layer of leather in the palm.

When it's really hot out, some people like to wear warm weather gloves. I have a pair of O'Neal gloves that are pretty nice. They have leather palms and a slab of leather over the knuckles. I'm not really confident wearing these gloves because I'm not all that sure how well they'd fare in a crash - not too well I suspect. I don't wear them unless it's really hot out (like over 95° F).

I won't ever wear those wimpy fingerless gloves with the paper thin leather. Those would shred in about 0.5 seconds if they hit the pavement at speed, stupid. Those are a complete waste of money.

I only buy white or natural color gloves. The dye used in leather gloves is somewhat water soluble, and if they get wet (like in the rain) the black (or green or blue or red or whatever) dye will dye your hands and it will not wash off. It takes about a week or two for it to wear off. White gloves do not have this problem. I've heard of ways to remove the dye so that gloves won't bleed but I can't remember the details. It just seems easier to get gloves that don't bleed in the first place.

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<b>DECEMBER 3</b> International Day for People with a Disability (Australia)  Motorcycle Show Seattle	4	5 Int'l Volunteers Day  <i>Full Moon</i>	6	7  Pearl Harbor Remembrance Day	8	9  <b>WA-N Trip to            Leavenworth</b>  <b>WA-D Festival of            Lights</b>  <b>ID-H Christmas            Party</b>
10  Human Rights Day  Nobel Prize Day	11	12  Poinsettia Day	13	14	15  Kingdom Day (Netherlands)	16  <b>HAPPY CHANUKAH</b>  Boston Tea Party Anniversary
17  <b>WA-N Christmas            Party - 4PM            Golden Corral</b>	18	19	20  Louisiana Purchase Day	21	22  Winter Solstice	23  Feast of the Radishes (Oaxaca, Mexico)
24  <b>Christmas Eve</b> (Last shopping day!)	25  <b>MERRY            CHRISTMAS</b>	26  Boxing Day	27	28	29	30  Republic Day (Madagascar)
31  <b>New Year's Eve</b> Hogmanay (Scotland)	<b>JANUARY 1</b>  <b>HAPPY NEW            YEAR</b>	2  Bank Holiday (UK)	3  <i>Full Moon</i>	4  Trivia Day	5  Twelfth Night	6  Maroon Day (Jamaica)
7	8	9	10	11	12  <b>WA-Y Meeting</b>	13  <b>WA-C Meeting</b>  <b>WA-I Casino Dance            Camp Murray</b>
14  <b>WA-D Meeting</b>	15  <b>MARTIN            LUTHER            KING DAY</b>	16	17	18	19	20  <b>ID-H Gathering</b> <b>IHOP Coeur d'Alene</b>
21  <b>WA-N Gathering</b> <b>Golden Corral</b>  <b>WA-Z Birthday &amp;            50's Sock Pop Dance</b>	22	23	24	25  ID-H Dinner Mongolian BBQ	26	27
28	29	30	31	<b>FEBRUARY 1</b>	2  Groundhog Day	3  <b>Westside            Rider Ed Workshop</b>

**CHAPTER WA-N CALENDAR for DECEMBER 2006 and JANUARY 2007**

## Collision Avoidance and Evasive Maneuvers:

No matter how careful you are there are times when you may find yourself in a tight situation. Your chances of getting out safely depend on your ability to react quickly and properly. Often, a collision occurs because a rider is not prepared or skilled in collision-avoidance maneuvers.

A study conducted by Dr. Harry Hurt in 1981 of over 900 motorcycle accidents tells us a lot about potential accidents and what skills were absent from these riders involved. Following is a partial list about the "when" and "where" these accidents happened that are worth noting:

- About 50% present of these accidents happened within five miles of home.
- Two-thirds of all multiple vehicle accidents involve drivers taking the motorcyclist right-of-way.
- About 17% of the fatal motorcycle accidents occur at alleys and driveways.
- Only about 10% of motorcycle accidents take place on multi-lane highways. These accidents are most likely to occur near exit or entry lanes.

Knowing when and how to stop or swerve are the two skills critical to avoiding a collision. It is not always desirable or possible to stop quickly to avoid an obstacle. Motorcycle riders must also be able to swerve around an obstacle. Determining the skill necessary for the situation is important as well.

Studies show that most collision-involved motorcyclist:

- Under-brake the front tire and over-brake the rear.
- Did not separate braking from swerving or did not choose swerving when it was appropriate.
- Were untrained riders.

The Hurt study concluded that an important aspect of any rider education program is to develop riding strategies to:

- See and be seen.
- Brake quickly and properly.
- Be able to swerve to avoid obstacles.
- The ability to corner properly.
- Exercise proper mental strategies.

Short test for you:

The best way to stop quickly is to:

1. Use the front brake only.
2. Use the rear brake only.
3. Throttle down and use the front brake.
4. Use both brakes at the same time.

The answer is 4 -- Use both brakes at the same time to achieve maximum weight transfer and braking power.

But, there are other distinct motorcycle configurations -- two wheels, Trike, Sidecar and towing a trailer -- that have slightly different straight line braking techniques once the weight transfer starts to move forward:

- Two wheels -- ease up on the rear brake to prevent the rear tire from skidding.
- Trike -- continue to apply the rear brakes (larger wheel surface area) as the weight transfers forward ease up on the front brake.
- Sidecar -- continue to apply or modulate pressure to the rear brakes as the weight transfers forward.
- Towing a trailer -- ease up on the rear brake to prevent skidding.

*(From the Washington District Newsletter by Bruce McMahill)*