



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



ACME TIMES



Gold Wing Road Riders
Association
Region I — WA District
August 2011

Message from your chapter Director

What a weekend. Boy, I'm late getting this article in. I hope Tyler will forgive me! This last weekend was a blast, we left Thursday morning to go to the district convention in Centralia, about 10 am and arrived there about 2:30 pm. It was a little damp on the pass, with a brief downpour at Mossyrock, but the rest of the weekend was nice....even some sunshine for 2 ½ days. Lots of people at the convention! Friday morning, Mike and Janet Turner were in the Couple of the Year Process, they did an awesome job! We went for rides both Friday and Saturday, found ice cream in PeEll and it was good!!! Friday evening they announced that Mike and Janet Turner were selected as our new District Couple of the Year, we were all thrilled. They made Chapter "L" Proud!!!

Saturday, Ann Fox won the Trike show way to go girl!!!! We didn't do so well with our bale of straw but we all agreed with the results, still a little disappointed. If you are not enjoying the rides, it's probably because you didn't do them. So don't say we don't do rides. Even if you have done the ride in the past, with new people and new ways to get there, makes it a good ride. So plan on maybe, the Idaho District convention, Labor Day weekend. Region "I" convention is the first weekend of August 4 - 7th and don't forget Chapter "P" Oyster Feed at Long Beach Sept. 16 & 17th. Let's do some of these rides as a group! We're trying to put these events on the calendar in the newsletter, then remind you ahead of time. If you think of something we've missed, let us know.

Lloyds of London

Motorcycle Safety Essentials:

Strategic Lane Position

By Peter Fassnacht

From the February, 2009 issue of Motorcycle Cruiser

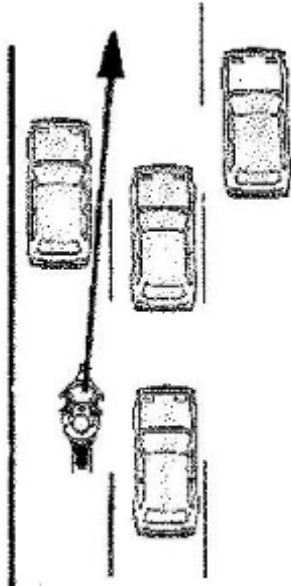
Congestion is everywhere. Even when you're just trying to get away from it all on a weekend motorcycle ride, you will probably confront heavy traffic. You'll encounter drivers who cut into your painstakingly created following distance. The more you try to follow the guidelines for having two to four seconds of space between your motorcycle and the car ahead, the more likely it is that other traffic will cut into that cushion. At times it feels like you're going backward!

The natural reaction would be to tighten up your following distance, which is what everyone else seems to be doing. That's how we end up with interstate highways clogged with vehicles "platooning" along at 60 mph with barely a car length between them.

There is a way for the savvy motorcyclist to effectively deal with this frustrating and potentially hazardous traffic condition. It all starts with how you position yourself to see what's happening ahead.

Have a question about upcoming events?
Call Phil or Joyce LoParco (509) 582-6994.

What You See Is What Gets You



Riding in the right hand part of the lane provides the motorcyclist with a better view ahead, since most drivers move to the left of the lane, and also gives him an escape route when things get exciting....

On a motorcycle you really only have two strategic advantages over cars -- your less-obstructed view and your overall size. Don't believe the old myth that motorcycles can out stop or out-maneuver cars. That may be true in some cases under the best conditions on a very quick-steering bike, like a sport bike, but not for most people riding cruisers in traffic. The obvious choice is to focus on your strengths.

Your primary source for information when riding is visual. Very little useful feedback comes from the seat of your pants or from the other senses. From accident research we know that most of the hazards you have to deal with develop right in front of you. The road you're headed down is, after all, where you're going. It would seem like a good idea to focus much of your attention in that direction.

The Lane with Less Pain

On the streets around town, your best strategic position lies somewhere between maintaining as much separation as possible from potential left-turning drivers, having adequate distance to the right side to avoid roadside obstructions, and being able to see the road and traffic ahead. In a multilane situation this puts you in the left portion of the right lane.

Depending on your riding style (that is, whether you would classify yourself as "aggressively defensive" or a "laid-back cruiser") you might be comfortable in the classic right-lane position. Aggressive types are probably already at the front of the line in the left lane. That's okay too, as long as you recognize you are physically closer to that ever-present left-turner. That closeness limits your response choices, perhaps eliminating them altogether. For most lethal left-turner situations, braking is your only last-resort maneuver -- swerving is not an option.

It's much better to not be in the wrong place at the wrong time. You can accomplish this by analyzing the interaction of the traffic ahead and anticipating potential conflicts. Choose actions that will keep you away from these conflicts in space and time. To do that, you need to see and focus on the road well ahead of you.

Avoiding conflict



These two motorcyclists agree on where the safe place to ride is.

Out on an interstate highway, conditions are considerably different. A limited-access freeway, by definition, has different traffic-flow characteristics and conflict points. Conflict points tend to be toward the right side of the highway where ramps funnel traffic on and off. If you aren't entering or exiting, stay away from these conflicts.

Once you're up to speed and in moderate-to-heavy traffic the best place to be is in the left lane. In this lane you limit your exposure to traffic conflicts on all sides. In the left lane you can essentially eliminate concerns to the left -- a significant reduction in area that you must monitor. In less congested traffic, just go with the flow. Follow the basic and generally ignored rule of the road and stay to the right except to pass.

Do the tighten-Up

When the traffic volume increases and following distances compress, engage your within-the-lane positioning tactics. Remember the line-of-sight priority. Positioning yourself in the right portion of the left lane puts you in the best place to see well ahead and adequately anticipate traffic movements that could lead to conflict. In this position you can close up behind the vehicle in front of you. You can safely sacrifice some of your following distance because you're actually responding to changes much farther down the road than if you were in the left portion of the lane and had a limited view of the road ahead.

The farther to the left within the lane that you ride, the less you can see ahead. Your forward view is dominated by the vehicle immediately in front of you. In today's traffic mix, with a high percentage of minivans and SUV's, your view ahead is even more compromised when riding in the traditional center-of-the-lane position. These high-profile vehicles are a significant challenge to visibility and should be followed with care.

By increasing forward view, you are able to see developing interactions more easily, which allows you to anticipate various situations and make necessary adjustments. You can see brake lights and lane changes earlier, so you're in a position to act much sooner than anyone around you.

Of course when you trade following distance for forward vision you need to act promptly in response to the information you're getting or you're no better off. When you're riding in a tighter

following position you can actively discourage intruding and inconsiderate drivers.

Safety-Speak

Riders immersed in Rider Course doctrine will recognize this tactic as "compromise" in the riding tactical triumvirate of "minimize, separate and compromise." For the uninitiated, riding actions taken to avoid hazards are categorized by: minimizing the potential for a single hazard to affect you; separating two or more hazards in space and time; and finally, when the above is not possible, compromising by choosing a path of travel or action that reduces the potential for hazards.

Riding in the right portion of the lane also provides more space cushion to the left. This is useful because many highways now have little or no emergency lane or left shoulder room, just lots of unfriendly center divider. In this position you are also going to discourage lane intrusions by drivers to your right. Finally, if the whole stream of traffic comes to a screeching halt, you are ideally positioned to take advantage of the space between lanes for additional braking distance if needed. You can also use the space ahead between lanes to escape being struck from behind by a driver who wasn't ready for the sudden stop. You're already halfway out of the way. Let someone else be the jam in the sandwich.

When applying these concepts, it is important to keep in mind that traffic conditions are dynamic -- they change constantly. Your response should change with the conditions of the road. These tactics for dealing with congested traffic are just a part of the arsenal of strategies and maneuvers you should bring with you on every ride. Combine them with the lane-positioning techniques described earlier and you've made a leap toward Road Warrior status.

Ride Safe



ACD's Corner

By Mike and Janet Turner

Finally... we got some nice riding weather. It has been a busy month with something going on just about every weekend. Starting with the "Happy Fourth of July" Janet and I hope you all had a great 4th, Wing Ding, Chapter ride to Pomeroy, OR-C kickoff, Chapter Dinner ride, District Convention, and Chapter ice cream ride, to name just a few of the events in July.



The Chapter ride to the Pataha Flour Mill in Pomeroy was great fun. We had nice riding weather, company, as well as a pretty good sized group that rode. Thanks to Tom and Mary for putting this ride together. Where will we go next?

Janet and I had the opportunity to



participated in the District Couple of the Year selection in Chehalis at the District Convention. It was a little unnerving to say the least. But, we made it through being named

the "2011-2012 District Couple of the Year". We would like to thank all those who helped us along the way to District and to all of you in the chapter for your support that you have shown this past year and a half. It means a lot to have the backing of the Chapter. Thank you all!!!!

We are looking forward to another busy month as August is upon us already. Ride safe!

Mike and Janet

Have a question about upcoming events?
Call Phil or Joyce LoParco (509) 582-6994.



Pataha Flour Mill Ride

By Della Heideman

According to their website, the Pataha Flour Mill is "one of Eastern Washington's coolest little flour mills". Not that I ever thought much about flour mills or not... but this one makes for an interesting destination and a nice day ride from the Tri-Cities. So, following the Chapter gathering on Saturday, July 9th, a group of riders departed Kennewick for Pataha and points east.

We left right after the meeting, taking SR-124 to Prescott (break time for all that coffee we drank), Waitsburg, Dayton and Dodge Junction (another break folks!). Seems like Gold Wings know people everywhere they go, and this ride was no exception. At Dodge Junction a cute little white convertible pulled up and the elderly couple enjoying the summer sunshine with the top down and the wind in their hair asked if the riders knew Della Heideman. Of course, I'm at the back of the pack visiting with Annie and notice the car as it pulls in. I mentioned it looked a lot like my parent's car. In fact, it was my parents, on their way home to Yakima from Clarkston. A quick visit, a few introductions, and they and us were all on our way again. Small world!

Our plan was to arrive in time for lunch, which was only served until 2 PM, so we kept on moving. The summer sunshine was perfect – not too hot, not too cold. Like Goldilocks, we were feeling "just right". We visited via the CB radio about the crops, the wind farm projects, and various other items of interest along the way. Many in the group hadn't been to the flour mill in the past, and were interested in seeing this historic building located in the



heart of the Palouse country of Washington State. Long famous for growing wheat on a large scale, the Pataha Flour Mill obtained notoriety for its flour of high gluten content.

The 3-story wooden frame mill originally used water power from Bihlmaier Creek using turbines to run two sets of granite millstones. In 1889, the mill changed over to a roller operation when the mill was enlarged. The historic mill, which has been known most of its existence as the Houser Mill, produced flour that was in demand locally and in distant markets such as San Francisco, where it was used in the manufacture of macaroni.

The mill closed its doors to milling flour in 1943, although much equipment remains in excellent condition today. Work on bringing the mill back to a condition where it could once again be open to the public began in summer 1998. In addition to tours, the mill includes a gift shop,



restaurant, and a historic camera collection. The family who owns the mill today, the Van Vogt's, also offers community church services, and simple,

home-style meals several times a week for whatever donation the customer wishes to bestow. The mill is run as a non-profit community-based ministry, not as a business.

We arrived in time for lunch and enjoyed great sandwiches and burgers. In the group were Don Eide, Ann Fox, Scott Bowman, Mark McKinley, Tom Johnston, Suzanne Kasko, Lloyd Finley, Mike and Janet Turner, Pam and Gene Myers, and myself. After a bit of sightseeing we cornered our waiter, Nathaniel and convinced him to take our group photo.

The route home took us north on Lyons Ferry Road (SR-261), stopping at the marina at Lyons Ferry, then across the Snake River and on past Palouse Falls to SR-260 and Kahlotus. Following the Pasco-Kahlotus Road, we meandered through verdant fields of wheat and barley, arriving back at Pasco late in the day. While the others found their way home, I filled up with gas and headed south, riding solo on the final 80 miles home. What a great way to spend the day!



Ice Cream Social

Mike and Janet Turner



The ice cream social was at Sweet Treat ice cream shop in Kennewick behind Olive Garden and across from Carmike Cinema. There were 11 bikes and plenty of ice cream for all. We even got a free sample of frozen yogurt. They make their own and it was very good. If you missed the social, it is worth a trip there for a sweet treat.



July's Dinner Ride

Wednesday night, Teri and Tom Watson, Lloyd Finley, and Phil and Joyce LoParco met at Tony Roma's for a delicious dinner. Our waiter was Derek and he treated us



like royalty. We were stuffed after our meal but we sat for awhile and had a good visit amongst ourselves. When we left we decided to cut through the fence and go to Costco and have ice cream. Man, for \$1.50 you get a huge dove bar blank dipped in warm choc and rolled into chopped Almonds. Phil and I discovered 1 bar is enough for 2 people. When we finished, they had to roll us to the car, ha! Don't know what you missed!!

- Joyce LoParco



Weekend Ride:

Phil, Joyce, Mikelle Cook and Toni Faust went for a ride on the 16th to: Heppner, Oregon and Looped back through Lexington/Ione and to the free way home before it got hot. Had a great ride on the back roads, saw deer, coyote, etc. Why is Phil laying on the ground under Mikelle's Trike with Toni??



-Joyce LoParco

Full Throttle
Motorcycle Accessories LLC

CHUCK RILEY

134 Vista Way, Ste. E. Tel. 509-783-7595
 Kennewick, WA 99336 Fax 509-783-9262
 Cell 509 551-4541

Web: www.fullthrottlemotorcycleaccessories.com
 e-mail: chuckr@charter.net

Chapter L — The Looney Tunes
 HOLD A REGULAR MEETING THE 2nd SATURDAY OF EVERY MONTH.

**This Month: Lion Inn in Pasco.
 2525 N. 20th Ave Pasco, WA. Breakfast is at 8:00 with an all you can eat, one-time through buffet or you can order from the menu. Meeting begins at 9:00. Come share the news and have fun!!**

USA HONDA

1371 Dalles Military Rd Walla Walla, WA 99362
 Ph: 509.522.1601 | Fx: 509.529.6801

Your Gold Book contains information that will help you ride like a seasoned member of the group, trailer your bike with safety, and know who to call in an emergency. Keep it handy!

**Have a question about upcoming events?
 Call Phil or Joyce LoParco (509) 582-6994.**

SUMMER

The remaining letters spell an additional summer item

J U N E S T S S S S Y K S E U L B M
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ANTS	FISHING	JULY	SUNBURN
AUGUST	FLIES	JUNE	SUNGLASSES
BARBECUE	FLOWERS	MOSQUITOES	SUNSCREEN
BASEBALL	GARDENING	NO SCHOOL	SUNSHINE
BEACH	GOLF	PICNIC	SUNTAN
BEES	GREEN	ROLLER	SWEAT
BICYCLE	GRASS	BLADES	SWIMMING
BLUE SKY	HAT	SANDALS	U V RAYS
BOATING	HIKING	SKATEBOARD	WASPS
BREEZE	HOLIDAYS	SOCCER	WATER
CAMPING	HOT	SOLSTICE	FIGHTS
	ICE CREAM	SPRINKLERS	WATERMELON

FOR SALE

FOR SALE: 2007 Honda ST1300 ABS sport touring bike. Still under warranty. 5050 miles. Great bike--but I bought a Wing! K&N air filter, fuel pressure regulator, Fenda Extenda, sheepskin seat covers, Hondaline tankbag w/raincover, tail bags w/raincovers, passenger backrest, 1" handlebar riser, Ybarra pinstriping, custom seat, gel hand grips. Lots more! Sell ALL for \$11,000. Call Don Traeger at 509-585-3756 or ddtrae-ger@charter.net .



FOR SALE: 1989 GL1500 Wing with 1994 California Side Car Friendship III. (Two Per-son) The setup has a Compu Fire Alternator, Ring of Fire, Trailer Hitch, Extra Fuel Tank, Full covers for both units. New Hack Top included \$7500. 509-582-4560 Mike.



FOR SALE: 1989 Wine berry loaded. CB etc hitch, 63,000 miles original one owner bike, they bought it new.. Garaged for 20 years out of the Washington weather. Just an excellent 1500. \$5,000. please call John or Corinne Sweeney. 425-252-0716

FOR SALE: 97 ALFA SEE YA 30 FT 5TH WHEEL, rear kitchen, 2 slides, middle bathroom and queen bed. Asking 8,000. NADA: high 15,705 low 13,030. Contact Phillis Mitchell (past Ch-L) Nice !!

For Sale

2010 Lees-ure Lite "Excel" Pop up Motorcycle Tent Trailer.



Used three times, excellent condition, approximately 800 miles on original tires. Always garaged. Call to view.

Robert Goodman
cell [509 528-9672](tel:5095289672)

FOR SALE: GL1200 Limited for sale. 56,000 miles needs to be finished. \$1500 or trade. Gene Myers 509-947-5993

For Sale

Folding aluminum folding loading ramp. 1500 pound load capacity.

Robert Goodman
cell 509 528-9672
Thank you.



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.

chapernewsletter@gmail.com

Birthdays & Anniversaries

August 03 - Stephanie Tyutyunnik
August 11 - Russ and Chris Akers; anniversary
August 16 - Hank and Marilyn Smith; anniversary
August 19 - Marcell Mascheck
August 19 - Shari Shook
August 21 - Pat Shults
August 25 - Spencer Royer
August 26 - Marty Zakrajsek
August 27 - Christine Eide
August 29 - Chris Akers
August 29 - Marty and MaryAnne Zakrajsek



Gold Wing Road Riders Association

Friends for Fun, Safety and Knowledge

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

Melissa Nordeoff, Executive Director

Region "I" Staff

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

Region Directors	Mike & Peggy Hudnell
Assistant Directors	Dale & Shirley Dufner
Assistant Directors	Terry & Cheri Huffman
Rider Educators	Lee and Anna Nelson
Instructor Coordinators	Tim and Martie Mitchell
Region Trainers	John & Dianne Kester
Region I Ambassadors	Ed & Mozelle Edwards
Region I Ambassadors	Hank & Marilyn Smith
Treasurer & Webmaster	Erv & Phyllis Granahan
Membership Enhancement	Dan & Carmen Weakland
Newsletter Editor	Shirley Dufner
Couple of the Year	Larry & Barbara Kuzma
Couple of the Year Coordinators	Dan & Carmen Weakland
Motorist Awareness	Dave & Sheila Chavez
Webmaster	John & Barbara Smith

Washington District Staff

<http://www.gwrra-wa.org/>

WA District Directors	Bob & Patty Spencer
Asst. District Directors	John & Barb Smith
Asst. District Directors	Gary & Diana Domas
District Educators	Bob & Becky Minor
District Trainer	Mike & Lynn Briggs
Membership Coordinator	Becky Minor
District Ambassador	Gary & Judy Calman
District Treasurer	Deb & Chuck Buell
District Stores	Lynn Briggs
District Webmaster	John & Barb Smith
District Couple of the Year	Mike & De Blangy
District COY Coordinators	Mike & Bijou White

Have a question about upcoming events?
Call Phil or Joyce LoParco (509) 582-6994.



Gold Wing Road Riders Assoc.



Chapter WA "L" Staff

Chapter WA "L" Staff

Chapter Director : Lloyd Finley

Asst. Ch. Director : Mike Turner

Asst. Ch. Director : Phil LoParco

Chapter Educator : Tom Denny

Couple of the Year : Mike & Janet Turner

Treasurer : Joyce Hull

Ride Coordinators : Tom Johnston & Mary Mckinley

Newsletter Editor : Tyler Denny

Historian : Georgia Finley

Sunshine Person : Donna Whiteside

Membership : Joyce LoParco

Chapter Store : Pamela Blake

Phone Tree : Joyce LoParco

Individual of the Year : Della Heideman

Public Relations : Patricia LeBelle

Secretary : Christine Eide

Special Activities : Terri Watson

Web Master : Mike Messinger

August 2011

Check your email for more detailed information

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4 REGION I CONVEN- TION— DRIGGS, ID	5 REGION I CONVEN- TION— DRIGGS, ID	6 REGION I CONVEN- TION— DRIGGS, ID
7	8	9	10 STAFF MEET- ING	11	12	13 CHAPTER MEETING/ CHAPTER RIDE
14	15	16 DINNER RIDE	17	18	19	20 FAIR PARADE
21	22	23 ICE CREAM RIDE	24	25	26	27
28	29	30	31			

CHAPTER "Z" PRESENTS



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Visit the Mill
Museum

Pataha Flour Mills

-Serving our Community-

Dedicated to the glory of God

Thank you for your
support of historic
Pataha Flour Mills!



Delfsen, Niebel's
Branding

Neil Keatts'
Cameras



Wurlitzer Organ

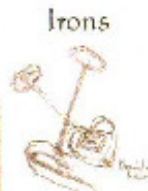
played by Juyme Bowles-
CD's available!



Your hosts,

The Jon Van Vogt family

Don't go home
without a bottle of
our becoming famous
Millhouse Dressing!



Irons

The Pataha Flour Mills, once famous for its XXX brand flour, was founded in 1878 by John Bauman and George Snyder here in Pataha City, the first Garfield County seat. "Pataha" means "Brushy Creek" in the Nez Perce language. John Houser, a German immigrant, who also successfully dabbled in the gold mines, became sole owner of the Mill in 1880 with his wife Marie (John would also take in Hartford and Brattain as partners for a short time). It was John's friend, Jacob Bilhmaier, that introduced him to this area. The strong spring and excellent creek just south of the Mill, bearing Bilhmaier's name, provided the energy needed to run the vast number of machines involved in the milling process. To John and Marie were born 4 children, William, Mox, Bertha and Artilla. John would later form a partnership with William (and his wife Emma), and Mox would own the Pomeroy Flour Mill, destroyed by fire in 1950.

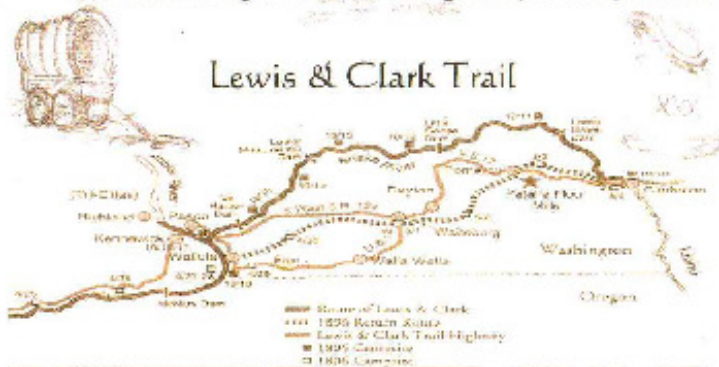
Pataha Flour Mills, closed in 1943, was eventually sold to Donley Hereford Ranch, who sold it in 1998 to the Jon Van Vogt family. The Mill has been placed under non-profit (501 C-3) status.



Harvest House
available for retreats!



Browse our
SonFlour
Gift Shoppe



Lewis & Clark Trail

Sylvia Warren's
Christmas
Village

Francis Waldher'
Sand Art



MillStream
Music
Cd's

"For God so loved the world, that He gave His only begotten Son, that whosoever believeth in Him should not perish, but have everlasting life." John 3:16

