

THE SHAFT

BMW Club
Washington State Riders



Monthly Newsletter of Washington State BMW Riders

December 2018 - Vol. 47 No. 7

In Memoriam

by Marina Starbuck - Editor

*"It's so much darker when a light goes out than it would have been if it had never shone."
John Steinbeck, American author*

We all ride for different reasons. Or maybe the same reasons. Freedom. Fun. Excitement. Peace. Fellowship.

We know every time we ride we will find fulfillment. But we also know there is an inherent danger as soon as we hit the road.

On November 4th, we lost long-time WSBMWR group member Bob Mott to a fatal motorcycle accident during the post-meeting Turkey Run ride.

Bob was a long-time member of the club, having joined in 1999. He hosted numerous rides and Turkey Runs. It's easy to see he was a revered member, loved by many.

Our deepest and most sincere condolences to Marti, Barry, Becky and Beth Mott.

In this issue, I have included an article (originally posted in the Jan. 2011 Shaft) by former co-President Bill MacDonald about Bob and his love for riding and his family. It's a wonderfully written piece, in which you will learn quite a bit about Bob. I know I did.

Thank you Bob for the light you shined on this club.



Note from co-President Duane Pelerine (originally via e-mail)

Everyone,

Thank you to all those who supported sending flowers to Bob's family. We hope the bouquet is well received. The local news in Olympia has posted an [article](#) on Bob's passing for those who wish to read it. Additionally, for those who follow our WSBMWR Facebook page, there is a touching post from Bob's daughter with a beautiful photo of the people he love most; his family.

Club Calendar

December

- 12/2 - 9:30am WSBMWR
Monthly Club Meeting at
[Bob's Burgers and Brew](#)
8822 Quil Ceda PKWY
Tulalip, WA 98271

January

- 1/6 - 9:30am WSBMWR
Monthly Club Meeting
location to be announced

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“Who Am I Riding With?”

by former co-President Bill MacDonald

This article about Bob Mott was written for the January 2011 edition of The Shaft

If you’ve ever wondered who’s tailpipe you are following on a Sunday Club ride, you’re not alone. We ride for miles together, but often don’t get the opportunity to get to know anyone aside from whether they prefer red or green Gatorade at a brief rest stop. So I thought I would undertake a little project of getting to know some of the movers and shakers in the Club,

then share that information here so that you may know them a little better yourself.

This month I’ve the distinct pleasure of getting to know Bob and Marti Mott, our gracious hosts the past two years for the November Turkey Run. Easy-going Bob just spent an hour on the phone with me, relaxing in his favorite chair with a glass of wine while I peppered him with questions. Ever the easy conversationalist, Bob recounted his life’s story and how he came to be a member of WSBMWR as if we were sitting at the same bar, side by side.

A native New Yorker, Bob grew up in Queens and Brooklyn, attended 2 different high schools, the latter being the Brooklyn School of Automotive Trades Vocational-Technical School. Upon graduation at the tender age of 17 Bob entered the Naval Reserve, which brought him West for training. Less than thrilled with Navy life, it was 1954 and near the end of the Korean conflict/war when he decided that the Air Force uniforms looked cooler than the Navy duds. So he opted into the world of wings, specializing in radar tracking, better known to us as air traffic control.

It was during this stint that Bob made his first investment in a two-wheeler, a 1956 AJS. Bob says this British ride was similar to a Matchless with the right hand shifter. Lots of fun ‘til he hit a curb and flipped it in a parking lot. It

was sold shortly thereafter. It was 1958 in Sacramento when Bob took two big steps in his life: he left the service and got married. Facing life without a paycheck from Uncle Sam for the first time in his life, Bob applied for one of two positions available with the Sacramento Fire Dept. Out of fifty-six applicants, the Mottster got the job. And this was just a job to help him and his new bride get by while his application with the FAA as an air traffic controller was working its way through channels. Finally he gets the call and is told to report to Oklahoma City for training. Great! Wait. Not-so-great.....

After for formal FAA training in Oklahoma City, Bob shows up in LA for on-the-job training, ready to jump in. What he finds is a crew of chainsmoking, palpitating physical misfits stressed beyond reason due to the rigors of the jobs that most of them appear to dislike. The sharp thinker that he is, Bob adroitly assesses his observations and decides, “these guys are nuts”, and quickly hits the phone to track down a few people he’d met along the way.

One fellow Bob recalled meeting while in Oklahoma City was a Los Angeles Police Sergeant. Another gent he had met in Sacramento was a member of the California Highway Patrol, and Ronald Reagan’s personal driver. Both urged Bob to apply, citing his military background, firefighting experience, and having not caused any planes to crash during his tenure with the FAA. Bob applied to both LAPD and CHP.

LAPD called back first, but Bob failed his physical due to being overweight. Kind of hard to believe when you see that tall drink of water these days, but that’s what happened. Un-phased, the Mottster got serious about his conditioning and passed the LAPD physical a couple months later.

Continued on pg. 3

Club Contacts

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It was while in training that the CHP called, but Bob was happy being an LA cop, and put in 21 years before hanging up his gun. It was about half way through this job when Bob parted ways with his first wife. I tried to get more of a story here, but it wasn't forthcoming.

It was 1974 when an unsuspecting Marti happened into a Neighborhood Watch type of police sponsored get together as a concerned neighbor when our subject made his move. Poor girl didn't stand a chance when faced with 6'4" of handsome in a uniform. Equally debilitating is that outward aw-shucks warmth backed up by NYC street-smarts cunning. Just look into his eyes.....if you dare. As a United Airlines flight attendant and reservations employee, Marti was nobody's fool, and never will be. In 1981 Bob and Marti pooled their resources, selling their respective real estate and had their dream boat custom built in LA, a 43' sloop named INFINI. The name is French for "forever" or "everlasting". The details are a little sketchy as to how they migrated North, but it had something to do with Marti prevailing as part of a landmark class-action discrimination lawsuit against United. You see, for you young-ins, there was a time when big companies could tell a female employee to do just about anything. In this case, Marti had been demoted to reservations from flight attendant because she did the unthinkable.....

She'd gotten married to her first husband. HORRORS! As a result of the suit, Marti could pick where she wanted to be stationed and first chose San Francisco, because that's where the boat was. But later decided the Northwest was where they wanted to be, and Gig Harbor offered the most reasonable moorage. They've been there ever since, having sold the boat in 1995 to pay for the construction of their current, beautiful residence.

Oh yeah, I should mention that Bob had a couple of other bikes along the way: a '60's Honda 350, a '71 Motoguzzi Ambassador, and a '75 Honda 750. He sold the 750 because he couldn't take it on the boat.

It was 1999 before Bob bought another bike, a grey K1200LT, and it was at that time that he joined WSBMWR. Now riding an '07 Gold Wing, I asked Bob if he belonged to any other clubs. "Several", he said. "I even belong to the Gold Wing Club, but those guys stop at Dairy Queens to get their ice cream. Some of them are so big, I feel sorry for the bikes."

So there you have it. A bit of insight into one of our Club's many interesting members. If you'd like to volunteer for your own personal character profile, or wish to volunteer the name of another member that deserves it, drop me a line. I am certain there are a lot more good stories waiting to be told.

November meeting raffle winners

As you know, at every meeting we raffle off cool prizes, then we do what's known as the 50:50.

Mike Vakerics, Edie Pelerine, Bob Mott, Rolf- Immo Gabbe and Steve Irby were our prize winners. The 50/50 paid \$46 to the lucky winner Sonja Ramos. And special thanks to Rolf for donating additional Rok Straps.

Please pray for us 🙏 as we lost our dad this morning. He was riding his motorcycle with his group so he wasn't alone. Barry and I were just with him in Washington and we got to hug and kiss him and tell him how much we love him 💙 dad was doing what he loved



Lies, Damned Lies, and Statistics

by Dan Muir

This article was originally written last spring. Bob Mott's recent fatality on a Club ride adds both immediacy and poignancy. We're all aware that motorcycle riding can be a dangerous sport. The Washington State BMW Riders will continue to support rider education, training, and thoughtful safety discussion. We'll never remove all the hazard from this sport we love, but hopefully by better understanding the risks we can do our bit to reduce the likelihood of injury.

Those of you who've followed David Hough's written journey through his motorcycling life (and you all should—he's an excellent writer with a plethora of books and articles to his credit) have surely noted his use of statistics. In the years before his recent retirement he often used data from the National Motorcycle Institute (NMI, <http://www.motorcycleinstitute.org/>).

According to the NMI, we're 38 times more likely to die in a crash while riding our motorcycle than we are while driving a car. The data is derived from the NHTSA Fatality Analysis Reporting System and I'm sure is quite accurate. NMI compares "fatalities per million vehicle miles traveled" for operators of both passenger cars and motorcycles. For you engineers and statisticians in the Club there's plenty of data here to pour over on a cold and rainy winter evening—far more than we're going to dive into here.

During recent Washington Motorcycle Safety Program (WMSP) Instructor Updates, instructors were told that motorcycle's compromise about 4% of registered motor vehicles in our State, but are about 15% of motor vehicle crash fatalities. Perhaps some of you statistics-trained folks can analyze these disparate data and see if we correlate to the national statistics. Grumpy, Doug, roll in hot!

But wait, there's more! In a February 2015 article in *Motorcycle Consumer News* David also quotes information from the Insurance Institute for Highway Safety. In 2012 data, 29% of motorcyclists killed had a Blood Alcohol Concentration at or above 0.08%, Washington's legal BAC level. He also said that in single vehicle crashes, 43% of motorcyclist fatalities were legally intoxicated.

Grim statistics indeed, and I've no intention of trying to invalidate them—in fact I'm quite confident they're accurate.



Now it's time to put on our thinking caps. If we're 38% more likely to die in a motorcycle crash, and almost half of motorcycle fatalities involve significant alcohol where does that leave those of us who separate our drinking from our riding? Are we only 18 times more likely to die? Are drinking riders 50 times more likely to crash and die?

How about those of us who do our best to practice safer motorcycling? Maybe we take additional training and practice our emergency braking and swerving skills. We try to look as far down the highway as we can, and we seldom ride our bikes at speeds where we can't stop in the distance we can see. Perhaps we wear bright colored clothing and helmets in the hope that a few more motorists out there will actually notice us.

Look for that data. Keep looking; if you find it please let me know—I haven't found it yet. I did find NMI data that endorsed rider fatalities in Washington declined in all years from 2011 through 2014. That's comforting, but I don't know if motorcycle registrations also declined, or if motorcycle vehicle miles traveled also declined. And those of us who've taken the Washington 2-wheel endorsement exam recall that it barely scrapes the surface of motorcycle control skills, and does not test on-highway street strategies at all.

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How many of you have avoided a crash because you saw a problem a quarter mile up the freeway and slowed down? How many of you have avoided a crash because you slowed down for that mountain curve and didn't roll on hard until you saw the corner opening up?

How many of you have avoided gravel in a curve because you practice delayed-apex corners? How many of you didn't have a car turn left in front of you because that driver saw your extra running lights? How many of you avoided a crash because you practiced your threshold braking and used that skill on the highway?

And there's my problem with statistics. I've not found any yet that can measure a negative—that can measure something that *didn't happen*.

Don't get me wrong. I'm profoundly grateful to David and many others who have gathered and analyzed these statistics. They provide excellent insight into the relative danger of this sport we all love and I'm not trying to rain on their parade. They certainly opened my eyes, and I hope they open yours too. Riding a motorcycle is not a safe thing to do.

I've had these statisticians tell me to my face that there's nothing I can do to make my riding even the littlest bit safer ((*State Motorcycle Safety Administrators National Training Summit, Portland OR 22-24 Sep 2016*)).

But I do not believe they've told me the whole story because they haven't yet figured out how to measure something that's not happened and what caused it to not happen. I still cling to the belief that practicing good skills and having a good street strategy will reduce my chances of becoming one of those statistics. But I can't prove it because that crash hasn't happened yet.

So go check out those stats yourself. Perhaps if you poke around in some of the myriad data bases out there on the web you'll find some of those nuggets. If you do, please let us know! As always, I strongly encourage a dialog on any of these issues. Agree or disagree, let [*Shaft*](#) readers know!

Snowcamp!

by Rolf Gabbe

The 23rd Annual SNOWCAMP will be held on the Martin Luther King Holiday weekend, January 18-21, 2019. The location is the Sahara Creek Horse Camp between Elbe and Ashford on SR 706. Coming from Elbe, the entrance to the horse camp is on the left, just beyond the 5 Mile marker (the mile marker is on the right side of the road).

The event is a winter campout for motorcyclists. It is an all-brands event, and we don't care if you come by bike, car, truck, or bring your motor home, the important thing is to come. If you can't stay and camp, it's ok to come out for part of a day/evening.

We furnish a Friday night Chili Feed and pancakes each morning, the rest just happens. Kind of a giant midwinter potluck. We typically deep-fat fry several turkeys, and people bring interesting stuff to share. And, oh, yeah, we have a BIG campfire.

The event itself is FREE, but it is held on Washington Department of Natural Resources land, so you will need a DISCOVER PASS. It's much cheaper than the fine for not having one. If you don't have time to order one online, they are available in nearby stores.

For more information contact :

Rolf Gabbe

rolfgabbe@yahoo.com

253-770-3749



Letter to the Editor

Regarding the question from last month's [The Shaft about Lane Splitting](#)

It's not unusual for even fairly experienced riders to conclude that lane splitting must be unsafe. However, those opinions are usually formed without any empirical evidence and are instead based on intuition alone.

American Motorcyclist Association has actually reviewed extensive research worldwide and found that lane splitting is unequivocally safer than waiting between bumpers for someone on a phone to rear end the rider. But don't ever pass on the shoulder. That IS an unsafe, dick move, despite what your intuition might tell you.

There's actually a lot about riding that is not intuitive, and for that reason we should all look to experts to develop our technique. Just compare that buddy of yours who "taught himself to ride" with someone who's attended training courses, viewed DVDs, and actually studied books like "Twist of the Wrist." The central theme of that book is that your intuition and instincts will often kill you on a motorcycle and need to be re-wired.

Please try to study and train your way past dangerous instincts and opinions. The information and opportunities are out there. You'll have more fun, you'll be safer, and you'll become a rider diplomat, providing tactful guidance to less informed riding buddies and non-riders as well.

Thanks for passing the word, and we'll see you out on the road or at the track.

<https://www.americanmotorcyclist.com/Home/News-Story/uc-berkeley-study-shows-lane-splitting-motorcyclists-are-safer-in-traffic-1>

Paul Moran
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Handlebar

Whip

Also known as a “Get Back Whip”.



Some people claim it's decorative, others admit it's to, well, get back at some idiot driver who deserves it.

You most likely find this accessory on a cruiser. The first time I saw one, I was truly perplexed. All I could think was that if that thing gets wrapped around a leg, or caught in a spoke, you are history, my friend.

What do you think of handlebar whips? [Share your opinion!](#)

Tom's Tips & Tricks

by Tom Mehren

A continuing column of tips to make your ride all the better and tricks you may never have considered from our resident tipster and trickster, Tom Mehren, the publisher of Sound RIDER!

Greetings from the garages and beyond. Have a great holiday season! During your down time, consider a few of these ideas for a better ride in 2019.

Bi-focal safety glasses – they exist

If you're over 40, you may be into reading glasses already. But most reading glasses don't provide the coverage for working safely in the shop, and what you really need is a bi-focal to you can focus easily both near and far. Fortunately, there are now bi-focal safety glasses available. You'll find them in diopters of 1, 1.5, 2 and 2.5 in our online store and they are available online elsewhere as well.

Cabin Fever

Winter isn't really a time to tour in the cold regions. But then again, it's kind of fun to get out and do something. Many states have cabins and yurts for rent all year long. How about a local outing where you load up your gear and head to the nearest one for a night or two? That will get you out of the house without spending a lot to do it. Bring a camera so you can document the adventure and share it later with friends and family members.

Copy your docs

Modern day thumb drives, the cloud and internal phone memory all make it possible to scan and store copies of important documents in case we lose the real thing. Take some time to scan your driver's license, insurance information, vehicle registrations, prescriptions, passport, emergency contact information, birth certificate, credit card company contacts and any other



legal documents you may need if you get into a jam. Having this information safely stored in several locations, including one on your person, and updated annually can save you hours of hassle in a worst-case scenario. When using a USB card, encrypt it, password protect your phone and typically your cloud folders are already password protected.

Create your own 25+ point safety inspection

From time to time a dealer may offer a “free 25-point safety inspection.” While this may appear on the surface as a ploy to get your bike into the shop and make some money fixing whatever ails it, discovering an issue with your bike before it accelerates to a greater level, can save you time, hassle and yes – money. But, if you're handy with a wrench, you can do your own 25-point safety inspection anytime. Create a 25+ checklist yourself that includes the obvious like tires, drive train, brakes, fluids, cables and so on. Then expand it by reviewing other rider's suggestions online, looking over your own owner's manual and adding other things you'd like to check regularly like body work fasteners, aftermarket add-ons, headlight and brake lenses, wheel and steering bearings and otherwise.

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Gifting during the holidays

Sure, it's always nice to gift new gear to someone. But there are those of us who have all we need. Do something different by gifting a rider training gift certificate to a loved one.

Rider training is a continuous cycle and it doesn't hurt any of us to take a class of some type every other year or so. In some states, passing a side car class can get the rider an added endorsement on their license, whether they ever actually plan to own one or not. Or how about a track day? Maybe an off-road training class?

Tom Mehren is a WSBMWR member and the publisher of Sound RID-ER! - www.soundrider.com. Visit the website to learn more about their tours and events like The Road Trip, Café to Café and The Rally in the Gorge.

On a lighter note, an alternative use of Rok Straps

By Dan Muir

So there I was, in the wilds of Idaho, untold miles from civilization and suspender purveyors. Why did I care?

It seems I'd chosen to wear my old Aerostich Darien riding trousers with many thousands of mile on them though mostly on pavement. Pavement, where sitting solidly on your motorcycle seat is the norm. Where, sitting solidly on that seat is a legal requirement in some States.

I didn't even think about latching my suspenders on those Darien's. That is until after about four hours standing on my pegs on backcountry logging roads and those heavy trousers kept wanting to settle down to ankle heights. Yikes! No suspenders in the Yellow Pine General Store. It's closed in fact. Dang!

Think, think, think . . . ah ha! I've several extra Rok Straps in the panniers. A quick wrap around the Darien's belt loops and viola, SUSPENDERS! And they worked for the rest of the trip! They kept those saggy ol' Darien's solidly around my waist. Success! Since our Club is blessed with having Rolf Immo-Gabbe, one of the main purveyors of [Rok Straps](#) as a member and he's blessed us with a plethora of his product at our monthly raffles and the yearly Cascade Country Rendezvous, its fabulous to find even more uses for those great straps. Every rider needs at least a dozen pair in their garage!

Thank you Rolf!



South Sound Motorcycles hosts a multi-media presentation by world-traveler Helge Pedersen titled "Cape To Cairo" on Saturday, December 1 at 6:30 pm. (Their doors open at 6:00 pm). The program is a collection of stories, photos, and videos from four trips from the Cape of Good Hope at the southern tip of Africa to Cairo. Tickets are \$5.00; call South Sound at 253-922-2004 for reservations.

This should be a fabulous presentation. Mr. Pedersen is the author of "10 Years On Two Wheels" and is the founder of GlobeRiders.

**SOUTH SOUND MOTORCYCLES
PRESENTS**
CAPE TO CAIRO
A MULTIMEDIA PRESENTATION BY HELGE PEDERSEN





Saturday December 1, 2018 at 6:30 PM
(Doors Open at 6:00 PM)
Cape to Cairo Adventure
Helge Pedersen

Riding the length of Africa have been a dream for many, but actually doing the ride have been the success of few. Come and join us for a Multimedia presentation by Helge Pedersen, founder of GlobeRiders and author of the book "10 Years on 2 wheels".

The presentation will be a collection of stories, pictures and video from four rides guiding riders on the Cape to Cairo Adventure for GlobeRiders. Stories of colorful encounters with locals, safaris, good roads and bad roads, corruption and love, it is all there.

You will walk away from this event with a greater appreciation for what one can experience on two wheels in remote comers of the world. Be warned, it can be contagious and might change your life priorities

Admission: \$5.00 per person Call 253-922-2004 for Reservations

“567”: A Bit of Curvy Riding Heaven

By Steve Irby

When traveling East on US Highway 2 across Idaho and into Montana, you have a wonderful opportunity to enjoy riding in the Rocky Mountains. Whether for a day or several days, you might as well take some time to discover more than the red lined roads on the map while avoiding the Interstate. The Continental Divide and Glacier National Park beckons, and makes a fabulous summertime destination.

I am offering an alternate to Highway 2 between Libby and Whitefish by taking SR37 north from Libby, crossing the Kootenai River and turning left in a half mile onto Montana State Rte. 567.

This narrow and paved road runs from near Libby up to Yaak, MT. and is a great 40 miles of curvy riding fun. If you want to make a loop out of it back to Libby, you can get way up in the wilds of northern Montana with this loop I put together for you. It will stop in Yaak for a visit to a funky older store with gas and food. If you ever watched “Mountain Men” on the History channel you saw this country as the home of Tom Orr, the old guy who traps and hunts in the area. He lives just up the highway from the store.

The highway northeast along the Yaak river is smooth curvy and remote. This is grizzly bear country, so if you stop, you don’t want to wander too far from the road. The Yaak River road climbs over the Purcell mountains and drops down to a long bridge that crosses man-made Lake Koocanusa, created by Libby dam on the Kootenai River. Continue across the bridge and turn north to Rexford, a vacation home community on the lake.

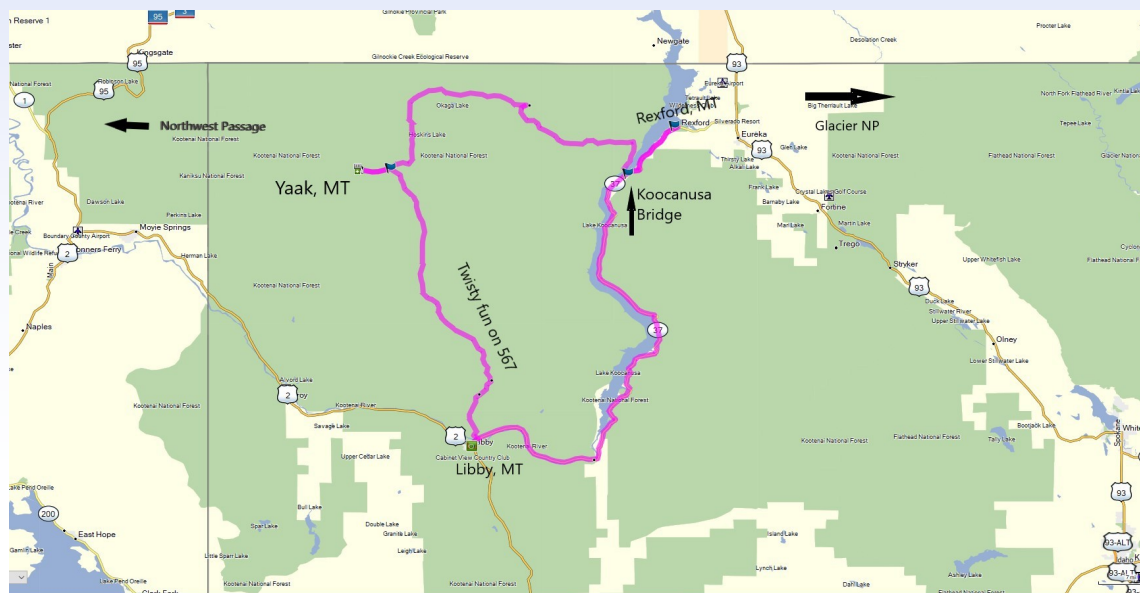
If you are camping, there is a nice campground just off of SR37 as you turn down to Rexford. Good food is available in town at the local eating and drinking establishment. If you are heading back to Libby and Highway 2, you can return to the bridge and continue south along the east side of the lake. The highway along the lake is smooth and fast with a few welcome curves. You will soon be back in Libby after riding about 160 miles.

If Glacier NP is your goal, continue east from Rexford through the town of Eureka and connect with US93 south to Whitefish and the West Glacier entrance to the park. If intending to stop on Logan Pass in the park, to hike and photograph the wildlife, take my advice and stay near

West Glacier for the night and head up to the pass early in the morning. The parking at Logan Pass is limited and it fills up early in the summer months with hikers and tour busses.

If the unpaved backroads are calling you, you can join the Continental Divide Route at Roosville and follow it to Whitefish. My favorite camp spot is along the way at Red Feather Lake. Gorgeous country.

If you are west bound, the “Northwest Passage” back-country ride will take you along miles of unpaved forest roads through Idaho and the northernmost reaches of



Washington State through Republic to Oroville, Twisp, Chelan, Plain and Skykomish.

There is an option for connecting with SR20 in Winthrop as well. See the BestRestProducts.com website for free maps and tracks.

Most of the US riding population have never seen these great roads, as they must cross the great plains to get “here”, and we have them right nearby. So plan a trip for next summer before the club rally and tell us about it in Republic.

The GPS Track file for the Libby Loop Ride is available on the WSBMWR website under GPS Routes and tracks. Libby Loop Day-Ride.gpx

Euro Series

by David Ehrich

Note from the editor: Introducing a new series by David Ehrich about his travels throughout Europe! David kept a journal while exploring gorgeous twisty-turny roads, and is proud to share his adventures with us, in no particular order

July 16, 2015 - Day 14

Oulx to Neiderwald, Switzerland: 245.5 miles

Maybe the greatest day of linked passes I have ever designed. I got the “Wrong Way Round” gremlin out of the GPS and replaced him with the “Sound Way Round” demi-god. I also learned to read a map and follow road signs in French, Italian and Swiss-German. To wit, Col du Mt Denis, Col D'Isere, Val D'Isere, Col de Petite St. Bernard, Col de Gran St. Bernard. I started in Italy, went to France, back to Italy and finally Switzerland. All known locally as Savoie.

I've got my feet under me on the bike, so to speak and aside from the racer-boys, no one is passing me. In addition to sound orientation, I think I'll make Vienna by Sunday without a problem. Thanks to the brotherhood of the two wheels, everybody I talked to was nice, amazed at the scope of my trip and anxious to share advice, direction, photos, opinions and assistance. The rest of the world ain't so bad either. For example, the owner of this hotel just got a long spoon to fish a fly out of my beer. What service. I was going to throw the rest out, but what the hell, after that effort?!

I'm no where near as far as I should be to make Munich tomorrow, so Plan C which I'll call the Salzburg alternative, is now the plan. Between here and there, I should hit a dozen alpine passes and scrape the pegs a little more.

86° Mostly Sunny

Dorfstrasse 2, Niederwald, Valais, Switzerland



November Club Meeting Minutes

WSBMWR Monthly Meeting

The Rivers Edge in Tumwater

November 4, 2018

M.C. – Troy Wollenslegel – Co-President

Total head count – 25

20 came on Motorcycles, 16 bikes joined the club ride

We had one new visitor, Ben, rides a 2015 1600GTL

Announcements:

Our wise Ride-Meister Chris Earle planned a great after-meeting ride. He also briefed the group on safety and group riding etiquette.

Please contact Troy if you are interested in becoming an officer. We need a Co-President, Secretary and Rally Master.

Reminder - There is a \$50 reimbursement, one per year, for additional motorcycle skills training. Dan Muir will announce dates when they are scheduled for the Advanced Training.

CCR 2019 – Dan Muir announce that next year the CCR will be July 18-21, 2019. We are looking for volunteers to organize and take the lead for our annual rally. We had 190 attendees this year. So, we need many volunteers to step up.

SHAFT Editor - Marina Starbuck did an excellent job on her first issue of the Shaft in October. Kudos to Marina!

Snow Camp – Rolf announced that next year the Snow Camp will be MLK weekend, Friday – Monday in Alma.

Turkey Run – Special thanks to Chris and Bonnie Earle, and Don Chase for hosting the Turkey Run.

The Raffle – Mike Vakerics, Edie Pelerine, Bob Mott, Rolf- Immo Gabbe and Steve Irby were our prize winners. The 50/50 paid \$46 to the lucky winner Sonja Ramos. And special thanks to Rolf for donating additional Rok Straps.

NEXT MEETING: December 2, 2018 at 9:30 at Bob's Burger and Brew in Tulalip, 8822 Quilceda Pkwy, Tulalip. Hope to see everyone!

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