

News Letter

A little liter from the Top Cat

Cool Cats Newsletter for August 2011

Contact Newsletter Editor at maketiso66@frontier.com



GOLDWING

The Greatness of a Chapter is most accurately measured by the involvement of it's members

Chapter Directors

Lee Ann Kelly

Treasurer

Ride Educator

Newsletter Editor

Chapter Stores

Membership Coordinator

Web Master

Cares & Concerns

Sunshine

50/50

Phone Tree Coordinator

Chapter Couple

Asst Chapter Directors

Charles Hustace

Don Lamb

Bruce McMahonill

Bert Brown

Russ Greaby

Open

Don Lamb

Sandy McMahonill

Charles Hustace

Jerry Erickson

Phillip Holmes

Charles & Lynn Hustace

Our monthly Chapter meeting get together is at the Lynnwood Dennys at 1216 Broadway North Everett. The meeting is on the second Saturday of each month. Breakfast at 8AM Meeting 9AM.

Visit our web site GWRRA-Everett.com

Kitty Box

Hello Chapter C

Well here it is the first month I have been your Chapter Director. And time for my first newsletter!!!

It was great the number of people who were at the District Rally. I am hoping for more camping, traveling, exploring with everyone.

We have a few new people in job's, Don Lamb has agreed to be both the treasurer and the web master.

Thank you Don.

Sandy McMahonill has agreed to be the Cares and Concern Lady.

Thank you Sandy.

If anyone is interested in the Stores, Russ would like to pass it on to you. He just did the inventory.

Well here it is August at I am hoping we will have summer. I am very hopeful that we can have a short ride after our chapter meeting August 13th. Both Bruce and I found a Kangaroo Farm in Arlington. It looks interesting. It cost \$8.00 to get in & they have walking tours. They have kangaroos, wallabies, wallaroos, llamas, lemurs, alpaca, pygmy goats, peacocks, ostrich, mini donkey, parrot and emu. The parking lot is not paved but large.

Hope to see all of you at the Chapter Meeting August 13, at 8 am.

Lee Ann



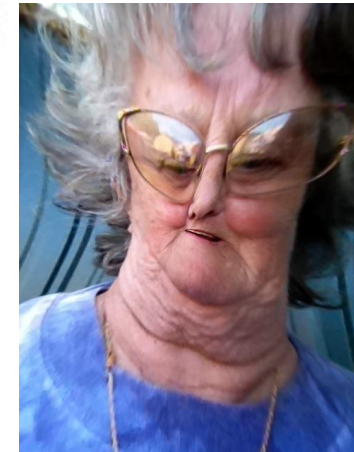
Sandy Wells 1st
Charlie Hustace 6th
Danny Wells 8th
Rodney Townsley 29th

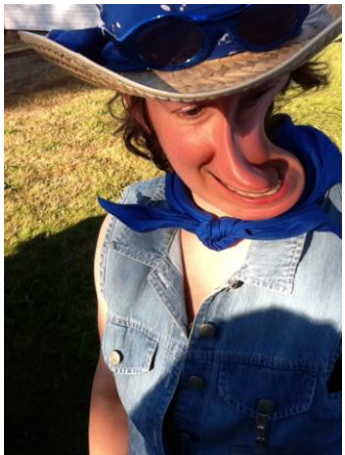


Charlie & Lynn Hustace



Who might these folk be?





Hells Canyon Motorcycle Rally

We first saw fliers at the Intl M/C Show in Seattle about the Hells Canyon Rally held in Baker City, Or. We talked about lots of rides & rallies during the winter & spring. But Suzans vacation was approved less than a week before the event on the 2nd friday in june, so we elected to camp at the local high school.

We took the freeway for most of the way except for the river road from Ellensburg to Yakima. There were a few casinos in Yakima we wanted to look for to add poker chips to our collection.

While staying overnight at the Tri Cities KOA, we discovered the other two tent sites were occupied by guys from Oak Harbor! How about that We arrived in the middle of the afternoon & it was overcast but still dry. There were 25 or 50 bikes parked near the registration area and a dozen vendors. I learned there were a couple dozen more vendors on side streets downtown. They promise to block off 6 blocks for bike only parking during a street party on **friday** & **saturday** evenings.

After looking around the registration area for a while, we rode to the high school athletic field, found a spot near the gate to the parking lot & pitched the tent. It sprinkled for a few minutes **fri** evening but by that time we had found a restaurant and were busy with dinner.

Early **saturday** morn, we were up and on the way toward the Snake River & Hells Canyon. I got a cup of coffee inside from the high school kids for a buck, but no donut. They were charging \$1.50 for 'em. Suzan & I made friends with a harley rider in a nearby tent. Bill rode out of town with us. 40 miles later we rode thru Richland & stopped at one of only 2 places in town to eat some breakfast.

The road followed a stream twisting & sweeping thru farm & pasture land for another 30 miles until we reached the river. The road crossed the Snake over a low bridge then came to a Y on the Idaho side. To the right, the road went 3 miles to a dam and continued 100 more before it connected with the freeway near the Id/Or border

We took the left fork & followed the river northward on the Idaho side for 20 miles of 30 to 35 mph twisties. There musta been 500 bikes on that road leading to the Hells Canyon Dam. The majority were harleys.

We stopped & parked on top of the dam to stretch our legs & take a few photos. The road went across the dam to the Oregon side and continued north another mile to a visitor center. There was a stairs/walkway that led down from the dam to the water around & over huge boulders. Suzan walked out & down a hundred yards hoping to get a better angle to photograph the huge spray of water being ejected from the dam. I walked across the dam road looking for my own photo op. I saw a 150 or 200 ft drop and a rainbow in the spray.

15 min later we rode down to the visitor center for water & a r/r break.

The ride back always seems to go quicker. 10 min from the river is the nearest gas station. Scottys sells live bait, tackle, snacks, maps, ice cream, has 2 portable r/r's and a big gravel parking lot. There were 10 bikes in line for gas and another 40 parked in the lot. I had a scoop of Maple Nut while waiting for Bill to gas up.

20 mile later as we were passing Richland, it began to sprinkle. We were heading up hill into rolling foothills & it was 70 degrees & a warm rain, so I didn't stop for rain gear. I had a fairing & nice big windshield to keep me dry. Bill only had a tome stone style windshield, but we were all wearing chaps to help keep legs dry. Wouldn't ya know it, the rain quit about a mile before we got back to town.

We had time to shower & change clothes before attending a BBQ dinner put on by the local Boy Scouts there at the high school. It was still light out so Suzan & I rode down to main st to see what the vendors had to offer. The place was almost deserted cuz the afternoon rain but we had fun looking at all the booths. T-shirts, leather goods, food, jewelry, bumper stickers, chrome parts & accessories, river tours, rider tours & rentals. Lots of different things to spend yer money on!

Sunday morning we packed up & headed north on the fwy. We played hide & seek with a black rain cloud between La Grand & Pendleton but didn't get wet. Suzan forgot her camera battery charger so we stopped at a couple places in Yakima but no luck. We got a tent site at KOA Ellensburg at 5pm dinner at 6 & in bed by 9. Up over Blewet Pass and into

Levenworth for brunch & gas.

We hit some more rain this side of Stevens Pass and got to Everett & I-5 in time for rush hour.

Even though we only spent 2 days in Baker City, Or but the ride & scenery made the 5 day trip a lot of fun.

Burt: I started this several days ago & finally finished. I hope you can use it in the news letter. Edit where necessary or even run it in a couple installments, as you see fit.

Rodney

Buying and Fitting the Right Helmet: By Bruce R. McMahon

You walk into a dealer's showroom only to find a wall of different styles, types and Manufacturers of helmets. How do you come out with the one helmet that fits right?

Have a plan.

Measure your head: Get a friend and a soft tape measure (preferably one that's marked in centimeters). Find the greatest circumference of your head just above the ears at

your eyebrow level. Measure your head several times to be sure you have the right number in inches and centimeters.

Look Carefully at Sizing: Most Helmets will have the size marked on a label attached to the soft inner liner in several ways: for instance, large, 7 3/8 and / or 59 cm. Look for the size that matches your measurement in centimeters as a starting point.

Note: If your measurement is half-way between two centimeter readings – for instance 58 ½ cm – adjust your sizing to 59 cm.

Go by How the Helmet Feels: Forget for the moment that you've always worn an XL Helmet. If a Large size matches your measurement, try it on.

Consider How the Helmet Fits: The fit around your face can often be adjusted with different-sized cheek pads. You are looking for a snug fit with no pressure points at the crown as it sits on you head. Walk around the dealership for about 10 minutes to feel for any pressure points.

Try Different Models in your Size Range: Arai, for instance, has four Helmet lines that differ somewhat in head shape. One will likely fit your head better than others.

Look in a Mirror: The goal is to have your eyes centered in the eye-port. If they are too low, the helmet is likely too small; too high, the Helmet is likely too big.

The Benefits Are Worth the Work: A helmet that fits properly will be more comfortable, stay put on your head at any speed better and provide you with a greater margin of safety than one that doesn't. A Helmet is a three to five year purchase – get the most out of it.

Start Over Every Time: Your head can change. Helmet sizing can change. The head models used by the Helmet manufacturers can change. The perfect fit and the plan to purchase your Helmet doesn't change. Start from zero every time.

Hard to Fit? Helmets in adult sizes XXS and XXXL are hard to find, but they're out there.

Time for a New Helmet?

By Bruce R. McMahill

Since a helmet is the most important piece of safety gear you can wear, it's important to know when it's time to replace it.

The five-year rule:

It's commonly accepted that helmets have a life of about five years. You can get great performance from a helmet for about five years, but then perspiration, salt, gas fumes and the sun start to take their toll on the expanded polystyrene liner that provides the impact-absorption protection.

Gas fumes? Expanded polystyrene is like Styrofoam. Put gas in a Styrofoam cup and see what happens – the Styrofoam dissolves. If you are storing your helmet on the motorcycles handle bars when not riding, you may not realize that the expanded polystyrene could be dissolving and won't know this has happened until an accident and the expanded polystyrene collapses and you suffer serious brain injury.

A word or two of caution, when not riding your motorcycle, store your helmet in the house not in the garage.

Also, manufactures are continually improving helmet designs; stronger outer shell, weight reduction and the use of memory foam to replace the expanded polystyrene.

- Date of Manufacture: The date of manufacture for the Helmet can be found on a sticker attached to expanded polystyrene just under the soft, inner liner.
- Time for a New Helmet: Put your helmet on and couple the chinstrap together, hold it in place with both

hands and try to turn your head to the left, right and up and down. If your head can turn inside your helmet in any of the four directions – REPLACE your helmet as it will not protect your head in the event of an impact – accident -- with the road-way.

Nicks, Dings and Other Things:

Motorcycle helmets have a hard outer shell that distributes the force of an impact out like a spider web to distribute the force of this impact to protect the skull and prevents objects from piercing it. Inspect the outer shell of your Helmet for nicks, dings or cracks.

In an accident a crack could cause the shell to squeeze together instead spreading out along the shell to absorb the impact.

If you have dropped your Helmet or it has hairline cracks, a ding or a nick, you need a new helmet as you cannot tell the condition of the outer protective shell just under its surface.

It's What's inside That Matters: Why would dropping or even leaving a Helmet on a mirror or sitting on a gas tank be cause for concern?

The expanded polystyrene liner in the Helmet is designed to crush and absorb the impact of a blow – accident.

A Helmets' primary design is to be destroyed by an impact and even unseen dings can damage its ability to do the job it was designed for.

So leaving the Helmet on a mirror can leave tiny impressions in the expanded polystyrene liner that can compromise its ability to protect your head and gas fumes can break down the expanded polystyrene liner

There is no way to test whether the expanded polystyrene liner has been compromised. If your Helmet has had an impact, it should be replaced.

Chinstrap Concerns: All Helmets are tested and must meet the Department of Transportation (DOT) Standards. In addition, Helmet Manufacturers voluntarily have their products tested by the Shell Memorial Foundation.

If you purchase a Helmet that has a "Quick Release" in the chinstrap, insure that the Helmet has been tested to both the DOT and Shell Memorial Foundation standards. After market Quick Release Chin straps have been known to become "un-buckled" in a crash.

Events

Do not make any modifications to the Chinstrap.

Look for:

- Fraying of the stitching along the chinstrap and at the two attachment points to the shell,
- Or any stretching of the Chinstrap where it cannot be tightened.

If there are any problems with the Chinstrap, replace the helmet.

Proper Helmet Chinstrap Fitting: Once the Helmet is on your head with the chinstrap coupled together, place your "index" between the strap and your chin and run it side-to-side.

- If there is pressure between your finger and the chin – too tight – loosen your chinstrap.
- If there is too much space – too loose – tighten your chinstrap up a little.

Final Word: You have three components that make up a helmet; the outer shell, the expanded polystyrene liner and the chinstrap. Each one has specific purposes and must all work together. If you take away any one of these components, then you don't have a helmet, you have a hat.

WA O Whale of a Picnic 8-13

WA Z Chicken Run/Campout 8-27 thru 8-28

Coming up in September:

WA B Ocean Campout 9-2 thru 9-5

Idaho District Rally 9-2 thru 9-4

WA Y Riddler Run 9-10-11 this is our chapter meeting date, How many are interested in a short meeting and going to this run???

Ride for Kids 9-11

WA P Oyster Feed 9-16 thru 9-18

9-25 Oyster Run

Please get the word out that if you are looking for a ARC on the West side of Washington. Wayne Darling is your contact. He will be hosting one on [September 24th](#) in Buckley starting at 8am and the address is here below. Please let him know to add you to the sign-up list. It is first come. Here is his e-mail "Wayne Darling" <tillieroad302@gmail.com>.

**ARC Location:
Rainier Hills Christian Fellowship
23711 Entwhistle Road, Buckley, WA 98321**

Don't forget the Chapter C meeting next week.

