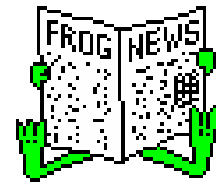




# Chapter V Valley Wings News



Chapter Directors:  
Joe & Patti Diambri  
253- 740-7224

Meets 1<sup>st</sup> Thursday 6:00  
Trotter's Restaurant  
825 Harvey Rd, Auburn



## From the Chapter Director

### Starting a New Year



Well we started off 2019 with the annual New Years Day Ride! It was a bit shorter than normal but a perfect fit for a New Years Day ride! Harry led us through Lake Tapps area, into the Orting area, through Buckley and Enumclaw with the final stop at the Krain Restaurant for lunch! With the help of Chapter A joining us we had a total of 10 bikes and 13 people on the road then we had 4 more joining for lunch!

Next off we had our chapter social hosted by Michael & Karen Smith. It was held at Tim's Kitchen in Orting. Great crowd of 15 people. Thanks Michael and Karen for hosting! As it has been said before it really doesn't take much to host a social or game night! All you have to do is pick a place, a date, and if reservations are needed make them simple and easy! We have previously noted that it doesn't have to be on the 3<sup>rd</sup> Thursday of the month just need to have a date, location, for the get together and some fun! Give it a shot or we may no longer have them!

Now for an upcoming event! We are going to have a Planning Meeting on the 9<sup>th</sup> of March @ 1:00 PM. Note that what we used to call our Staff Meeting is now a Planning Meeting! We would love to see as many members attending as this is a meeting to which the more input the better! What you may like to see cannot be heard unless you take the time to attend and make it noted, so make plans on attending, bring a snack to share, something to drink, the ability to participate and enjoy getting involved.

Well as you are reading this you're only a short time away from making your Valentine happy so Happy Valentine's Day to all.

Cupid's Helper's

*Diambri Joe & Patti*



## ASSISTANT CHAPTER DIRECTORS:

### Visibility - Be Seen



When I first started riding a motorcycle on the road and did not know better, I bought a black helmet, black rain gear and a mostly black jacket. I had not learned yet about how motorcycles are invisible to a lot of car drivers. There are several reasons for this blindness. Saccades, when our eyes and the brain fill in blank spaces with scenes from our memory and not what is actually there. These are very small segments of our vision but could be just enough to make us invisible to that driver approaching at a right angle to us. Peripheral blindness, if a car driver is just focused on looking straight ahead, are we going to be seen in that drivers peripheral vision? Especially in residential areas eight where we drive and ride on a daily basis. Are they complacent and not paying close attention to something new off to the side of their field of view? Beam blindness, in all cars there are what is called in the car repair world, “A” pillars. These are the structure of the car at the left and right of the front window, they connect the car with the roof. They create a blind spot, again a very small one but one big enough to make our motorcycle invisible to the driver. Contrast blindness, where light creates a scenario where we blend into the surroundings and make us harder to be seen. The solution to contrast blindness is high contrast clothing. This brings us back to the Black riding gear I started out with. Not the best if you want to be seen by those inattentive drivers out there. John Doughty has many times encouraged us to wear White Helmets. They can be seen better. Our clothing, Jacket, and Rain Gear should be a high visibility color or high contrast color. Now I wear a bright color helmet and a high vis colored jacket. I want to be seen.

Another way to make your bike more visible to cars is more lights. I think you all would agree, I have a few extra lights to brighten up my bike and make it more visible. This is not for everyone but there are many choices of side marker lights, running lights, and brake lights we can add to the stock bike that Honda designed. Many of these are bit of a challenge to install, but myself or Dennis can assist you if needed.

There are things we can do to make it harder for those car drivers to hit us. Take all these into consideration when hitting the road on your next fun ride. We don't need one one small moment of inattention to ruin our day.

Jeff & Cindy



## *District Asst. Educator*

### THE GWRRA RIDER EDUCATION PROGRAM

The Gold Wing Road Riders Association has been teaching and promoting motorcycle safety since its founding on June 4, 1977. The earliest newsletters of the small eight group that met monthly at a local restaurant and coffee shop in Phoenix, Arizona featured guest speakers on safety topics. When the original charter for GWRRA was established, the only motorcycle organization endorsed by GWRRA was the Motorcycle Safety Foundation (MSF) for its efforts in making family motorcycling a safer, more enjoyable pastime. The first "Safety Director" for that group of GWRRA Members (as listed in the April 1978 issue of "Wing News") was Gary Gardner. By December, Dave Van de Water had taken over as "Safety Information Officer." (Dave's contributions to GWRRA's earliest history were many, including the development of the first GWRRA logo by one of his company's graphic artists.) Since that time, dozens of Members have spent countless hours improving the program to help Members ride safer and with more skill and enjoyment. GWRRA Rider Education, working with MSF and other motorcycle safety programs, continued its commitment to excellence in motorcycle safety. The acceptance of the Rider Education Program was dramatic. Participation jumped from 700 enrolled in 1987 to a high point of nearly 40,000 by the end of 1996. These figures have fluctuated since then.

Every GWRRA District has an Educator to support the Rider education program and its many volunteers in their efforts. The Rider Education Program Handbook is used, as the guiding document toward achieving the safety goals of GWRRA. Having acquired national recognition from the Motorcycle Safety Foundation as "Outstanding Motorcycle Organization" almost every year from 1990 through the present; the men and women who have given so freely of their time to the GWRRA Rider Education Program can truly be proud of their part in building GWRRA's unparalleled heritage in the world of motorcycle safety education.

The GWRRA Rider Education "Levels" Program is intended to make our motorcycle environment safer by reducing injuries and fatalities by increasing motorcyclist skills and awareness through education and training. The Rider Education Levels Program does not propose to have all the answers. However, our close working relationship with the Motorcycle Safety Foundation® (MSF), as well as additional GWRRA programs and studies, has provided a wealth of information for use in establishing a comprehensive Rider Education Levels Program. Through Commitment, Education and Application we can reduce our accident rate significantly.

Benefits of a fully implemented GWRRA Rider Education Program include:

- Increased rider knowledge
- Increased rider safety skills
- Prevention of accidents
- Reduced injuries
- Reduced fatalities
- Improved general public image of motorcyclists
- Enhanced motorcycle safety through Motorist Awareness public presentations

Our motorcycle community has already realized many positive benefits from GWRRA Rider Education and the benefits of the Levels Program. Through the efforts of the Rider Education Officers and participation of the Membership, we continue to strive to reach our goal of establishing the safest motorcycle environment possible.

Any Washington GWRRA member can call or e-mail me directly with any questions/concerns with your safety education needs and levels information.

Ride Smart & Be Safe!

Don Eide

Rider Course Instructor RCI-702

## District Couple of the Year

### International COY



GWRRA National has revised the International COY program. Starting this year, there is a new program that will see a total of 6 new International Couples that will represent GWRRA for the entire World. The United States has been split into 4 quadrants consisting of North and South, East and West, each with an ICOY. There will be one for Canada and one from Overseas. We are now in the selection process where 10 states making up the Northwest Quadrant will each submit their District Couples to compete. After all the paperwork is submitted in January and February, there will be an interview conducted via ZOOM with each couple. The Couple with the highest score from each of the 6 areas will be named International Couple of the Year for 2019. Each of these couples will travel to Nashville for Wing Ding 41 to be presented to the National audience of GWRRA.

Cindy and I are submitting our forms and will represent Washington in the Northwest Region. We can only speculate now as to if we will win and go to Wing Ding. It would be quite an honor to go there with the District backing us.

Jesse has asked us to be COY coordinators for our District, so if your Chapter doesn't have a COY and would like to have one, we will be in a position to assist if needed. It is time for the COY program to pick up some steam and get some new excitement in your Chapters.

See you soon at the next fun event.

Jeff & Cindy  
WA District COY

## Motorist Awareness



Let me start with the statement of Happy New Year to All! Kaye and I wish all of you a great year, and a safe one. Out there on the road, doing what you love.

There are so many new things that come with the new year, some may be harder than others to get used to, like writing 2019 instead of 2018 on checks, and documents.

Other things may not be as new or hard, but need to be done again, or remembered to be done.

Things like planning trips for this year, what new things can we do to improve chapter participation, and what can we do to make it a safe year.

Let us start by looking ahead to getting back on the bike, and getting back on the road. First, we need to plan on taking it out of winter storage and DE winterizing it. This should be the with help of an instruction manual, as there are allot of things to look at and do. This may require the help of someone, to help you do some of these things. This will result in a safer ride for yourself and the people you ride with.

We also need to DE winterize ourselves by putting our minds back into the riding mode, and then some of us need to get our bodies ready also. This will also result in a safer ride for all concerned.

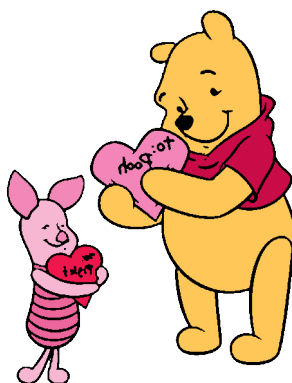
I also ask you, as a Motorist Awareness Coordinator, to start with your friends and neighbors, asking them, to start watching for us riders on the road. This is something that is very important for our safety, and their peace of mind, because they will help us survive and not cause them grief, because they caused one of us bodily harm.

I also ask you to start handing out the tri-folds, and stickers, to everyone, who will take them, this includes placing them in businesses who will display them, for distribution, this includes the coloring books and crayons, for the kids. If you do not have any of the before mentioned items please ask your motorist awareness coordinator, or chapter director, to get you these items

Again, I wish all who read this a Happy and safe New Year

Your Assistant Motorist Awareness Director

Carl Maier



## *The Ride Coordinator* by Harry Rossingol



Looking forward to having many more rides this year!!

Harry



**FROM THE CHAPTER TECHNICAL ADVISOR:**



I have Garry's trike in the shed. I'm doing a few things to it as far as lights and switches and I have to tell you that it just isn't the same as having my own motorcycle...

I went to Honda last Friday and was conversing with a gentleman that just bought a new 2018 Gold Wing Tour. He bought a six speed instead of the DCT model and I couldn't wait to ask him why. He said that the DCT model wasn't proven yet and it just hadn't been in the Gold Wing long enough to get all the bugs worked out. I told him that it has been out for years and as far as I know there have been no issues at all. He looked stumped. But, that's what I do, stump people. The DCT has actually been out since 2010.

Here's an article on how the system works. It's really quite amazing. Taken from How Stuff Works.

Most people know that cars come with two basic transmission types: [manuals](#), which require that the driver change gears by depressing a clutch pedal and using a stick shift, and [automatics](#), which do all of the shifting work for drivers using [clutches](#), a [torque converter](#) and sets of planetary gears. But there's also something in between that offers the best of both worlds -- the **dual-clutch transmission**, also called the semi-automatic transmission, the "clutchless" manual transmission and the automated manual transmission.

In the world of race cars, semi-automatic transmissions, such as the [sequential manual gearbox](#) (or SMG), have been a staple for years. But in the world of production vehicles, it's a relatively new technology -- one that is being defined by a very specific design known as the dual-clutch, or direct-shift, gearbox.

This article will explore how a dual-clutch transmission works, how it compares to other types of transmissions and why some predict that it is the transmission of the future.

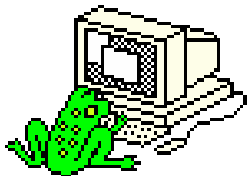
### Hands-On or Hands-Off

A dual-clutch transmission offers the function of two manual gearboxes in one. To understand what this means, it's helpful to review how a conventional manual gearbox works. When a driver wants to change from one gear to another in a standard stick-shift car, he first presses down the clutch pedal. This operates a single clutch, which disconnects the engine from the gearbox and interrupts power flow to the transmission. Then the driver uses the stick shift to select a new gear, a process that involves moving a toothed collar from one gear wheel to another gear wheel of a different size. Devices called **synchronizers** match the gears before they are engaged to prevent grinding. Once the new gear is engaged, the driver releases the clutch pedal, which re-connects the engine to the gearbox and transmits power to the wheels.

So, in a conventional manual transmission, there is not a continuous flow of power from the engine to the wheels. Instead, power delivery changes from **on** to **off** to **on** during gearshift, causing a phenomenon known as "shift shock" or "torque interrupt." For an unskilled driver, this can result in passengers being thrown forward and back again as gears are changed.

A dual-clutch gearbox, by contrast, uses two clutches, but has no clutch pedal. Sophisticated electronics and hydraulics control the clutches, just as they do in a standard automatic transmission. In a DCT, however, the clutches operate independently. One clutch controls the odd gears (first, third, fifth and seventh), while the other controls the even gears (second, fourth and sixth). Using this arrangement, gears can be changed without interrupting the power flow from the engine to the transmission.

## FROM THE CHAPTER NEWSLETTER EDITORS



The hidden number for Gary Andrew, he found his number but was still in Florida so no \$ for him. Remember if you want to win you must show up at our meetings and you should check the entire newsletter when you're looking for your membership number, it can be rather difficult. It might be spelled out or just printed out as a number or both ways or broken up in one or more articles. If you find your number its good for a \$10.00 dinner refund at the current meeting, honored before 50/50

drawings.

Other activities: Marble Game - Patti got her ticket drawn but not the green marble.

Colors - Mike Briese was drawn and was wearing colors \$5.00 to Mike

50/50 - Was won by Nancy Johnson \$34.00

You all be careful out there.

Ken/Marion

## CHAPTER BIRTHDAYS



## CHAPTER ANNIVERSARYS



James McCartney 28

JD & Carol Miller 26

Jan Ljunggren 21

Denis & Sharon Murphy 19

Vic Parr 17

## Life As a Wing Goes!

"If you want to be happy for a day, drink.

If you want to be happy for a year, marry.

If you want to be happy for a lifetime, ride a motorcycle."

It's not Just a Machine

It' an Emotion

"You don't stop riding when you get old, you get old when you stop riding."

"Only a biker knows why a dog sticks his head out of a car window."

## Looking for information about our chapter?

Future/Pass Events, Photo's, Links to other Chapters go to chapter web page.

[www.gwrra-wav.org](http://www.gwrra-wav.org)

## Monthly Calendar Events & Rides

February 2019

| SUN | MON | TUE | WED | THR  | FRI | SAT                |
|-----|-----|-----|-----|--|-----|--------------------|
|     |     |     |     |  | 1   | 2<br>Groundhog Day |
| 3   | 4   | 5   | 6   | 7<br>Chapter "V"<br>Monthly Meeting<br>6PM – 8PM | 8   | 9                  |



|    |  |                          |    |                       |    |    |
|----|--|--------------------------|----|-----------------------|----|----|
| 10 | 11   | 12<br>Lincoln's Birthday | 13 | 14<br>Valentine's day | 15 | 16 |
| 17 | 18<br>Presidents' Day<br>Washington's Birthday | 19                       | 20 | 21                    | 22 | 23 |
| 24 | 25   | 26                       | 27 | 28                    |    |    |
|    |  |                          |    |                       |    |    |

**Day:**

1<sup>st</sup> Thur  
1<sup>st</sup> Sat  
1<sup>st</sup> Sat  
1<sup>st</sup> Sat  
1st Sat  
2<sup>nd</sup> Tue  
8<sup>th</sup> Day  
2<sup>nd</sup> Sat  
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4<sup>th</sup> Sat  
4<sup>th</sup> Sat

**Time:**

6:00 PM  
8:00AM  
8:00 AM  
8:00 AM  
8:00 AM  
6:00 PM  
1:Oclock  
9:00AM  
8:30 AM  
8:00 AM  
8:30AM  
7:30 AM  
9:00AM  
7:30 AM  
8:00 AM  
8:00 AM  
8:00 AM

**Chapter:**

WA-V Auburn  
WA-M Yakima  
WA-X Vancouver  
WA-R Walla Walla  
WA-B Bremerton  
WA-H Lynden  
ABCXYZKEFA  
WA-L Kennewick  
WA-Z Centralia  
WA-Q Puyallup  
WA-D Aberdeen  
WA-E Bellevue  
WA-P Longview  
WA-I Olympia  
WA-N Spokane  
WA-A Seattle  
WA-O Port Orchard

**Location:**

Trotter's Restaurant 825 Harvey Rd Auburn one WA  
Branding Iron Restaurant Toppenish WA 98948 WA  
Golden zero Corral 11801 NE 4th Plain Blvd Vancouver WA  
Smiths Family Restaurant 1425 W 8 Pine St Walla Walla WA  
Airport Dinner 8803 Stet Hwy 3 SW Port Orchard WA  
Fairway Family Restaurant 1726 Front St Lynden WA  
Anytown South of here  
Red Lion 2525 North 20<sup>th</sup> Ave Pasco WA  
Ramblim Jacks Ribeye 1335 Rush eight Rd Chehalis WA  
Little Park Restaurant 17106 Pacific Ave S Spanaway  
Duffy's 8Restaurant 1605 Simpson Ave 6 Aberdeen WA  
Kenmore Lanes 7638 NE Bothell Way Kenmore WA  
Columbia Inn Kalama WA 98632 WA  
Hawks Prairie Restaurant 8306 Quinault 3 Drive NE Lacy WA  
Golden Corral Buffet & Grill 7717 N Division St Spokane WA  
Golden Steer 23826 104<sup>th</sup> Kent 98031  
Airport Diner 8803 Stet Hwy3 SW Port Orchard WA