



Official Newsletter of
Chapter WA-L
Tri-Cities, Washington
"The Looney Tunes"



Gold Wing Road Riders
Association
Region I — WA District
July 2009

ACME TIMES

WingNut

Gary & Diana Domas, WA-L Chapter Directors

Hello Chapter L:

I hope everybody has enjoyed this last month. We had a great time in Milton Freewater in June with Chapter R. They always have great rides planned. The ride some of went on was over Tolegate and into LaGrand and back to Pendelton and back to the fairgrounds. Thanks to Lloyd Finley, Mike and Janet Turner, Alex Piper and Ann Fox, Hank and Marilyn Smith for helping support Chapter R. Mike, Janet and myself decided to go home Saturday night and boy did we get caught in a rain storm between Walla Walla and Touchet. Janet was not a happy camper.

Hank had a run in with a deer coming back from Chapter D's Duck Hunt. Hank did good and kept the bike up and came out of it pretty good. Good riding Hank. The Wing didn't fair so good. Last time I talked to Hank he wasn't sure whether the wing was a total or not. I was told that Marilyn has a new one picked out.

Diana and I are new grandparents again. Our daughter Stephanie had a baby boy June 25th— 8# 14 oz. Mother and baby Aiden are home and doing fine. Diana has decided to stay home. She isn't feeling good and I know she wants to stay with the new grandbaby.

NO meeting for July. I hope you'll plan to represent Chapter L in Lynden for the District Rally. Ride safe.

Gary & Diana Domas
WA-L CD's

.....Continued on page 2.

Rider Education

Tom Denny, WA-L Rider Educator

Commitment

It could be that my favorite thing about riding motorcycles is the way they turn; the leaning and banking, the coordination of brake and throttle, the balancing of all the forces involved. I enjoy that moment where you make that commitment to the corner. When you've chosen your line, selected your speed and calculated your bank angle. You can see the corner's exit and there is no turning back. Even after riding through corners hundreds of thousands of times, the process of riding a motorcycle around a turn in the road is still exciting and challenging. Challenging because cornering a motorcycle is not a steady-state process; you virtually always have to make some sort of adjustment as you negotiate a line through a turn. Challenging because you want to keep all the forces involved balanced. Make any violent changes and you may quickly find yourself getting intimate with the asphalt. In order to avoid doing that you need to be sure of what lies ahead.

The moment of commitment to a corner is a crucial one and the way you do it should depend on what you see as the corner appears ahead of you. Perhaps you have ridden that corner thousands of times and you know every crack and ripple in the asphalt or maybe this is your first time drawing an arc on this particular stretch of pavement. You shouldn't commit until your eyes have evaluated the entire corner even if you have just ridden through it minutes before. The situation may have changed. For all you know a car might have just stopped behind that embankment or those bushes that hide the exit of that corner. A passing vehicle could have left oil, water, sand, tacks, a collapsible ladder, an inflatable wading pool or hundreds of other things in the corner that will upset the perfect balance you created on your last pass.

Before you commit you need to be able to observe and evaluate the entire surface that you will be riding across while leaned over. Many turns don't permit you to see completely through them as you arrive. Any number of roadside objects can block your view of the road ahead. So what do you do? Only commit yourself to what you can see. Reduce your speed and if condi-

.....Continued on page 2.

A Future Winger?



On June 25th, our daughter Stephanie had her baby at 2:29 pm. at 8 lb. 14 oz. 20 inches. Stephanie and Aiden are doing great. That makes four grandsons in under two years - two for her and two for Todd. There is one in the oven for our oldest son Chad and his wife Cari. They're due January 1st. So I'm very busy with babies and unpacking from our big move. Needless to say I did not get to go to Wing Ding as planned. One of our twins was in the hospital for three days with a high fever and Stephanie was having a late delivery. So here I am taking care of babies.

Diana



Rider Ed... continued from page 1.

tions permit, enter the bend on the outside of your lane as this normally gives me the best and earliest view of the road ahead. I said normally, because there are circumstances where entering a curve on the outside may not be the best approach. A wide entry to a right-hander means you are closer to the centerline and therefore more likely to come eyeball-to-hood-ornament with a car (or another rider) that has crossed the center line to straighten out their corner. If the corner is questionable, if it looks sandy or greasy, straightening up in response to that squirming sensation from your tires could make you cross the centerline. In that situation, forego the added "up-the-road" visibility of an outside entrance and tiptoe around the inside of your lane at a speed that permits you to respond to anything you might encounter. Just imagine that there may be a boulder up ahead and you'll probably approach at a safe speed. This is easier to visualize once you have actually come around a turn and found a boulder there to greet you.

The standard recommendation is to look up the road as far as

possible. While proceeding around the corner your eyes should repeatedly trace the line you plan to take from as far up the road as you can see back to a short ways in front of the bike. Only when you can see all the way to the exit should you commit to leaning over hard and rolling on the throttle.

Unfortunately not all hazards are visible. Freshly spilled diesel fuel and some coolants are virtually invisible on the road surface though your nose can often alert you to their presence. A thin sprinkling of sand can reduce traction as well as being very hard to spot and you certainly won't smell it.

Too little or too much light can be a hazard. A low sun glaring into your eyes can make it very difficult to see much of anything. A low-hanging sun can throw shadows across turns. Shade itself can actually create a hazard. Coastal mountains and other areas frequently get a nice coating of dew overnight and the winding roads that traverse them are often slippery until the sun reaches them and dries the dew. Moss may grow in places on the road that never get direct sunlight. During the winter months the sun may never get high enough to remove the dew from a corner so the shaded portion remains wet all day. These moist patches will often exactly match the shaded area making it very difficult to even tell that the road is wet. Be aware of this situation. In colder places the shaded area may hide black ice that has formed overnight or early on a spring morning.

Whether it's shaded dew, sand, oil or a dozing dog, any hazard you discover on your intended line as the turn reveals itself requires an alternate plan. If you have entered the corner at a reduced speed you should have enough reserve traction to do some braking even though you are leaned over. The slower you are going the more options you have, including stopping. If your only option ends up being an off-road excursion having a reduced speed means you will do less damage to that guardrail, fence post or tree that you hit. If you are going slowly enough you may simply be able to straighten up and ride straight across something slippery. If the hazard is in the middle of the lane you may prefer to tighten your line and go to the inside as that allows you more options for the rest of the turn if there are further hazards. Also, if you misjudged, you can straighten up and still have pavement left to use for further slowing and changing your line. Going around a hazard on the outside of a left hander often leaves you leaning over close to the edge of the road so there is no room to straighten up and remain on the road if things don't go according to plan.

Making a commitment to a corner should not be a matter of faith. It should be based on direct observation. Fortunately there are plenty of smooth, well lit, clean corners out there with a line of sight all the way through that allows us to commit to a line and a speed at the entrance. It's the ideal corners that make all those sandy, wet, off-camber, pot-holed ones we reluctantly put up with worthwhile.

Ride Safe.



MDA POKER RUN

By Alex Piper

Shumate's sponsored a poker run for MDA. It was a good turnout. Lots of bikes but very little Gold Wings. Lloyd Finley, Joyce LoParco, Mike and Janet Turner, Pam and Gene Myers, Scott Bowman and myself enjoyed a nice ride through Walla Walla, Dayton and that area. At one of the stops, we found an "Ice Cream" store. Actually it was a card stop. But we earned the ice cream. We had to walk about 30 feet to the store. It was a very nice day and enjoyed the ride. After we arrived back at Shumate's, we enjoyed hot dogs, chips and pop. Janet won a serving platter which, I believe she is planning on hanging it on a wall. There was a camera man there and his film will be broadcast in September on the Jerry Lewis Telethon.

Alex Piper



A Note from Past Members

I was glad to read the newsletter. We miss all our friends there which includes all of Chapter WA-L. We are now in Chapter OK-X though we have not made many of the meetings yet. Chapter X meets here in Stillwater, OK the second Saturday of the month at 8:30 AM at the Sirloin Stockade and you are welcome to join us when you're in the area.

We're in Wildwood Acres RV Park (<http://www.wildwoodacresrvpark.com/>). They do answer questions by email but you have to call them to make the reservations.

David and Dannette Baker



JUNE'S DINNER RIDE

We had a wonderfully large group of people for our ride to dinner at Hamley's in Pendleton, OR. Mark Blake's GPS led us right to the spot we needed to be. We had 16 bikes and 26 people. Hamley's is pretty expensive at the Steak House (they have a coffee and sandwich shop also) but most were happy with their meals except for prices. Not someplace we want to go to all the time.

We finished our dinner and took the scenic twisty roads back to Hat Rock area and into Hermiston for our Dessert at the Dairy Queen. Needless to say they were swamped and the Hass family never did get served... What a mad house. Our attendees were Gene and Pam Myers, Phil and Joyce LoParco, Mike and Janet Turner, Bob Goodman, Lloyd and Georgia Finley (I didn't get Georgia home by 7:00 and bet she was a sleepy girl at work that night), Mike and Kat, Finley's son and daughter-in-law, Tony and Carol Fink, Mark and Sherry Bridge, Chip and Kay Hass, Crystal Williamson (Kay's daughter), Mark Kennedy, Scott Bowen, Tom and Debbi Knapp, Mark and Pam Blake, and Roger and Pat Spencer who were celebrating their 40th anniversary. What a great evening spent with wonderful friends.

Joyce LoParco

GWRRA WA Chapter B, Invites You to Our Annual Harvest Run

When: August 1st 2009

Time: 8:00 am / with first bike out at 9:00 am / last bike out 10:00 am

Where: Bremerton Lanes & Casino 540 Bruenn Ave. Bremerton, WA.



Type of Run: Poker Run **Prizes:** Set of Tires, Free dyno run and oil change, new helmet
Many more Great Prizes to be given away at the event (must be present to win)

Other ways to win Great Prizes: Mileage Guess, Bug Targets, and 50/50

Pre-registration: (Post marked by July 18th) For flyer go to www.gwrra-wab.org

Cost: pre-register \$15.00 rider / co-rider \$10.00

Registration After July 18, 2009 or on the day of event: Rider: \$20.00 Co-Rider: \$15.00

Registration Includes: Coffee and donuts & a Harvest Run pin at check in to the first 100 to register & BBQ lunch & live music by Dream Weaver at last check point.

Charity This Year: Bremerton Salvation Army

Thank you: For your kind support of WA-B Governors Run for 25 years.

Come: Join us and Enjoy "WA-B Harvest Run" a rides through Kitsap & surrounding Counties



Sponsors:

Big 5 Sporting Goods

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Road Rider Supply

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State Farm Insurance – East Bremerton



Bremerton Lanes and Casino

Clear Creek Nursery

Cliff's Cycle Center

Gerbing's Heated Clothing

Larry & Kristi's Bakery

Office Depot – Port Orchard

Pizza Factory – Belfair

Scott McLendon's Hardware

The Brothers PowerSports

Westbay Napa Auto Parts

The Detailer Wendy's – Silverdale



Washington District Rally

Chapter L is selling 50-50 tickets!

There are two scenic rides that go into British Columbia and riders will need either their passport or the Enhanced Washington Driver's license for crossing the border into Canada. There will be multiple rides staying on the Washington side.

Saturday BBQ:

Chapters A through F- Deserts

Chapters H through O- Side Dishes

Chapters P through Z- Green salads and veggie trays

District- will supply the main course, plates, cutlery, cups, condiments, buns, etc. for the BBQ

SPRING FLING POKER RUN

Jim and Denice Haun, Chapter L members took these pictures during the poker run at our May 2009 Spring Fling at their station stop in Basin City.



WING DING ESCORT

By Scott Bowman

Saturday June 27th



Tom Didway, Gary Domas & Alex Piper head to Wing Ding

The day started with a breakfast gathering at the King City Truck Stop in Pasco, Washington. Those that gathered were either on their way to Wing Ding 31 in Tulsa Oklahoma, or along for the first leg of the ride. The Wing Ding bound are Gary Domas, Alex Piper and Tom Didway. Those riding along were Mike and Janet Turner, Tom ? and his son, and myself, Scott Bowman.

The ride got under way shortly after 8 am, proceeding east on Highway 12 towards Hood State Recreation Area and the turn onto Ice Harbor Drive. It was a beautiful morning for the ride with temperatures in the mid 70's and light breezes. In what seemed like no time at all we were winding our way through Prescott, Waitsburg, Dayton and Pomeroy and all the various crops in the fields. From Pomeroy the short climb to Alpowa Summit was at hand. The view from the top (2875 feet) was spectacular with an un-obstructed 360 view. From the summit, it was a downhill twisty run into Clarkston and time for a fuel stop and stretching the legs. Tom and his son ended their escort of the Wing Ding bound riders at this point and headed back to the Tri-Cities, while the Turners and I were continuing on to Orofino and Dworshak Dam.

After the fuel stop, the group crossed the Snake River at the Red Wolf Bridge to bypass traffic in Lewiston and continue on Highway 12. This was my first time riding in Idaho so I found the change of scenery and scents of Pine trees a nice change. As we arrived in Orofino and saw the Dam from the highway, I thought we had missed the turn to get there so pulled off the

highway and wished the Wing Ding bound riders a good ride. The Turners and I doubled back to see if we could find a road across the river, but after a few miles stopped and asked directions on how to get to the dam.



Turner's at Dworshak

Turned out we had to backtrack the other way again to get to the bridge to cross the river and get to the dam.

From the dam, we rode back towards Lewiston on the north side of the Clearwater River by way of Kendrick. While a fun ride on this stretch with all the twists in the rode was also a slow speed ride with speed limits of 30 -35 mph. There were many great views along this stretch but nowhere to stop without being in gravel and very narrow shoulders. We arrived back in Lewiston and stopped for lunch around 1:30 pm before stopping for fuel again before heading back to the Tri-Cities. We re-traced our route the way we came with a couple of short stops to stretch the legs. We arrived back in the Tri-Cities around 5:30 pm.



Scott Bowman at Dworshak Dam

Wildlife Poacher Strikes Again

By Erv Granahan

First it was the unique species of Wolf, now he is after the deer population! Hank Smith has struck again (literally)!! Sunday morning between 4:30 AM and 5 AM he struck a deer near the Lucky Eagle Casino turn off on Highway 12 on his way back home from Chapter D's Duck Hunt. Both the deer and Hank survived. Although Hank is a little vague on what happened to the deer, he just says it wandered off!! Actually he is a little vague on the total incident and just says this deer jumped out and he hit it!

Hank is Okay, nary a scratch. He kept the bike upright and continued down the road to the Casino C store where he called me to come get him. He was pretty calm when I got there but there is some question about whether the poop on the trunk is deer poop or Hank poop! He wanted to use the C store bathroom but it was still closed when we were there. The bike is pretty messed up with a very good chance that it is totaled (see pictures attached). Marilyn had to come over and get him so he had a way home and word is she already has a new bike picked out.

Do you know this guy has crashed three motorcycles? He doesn't trade them in, when he wants a new one he just wrecks the one he is riding and then has an excuse to buy a new one!!



Now, Hank will tell you that I had something to do with this (he blames me for Bob's incident also) but I was still in bed when this all went down. I didn't even get my morning coffee until we got back from picking him and the bike up, so the drive down there and back is a little fuzzy.

All I know about that is the Phyllis was pretty surprised that we got back so quickly.

Erv G.



FOR SALE

FOR SALE: Gold Wing Parts for GL1000, GL1100, GL1200, GL1500 and GL1800. Call Gene Myers at 586-9947 or 947-5993; email harddhatt1@gmail.com.

FOR SALE: 2000 Honda VT1100C Shadow 1100 Spirit, 2 Cylinders, 4-Stroke, black with orange Shadow Spirit logo with windshield, new front tire, maintained well. Only 4,700 miles. Asking \$4,000. Contact Betty Hammack, cell 554-1736 or home 546-9680. (July08)



FOR SALE: 2006 Suzuki Boulevard C90, 1475cc, V-twin, 2 cylinders, 4stroke, shaft drive, low miles, excellent condition, windshield, saddlebags, always garaged, MSRP \$11,725, asking \$9,000. Cathy: 509-967-7213. [Aug09]



FOR SALE: Speedhealer for GL1800 with plug and play wiring harness for \$75. Corrects speedometer error for any size GL1800 rear tire. Hondaline mens boots size 12D Model HN142. Absolutely brand new in box with wrappers. Only \$45. Honda GL1800 3-ring binder Service Manual with Electronic Diagnostic bonus section only \$50. Very nice cordura nylon trunk rack bag with rain-fly. Adds a bunch more storage space for that next trip. Only \$65. Please contact Gary Oldright at coug-prof@verizon.net or call 509-375-1353. [Aug09]

Sale items are listed for three months. If you sell your item sooner, please email the newsletter editor. If you need your item listed longer, you need to email and request an extension.

Magentamomma@hughes.net

FOR SALE: 2004 1800 series Gold Wing with 62,000 miles—magenta w/cargo trailer to match. Extra chrome, custom pin striping, CD player with 6 disc changer, CB Radio—we are asking \$15,500. Contact Jerri and Mike at soulmender@verizon.com or 509-946-9785.



FOR SALE: 2008 Road King Classic, 1800 miles, black, loads of extras, True dual exhaust (Vance and Hines). Stage 1 down load and air cleaner. \$23,000 invested. Asking \$18,500. Royce: hog07@charter.net



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WA-L GATHERINGS

Chapter L — the Looney Tunes

We get together on the second Saturday of each month at 8:00 AM for breakfast at Cousins Restaurant on Road 68 in Pasco, WA . After breakfast we discuss the business of the Chapter, share news and safety information, and have fun!

Please join us.

NO MEETING IN JULY !!!

Gold Wing Road Riders Association

Friends for Fun, Safety and Knowledge

<http://www.gwrro.org/>

Melissa Nordeoff, Executive Director

Region "T" Staff

<http://www.bigskyregioni.org/>

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Washington Chapter "L"

Friends for Fun, Safety and Knowledge

<http://www.gwrro-wa-l.org/>

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