

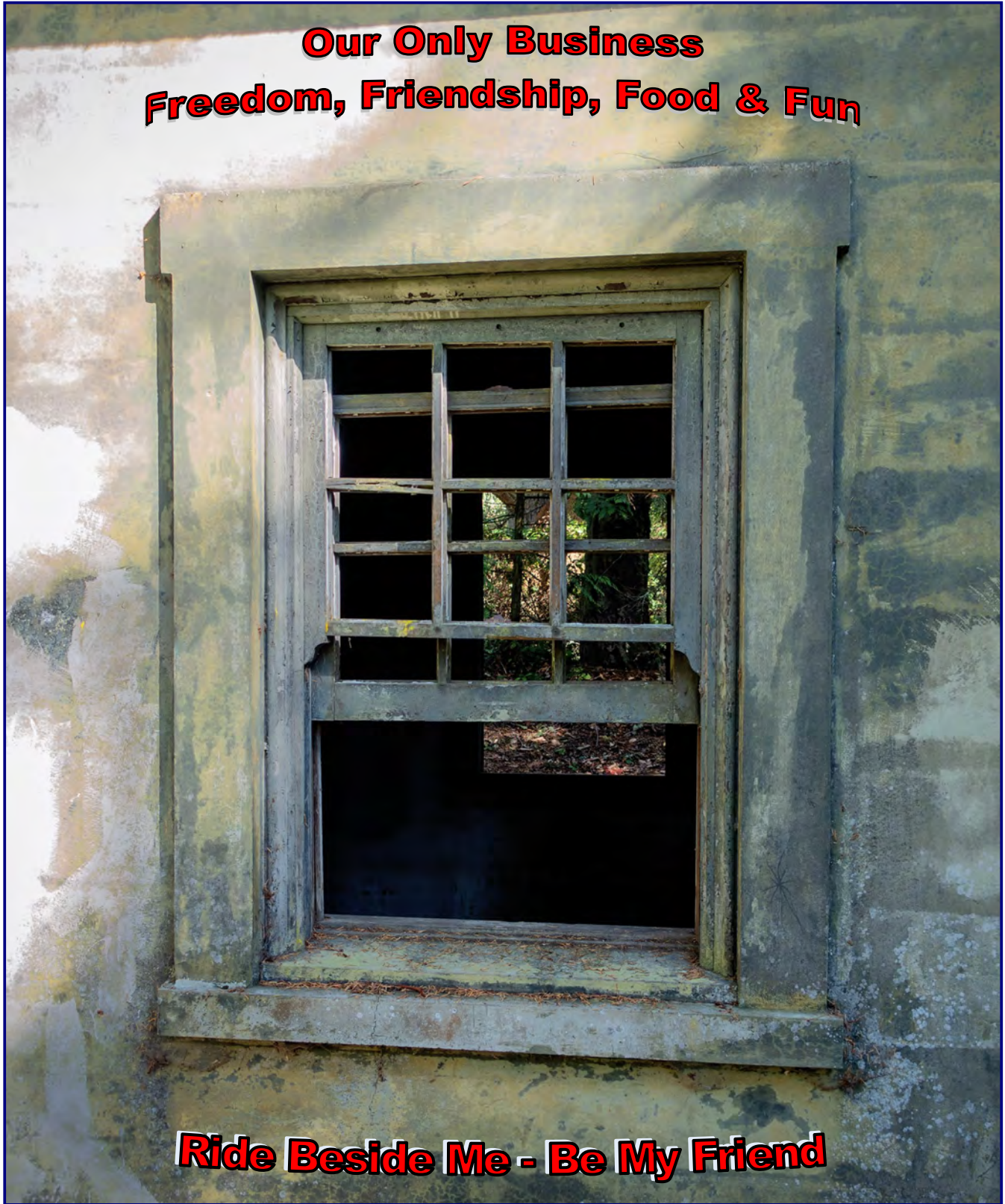


The WASH

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

2024 - UMCI International Rally

July 23-25, 2024 @ Kamiah, ID

Reserve Early • See Flyer



1954 Victoria Bergmeister v35S Sport 350cc

[Click for Info](#)

[Cool Throaty Sound #1](#)

[Cool Throaty Sound #2](#)

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

Cover Photo

One of two windows in a searchlight [storage building](#) at Fort Worden. The light was [rolled out on tracks](#) to the edge of the cliff and use to illuminate ships.



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MERRY CHRISTMAS and **HAPPY NEW YEAR!**

Hi to all of you. I hope this note finds all of you in God's good health and maybe sneaking in a short ride during the week. I have my bike put away so I won't be riding for a while. I have a temporary shed to keep it in. The cats think they can sit on it in the winter so I got a big tarp and wrapped it up to keep them off. Got to build a garage.

It's so hard to believe that it's the December issue already. Time has gone so fast. As I look back on 2023, I must say that it was jammed packed with things to do and campouts to attend. Thanks to all of our members who went the extra mile to setup those campouts. I didn't attend as many as I would have liked, but I hope you did.

We had our Columbia Basin Breakfast on the 10th, and it was well attended for November. I think we had 14 and one brave rider, although it was only a little above freezing. We learned that Tracy, our newest member, is going to Turkey to spend the holidays with her daughter and family. We wish her safe travels in this day and age. It is a risk but, it sounded like she knows her way around over there.

We won't meet at Bob's next month because we'll have our Christmas party at Lynette and Bills. She does such a tremendous job and makes us all feel so at home.

I wish I had lots of words of wisdom, but the only thing I can say is stay healthy and we'll try to have a fun filled 2024 season awaiting you. I have come to believe that we are small in numbers, but the quality and the enthusiasm that our members display is fantastic. If you're thinking of a ride or campout, share it with your rep, no idea is a bad idea.

Kevi and I wish all of you a blessed holiday season and hope that you stay in God's good health and spirits, so you will ride with us next year. We truly feel blessed that we are able to call you friends.

Kevin and Kevi



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2024 Events On The Horizon

Washington, Oregon & Idaho

May 10-12, Sauk Park Campground, Concrete WA, FCFS, \$10/Night, [Info](#)
Duane Wood, 360-766-6603, Add: [54569 Concrete-Sauk Valley Rd](#), Concrete

May 13-18, Cove Palisades or Crooked River State Parks, Culver OR
David Fitzgerald, 206-300-5034, (Site# C20), [Register ASAP](#) - Any or all days!
Deschutes CG will fill fast. Crooked River is the next closest CG, up on the plateau, a few minutes away. ([Campgrounds Map](#))

Date TBA, Boundary Dam Campground, Metaline Falls WA
Ron Mattox, ronmattox@wavecable.com, Free Camping, [Map](#)

Jul 23-25, UMCI International, Clearwater River KOA, Kamiah ID
Rick Killebrew - ricadev@mindspring.com, See Flyer

Aug 5-9, Vista Park - Skamokawa WA, Reserve now for best selection.
David Fitzgerald, route66@outlook.com, [Reservations](#) ([Map](#))

Date TBA, Bear Hollow Park (After Tygh Valley), Fossil OR
Ron Mattox, ronmattox@wavecable.com, Bear Hollow Road, [Map](#)





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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

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



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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 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



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Inland Northwest Breakfast

11/4/2023





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Seattle Area News

Breakfast Meeting - November 4th

I wasn't sure we were going to reach the breakfast on time. We experienced a torrential downpour from Kirkland to Everett. Traffic slowed considerably. Large puddles of water were all over I-5. Even at 80 kph, it felt like we were about to hydroplane. Having experienced a 360 many, many years ago on I-5, I wasn't up for that again, too much excitement!

We had a great breakfast yesterday (11/4), with great attendance. The service was unusually fast too.



Left to Right: RA Cruickshank, Ron Mattox, Heather Parsley, Dennis Parsley, David Fitzgerald
Susan Fitzgerald, Mike Leibold, Dorothy Nopson, Marjorie Dannemiller, Randy Dannemiller
Duane Wood and Naomi Cruikshank



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We discussed proposed 2024 events for breakfast, lunch and camping. Also, we decided to continue lunch rides. Mike Leibold volunteered to prepare the 2024 lunch ride list. Thanks Mike! And thanks again for the 2023 effort. The authors of the submissions successfully promoted their ideas to the group, thereby reducing the remaining work for Mike.

No one was interested in hosting a lunch at their home. However, a surprise picnic is a real possibility.

On the camping side, Sauk Park Campground (Duane Wood), Boundry Dam Campground (Ron Mattox) and Bear Hollow Park (Ron Mattox) was agreed upon. The tentative date for Sauk Park is May 10-12. The Boundry Bay date will be determined soon and Bear Hollow Park (Oregon), will be scheduled following Tygh Valley (early September?).

Thanks to all!

daf





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Future Of Motorcycling / The War On Crashing

by Zac / @kawazacky



In the wake of this article from last week, it's time to revisit some of the ideas that governments are enacting, to make sure we stay safe on our motorcycles... you never can be too careful, right?—Ed.

“Don’t buy a motorcycle—you’ll crash!”—thus many a prospective rider’s career has been ended or at least delayed by their mother, father or significant other.

And that negativity is not entirely wrong. Motorcycling is inherently risky, and any rider who says otherwise is a fool. Van Neistat calls it “the most dangerous activity that normal people do.” In [The Old Rider’s Almanac](#), Pat Hahn summed it up along these lines (I’m paraphrasing): When on a motorcycle, no matter the laws of the road, you must accept 100 percent responsibility for your own safety, and even if you do everything right and still crash, it’s still your fault, for getting on a motorcycle in the first place. That might sound like a big downer, but it was just a realistic appraisal of the hazards of the road, coming from a very experienced rider.



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But, what if technology could reduce your chance of crashing to zero? You might scorn and laugh at that, but that's exactly what some manufacturers are working towards—although there are some weaknesses with the plan, as we'll see below.

The rise of technology

For decades, the quest for performance improvement was the main driver behind motorcycle design. Not that the manufacturers weren't concerned about safety, but for most companies, going fast was the first priority. Speed sold bikes.



But then, something changed around the end of the 1990s. By the time the Hayabusa and ZX-14R

With EFI, ECU and other bike control systems all run by interconnected electronics, manufacturers can control our machines' reaction to change in ride dynamics. Photo:

showed up, the industry seemed to realize they had packed about as much power into a bike as people could realistically use, and I believe you could argue that motorcycle design didn't take the same leaps and bounds through the 2000s that it had through the 1990s and 1980s. I think this was partly because the public was obsessed with choppers for the first half of the decade, and then the 2008 financial collapse sucked a lot of energy out of the second half of the decade.

But 2008 also brought the iPhone. Along with the general changes of the Information Age (near-omniscience, as long as you're within cell tower range), the iPhone also brought a boom in accelerometer production. Those accelerometers were then used to create Inertial Measurement Units (IMU), and since the early 2010s, manufacturers have been using these gadgets to give us much-improved ABS and traction control systems, which can compensate for lean angles. These modern sensors can detect acceleration or deceleration along multiple axis, and use that information to limit engine speed or braking power. They're far more advanced than the clunky soup-can sized ABS systems that BMW debuted on the K bike line back in the 1980s.

Already, some riders complain about these systems, and in some cases they have justification. A non-switchable rear-wheel ABS system can be annoying or even dangerous when you're riding off-road.



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However, I could contend that for most road users, the only real negative they experience from these modern safety systems is the price tag—and that has come down a lot. IMU-powered tech that was only available on race bikes a decade ago is now available on entry-level machines like the KTM 390 series.

However, I believe the coming safety systems will be even more intrusive, and probably much more annoying to motorcyclists.

The loss of rider control

Bikes already come with sensors that analyze their trajectory and lean angle along with the proximity of other vehicles (through radar, cameras and other V2V tech). Some safety systems (adaptive cruise control, ABS, traction control) already manipulate your power output or brake strength based on the inputs of those sensors. Now, engineers are also working on “smart steering” that avoids crashes based on those sensors.



Many older riders complained about ABS when it first showed up, but newer riders are much more comfortable with this and other electro-interference. For some riders, it's all they've known. Photo: irena iris szewczyk

The detractors of first-

generation ABS and later traction control believed they were better at braking and throttle control than the circuit board was. This sort of complaining went away as the systems became more refined and people became more accustomed to them, and as manufacturers installed systems that could be disabled, should the rider want to ride with no electronic aids (in some markets, this isn't an option).

Whether or not you agree with those riders, the point is, they realized they had lost some level of control over their vehicle, and they didn't like it. Now, if we look at the technology companies are working on, we see even greater electronic control will be enabled in the future.

For instance: BMW unveiled an AI motorcycle steering assistance system as far back as 2018, and revealed a self-balancing motorcycle concept in 2016. That means that A), they were working on it long before it was unveiled and B) they've had another several years to work on this tech since. The technology behind a self-steering motorcycle is almost certainly within the realm of reality.



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It's not just BMW. [Yamaha has been working on similar systems](#) through roughly the same timespan (remember [Motobot?](#)). This winter, Yamaha showed off its AMSAS technology, which controls a vehicle's power delivery and steering input to prevent low-speed crashes (more on that [here](#)). Honda is working on vehicle-to-vehicle tech that is supposed to completely eliminate crashes between Honda motorcycles and cars by 2050. Other companies have also been working on adapting similar vehicle-to-vehicle tech from cars to motorcycles.

What will the result be? At the very least, the SMIDSY (Sorry, Mate, I didn't See You) scenario won't be a problem at traffic lights, as long as you are riding or driving certain brands. A Civic will be "smart" enough not to cut off a CBR600, for instance. No doubt some of the manufacturers will collaborate on this tech—Suzuki, Honda, Kawasaki, Yamaha, KTM and BMW at the very least.

Once you start chasing down this rabbit hole, you'll see companies and governments exploring much more restrictive technology, though. Vehicles that are auto-regulated to keep to the speed limit are a very real possibility (already a reality [in the world of e-bikes](#)). Expect more news like this in the years to come.

The increase in government control

Most riders will not complain about manufacturers integrating improved stability control systems, or systems that prevent intersection T-bones. However, the increased capability for control also opens the doors for parties beside the rider and the manufacturer to manage vehicles and the roadways they're on, based on traffic conditions or motorist behavior.

In the past decade, we've seen a massive rise in the capability of automated traffic enforcement. The actual roll-out of so-called "[noise cameras](#)" and similar devices has been slow. However, once this technology debuted about a decade back, governments have constantly been testing it. They can't help themselves—no matter their position on the ideological spectrum, no political party can resist increased governmental powers forever. Bureaucracies and non-profit think tanks around the world are constantly looking at ways to use camera networks and mobile communication devices and infrastructure to keep tabs on traffic. Our leaders will enable them.

This information can be used to warn other road users about impending danger, in real-time. We see this especially in congested areas like the UK, where a lot of people are using a little bit of road.



Traffic enforcement cameras are rapidly being adopted or tested by



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The Smart Motorway system (see more [here](#)) adapts the lane availability and uses signage to tell drivers about upcoming breakdown sites. Advancement on this and similar tech is constantly ongoing in Europe and North America.

The information the government gathers can also be used to regulate drivers by observing their personal habits. In the Canadian province of Saskatchewan, auto insurance is provided by SGI, a government-owned Crown corporation. About a decade ago, SGI tried to convince motorcyclists to take part in a “black box” program. Similar to the devices found on aircraft, these black box devices would record a motorcycle’s in-flight data. Your rate of acceleration and braking, your speed, your lean angle, and other data could be recorded and fed back to SGI. At the time that pilot project was announced, the minister responsible said it was “a truly innovative approach to addressing the issues that have been raised by motorcycle owners regarding their insurance rates and traffic safety. Usage-based insurance is the ultimate in rating fairness because it essentially lets the driver control their own insurance rate through their driving behaviour. Simply put, those who drive responsibly pay less and those who don’t pay more. This pilot is an exciting first step to seeing if this could be an effective approach here in Saskatchewan.”

In other words: Ride how SGI wants you to ride, or your rates go up, even with no tickets, crashes or other encounters with Johnny Law. While SGI wouldn’t actually control your bike’s speed, they could effectively slow you down by raising your insurance if they detected unwanted behavior.

That pilot project went nowhere, but in the 10 years since, you can bet the technology has gotten a lot smarter. In the future, do not be surprised if these devices are required by insurers in many jurisdictions, with your rates managed according to the black box data. Insurers don’t want to pay out due to a crash, and they will be happy to adopt technology that helps them achieve that goal, even if you don’t like it.

Our future as motorcyclists

This article only scratches the surface of control technologies being developed. As our identities become digitized and our vehicles become increasingly more complicated and tied into [The Internet Of Things](#), the ability for manufacturers to program in control systems (traction control, ABS, and far beyond) has increased as well. Governments and private or public insurance bodies will use these control systems to lessen



Will riders increasingly turn to the wilderness to enjoy their motorcycles without traffic cameras and other gadgetry slowing them down? Photo: Dewald Kirsten



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the risk of crashing—they're already developing those systems. If they want to retain autonomy over riding decisions, riders have some tough battles ahead of them.

But maybe they're OK with it? If motorcycling saw risk of crashing reduced to the same rates as cars, would more people ride? Would existing riders be more carefree and happy?

I don't know, but I do know that most motorcyclists I've met, regardless of their political affiliation, want to make their own choices about speed and other risks. No matter how they live their life in other spheres, they want to embrace their motorcycle world on their own terms. Republican or Democrat, conservative or liberal, most motorcyclists want to [ride their machine without being hassled by The Man](#).

With that in mind, I do think a reduction in risk would be welcome, but an increase in control most certainly won't be. I don't think it will kill motorcycling—helmet laws sure didn't. But there's a big difference between wearing a helmet, and having your bike say "[Sorry Dave, I'm afraid I can't do that](#)" as you approach a curve at extra-legal speed. It would be supreme irony if, after generations of potential riders were scared away by the danger of crashing, existing riders were turned off by boring, safer machines and roads.

So maybe, in a decade, we'll see an even bigger boom in adventure riding, as the Kalahari Desert, the James Bay Road, the Dempster Highway and other isolated regions are the only places we can escape and live our two-wheeled life as we choose? Maybe dirt bikes and track day sportbikes will take over the performance machine market?

I think we're already seeing some movement in those directions, but as always, time will tell.





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FOR SALE

2022 Flatbed Utility Trailer
8.5' x 18', with gate ramp
Tongue Mounted Storage Box
Tandem axle 7,000 GVWR
Curb weight 1,750
Clear Title

See at 303 Asher Street
Wasco, Oregon

ASKING \$3,850



Contact Mary Nordby
206-310-2777



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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)



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For Sale

2018 Suzuki 650 Bergman

Asking \$4,000, with extras



Contact: Dick Czomowski

971-338-3196 dickczmo@aol.com

Please Note Corrected Number

Oregon Listing



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For Sale

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



Contact: Gary Shearer
503-508-2104 • backroad-rider@comcast.net
Oregon Listing



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For Sale

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



Contact: Patrick McManus @ 206-355-1924



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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**



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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 | 509-429-1736 |
| 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 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, 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
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