

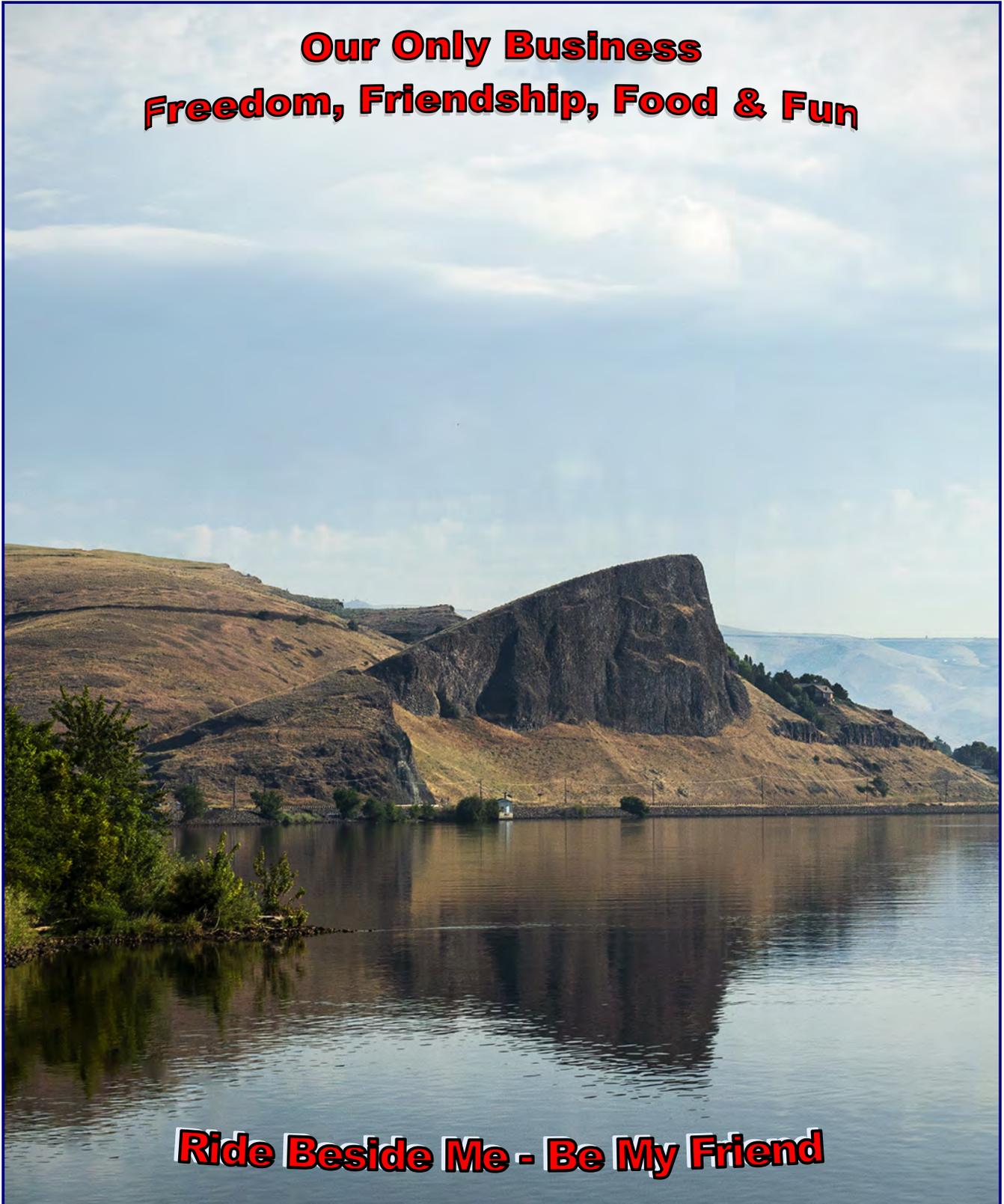


The WASH

UMCI Newsletter of Washington State



Our Only Business
Freedom, Friendship, Food & Fun



Ride Beside Me - Be My Friend



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[Washington State Website](#)



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Announcements & Tid Bits



[Seattle Area Lunch Rides](#)

Cover Photo
[Swallows Nest Rock](#) on the Snake River three miles north of Asotin, WA



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International Rep's Comments!

Hi to everyone! I'm hoping that this month's letter finds all of you in God's good health and that you've been able to get out on a few good rides. It's getting to be that time of year when a lot of us have put our bikes away. But, our weather has been so good I've been able to squeeze a few rides in this month which is pretty much unheard of this time of the year.

It's been a great start of the month for October. Kevi and I were able to visit the Spokane breakfast meeting on the 3rd. Very enjoyable, and they had a good turnout, then a ride after the meeting. Kevi and I took our car, she said it was too cold to ride at 5:30 in the morning (go Figure). But Charlie, Tom and Richard made us feel right at home even though we weren't on a motorcycle. It was good to see everyone. They have a unique group and share their breakfast meeting with a couple other groups in the area; works out quite well.

On the 10th of the month we ventured over the mountain and attended the Seattle area's breakfast with David Fitzgerald at the helm; not a large turnout but it was good to see Duane Wood, and I haven't seen John Fisher in a long time. We missed seeing Susan but she was with their grandchild and I'm sure having a ball. It was a rainy day (which even on the coast they really needed) so there were no bikes in the parking lot. That was fine, just really nice to break bread with good people and those that you get to call friends!! I always call it the Seattle area but they actually meet in Everett.

Got a call from Dick Burnam, to advise they elected a new Idaho State Rep! I would like to welcome Larry Phelps, he lives in Fruitland, Idaho. He called me the next day after Dick called and we chatted a while. I told Larry that I was very appreciative that he stepped up and took the helm, he is taking over from a very great bunch of guys. Larry said that he had been with the group for a while but was looking forward to keeping the group going.

I then confirmed with him that Idaho had the 2021 International. He seemed up for the challenge, a big undertaking for your first year, but he has some seasoned veterans to help. I will do anything that I can to help him, since we needed to start planning now and hope that this Covid is gone or at least under control by then. Good Luck Larry! The pay is not much, but the satisfaction can be very rewarding.

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With the new leadership changes, Larry in Idaho and Gary Shearer taking over Ben Altman's position as State Rep of Oregon, and Wanda taking over the State Treasurer's position, has given me renewed hope for our club. I was getting pretty depressed thinking that this Covid could be the Nail in the Coffin, but I think that we will be fine with these new leaders. Now, if we could get rid of the old tired Washington State Rep and the old tired International Rep we would be on a roll. That's me thinking out loud, but it does my heart good to see people stepping up with new ideas and new enthusiasm.

As I said in our last issue, please get times and dates to me for Rally's and campouts so we can organize them to get the best riding and camping experience we can have in 2021.

I will close for now but Kevi and I want to wish all of you a very blessed Thanksgiving. We have so much in this country to be thankful for and one of the things that Kevi and I are most thankful for is our ability to call you all friends.

God Bless Kevin and Kevi





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Inland Northwest News

We had a turnout of 14 this morning – not too bad. Kevin and Kevi were there. It was good to see them. We talked some about next year's rallies. I hope we are able to have them. This Covid thing is getting old.

Joyce's daughter Felicity, is doing ok after her operation. We all hope that is the last one.

Rich Hentz is headed south tomorrow to begin his snowbirding. We wish him well.

We had a ride after the meeting. There were 6 bikes: Dave Hill, Billie and Dave on separate bikes, myself, Rich Hentz and our newest member, John Santa Gaumer. John looks like Santa and is a Santa during the Christmas season. He is also a minister with the Sons of God Bike Group.

We got on the road. Dave Hill led. Our first stop was at his place to look at the Halloween decorations Mary made up in the yard – pretty cool. They have some for each holiday. They have a real nice place.

From the Hill's we rode to Hillyard and headed north on the corridor. We couldn't have had better weather. Not a cloud in the sky and headed for the 70's. We rode 395 through Deer Park, Chewelah to Colville. We got on the Williams Lake Road. We rode north to 25 and rode into Northport. We had a good lunch at the local café. The place was crowded with just one waitress. She did a good job.

Afterward, we crossed the bridge and headed west on the north side of the Columbia. It was a very scenic ride. Had a lot of fun. We crossed the river again and rode into Kettle Falls. We headed south out of Kettle Falls to the Cedonia Addy turn, continued to Addy and picked up 395 southbound. We rode to Chewelah and gassed at the casino. We rode on to Loon Lake where Billie and Dave and Rich turned off. We rode on through Chattaroy. I turned off on Woodland and rode home from there. It was a good ride. We had a good time. No bike problems. We rode 277 miles total.

Charlie



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2020 - Events On The Horizon

Washington, Idaho & Oregon

~~Apr 25-26~~, Spring Banquet @ Michael Jay's Restaurant, Connell WA

Kevin Besel, 509-531-1942, kbesel52@gmail.com, See Registration

~~Jun 12-14~~, Idaho State Rally, [Lewis - Clark Resort](#), Kamiah, ID

Lonnie Holloway, 208-841-0395, lonzo@rocketmail.com, See Registration

~~Jun 25-27~~, Washington State Rally, [Hidden Village RV](#), Lynden, WA

Irene Blanes, 206-914-2147, ireneblanes@outlook.com, See Registration

Please Register Early

~~Jul 20-23~~, UMCI International @ Moose Jaw, Saskatchewan, Canada

[Prairie Oasis Campground](#), See Registration info herein.

Please Register Early

~~Aug TBD~~, Coos Bay Campout @ Coos County Fair Grounds

Myrtle Point, OR Chris Williams, 541-404-5286

Aug 7-9, North Cascades Campout - Hwy 20, Near Mazama, WA

New Location: [Klipchuck Campground](#) ([Map](#)), Register upon arrival.

Dennis Parsley, email: dparsley63@gmail.com

~~Sep 4-7~~, Oregon State Rally @ Tygh Valley, Wasco County Fair Grounds

Ben Altman, 541-993-9015, email: ben.altman47@gmail.com

~~Sep 10-12~~, Season Finale @ [Douglas RV Park](#), Douglas WA

Gordon & Jan Dale, email: flhrdr17@gmail.com (~~See updated info online~~)

Location Change

Location Change



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The Long Long Night

We arrived at Pacific Beach State Park on the 22nd for a three day stay. This stop was the third Park of a planned nine days on the road having visited Potlatch and Dosewallips State Parks during the previous six days. The forecast for Pacific Beach was rain and a gale warning, but that didn't seem likely to affect us since the skies over Ruby Beach, about 1½ hrs. north of Pacific Beach, had few clouds and the sun was shining.

When we arrived at Pacific Beach, the weather was still pleasant. We set up the tent trailer, then parked our chairs on the knoll immediately behind the trailer so we could view the beach and the approaching sunset while managing the appropriate beverages, like we've done many times before. The sunset came and went, but wasn't as spectacular as some we've seen. We retired to the trailer to play cards for a while before calling it an evening. Bedtime was about 9:30. I unzipped the window behind me to let the breeze in and view the sky. There were a few clouds and I was hopeful to see a few stars as I waited for the sandman to work his magic.

At 1:30am, I awoke to a light rain hitting the south side of the trailer. With cloth walls, any precipitation in the night alerts your senses. The sound of light rain actually had kind of a soothing rhythm. It wasn't long before the rain began to pour, I mean really come down followed by increasingly hostile winds. My trailer was beginning to rock with the wind gusts, despite sitting on two tires, a jack at each corner and the tongue jack for extra measure. It was too noisy to sleep with the heavy wind and rain. I laid there thinking that morning wasn't going to arrive soon enough. Then we heard a big ruckus outside along with voices. The neighbor in the adjacent site had placed two tall canopies over their tents. One canopy broke loose in the wind and tumbled just short of our trailer. Nature's noises were disturbing enough, now we had the added sounds of campers attempting to recover from their unfortunate predicament.

Well, the rock'n and roll'n continued. Then we heard an occasional strong thump as something banged against the south side of the trailer. I thought it was the small half-door that was loose and swinging on the hinge. Nope, it wasn't that. A few minutes later, more thumps were heard. The thumps seem to occur during the strongest winds. Then there was change in the wind direction, forcing the rain to my north wall. That not good, Kemosabe. That horizontal rain experience from the north a few years ago sent streams of accumulated water cross the floor. And sure enough, water was beginning to flow, but we had to endure.



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North Cascades Campout...

After another period of time, the rain and wind slowed considerably; daylight was starting to appear. It seemed like the opportune time to get up, pack and run for it. While in the midst of tearing the trailer down, the wind suddenly picked up and I spotted the source of the mystifying thump. It was the awning that's in a bag along the length of the roof line. The force of the wind lifted the stored awning on the hinge, then the awning would drop and collided against its resting spot; BANG! Never did discover that in the dark and downpour.

When the time came to retract the corner jacks, I discovered that the block of wood that one jack rested on was missing; it was three feet from where it was placed. Yes, the wind lifted a corner of my abode and tried to send us for a ride... Finally, everything was packed and we were ready to roll. We drove to Ocean Shores to locate some coffee, then headed east for home. While rolling down the highway in heavy rain knowing that the most challenging part of our adventure was behind us, I asked my wife, what was it about a gale warning that we didn't understand?





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Olympic Peninsula Winter Loop Ride

A Winter Treat When All Is Right

Most of my long range riding is over by the first of November. But having spent a good part of spring and summer doing 200-300 mile days it's hard to accept the cold air and stay cooped up at home watching the rain pour down.

And then January shows up. That's when I start watching the weather patterns looking for the perfect day. And inevitably we get a few. Cloud-free, low humidity, overnight lows above freezing. Of course no one would use a day like this to ride off into the mountain passes where wicked road conditions await along with hoards of skiers and snow boarders causing long traffic jams. When this window of opportunity opens I head for a day-long ride around the Olympic Peninsula.



This is a ride like no other for several reasons.

For starters, it's the middle of winter and you find yourself riding along the Olympic Peninsula on dry pavement. Now that's kind of weird. By the time you reach Forks, Washington's wettest city at 121 inches of rainfall a year, you wonder why all the business owners haven't closed down for the day so they too can enjoy the great outdoors.

But it is winter and it is cold. I wouldn't dream of doing this ride without heated clothing. I put on the full set of Gerbing heated clothing which includes my jacket, pants, gloves and socks. About 150 watts of heat wrapped around me for a 10 to 14 hour day on the road. Strange things begin to happen when you artificially heat your body that long and eventually you feel as if you are a real person living in a synthetic body. For some, this creates a somewhat out-of-body experience. Each time you stop, your thyroid must wake up and start discussing tactics with your brain's hypothalamus (your body's thermostat) so that you can come back to ground zero with natural heat production.



Combine a satellite shot like this one, lows above freezing and dry roads and you've got some great winter riding weather!



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Olympic Peninsula Winter Loop Ride...

As for other heating options, simply putting on a layer of warm gear will provide you comfort up to about the first hour of riding. After that the wind has stolen all your body heat and you'll need to get off the bike and create some new heat doing some physical activity before you hit the road again. A cup of coffee is nice too, but dealing with this hour after hour gets laborious and you'll really start thinking about a purchase of electric clothing.

As for my route, I almost always run it in a counter-clockwise direction. This allows me to leave Seattle early in the morning and reach Lake Quinalt by noon for lunch by the lake in the cozy hotel restaurant. Then I'm back on the road arriving in Port Townsend or Port Ludlow at the dinner hour before making my final return to Seattle. Each year my route varies, but I make every attempt at staying off SR12 by using as many back road routes between Shelton and Aberdeen as possible. With a dual sport, you can do the whole stretch on paved and unpaved roads skipping SR12 all together.

The Portland Options

Living in Portland doesn't lend itself well to making your way to the Olympic Peninsula for a one-day trip. But you can still get out in winter by running Highway 14 east to Hood River, then returning using the Historic Columbia River Gorge Highway.

Another alternative is to ride SR30 north to Astoria across the bridge and return via SR4 in Washington and finally I-5.

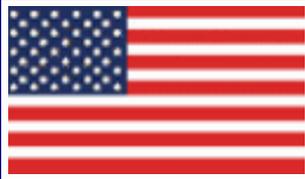
Elevations along both these routes should keep you off the ice if overnight lows are above freezing.

A clockwise direction beginning in Seattle will land you in Port Angeles about lunch time and in Shelton for dinner. Since Shelton isn't all too famous for fancy dinner houses, you can see why I choose the aforementioned counter clock-wise route. When I'm on this ride I tend to dine on the high side.

If you've picked your day well, road conditions will likely be stable along the entire route. However, stretches of 101 between Lake Crescent and Forks get almost no direct sunlight and if fog has occurred the night before it can be a nasty tarmac of black ice. The alternate to this stretch of 101 is to utilize SR112 and SR113 between Port Angeles and Forks.

Suppose the friendly weather window-of-opportunity comes along mid-week and you can get away and do the ride! Oh my! Traffic along the west side of 101 is next to nil and you'll ride for miles at a time never passing a soul.

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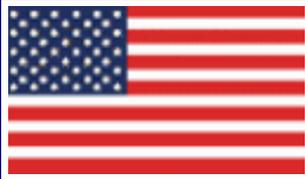


Olympic Peninsula Winter Loop Ride...

I also don't bring a passenger. My girlfriend would love to accompany me on the back of the bike for this ride, but my stator has another idea about that. In order for us to both heat up with two full sets of Gerbing heated clothing, we would draw 330 watts from the electrical system. It would work well on a Goldwing or K1200LT, but on my FZ-6, or NX650, it would drain the battery in several hours and the charging system would never recover a full charge until we got it home on a full-blown charger. I once did the ride on a 250cc scooter and drained the battery all on my own. Fortunately I had brought along a charger and played charging games all day long at my break and meal stops. The most comical moment that day was when I plugged the charger into a set of Christmas lights hanging from a tree on the sidewalk in Port Townsend. Adapt, adapt, adapt.

So it's me and the road for an entire day. I can't think of a more solitary, pleasing way to welcome in the New Year, one that will be filled with great rides and many miles of pleasure. A trip around the Olympic Peninsula in January is a perfect way to get your riding year underway.





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Not tonight, deer: Tips to avoid hitting a deer on your motorcycle

by Mark Gardiner



The Pittsburgh MotoAmerica round got off to a somber start last weekend when racers and teams learned that Brian Drebber, the popular series announcer, was killed while riding from his home in Georgia to the airport. Brian was on the way to Pittsburgh to call the races when he collided with a deer.

Drebber was certainly not the first very experienced rider to be taken out by a deer strike. Larry Grodsky, who wrote the "Stayin' Safe" column in Rider magazine for decades, also died after a collision with a deer in Texas.

I lived in Alberta and worked in Canada's Rocky Mountain national parks for a few years, amidst one of the world's most abundant and diverse deer populations. So I know from experience that some deer collisions are practically impossible to avoid. But, as we're about to enter the highest-risk season for deer strikes, now's a good time to review best practices.

There are five main American deer species. In the order you're likely to see them on roadsides, white-tail deer predominate, followed by mule deer, elk and moose; unless you're riding in very remote terrain, you won't encounter caribou.

Article submitted by Tom Wells



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Not tonight, deer...



Whitetail deer, once nearly wiped out, are now the most common animal threat for motorcyclists. They'd be cute if only they'd stay in the woods. Photo by Lance Oliver.

Around 100 years ago, whitetails were hunted to near extinction, but the advent of modern wildlife management practices, the near eradication of predators like wolves and mountain lions and, more recently, a decrease in sport and subsistence hunting, all conspired to create a deer population boom in the 20th century. About 30 million deer now live in the United States — almost as many as there were before the arrival of European settlers.

That's a lot of deer, and they adapt remarkably well to living in close proximity to people. As anyone with a vegetable garden knows, you're now as likely to encounter deer in the suburbs as you are when riding in the country. The unlucky guy in the video below found out not only that you don't have to be in the country to hit a deer, but also that it can happen in your first minute of having a motorcycle license.



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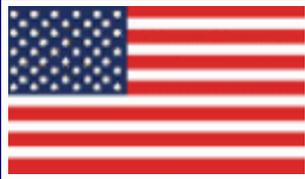
Not tonight, deer...



According to the Insurance Institute for Highway Safety, the five states with the highest risk of deer strikes are West Virginia, Montana, Pennsylvania, Iowa, and South Dakota. As that list suggests, there's not any particular region of the country where you're safe. According to State Farm, one out of every 41 West Virginia customers filed a deer strike claim in 2016!

Unfortunately and unsurprisingly, motorcycle riders are far more likely to be injured in a deer strike than are car drivers. I've seen data gathered by the Michigan DOT that suggests about three quarters of motorcycle-deer collisions result in injury to the rider and/or passenger. When they studied deer strikes in 2009, all nine fatalities in Michigan were motorcyclists. According to the AAA, motorcycles — which account for less than one percent of vehicle miles traveled — account for 70 percent of deer-strike fatalities. Ouch.

So, what can you do to reduce the chance that you'll become such as statistic?



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Not tonight, deer...

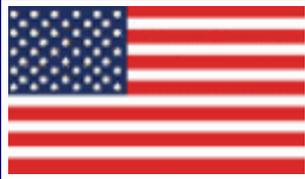
Think like a hunter

You know who is rarely surprised by deer on the roads? Hunters, because they know where deer can be expected, and watch for them. If you're going to ride in deer country — which basically means, if you're going to ride anywhere that's actually fun — you should learn to think like a hunter.

I'm not kidding. Like Field & Stream on Facebook and read their deer hunting tips. Even better, take a hunter education course and start hunting (as they say, if you're not part of the solution, you're part of the problem).



Common Tread contributor Teri Conrad's Kawasaki Drifter lost half its distinctive front fender when she hit a deer, but because she was able to keep the motorcycle upright, she was able to continue the ride and was uninjured. A whitetail deer usually doesn't weigh more than 150 pounds, so riders are most often killed or seriously hurt because they crash, not because of the initial impact with the animal. Photo by Teri Conrad.



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Not tonight, deer...

Deer populations peak in the spring, but the risk of hitting them on the road peaks in October, November, and December, during the annual rut. Deer are on the move at this time of year. It's also the time of year when mature adults weigh the most, making collisions that much worse.

Although you can encounter deer at any time of the day or night, they are most active between dusk and midnight, then again at first light. They typically spend the middle of the day in deep cover, but most deer are not really forest dwellers. Learn to identify edge habitat; prime food sources such as standing corn, mast crops like acorns, and orchards; and travel corridors like treelines, hedgerows, and gullies.

Are you riding through prime habitat? Are you crossing a small gully (especially one channeled into a culvert)? Are you passing between a food supply and cover at dawn or dusk? Slow down and pay extra attention.

Deer are herd animals. If you see one crossing the road in front of you, be alert to others that might be following (as the video below shows). If you see deer on both sides of the road, there's an excellent chance that as you approach, the herd will coalesce. This is especially true if there's one individual on one side and several on the other side; the solo animal will want to get into the safety of the herd when alarmed.





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Not tonight, deer...

Deer are fleet animals that run from a perceived threat. Unfortunately, they evolved a flight response for wolves, not motorcycles. As a consequence, they tend to zig-zag and change direction after an initial startled leap. What this means to you is, if you see one crossing the road in front of you, don't assume you can just adjust your line to pass behind it. If you scare it, it may well reverse course and cross your path again.

Assess and improve your skills

Always cover the front brake. Practice emergency stops. Attend a track day. Get expert training. When you spot a deer ahead, your front brake is a lifesaver, but only if you're ready, willing, and able to use it right.

Play "What if?" with yourself. When you come across good deer habitat, ask yourself, "What would I do if Bambi jumped out from behind that bush?" Mentally rehearse applying the brakes and aiming for a gap with aggressive counter-steering, not target-fixating on the deer.

I've actually heard people claim they increase speed, with the idea that spending less time near the deer limits the opportunity to hit it. This is not just nuts, it's super-nuts. When you take your hunter education course they'll teach you that a bullet's kinetic energy and destructive force is a function of mass times velocity squared. In a worst-case scenario, you are way better off scrubbing as much speed as possible and hitting the beast at a slower speed.

Ride for the conditions

First, the obvious: Don't ignore deer crossing signs, especially at peak times! Pay attention to roadkill; deer travel along the same paths and tend to be hit in the same places over and over. Wear a helmet and the best protective gear you can afford, or at least better than the shorts the guy in this video is wearing.

Continued....



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Not tonight, deer...



If you're out riding in the country, you should already be watching for traffic, cross traffic, blind drive-ways, cops... all that goes without saying. But a lot of riders choose a speed based on those human factors and then basically play Russian roulette as far as animals are concerned.

Anywhere that you could encounter deer you should also scan and assess the verges of the road. How close is the treeline? When was the right-of-way last mowed? If the grass in the ditch is waist high, you won't see deer until they step right onto the shoulder. Processing that additional visual information means slowing down for safety.

If you're riding in a group, increase your following distance and maintain a staggered formation in order to give each rider time and space to brake and take evasive action. If you see deer ahead, slow down and do something (for example, raise an arm or stick out a leg, or flash your brake light) to ensure following riders notice, too. If you pass deer near the road, consider flashing your high beam or honking to warn oncoming drivers and riders.

There are times of year and times of day when, given the choice of a fun two-lane state highway or a boring Interstate, I choose the slab because it tends to have wider verges and a wider shoulder, giving me better sightlines. (Although lots of deer are hit on Interstate highways, the per-passenger-mile risk is much lower than the risk on country roads.)



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Not tonight, deer...

Six more tips

I like to cheat my lane position as close to the centerline as possible, on the theory that deer enter the road from the sides, and because I want the ability to choose an escape path to either side.

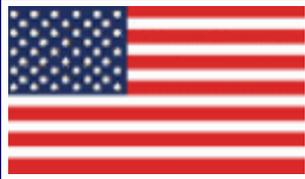
Don't over-ride your headlights! Seriously. Your motorcycle's headlights are probably not as good as the average car's. Next time you're riding on an unfamiliar country road at night, try stopping before you get to the next mailbox. You'll probably find that exercise to be a challenge, even at the posted speed limit (which seems frustratingly slow in daylight.) If you frequently ride in primo deer country, you should equip your bike with extra lights. And do not get caught out after dark with a dark face shield.

Insurance industry research has largely discredited "deer whistles." Some people advocate flashing your lights and/or honking your horn if a deer seems transfixed by your headlights. Trying those things is probably beyond the capability of most people in a panic-stop situation. If you get your speed down to 15 miles an hour and you still have 50 to 100 feet to work with, feel free to flash your lights and honk, and let me know if it seems to work.

(True story: I once saw an RCMP car stopped right on the main street in Banff, Alberta; the car blocked by a massive bull elk at the height of the rut. After a long standoff, the cop turned on his flashing lights and let out a little whoop from his siren. The bull immediately returned a furious grunt and slammed an impressive rack of antlers into the cop car's push-bumper. If that had been a motorcycle cop, it would've gone badly for him.)



If you think deer are bad, may you never meet a moose on the road. Photo by USAF Staff Sgt Joshua Strang.



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Not tonight, deer...

In high-risk conditions, I like to tuck in behind another vehicle whenever possible. Yes, it's a "deer-catcher," but the biggest advantage to following a car is you get to look way ahead into the area illuminated by that vehicle's headlights. Don't tailgate so close that if the driver sees a deer and hits the brakes, you'll rear-end him. But do pick a distance such that if he scares a deer off the road, it won't have time to get back in your way.

In poor light, deer are remarkably well camouflaged. Your best hope of seeing them is catching the light reflected from their eyes. There are lots of little reflectors out on country roads, marking gates and such, but those reflectors don't blink when caught in your headlight!

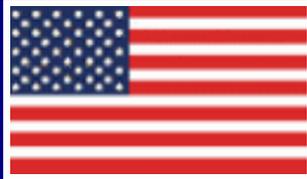
Any time distant headlights or taillights seem to flicker, it could be because your line of sight was momentarily blocked by a deer. If you see brake lights come on way up the road for no apparent reason, take it easy as you approach that spot.

Disclaimer

Even if you do everything right, deer strikes remain probably the hardest crashes to avoid. When I pitched this story to Lance, he gave me two sobering examples. Lance took the Stayin' Safe rider training course when Larry Grodsky taught it and described Larry as the most aware, alert motorcyclist he'd ever ridden with. Long before his death, Larry told his fiancée that the one thing that might take him out some day was a deer, and sadly she told that story at his funeral. The other example Lance told me about was a guy he knows who was taken out by a deer that leaped from an embankment above the road, landing on the rider's helmet. The rider survived, but he had no chance of seeing that deer until it literally fell on top of him. In a situation like that, all you can do is hope your safety gear will save your life.

If you regularly ride in deer country and have tips of your own, please add them in the comments. In the meantime, if you follow my advice there's a good chance you'll anticipate your next deer encounter, see it in time to avoid it and ride on after muttering, "Not tonight, deer."





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Freedom, Friendship, Food & Fun Our Only Business

UMCI Representatives

International Representative	Kevin Besel, Othello, WA	509-531-1942
WA State & Columbia Basin Rep	Kevin Besel, Othello, WA	509-531-1942
Inland Northwest Area Rep (1)	Charlie Crane, Spokane, WA	509-238-4677
Inland Northwest Area Rep (2)	John Fast, Spokane, WA	509-238-2341
Okanogan Area Rep & Treasure	George & Willie Penner, Okanogan, WA	509-485-1922
Seattle/Puget Sound Area Rep	David Fitzgerald, Kirkland, WA - Temp	206-300-5034
Sedro Woolley Area Rep	Duane Wood, Bow, WA	360-766-6603

Monthly Breakfast Schedules

Columbia Basin Area, 2 nd Sun.	9:00am, Bob's Restaurant, 1807 E. Kittlestone, Moses Lake
Inland Northwest Area, 1 st Sat.	8:30am, Denny's Restaurant, 6 N Pines Rd, Spokane
Okanogan Area, 1 st Sat.	8:30am, George Penner @ 509-485-1922, Call for current location
Seattle/Puget Sound, 2 nd Sat.	8:00am, Denny's Restaurant, 132 - 128th St. SW @ I-5, Everett
Sedro Woolley Area, 1 st Sat.	9:00am, Bonnie Joe's (Hometown Café), 818 Metcalf St, Sedro Woolley

David Fitzgerald, Editor
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