

BRMC GUEST NEWS – August 2016

Local Ride Activities

In addition to the overall club activities each of the local geographies may have events during the month. Check the main page of the website at www.borderriders.com for listings and additional details.

Lake Sylvia Recap

The July campout was at Lake Sylvia just one mile north of Montesano, Washington. The campsite was perfect for our group located on a hill above the lake and separate from most of the other campers at the site.



The lake is a man-made lake formed by a dam that was built before the turn of the last century and was within walking distance from our campsite.

The fact that Montesano was so close meant that we had some good choices nearby for our meals.

On Friday night most of the group went to eat at the Beehive Restaurant. Saturday evening after the club meeting we found a spot above the lake to take a group picture. The group dinner that night was at Pinocchio's Restaurant where we enjoyed some fantastic Italian cooking.



The day rides on Saturday went in two different directions. One group lead by Kerry K. went west to Moclips where people were able to say they actually touched the Pacific Ocean. On the way there, they stopped in Neilton for lunch. The route from Moclips then went north to Amanda Park at the south end of Lake Quinault. They continued on a loop and after returning to Amanda Park, they headed south back to camp. The routes that this group took were very twisty-curvey, and more than one rider scraped their foot pads on the turns.

Many of the campers took advantage of the car show in Montesano that weekend to see some really fantastic old cars.

The other riding destination that many people had in mind was to go to Westport on a road that parallels the south shore of Grays Harbor. Here they found places to hang out for lunch before finishing the afternoon ride. One segment of this group continued south on highway 105 to the north shore of Willapa Bay then back to camp.

By all reports the weekend was a great success and the campsite is a place that should be added to the list for future camps.



**BRMC Lake Sylvania Camp
July 16, 2016**

From the Handlebars of the President

Dear BRMC brothers,

Well men, is hard to believe summer is half over and it has been a very busy one at that. I started July in Denver for the GALA chorus festival with 7000 of my fellow gay and lesbian singers and concerts from 9 am to 10 pm with a couple hours off for dinner and half hour breaks between concerts. There were so many powerful performances intensified even more by the presence of the Orlando Gay Men's Chorus, I left with a truly full heart.

There are too many stories to tell but I would like to share one experience I had. I was out at a local bar packed with GALA patrons, I was on the dance floor and thoughts of what would happen if someone started shooting or a bomb exploded, feelings of fear washed over me for a minute or two and then I kicked myself in the ass and thought fuck it, if I die I will die with my brothers doing something I love and celebrating my life my way.

I occasionally have these thoughts before I ride my motorcycle, and I go through the same thought process and come to the same conclusions (so far). The joy I get from riding and the brotherhood I share with you men far out paces the fear I generate in my mind. In spite of the very real danger I continue to live as fully as I can and proud to share it with you all.

And now back to club stuff.

Thanks to all of you that attended James Moorman's service, I know it made a huge impact on his family, you did us proud.

July's run at Lake Sylvia was a lot of fun, I had no idea the campground was so nice and I hope we go back again. We had a fucking awesome day ride, fast and furious. I unfortunately could not camp, but my knee is much better so I think I'll be able to get up and down by the time Canada rolls around.

I hope to see some of you at Dennis' shin dig in Yakima next weekend. Seattle will be doing its day ride from there and Dennis will supply all the info for that.

Ride safely,

Dan Sweer, Pres. BRMC

Birthday Men

We have several members with August Birthdays. Take a moment to wish them a great day.

Bill Lantiegne (Aug 10); Buck Wise and Jim Wolfe (August 14); Dave Jackson (Aug 16); Troy Allen (Aug 21); John Dunn and Jack Osterberg (Aug 26); and Hal Angel (Aug 29).

Upcoming Schedule

August 19-21	EC Manning Park, BC
September 16-18	Potholes State Park in Othello WA
October 15	Club Meeting - TBD
November 19	Club Meeting – Michael Chavor, Seattle
December 10	Holiday Party – TBD
January 21, 2016	Annual General Meeting, Seattle
February 18	Awards Banquet

Road Captain Rumbblings

I want to thank everyone who made it to the July run at Lake Sylvia. What an awesome campground! This was the first time we had been here and everyone loved it. While not a large space and finding a flat spot for the tent was a little tricky, it was just perfect for the group. The Rangers were especially wonderful to work with; they were friendly and very accommodating. We will definitely have to come back in the future.

The day rides were a treat. Small groups split off in all directions, some to the coast and some to the mountains. The group of "fasties" had an especially awesome day ride. I knew right away that they had a great time by the big smile on Dale Conley's face, he loves to scrape pegs.

When I booked this campground, I didn't know that the town of Montesano was having a large classic car show. In fact, there were car shows all over the place. Some of the riders took a quick stroll around the show, looking at both cars and daddies!

This month is our British Columbia run for 2016. I sent out a message to everyone last month reminding them that if they were planning to go, that they will need a passport or other document to cross the border. I also included some other hints on getting across the border without incident.

I also received a response from a Club guest (Brent) with some personal hints to pass along -

I went to Canada about a month ago. My stop at the border was pretty uneventful. Some tips though:
Unbuckle or unlock your top case and or side cases before you get to the security checkpoint.
They most likely will ask your plate number, memorize it
Declare everything if they ask.
I brought along my credit card receipt for the meds I was carrying. He appreciated that.
Have your papers ready, you don't want to be fumbling for them. That includes your Drivers License, registration, proof of insurance, and your passport.
Silence your cell phone till you're through the gate. A tip from my Canadian friends.

Not much else to report on the runs for 2017, except I did get Shuswap Provincial Park for July. The others are coming slowly as their reservation windows are all different. As always, I'm looking for Road Captain Buddies on the runs. Let me know if you can help. See you up north!

Mark Brayford, Border Riders Road Captain 2016

Weekend to Yakima

For the August Seattle day ride we are making a full weekend of it. We will depart Friday from the Seattle area to get to Yakima. We have a house to stay at in Yakima with a pool and hot tub and can hopefully enjoy warm eastern Washington weather.

From that base we can access some areas that we normally wouldn't be able to do on just a day ride. We will do a ride(s) out of Yakima on Saturday and Sunday, leave as late as Monday to return to Seattle.

Come for all or part of it. Come on Friday evening, Saturday morning, Saturday evening or Sunday morning and stay for whichever portion you want. Depending on number of people participating you may need to bring air beds and sleeping bags.

There is no fee and this is not a BRMC event so there is no registration on the web. For more details and to let us know you will participate please contact Dennis at den_hum@yahoo.com or (206) 790-0374.



Life Celebration

Biker Brothers (Tom, Jeremy, Jeff, Richard, Kasey, Aaron and Jose),

I want to express my deepest thanks to all of you as you participated at James Moorman's life celebration this past Saturday at SeaTac.

It was quite apparent that we (BRMC) were an important dimension in James' life. From arriving at the Bonney Watson facility and his sister Kathy offering us to park close to the building entry so that the family and friends could see and hear our motorcycles to other engagements of conversation with others throughout the afternoon.

When it came for our time to speak "We want to hear from the bikers", and we assembled to the side of the room as a group to where we were sitting, it was overwhelming to me to see all attendees reposition their seating so that they had direct line of sight from what we were about to share. I damn near lost it right then and there as I was handed the microphone. Afterwards, when his family, coworkers, co-volunteers from Nightwatch and even the other motorcycle club, approached us individually, it was compelling to see the importance for us to share this dimension of his life with these folks. The one common message from these folks, he talked about BRMC a lot with them and they were eager to know more about us and our relationship with him.

Afterwards, talking with James' two sisters, Kathy and Chris, they were so appreciative and said thank you to me many times. Also, the honor to present BRMC with the urn containing his remains is quite a gift and gesture that shows their deepest trust and respect that we will distribute and scatter them as appropriate to reflect James' involvement with BRMC and motorcycle riding. As Kathy said, James is riding bitch now and he is not used to that.

Personally, I am so damn proud of you all to take time to show empathy and respect for his family by attending this life celebration. It is not easy to attend such an event let alone to speak as that "tsunami" of emotion from the crowd is always overwhelming when it is your turn to speak. You all did great! You are what make this club great. I truly believe that your actions have reinforced my faith in BRMC and that you have my back as you all know I have yours! We are brothers bonded by our love of the spirit of motorcycling.

Love you all! Sincerely, Randy Weisheit

[Note: We also just received a nice Thank You card from Kathy]

Camping at E.C. Manning Provincial Park August 19-21, 2016

The Border Riders August run is located at E.C. Manning Provincial Park in British Columbia. You can visit their website for more information about the site:
<http://www.env.gov.bc.ca/bcparks/explore/parkpgs/ecmanning/>

We are camping at the Lone Duck 1 group site. This group site consists of a shelter complete with picnic tables and wood stove; firewood pit; pit toilets; a grassy area for tents; ample parking; and the use of showers at the Lightning Lake campground (next to the campsite west).

The campsite overlooks Lightning Lake Lone Duck Bay. The park is located about 67 km southwest of Hope, BC or 67km southeast of Princeton BC, then 4 km west off of Hwy 3 (west of the Manning Park Resort). We will have awesome rides in these beautiful mountains.

Registration is \$25 for members and \$35 for guests. The fee for Canadians is adjusted for the exchange rate.



Registration closes at 9 PM on TUESDAY August 16. No refunds after close.

Guests who do not have an account on the website may ask any member to register them.

Riding Safely

Kyle McCarty Kyle@PugetSoundSafety.com

I am frequently asked, "Can you teach me how to Lay-My-Bike-Down?"

As a motorcycle safety instructor, my first thought is, "WHY?" My next thought goes to the social norm that suggests to consider it. But, really? Let's go back to, "WHY?". When would this ever really be a better technique?

True, there are many o' myth, many o' opinion, and many o' movie that suggest a Lay-The-Bike-Down technique is a practical approach. Some movies even show the rider and bike popping back up and riding safely away. Although AWESOME to watch, reality and facts show a very different story.

Since the late 70s, research has consistently shown that most motorcycle crashes are actually caused by the rider. How do we know this? By investigating the crash and documenting evidence. This evidence consistently shows that the rider wasn't able:

- to brake effectively,
- to swerve effectively,
- or willing to make any avoidance decision, and rode directly into the hazard.

The reality is that many riders lose control while trying to avoid a hazard. They panic and crash. Often crashing well before the threat! (One I was just reviewing showed a +40' skid and +50' slide of bike, before hitting the car.) So when I hear, "I had to Lay-The-Bike-Down," facts prove that the rider is MASOCHISTICALLY saying, "I lost traction... and crashed my bike." (This, however, doesn't sound so cool to friends and family.)

Let's take a deeper look into this social norm:

1. It's true that repetitive training with lots of practice (multiple times per week to maintain minimum proficiency), can help you learn ways to minimize injuries from a fall. Training can also help you learn strategies to avoid FALLING in the first place.

As an example, through Gymnastics, Parkour, Tumbling, or Marital Arts (such as Kung Fu, Judo, Ju-Jitsu, Aikido, Ninpo Taijutsu, Kenpo, Shorei Goju Ryu, Hapkido, Ukemi, Kempo, Jeet Kune Do, etc.) you can learn skills such as:

- 15 different Ukemi techniques (ways of falling) to dissipate harmful forces:
 - proper breakfalls and slap-fall landings
 - front-falls and shoulder rolls
- general (core) strength and flexibility
- and, the most important of all, the strategy of AWARENESS & AVOIDANCE!



2. Crash and fatality statistics continue to show that most riders have little time to "choose" to Lay-The-Bike-Down as a hazard avoidance technique.

The two realities crash research reveals are:

- the majority of crashes occur within 2-seconds or less of noticing a hazard (i.e. this doesn't allow for awareness, evaluation, and reaction time to choose a technique to apply)
- over-reaction via over-braking or unsuccessful swerving can cause an instant loss of traction and drop a bike very quickly

(e.g. a panicked grab of front brake, slam of rear brake, or over-aggressive swerve compromises traction)

So, while trying to research this Lay-The-Bike-Down technique during an off-road course, I intentionally tried to do this...

It ain't easy to do! The brain says NO! The body fights any effort to intentionally drop the bike.

But IF this is something you want to try, let's take a look at how a rider would actually Lay-The-Bike-Down:

- First, decide if it is something you really are willing and able to practice –on your own bike?
- Second, what protective gear would you wear to practice continual drops of your bike?
- Third, what method would you use to intentionally initiate a drop technique?
 - an overly aggressive “press” of your handlebar?
 - an overly aggressive “slam” of your rear brake pedal?
 - a panicked “grab” of your front brake?
 - a body/shoulder-throw to offset the balance of the bike?

As we know, a sudden loss of traction typically caused by a panicked reaction (i.e. unskilled over-use of controls) can quickly drop your bike. We also know research shows that appropriate and safe(r) hazard avoidance techniques require both skill and time to apply.

So thinking this through, IF a rider has time to

- perceive and evaluate a developing hazardous situation,
- formulate a strategic response to consider variable options
- and, then apply a hazard avoidance technique...

Critical thinking allows us to reason that if a rider intentionally Lays-The-Bike-Down, they have given up all hope.

They have given up all traction. They are putting themselves and their bike into a sliding mess of vulnerability and danger. Isn't it better to apply an effective avoidance technique (brake-to-a-stop or swerve) rather than Lay-The-Bike-Down?

Even slowing (as much as possible) could reduce the crash speed significantly. Even if the rider can't stop in time, but slows to a negligible speed via quick-stop application, hitting something upright at 5, 10, 15 mph is much safer than sliding into something at 30, 50, 65+.

Some argue that many martial arts and sports teach strategies and techniques for safe(r) falls. While true, one must be aware that a primary discipline taught is the strategy of awareness and avoidance. Prevention of putting yourself in a dangerous/hazardous situation is the easiest way to avoid. My martial arts training always taught me to be aware and always have an “escape”. To quote one of my Sensei's, “Avoidance by being aware of one's environment is the first line of self-defense and self-preservation.”

Awareness and escapes are exactly the same for motorcycling. Riders must be aware of potentially hazardous situations to avoid or escape them. Just like martial arts, I promise that staying in control (mental and physical), being aware of hazardous situations, and maintaining traction to escape is a much better choice.

As an Instructor, instead of working with riders to learn how to Lay-The-Bike-Down, I train how to identify hazards early, evaluate a response to neutralize a threat, and control your panic instinct to use effective hazard avoidance techniques.

I invite you to consider a novel and innovative approach that can be applied to all street riding and hazard avoidance skill development. Think about professional motorcycle racers. Think about their abilities, awareness, and techniques. What do the best-of-the-best riders do to train to avoid crashing? DIRT!

Yes, my suggestion to learn about traction, skidding or drifting of tires, navigating shifting surfaces, and developing hazard avoidance skills is to take an off-road (dirt) training class! It may sound like an unusual approach for a street rider; however, it is absolutely true that dirt skills can help street riders be more stable, less reactive, and safe(r). Off-road courses develop skills that can't easily or safely be taught on pavement.

I challenge you to consider taking off-road/dirt training. I expect, like me, you will learn an amazing amount of control and response that can/will help you be a much better and safer street rider.

-KM



Send Us Your Photos

The website has a place for our registered members and guests to easily upload photos you might take on day rides or trips. You can also easily upload photos directly from your smartphone. If you have a large number of photos or videos let us know and we can provide an easier process. You can also send photos to news@borderriders.com



Contributions

Trip plans, day rides, other member news? When you get out riding send some photos and tell us about what you did. We would love to add it to the newsletter.