

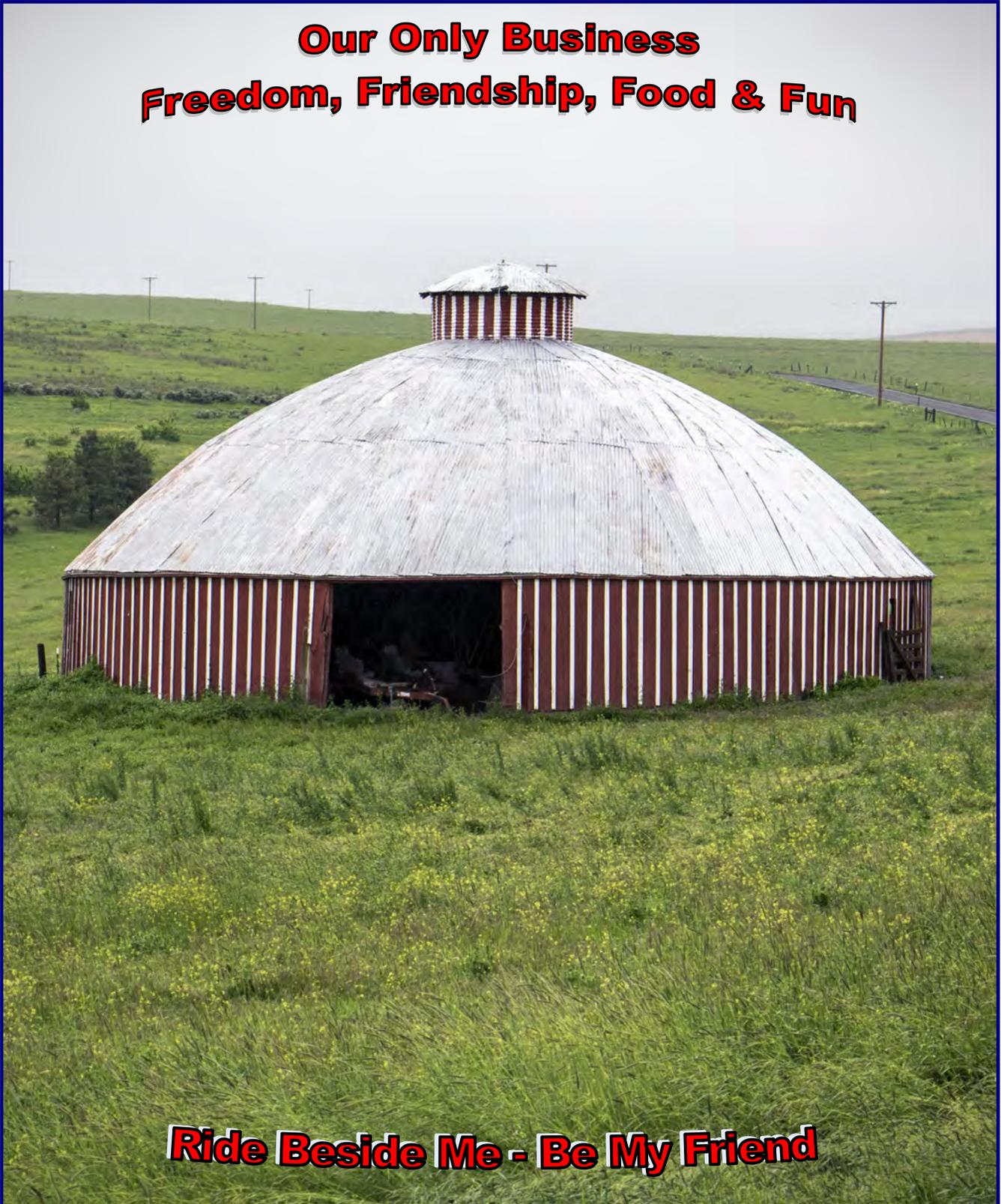


The WASH

UMCI Newsletter of Washington State



Our Only Business Freedom, Friendship, Food & Fun



Ride Beside Me - Be My Friend



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[International Website](#)

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Announcements & Tid Bits

March 10 - 12, 2023
The 18th Annual [Motorcycle Show](#), Spokane County Fair & Expo Center

April 22, 2023
The [Northwest Motorcycle Classic](#) - Swap Meet and Show
[Northwest Washington Fairgrounds](#), Lynden WA

April 29-30, 2023
Spring Banquet @ Othello Senior Center, Othello WA

June 21 - 24, 2023
2023 [International Norton Owners Association Rally](#)
[Pine Near RV Park](#), Winthrop

July 17 - 20, 2023
UMCI International @ Chelan County Fairgrounds, Cashmere WA

September 24, 2023
40th [Annual Oyster Run](#)
Free event • No official starting point • No time schedule • No required route
[Oyster Run - Motorcycle Run](#) - Anacortes WA

[Seattle/Tacoma - Sedro Woolley Lunch Rides](#)

Cover Photo
Historic [Round Barn](#) on Peola Rd, about midway between Peola and Clarkston, WA.



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INTERNATIONAL REP'S OUTLOOK!!!!

Hi Everyone,

I hope that this first note for 2023 finds all of you in God's good health and everyone is getting into the riding spirit. I know for the first time in a while that I'm getting excited about riding since my health is better. That trike is calling me to get out there again.

We had our monthly breakfast meeting last Sunday, at Moses Lake and most of the discussion was on preplanning rides and campouts. It was very positive and great to hear all the ideas. **We decided the Spring Banquet will be Saturday, the 29th and Sunday, the 30th of April. We'll hold it again at the Othello Senior Center, details to follow. As always, all are welcome! Last year's event was fantastic.**

Details of rallies and/or campouts will be posted in your States newsletters. If you have an idea for an event you would like to sponsor or suggest, please do so. As it has been said many times, this is your club. We want you're input and especially your participation.

January is always a hard month for me because I spend a lot of time reflecting on what we did the prior year, the mistakes made, any regrets and how I could have done things better.

All in all, I think we had a good year with lots of participation in State events and scheduled campouts. I think campout planning and participating improved a lot in 2022. I was a little disappointed in the turnout for the International, but applaud Gary and Wanda for their hard work and hosting a successful event despite the turnout.

It's time for planning the 2023 season. I request all of you to voice your desires on rallies, campouts or even day rides. Then pass you ideas to your area or State rep so they can include your thoughts in the planning for the year.

Do you have a favorite camping location that you feel would be a great place to have a no host camp-out? Please mention it in your newsletter; I think you would be surprised at how many UMCI folks would be interested



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INTERNATIONAL REP'S OUTLOOK...

I sometimes think that we make things more difficult than we have to. Simpler is better for you and the membership. Some of the best campouts are ones that someone discovers a campground and invites all that can make it to join them. Then rides are either suggested or each person pursues their own agenda. As my good friend George Penner said, when organizing a rally or campout, you can make it as hard on yourself or as easy as you wish. The key to an activity is for people to have fun and the opportunity to explore the area. Then have a bikers stew for an evening meal or something of that nature.

One of the things I try to suggest is that members eat, shop or just visit the towns in the area to contribute to the local economy. So please don't hesitate to suggest ideas. That's what makes the club not only survive, but thrive.

Oh, one more point while I'm on my high horse (lol)! Please wear your vest or patches while on a ride or out and about. Folks won't know you are in a Motorcycle club unless you advertise.

I'm hoping to see you down the road and enjoy a ride with you. Spring is on its way! See you down the road.

God bless, Kevin and Kevi





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Inland Northwest News

JANUARY 2023 UMCI HAPPENINGS

The Pacific Northwest just went through one of the coldest Decembers, and Januaries in history. It was below zero for over a week here, and our coldest temperature dipped down to -15o. Now that's cold. Parts of Montana had a -60o windchill. We have over 4 feet of snow, but it has warmed up, and now our precipitation is rain instead of the white stuff.

In fact, our temperature was so warm on January 7th, our meeting day, that Dave Hill, rode his motorcycle to the meeting. It helps that he lives about 2 miles or less from our meeting place, but still, riding to the January meeting takes a certain kind of stamina. We live about 40 miles from our meeting place and I guarantee we would be frozen stiff by the time we got there.

We heard from Rich Hentz. He finally got his motor home fixed after having it at a repair shop in Idaho Falls for over a year. He had been staying with his sister the whole time. He is lucky they get along so well. He lamented the fact that there is no one there in Little Field , Arizona to ride with. He has made several solo rides around the area, but I think we all agree, it is much more fun to ride with someone else.

He said that the area has had an unseasonable amount of rain, and the desert will soon be in full bloom. He has been keeping busy feeding the birds and rabbits that inhabit his property.

And now for some really great news, the Biden Administration announced that starting Veterans Day, Veterans and Gold Star Families can obtain a lifetime pass to over 2,000 federal recreation sites, including, National Parks, Wildlife Refuges and Forests, The lifetime permits will wave fees for the Permit holder and up to three people in a car. This will also wave fees for land managed by Bureau of Land Management lands, Bureau of Reclamation, and U.S. Corp of Engineers.

The Lifetime permits can be obtained by presenting one of four forms of acceptable ID, Veterans Health Card, Drivers License with Veterans designation, Defense Card, or Veteran ID card. at participating federal recreation areas that normally charge a fee. That is good news for all of the veterans who enjoy camping and enjoying our beautiful America.

Meeting was adjourned

Billie

In Memory Of Maxine "Max" Ann Neal



January 6, 2023 2:02 PM

Maxine "Max" Ann Neal, 82, was born June 25, 1940. in Electric City, Washington to Wilburn and Suzie Casal.

Max started her life's journey in Electric City where she graduated from Bridgeport High School. She had an itch for travel and adventure that took her across the U.S. and landed her in places like the Kitsap Peninsula and Adak, Alaska.

Maxine was not just privy to exploring, she could also pick up almost any art and craft and create something beautiful. Anything from painting flowers or landscapes on antique items to making hundreds of quilts for local cancer patients. Especially in her earlier years, her forte was her Harley; she was never happier then when she was soaking in the freedom on her bike. Max joined an amazing local church where she found faith, comfort, and family bonds. Moses Lake Baptist Church was her home away from home.

Maxine is survived by her children Mike Altig of Vancouver, Christine Boehm of Utah and Deborah Widen of Moses Lake, along with numerous grandchildren, great-grandchildren and friends such as Barb Ralph. Family will lay her to rest with her parents and other family members in Wenatchee, Washington.

A memorial and celebration of life will be held at 11 a.m. Jan. 14, 2023, the Moses Lake Baptist Church, 4334 Joann Drive NE, Moses Lake.

In Memory Of Maxine "Max" Ann Neal





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Idaho Panhandle Tour 2023

Good Morning Riders,

Might seem to be a bit early to plan rides but some of the working folk need to book time off if they want to attend.

Attached is a planned ride to BC and Idaho this year we are skipping Montana due to the unreasonable prices for Hotels and the fact they are keeping the roads in Glacier closed into July.

I have planned a week-long figure eight ride that includes the International Selkirk Loop in BC/ Washington along with the LoLo Pass and Idaho Panhandle. This will include three days at the Idaho Rally where people will have the opportunity for some great local rides or some more challenging day-long adventures.

Each day will be around eight hours on the road and around six hundred km, look at it as riding to Calgary and back . Of course you don't have to ride once in Kamiah unless you want to.

I have made reservations for myself at the following hotels. I leave it up to everyone to make their own reservations. The rides will leave each morning from these locations.

Cranbrook	June 11-12th and 16-17th	Heritage Inn Hotel and Conference Centre
Sandpoint	June 12-13th	Best Western Ponderay Mountain Lodge
Kamiah	June 13-16th	Lewis and Clark Motel at Clearwater River KOA \$118 (USD), including tax for two queen 208-935-2556

For riders who might not be interested in the whole ride and coming down through Montana we should be in Missoula for lunch on June 13th before heading out over the LoLo to Kamiah. Of course weather and circumstances can always change our plans.

Daniel



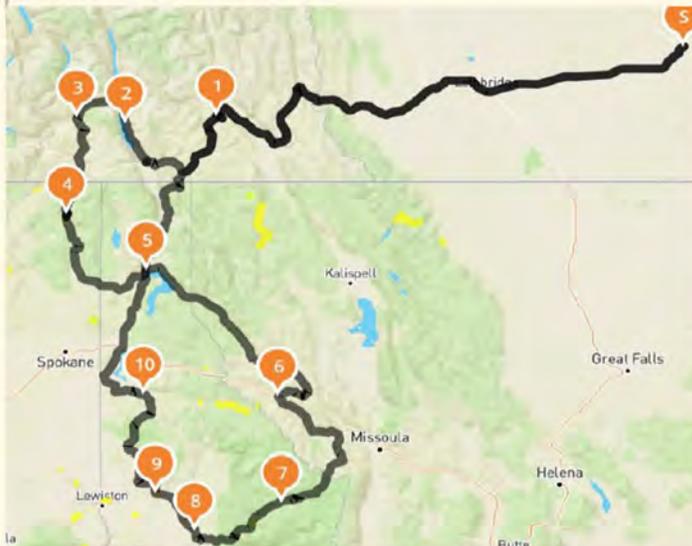
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United Motorcycle Club Medicine Hat

Idaho Panhandle Tour 2023



Riders to make own reservations. Good camping in area if anyone wants to take their rigs.

This ride includes the International Selkirk Loop and Lo-Lo Pass.

Riders interested can contact Daniel for more information 403-878-5859

- Sunday: Medicine Hat to Cranbrook*
- Monday: Cranbrook to Sandpoint via Balfour Ferry and Nelson*
- Tuesday: Sandpoint to Kamiah via Missoula and Lo-Lo Pass*
- Wed-Friday: Kamiah KDA Idaho Rally*
- Friday: Kamiah to Cranbrook via Bonners Ferry*
- Saturday: Cranbrook to Medicine Hat*

June 11th to June 17 2023



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2023 UMCI Lunch Rides

Seattle/Tacoma - Sedro Woolley

Courtesy of Mike Leibold

March 18th, 11:30am

[Willows & Jims Cafe](#)

[1421 Pioneer Highway](#)

Silvana (360-652-0372)

July 15th, 11:30am

[Blue Mountain Grill](#)

[974 Valley Hwy](#) (Hwy 9)

Acme (360-935-2799)

April 15th, 11:30am

[Jeff's Texas Style BBO](#)

[9214 State Ave](#)

Marysville (360-386-9489)

August 26th, 11:30am

[The Old Edison](#) (Edison Inn)

[5829 Cains Ct](#)

Bow (360-716-6266)

May 27th, 11:30am

[J & L BBO](#)

[2915 Colby](#)

Everett (425-259-3222)

September 16th, Noon

[Mikes Chili Parlor](#)

[1447 NW Ballard Way](#)

Seattle (206-782-2808)

June 24th, 11:30am

[Conway Pub & Eatery](#)

[18611 Main St](#)

Conway (360-445-4733)

October 21st, 11:30am

[Big Lake Bar & Grill](#)

[18247 Hwy 9](#)

Mt Vernon (360-422-6411)



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2023 Events On The Horizon

Washington, Oregon & Idaho

Apr 29-30, Spring Banquet - Othello Senior Center, Othello WA

Kevin Besel, kbesel52@gmail.com - *Registration to follow*

Jun 2-5, North Cascade Campout - [Loup Loup Campground](#), Twisp WA

Dennis Parsley, 360-672-1901 - No Resv, FCFS, ([map](#)) ([Google Earth](#))

Jun 11-17, Idaho Panhandle Tour 2023 - Includes Idaho State Rally

Daniel Magee, 403 878-5859 - [Panhandle Tour Information](#)

Jun 13-15, Idaho State Rally - Clearwater River KOA, Kamiah ID

Larry Phelps, ljphelps1951@gmail.com - *Info to follow*

Jun 20-23, Farragut State Park (Snowberry Campground), Athol ID

David Fitzgerald, 206-300-5034 - [Reservations](#) (Non-Idaho Residents = \$\$\$)

Jun 26-29, Laird Park Campout - [Laird Park Campground](#), Harvard ID

1101 Palouse River Rd, Harvard, ID ([map](#)) - David Fitzgerald, 206-300-5034

Jul 17-23, International - Chelan County Fairgrounds, Cashmere WA

Kevin Besel, kbesel52@gmail.com - *Registration & details to follow*

Aug 8-10, Clyde Holiday - [Clyde Holiday State Park](#), Mount Vernon OR

Dick Hohstadt, 541-786-0230, [dhohstadt@gmail.com](#)

Aug 25-28, Lost Resort, Cabins & Campground ([map](#)), Ozette WA

David Fitzgerald, route66@outlook.com, No Resv, [Info](#)

Sep 1-4, Tygh Valley, Wasco County Fairgrounds ([map](#)), Tygh Valley OR

Ben Altman, 541-993-9015 - Reservations not required



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From The Archives

Submitted by Tom Wells

A BIT OF A MISSADVENTURE or...

Life is what happens while we're making other plans. By Tom Wells (2014)

At 7:00 AM, Friday, June 27th, I left home with Petey contentedly in the sidecar and a load in the little cargo trailer coupled behind. It was threatening rain and the forecast called for rain mostly in the mountains in the north east part of Washington State. So... where were we headed? To the mountains in the north east part of the state. Naturally. And ultimately to Toad Rock Motorcycle Campground in southern British Columbia, the site of last year's Bigfoot Rendezvous. This week end was to be a gathering of Canadian bikers doing what's known as "the nothing happening week end." From what I understand, there's lots of homespun fun happening and I'd decided to join in and let Petey see his old friend Buck once more. Buck is one of Mary Laird's dogs who have the run of the campground. He and Petey became very good buds last year. Mary had informed me she had a bed for Petey and he could bring me if he wanted. We had a cabin reserved and I was hoping perhaps it would be the same one we'd had last year.

We made our way north on SR 231 out of Reardan. A scenic and fun but very familiar ride, hitting the rain by the time we got to Ford. Through Springdale and north, connecting with SR 395 just south of Chewelah. We stopped in Chewelah at our friends Lannette and Bob's and had a great visit of a couple hours. On the road once again, to Colville then east over Flowery Trail. A very scenic byway with many very sharp curves signed at 10 and 15 MPH and one is strongly advised not to exceed the recommendations. By now though it was raining hard enough to make the scenery a secondary blip in my mind concentrating on making forward progress between nearly non-descript lines. Just follow the gap in the trees. At Tiger we turned north and slightly east for Lone where we'd head for the border crossing. Pulled in at customs knowing exactly where my passport and Petey's health certificate were this year. Thought that was the case last year but that little misadventure was last year's story. Turned out the customs agent was the same guy and he remembered us! And he commented on Petey's jacket that he had on as protection from the rain. When I offered up the health certificate, he replied, "Anyone who buys leathers for his dog is going to make sure he's vaccinated." And declined to check it. After a few more of the normal questions, he wished us well and we were on the road again.



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From The Archives...

Still raining as we made our way through Salmo and into Nelson. At Nelson, I pulled into a 7-11 and topped off. When I tried to start the bike again—nothing! First thought was I'd inadvertently hit the kill switch. Simple fix. Nope. Kill switch was in the run position. Pushed the outfit away from the gas pump and began checking fuses. Put a small tarp I'd purchased back in Chewelah over the sidecar and Petey and the tool bag on the bike seat. Made some phone calls. (So much for the idea of leaving the phone turned off to avoid outrageous international calling charges. Talked with Mary at Toad Rock, talked with Bill back in Spokane at Vintage V-twin. Talked with the H-D dealership in Kamloops. Talked with all the local shops in Nelson although none are H-D people. And none of the local shops seemed any too concerned. I found out Randy who ran Old Guy's Bikes and was so helpful last year had retired and closed his shop and moved to the Slocan Valley. Dang it!!

A guy pulled in to get gas and told me he has been a motorcycle mechanic for 30 years and knows electronics but is not a Harley guy. But he was willing to help. Boy! Did he ever!! We spent a couple more hours working on it when I decided to call U-Haul before it was too late. Dannis McLeod and his young son stayed with my bike and Petey when the guy from U-Haul came over and picked me up and we went to do the paperwork and get a truck. Dannis went far beyond what most people would have done and seemed quite willing to do so. And yes, Dannis is the name he wrote on the slip of paper with his phone number. It seemed to take an exceptionally long time because the U-Haul office was on one end of town and the truck lot was some distance away. By the time I got back to the 7-11 with the truck, Dannis and his young son were still there but now his wife had joined them. And they stayed when the roll back truck showed up to load my whole outfit from ground level into the U-Haul. That worked very well and there weren't many other options although the roll back added another \$150 to what's turning out to be a somewhat expensive change of travel plans. I offered to take my newfound friends to dinner for their efforts but they politely refused. He told me he might need help someday in the states. I'll travel through several states to return the favor should the need ever arise.

At sometime around 7:00 PM Petey and I were finally on our way home. I was a bit worried about crossing the border after my experience a year ago with a lady customs agent at the Nelway crossing who took her job very seriously and made sure I knew it. Thankfully, she wasn't on duty this time. There were two agent's working and I was the only vehicle crossing. The lady asked what I was hauling and I told her it was my broke down motorcycle. She responded, "Bummer." With a smile. The guy asked if the truck was locked, I told him it wasn't. He went in the back and looked things over while the lady gave a quick glance at my passport and handed it back. They wished me well and sent us on our way.



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From The Archives...

No way was I coming back the way we'd gone earlier in the day so we continued south through Metaline Falls and Metaline passing the turn for Colville and the Flowery Trail road at Tiger, heading for Cusick and Spokane instead. We drove through some pounding rain and a fantastic lightening show. I wasn't unhappy that we were inside the cab of the truck with the wipers on high rather than the bike at this point. The rain and darkness were making visibility extremely limited however and at times creating wisps of fog about two feet off the pavement. An interesting drive to say the least, arriving home at 11:00 PM straight up. Sixteen hours after we'd left and three days before we'd intended on sleeping at home once again.

One final humorous note. We live off the beaten path. We're the only ones who live on our narrow graveled county road and daytime traffic is very limited. Night time traffic is nonexistent. So as I was coming in the last mile, I was surprised when someone turned on their headlights sitting on the edge of the road between two hills. I pulled to a stop beside a young man and his girl friend in a pickup. We both rolled down our windows and I said, "What's up?" "Just hanging out," he replied, "are you just moving in?" I told him no, I live back here and my bike broke down in Canada, just getting home. I didn't question him further but I'm sure both he and his girl friend were surprised that their remote private parking spot wasn't quite as remote as they'd believed it to be.





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There Are Only TWO Aspects to Motorcycle Safety

In my years in the motorcycle safety and rider training business, I have come to the conclusion that there are 2 aspects (and 2 aspects ONLY) to motorcycle safety:

1. Prevent the crash
2. Survive the crash

... and the rider is responsible for both. You can make the argument that other drivers are also responsible for preventing crashes, and while there may be some truth to that, there is precious little you can do to make



someone ELSE take responsibility (just ask anyone who has ever been married or has kids!) So, since it is the rider who stands to lose, it is the rider who is responsible for both preventing and surviving crashes. To put this in perspective, if WE (the riders) don't succeed in reducing the crashes, injuries, and fatalities involving motorcycles—in addition to the injury and loss of life—more government regulation of our sport is very likely.

There are a number of skills that we know contribute to preventing crashes. A few notes:

ONE - None of this is rocket science, but at the same time, almost none of it comes naturally.

TWO - None of these items are guaranteed 'crash-preventers,' but they sure stack the odds in your favor!

Visual Scanning - This means head and eyes up at horizon level and looking well ahead (if you don't see it and know it's a hazard, your other skills don't matter). There are two elements here; one is seeing and the other is perceiving. Get your eyes up so you can see 20 seconds ahead (look ahead to a point it will take you 20 seconds to reach. For example, at freeway speeds, that will likely be over 1/3 of a mile). This includes corners—to see the hazard as soon as possible, you need to actually turn your head and point your nose in the direction of the turn. This is part of proper cornering technique, but also part of good general visual scanning habits.



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There Are Only TWO Aspects to Motorcycle Safety

Following Distance (time = distance) - Americans tailgate ... you know it ... I know it. Every state I know of recommends a 2, 3, or 4 second following distance. Take a stopwatch and stand on the side of the road and measure what drivers (and riders) are actually doing. You'll find that it is closer to half a second ... maybe 1 second. Unfortunately, this is very common and it's really asking for trouble. Have a passenger take a stopwatch and measure your following distance and just see what it is. Once you know what it is, you are free to choose to adjust it. Knowledge is power.

Maximum Braking (Quick Stops) - Motorcycles have the ability to stop very quickly. Unfortunately, the crash reports tell us that many riders don't. Even after all these years, there are still riders who say 'stay away from the front brake.' Your front brake has MOST of your stopping power—learn it, live it, love it. What we see in the crash reports is riders locking up the rear brake (skidding), often ending up in a low side crash (laying it down), and using very little (if any) front brake. If you want to have the skill of stopping quickly, you HAVE to practice it—there is no other way. Since you use your right foot to stop every time in your car, that is what your 'emergency response' will likely be, unless you spend time practicing using both brakes on your bike. The more often you stop with both brakes on your bike, the more likely your 'emergency response' will be the right one.

Cornering (running off the road or low-siding in a corner) - This is becoming more and more of a common crash scenario. Proper cornering technique (and the ability to respond to 'mid-corner' surprises) is one of those skills that simply does not come naturally (even with lots of miles). There are books, courses, videos, magazine articles, etc. that can provide this information. Knowing it in your head is a good start, but there is no replacement for practice. If you can master counter steering, head turns and relaxation, you can avoid many of these cornering crashes.

Group Riding - I have often talked with riders who are proud of how tight their group rides. This isn't just one kind of group either. I hear this among police officers, HOG groups, and Outlaw groups. One phrase I sometimes hear is "That's just how we ride!" I encourage you to give this some thought. The two main issues we see in group riding are riding with a very short following distance within the group, and poor visual scanning. The result is predictable; we are seeing quite a bit of 'bike-on-bike' crashing. Here is my advice:

Spread out. Put 1.5 - 2 seconds between each rider in staggered formation (not the 1 second recommended in many rider training courses). If a car gets in the middle of your group, LET IT. Believe me, they don't want to be in the middle of a group of bikers any more than you want them there—they will leave soon. Having a car in the middle of your group temporarily is much less of a risk than riding in a tight pack and 'fighting' against a car who may need to get over to take the next exit.



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There Are Only TWO Aspects to Motorcycle Safety

Avoid target fixation. Many riders in groups end up focusing on the rider directly in front of them (only about 1 second ahead) rather than 20 seconds ahead (see 'Visual Scanning' above). Yes, you need to know if the rider ahead of you changes speed, but if you are looking well beyond the rider (20 seconds ahead), your peripheral vision will give you the information you need. Just because the rider ahead of you rides into trouble, that doesn't mean you have to follow them there.

Break it up. Many of us ride in rallies and parades where there are hundreds of bikes in a single group. While this is impressive looking and makes for great media coverage, it's not what we recommend for most group rides. Break up your group into sub-groups of 4-8 riders (and each sub-group has a lead rider and a sweep rider). This makes it much easier to flow with traffic, and the riders can spend less of their attention on 'keeping the group together', and more of their attention on visual scanning and hazard detection.

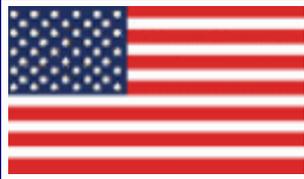
As I said before, none of this is complicated, but it does take deliberate practice. If we really want to be active in crash prevention, it starts with ourselves, our riding buddies, and our groups and clubs. By working on crash prevention, we accomplish several things:

- Save ourselves and our friends from injury (or worse)
- Save the families of those folks from having to watch their loved ones suffer
- Improve the public perception of bikers (you know ... 'the public' ... the ones who vote)
- Reduce the likelihood of more government regulation in the sport of motorcycling

Ride well, ride safe, ride lots.

-Ax





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Understanding Target Zero as it relates to Motorcycle Safety in Washington State

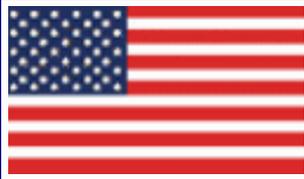


States receiving federal MAP-21 traffic safety funds must have a Strategic Highway Safety Plan

As its name suggests, Washington's plan, Target Zero, boldly calls for the elimination of fatality and serious injury crashes by the year 2030. This goal is certainly ambitious, but also statistically quite attainable.

But could we really have any goal other than zero fatalities? If not zero, then how many? 50? 100? Who wants to volunteer themselves or a loved one to be one of the fatalities? The goal must be zero. Personally, I reject the idea that dying in a traffic crash should be an acceptable part of modern life.

Under MAP-21 requirements, each state's plan must address the "4-E's" of Education, Enforcement, Engineering and Emergency Medical Services. In other words, states must take a comprehensive approach to traffic safety and not put all their eggs in one basket. Plans must use data-driven problem identification, identify performance-based goals, employ proven best practices, and involve lots of stakeholder input.



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Understanding Target Zero as it relates to Motorcycle Safety in Washington State

It makes sense that addressing the biggest issues first will yield the greatest results. Target Zero priorities are grouped into three levels. Priority Level One includes those factors present in at least 30% of fatalities in serious injuries and include impaired driving, run-off-the-road collisions, speed related collisions and distracted driving, to name a few. Priority Level Two factors are present in at least 10% of fatal and serious injury crashes. Motorcyclists represent only 4% of registered vehicles in Washington but represent 14.7% of fatalities and 17% of serious injuries, and fall into Priority Level Two in the Target Zero plan. Priority Level Three are those factors present in less than 10% of crashes, including older drivers, school buses, bicyclists, car vs. train, and others.

While overall traffic fatalities in Washington, and nationwide, have been declining, motorcycle fatalities have not. In 2015, there were 72 motorcycle fatalities. Since 2005, motorcycle fatalities have fluctuated up and down between 67 and 84. The trend line is essentially flat and needs to be going down.

Back in 2006, the Department of Licensing organized the Motorcycle Safety Task Force to study and provide recommendations on motorcycle safety. Task Force members included representatives from various state agencies, rider training schools, motorcycle dealers, and rider advocacy groups. The Task Force was successful, in my opinion, because it had a neutral, outside facilitator and the group was committed to studying the data and keeping an open mind. Google Washington Motorcycle Safety Task Force to read the report.

The Task Force reviewed eight years of motorcycle crash data and concluded:

More than 80% of fatalities occur between April and September, prime months for motorcycling.

Half of fatal crashes were single vehicle occurrences; no other vehicle was involved other than the motorcycles. When alcohol is involved, two-thirds of fatal crashes are single vehicle occurrences.

Motorcyclists themselves are responsible for three out of four fatal crashes. The most common contributing factors to motorcycle fatalities are lane error, speeding, alcohol impairment and inattention.

One-third of fatalities were motorcyclists who did not have a valid motorcycle endorsement. 86% of fatally-injured riders had not taken an approved motorcycle safety course.

These findings came as an epiphany for some. For others the study confirmed what they already suspected, that the majority of fatalities are within the control of the rider. Readers familiar with the Hurt Report will recognize this as a major shift in thinking. The Hurt Report was a motorcycle safety study conducted in Los Angeles, California, in the late 1970s. This study found that two-thirds of motorcycle-car crashes occurred when the car driver failed to see the approaching motorcycle and violated the rider's right-of-way. The current Washington data told a different story.



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Understanding Target Zero as it relates to Motorcycle Safety in Washington State

As a result of its study, the Task Force published recommendations in the areas of rider training, public education, and traffic law enforcement. These recommendations mirror many of the objectives and strategies listed in the Target Zero plan. Some of the recommendations were to:

Conduct a top-to-bottom assessment of Washington's motorcycle training program.

Address the disparities in the use of training facilities statewide. Redistribute resources to reduce waiting times for training. The goal should be less than a 30-day wait to get into a class.

Allow riders to take basic rider training on their own bikes, if they wish.

Include motorcycle awareness in the driver's education curriculum and the state driver's guide.

Develop a public education campaign directed at riders under 25, riders over 40, and motorists. The campaign should target the rider behaviors most likely to contribute to motorcycle crashes (lane errors, speed, inattention and impaired riding).

Encourage law enforcement to focus its efforts on the moving violations noted above as well as non-endorsed riders and inattentive drivers.

Going forward, as riders we need to recognize that we are the only ones responsible for our own safety. We need to change the culture within our own community. Assume other drivers (and riders) don't see us. Wear high-visibility gear. Ride rested and sober. Take a training class from time to time.

Remember thirty years ago when very few people wore seatbelts? Our traffic safety culture has changed. Our motorcycle safety culture can change, too. It's not cool to die doing what we love.

Mike Turcott



The WASH

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**Contact Lucy Johnson at: 509-269-4648
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V4 • 5 Speed • Champion Escort Sidecar
Fully Equipped with Running Boards • Fairing
Studded Leather Saddlebags • Special Road Lights
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Color Matched Sidecar • Good Tires

Sidecar mounted on bike was ~~\$10,000~~

Asking: \$6000 or Best Offer



Call Dave at: 208-210-8088 OR 208-627-8945

Email: sidecarbikerbillie@hotmail.com



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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
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Seattle/Puget Sound Area Rep	David Fitzgerald, Kirkland, WA - <i>Temp</i>	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.	9:00am, Denny’s Restaurant, 6 N Pines Rd, Spokane
Okanogan Area, 1 st Sat.	8:30am, Cariboo, 233 Queen Street, Okanogan
Seattle/Puget Sound, 1st Sat.	9:00am, Sports Keg Grill, 1660 S Burlington Blvd, Burlington
Sedro Woolley Area, 1st Sat.	9:00am, Sports Keg Grill, 1660 S Burlington Blvd, Burlington

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