

# Washington Wing News

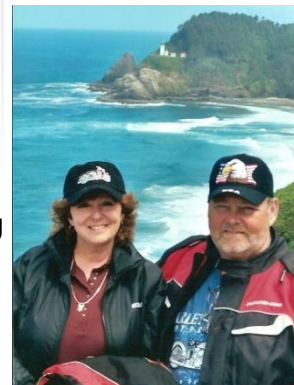
Washington District Newsletter

May 2011

Region I



Bob and Patty Spencer  
District Directors



“Hooray, Hooray, it’s the first of May, motorcycle awareness starts today!” I know a little different version of that saying, but thought this was more appropriate considering May is “Motorcycle Awareness Month”. We all know our association is deeply Entrenched in motorcycle safety and education for our membership, but this is a good time to get out and remind other riders of the importance of rider education and safety our friends, family and neighbors that don’t ride, of the importance of “Looking twice and saving a life”.

Every year around this time I dig out a particular book, dust off the cob webs and put it on my bed stand and every night, I read a page or two. The book is “Street Strategies, A Survival Guide for Motorcyclists” by David Hough. This book is full of simple things we tend to forget, or ignore and is a wealth of information. In fact, if you want to save a life, the next time you see a new rider in your neighborhood, invest a few bucks, buy the book and present it to the new rider. It is full of simple situations and hints that a new rider would never think about. The book can be found on Amazon.com.

Also in May there are a couple of things I want to bring to your attention. On May 20<sup>th</sup>, 21<sup>st</sup> and 22<sup>nd</sup> Chapter “V” has their Motorcycle Show at the South Hill Mall in Puyallup. This is well attended by the public and is very well supported by the mall management and individual stores as well. If you can’t participate in the show, please make a point to get by to show your support and don’t forget to wear your colors and or vest. We want GWRRR to be visible.

Another important item this month is the Officer Certification training “OCP” which unfortunately is on the same week end as the mall show. Don’t forget, all directors and their assistants need to take this class and I assure you it will make your job so much easier. It will give you a clear understanding of GWRRR, how we were originally organized and why we do the things we do today. If you haven’t signed up for this class, do so immediately. Space is limited and this may be the only class available until fall. The class is a full day on Saturday the 21<sup>st</sup> and a half day on Sunday the 22<sup>nd</sup>. **If you haven’t registered yet, you need to do so now by contacting Mike Briggs at [mlbriggs60@comcast.net](mailto:mlbriggs60@comcast.net). Time is quickly running out.** Here is some information from our District Leadership Trainer, Mike Briggs: The Officer Certification Program (OCP) is taking place at the “RED LION HOTEL ON THE RIVER AT JANTZEN BEACH”, 909 N Hayden Island Drive Portland, OR 97217 (Phone # 503.978.4587). This is on I-5 just across the river on the Oregon side. If you are planning on staying at the Red Lion, don’t forget to mention you are attending the GWRRR meeting for the group rate of \$89.00. There will be a charge of \$15.00 per person and that for lunch. This is what is covering the cost of the meeting room, so please indulge us and have lunch there.

Last, I would be remiss if I didn’t throw in a shameless plug for our Washington District Rally on July 21<sup>st</sup>, 22<sup>nd</sup>, 23<sup>rd</sup>. Get your registrations in early. We are planning lots of fun for you and you won’t want to miss it! Registration and information forms can be found on the district website at [www.gwrra-wa.org](http://www.gwrra-wa.org) “Have Wing Will Travel” so come on down to the “Chehalis Road-EO”!

*Bob and Patty*

**John and Barb Smith**  
**Assistant District Directors**



### May – May Flowers, maybe..

Have you had enough rain? I know here on the West side of the state the rain has been a major fact of life. With the records for rainfall broken here in the Seattle area, it is time for the rain to go away. I am ready to get out there and ride my bike, but do need a little more warmth and sunshine to be comfortable. I don't mind riding in the rain, but I sure do not like starting a ride in the rain. Well, good news, MAY is here. This hopefully will be the month when the temperature actually gets above 60 degrees over on this side of the state and the sun actually does come out. When you tell most people who don't live in Washington, you are from the Seattle area, you typically hear them say, it rains here all the time. I usually tell them that yes, it does, but you cannot beat the late spring/summer/early fall months in the great state of Washington. The weather here during that time is absolutely perfect for riding and enjoying the outside and all of the things that Washington has to offer. I am truly looking forward and am not looking back. Rain, rain, go away. I want to see some spring flowers, smell the cool, crisp spring air, while riding on a dry and twisty road. This is what I want to do NOW. I know many of you feel the same way and are ready for the change. May also brings many events that our members can head off to do. We have an ARC scheduled for Buckley on the 7<sup>th</sup>, and also the WA-M/WA-R Multi-Chapter meeting in Prosser. Don't forget the WA-Q Crazy Ride on the 14<sup>th</sup>. We did the Crazy Ride last year and it was a hoot. Some of the chapters went all out and did every stop last year. That is a lot of riding to make all of the stops on the list for sure. Also we have the Eastside ARC in Kennewick on the 15<sup>th</sup>. Still, can't find anything that tickles your fancy, how about the WA-V Mall show in Puyallup the 20<sup>th</sup> thru the 22<sup>nd</sup> or up to visit our friends from the North, for BC-G Victoria Days, the 20<sup>th</sup> thru the 23<sup>rd</sup>. Want to be an officer or learn more about GWRRA, there is an OCP (Officer Certification Program) class, down in Portland on the 21<sup>st</sup> thru the 22<sup>nd</sup>. Good stuff, if you want to learn more about GWRRA and the values and rules of the association. If that is not enough, head over to Kennewick for the WA-L Desert Spring Fling for the Memorial day weekend. We went last year and again, another great time with some really great folks. We even did some wine tasting (no, not on the bikes, we rented a van with a designated driver). A great way to spend the days with your friends and also gives you a chance to make new ones. I would be remiss if I did not get in another shameless plug for the upcoming District Rally/Convention in Chehalis July 21 – 23. The planning is in full swing with the District Staff, the host chapters and the fairgrounds staff. This year is the 'Western Theme', the Chehalis 'ROADeo'. Dust off your cowboy boots, and get ready for some hip-slapping, line dancing, western fun, featuring 'Jukebox' bringing you favorite country and western tunes. Who knows, you could end up doing some karaoke and end up on YouTube. Last year, Bob Spencer and I did...You never know..

If you need more information, head over to the District Website (<http://www.gwrwa-wa.org>) and pick up some registrations and sign up for some truly great events. You won't be disappointed.

Until next month, sign up, have some fun and make some memories.

John and Barb Smith  
Your Assistant District Directors  
email us at [add@gwrwa-wa.org](mailto:add@gwrwa-wa.org)

**John and Barb Smith**  
**District Webmasters**

## May – Time to plan for a great summer.



There are many upcoming events on the District Calendar for you to check out and enjoy. We have a simple list view to help you make some decisions on events you want to attend this year, so take the time and review, print off some registrations and plan to visit our District Chapters and support your fellow motorcycle family. The District Rally/Convention Planning is now in full swing and before you know it, July will be here and we will be having fun. This year is a Western Theme, which means you can get out

John and Barb Smith  
Your District Webmasters  
email us at [webmaster@gwrra-wa.org](mailto:webmaster@gwrra-wa.org)

*Bob and Becky Minor  
District Educators*



## Spring Training

By David L. Hough

There are some parts of the country where motorcyclists ride all year round, but most of us put the bike away during the nastier weather months. If your motorcycle has been sitting in the garage all winter, it probably needs a little attention before it's ready to go. And if you haven't been riding for a while, your skills probably need some attention, too. Skills and habits tend to get rusty if you don't use them. And even if you have been riding all winter, you may have gotten sloppy about some basic habits. Let's think about some Spring Training for our riding skills.

### Put Your Brain in Gear Before You Ease Out the Clutch

*When you get back on the bike for that first spring ride, remember to shift your brain back into "motorcycle".*



It doesn't take long driving a car every day for your motorcycling tactics to lose that edge. In a car, you're just part of the vehicular herd, jostling for position in traffic. But that also means other drivers are more likely to see you, since your car is more-or-less the same size as theirs. And if your vehicle of choice has been an aggressive looking SUV or pickup truck, other drivers have probably given you more space. The point is, you may have gotten used to other drivers giving you your road space. Driving a four-wheeler too much has a way of dulling our motorcycling survival instincts.

On a motorcycle, you need to keep your brain in "traffic survival mode". Motorcycles are shorter, narrower, and harder to see in traffic. More to the point, many drivers don't think of motorcycles as "real" vehicles worthy of road space, so it is much more likely that drivers will change lanes on top of you, pull out of a parking lot right in front of you, or make a quick swerve across your path.

If you haven't been challenged for road space recently, the first transgression may get you hot under the helmet. But before you react stupidly, remember that it may not be driver-to-driver aggression, but just a lack of respect for a motorcyclist. Remember, might makes right. Bigger vehicles CAN run smaller vehicles off the road because they are bigger. Sure, you might be able to knock the door off a Geo with your K1200LT, if the driver stupidly opens it into your way, but even heavyweight bikers are going to come out second best in a collision with a full-size truck.

So, before you head out into traffic on your first ride of the season, take a few moments to shift your mental gears back to "motorcycle" again. Remember, motorcyclists are at the bottom of the heap. Some drivers are not going to give you your road space, even if you have the legal right of way. You'll either move it out of the way, or lose it.

To help you remember that, here's a little ditty you can recite to yourself as you ease out the clutch:

*"He was right, dead right, as he sped along. But he's just as dead as if he'd been wrong."*

We might also put in a plug here for the book "Street Strategies" which you might consider reading before strapping on your riding gear.

## Countersteer

We constantly remind the faithful that two-wheelers are balanced by countersteering, and we continue to get questions about this. We even get letters from people who deny that it works, and from others who agree intellectually that it must work, but aren't sure they want to try it yet. Let's note that the driver of a four-wheeler doesn't have to balance it, and changing direction is just a matter of twisting the steering wheel. A four-wheeler starts to change direction instantly, just as soon as the front wheels steer towards the turn.

On a two-wheeler, you need to lean the bike over before it begins to turn. And the way we do that is to steer the contact patch out from under the bike to force it to lean over. In a nutshell, to initiate a left turn, push on the left grip. To make the bike lean right, push on the right grip. Or, to think of this in a different way, steer the front contact patch opposite the way you want to go. The point is, you have to get the motorcycle leaned over before it starts to turn, and the most accurate way to control lean angle is by steering the handlebars counter to the way you want to go (counter-steering).

*Practice counter-steering to affirm that it really does cause the bike to lean.*



Yes, throwing your weight around or putting more weight on one footpeg or hanging off towards the inside will also control balance and direction. Yes, it's possible for the riders of most motorcycles to steer the bike at speed, "hands-off". What may not be obvious is that the motorcycle automatically balances itself by counter-steering.

To remind yourself about counter-steering on your next ride, focus on what you are doing to balance and steer. Before you head out into traffic, get the bike in a straight line at about 30 mph, and push alternately on the left and right grips to steer from one side of your lane to the other. If you are riding a cruiser style machine with "laid back" ergonomics, try pulling both grips towards the direction you want to go. To turn left, pull both grips toward the left. To turn right, pull both grips toward the right. It may take one or two seconds to get the bike leaned. The point is, motorcycles respond to counter-steering, whether their riders realize it or not. We're simply suggesting everyone get in tune with their bikes.

## Practice Braking

Driving a four-wheeler, you've probably had to jam on the brakes once or twice to avoid collisions. Squealing tires? What do we care? All you have to do is jam down the power brake pedal with your foot, and hang on.

Back on a motorcycle, you need to remind yourself that you can take a tumble if you don't brake skillfully. And on a bike, it's important to focus on the front brake lever, not the foot pedal. Even if your bike has ABS, linked brakes, or integrated front/rear brakes, the front brake is still the most powerful.

If you intend to stop in minimum distance, whether in a straight line or in a curve, you need proficient braking skills, and that means practice. First, make a point of covering the front brake lever whenever you're approaching a potentially hazardous situation. If you aren't covering the front brake, you may forget to use it, or it may take so much reaction time to get on the brake you can't avoid a smasho.

Consciously use the front brake during every stop, and as part of your cornering sequence. When slowing for a turn, squeeze the front brake lightly, to help make that a habit. Approaching a busy intersection, dab on the front brake enough to slow the bike a few MPH and get the discs heated up.

Second, get in some serious quick stop practice now and again. Braking is a fine art, and you can't expect to be good at it if you don't practice. Find some vacant strip of clean, level pavement away from traffic, and practice quick stops for an hour or two, at least once each year. Get the bike up to speed in second gear, and at the braking point, squeeze the clutch, roll off the throttle, and smoothly apply the brakes. Concentrate on applying both brakes firmly just short of skidding the tires, shift down to first gear before stopping, and bring the bike to a complete stop with your left foot down and your right foot on the rear brake. Start your initial braking runs at 20 mph, and gradually work up the dial as you gain confidence.

At least once each year, put in some serious braking practice.



For older bikes and those without ABS, it's important to modulate the brakes just short of skidding the tires. If you skid the front tire, you can avoid a fall by immediately releasing the brake lever, and then squeezing a little less aggressively to stop the bike. Skidding the rear tire is more likely, and potentially a lot more hazardous. If you skid the rear tire out to one side and then panic and let off the brake, you could flip the bike into a "high side" that launches you into a short flight.

If you do slide the rear sideways during a quick stop, it's critical to restrain your survival instinct to let up on the pedal. Stay on the pedal until the bike comes to a complete stop. The solution is to learn to use as much rear brake as you can without skidding the tire, and that only comes with practice. For sports bikes with short wheelbases and sticky tires, you'll have to modulate the front brakes

short of full power to keep the rear wheel on the ground.

Aggressive sport bikes typically require greater braking skill than other machines. A short wheelbase combined with forward weight bias, powerful front brakes, and sticky tires conspire to make it very easy to lift the rear wheel off with a modest squeeze on the front brake lever. So, there is less risk of sliding the front tire out, but greater risk of flipping the bike end over end. The solution is to get in plenty of braking practice, to build "muscle memory" for aggressive stops while still keeping the rear wheel on the ground.

### Ride The Twisties

Aggressive riders need no encouragement to find a twisty road. Timid riders may need a little shove. Even if you see yourself as a conservative rider, it is worthwhile to spend some time on twisty roads, because that's really the only way to get skillful at quick changes in direction. Sure, you can practice emergency swerves in a parking lot, but in a crisis such as a left-turning car, you will probably resort to habits. And the most practical way to develop the right habits is to ride a twisty road that requires you to change direction quickly and frequently. But let's emphasize the importance of practicing the RIGHT habits.

On your next ride on a twisty road, ride at a slower pace well within your perceived limit, and concentrate on specific cornering techniques. For instance, concentrate first on achieving an entry speed that allows you to roll on the throttle all the way around the turn, then concentrate on a better line, then on keeping your eyes level, and so on. Use your front brake to help slow the bike to cornering speed, look as far through the turn as you can to plan a "delayed apex" line, and then ease on the throttle as you countersteer the bike into the turn. Keep your head up, your eyes level with the horizon, and your nose pointed in the direction you want the bike to go.

Cornering control starts with the right steps in the right sequence.

The point is, get more familiar with leaning the bike over, and gain confidence in your tires. If you can also smooth out your braking, control, countersteering, and cornering lines, those are additional that you can use for either more enjoyment, or keeping more traction bank".

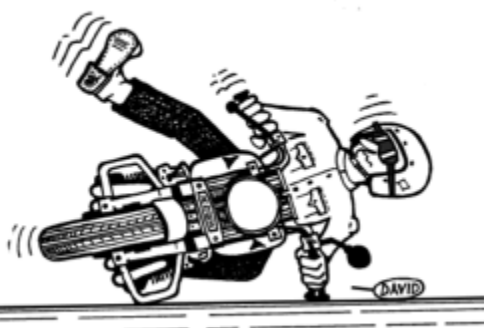


some throttle payoffs "in the

of a key to read the

### Reading The Surface

The natural resting position motorcycle is horizontal. The staying upright is to learn to road surface.



One big concern about riding two-wheelers is maintaining balance, and that depends mostly upon traction. A four-wheeler or sidecar rig can slide the tires without falling down. Sliding either tire on a two-wheeler can quickly result in a crash. Remember, a motorcycle is balanced mostly by steering the front wheel contact patch directly under the center of gravity, whether the front-end geometry

automatically does it, or the rider does it. Either way, some traction is required to keep the bike up. If there isn't sufficient traction, the contact patches can slide sideways, allowing gravity to pull the bike onto its side.

All motorcyclists understand this, but not all of us are skillful at reading the surface. First, continue to monitor the road surface far enough ahead to have time to take evasive action. The primary technique is to look for changes in surface color or texture, indicating a change in traction.

Second, practice techniques for managing traction. Next time you're out for a ride on a curvy road, practice smooth cornering lines and smooth throttle control. Plan your line to put your tires over the most tractable surface. For instance, if there is a slippery white plastic arrow on the surface, plan a smooth line to one side of the arrow to avoid making any sudden changes while leaned over.

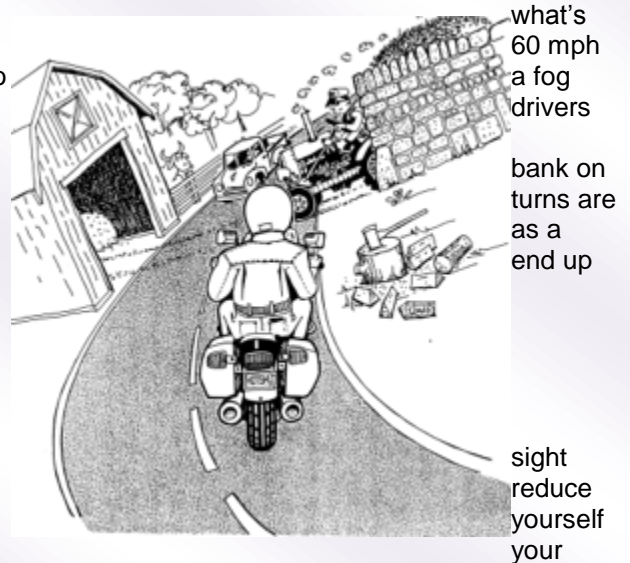
If slippery surfaces make you nervous, the fix is to get in some riding practice on unpaved roads. Spend a day riding a gravel road such as a county farm road, or a National Forest road. If you're too cautious to ride gravel on your big roadburner, borrow a smaller dual sport machine. But whatever you ride, get in some "dirt" time to gain familiarity. It's not just a matter of being able to handle a detour now and then; it's a matter of learning more about traction control.

### Keep Speed Within Sight Distance

Lots of motorists get into trouble because they don't adjust speed to happening. It may be perfectly sensible to motor down the highway at in clear weather, but that's way too fast when the road disappears into bank. One minor collision can quickly turn into a major pileup as continue to slam into the fog-shrouded wreckage at speed. Most motorcyclists would recognize the extreme hazard of riding into a fog a busy freeway, but some riders don't seem to understand that blind as hazardous as thick fog. Those who are surprised by hazards such stalled car or a decreasing-radius curve don't have time to react, and contributing to the statistics.

*The clever rider adjusts speed so that he can always stop with sight distance.*

Next time you're out for a ride, make a point of adjusting speed to distance. When your view of the road ahead closes up, immediately speed. Use your front brake, both to scrub off speed, and prepare for a quick stop. That same technique works for intersections where view of side streets is blocked by a truck, a twisty road where you can't see around the curve, or a hill that blocks your view of what's on the other side.



### Keep Bike Speed Within Your Thinking Speed

It's tempting to think that horsepower relates to enjoyment of the ride. A bigger, faster bike should be greater fun, right? Well, there are lots of high-horsepower machines out there to give you the opportunity to find out. We bring this up because springtime seems to get a lot of riders drooling over a newer, faster ride.

What a lot of riders discover is that race-replica bikes are a handful to control on public roads, and not as enjoyable as the price tag might suggest. More than a few riders fool themselves into thinking that more power will make up for less skill, only to crash more expensive machines at higher speeds.

For most of us, the limits are determined more by our skill level than by horsepower. This isn't an indictment of big-power bikes, it's a caution about the importance of keeping bike speed within your thinking speed. If you've been driving a car that takes 8 or 10 seconds to reach 70 mph, your cranial habits may be way too slow for a bike that accelerates up to warp speeds with a half-twist of the throttle.

Symptoms of allowing the bike to get ahead of your thinking include running wide in corners, and panic reactions such as suddenly snapping off the gas or jamming on the rear brake at mid-corner.

If you're scaring yourself too frequently, there are several options other than buying more life insurance or giving up motorcycling. One option is to choose a less powerful, more controllable machine. Even if you're determined to ride a 170 mph bike, it makes sense to learn better control skills on a more forgiving machine. If you're determined to ride a fast bike fast, you might start thinking about riding the track instead of public roads. You can start that journey by taking a few of the track schools.

But one approach that's good for any bike is to learn to control your riding so that you stay well within your own limits. Let Dr. Curve and those more daring riders zip on by, and ride your own ride.

You will go out and practice these things, won't you?



2012 Honda GoldWing



# GWRRA WASHINGTON DISTRICT CONVENTION

**THE CHEHALIS "ROAD-EO"**  
**SOUTHWEST WASHINGTON FAIRGROUNDS**  
**2555 N. NATIONAL AVE. CHEHALIS, WA 98368**

**July 21, 22, 23, 2011**  
**GRAND PRIZE - \$1000**

Rider _____	GWRRA # _____	Chapter _____	Position _____
Co-Rider _____	GWRRA # _____	Chapter _____	Position _____
Street _____	City _____	State _____	Zip _____
Telephone _____	Email _____		

**REGISTRATION FEES:**

Postmarked ON/OR before July 1, 2011

GWRRA Member \$30.00 X \_\_\_\_\_ = \$ \_\_\_\_\_  
 NON- Members... \$35.00 X \_\_\_\_\_ = \$ \_\_\_\_\_

Postmarked ON/AFTER July 2, 2011

GWRRA Member \$35.00 X \_\_\_\_\_ = \$ \_\_\_\_\_  
 NON- Members... \$40.00 X \_\_\_\_\_ = \$ \_\_\_\_\_

**PRE-REGISTRATION 50/50**

(Need not be present to win)  
 \$1.00 X \_\_\_\_\_ = \$ \_\_\_\_\_

**GRAND PRIZE TICKETS**

(Must be present to win)  
 \$1.00 X \_\_\_\_\_ = \$ \_\_\_\_\_

**Saturday Chuck Wagon Dinner:**

\$14.00 per person X \_\_\_\_\_ = \$ \_\_\_\_\_

**CAMPING (Thurs, Fri, Sat)**

Tents / tent trailers (per unit)  
 Power Included \$12.00 X \_\_\_\_\_ Nights = \$ \_\_\_\_\_  
 RV's (Includes water and 30 amp power)  
 \$22.00 X \_\_\_\_\_ Nights = \$ \_\_\_\_\_

Total Amount Enclosed = \$ \_\_\_\_\_

**Make check payable to and mail to:**

**GWRRA WA DISTRICT**  
**6622 66<sup>th</sup> Dr. NE**  
**Marysville, WA 98270**

**INFORMATION**

**Quality short sleeve and long sleeve Rally Tee's available on site. Check them out at registration!**

**Breakfast and lunch available on site**  
 Menu ranges from \$2.50 to \$7.00

**\*Host Hotel\***

**Holiday Inn** - 730 NW Liberty Pl. Chehalis, WA  
 Rate \$99.00 - Ph: 360-740-1800  
 Has a continental breakfast & a pool  
 Closest motel to fairgrounds

**Other Motels**

**Chehalis Inn** - 122 Interstate Ave, Chehalis, WA  
 Rates \$64 to \$73 - Ph: 360-740-5339  
 Has a continental breakfast & a pool

**King Oscar** - 1049 Eckerson Rd, Centralia, WA  
 Rates \$60 to \$75 - Ph: 360-736-1661  
 Has a continental breakfast & a pool

**For more information, visit the District Website at [www.gwrwa-wa.org](http://www.gwrwa-wa.org)**  
**Or contact**

**Bob & Patty Spencer**  
**Washington District Directors**  
 Cell: 206-795-5227 E-mail: [bspswae@frontier.com](mailto:bspswae@frontier.com)

I/we agree to conform and comply with all the rules and regulations governing this event and/or its location and properties. I/we also agree to hold harmless GWRRA, its affiliates, vendors, and/or the properties involved within the scope of this event, of any accident to me/us by reason of my/our involvement in this event.

Signature: \_\_\_\_\_ Date \_\_\_\_\_  
 Rider \_\_\_\_\_

Co-Rider \_\_\_\_\_ Date \_\_\_\_\_



Washington District Chapters		
Meeting	Chapter	Contact
1st Thursday Auburn	WA-V	Garry & Maxine Alexander 253-770-3866
1st Friday Puyallup	WA-Q	Dean & Christie Kalles 253-845-7177
1st Saturday Yakima	WA-M	Pete and Jean Hernandez 509-453-6951
1st Saturday Walla Walla	WA-R	Jim Corn 509-525-1304
1st Saturday Vancouver	WA-X	Dee Hall & Vanora Volk 360-254-2343
1st Sunday Bremerton	WA-B	Jim & June Dutton 360-551-2236
2nd Friday Enumclaw	WA-Y	Roy & Pearl McKenzie 253-862-0220
2nd Saturday Everett	WA-C	Danny Wells 425-760-5655
2nd Saturday Kennewick	WA-L	Alex Piper 509-546-0846
2nd Saturday Centralia	WA-Z	Jesse & Eva Valentine 360-888-0546
2nd Sunday Aberdeen	WA-D	Erv & Phyllis Granahan 360-249-3463
2nd Tuesday Bellingham	WA-H	Chet & Kathy Renskers 360-332-4765
3rd Saturday Longview	WA-P	Chuck & Reggie Porter 360-636-0519
3rd Saturday Bellevue	WA-E	John & Barb Smith 206-391-6343
3rd Sunday Olympia	WA-I	Ray Abitz 360-264-5464
3rd Sunday Spokane	WA-N	Dale & Shirley Dufner 509-924-3698
4th Saturday Seattle	WA-A	Sam & Doreen Grubbs 206-718-6814
4th Saturday Port Orchard	WA-O	Ken Smith 360-876-6737



These businesses provide



**South Bound HONDA**  
Tacoma, WA 253.582.2288



**NORTHWEST LASER DESIGN**  
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**American Laser Works**  
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(360) 871-3738  
Email:  
Nwagner@americanlaserworks.com

much appreciated support to our organization. Please return the favor!!

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<b>Couple of the Year</b>	Mike and De Blangy

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# May 2011

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4	5	6	7 Multi Chapter Gathering Prosser, WA
8 Mother's Day	9	10	11	12	13	14 WA-Q Crazy Ride
15	16	17	18	19	20	21 Chapter WA- V Mall Show  OCP, Portland, OR
22 Chapter WA- V Mall Show  OCP, Portland, OR	23	24	25	26	27 Chapter WA- L Desert Spring Fling	28 Chapter WA- L Desert Spring Fling
29 Chapter WA- L Desert Spring Fling	30 Memorial Day	31				



Cowboy Bob says, "The weather's bound to get better, July is just around the corner!"

# REGION I CONVENTIONS 2011

Oregon District  
June 16-18, 2011  
Joseph, OR  
[terryhuffman@comcast.net](mailto:terryhuffman@comcast.net)

Wyoming District  
June 16-18, 2011  
Riverton, WY  
[dada@bresnan.net](mailto:dada@bresnan.net)

Washington District  
July 21-23, 2011  
Chehalis, WA  
[dd@gwrra-wa.org](mailto:dd@gwrra-wa.org)

Montana District  
July 28-30, 2011  
Helena, MT  
[dkrobson1@bresnan.net](mailto:dkrobson1@bresnan.net)

Region I  
August 4-6, 2011  
Driggs, ID  
[wnwlker@msn.com](mailto:wnwlker@msn.com)

Idaho District  
September 2-4, 2-11  
Kamiah, ID