

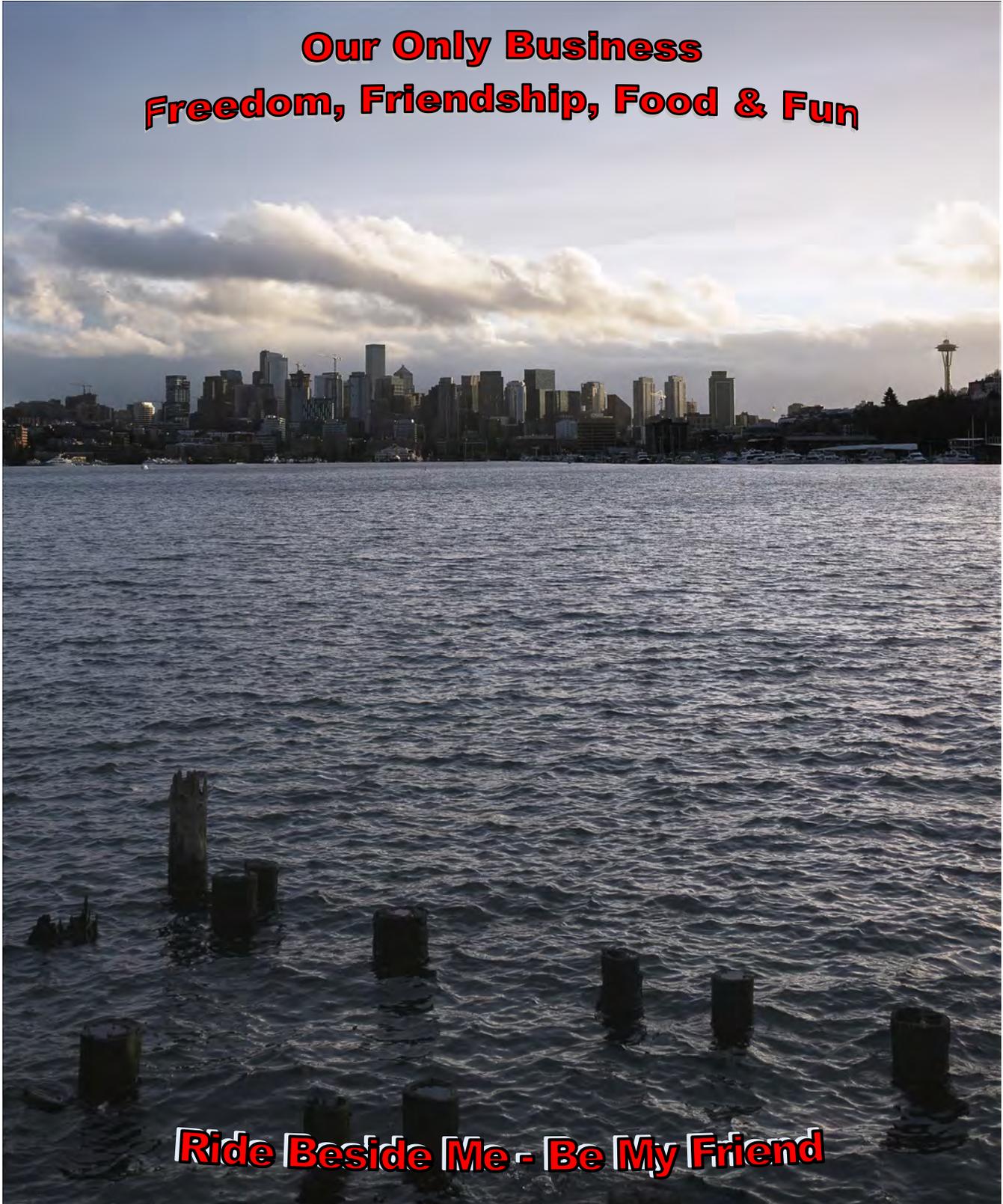


The WASH

UMCI Newsletter of Washington State



Our Only Business
Freedom, Friendship, Food & Fun



Ride Beside Me - Be My Friend



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[International Website](#)

[Washington State Website](#)



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Announcements & Tid Bits

A UMCI Member Directory is in the works.
Please review the membership form on page 11.

The days are getting longer and warmer weather is possible, honest!

Cover Photo

The Seattle skyline from Gasworks Park looking west across Lake Union.



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International Rep's Comments!

Hi everyone! I trust this month's newsletter finds you all in God's good health and that you're either riding a little or getting your bike and gear ready preparing for a great riding season. I haven't been on the road yet, because it's still below freezing most days, so I'll wait. Storage preparation was thorough, so minimal effort will be required to restore to riding condition.

Well, now it's 2021 and I am praying that it's a lot different than 2020; what a disaster that was. Now that we have a vaccine that's supposed to be working, I feel better, but it's easy to get your hopes up, then proves to be not so effective. I am anxious to see if the vaccine will be effective on the next strain as well.

All of your State and Provincial reps are working hard to organize events that will give us the opportunity to meet this year. Each state is planning a rally. I don't know if the Canadian border will be open, yet to be seen. I'm hoping so, I miss visiting our Canadian friends.

2020 was certainly a test to see if there was still the desire in our hearts to keep UMCI together. All the cancelled events last year did not deter us from getting together either by smaller camp-outs or by staying in touch by phone or email. This is a strong group of people determined not to let something like Covid get in the way of friendships.

I am looking forward to getting to seeing all of you. As you know, I had Covid and hope Kevi and I have the antibodies to fight off the second one. I thank the Lord that our experience was a mild case, unlike some folks have had. I'm going to pull the bike out and go for a ride this week come hell or high water. Zach in Oregon is making me jealous watching him and all the rides he's completed already. Keep it up Zach! You're doing what makes all of us happy, at least someone is doing it.



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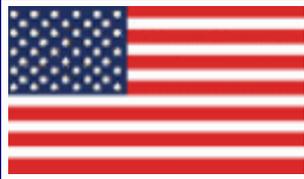


I just read the Idacycle. It was nice to see Larry Phelps, the new Idaho State Rep's comments. Please go on our International page at [United Motorcycle Club International](#) and enjoy the newsletters from all of the area's and Provinces. This is a very good way to stay in touch and again make good friends.

As I close, I want to ask all of you to participate in your State and International events. This, as it has been said many a time; YOUR CLUB. With your help we can make UMCI great again. I stole that from somewhere, but all kidding aside, pray for this nation. We have a tremendous healing process ahead of us.

I think Larry has a good idea, he and Karen Burgess, his newsletter editor (doing a good job Karen) put a copy of the By-Laws in the back of their newsletter. We all should copy them. If you do not have a copy, great idea. I think we forget that we have them, which in a way is good, no one is putting out to many rules.

Thank you for BEING OUR FRIENDS and God Bless you and yours!!!



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2021 - Events On The Horizon

Washington, Idaho & Oregon

Preliminary Listings and Dates

Apr 24-25, Spring Banquet @ Michael Jay's Restaurant, Connell WA

Kevin Besel, email: kbesel52@gmail.com

May 28-30, Washington Alpine Campout - Alpine RV Park (Bikes Only)

60751 Hwy 20, Marblemount, WA ([Map](#)), Duane Wood, 360-766-6603

Jun 24-26, Washington State Rally - Hidden Village RV, Lynden WA

David Fitzgerald, email: route66@outlook.com

Jul 20-23, Idaho State Rally - KOA @ Kamiah, ID ([Map](#))

Please reserve early, Larry Phelps, email: spanky51@cableone.net

Jul 29-Aug 1, North Cascades Campout - Loup Loup Pass, Hwy 20, WA

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

Dennis Parsley: dparsley63@gmail.com

August Coos Bay Campout - Location & Date TBD

Sep 4-7, Oregon State Rally - Tygh Valley, Wasco County Fairgrounds

81849 Fairgrounds Rd, Ben Altman, email: ben.altman47@gmail.com

Sep 25-26, Season Finale, Location TBD



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Getting Noticed in Traffic

By David L. Hough

Part 2

Positioning

Let's note that how you position yourself in traffic has a lot to do with whether or not other drivers notice you. For instance, if you hide behind a larger vehicle, it won't make much difference what you're wearing, or whether your lights are on. As a general rule, I try to stay out from behind view-blocking vehicles such as trucks or buses.



This rider might have a good view of the intersection, but an on-coming driver might not see the bike partially hidden behind the taxi. Dropping back a few feet behind other vehicles might help others to see you. In situations like this, you shouldn't be surprised if another driver fails to give you the right-of-way.



Tacking

Positioning in the lane also relates to attention capture. One way to make a narrow bike look larger for a moment is to "tack" from one side of the lane to the other, showing another driver more of the side of your bike, and also adding some lateral (sideways) motion. Tacking away from a vehicle that could make a turn across your path also increases your distance, which gives you more time to react to whatever the driver does.



Tacking from one side of the lane to the other makes your bike look larger and closer, and also provides some lateral motion to help capture a driver's attention.



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Getting Noticed in Traffic...

For instance, approaching an intersection with a possible left-turner, tacking from left to right exposes more of the left side of the bike, which might just trigger the driver to focus on you. Some riders report that wiggling the handlebars causes the headlight to "flash" sideways, helping to capture a driver's attention.

Lights On

The Olson study seems to justify the daytime use of headlights, although they didn't test multiple headlights, nor did they have wide headlight arrays such as those on some of today's big touring bikes. One problem these days is that so many cars have daytime running lights that the headlight on a motorcycle no longer stands out.

The report did note that headlights that vary in intensity were observed more than a light of constant intensity. That's an indication that a modulating headlight is probably more effective than a headlight on high beam. But the headlights in the Olson test bikes varied in intensity from weak to bright, rather than flashing between low and high beams--the way today's modulators work.

Some riders believe in running with the headlight on high beam in the daytime, the concept being that brighter must be more conspicuous. That may not be as effective as some would like to believe. Yes, the visual priorities are larger, brighter, more contrasting, or fast approaching. But let's note that more than a few drivers have pulled out in front of railroad locomotives equipped with very bright flashing lights.

In addition to "seeing" you, a driver needs to correctly judge your distance and approach speed. How this works is that the driver remembers the shape and size, and compares that memory with subsequent glances. If the oncoming vehicle appears to be getting larger very quickly, the driver's brain calculates that it is approaching at a higher speed.



Do you see the motorcycle hidden behind this big truck? Neither would an oncoming driver considering a left turn. Try to stay out from behind view-blocking vehicles. If you can't avoid following a truck or bus in traffic, drop back several seconds and move closer to the left edge of the lane.



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Getting Noticed in Traffic...

There are some visual problems with an oncoming motorcycle. First, a headlight that's only 7 inches wide isn't large enough to provide accurate speed clues. And making it brighter may only confuse the mental speed calculations. The best clues about the distance and approach speed of an oncoming motorcycle are from larger objects—say the edges of the fairing, the arms of your riding jacket, or wide-apart reflectors or running lights.

The Olson study mentioned that using turn signals as running lights would increase conspicuity. The Honda Gold Wing 1800 has bright running lights in the fronts of the mirrors, and this may be a very important conspicuity advantage. Adding lights or reflectors to the front of the bike, as far apart as possible, might provide the essential clues to help a driver make the snap decision that you are faster and closer, and avoid pulling into your path.



Which bike do you think is closer, the touring bike on the left, or the dual sport on the right? Here's a clue: compare the size of the rider's helmets. The KLR is actually closer to the camera. Note that the narrow front tire on the KLR also contributes to the illusion that it's farther away, while the wide running lights on the Venture make it look closer.



There's an important message in this for riders of smaller, narrower motorcycles, especially sport bikes, dual sports, and scooters. The smaller size is less likely to trigger a driver to focus on you if you're surrounded by larger vehicles. The narrow appearance makes you look farther away and slower. And if you are actually moving faster than traffic, it is much less likely a driver will correctly judge your distance and approach speed.

First, take steps to increase your conspicuity, including both what you wear and the lights and reflectors on the bike. Second, since it's more likely a driver will not "see" you, be prepared for an aggressive stop or swerve when approaching any vehicle that could cross your path.

The author's BMW GS has additional reflectors added to the fronts of the hand guards to provide better visual clues about it's distance and approach speed. The panel over the instruments has been painted bright blue, an "authority" color that might help capture a driver's attention.



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Getting Noticed in Traffic...

Night Riding

For riding at night, the Olson Report showed a definite advantage to using running lights in addition to the headlight and tail light. I suggest you park your bike along some dark street at night and see how it looks when illuminated by the lights of approaching cars. You might even perch your riding jacket over the saddle. If everything looks a little dim, consider adding accessory running lights or reflectors, amber on the front and red on the back, please. There is also reflective sheeting that looks black in daylight, and glows white when illuminated by a car's headlights at night. One big advantage of reflectors is that they use the other guy's electrical system rather than yours.

The Olson Report gives us some good ideas about why other drivers see us or don't. Statistically, about half of the other drivers on the road at any moment will comprehend the presence of a motorcycle even in the best of conditions. The good news is that only a few of those non-comprehending drivers are in a position to run you over. I suggest that the less skillful you are at reading traffic, the more you'll gain from conspicuity tactics to capture attention.

But since you don't know who will see you and who won't, you need to be prepared to get out of the way of any vehicles that are in a position to collide with you. That emphasizes the need to get smarter about what happens in traffic, and being skillful enough to take evasive action to avoid those drivers who really don't "see" you.





UMCI Membership Directory

A directory of UMCI members is under construction. Your assistance is important. Please complete this form and direct to:

Kevin Besel, PO Box 190, Connell WA 99326-0190 or kbesel52@gmail.com

Optionally, you may [download](#) a fillable version of this form, suitable for emailing.

Date _____

First Name _____ Last Name _____

Navigator _____ Last Name _____

Address _____

City _____ State/Province _____ Zip/Postal Code _____

Email-1 _____ Email-2 _____

Tel-1 _____ Tel-2 _____

Birthday-1 _____ Birthday-2 _____



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For Sale

2002 Honda GL1800 Goldwing

2008 Suzuki 650 V-Strom

Oregon State Listing



Contact: Doris @ 503-913-4834



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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
UmciNewsWash@gmail.com

