



## The GWTA WA Chapters Newsletter

JUNE 2026

*Welcome to our monthly GWTA Newsletter  
For All the Washington State Chapters*



**HAPPY FATHER'S DAY**

Have you checked out the **Chapter Websites** lately?  
Read all about the state, region and national GWTA news!

<https://gwta.org/chapters/everett-wings>

<https://www.gwta-waa.com>

**Facebook Page: GWTA-Washington State**

# Greetings from the GWTA WA Chapters Newsletter Editor

Hello from somewhere west of the Mississippi,

We are still on our road trip to see our aging parents in MD and back. Sorry we are missing out on all the great rides but we are sure there are plenty more to come.

Lots of great articles and information as usual in this issue. A big thank you to the regular contributors, you know who you are.

Dianna Hemmi will be running the June meeting. Celebrate happily and safely on the 4<sup>th</sup>. See ya'll thereafter.

Cheers,

*Jocelyn Piechowiak*

WA State Newsletter Editor

[Jocelynpiechowiak@hotmail.com](mailto:Jocelynpiechowiak@hotmail.com)

**GWTA Region A  
GWTA State Director for WA  
Vonda Brest**

206-854-9341

ez2beme23@aol.com



## **GWTA Office**

P.O. Box 24390

Belleville, IL 62223

1-800-960-GWTA (4982)

Email: [exec.director@gwta.org](mailto:exec.director@gwta.org)

Hours: Mon – Fri 10am – 4pm CST

Website: gwta.org

**It is that time of year again. STP July 12<sup>th</sup> is on the horizon.**

I am staying in town this year. I will have snacks and bottles of cold water at the site, with pop ups in case we need to get out of the sun. After the ride, I, the State Director, will pay for lunch at the BBQ place again.

We have been given permission to use the triangle in Oregon again, so we won't be putting extra miles and gas usage on the bikes.

And if any of you speak a foreign language that is always helpful, we usually get a lot of people from foreign countries.

**RSVP to Vonda Brest asap. ez2beme23@aol.com**

Hi folks,

**I don't know about you,  
but I've been riding a lot lately.**



**Within the past month, I rode in Europe from Athens, Greece to Dubrovnik, Croatia. About 36 hours after arriving back in Washington, I joined a group of GWTA folks who went on a 3-day ride to Oregon. Yesterday, five of us rode to Canada to get an authentic Dim Sum lunch in Richmond, BC followed by ice cream at Edaleen Dairy as we crossed the border back into the US. It seems like I just had my bike serviced, and today I scheduled an appointment for another oil change. With all this riding and eating, life is good.**

**There are so many rides happening, that we cannot expect that everyone will be able to attend every ride. The reasons why people can't join a ride are numerous and varied. Perhaps the ride conflicts with a family function. Or maybe the rider isn't feeling well enough to ride. Or maybe the ride is too far away for it to make sense for the individual. Or perhaps the ride is too long or too expensive. Or perhaps it seems like it's just too many rides in a short period of time. Whatever the reasons may be, we are unable to require that anyone attend anything. Please do not assume that just because a ride doesn't make sense for you, it ought to be cancelled and be made unavailable for everyone else. Please do not force your opinion on other riders and try to control whether or not other people will get an opportunity to go on a ride. You can make any decision you like for yourself, and I hope you will allow others to make their own decisions too.**

**If anyone wants to make sure that a ride will take place there's a very simple way to do that. Choose a date, a route, add it to the ride**

calendar (by sending me the info,) and then lead the ride yourself. This is one way to guarantee that the ride will happen for you no matter what other riders may do. Don't assume that the person scheduled to lead a ride will be available as the ride approaches. If they get ill, or their bike breaks down, they may not be able to attend the ride that they were scheduled to lead. If a ride is already on the calendar, and you want to make sure it happens no matter what the ride leader decides to do, you can volunteer to be the backup leader for that ride. This means that if the original leader wants to back out, we don't have to cancel because someone else has offered to lead the ride in their absence.

We recently had some issues with folks wanting to change the ride calendar in some way while others would prefer that the change doesn't happen. The solution is what I outline above. Please volunteer to lead a ride, or be a backup ride leader to make sure a ride happens. Acknowledge that everyone/anyone can make any decision they want for themselves, but none of us have any business making decisions for anyone else.

Finally, I do have a request for all of you for every event (rides, dinners, chapter meeting visits, etc.) that we do. Please be sure to tell someone when you plan to attend. If you don't know who the right person is, you can always let me know and I'll be happy to pass on the message. The person organizing a dinner needs to know how many tables/seats will be needed. The ride leader needs to know who plans to come on a ride so they don't leave the starting point two minutes before another rider shows up. We don't need to know when someone is planning to skip the event, we only need to know who is planning to attend. If you're bringing other people with you, we'd like to know that as well. When you communicate, please be sure your message is going to the right person (or to me). We recently had a bunch of messages sent to the wrong person, and some messages not sent at all until it was too late to impact what would happen.

I know that some of this sounds like whining. I'm really just trying to explain (in advance) why I'm not likely to be responsive to folks who ask that rides be cancelled for everyone. And I won't sympathize with people who are left behind because nobody knew they were planning to attend, or people who don't get seated at a restaurant because we had no idea they were coming. I really can't do anything about a ride leader who backs out at the last minute, leaving me with only two options: cancel the ride or lead it myself. On a more positive note, we have a lot of really good rides and dinners lined up and I hope to see many of you at many of them.

Ride to Eat, Eat to Ride,  
 -Howie Dickerman, WA C CD  
 (206) 571-3273



## Perform a T-Clock Motorcycle Safety Checklist

T-CLOCK stands for:

- \* Tires & wheel
- \* Controls
- \* Lights & electrics
- \* Oil & fluids
- \* Chassis
- \* Kickstand



**MSF**  
 MOTORCYCLE SAFETY FOUNDATION

**TOP FIVE TO RIDE**

- 1 IT ALL STARTS HERE**
  - TAKE THE BASIC RIDER COURSE
  - FOLLOW UP WITH DIY PRACTICE DRILLS
- 2 THE RIGHT GEAR**
  - ALL THE GEAR - ALL THE TIME
  - HELMET, JACKET, PANTS, EYE PROTECTION, GLOVES + BOOTS
- 3 RIDE SMART**
  - SEE AND BE SEEN
  - RIDE AT YOUR OWN PACE
- 4 GUARD YOUR SPACE**
  - KEEP A SPACE CUSHION
  - BE READY TO REACT
- 5 STAY FOCUSED**
  - WATCH FOR CHANGING ROAD CONDITIONS
  - STAY SOBER - STAY SAFE

SCAN HERE FOR ALL THE MSF COURSE OPTIONS

MSF MOTORCYCLE SAFETY FOUNDATION

@MOTORCYCLESAFETYFOUNDATION @MSF\_USA





We are in the beginning of the ‘Riding Season’ some would say. But truth be told, riding season is all year long.

We had a nice ride planned for the after meeting this May. Unfortunately, Mike and Jocelyn were not able to ride to the destination, Dairy Queen in Yelm. However, Jocelyn drove to Yelm to meet us. The planned ride was a short 80 miles of secondary roads from the Rainbow Café in Auburn to the Yelm Dairy Queen. Jocelyn was patiently waiting for Walt D., Ron H., and Mike B. at the Dairy Queen in Yelm as we arrived.

To our surprise, Jocelyn decided to treat us to the ice cream of our choosing from her personal pocketbook. Thank you so much Jocelyn.

The following week on May 30<sup>th</sup>, we got together for the Don Hatley Five Ace’s Memorial Ride. The initial assembly point was the McDonalds in Kent. Dennis M., Joe L., Vonda and Gary B., Todd and Meredith M. Javier and I started the ride in Kent. The plan was to meet up with folks from Chapter C at the Snohomish Park and Ride at approximately 10:20 am. Unfortunately, I overshot that a bit. We were 20 minutes late. Luckily Bob A. and Walt D. of Chapter C were patient and waited for us.

We now have 9 motorcycles and 10 riders/passengers. Within about 10 minutes we were on the road again headed north to Hwy 9, Hwy 2, into Marysville, Tulalip, Stanwood, Conway, Mount Vernon, Sedro Wooley, Burlington to visit Don and have a drink. He would always tell Tina to have a bottle of our favorite Black Velvet at his final resting place so we could swing by and have a drink with him. We did just that. Then it was off to the Snow Goose Produce for another of his favorites, Ice Cream. It was a great day of reminiscing.



During fair weather, state road maintenance is in full swing already. Several of the main highways are being resurfaced or massaged in some way or another and causing multiple traffic back-ups. I’m happy to say the roads we chose for our ride today were virtually free of maintenance and or traffic issues.

### **Chapter C Oregon Coast Ride, June 5 through Jun 7, 2026**

Mike B. and Mike Z. arrived at the May Town rest stop on I-5 at around 9:00 am. Shortly after that Kevin L. arrived. At approximately 9:40 am, Howie D., Darin J., Phil N., Bob T. and Walt D. arrived together. We sat and talked for a bit as the rain started to fall. We donned our rain gear and saddled up.

Walt led us out and wouldn’t you know it, the rain intensified. The ride south on I-5 was pretty much a white out. The rain was not so intense that it caused visibility issues, it was the road spray generated by the trucks. At one point I was passing a log truck that I hadn’t even seen until it was adjacent to my right rear-view mirror. I was thanking my lucky stars that I was not in the lead at this point.

Luckily for us, in about 10 miles the visibility started to get better. The rest of the ride south was interesting. Somehow ONE of us got separated from the group and was on his own from Portland to about Roseburg, OR (I think). I’m not exactly sure how long the separation lasted but suffice it to say, it was a comedy of errors concerning a lack of communication. The communication got a lot better for the remainder of the ride.

We made it to Grants Pass unscathed and found our respective motels. I was the lone man out, staying at the Quality Inn instead of the Red Lion. I think the room rates were similar but at the Quality Inn, they provided a full breakfast in the morning including waffles, cereal, fruit, yogurt, milk, juice and coffee and that is why I opted for this motel.

I had read in their brochure that the Red Lion only offered a continental breakfast. A continental breakfast is a light morning meal that typically consists of pastries, bread, fruit, dairy, and beverages.

More than one member of our group thought there should be more to the fare and was not too happy with their morning meal. The mission for the morning as we leave Grants Pass is to find a decent place to have breakfast.

In less than 30 miles on I-5 from the Red Lion, we found a really REALLY nice bakery/restaurant called Heaven On Earth in Azalea, OR. You really need to see it to believe it. Here is the Yelp Page where there are at least 480 pictures of this wonderful place to eat: [https://www.yelp.com/biz\\_photos/heaven-on-earth-azalea](https://www.yelp.com/biz_photos/heaven-on-earth-azalea)

It may be used as a destination for a ride in the future. With full bellies and happy thoughts, we headed to Lincoln City. What a beautiful ride along the coast. It gave us pause to think of how many folks in the USA never get to see the ocean. Someone mentioned that they wanted seafood for lunch. I knew of a place in Florence, Oregon, called Mo's Seafood. We were very lucky and found great parking in Mo's parking lot. And as luck would have it, right across the street from Mo's was a great place for Ice Cream. Howie was in heaven.

The Holiday Inn Express in Lincoln city was as good as it gets. Really nice clean rooms and a great breakfast in the morning. No one went away hungry. The morning ride towards Astoria was beautiful but before we got to Astoria, we needed gas and Walt needed his daily dose of Starbucks. We fueled up in Warrenton, Oregon and Walt volunteered to buy at the local Starbucks.

From there we headed over the Astoria-Megler Bridge. It is 4 miles (6,545 meters) long. Next stop was Raymond, WA where we stopped at the C&C Classic Diner, formerly called Slater's Diner, for lunch.

Kevin L. and I parted ways with Howie, Walt, Mike Z, DJ, Phil and Bob as they headed north to Everett, and we headed east to Spanaway. A great trip. Maybe we should plan another next year.

## **Chapter A impromptu ride through Mt. Rainier National Park, June 20, 2026**

With such great weather, we really needed to ride. Since no one else had a ride planned, Chapter A hastily put together a ride for Saturday. The initial plan was to go through Mt. Rainier National Park counterclockwise. That would have worked but I wanted to stop at Copper Creek Inn restaurant for pie and ice cream. The problem with that is Copper Creek Inn Restaurant doesn't open until 11:00 am.

A clockwise direction through the park would work better. The planned meeting point of McDonald's in Enumclaw at 9:00 am seemed perfect. A blanket email was sent to both Chapter's A and C. Yes, it was late notice, but we really didn't have much choice. I did get a couple of replies, but they were from folks that could not make the ride.

Mike B. and Dennis M. met at McDonald's prior to 9:00 am, had breakfast and kickstands were up by 9:15 am.

The decision to enter the park from Stevens Canyon Rd entrance turned out to be a good one. Only one car was in line before us. Since one of us has a Lifetime Senior Pass, the other motorcycle got in free. Bonus.

After being blessed with a sunny, warm and beautiful leisure ride through the park of about 37 miles, we exited the Nisqually Southwest entrance to the park and realized we had dodged a bullet. There was over a two-mile line of cars waiting to enter the park from the west. Next stop, Copper Creek.

Copper creek has excellent blackberry pie and ice cream. Dennis says the fish is not too impressive though. Wally's in Buckley is better.

**Mike Briese**  
**WA-A Webmaster**



# **Riding Drag Is Anything But For your most skilled/ most experienced/ best equipped**



By: James R. Davis

SHARED by [Chapter C Bob Tift](#)

Let's first discuss the drag bike's obvious role during group lane changing maneuvers. Almost always, a lane change is initiated by the lead bike, but there are times when the drag bike should do so. For example, if the group is traveling on a freeway and the drag bike observes that an 18-wheeler is harassing the group (tailgating or honking its horn), the proper response of the drag bike is to increase the distance between himself and the next bike in front of him and to radio ahead to the lead bike recommending an immediate lane change to the right, and why.

If the lead bike requests a lane change, the drag bike must first determine that it is safe to do so. If it is not, he must tell the lead why he is unwilling or cannot do so at this time. That is, the drag bike determines if and when a lane change that is requested by the lead bike is to happen. (Note that if the group moves into a slower moving lane from front to back, much like a normal car passing maneuver, the lead bike does not request a lane change at all - he announces it - and the drag bike's responsibility is to announce when the maneuver is completed.)

[Important! The proper response from the drag bike to a request to obtain a new lane for the group should ALWAYS be: "Stand By". To say something like "OK" can be confused by some to mean the lane has been obtained and it is time to move over. It is NOT safe to change lanes until the drag bike subsequently says "The lane has been secured - following the red car", or something to that effect. If the drag bike denies the request for a lane change he has already told the lead bike (and all listeners) to 'stand by' and so merely then updates that advisory with why the request is denied.]

Assuming it is safe to change lanes, the drag bike moves into the requested lane and signals the lead bike that it has been obtained. He must also advise as to the traffic situation as it relates to the lane change.

Additional responsibilities of the drag bike: checking that all bikes have raised their side stands when the group begins its ride; assisting any member that is forced to leave the group for mechanical, medical, or personal reasons (lost confidence, for example); observing the riding performance of all of the other bikes to determine if there might be a particular rider who is mismatched in terms of riding skills compared to the group; watching for any unsafe driving habits of individual riders or the group at large; 'closing the door' in situations where a lane is about to be lost; and to watch and report any lighting, tire or luggage problems with any of the bikes in the group.

Being at the back of the group, the drag bike is in the ideal position to perform these responsibilities and having these responsibilities requires that the drag bike is best prepared to honor them. The drag bike should have a comprehensive first aid kit, fire extinguisher, the ability to turn on blinking warning lights, and reliable communications capability. The drag bike rider should be currently trained in first aid and CPR as well as having attended an MSF Experienced Rider Course (ERC).

If a member has failed to raise his kickstand, a quick radio broadcast by the drag bike gets that

problem fixed before the group moves at all.

When the group makes a stop, the drag bike sees all the stop lights and will report any that are failing. He does the same if he sees failing turn indicators (or those that are left on). Luggage that has slipped, trunk or bags that are left open or have their latches spring open, will be observed and reported by an alert drag bike. (These are things that each member of the group should watch for in behalf of all the bikes ahead of them.)

If a bike must leave the group for any reason, it's the drag bike that must determine if assistance is required and to provide it, if necessary. If a member of the group must stop at the side of the road, the drag bike will stop with him, radioing the situation to the lead bike (so that a new drag bike can be designated and the group can find a safe place to leave the road.) If a major problem exists the drag bike radios ahead and asks the lead bike to furnish whatever additional assistance is required. For example, BEFORE starting CPR, a quick medical alert must be broadcast so that the lead bike can arrange for trained assistance. By the way, all else being equal, this is why one should choose a drag bike that has a co-rider - to allow constant radio support while first aid attention is being rendered.

During the ride the drag may well see that one of the group's members slows down dramatically when entering curves. This is a sure sign that that rider is being pushed beyond his individual riding skills. The drag bike should take it upon himself to do two things in this case:

He should request the lead bike to slow down:

- He should be sure that the individual having the control (or confidence) problems is moved towards the back of the group, preferably to the last position in the group that rides in the 'slot' (right half of the lane). This change of group position is often best done when the group makes its next stop, but sometimes it must be done immediately.
- If the drag bike observes that a rider does not appear to have control of his bike adequate to continue the ride as a member of the group, then he **MUST** so advise the lead bike and request that the group make an immediate stop to resolve the problem. In almost all cases the resolution will involve **INSISTING** that the impaired bike leave the group and be escorted to a safe destination. It is typical that the drag bike will act as the escort.

In severe cases, typically those involving drugs, alcohol, or medical problems, the impaired driver must not be allowed to drive their bikes at all, if they can be stopped, and one of the co-riders might be asked to drive it to a safe place for overnight storage, for example. In this case the impaired driver should **NOT** be allowed to assume co-rider status!! Some other form of transportation needs to be arranged.

If either the lead or the drag bike insists that an individual not be allowed to ride with the group, the group **MUST NOT** allow that individual to continue to ride with them. If the individual in question refuses to leave, then the group should simply stop and not proceed while he continues to remain.

The lead and drag bikes are a team designated by the group to conduct them safely to their destination. These are not symbolic positions. They require maturity, experience, training, cooperation, good communications, and good judgment. And, occasionally, your thanks.

# SNIPPETS

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Be sure to join Facebook Page **“GWTA-Washington State”**. The administrators are Vonda Brest, our WA State Director and Craig Alberts of Chapter Q Tenino. Currently there are 74 members. This is a great venue to share WA State Chapter rides, meetings and events.

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## **GWTA WA Squaw Rock Resort Campout.**

**September 10-14, 2026**

Squaw Rock RV Resort and Campground  
15070 WA-410, Naches, WA 98937  
(509) 658-2800

<http://squawrockrvresortandcampground.com>

Be Sure to Leave a Voicemail

And Be Sure to Mention *“Goldwing”* Campout



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July 13, 2026-July 16, 2026

## **GOLD RUSH XXXVIII**

**DoubleTree by Hilton One** Wenonah Park, Place Bay City, MI 48708

Deadline for Rally Rate is June 21, 2026 Event Registration Form (pdf) Event On-Line Registration (Members Only) On-line Hotel

Gold Rush 2026 will be held in Bay City Michigan.

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Just my thoughts.

Lately I have been very concerned about the number of motorcycle deaths that occurred so far in 2026 in our great northwest. Currently between 1 to 5 motorcycle riders every week! While I understand from the articles that most of them are the rider’s fault, I sure hope that you, my friends, and any other riders work to keep their rider education and skill set fresh. Hence why this newsletter has a Safety article every month. Perhaps we all could share other sources that riders can peruse on their own time. Happy to distribute via email, newsletter or maybe our website. Does this state not require motorcycle education or safety courses to obtain the endorsement on your driver’s license? My husband says no, just pass the written test. I believe there is a required online class for boat drivers.

Thanks for listening. Would love some feedback.

Jocelyn Piechowiak, [jocelynpiechowiak@hotmail.com](mailto:jocelynpiechowiak@hotmail.com)

## Sunshine Committee



We love to celebrate birthdays and anniversaries.  
And when asked,  
we send out Get Well and Sympathy cards.  
Cheers,  
*Jocelyn and Michael Piechowiak*

# JUNE 2026 CELEBRATIONS

### Birthdays:

A:

10<sup>th</sup> Penn Briese

17<sup>th</sup> Linda Crain

28<sup>th</sup> Cindy Duffield

C:

11<sup>th</sup> Jerry Petterson

14<sup>th</sup> Dean Warren

17<sup>th</sup> Robert Wormley

22<sup>nd</sup> Eddie Peterson

24<sup>th</sup> Donna Murray

Q:

U:



### Anniversaries:

A:

C:

Q:

16<sup>th</sup> Daniel and Terrie Holdsworth

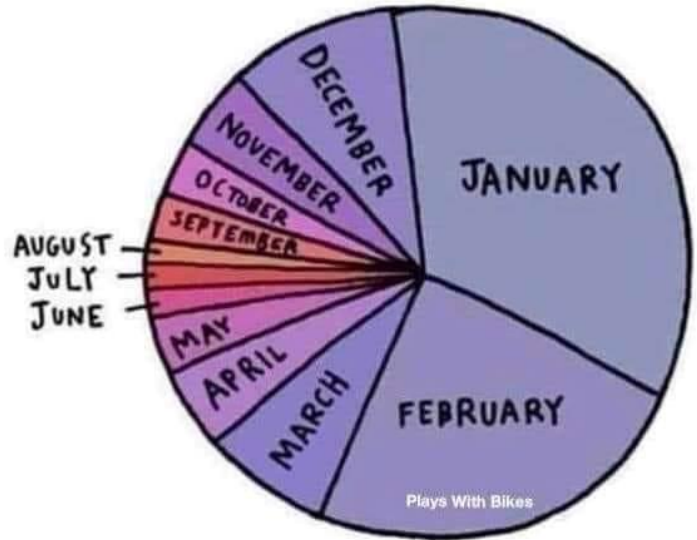
U:



😊😊😊😊😊😊😊😊😊😊 CHUCKLES! 😊😊😊😊😊😊😊😊😊😊



## How Time Passes... For Motorcycle Riders



Thanks to those members who shared these Chuckles. Courtesy of Facebook Pages

## Chapter WA The “Q” Crew

**1st Saturday** Breakfast 8am Meeting 9am. Please RSVP to CD  
Sandstone Café & Quarry Bar, 273 Sussex Ave W, Tenino, WA 98589

Chapter Director (CD) Steve Henson (360) 489-5275

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## Chapter WA “C” Evergreen Wings

**2nd Saturday** Breakfast 9am Meeting 10am  
Patty’s Eggnest, 6720 Evergreen Way, Everett, WA 98203

**Chapter Director (CD)** - Howie Dickerman (206) 571-3273  
**Assistant Chapter Director (ACD)** - Mike Zmiarovich (360)582-7259  
**Treasurer & Secretary** - Bill Shepherd  
**Ride Coordinator** – Walt de Fisser  
**50/50 Coordinator** – Karen Tift  
**Safety Coordinator** – Bob Tift

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## Chapter WA “U” Okanogan Valley Wings

**3rd Saturday** Breakfast 8am Meeting 9am...Please RSVP to CD for Location

Chapter Director (CD) Teri Mitschelen (509) 429-1751  
Asst Chapter Director (ACD) Mel Caylor (509) 322-2546

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## Chapter WA “A” Seattle Wings

**4th Saturday** Breakfast 9am Meeting 10am  
Rainbow Café 112 E. Main St., Auburn, WA 98002

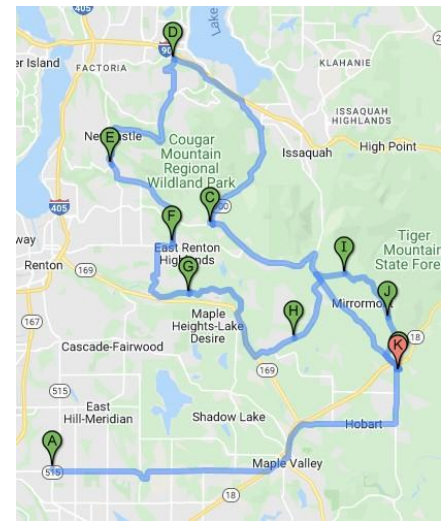
**Chapter Director (CD)** - Jocelyn Piechowiak (206) 249-6310  
**Assistant Chapter Director (ACD)** - Dianna Hemmi (253) 686-3309  
**Treasurer** – Jerry Garman  
**Webmaster** - Mike Briese  
**Mechanical/Technical Advisor** - Dennis Murphy  
**Ride Coordinators** – **OPEN**, a shared position with Mike Briese  
**Sunshine Committee** - Jocelyn Piechowiak, Veronica Lowe  
**Stores** – Joe Leon  
**50/50 Coordinator** - Dianna Hemmi

# WA Chapter A Seattle Wings 2026 Calendar of Events

*Updates and Changes will be announced by email between newsletter publications.*

Start	End	Event	Location
04/04/2026		Visit Chapter Q Breakfast 8am Meeting 9am	Kickstands Up: 7am McDonalds at SR512 and I5
04/11/2026		Visit Chapter C Breakfast 9am Meeting 10am	Kickstands Up: 8am Chevron, 84th and 212th in Kent
04/25/2026		Monthly: Breakfast 9am Meeting 10am	Rainbow Café, downtown Auburn WA
		After Meeting Ride	Puppy Ride, a hairy east King County Route
05/02/2026		Visit Chapter Q Breakfast 8am Meeting 9am	Kickstands Up: 7am McDonalds at SR512 and I5
05/09/2026		Visit Chapter C Breakfast 9am Meeting 10am	Kickstands Up: 8am Chevron, 84th and 212th in Kent
05/23/2026		Monthly: Breakfast 9am Meeting 10am	Rainbow Café, downtown Auburn WA
		After Meeting Ride	Mystery Ride by Michael Piechowiak
05/30/2026		<b>Five Aces Ice Cream Ride</b>	Snow Goose, Kickstands Up: 84th and 212th in Kent
06/06/2026		Visit Chapter Q Breakfast 8am Meeting 9am	Kickstands Up: 7am McDonalds at SR512 and I5
06/13/2026		Visit Chapter C Breakfast 9am Meeting 10am	Kickstands Up: 8am Chevron, 84th and 212th in Kent
06/20/2026		Extra Special Ride by Mike Briese	Details in Email sent out 06/19/2026
06/27/2026		Monthly: Breakfast 9am Meeting 10am	Rainbow Café, downtown Auburn WA
		After Meeting Ride	Cle Elum, Cottage Inn for Lunch
07/04/2026		Visit Chapter Q Breakfast 8am Meeting 9am	Kickstands Up: 7am McDonalds at SR512 and I5
07/11/2026		Visit Chapter C Breakfast 9am Meeting 10am	Patty's Eggnest, 6720 Evergreen Way, Everett
7/13/2026	07/16/2026	GWTA GOLD RUSH XXXVIII	DoubleTree by Hilton, Bay City Michigan
07/25/2026		Monthly: Breakfast 9am Meeting 10am	Rainbow Café, downtown Auburn WA
		After Meeting Ride	TBD
08/01/2026		Visit Chapter Q Breakfast 8am Meeting 9am	Kickstands Up: 7am McDonalds at SR512 and I5
08/08/2026		Visit Chapter C Breakfast 9am Meeting 10am	Kickstands Up: 8am Chevron, 84th and 212th in Kent
08/22/2026		Monthly: Breakfast 9am Meeting 10am	Rainbow Café, downtown Auburn WA
		After Meeting Ride	TBD
08/29/2026		<b>Five Aces Ice Cream Ride</b>	Copper Creek w/Mike Briese
09/05/2026		Visit Chapter Q Breakfast 8am Meeting 9am	Kickstands Up: 7am McDonalds at SR512 and I5
09/10/2026	09/14/2026	GWTA State Campout at Squaw Rock Campgrounds	Naches, WA, RSVP Goldwing Group (509) 658-2800
09/12/2026		Visit Chapter C CANCELLED	
09/26/2026		Monthly: Breakfast 9am Meeting 10am	Rainbow Café, downtown Auburn WA
09/26/2026		After Meeting Ride	TBD
09/27/2026		Anacortes Oyster Run	Kickstands Up: 6am Chevron, 84th and 212th in Kent
10/03/2026		Visit Chapter Q Breakfast 8am Meeting 9am	Kickstands Up: 7am McDonalds at SR512 and I5
10/10/2026		Visit Chapter C Breakfast 9am Meeting 10am	Kickstands Up: 8am Chevron, 84th and 212th in Kent
10/24/2026		Monthly: Breakfast 9am Meeting 10am	Rainbow Café, downtown Auburn WA
		After Meeting Ride	Reverse Puppy Ride, a hairy east King County Route

10/31/2026	<b>Five Aces Ice Cream Ride</b>	Iscreamery, Gig Harbor. Kickstands Up 11am
11/07/2026	Visit Chapter Q Breakfast 8am Meeting 9am	Kickstands Up: 7am McDonalds at SR512 and I5
11/14/2026	Visit Chapter C Breakfast 9am Meeting 10am	Kickstands Up: 8am Chevron, 84th and 212th in Kent
11/28/2026	Monthly: Breakfast 9am Meeting 10am	Rainbow Café, downtown Auburn WA
	After Meeting Ride	TBD, weather permitting
12/05/2026	Visit Chapter Q Breakfast 8am Meeting 9am	Kickstands Up: 7am McDonalds at SR512 and I5
12/05/2026	Olympia Toy Run 10am to 1pm	Group Ride details to be announced
12/05/2026	Holiday Party 3pm	Bill Crain's house
12/12/2025	Visit Chapter C Breakfast 9am Meeting 10am	Kickstands Up: 8am Chevron, 84th and 212th in Kent
12/27/2025	No Monthly Meeting. Enjoy your Holidays.	
01/01/2027	New Year's Day Ride	Kickstands Up at Rainbow Café, Crain's Corner lunch



**Chapter A's Annual Puppy Dog Ride May 2026**

## **WA Chapter C Everett 2026 Calendar of Events**

**This Calendar is provided this month as a separate file attachment with the newsletter.**

# The Famous WA "A" 5 Aces Ride

"Chapter "A" has been enjoying FUN since September 1980.

## **The Famous WA "A" 5 Aces Ride.....**

At Chapter "A" we've noticed that **4 months** this year have an additional 5th Saturday! We at Chapter "A" honor those extra Saturdays with an "Ice Cream Ride" aka The Famous WA "A" 5 Aces Ride.

The Chapter is buying!!

Next .....August 29<sup>th</sup>



Suggestions for destinations are welcome.

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**Find out what is going on in other GWTA chapters' neck of the woods:**

[GWTA - Motorcycle Touring Association](#)

<https://www.facebook.com/groups/51175813698>



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Be sure to submit by midnight of the 20<sup>th</sup> of the month to be included in that month's newsletter.

Send your comments, questions, and submittals in word doc not pdf

to WA State Newsletter Editor:

[jocelyniechowiak@hotmail.com](mailto:jocelyniechowiak@hotmail.com)

Call or Text 206-249-6310.

THE END.

