

Washington State Chapter
December, 2001

Merry Christmas!!!

2001 – Year in Review by Dan H

Back to the beginning of the year, we started our season with something new, Go-Kart racing. About a dozen of us showed up for lunch at Claim Jumper in Southcenter and then headed over to SyKart. (Note to self: eating that much food before racing is not recommended.) After a brief safety video, we jumped into our cars and went for it. Immediately following the first race, most of us found ourselves scrounging for more money to buy another race. It was that much fun!

In March, we coined the term “Road Raping” by heading out to Carnation, finishing up in Woodinville, enjoying some of the neat residential roads that Marv introduced us to.

April was a short ride through Fall City and back to Snoqualmie Valley, trying to find those roller-coaster roads again, but failed. At lunch, Mark demoed how to ride hobby horses for the group.

In May, we attempted to get to Granite Falls without losing anyone this year. Guess what? Mark got lost. After playing “Search and Rescue”, we all got back on track and finished off a good day. The end of May was our first multi-day ride to Oregon. Having done this run a couple of times in the past, we didn’t waste any time to get to the good stuff. After Jim and I dropped Cary off in Antelope to pick up a broken collar bone, we hurried to meet a couple of other HSTAers from Idaho for dinner. Along our way, we met Officer Routson who had his own version of an award for us. Ironically, Stan and Doug had introduced themselves to WSP during the course of their day. After dinner they opted for their own ride for the rest of the weekend, so we went separate ways.

June brought us to Leavenworth and Mt Baker. The Mt Baker ride claimed our first downer of the season in Larry Dunn (see 2001 Awards).

July started our California trek. Different pods started on different days to ride different routes to meet up in Oregon, ride together for a day, then to split up again and go our separate ways. This can only be surmised as the best riding of the season! Here, I picked up my award when Don G and I encountered a fine specimen of Oregon wildlife standing on the side of the

road. I remember seeing a blue blur that resembled a bikini being sucked up in our jetwash. Meanwhile, while we were in California, Marv was ON St Helens. He became a statistic on the mountain that eats bikes, and was out for the rest of the season. Still in July, the HSTA ride to St Helens consisted of about 30 people showing up. The word got out to the WMRRAs racers and we ended up with way too many for a reasonable ride, so we split up the group.

August was a ride to Winthrop, sort of. Mark led the ride that had many twists and turns leading AWAY from the destination. It was one mechanical failure after another on this day. The Cascade Locks campout was cancelled for the first time that I can remember so nothing happened in the middle of August. Labor Day weekend was another reason to head south to Oregon. Bryan Bailey, Cary and myself flogged the better roads across south-eastern Washington, and northern Oregon. I tempted them to join me to Missoula, Montana over Lolo Pass, but due to the late start that day, and other ideas for routes, we ended up going separate ways. I abandoned Montana, choosing to head for home discovering still more hidden surprises in Eastern Washington.

September became a month to remember in an unfortunate way. Returning from our ride to Mt Baker, Russell Gienau (Mr Real TV) had a tragic accident that claimed his life. This was my first experience with losing someone close in this sport. His services were well attended by WMRRAs, HSTA, and other riders.

We capped the season with our finale to Mt St Helens. I was accused of leading rides with my stomach, seeing how we rode from one eatery to another. So be it, I was hungry... This ride made for a great cap of the riding year. This was also Cary’s first trip up to Windy Ridge and he summed it all up with... “WOW!”

October was back to Olive Garden for our annual Roast. Some awards were funny, some were serious, and some just were. Good stories went around the table and I’m sure that more will come out at our Christmas Party in December. See you there!

2001 Awards by Dan H & Mark G

Bryan Bailey - Oregon or Bust Award

If we ain't goin' to Oregon, I ain't goin'!

Alan Belnap - Stealth Rider Award

You were there, but you didn't do anything stupid enough to stand out!

Larry Dunn - Steve Miller Award

Fly like an Eagle. (or like a Mosquito)

Paul Gienau - Hodgepodge Award

Duct Tape and Zip Ties can fix ANYTHING

Don Grabrick - State Farm Upgrade Award

TL1000R or GSX-R750 Decisions, decisions.

Mark Grabrick - Texaco Award

Time to get that 5th tank feeling!

Chris Harnish - Welcome Back, Kotter! Award

For returning to the club ride circuit on a Big Bandit.

Jim Holzberger - Nicky Holzberger Award

You're not a real blonde, are you?

Dan Hytry - Almost Topless Award

There are better ways to undress a lady, than to scare her bikini off of her!

Dawn Hytry - Nice Curves Award

Addicted to Twisties

Bob Kramer - 3-Mile Ride Award

For beating Mark out for Riding The Shortest Distance To A Club Meeting

Jim Masterman - Southpark Award

"Screw you guys, I'm going home!" - Cartman

We wish you well on your travels.

Cary Perkins - U.S. Census Award

Antelope, Oregon - Population: ~~50~~ 51

You crash, you stay!

Tim Popovich - Evolve to Elevation Award

Welcome to the High Country! Need Oxygen?

Mary Travis - Contraband Award

After riding all day, and refusing to enter Canada, we figured you had something stashed.

Unknown Squid - Perfect Timing Award

Choosing the right time to roll on. You chose poorly!

The story behind the last award is to commemorate that early in the year, we had previous knowledge of a speed trap on I-405 in Kirkland. This unknown rider came up on us at about SR-520, and mingled in with us going the speed limit. After a couple of miles he had decided that he was going to finally blow past us. He pulled out and rolled on, already in plain view of the WSP parked in the median. Needless to say, the lights came on, he pulled over and we waved as we rode right by him. The last thing I remember seeing was him putting his head down in disgust and embarrassment.

Impromptu Kart Racing by Mark G

Well for the 20th of October I can say that there weren't too many people that showed up for the lunch and go-cart racing at Sykart. I thought there would be more than just Tim, Alan, Donald, and myself.

We decided to go ahead and have lunch. I suggested that we head to Sykart to see if anyone had shown up for the racing. But much to our luck no one showed up at all. What do you do when the weather isn't bad, not very cold, and you have 4 friends riding motorcycles? Do you go racing, or do you go riding? Riding it is...(that's a no-brainer!)

We ended up in Snoqualmie Valley for about 2 hours and had a blast. Our route was from Issaquah to Fall City and up towards Snohomish. The weather was great for riding, but the further north we went, the lower the temperature got. So after about an hour and a half we decided to turn back towards home to warm our toes.

To those who weren't able to make it, you missed a great day of riding which doesn't come that often in the late season. Thank you Tim, Alan, and Donald for making the trip that day to twist the wrist.

2002 Schedule Guidelines

All suggestions are welcome. We will talk more about this at the Christmas Party. Here are the dates and options keeping with tradition:

Continuing on with the 2nd Saturday tradition... we will have a gathering EVERY month this year. Plan on Karting early and late in the year, and riding April through October, yes October. Also we'll have two-a-months in June, July, August, and September on the fourth Saturday of those months. Weekend rides haven't been determined yet. Typically as an alternative to "Holiday" weekends, we've gone out of town towards Pendleton, Oregon. This includes Memorial Day and Labor Day. The 4th of July, most of us are already on the road to California. I am pushing the Awards dinner back a month to November. The Christmas Party will still be the 2nd Saturday in December, next year at Bob Kramers.

Ideas for club rides are Mt St Helens, Mt Baker, Mt Rainier (Sunrise and/or Paradise), Three-Pass Ride (Chinook/Cayuse/White), Winthrop, Hurricane Ridge, Neah Bay, Snoqualmie Valley, Lake Cavanaugh/Granite Falls, Leavenworth, Seaside (2days), Whistler (2days), Lolo Pass (3days), Banff/Jasper (4-5days), Yellowstone (5-6days), Lake Tahoe (5days), Northern California (16-17days), etc...

Group Riding Etiquette by Alex Macdonald

- ❖ **Riding in Straight lines** – otherwise known as droning. Please ride in staggered formation and then utilize the single-file technique in the curves. This provides the best protection for all involved.
- ❖ **Spacing** – the idea here is to keep the previous rider within sight, but if you find yourself riding over your head, let him go and become the leader of anyone behind you. Our rule of thumb is that if you know that you have riders behind you, prior to making a turn at an intersection, wait for the guy behind you to catch up. Don't assume that because you saw him in your mirror before you rounded the corner that he saw you. Likewise a flash of your headlights indicates to the rider in front that you see him.
- ❖ **Straights and Curves** – we can usually maintain a constant speed. This would appear as going slow on straights and speeding up in curves. If you are not able to keep up in the corners, use the straights to speed up and gain on those in front of you. Keep in mind that you bear the risk of "Speeding" using this method and straight-aways usually provide the longest sight distance for radar and the users of radar.
- ❖ **Intersections** – don't get split up and try to stay compact. If you see that the rider behind you didn't make it through the light, then find a good place to pullover. This effect should work its way all the way up to the lead rider.
- ❖ **Stopping in traffic** – don't perform lane changes at the last minute to come to a stop. If you feel the need to get re-aligned, do so AFTER the riders around you have come to a full stop.
- ❖ **Road Hazards** – do what you can to point them out without crashing. Taking your foot off the peg, tapping your brakes, or animated swerving usually performs the trick.
- ❖ **Law Enforcement** – while riding in groups, the chance of getting a ticket are substantially reduced. Safety in numbers applies here. Have your paperwork ready and be casual. Assume that a warning is coming and not a ticket. Don't antagonize the officer or he'll start writing. Phrase your responses as non-committal. The correct answer to, "Do you know why I've pulled you over?" is, "I thought you might want to have a conversation with me." NEVER say, "I was speeding to get you a doughnut."
- ❖ **Disbanding** – if you plan to separate yourself from the group for ANY reason, please either wave at another and wait for an acknowledgment, or discuss your departure with a leader. Never just fall off the back of the group, because we will find ourselves looking for you at the next stop or sooner.
- ❖ **Breaks** – give the leader plenty of space to look for adequate parking for the group. Be courteous to the

general public in taking the fewest car slots and squeezing the most number of motorcycles in them. Always plan on at least 100 miles until the next GAS stop, unless previously agreed, so if you don't have that much range use this time to fill your tank and empty your bladder, then worry about socializing. When preparing to leave, be ready to get dressed AND GO. If you are aware that you typically take more time to get things packed away, start your process earlier as the rest of the group will be waiting for you.

- ❖ **Passing within the group** – motion the rider behind you to go by, one at a time, or pull over to the side, slow down, and use a continual flagging motion. This is not sufficient for "Disbanding" above.

- ❖ **Passing other vehicles** – this is tricky in that you have to think of the OTHER users and not yourself. Be courteous in giving them time and space to realize that you are going to pass them. Wave after completing your pass, and pull away slowly. If you "grease" them, fly them the bird, you will find yourself either in a chase, or probably talking to an "authority" figure. Assume everyone has a cell phone. Also, just because the rider ahead of you is passing, that doesn't mean that you can assume you can piggy-back with them. You are responsible for your own safety.

MSF Stuff by Dan H

There has been change in the state legislature that now authorizes a full waiver of the DOL test upon successful completion of a rider education class. Many people ride without endorsements mostly because it's a hassle, takes time to schedule an appointment, and some just feel that it isn't worth the effort. I'm here to tell you that being caught without an endorsement is the same as driving without a license. You CAN be towed and fined.

Here's the scoop – take a Washington Rider Education class, complete the class, demonstrate your skills at the end, and be given a waiver to get your M3 endorsement on your license. The old tiered system of M1, M2, and M3 has been eliminated and all new endorsements are M3. The basic class costs \$50 for about 2 ½ days of instruction. You also have the option to take a 1-day Experienced Rider Class and still get a waiver.

Here are two providers of such services and keep in mind that Experienced courses are limited and fill up fast – so don't waste any time getting signed up!

Evergreen Safety Council 1-800-521-0778

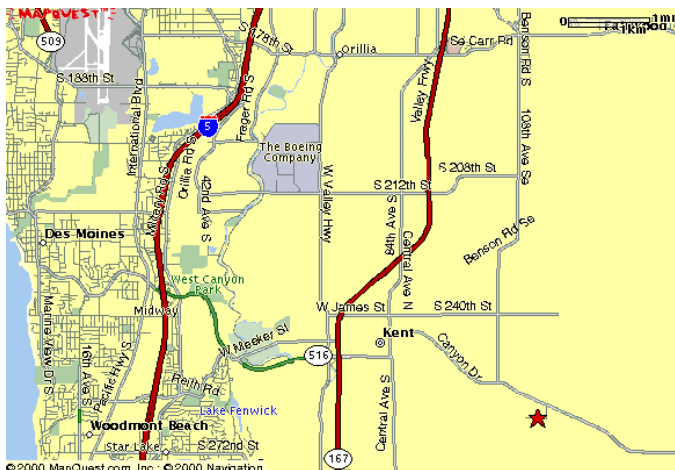
<http://www.esc.org/cycle.html>

Puget Sound Motorcycle Education 1-800-266-5002

<http://www.psmemc.com/>

Honda Sport Touring Association
 Washington State Chapter
 Dan Hytry, Co-Newsletter Editor
 11200 SE 264th Place
 Kent, WA 98031

Map to Christmas Party



Dan & Dawn Hytry
 11200 SE 264th Place
 Kent, WA 98031
RSVP (206) 612-2821

Directions to the Christmas Party

- Starting from I-5 or SR-167, head towards Kent.
- Take SR-516 exit, Kent/Des Moines, head EAST towards Covington.
- Turn LEFT onto Central Avenue.
- Turn RIGHT onto Smith Street.
- Smith Street becomes Canyon Drive/SE Kent-Kangley Road/SR-516.
- Turn RIGHT onto 114TH Avenue SE.
- Turn RIGHT onto SE 264TH PLACE.

Events At-A-Glance

November							December						
S	M	T	W	Th	F	S	S	M	T	W	Th	F	S
				1	2	3							1
4	5	6	7	8	9	10	2	3	4	5	6	7	8
11	12	13	14	15	16	17	9	10	11	12	13	14	15
18	19	20	21	22	23	24	16	17	18	19	20	21	22
25	26	27	28	29	30		23	24	25	26	27	28	29

November 30 – December 2
International Motorcycle Show
 Stadium Exhibition Center, Seattle
 Fri 5-10pm, Sat 10-9pm, Sun 10-5pm

December 15
HSTA Christmas Party
 Saturday - 7pm until ???

2002 Ride Schedule Dates

January 12 Lunch/Sykart	February 9 Lunch/Sykart
March 9 Lunch/Sykart	April 13 Lunch/Ride
May 11 Ride	May 25-27 Oregon
June 8 Ride	June 22 Ride
June 29 – July 14	CALIFORNIA/LAGUNA
July 13 Ride	July 27 Ride
August 10 Ride	August 16-18? Campout
August 24 Ride	Aug 31-Sep 2 Oregon
Sept 14 Ride	Sept 28 Ride
October 12 Lunch/Ride	November 9 Awards
December 6-8? MC Show	December 14 Christmas

www.geocities.com/MotorCity/Garage/4714/