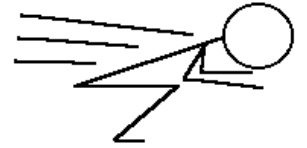


Washington State Chapter May, 1997



Farfromputtin

Ride Suggestion - Snoqualmie Valley Rd

From Kent-Kangley Rd go north from Georgetown along 276th to Hobart. Take Issaquah-Hobart Rd to Issaquah and cross under I-90. Take a right onto Issaquah-Fall City Rd to SR202. Go East on SR202 to 324th and head north. This section is nice and twisty, though there are some sparsely located residences. At the next intersection, Tolt Hill Rd, take a left and go back to SR202. This time head west on SR202 and take the next right onto NE Ames Lake Rd. Follow it until you come to Ames Lake-Carnation RD and head north for about 1 mile. Veer off to the left onto Snoqualmie Valley Rd and ride it all the way out, about 10 miles of high-speed sweepers. Eventually you will come to High Bridge Rd off to the left. Once here, you will encounter more sharp, tight, twisties on an uphill grade. This leads you to SR522 at which time you can head west to Woodinville, or east to Monroe. If you choose Monroe - details are listed in the April HSTA Newsletter on continuing north to Granite Falls, and Arlington. This route has something for everyone!

April 12 - Ocean Shores

We had 12 show up for breakfast and 9 of us rode to Ocean Shores. Riders were Jim, Kirby, Kevin, Ralph, Trevor, Jennifer, Scott, Tom, and myself. Elbert, Bryce and Jerry had other plans.

Found some great twisty roads to Lake Wynoochee (NE of Ocean Shores) except they all go out 10 miles and the pavement ceases, so we had to double back everywhere we tried to ride. We rode in two sub-groups, which allowed everyone to ride their own style.

All in all, some good clean roads, though the speed limit on the side roads was only 40 for the most part and we did encounter a WSP going into a turn pretty hot. I'm sure he was as surprised as we were. We also saw a Sheriff waiting for us to come back from one of the dead end (gravel) roads. Lesson here: be wary of dead-end roads! I was able to catch sight of him two turns ahead, barely sticking out of the bushes so I got off the throttle and signaled back to the group before we got

to him. (I don't know if anyone saw me signaling, but I tried...) We were doing 35 in a 40 when we went by him... like I'm sure we rode that responsibly the whole time... yeah right...

April 19 - Dewatto - Rain Delay

After having only 4 people meet for breakfast at Mitzel's in Fife, we decided to relax, drip-dry, and cancel the ride.

Jim, Kirby, Stan Kendall, and myself were the only brave souls to show for breakfast. It was wet, and the weatherman blew the forecast by 1 day. Sunday would've been a perfect day, but it was still a little windy. What should we expect, we live in Washington...

Tips for Riding in a LARGE Group

By large, I mean more than 6. This is not meant to be a tirade, but merely suggestions to correct things that have been noticed by members on our rides. We've had great turn-out this year for the first couple of rides, and that's encouraging. People seem to instinctively ride responsibly, but I feel there are some ideas that need to be mentioned.

First: I would like to personally apologize for possibly putting people in the situation of dealing with law enforcement officials. This is an extension of last years season when we went to Whistler. I'm only apologizing my bad luck in the recent rides of being spotted exceeding our state's LOW speed limits. My usual characteristic of riding on the freeway, is 5-10 over. This allows you to not stay in anyone's blind spot for more than a second and allows you enough time to reduce speed if we should encounter the black & whites.

Second: Never feel as though you have to keep up. We have never separated so much that we've lost anyone, and we always make sure that we wait for the laggards at the next intersection, or at a reasonable location to gather everyone together again. Although there are benefits for keeping up, like avoiding many tickets due

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Tips for Riding in a LARGE Group con't

to the illegality of "group bust" in Washington, ride at your own pace!

Third: When riding in a large group on the freeway - usually just pulling out from breakfast, it helps if we ride in staggered formation. Typically it is your responsibility to guide off the person in front of you - if he/she is in the left wheel track, you should be in the right. Try to hold your line as much as possible because it affects everyone behind you. If you are changing position (allowing someone to pass), assume their position in the group. Also along this point, if we are cruising down a multi-lane freeway, and we are taking the next exit off, the leader should recognize how far ahead we need to be in the right lane without swerving over like a swarm of bees at the last minute.

Anticipation of exits, pit-stops, bathroom breaks, and speed are all responsibilities of the leader. It's not easy to be out front - try it sometime!

Fourth: Check your turn signal. (Kirby)

Fifth: Check your mirrors. If you are second to last in the group, and now you don't see a set of headlights in your mirror, we lost somebody. This is one thing that our group has done well - noticing when someone is having difficulty. There is safety in numbers and I would be more than willing to ride at the tail of the pack, if someone is in need of help. I know what it feels like if you're having trouble, and all you can do is watch the people in front of you pull away. I was left in Yakima by the previous group that I rode with because I had to get gas, and the rest just kept going, even after I signaled to the leader that I needed gas. That's why I ride with HSTA today!

Sixth: Communicators - Being able to communicate back of police, road conditions, and even keeping in touch with the trailing bike are all benefits of

this system. I am definitely buying one and know that regular club riders are also interested. If you are thinking of ordering, let me know. We will be having a club-channel set up for us, to allow us to filter out any stray signals, but this has to be done at the factory. Cost is \$259.95 and covers the 900MHz Communicator, a battery pack, recharger, and helmet speakers. The unit also accepts a music input for those long rides.

Being Prepared

This means having a map of the state, tools, properly maintained bike, wet/cold weather wear, your endorsement, phone numbers for your insurance/towing services, and a credit card!

You can make the assumption that others will have some of the things mentioned, but if everyone assumes this, you know what will happen.

For longer rides, you need to bring more gear. I will always carry a cell phone on club rides, I know others do too. I take the opinion that if I have a failure, I should be able to take care of myself and not put anyone else out. I know that I wouldn't want to ruin YOUR day because I didn't plan ahead!

Typically the more prepared you are, the less will go wrong! -- Murphy's Law of Riding

Upcoming Events

May 10 - Mitzel's in Puyallup - ride to SW WA

May 31 - Mitzel's in Mill Creek - ride to Mt Baker

For complete details, check the net -
<http://www.snwsc.com/hsta/main.htm>