



Chapter V Valley Wings News



Chapter Directors:
Garry & Maxine Alexander
253-770-3866

Meets 1st Thursday 6:00pm
Auburn Eagle Lodge
702 M St SE Auburn



From the Chapter Directors:



Our first ride of the year, New Years Day, was an beautiful one. Ken Harter, put together a nice ride, winding us up in Buckley for lunch. 'Mother Nature' was out that day in all of her good riding finery. We wish that beautiful weather had lasted.

We hope that everyone has survived the recent snow and windstorms with little or no damage. We all wanted 'winter', we just did not expect ALL of our winter in just a matter of a few days or a week!

At our January gathering, it was decided to have a planning get together and a social. Both were cancelled because of the storms, an not yet rescheduled.

At our gathering 2 February we will begin making further plans for our rest area planning that will be in April and our South Hill Mall show in May. In addition, on February 11th our District Leadership Training Workshop will be held in Buckley.

Hope to see many of you on February 2 at our gathering, so planning of these important events can be discussed, with your input.

Respectfully Submitted,

Garry L. & Maxine Alexander

Did you know?

Answer for last month Elvis was born January 8, 1935.

Question for February:

What US patent was granted for the first time on Valentine's Day 1876?



FROM ASSISTANT CHAPTER DIRECTORS:



Greeting Everyone!

Well, aren't you glad that January is over with. Silly me, I really thought that since it had been nice out all winter that we may get lucky and not have any snow. I don't know about you but, I got a little. It's good to have a generator for days and days with no power. I am still cleaning up branches and trees. I went over to Ken's and made some fire wood out of the tree that fell on his new Wing trailer. The trailer was hurt but fortunately the Wing was A-OK.

So for all of the riders that got on their steeds for the first ride of the year on January 1st. Thanks for attending. For those of you that couldn't make it then you missed temperatures in the mid 50's and just a great sunny ride. Krain's Corner for lunch was a great place to eat and the Police Escort out of Auburn was nice too. Although a little unexpected.

Just a little side note for those of you keeping track..... I actually didn't ride the Wing in the snow and if you can believe it.....it actually sat for two weeks. But I did like John says and checked my tires before riding. Safety first! Have a great February!!!!

Dennis

Be Mine

Be Mine

Be Mine

FROM HONORARY ASSISTANCE CHAPTER DIRECTOR:

Support Your Chapter



The chapter sure started out the new year with a big bang. We had 14 people and all were on motorcycles, no covered wagons. We had the best of winter weather, slightly chilly but not cold, a little overcast and some bursts of sun shine. Temperature reached at highest point of 52 degrees, "man it doesn't get any better than that". We did experience some radio problems, however this can be resolved at our next chapter workshop with an antenna tune up and by checking our patch-cords

from helmet to radio. Speaking of tune-up, with the riding season coming up, we should be thinking of fine tuning our own riding skills with some parking lot practice and maybe even retaking some riding courses like ERC or our own GWRRRA classes. Better yet talk to John, he can set up some chapter classes on group riding.

One good way to “tune-up” your New Year is to sign up for the Rider-Education Workshop coming up the 11th of this month. There’s some good seminars to be heard. One class on ‘ARC Course’ given by ARC instructors Randy Reid and Eric Carlson, all classes are geared to our rider-education. When you sign-up don’t forget to get your receipt, for the chapter will reimburse you after completion.

Speaking more on our riding skills and the practice congratulate John Doughty on receiving his Master four levels of the safety program.



of such skills. We want to Patch after going thru all

Hey how about that snow and ice storm. For those of us around us, it got a little hairy. One could walk outside in sounded like breakfast, you know, snap crackle and pop. Well Marion and I had one big snap over the top of our new cargo trailer and now it will require a new top. A very large branch of about 12 inches thick, the size of a tree, put a good size dent in the top. Hope the insurance covers the replacement. We want to thank Garry, John and Dennis for helping to remove the large branch from the top of our trailer. Garry came early and he and I were leaving to get gas for the generator when Dennis showed up. We told him we would be right back, a couple of hours later when we got back, Dennis was gone and so was the large tree branch, he and John had already cut up and stacked the wood ---- and covered the trailer with a tarp. Now that is what friends are all about.

Keep the wheels rolling

Ken & Marion



From the Chapter Educator:



From the desk of John Doughty GWRRA Chapter Educator Chapter V.

February newsletter article - Time for a new helmet?

Now that the holiday season is over, tax time is rapidly coming upon us when we might get a substantial refund, and before the new riding season gets here, maybe it is time to think about that old helmet of yours. A helmet’s life is five-years or less, depending on factors such as usage, weather exposure, abuse, and good (or not) overall care.

Did you know that during the HURT Report (1981) it was reported that 35% of the head injuries were near the jaw line? Did you know that in 2004, a traffic study found helmets were 37% effective in preventing a fatal injury?

Time for a new helmet? Consider these additional thoughts:

- 1) The OPTIMAL life of a helmet is about five years. Things like perspiration, salt from your body, greasy hands after you checked your oil, makeup if you wear it, gas fumes, sun, rain, normal wear and tear begin to take their toll on the fabric and polystyrene (the stuff that absorbs the shock of the impact when the helmet hits the ground). The polystyrene is the most critical part of your helmet because it cannot be inspected easily and because its job is to absorb the impacts no matter how minute the impact
- 2) Have you looked at your helmet's outer layer? Have you noticed any nicks, dings, hairline cracks, or rock chips of paint missing from the surface? All could be an indication that your helmet may have some internal damage that you cannot see. An invisible crack in the inner layers of the polystyrene could affect the protection it is supposed to give you because the material could squeeze together rather than absorb the shock of the impact
- 3) Did you know that the helmet's polystyrene inner liner has been designed to crush as it absorbs the blow from an impact? The design for both the shell and the liner is to self-destruct by spreading the forces of the impact throughout the entire helmet components. This crush effect is in the design of the helmet and the design is to destroy the component on impact whether dropped from several feet (like falling off your seat or gas tank) or in a crash
- 4) Were you aware that the impact of a dropped helmet could inject small hairline cracks into the polystyrene material thereby compromising the effectiveness of the protection it is supposed to give you
- 5) When you place your helmet on the gas tank, did you know that you are allowing gas fumes and maybe some of the liquid itself to penetrate the helmet liner causing deterioration of the material and premature breakdown?
- 6) Hanging your helmet from your handlebar or mirror might not be such a good idea either. Depending how you hang it, you could compress some of the inner lining as the weight from the helmet forms to the mirror's edge. Even worse is that the helmet may slip off the mirror and fall to the ground damaging the outer surface creating undetected cracks in the inner lining
- 7) Leaving your helmet on your mirror, sissy bar, or handgrip can leave impressions on the inner lining producing some compaction of the polystyrene material rendering it less protective than in the original design
- 8) Another overlooked or ignored item is the chinstrap and the connecting device. These two items wear down overtime as much if not more than the helmet itself and requires your inspection. Look for fraying material, strap threads worn, D-rings or gator buckle breakdown, and broken straps where they might not hold up if a lot of stress forced upon them. Modified chinstraps and quick release adaptations should be of concern for when you place the most energy upon that mechanism during an event and its release just may not be the right time for it to "quick release". Avoid quick release mechanisms if not provided by the manufacturer. Although these quick release mechanisms may be more convenient or easier to use, they may not perform their duty when called upon. Keep in mind that they have not been tested with the manufacturer's approval and may not do what they are supposed to do when they are put to the task they are designed to perform, that is, keep your helmet on your head
- 9) Have you considered storing your helmet in the house rather than the garage because of the harmful gas fumes that your car and motorcycle generate while they are sitting there waiting for you to take them out on the road
- 10) When thinking about replacing your helmet one final idea. The extra care you provide for your helmet may extend your helmet's life. No matter how well you take care of the helmet over time, the protection is

only for a short time (five-years or less). The passing of time itself will take away your protection slowly. You should be cognizant that your helmet will wear out in five years or less

Some hints to extend your helmet's five-year or less life include:

- 1) Get the bugs off the outer layers and sometimes the inner layer as well. Usually when the little critter decides the gap between your ear and face is a good place to splatter, that residue is absorbed in the lining fabric and dries eventually. Be sure to clean off the debris including the guts, wings, and other slime that is left over from your encounter with them. Soak a towel in warm soapy water and place the towel over the helmet. Let the warmth of the water and soap loosen and remove the debris. Avoid scraping the bugs off when they are old or dried because you could scratch the surface thereby taking away the helmet's protective characteristics
- 2) After the helmet is clean, put a light layer of car wax over the surface to enhance the aerodynamics and slow the process of the next bug splatter
- 3) Use one-hundred percent cotton towels to dry and to polish the helmet. Avoid cloth that contains polyester, buttons, or any other not so soft cloth material because its usage may scratch the helmet surfaces and invite outer shell breakdown
- 4) Use a soft cloth bag when storing the helmet so that dust, dirt, rubbing up against a hard surfaces (like inside your saddle bag) will provide some protection for the helmet
- 5) Use soap (mild detergent, dishwashing soap, cloths washing soap) to clean the removable helmet liners and cheek pads. Some liners can be removed from the helmet shell and can be placed into a washing machine using the mild or delicate cycles. For all washings or cleanings, let the helmet liner air dry naturally. Do not put them in the dryer or directly in the sun. The artificial heat sources will breakdown the material and will weaken its protective characteristics
- 6) Store your helmet in the house and not in the garage. Gasoline fumes will be absorbed by your helmet and will enhance deterioration of the polystyrene over long periods

Happy and safe riding.

Sincerely,

GWRRR Chapter Educator –

JOHN E. DOUGHTY

New Year 2012 Ride (in the eyes of Vic & Sharon Parr)

As the New Year approaches I am monitoring the weather channels trying to work some voo-doo or other magic to keep the day of the ride bearable. I must have done something right (you can pay me later) because a partly cloudy day presented itself.

We had our cold weather gear already set out the night before in anticipation of a cool ride. For Sharon this meant the electric socks, pants, jacket, and gloves. I elected to forego the socks hoping that having my feet close to the engine would suffice.

Oh, happy day. The sky was cloudy with some sun breaks as we left home. The group had planned on meeting at the Auburn Denney's Restaurant just off highway 18 at 10:00 am. We would wait until 10:30 for any late arrivals and then follow our leader (Ken and Marion Harter). What a surprise it was to realize that there were NO covered wagons this year. Our group consisted of Garry & Maxine Alexander, John Doughty, Ken & Marion Harter, Frank Hearn, Ed Miller, Dennis & Sharon Murphy, Vic & Sharon Parr, Michael Smith, and Mike & Karen Walenceus.



Our leader took us over hill and dale on the back roads around Auburn, Sumner, and Enumclaw. We even had a police escort for a short while until the first two bikes that ran the stop sign pulled over to let the local law enforcer say "hello". It must have been Marion's charm because it wasn't too long and the officer returned to his car and left our convoy. Really makes me wonder how much money Ken found in his billfold?

We stopped at the Krains Korner restaurant for lunch and a potty break. A couple of bikes in our group had to leave early due to some other commitments. As we entered the restaurant we were surrounded by a multitude of Christmas decorations. There was also a large seated and when a call for a party of 13 was heard, another group of that size was already waiting. group of tables 276932 where we settled down for socializing. As we were going back to our tables "A" finishing their lunch. It was great to say them along with getting a couple of hugs.

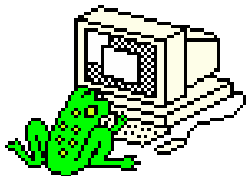


I was sure that was us. Nope – Finally we were escorted to a some fine eats and good we passed a group from Chapter "hello" and "happy new year" to

All too soon our lunch was over and we returned to our trusty steeds. Some of the group decided to go to the Harter's for some more socializing, but the majority took off on their own and went to other destinations.

It was a great ride on a great day. It was also a wonderful sight to see all bikes this time, but we would welcome anyone who decided to use their covered wagon. If you were unable to join us this year, give it a serious consideration for next year – or any other ride we design.

FROM THE CHAPTER NEWSLETTER EDITORS



We are beginning to see some of you getting your articles in early, rather than waiting for the last minute. That really helps your poor old aging editor. Thank you, thank you very much!

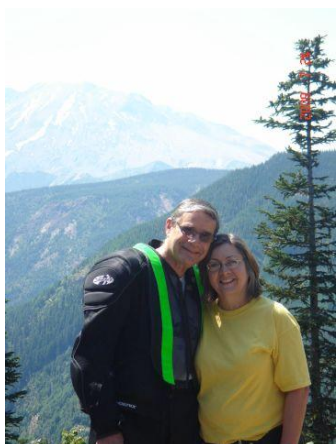
Lately we have been relying mostly on two members furnishing the recipes, surely you, the member reading this article has something special in your recipe cook box that would really wake up our taste buds and just make us drool. MMM-GOOD!

Don't forget, the last Saturday of the month. (or before)

Keep the articles coming?

Ken/Marion

FROM THE CHAPTER SECRETARY



January 5th, 2012 GWRRA Meeting

No minutes reported

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Jan Ljunggren



From the chapter couple of the year:



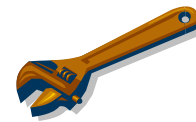
Well, the new year has had a healthy start. We enjoyed ourselves on our annual New Year's Day ride on our motorcycle and I have even had some opportunities to take it for other rides. I did feel a lot more comfortable using some of my cold weather riding gear. A person never realizes what they were missing until they finally have it.

There are so many activities coming up that include training, riding, and just socializing. We planned for several chapter socials at member's homes or restaurants. Any place that is cozy and allows some chatter about many subjects. The training is not limited to the classroom but honing our skills on practice courses. I know I am one that needs to get out and practice on my own, along with some guidance from the experts. As we make some of these events we hope to see some of you there, too.

I sit in our warm house gazing out the patio door watching snowflakes float to the ground. It is cold enough that they don't melt and a soft blanket of white is appearing. I'm not one that really enjoys the cold temperatures and look with longing for another trip to warmer climates – maybe Mazatlan. I envy the snowbirds who beat the hazards of the mountain passes and are now “suffering” in the heat of the Southwest. But, today I will thank the good Lord I am alive and in good health.

Smile often and ride safely.

Vic & Sharon
WAV Couple of the Year



FROM THE CHAPTER TECHNICAL ADVISOR:



This is just a reminder so, on March 24th bring your bike and any supplies you made need for the Workshop at Ken and Marions. We will be doing any sort of maintenance but if you want something major done that will require anything more than just normal work, please contact me or Ken so we can use our resources to the best of our abilities.

We want you to have a safe and great riding season so make sure your ride is up to the challenge.

Dennis.



Recipe Corner:

White Chocolate and Cherry Cookies

1 cup margarine, softened

2 ¼ cups all-purpose flour

¾ cup granulated sugar

1 teaspoon baking soda

¾ cup firmly packed brown sugar

1 package white chocolate chips

2 eggs

1 ½ cups Mariani Premium Cherries

1 teaspoon vanilla extract

1 cup coarsely chopped cashews

Preheat oven to 350 deg F

Put margarine, granulated sugar, brown sugar, eggs and vanilla in a large mixing bowl. Beat with an electric mixer on medium speed 3 to 4 minutes, or until well mixed. Combine flour and baking soda.

Gradually add flower mixture to butter mixture; mix well. Stir in white chocolate chips, dried cherries and cashews. Drop by rounded tablespoons onto ungreased baking sheets. Bake 10 to 12 minutes, or until light golden brown. Do not over bake. Transfer to wire rack to cool. Makes 4 to 5 dozen.

CHAPTER BIRTHDAYS



Nick Ferderer - 18th
Vic Parr – 17th
Susan Ceci – 9th
Jan Ljunggren – 21st

CHAPTER ANNIVERSARYS



Lee and Marcia Damoiseaux – 7th
JD and Carol Miller – 26th
Dennis and Sharon Murphy – 19th



Quick Quiz

Who started Valentine's Day

See answer below

Did You Know

Approximately 141 million Valentine's Day cards are exchanged annually, making Valentine's Day the second most popular card-sending holiday after Christmas.

Answer to Quick Quiz:

Around 498 A.D., Pope Gelasius declared February 14th “Saint Valentine’s Day”. One legend contends that Valentine was a priest who served during the third century in Rome.

To make a l o n g story short

According to the legend, Valentine actually sent the first “valentine” greeting himself. While in prison, it is believed that Valentine fell in love with a young girl - who may have been his jailer’s daughter – who visited him during his confinement. Before his death, it is alleged that he wrote her a letter, which he signed “From your Valentine,” an expression that is still in use today. Although the truth behind the Valentine legends is murky.

This space is available for any good or not so good story