



Wing Words

the rest of Colorado follows COL



FRIENDS FOR FUN, SAFETY, AND KNOWLEDGE

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June 2013

Next Chapter Gathering

Monday, June 3, 2013 @ 7:00 p.m.

Folks start showing up at 6:45 p.m.

Columbine Room, Clements Community Ctr

1580 Yarrow Street, Lakewood, Colorado

Gathering Refreshments & Coffee

Refreshments: **Andy & Sherry Smith**

Coffee: **Kenny & Lis Simons**

Words for Gold Wings!

by Fred & Linda Fisher, Directors

Greetings from your Directors,

It looks like we are going to get some nice weather finally. We have even gotten some much appreciated precipitation. Now I know the rain isn't the best for riding, but we can always use the moisture.



Linda and I did get a ride in this month to the Chapter G meeting. On May 11th, we had our Chapter GPS Fundraiser. We were disappointed in the turn out, but the folks that did show up, had a great time. A big THANK YOU to Bob King for all the hard work he put into setting up and running this event. Thanks also, to all the chapter members who came to help.

The monthly dinner ride moved from our usual Wednesday night to a Tuesday night so that we

could join Chapter E in a Ride-For-Kids fundraising dinner. Linda also had a RFK dinner this month. Nice weather allowed for a good turnout of bikes.

We closed out the month's activities with the Region "F" convention held in St. George, Utah, where we had a large contingent of Chapter L members attending. There were many activities and seminars to attend and teach. The Arizona and California Drill Teams also performed for the crowd. The weather was very nice with some great sunny days. Some folks rode over in some wind but other than that, I think all was well. We also helped out in the door prize room that the Colorado District was in charge of.

Congratulations go to Chapter J Directors, Barb and Jon Pons, who were selected the Region F Couple of the Year. They will now head to Wing Ding 2014 (location unknown) to participate in the International Couple of the Year selection process.

We have several ride events coming up this month, so keep an eye on the Chapter calendar and emails for updates or any changes.

I'm looking forward to getting some seat time and joining you all on some rides.

With that, I will close for now. Hope to see everyone at the June 3rd chapter gathering.

Until later.....Ride Safe.....Always.

Ready, Set, Tow!

by Andrew C. Smith, Rider Educator



Wow! We had a blast at the Region "F" Rally in St. George, UT. We each got there in various ways, some of us towing a trailer. Each of us knows that every time we plan a trip we must consider how far away are we traveling and how much "Stuff" are we going to drag with us. Even with the wonderful machines we ride, space is at a premium. Every operator must make decisions on how they will operate their own motorcycle. By adding the ability to tow a trailer, we change the

dynamics of our 2 wheeled luxury vehicle. We all know motorcycles by design are unable to carry copious amounts of luggage or cargo. Sidecars increase loading capacity and distribution of weight, but there is nothing better than a well manufactured trailer to alternatively load a motorcycle. The main problem with loading the back-seat of a motorcycle is improper weight distribution, wear and tear, and handling problems. With proper technique, design, and loading, a trailer can be added to most motorcycles. We will discuss a few items about towing with your Gold Wing in this article.



We are quickly reminded by reading through most owner's manuals, these famous words *"This vehicle not manufactured for use with a sidecar or trailer. Use of a sidecar/trailer can/will void warranty"*. Obviously the addition of any accessory to a motorcycle must use caution, the manufacturers place these warnings for good reasons.

The Hitch - The hitch on the motorcycle should be sturdy (connected at least to four points on the bike). Hitches should not be connected to moving suspension components, swing-arms, shock-absorbers, or drive



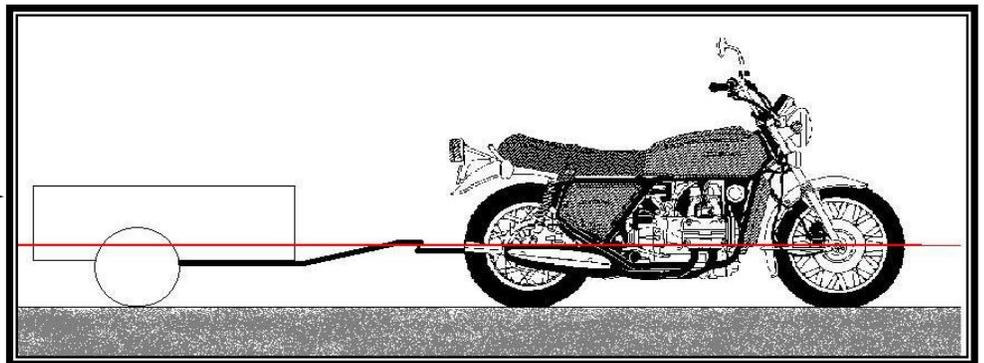
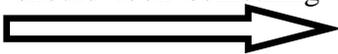
shafts for the obvious reasons. There should be no movement in the hitch. Hitch height should be at hub-level of the rear wheel. The distance between the rear wheel and the hitch should allow the rear wheel to move up and down unimpeded, but it should not be an excessive distance from the hub. There are several options available to us for our Gold Wings.

Trailer Considerations - The best designs of trailers use the largest tire height possible and high speed bearings in the wheels. Beware the use of cheap lawn and garden tires on trailers. These types of tires are made

soft and compliant so as not to damage lawns and are in no way recommended for highway use. Trailers come in all shapes and sizes. A trailer should contain the following design features: A hitch assembly rated at a significant value higher than the gross vehicle weight of the trailer (total weight of the trailer). The trailer should have an axle width to tongue length of about 1 to 3. A significantly shorter trailer tongue will not track behind the motorcycle correctly, and a significantly longer trailer tongue will create cornering problems. There should be enough overhang to the rear of the trailer of the cargo area to allow proper loading. However, it should not be so great of an overhang as to possibly drag the curb when leaving your favorite gas-stop

A trailer is an alternative method of loading gear. A motorcycle has particular design characteristics that are being modified to allow the operator to carry more gear. As the operator you will have to decide how much is enough. A trailer is not a "blank check" to bring everything. Some simple rules for loading trailers are to take everything you would put on or in the bike and put it in the trailer instead. This is true for alternative loading. Of course, if you look down at the wide open maw of the emptiness of the trailer and start filling remember; the trailer total weight should be distributed over the axles so that the tongue weight is about 10 – 20 percent of the total weight of the trailer (*the GWRRA Trailering course recommends a range of no more than 20 to 70 lbs*) you will need to determine if your tow is right for the way you ride. Figure the total allowance of weight for the bike by looking in your owner's manual. Add all the gear weight on the bike including passengers and riders, don't forget to include the weight in the trunk & saddle bags. Don't forget to add the tongue weight of the trailer. If you are in the positive and not overweight, you're doing good. If the amounts are over, start shedding gear. Motorcycles are very finicky on how much weight they are moving.

The Right Balance - Loading is critical, if you are not very contentious, an improper load can hurt you. The trailer & bike centerline should look something like this:



The Stop - Remember all of the weight (trailer, motorcycle, rider) is still going to be stopped by those same brakes, and accelerated

by the same drive train. Depending on the weight of the trailer you choose to tow, all of the components on the motorcycle are going to wear a lot faster. Brakes and tires may be the most effected component on the motorcycle. Proper loading is going to be the most important part of trailering because it's going to affect every other part of the handling of the motorcycle.

There is obviously so much more to discuss in this area that I cannot cover in this article... so I'll plan on a GWRRA Trailering Seminar in the future!

Ride Safe – Have Fun!

Go Eighty!*by Sherry Smith, MAD Chapter Coordinator*

For those of you who did not ride your bikes to St. George last month, let me explain the title of this article. The drive to Utah was, in a word, WINDY! (an understatement) The constant wind, trying to blow us off the road, was bad enough. Add in 40 mph cross winds, yes, one rider had an anemometer, and you get the picture. So...when we were at our last fuel stop and one rider asked the question, "Should we stay the speed limit or go 80?" What did your law-abiding, happy to be your MAD coordinator say? ***Read the title.***

This ride reminded me of the importance of doing what is right, and to maintain a safe speed even when you are windblown.

**Sweet surprise GPS Fund Raiser!***by Bob King, Assistant Chapter Director*

(Old picture – Pre-retirement!)

The 2013 GPS Fund Raiser for Chapter L turned out to be a good time for the participants. The weather cooperated for the 22 riders that were willing to take the challenge and they all did very well. The goal was to find your locations and make it to where the food was waiting for you. You all braved the traffic to find the various ice cream shops that we have around the city. Some of you

discovered new locations that weren't around just a few years ago. I am proud to say everyone made it and nobody had to use the emergency map to get you on track.

I would like to thank Chapter L members who worked to put this event together, Fred and Linda Fisher, Vicky Kirk, Liz Simons, and Christine King. I also want to give a special thanks to Ralph and Janet Spencer for getting the wonderful facility at the Ken Caryl Equestrian Center. I would also like to thank those that helped that I did not mention.

I hope that this GPS Fund Raiser was as fun for you all as it was for me to set up. It was a learning experience that I enjoyed on how to use that wonderful GPS that we all have come to rely on to get us to our destinations.

Next year we are going to expand the GPS Fund Raiser to locations in the mountains to get away from the traffic and have a scenic view that we all enjoy in Colorado. So keep your GPS up to date and be ready for a great event next year!

There's a Point For That—But then there is sooo much more!*by Mike Hottinger*

We woke up this morning to a BEAUTIFUL day! What does a GWRRA person do on such a day? Well, we get the bikes out, add fuel and join up with some friends and go on a group ride. OK... so yes... it was not that impromptu since we reserved this day back in January and finally the day arrived. This was Rhonda and my first attempt at leading a Chapter Ride. What type of ride does a person plan that was raised on the eastern plains of Colorado? We plan a ride to visit a National Historic Site in Burlington, The Kit Carson County Carousel.

You may not have heard of this place so I thought I would give a short description of it. The carousel was built for Elitch Gardens in 1905 by the Philadelphia Toboggan Company and was sold to Kit Carson County in 1928 for \$1,200 dollars. It is #6 of 74 built and is the only surviving carousel with original paint on the scenery panels and on the animals. This is also one of the fastest carousels built as it spins at 12 m.p.h. Check out <http://www.kitcarsoncountycarousel.com/> to learn more.

So, the day was planned with everyone meeting at the Loaf-n-Jug in Castle Rock with kickstands up at 7:30 a.m. Rhonda and I left early to be there before 7:00 a.m. since we were leading the ride and even with that we were still 2nd. Yes, Dan was an overachiever and beat us to our rendezvous point. The rest of the crew rode in together coming down Hwy 85. We had 7 bikes, three 1500's, three 1800's (one was a trike) and an Angry Bird. We had the Williams, the Fishers, the Drakes, the Benders, Dan and ourselves. We had our riders meeting and then pulled out at 7:30 going east on Hwy 86 towards Limon. What a great day and it was cool to start out. As we headed east through the rolling hills it was a peaceful day and then Mr. Wind caught up with us about 40 miles into the ride. We blew into Limon and topped off the tanks and emptied others. Dan picked that time to advise me and demonstrate how to operate a lock on the bathroom door but

much to his dismay, he found the same problem I had just a few minutes later. All saddled up we headed east again towards Hugo and into Kit Carson where we found it was time to take some layers off as it warmed up. We then headed east again, this time on Hwy 40 to Cheyenne Wells and turned north towards Burlington. I heard some little voice (I think riding on the Angry Bird) say something about getting hungry and asking "How long until we eat?" It was, after all, 11:10 and we were about ten minutes away from Burlington so we were off to have a little bit of Mexico at Restaurant Panaderia. They saw us pulling up in front of the restaurant and were getting the tables ready for us as we walked in. The customer service was good and the food was enjoyable.



After filling our tummies we got on the bikes and rode the 3 blocks to the Kit Carson County Fairgrounds and to the Carousel. Randall was the big spender of the day. He treated us all to the ride, a whole \$2.50, as it was 25 cents per person to ride. But, Hey! It was a free ride to the rest of us! Most of us bought some t-shirts to also commemorate the day. A couple of people sat out on riding the carousel due to battles they have with motion sickness and such, but that gave them the opportunities to take pictures. Before getting on-board we received a little history lesson on the carousel that was most interesting. We dropped our



tokens and then fought the little kids over what animals we wanted to ride. Ok, no kids were scared or harmed by anybody from the chapter. Our great Chapter Director took his seat on what else, but a lion—which he dubbed---Larry! (what else?). You don't think

of 12mph as fast but get on the carousel and you find out how fast it feels. I felt a little dizzy when the ride was over. When it stopped we had chances to take other pictures of the animals, the organ and even inside the center where the original GE motor still turns the carousel.

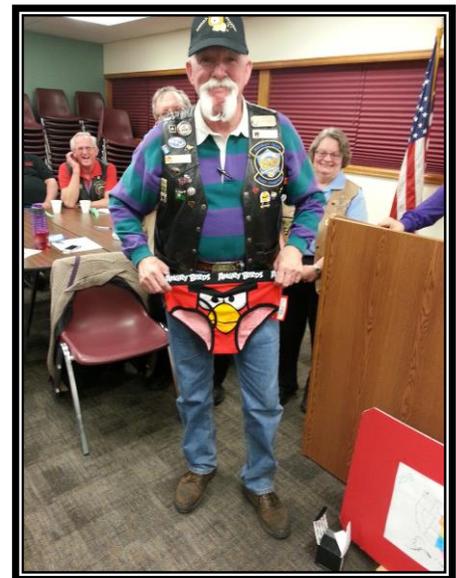
Carousel ride over, it was time to head west, towards home and this time we fought the stiff crosswind as we rode on I-70 to Limon. We stopped in Limon for gas and ice cream. It was not Dairy Queen as that place is a Chinese restaurant now, so we did the next best, we had Frosty's at



Wendy's. After ice cream we headed north on Hwy 71 towards Last Chance and witnessed the windmills churning out lots of electricity due to the wind we were enjoying. At Last Chance we headed west on Hwy 36 towards Bennett and while the wind was still blowing it did not beat us up too badly. We soon found ourselves in Byers and then through Strasburg and towards Bennett where Rhonda and I peeled off leaving the others to complete their journey home into the city. The day was a great day and we all enjoyed a little bit of history and getting a chance to do something that we might not have done since childhood. We look forward to the next ride and hope others will get to join in. All in all, it was about a 500 mile day for all of us. And yes, a full 10 hours!

Special Presentation by Chapter E!

Chapter E presented our very own Greeter Extraordinaire AND Individual of the Year, Ralph K Spencer, III his VERY OWN pair of Angry Bird ___ - well, never mind! Don't ask!



Birthdays and Anniversaries**Happy June Birthday to:**

Gary Warner (16th)
 Mike Ackerman (23rd)
 Vicky Kirk (23rd)
 Randy Jensen (25th)

**Happy June Anniversary to:**

Carl & Judy Williams (6th)
 Dan & Vicky Kirk (19th)
 Fred & Linda Fisher (22nd)
 Gary & Alice Warner (30th)

Future Events**Jun 2013**

Mon, 3rd

Chapter L Gathering, 7:00 p.m., Clements Community Center
Refreshments – Andy & Sherry Smith

Fri-Sun, 14th-16th

Multi-Chapter Campout

Wed, 19th

Dinner Ride – **Ralph & Janet Spencer**

Sat, 22nd

Multi-Chapter Ride to Bent's Fort

Thu-Sun, 27th-30th

Wyoming District Convention, Sundance, WY

Various

Other GWRRA Gatherings. Please refer to your 2013 Ride Guide

Jul 2013

Mon, 1st

Chapter L Gathering, 7:00 p.m., Clements Community Center
Refreshments – Kenny & Lis Simons

Sat, 6th

Multi-Chapter All-American Car Show

Sat, 13th

Multi-Chapter Copper Mountain Ride sponsored by Chapter L

Wed, 17th

Chapter L Dinner Ride, 6:30 p.m. – **Andy & Sherry Smith**

Fri-Sun, 19th-21st

Multi-Chapter Western Slope Ride sponsored by Chapter I

Sat, 27th

Chapter J "Hummer of a Summer" Fund Raiser in Estes Park

Fri-Sun, 26th-28th

Utah District Convention, Price, UT

Various

Other GWRRA Gatherings. Please refer to your 2013 Ride Guide



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Couple of the Year (COY)	Steve & Tami Bender	bnrdrspndr@aol.com	303-972-8420
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Newsletter & Ride Book Editor	Randall & Janet Drake	HookdOnDiz@aol.com	303-933-6073

Colorado Chapters and District Staff



Colorado Chapter Directors

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Motorist Awareness-West	Nick & Ginny Hoppner	ginnynornick@bresnan.net	970-964-4379
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Individual of the Year (12-13)	Robert Bray		
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