



GOLD WING TOURING ASSOCIATION

Lake Washington Gold Chapter E



Volume 2 Issue # 16

HAPPY SPRING !!

April 2002

DIRECTOR'S CORNER

Well, when is this weather going to break? By the time you read this, maybe it will. I think this is going to be the year that we will have to keep the rain gear handy. I hope I'm wrong. We have been very lucky the last two years.

We have been having good turnouts at our chapter meetings, and I want to thank you for coming.

The Mall Show in Everett was a bit dicey or should I say icy. We all made it, and Roy even drove his Wing and trailer there. I started out from home and it was just starting to snow, just as I was getting ready to leave, Sue drives up and says it is really snowing hard in Monroe. As I got to the main road it started coming down and the closer I got to Monroe it was bad. I could not see the road and the visibility was bad, as I headed toward Everett, I got outside Monroe and the roads got better and it stopped snowing. When I arrived at the Mall, no snow in the parking lot and it made it a lot easier to get the bikes in the Mall.

The Show went well, ask Roy about his trailer's extra feature, Les' oil leak, and Jill's sickness on her bike. All in good fun.

Green Freeze was a Freeze as it was snowing most of the day. There were four bikes that did ride. Danny got a buzz cut and all the money went to Ride for Kids, in fact Dick Stryker was the highest bidder. Thank you Chapter V for always putting on a good event.

The officers meeting was 3/23/02. Introductions were a lot of fun as the State Staff dressed up in Mickey Mouse ears and had T-shirts with their name on them and they came in singing the Mickey Mouse Club song.

They talked about the State of the State and the Washington State Gathering, Region A talked about the Rally in August and the Chapters talked about their events. Region A stores has a lot of new things. Chapter K is going to have a free run on June 8th to try and get that Chapter up and running.

We are strong and we always need YOUR support. Always remember "DESTINATION FRIENDSHIP"

Ron and Sue Matthews

ASSISTANT DIRECTOR'S CORNER

One of the cool things about doing this job and my State STP is how much I learn from each. I have recently learned a lesson in chapter participation.

They say experience is what you get when you don't get what you want. I now have a good deal more experience, learned from more experienced members in other chapters.

See, as STP coordinator, I had thought that chapters could supplement their participation numbers this year (when we have a competing national event in Durango, Colorado) by inspiring members who haven't ever done the STP, or who otherwise are new to the program. What I have learned is that, with our chapter and other chapters, your active core is essentially constant: If we normally get about a third-to-half of our membership bikes to participate on this or that event, that's about all we're ever going to get.

Now, this isn't so bad. For whatever reason, a chapter our size (did you know we supposedly have 65+ members? And 30-something bikes?) typically has only 10-15 folks participating in any one activity. Like STP. With Durango, we're finding that about half of the 'core' group wants to go to Colorado. While my initial thinking was that we could make up the difference from the other folks who don't make up the core, it looks like my logic is less than accurate.

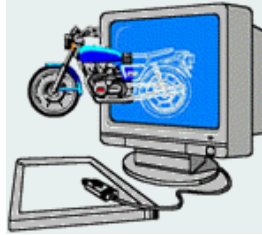
Apparently, folks have membership in GWTA for more than the rides. Some like the magazine. Some like the breakfast meetings. Some are strictly social. Some used to be more active, but have settled down over time. I have to find a way to reconcile myself to that, and be happy with it. We're a member-driven organization, and folks can do what pleases them, to the degree it pleases them. Not everyone is going to be as gung-ho as I am. In fact, I might be less gung-ho in a few years, too. Oh well.

Another alternative is to go out and recruit folks who want to participate. That's another lesson I've learned: the core group goes through evolution, too.

So my main message this month is an apology if I come on too strong about participation, tied to a very vocal invitation to those who would like to come out for our various activities, whatever they might be.

Jerry Weltner

CHAPTER E STAFF



Chapter Directors	Ron & Sue Matthews	360-793-2697 RCMATT@prodigy.net
Asst Chapter Directors	Heidi Hanscom	425-454-4677 RN_2B@FOXINTERNET.COM
Web Master	Jerry Weltner	425-867-9704 Jerrywe@nwlinc.com
Treasurer	Russ McPeak	425-271-0241 Mariedot@aol.com
Newsletter Editors	Jim & Carol Gauntlett	425-888-4431
Ride for Kids Coordinator	Carol Gauntlett	Jcgaunt@juno.com
Social Coordinator	OPEN	
Rider Education Coordinators	Jim Schwarz & Shirley Hodgson	425-481-1645 Jim@tmcfs.com Helix_mom@yahoo.com
STP Coordinator	John Schiferl	425-868-2682
Chapter Stores	Heidi Hanscom	425-454-4677
Sunshine Coordinator	Elaine Bolser	425-820-7203 GIBOLSER@AOL.COM
Parade Coordinator	Heidi Hanscom	425-454-4677
Wing Washington Coordinator	Bill Landon	425-881-4250
Membership Coordinator	OPEN	
Campout Food Coordinator	Marie McPeak	425-271-0241
Ride Coordinator	Roy McTaggart	425-558-3861 Roy.mctaggart@majiq.com
Mall Show Coordinator	Rita Morris	425-868-2682 ONTHREE@msn.com
Calendar Administrator		
Historian	Marge Durfey	253-581-3466 mahtzie@aol.com

DINNER SOCIAL



6:00 PM

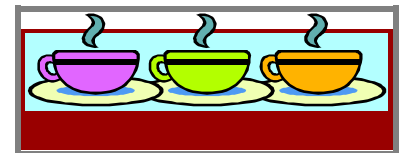
April 24, 2002

**Gordy's Steakhouse at
Cascade Golf Course
14303 436th Ave. S.E.
North Bend, WA 98045**

Easy access off I-90 at exit 32,
turn right to parking lot.

**LAST WEDNESDAY
OF THE MONTH**

Breakfast Meeting



When: 2nd Saturday of
each month
8:00 am Breakfast
9:00 am Meeting

Where: Coco's Restaurant
14804 NE 24th
Redmond

Next: **April 13th**
See you there!



50/50 FOR MARCH WAS WON BY DAYLO SWEENEY \$52.00. BOY STATE HAS BEEN WINNING A LOT OF OUR 50/50'S OCTOBER, JANUARY AND MARCH **CHAPTER PRIDE WINNER** FOR MARCH WAS SHIRLEY HODGSON. SHIRLEY WON \$15.00 APRIL DRAWING WILL BE \$5.00.

**Deadline for
May
Newsletter
will be
April 25th**

GWTA WEB SITES
National: www.gwta.org/
Washington: www.gwta.org/wa
Chap E: www.LakeWashingtonGold.com

**Next
Adopt-A-Highway
Clean Up Date
APRIL 13**



**Onthree Trike
Conversions, LLC**

**John Schiferl
Rita Morris**

**1725 268th Ave. N.E
Redmond, WA 98053**

**Home:
(425) 868-2682
Phone:
(425) 836-0373
Cell:
(425) 922-1067**

Fax: (425) 868-1708

**E-mail:
Onthree@msn.com**



WHAT'S HAPPENING

APRIL 13TH Meeting @ Cocos

APRIL 13TH Education & Retention Meeting in Mountt Vernon

APRIL 20TH Breakfast with Chapter M in Monroe

APRIL 27TH/28TH Lime Run in Mount Vernon

APRIL 24TH Dinner Social at Gordy's Steakhouse in North Bend

MAY 4TH Chapter Z Show & Shine in Sequim

MAY 4TH/5TH Governor's Run in Bremerton

WHAT'S HAPPENED

At our March meeting we had 33 in attendance. There were a few guests. From Chapter S, we had Frank Bergschneider ACD, John Poteet State Vendor, Daylon Sweeney Assistant State Director and from Blue Knights Dick and Kim Fisher. Thank you for coming.

Marge Durfey brought the photo scrapbook, GOOD JOB Marge. She is asking for photo's with names and what the photo event or something that needs to be told.

Bill, Rita and John were at GWRRA Chapter C's breakfast meeting pitching Wing Washington and then to the Mall to watch the bikes.

Speaking of the Mall Show, we had 12 bikes from our Chapter. Thank you for showing up, as the weather was a bit icy getting the bike there.

**Motorcycle Safety
Riders Courses**

If you want to take these classes, register ASAP! The number to call is 206-382-4090.

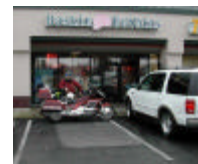
FOR SALE

Gerbings purple & black heated jacket. Paid \$ 259.00, worn once. Will sell for \$150.00. Size XL

Call Carol at (425) 888-4431
For Sale

2000 Goldwing 25th Anniversary, 1500 SE for sale. Only 4500 miles! Pearl White in color, has extra lights and chrome and is beautiful. Its had very good care and been garaged. Asking \$15,000
Contact Dennis McDaniels
509-839-3804

**Jerry Weltner's Pictures
from Wing Washington
articles # 1 & # 2**



Gig Harbor Dairy Queen



Joyce Bible Church



Martha & Mary Services



Elma Police Department



Dungeness Panorama

CHAPTER E MEMBER PROFILES

Marty & Betty Marth

At the tender age of 9, a neighbor fresh out of the service, took Marty on a ride on his Harley, the kind with big tires and lots of chrome. From then on he said "Man, I want to ride". Marty has been riding since the early 70's when his son convinced him he wanted a motorcycle (over Betty's objections). Since then he has owned a Honda 400, 1000, 1200 and finally in 1989 he purchased his present 1500. He and Betty took a 10,000 mile, six week, 21 state trip across the country (one of 3). Marty has only missed three states (Michigan, Rhode Island and Maine) in his trips that have taken him to south to Florida and Baja and north to Vermont and into Canada.

Marty was a charter member in GWTA. For several years Betty served as the Sunshine Coordinator and Marty was the Ride Coordinator and later Coordinated Wing Washington for 3 years. Both are now retired and living in Wenatchee commuting frequently to Seattle to see one or more of their 7 children and 13 grandchildren.

The ride cross country (during Desert Storm) was most remarkable to Betty to see the patriotism, flag waving, yellow ribbons, etc. clear across the states. "People are the same everywhere." Betty particularly remembers Marty's "tight" schedule that got them to Henderson a day early where there were no camp sights or cabins and they ended up spending the night in a well lit TP. During the drenching rain storms Betty also remembers "hating the people in motor homes"! Betty is also fond of the trips taken to Bryce and Grand Canyons and the southwest saying they were "breathtaking!".

Marty's fondest memories are just taking off and riding with friends, particularly Russ McPeak and Bill Landon while searching for Wing Washington spots.

Wing Washington – 2002

The best way to advertise Wing Washington is for us to go out to where our customers are... their club meetings. Consider being part of the GWTA Chapter E contingent that goes to meetings to pitch Wing Washington.

We are finding that people LOVE to help us explain the Themes to their fellow chapter members!

It is fun to visit with other motorcyclists at their meetings. You also get to hear what's going on in other chapters and clubs. Below is the tentative schedule for going out and selling Wing Washington. Contact Bill Landon for details, confirmation, and group ride or carpool coordination.

Saturday, January 12	GWTA – E	Bellevue
Sunday, January 13	GWTA – A	Renton
Sunday, January 20	GWTA – F	Federal Way
Saturday, January 26	GWTA – X	Lynnwood
Saturday, February 2	GWTA – C	Everett
Sunday, February 3	GWTA – V	Auburn
Sunday, February 17	Sunset Riders	Snohomish
Sunday, February 24	GWTA – P	Puyallup
Saturday, March 2	GWTA – Q	Centralia
Saturday, March 9	GWRRA – C	Everett
Saturday, April 20	GWTA – M	Monroe
Sunday, April 21	GWTA – I	Oak Harbor

(Updated 3/21/2002)



April BIRTHDAYS

Jerry Weltner 4/5
Bob Boyle 4/23



April ANNIVERSARIES

Jay & Joyce Thomas 4/8
Russell & Marie McPeak 4/15
Ray & Carmie Jorgenson 4/21

ADOPT A HIGHWAY LITTER PICKUP - APRIL 13

We are scheduled to clean up our adopted section of SR-520 in Spring. The plan is to pick up litter immediately following our chapter meeting on Saturday, April 13th. Please consider being part of the team. The more people that help, the better and quicker the job goes. If you know of someone that would like to help out, by all means, invite him or her to join us. It's a fun community service project, and you'll feel good about making the roadside look good, too. Dress in clothes that will keep you warm and dry. Layering is best. Bring work gloves and work shoes or boots. The noise level is high from cars, trucks, and straight-piped motorcycles whizzing by, so you may want to bring ear protection. Fashionable yellow hardhats and bright orange vests will be provided. Garbage bags will also be provided. Please contact Bill Landon at 425-881-4250 if you have any questions. Thank you!

NOTE: There may be a group ride after the clean-up is done, if folks are up to it.

GWTA Chapter E Directors
Ron & Sue Matthews
27610 154th Place S.E.
Monroe, WA 98272
(360) 793-2697

**Lake
Washington
Gold**



**Gold Wing Touring
Association**

Product Review - LD Comfort Riding Shorts

This review will be about underwear that makes riding your motorcycle easier and more comfortable. (You can stop laughing any time now.)

OK, I know it might sound silly. I have to admit I was a bit skeptical, too. These shorts were a sleeper at annual Christmas party, and I was eager to give them a try. I had a 460 mile day doing the Wing Washington Central sites, which I think qualifies for a good review.

Basically, the pants work as advertised. Not once during the 12 hour day did I have butt problems, squirmies, or any hint of discomfort. They felt fine the whole day ... which is something I can't say about my regular BVD's.

LD Comfort Riding Shorts are made in Montesano, over on the Peninsula. I know of one of the partners from my-WOTI (Wings On The Internet) group, and actually saw a pair when went to a WOTI gathering. They look a lot like the lycra cyclist shorts. The leg openings extend down the legs to mid-thigh, eliminating all material folds as well as seams in the seating area. The material itself is made of "plush 90% cotton blended with 10% Lycra, to gently stretch and keep out unwanted wrinkles and folds. This unique construction also ensures the soft fabric will gently hug the rider and maintain contact with the skin rather than chafe against it. The soft cotton fabric helps entice away moisture while offering enough cushion effect to act as a buffer against chaffing from your outer garments", says the web site. (I can't talk about the "roo fly" with a straight face.)

I had been warned to wash the shorts before wearing them. I don't know how much difference this made. I do know that instead of having to reposition my seat every hundred miles or so, I was able to ride fill-up to fill-up all day long and never once think about my aching butt. I really loved these shorts.

My only 'complaint' about these shorts? They're expensive. The top-of-the-line Dryline versions cost \$36.95. Rather than buy a couple of pair at that price, I'm more likely to ride them two days in a row. (So beforewarned.)

LD Comfort Riding shorts are recommended. Check out www.ldcomfort.com to order.

(The Editor thinks we might have gotten more info than we needed with this review.)

Jerry's Wing Washington Adventures, Part 3

It is very easy to praise Bill Landon for coming up with neat loops. The Southwest Wing Washington sites comprise such a loop.

Having made a one-day trip to Long Beach last year, I knew I wanted to get an early start. I took I-5 to Chehalis, Hwy 6 to Claquato, Pe Ell and Raymond, down 101 to 103 to Long Beach (for my first bonus site.) I then traced the Lewis & Clark Trail of Hwy 4 along the Columbia to Longview, and then I-5 to 504 for Silver Lake. A nice, neat loop.

The church in Claquato is very old, but relatively easily found; the convenience store person didn't know where it was, but a gas customer knew right off. "Just follow the Historical marker signs, and you can't miss it." He was right. Diddled a few minutes there, hoping someone would come along to take my picture. Sure enough, just as I'm ready to go, a truck stops and asks if they can help. I like both the picture they took, and one without me in it.

Pe Ell's Police Station was condemned after the earthquake last year, so I just used what passes for "City Hall", right next to the Post Office. The town secretary took my picture. Very nice of her. Not much in Pe Ell; very easy to buzz through little towns like this and not stop. As I was figuring out what to do about the picture, I noticed a cool town park, with a vintage tank monument. Cool.

By the time I got to Raymond, the wind was picking up big time. The nice thing about coming in to Raymond is seeing all the metal wildlife sculptures. Finding the Willapa Harbor Care Center was easy, once the Chevron people told me where Jackson Street was. Big, beautiful sign, but no way to get the bike in it. So I used their van as the sign, and got the building in the background. The Executive Director of the place took the picture, and was very interested in what other retirement homes we were using.

Riding down the coast 101 road was a dichotomy: a mix of clear-cuts and re-planted growth trees. The numerous clear-cuts were quite ugly, but the equally numerous replanted areas were quite beautiful. The wind was really blustery, sometimes difficult to deal with. I took the right-turn to Long Beach, and found the sign on Bolstad. Asked a hotel fellow there to take a picture. He got one I didn't really like, and then tried three times to take another before we both gave up. (I think his fingers were too big or something; very frustrating.)

Hwy 4, along the Columbia, is a beautiful ride. I was so far ahead of time I decided to have lunch in Longview rather than Long Beach. I kept thinking of the Horizon commercials (talking about the "Clark & Lewis Expedition") as I rode down the Lewis & Clark trail. Tall, sheer rock cliffs on the left; wide, flat, gentle river on the right. Up and down, with occasional beautiful vistas. What a ride.

The Baskin-Robbins in Longview was just a couple of blocks off of Hwy 4, just across from a Junior College or something. This picture highlights how snow was being mixed with the rain during the time of the photograph. Oh well, if you live in Washington, the weather can be difficult sometimes.

I had a blast getting to the Blue Heron Inn B&B along the Spirit Lake Hwy (just 6 miles east of I-5 on SR-504.) I have yet to ride to Mt. St. Helens, but now I know I have to get there. I met the Inn's owner, John, a perfectionist and very talkative about their lovely establishment. Gave me the Grand Tour. It was beautiful, and quite a bit more affordable (\$100-\$150 a night, compared to the \$450 a night on Whidbey Island). He and his wife Jeanne call it an "Inn" as well as a B&B because they cook dinner.

John and I spent 15-20 minutes getting the bike into position for the picture, but it was a really nice shot.

Of course, traversing the 120+ miles back to Redmond from Silver Lake was on the boring I-5/405 route. No matter. My hour with the Blue Heron Inn made me refreshed and beaming, dreaming of when I could go back there for a weekend stay.

One of the beautiful things about Wing Washington is finding so many places I can't wait to get back to soon. This was a great ride to find several such locations.

Jerry Weltner

Seeking a Newsletter Editor. June is my last newsletter, please apply A.S.A.P. Contact Ron, Heidi or Jerry. Thanks, Carol

Jerry's Wing Washington Adventures, Part 2

Once you get even a couple of Wing Washington sites, you get an itching to get more. Real soon now. Just a couple more. It's addictive like that. At least, that's what happens to me.

So after having gotten the first 5, I had visions of getting a few more. Ole' Bill Landon laid out a nice loop for the northern sites, but the Peninsula sites would require a bit more planning. Ideally, one could do a loop from Gig Harbor, to Poulsbo, to Sequim, to Port Angeles (Joyce), down 101, and then across Highway 8 to get Elma. Except that's a VERY long day. And, in this time of year, the weather might not be cooperating very well. Oh well.

I made arrangements with my Harley buddy Larry Sanneman to go with me, despite the weather forecast of rain and snow. (When are the weather forecasters ever right, anyway?) Larry lives in Kingston, so I took the ferry over. Larry had a hand-held GPS, and we used zip-ties to fasten it to the wing just for fun. Man, was it! I really enjoyed being able to see the roads ahead, and get the speed, too. (Who would have known that my bike was 1.4 mph fast at an indicated 55 mph?) This is a really cool toy; I want to get one.

From Kingston, we took the back roads the short distance to Poulsbo to get the Martha and Mary Retirement Center. Very pretty sign, even if you have to go up on the sidewalk to get it.

The next stop was Gig Harbor, and we went down Hwy 3 (really an interstate-level road) to get there. Very boring. The Baskin-Robbins is in a strip mall, with a fine Cutter coffee house right next door. Probably wasted too much time drinking the coffee, but the weather was starting to rain, and it was very cold, too, so that coffee was a welcome reprieve.

It was 11:30 before we got back on the road, heading for Sequim. The idea was to have lunch along the way. There is a famous hamburger place just outside of the western entrance to Port Townsend, but it was unexpectedly closed the day we were there. A short ways down the road in Discovery Bay, there is a funky train-restaurant, so we went in and tried to get warmed up. Nice people there, but the food wasn't particularly good. However, the people gave us good directions to get to the B&B on Dungeness spit.

The Panorama B&B is in a spectacular spot, with great views of the strait. The sign is small, and across the ditch, but you can get a reasonable picture if you try. The owners there were very happy to hear that they were on the Wing Washington tour. They are French, and were quick to tell us we would need good rain gear to get to the site in Joyce. They gave us good directions to get out of there, and back to 101 with only one stop sign. (However, those roads were not on the GPS, and it seemed I was forging new paths. Very interesting.)

Joyce Bible Church is about 20 miles out of Port Angeles, in very dense green forests. If it had not been raining such an icy rain, it might have been a nice ride. There's not much else in Joyce, and the church is in the western side of town. We took a couple of shots, trying to get both the sign and the steeple in, but it was a challenge. Pictures taken, we decided to stop in Sequim for coffee on the way back.

By the time we made it to Sequim, the rain was really snow and rain, and the roads were getting slippery. The coffee at a convenience store was so good, we stayed a few minutes longer to see if the rain would lessen. No such luck. The trip back over the Hood Canal Bridge, in the dark, with a cold rain, was one I won't soon forget. Said good-bye to Larry, and hopped the ferry home, riding into the driveway by 7:00. Good day.

Getting the Elma Police Station was to be done another day. Leaving after 10:00 am one day, I followed I-5 to Olympia, then took the Hwy 101 west to Hwy 8, a short ways to Elma. Hwy 8 is a very good road, lined with beautiful evergreen trees, pacing through gentle rolling hills. The Police Station had no real "Elma Police Station" sign, but it did have a "Police" sign that was cute. The admin assistants had me park my bike right in the sidewalk entrance to the station. Officers coming in were a little annoyed, but let the ladies get the picture. If I went back again, I might take it against a mural on the side of the building. The Elma PD day was a quick ride: 100 miles there, and 100 miles back.

Another area down, three more to go. Plus all the bonus sites. I probably should have made arrangements to get the Destruction Island viewpoint on my Elma PD day, but time got away from me. Another day, another ride.

Jerry Weltner

CHAPTER E GROUP RIDES

After Meeting Ride – April 13th Our GWTA Chapter "E" Spring Hwy Cleanup is immediately after the April 13th meeting. Time and weather permitting how about a ride up the back roads to Everett to see if there is anything new for this years riding season? Oil, filters, cleaner, polish, SAFETY CHROME, a new GL1800? (Remember the Hwy Cleanup is a Ride Card Event)Wing Washington Promotion Visitation–April 20thBill Landon has scheduled a visit to Chapter M's meeting in Monroe to pitch Wing Washington. Chapter M meets at Petosa's on Hwy 2. Breakfast is at 8 AM, meeting at 9 AM. Those wanting to ride to Monroe in a group, meet in the Big-O Tire parking lot on Redmond-Fall City Road (next to Redmond Family Pancake House). We will leave promptly at 7:15 AM. Questions? Call Bill Landon.

Wing Washington Promotion Visitation–April 21st

Bill Landon has scheduled a visit to Chapter I's meeting in Oak Harbor to pitch Wing Washington. This is an excellent group ride opportunity and we can pick up some Wing Washington Sites after the meeting. Chapter I's breakfast is at 9:30, meeting at 10:30. We will meet at Coco's and leave promptly at 6:45 AM to catch the 8 AM Mukilteo-Clinton ferry.

Group Ride: Lime Run – April 28th

Chapter "S" Lime Run, Mt. Vernon. We will meet at Coco's and leave promptly at 7:00 AM to head up to Burlington. Breakfast at the Burlington Eagles, 119 North Cherry St, Burlington 8:00 to 10:00 Registration is \$10.00 per person with proceeds to Make-a-Wish Foundation

Group Ride: Governors Run May 5th

GWRRR Chapter B. This is the 20th Annual Bob Merriman Memorial Washington Governor's Run, Kitsap County Fairgrounds & Pavilion. Entry fee is \$20.00 per person, plus \$5.00 for the BBQ We will meet at Coco's and leave promptly at 6:30 AM to catch the 7:40 AM Seattle-Bremerton ferry. After

Meeting Ride –May 11th

A beautiful ride through the back roads of Carnation, Duvall, Monroe, Sultan and ending at the Maltby Pizza/Pasta for a late lunch.

Group Ride: May 18th

Chapter Y, "The Valley Comes Alive" Fun Run. Texaco's Outpost on Waneta Road (I-82 exit 69) Cost is \$8.00 per hand or 3 hands for \$20.00 (details will be discussed at the next meeting?)This is a Ride Card Event

Note: For more rides and events, check the heaps of flyers at our GWTA Chapter E meeting or find them online at the GWTA State web site: www.gwta.org/wa.

As always, "Destination Friendship"
Roy McTaggart, Ride Coordinator

YOU ONLY HIT THAT CAR...

If You Don't Quite Stop In Time

It takes most people about 4.5 seconds to read this sentence.

4.5 seconds is not a lot of time - but it could be the rest of your life. 4.5 seconds is also (not really a coincidence) about how long it SHOULD take you to stop your motorcycle after applying your brakes at 60 MPH!

Stopping a motorcycle as fast as possible requires that you master only a few fundamentals:

Alertness - No matter how fast your reflexes are or how skillful you are with your brakes, if you don't see the need to stop, you won't.

Reflexes - First you need time to recognize a threat and decide to react to it, then your fast reflexes take over and make the difference.

Skill - Under-utilizing your brakes is just as dangerous as over-doing it.

It usually takes about .7 seconds to recognize a threat. A person with normal reflexes takes about .3 seconds to start braking from the moment he realizes he has to do so. Combined, that's about 1 full second from the time a threat presents itself to you and you begin to slow down.

At 60 MPH you travel 88 FEET in 1 second!

That it takes you about .7 seconds to recognize the threat is a mental reality. But it does not necessarily take .3 seconds to react to it. The simple practice of always covering your front brake can shave a full tenth of a second (1/3!!) of that time away. That's almost 9 FEET!

Traffic Engineers have some rules-of-thumb they developed over time. They, for example, have found that if the street surface is dry, the average person can safely decelerate an automobile at the rate of 15 feet per second per second (fpsps). That is, an average person can slow down at this rate without any real likelihood that they will lose control in the process. If the surface is wet they assume a deceleration rate of 10 fpsps is safely attainable by almost anyone.

Let's assume a wet street surface and that you are moving at 60 MPH. At a 10 fps deceleration rate it will take you 8.8 seconds to stop after you begin applying your brakes. (A total of 9.8 seconds from the time the threat we earlier talked about presents itself.) The distance you would travel before coming to a complete stop is 475 feet.

If, however, the road is dry, it would take you only a total of 6.9 seconds to stop, (including the 1 second recognition/reaction delay.) and the distance traveled until you came to rest would be 346 feet. Clearly the more effective your braking is, the less time it takes to stop, and the less distance traveled.

I think most of you know that your motorcycles can stop more quickly than can an automobile. Indeed, a professional motorcycle racer can obtain a 1g deceleration rate, or more, on his motorcycle. (1g deceleration is 32 fpsps.)

With practice, your braking skills should easily allow you to attain deceleration rates in excess of 20 fpsps. What would that mean in our example threat scenario?

It would mean that you could stop your motorcycle in a total of 5.4 seconds (including the 1 second delay.) and your total stopping distance would be only 281.5 feet!

By enhancing your braking skills with practice you can shave 64.5 feet and 1.5 seconds off 'normal' results. And you could shave off another nearly 9 feet just by covering your brakes. That brings the distance traveled before stopping down by about 73.5 feet.

73.5 feet is about four car-lengths!

The message is clear: You only hit that car if you don't quite stop in time. You might not hit it at all if you cover your brakes and practice your braking skills.

Compliments of the Master Strategy Group

Jim Schwarz
Shirley Hodgson
Rider Education Directors