



# The WASH

UMCI Newsletter of Washington State



## **Our Only Business Freedom, Friendship, Food & Fun**



**Ride Beside Me - Be My Friend**



# The WASH

UMCI Newsletter of Washington State



## Table of Contents

<b>Announcements &amp; Tid Bits</b>	<b>3</b>
<b>International Reps 2 Cents</b>	<b>4</b>
<b>2023 Events On The Horizon</b>	<b>5</b>
<b>2024 UMCI International - Info</b>	<b>6</b>
<b>Vintage Harvest Photos</b>	<b>7</b>
<b>Tygh Valley Photos</b>	<b>9</b>
<b>Idaho Motorcycle Fatality Summary</b>	<b>11</b>
<b>Can You Store A Motorcycle Without Oil?</b>	<b>14</b>
<b>Aftermarket Dash - Android Auto/Apple CarPlay</b>	<b>18</b>
<b>For Sale</b>	<b>21</b>
<b>Breakfast Schedules &amp; Reps</b>	<b>28</b>

[International Website](#)

[Washington State Website](#)



# The WASH

UMCI Newsletter of Washington State



## Announcements & Tid Bits

### 2024 - UMCI International Rally

July 23-25, 2024 @ Kamiah, ID

Reserve Early • See Flyer

Anticipate 2024



Midual Type 1 - 1000cc Boxer  
[Click for Info](#)

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

### Cover Photo

[Redmen Hall](#), a converted 1984 school house, [Skamokawa, WA](#).  
([Google Earth](#))



# The WASH

UMCI Newsletter of Washington State



## International Reps 2 Cents

What a great way to start out September, by attending the Tygh Valley campout hosted by Mary Nordby and Ben Altman. Finer hosts cannot be found. There were about 40 people in attendance and all were very pleased. And to top off the great hospitality, the weather was great except for those that arrived on Thursday, they got some pretty heavy rain.

Ben and Mary prepared dinner for everyone all three nights and the meals were fantastic. Plus, they highlighted points of interest that would make enjoyable rides. Thank you, Ben and Mary, for making us all feel like we were home. A great rally!

Speaking of rides, on our way to Tygh Valley, Richard, Lynette and Tracy rode with us. I took them via the Washington side of Biggs Junction. They had never traveled the north side of the Columbia River, so it was a pleasant surprise. We had no troubles getting there and a little trouble getting home.

Lynette's bike displayed a check engine light on the ride to the Three Sisters. Lynette called the campground and spoke to Ron Mattox and Dick Burnam about continued driving and they advised that if the fluid levels were good, it shouldn't hurt to return to camp. We drove back home to Othello with the light on although the bike sounded a little rough.

Lynette text me with the Can Am dealers diagnosis; a cam shaft sensor that was going south. She was certainly lucky to get the bike home. The Lord was truly watching over her and all of us. Can Am dealer was backlogged, delaying service until the end of September, so that ruins all her riding for that month. But the bottom line is, everyone got home safely and had a great time.

Our Sunday breakfast meeting at Bob's, had about 12 participants. Kevi was in Bremerton with her sisters so I asked my youngest daughter to join me. We had a great time. Richard took the lead and we rode to Davenport where there was a display of old time combines harvesting a wheat field. They were even shocking wheat and running it through a thrashing machine. That was the first job I had at age 12, shocking wheat. It was really cool to see again.

It was a great way to spend a Sunday, watching something that your dad did when he was a kid. I thought my daughter Sandra, would be bored, but she said she really enjoyed it, the ride especially. It was her first ride on a trike. Great ride and great friends, that's what it's all about.

I hope that you'll get out and ride. The month of September is one of the prettiest months of the year in Washington, Oregon, and Idaho. The registration for the 2024 International is already in the newsletters. Please, let Rich know at least, that you're intending to go to the International. He is in the planning stages now and would appreciate the early heads up.

Ride Safe, Ride lot's, and most of all have a ton of fun.

Kevin and Kevi



# The WASH

UMCI Newsletter of Washington State



## 2023 Events On The Horizon Washington, Oregon & Idaho

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

Kevin Besel, kbesel52@gmail.com - Registration attached!

**Apr-May? North Cascade Highway Opening Campout - Date TBA**

Duane Wood, 360-766-6603, See Flyer for Info *Fun, short notice excursion...*

**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 - See Flyer for information

**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 ([map](#)), David Fitzgerald, 206-300-5034 (Please RSVP)

**Jul 17-20, International - Chelan County Fairgrounds, Cashmere WA**

Kevin Besel, kbesel52@gmail.com - See Registration - Complete ASAP

**Aug 7-11, Silver Falls Campout - [Silver Falls State Park](#), OR**

David Fitzgerald, 206-300-5034 - Popular; [Register ASAP](#) for best selection

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

Dick Hohstadt, 541-786-0230, Reservations Required, [See Info](#)

**Aug 23-27, Coos Bay Campout - [Coos County Fair Grounds](#), Myrtle Pt, OR**

Chris Williams, 541-404-5286 or ebecknesr@gmail.com, See Registration Form

**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



# The WASH

UMCI Newsletter of Washington State



## 2024 - UMCI International Rally

Sponsored by:

### UMCI Idaho

### July 23-24-25, 2024

### Kamiah / Clearwater River KOA

### 4243 HWY 12, Kamiah, Idaho

### 208-935-2556

Email: [lcresort@lewisclarkresort.com](mailto:lcresort@lewisclarkresort.com)

### Motorhome / Camping / Tent Spots Available

(50 Max Amp, 100' Max Length, Wi-Fi, Pool, Pavilion...)

### Motel and Cabins Available

### Everyone needs to make their own reservations ASAP

### Let them know you are with UMCI

### Please make your reservations early

#### (Proposed) Schedule of Events (Times TBD)

Mon 22: Early Check-In

Tue 23: Check-In; Organized Ride (Route TBD); Hosted Ice Cream Social; 50/50

Wed 24: Late Check-In; Organized Ride (Maybe a \$5-Poker Run?? Route TBD); 50/50

Thu 25: Rep's Meeting (All May Attend); Banquet; Raffle Prizes; 50/50

Fri 26: Departure

#### Registrations:

Registration Fees have not as yet been determined or set.

Pre-registration is strongly encouraged.

Watch your UMCI Newsletters in early 2024 for "Official" Registration Forms.

If you have any questions, please email to: Rick Killebrew - [ricadev@mindspring.com](mailto:ricadev@mindspring.com)



# The WASH

UMCI Newsletter of Washington State



## Vintage Harvest Photos

September 2023

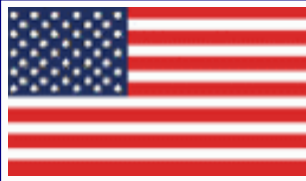
Davenport WA

1 of 2

Here are pictures from our ride to Davenport after our UMCI breakfast meeting.

Kathy Aldridge





# The WASH

UMCI Newsletter of Washington State



## Vintage Harvest Photos

September 2023

Davenport WA

2 of 2







# The WASH

UMCI Newsletter of Washington State



## Tygh Valley Photos

September 2023

1 of 2



by Susan Fitzgerald



by Rich Aldridge



by Rich Aldridge



by Susan Fitzgerald



by Rich Aldridge



by Rich Aldridge



# The WASH

UMCI Newsletter of Washington State



## Tygh Valley Photos

September 2023

2 of 2



by Susan Fitzgerald



by Rich Aldridge



by Susan Fitzgerald



by Susan Fitzgerald



by Rich Aldridge



by Susan Fitzgerald



# The WASH

UMCI Newsletter of Washington State

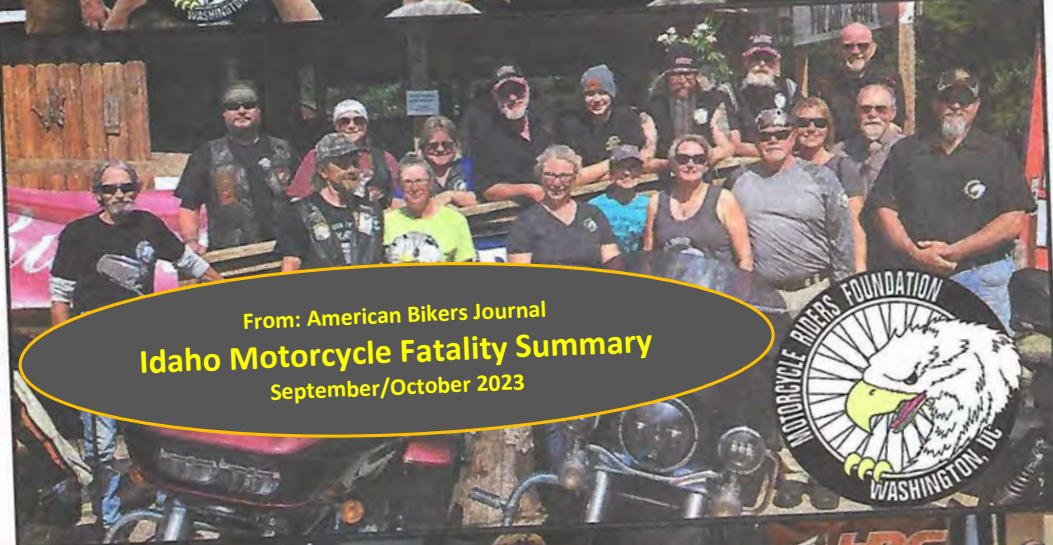


# AMERICAN BIKERS JOURNAL



The Motorcycle Riders Foundation Reports Returns to its Roots - American Bikers Journal  
September/October 2023

VOL. 28, NO. 5



From: American Bikers Journal  
**Idaho Motorcycle Fatality Summary**  
September/October 2023



Submitted by Tom Wells



# The WASH

UMCI Newsletter of Washington State



American Bikers Journal – September/October 2023



## Idaho Motorcycle Fatality Summary

Since 2010, I have been gathering data from the State of Idaho Vehicle Collision Reports for Motorcycles for the years 2009 through 2022. This project began during one of the initial planning sessions for the Idaho Strategic Highway Safety Plan (SHSP) Motorcycle Safety Committee. One of the strategies outlined was to analyze the data and identify some of the circumstances contributing to Idaho's motorcycle fatalities. This analysis continues to be a work in progress and more information and data will be added if it becomes available. This document includes reports from 2018 through 2022. The 2009 through 2017 data has been archived. Most studies of this type require 5 years of data to be considered accurate. This is not a government study. It has been formulated by a motorcyclist. Factual knowledge is the only agenda.

There were 37 fatalities in 2018, 25 fatalities in 2019, 27 fatalities in 2020, 33 fatalities in 2021, and 29 fatalities in 2022 included in 146 reports. Moped and scooter crashes are included. Five reports include 2 victims. Eight of these 146 fatalities were passengers (all female). The following chart is a sampling of causation factors. Some crashes include multiple factors. While it is possible that some of the single vehicle crashes may have been affected by an unreported animal or other vehicle, there is no data, physical evidence, or statements within the reports to support such occurrences.

Rider error means that the actions of the rider were the primary cause of the crash. Driver error means that an automobile or other vehicle type caused the crash.

Alcohol and drug use continues to be a significant factor in fatalities. The goal is to provide accurate information about impairment. However, it is sometimes difficult to ascertain the effect that impairment may have had in a fatal crash. All levels of alcohol impairment are recorded but those that are under the legal limit are noted as such. It is recognized that some degree of impairment begins below the legal limit. In addition, THC/marijuana use can be detected by a blood test for approximately 30 days. Therefore, when a rider tests positive for THC and/or has a low to moderate BAC level, it is difficult to determine to what degree they were under the influence at the time of the crash. But because of the positive drug test, the crash must be recorded as impairment involved. Alcohol/drug use by the drivers of other vehicles shall also be recorded as impairment involved but noted as such. Prescription drugs for depression and others that do not specifically restrict driving may also be a factor in crashes, but because they are legal, they are not recorded in the percentages for impairment.

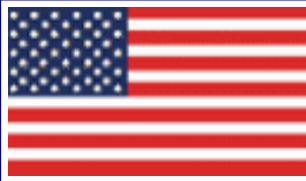
Single Vehicle Crashes –80		Multi-vehicle Crashes–66	
Rider Error	77	Rider Error	39
Road Hazard	1	Driver Error	26
Run-off Corner	52	Rider Violated Driver's ROW	3
Wild/Domestic Animal	2	Run-off Corner – Head on Crash	3
Medical	0	Rider Rear-ended Rider	4
Positive Alcohol/Drug Test	28**	Positive Alcohol/Drug Test	15*
Equipment Failure	0	Wild/Domestic Animal	1
Weather	0	Traffic Control-Failure	0

\*Six of these were intoxicated automobile drivers.  
 \*\*Five riders were under the legal limit of .08. Their BACs were .016, .02, .068, 041, and .036.

Of the total 151 fatalities in 146 crash reports, 116 crashes were identified as rider error. Twenty-six of the crashes are without question the fault of another vehicle operator. In four crashes, the rider survived but the passenger did not. This analysis does not include detailed information on serious injuries, levels of injury or other involved crashes.

It should be noted that 26 fatalities were from out of state (25 riders, 1 passenger). Fifteen of those riders were endorsed, twelve were not. Of the 120 Idaho riders involved in fatal crashes, 53 had their motorcycle endorsement, and 67 did not. Two Idaho residents had an out of state license. Five Idaho riders were riding without a driver's license. Of the 120 Idaho riders, only 8 had passed an Idaho rider training course. These training and endorsement numbers include the riders that survived when their female passengers did not. Some of these riders may have been trained in other states but such information is unavailable.

Motorcycle Riders Foundation



# The WASH

UMCI Newsletter of Washington State



September/October 2023 – American Bikers Journal

It is commonly believed that motorcycle fatalities are generally young men on sport bikes and/or riders not wearing helmets. Here is what the data tells us on these topics:

Ages of the Fatalities		Types of Motorcycles		Helmet Use	
Under 20	5	Cruiser/Tourer	108	Wore a Helmet	79
20-29	15	Sport Bikes	23	Novelty Helmet	0
30-39	19	Dual Sports	6	No Helmet	72
40-49	32	Off-Road	9	Unknown	0
		Moped/Scooter	0		
50-59	38	<b>Total</b>	146	<b>Total</b>	151
60-69	30	<b>Gender</b>		<b>Location</b>	
70-79	9	Male	138	Rural	101
80-99	3	Female* 5 riders/ 8 passengers	13	Urban	45
<b>Total</b>	<b>151</b>	<b>Total</b>	<b>151</b>	<b>Total</b>	<b>146</b>

**General conclusions from this analysis (Statistics from your state will likely vary):**

- We (riders) are at fault in fatal crashes at a far greater rate than we had ever assumed prior to this study (~79% rider error).
- 74% of victims are over 40 years old and 46% are between the ages of 40 and 59.
- Crashes in corners are the biggest killers (~36% run off corner).
- 56% of involved Idaho resident riders did not have a motorcycle endorsement.
- Illegal drug and alcohol use, although seemingly decreasing, contributed to many cases (~25% illegal alcohol/drug involvement by riders).
- Drivers violating riders' right-of-way is also a contributing factor (~14%).
- Only 7% of involved Idaho licensed riders had passed a rider training course.
- Over time, relating to fatal crashes, completion of rider training by the operator has decreased while incidents of rider error have increased.

By Lane Triplett  
Chairman MRF A&E



Motorcycle Riders Foundation



## Can You Store A Motorcycle Without Oil? What You May Not Know

By Kyle Cannon

There's a lot to consider when you are thinking about storing your motorcycle for a long time. You've probably heard a lot of the do's and don'ts when it's comes to motorcycle storage, and sometimes those can contradict themselves.

A frequently asked question regarding motorcycle storage is about the oil. Some people are a little hesitant about what to do with the oil because it's such an important component to the motorcycle.

Can you store a motorcycle without oil? **Storing a motorcycle without oil in it gives you a higher probability of damage than it would to just leave oil inside the engine. Lack of oil leaves room for condensation to build up and therefore rust may form inside the engine which can be difficult and/or expensive to repair.**

If you're reading this article, chances are you are wanting to take good care of your motorcycle. The oil inside a motorcycle provides vital functionality whether or not it's running. This article will explain why you shouldn't store your motorcycle without oil and some alternatives that can help your situation.

### Storing A Motorcycle Without Oil

If you're an avid motorcycle enthusiast like me, you don't necessarily like that time of year when you have to put your bike away for the season and wait for it to become warm enough to ride it again. But storing a motorcycle for long periods of time is completely doable and quite easy, but the proper steps need to be taken in order for your motorcycle to work right when it comes time to start it up.

You'll hear a lot about what you should do with the tires, gas, etc. when you store a motorcycle, but one of the most controversial subjects is whether or not you need to keep oil inside the engine during long periods of time without using it. It makes sense that people questions this because if you're not using the motorcycle, what's the point of having lubrication?

The truth is, you can increase your chances of causing damage to the motorcycle engine not having oil inside than you would if you simply left the oil in it. It is true that used oil has developed some acidic and corroding properties and when left sitting inside a motorcycle engine, it could possibly cause some corrosion.



# The WASH

UMCI Newsletter of Washington State



When people hear the words “corrosion,” especially inside an engine, they’ll do anything to avoid it. And I don’t blame them. You absolutely don’t want any sort of corrosion or breakdown inside any engine; that could be an expensive fix. So people resort to just simply removing the oil altogether so the oil doesn’t potentially cause any damage.

**The problem with that, however, is when the compartments inside the engine are left open and empty, that leaves room for condensation to build up.** Condensation is likely to build up in non-climate controlled areas, especially if you’re storing your motorcycle for the winter. When condensation builds up, that increases the chances for rust to form which can be an absolute headache to fix later on, not to mention expensive.

While there is nothing stopping you from removing the oil from your engine before you store your motorcycle, **it is better to leave the oil inside because the damages condensation can cause is far greater than the potential damage caused by used oil.** For more information about how to store your motorcycle long term, see my other article here.

Another point I’d like to make is that not everyone remembers that they removed the oil from the engine before they stored their motorcycle. Or someone else may be taking it out of storage for you and may be unaware that there’s no oil in it. Trying to start a motorcycle without the right lubrication can be detrimental to the motorcycle.

Speaking of storing your motorcycle, you might want to consider getting lay-up insurance. This type of insurance will still insure your dormant motorcycle and cover damages, but it does not cover road use. This is a much cheaper option while you’re not using your motorcycle on the road. [Click here to view a list of insurance agencies and compare rates that are specific for you and your lay-up needs.](#)

## What You Should Do Instead

So if you shouldn’t leave your motorcycle oil-less during the time you store it but don’t want to have used oil sitting inside the engine, what should you do instead to ensure your motorcycle has the best future?

Before storing your motorcycle, you should always change the oil so fresh lubrication is sitting inside the engine during that time. This should be done every time you store your motorcycle. Even if you changed your oil only a few months ago, it’s best to be safe and change it again.

Unlike used oil, fresh oil that is sitting inside the motorcycle engine doesn’t have near as many acidic and corroding properties. When oil gets used, it’s constantly heated up and mixed which slightly changes the chemistry of it altogether. That’s what causes it to have those acidic properties.

Fresh oil won’t have that so you can be assured that those bearings and rods are well soaked and ready to sit for months to come. But don’t feel like you have to use the expensive oil in this case. **It’s permissible to use the cheaper brands of oil and let that sit in your motorcycle while you’re not using it.**



# The WASH

UMCI Newsletter of Washington State



The reasons that make the oil cheap only apply to how it lubricates when the motorcycle is running, so it would be just as effective sitting in the engine as expensive oil would be.

After you change your oil, it's best to let the motorcycle run for 15 minutes to let the new oil circulate throughout the engine and ensure all those parts are receiving the better lubrication. That way you know all parts will be sitting nicely during your storage months.

## How Long Can Oil Sit?

If you're going to be storing your motorcycle for a while, you may be wondering whether or not the oil you keep inside the engine has an expiration date. This is especially important to know if you're storing your bike for longer periods of time, such as a year or more.

When motorcycle oil is sitting in its original bottle, it'll last for several years if kept in the right conditions. But once it's opened and is exposed to oxygen and other elements that it's touching, the life and reliability of the oil goes down.

My rule of thumb is to change the oil in your motorcycle every 4,000-5,000 miles driven or every six months, whichever comes first. **That's because whether or not you're using your oil, it will eventually break down (though not using it will break it down much slower).**

With that being said, that doesn't mean you necessarily have to change the oil in your motorcycle every six months it's in storage when you're still not planning on using it for a while. The point is, however, to portray to you that **it is very important that you change your oil as soon as you take the motorcycle out of storage and you plan on using it regularly.**

It may seem pointless to have to change oil in an engine when all the oil did was sit for several months. But just know that it has broken down and doesn't hold the same properties as it did when it was first put in the engine.

## When You Have To Empty The Oil

There may be times where you are caught in a situation where you simply are left with no choice but to drain the oil out of the motorcycle engine. Such instances may include if you're storing it in your house, shipping it across the country, or if the storage unit you're using prohibits any fluids residing inside the bike while it is on their property.

Cases like this are understandable and sometimes that's just how it is for some of us motorcycle owners. Luckily there are a few things you can do to still keep the insides of your motorcycle safe despite having to take out the oil.

**If you must empty the oil, empty it when the motorcycle is cold.** Oil that has been circulated and has become hot will likely drain more and will leave less residual oil behind.





# The WASH

UMCI Newsletter of Washington State



Draining the oil while it's cold means the oil is more thick and some will stay in places that could still be beneficial for your engine while it's sitting for a while. This way you are complying with the rules but know there's still a little bit of oil in there doing it's job.

**You can also try negotiating with those who require you to empty all the fluids out of your motorcycle while you're storing it.** For example, if you're using a storage unit that requires no fluids inside the vehicle, try to explain to them how it could potentially harm the motorcycle more keeping oil out than it would just leaving it in. Also try to point out that engine oil is less flammable than gasoline.

**Another option, though as painful as it may be, is to simply sell your motorcycle and get a new one when you're able to ride.** Instead of leaving your motorcycle in storage and letting it depreciate while still making loan payments and/or insurance payments, you could save yourself some money by reinvesting in another bike when you have the time/ability to ride again.





# The WASH

UMCI Newsletter of Washington State



## Aftermarket Dash / Android Auto/Apple CarPlay For Any Motorcycle: New Option



Zac / @kawazacky

Want to upgrade your machine with Android Auto or Apple CarPlay capability, or maybe add dash-cams, or tire pressure monitoring? If the factory doesn't offer that upgrade for your bike, even if your bike is a 40-year-old relic, you may soon be able to get this modern tech thanks to the NaviCam CL876.

### GPS and electric eyes

The NaviCam is basically an accessory "smart screen" for your motorcycle. From the factory, many new bikes offer TFT screens that connect to your mobile phone and helmet comm via Bluetooth. This can make it easier to use turn-by-turn navigation systems, or stream music—but these systems are typically not offered on lower-priced bikes. The NaviCam is specifically designed to be a universal-fit unit for (almost) all motorcycles.



# The WASH

UMCI Newsletter of Washington State



If your bike didn't come with a fancy-pants dash, the NaviCam allows you to add those features. Photo: NaviCam

It mounts with a RAM-style ball on the back, which can connect to your bike via claw mount, handlebar mount, steering stem mount, or other option. The 6.86-inch screen offers a wide view, but it's less bulky than many of the TFTs on the market. Perhaps this is to allow easy access to keyswitch or your bike's stock gauges? Screen resolution is 1280x480p, with 1000-lumen brightness (auto-darkening as needed).

When connected, the Navicam CL876 offers Android Auto or Apple CarPlay, depending which OS your phone runs. This allows you to easily control navigation, music playback and other mobile functions as needed.

The CL876 also offers a wired connection to a 1080p/60fps dash camera in front and rear, and a wireless connection to tire pressure monitors. The cameras can be set to either straight recording or loop mode. These two add-ons will set you back extra money, but many riders will probably be especially interested in these functions as TPMS is hard to find on a bike that isn't a premium current-gen machine, and no major OEM offers dashcams yet.



# The WASH

UMCI Newsletter of Washington State



## PRODUCT COMPARISON

PRODUCT NAME	NAVICAM CL876	IYING	NINETOM
WIRELESS CARPLAY/ ANDROID AUTO	✓	✓	✓
DUAL BLUETOOTH	✓	✓	✓
WATERPROOF	IP65	IPX7	IPX7
SCREEN SIZE	6.86in	5in	5in
SCREEN RESOLUTION	1280 x 480P	800 x 480P	800 x 480P
BRIGHTNESS	1000Lm	1000Lm	1000Lm
LIGHT SENSITIVITY	Auto Dimming	✗	✗
VIDEO RECORDING	Front And Rear Recording	✗	✗
CAMERA	1080P 60FPS	✗	✗
LOOP RECORDING	✓	✗	✗
TIRE PRESSURE MONITORING	✓	✗	✗

You may remember that we’ve reviewed some similar, but less-advanced units on ADVrider before. Here’s how NaviCam’s marketers stack up their product against some competitors’ older units. We can’t say whether the NaviCam is better or not, without testing it, but it does look good on a spec sheet. Photo: NaviCam

### How to buy

For now, the NaviCam CL876 is on Kickstarter, with potential buyers offered Early Bird Pricing (about 35 percent off, in most cases). The unit itself is only \$269 US with that offer, but the real deal is the \$299 US price tag for the unit plus two dashcams. The company says it will ship these units in November, so if it’s not a scam, you’ll have plenty of time this winter to install the NaviCam while you wait for better spring weather.

To be clear, like all Kickstarter projects, this is not without risk. You could lose all your money spent on this gadgetry, if they don’t deliver. But this tech is not pie-in-the-sky stuff; it simply appears that NaviCam is offering existing tech and features that nobody else has been fussed about, so far. See more details [here](#), if you’re interested.





# The WASH

UMCI Newsletter of Washington State



## For Sale

**2006 BMW K1200R • <14,000 miles • Garaged**  
**New Michelin Tires • Custom Black Leather Seat**  
**Tank Bag • Panniers • Trickle Charger**  
**Purchased for \$10k • Asking \$ 4,500**



**Contact: Jack in Gig Harbor, 253-370-5710**  
**(Text is best)**



# The WASH

UMCI Newsletter of Washington State



## **For Sale**

### **2018 Suzuki 650 Bergman**

Asking \$4,000, with extras



**Contact: Dick Czomowski**  
503-971-3196 [dickczmo@aol.com](mailto:dickczmo@aol.com)  
Oregon Listing



# The WASH

UMCI Newsletter of Washington State



## For Sale

**1995 Bushtec Turbo Trailer • New \$6000  
Was ~~\$2500~~, Now \$1500**



**Contact: Gary Shearer**

503-508-2104 • [backroad-rider@comcast.net](mailto:backroad-rider@comcast.net)

*Oregon Listing*



# The WASH

UMCI Newsletter of Washington State



# For Sale

2001 Goldwing • Great Shape • 45,000 miles • \$6100



Contact: Patrick McManus @ 206-355-1924





# For Sale

## AKRAPOVIČ Exhaust System for CAN-AM

A new muffler, or near new. It was on the bike for one short ride, two hours total. Then decided the original was more to my liking. Will fit Can-Am 2010 to 2023 RT models. New they cost \$1,000.00 but will sell for \$600.00 or best offer.



Contact Denny at: 541-817-3175  
••• Oregon Listing •••



# The WASH

UMCI Newsletter of Washington State



# For Sale

**1995 Honda Goldwing GL 1500 Interstate • 54,000 miles  
New Windshield • Tune Up • Brakes • Ready to go • \$4800**



**1995 Kwik Kamp with Queen Bed • \$2500**



**Contact Lucy Johnson at: 509-269-4648  
Eastern Washington**



# The WASH

UMCI Newsletter of Washington State



## **For Sale**

### **Motorcycle / Sidecar Outfit**

#### **1996 Yamaha Royal Star 1300cc**

V4 • 5 Speed • Champion Escort Sidecar  
Fully Equipped with Running Boards • Fairing  
Studded Leather Saddlebags • Special Road Lights  
Special Patriotic Themed Painted Tank and Fender  
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](mailto:sidecarbikerbillie@hotmail.com)



# The WASH

UMCI Newsletter of Washington State



## 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	509-429-1736
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 <sup>nd</sup> Sun.	9:00am, Bob’s Restaurant, 1807 E. Kittlestone, Moses Lake
Inland Northwest Area, 1 <sup>st</sup> Sat.	8:30am, Denny’s Restaurant, 6 N Pines Rd, Spokane
Okanogan Area, 1 <sup>st</sup> Sat.	8:30am, Cariboo, 233 Queen Street, Okanogan
Seattle/Puget Sound, 1st Sat.	9:00am, Big Lake Bar & Grill, 18247 Hwy 9, Mount Vernon
Sedro Woolley Area, 1st Sat.	9:00am, Big Lake Bar & Grill, 18247 Hwy 9, Mount Vernon

**David Fitzgerald, Editor**  
[UmciNewsWash@gmail.com](mailto:UmciNewsWash@gmail.com)

