



Wing Words

the rest of Colorado follows COL



FRIENDS FOR FUN, SAFETY, AND KNOWLEDGE

August 2013

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Next Chapter Gathering

Monday, August 5, 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: **Mike & Becky Ackerman**

Coffee: **Kenny & Lis Simons**

Words for Gold Wingers!

by Fred & Linda Fisher, Directors

Greetings from your Directors,

Summer continues to be busy for Chapter L. We have been doing rides, taking some training seminars, and doing some rider training. Oh, did I mention, we have been riding?



Rides included a Multi-Chapter rides to Bent’s Fort and to Copper Mountain. We also had a Chapter ride to Cripple Creek. Some of the Chapter members went up to Sundance, Wyoming for the Wyoming District Convention.

We had our monthly dinner ride on Saturday this month when Andy and Sherry Smith took us to the Black Forest Inn in Nederland. What a cool place with some great food.

We had some great on-bike training with a certified Parking Lot Practice. We got some really good training in a class that I equate as similar to doing a mini ERC. With a smaller class you get to go through the maneuvers more times. Doing it over and over (correctly) is good.

I don’t think we had any members go to Wing Ding in Greenville, South Carolina, earlier this month. We are, however, making plans to go to Wing Ding 36 next July in Madison, Wisconsin. I sent out an email earlier requesting that if you think you might be interested in going, to please let me know. We would like to have a nice group go to support Barb and Jon Pons, our District and Region Couple of the Year, as they participate in the International Couple of the Year Selection Process.

Chapter J’s annual fundraiser “Hummer of a Summer” was this month (July 27th). That’s a good reason to keep an eye on the District and Chapter L web pages and calendars. I might not get out emails

about all changes or additions to events, but I do try to keep the calendar up to date.

Don't forget, also, the Colorado District Convention being held in Granby, August 15-17. Information on registration, schedules, and rooms can be found

on the Colorado District web page. www.coloradogwrra.com

With that, I will close for now. Hope to see everyone at the August 5th chapter gathering.

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

Impaired Riding!

by Andrew C. Smith, Rider Educator



It has been noted many times that 'In General' the membership of GWRRA does not have a significant issue with impaired operation of our motorcycles. And, since Dairy Queen does not serve these beverages, we are probably fairly safe. However, a reminder every once-and-awhile is still a good thing.



Theory: Alcohol And Motorcycles Are Incompatible (this one isn't hard to figure out)

- At a Blood Alcohol Content (BAC) of 0.01 to 0.04%, judgment begins to lessen, the drinker is less critical of their own actions, reaction time is slowed, and indications of mental relaxation may appear.
- At a BAC of 0.05 to 0.07%, judgment is not sound, thinking and reasoning powers are not clear, and the ability to perform complex skills is lessened.
- At a BAC of 0.08% or above, judgment and reasoning powers are severely hampered, and the individual cannot complete common simple tasks without error.

Proof: Statistics From Recent Studies (by NHTSA, Florida, Kentucky, and Australia)

- Having any alcohol in one's body increases the chance of crashing by five times.
- Having a BAC greater than 0.05% increases the risk of crashing about forty-fold.
- 46 percent of all motorcyclists killed in crashes were using alcohol.
- One fourth of all fatal alcohol-related motorcycle crashes involve motorcyclists running off the road, overturning, or falling from the motorcycle rather than striking another object.

Explanation: Alcohol Affects Your Ability To "SEE"

SEE is the acronym for MSF's strategy to help motorcycle riders maintain a safety margin as well as remain ready and able to respond properly to traffic situations. SEE stands for:

- **Search** for hazards that might lead to trouble.
- **Evaluate** how the hazards might interact to create risk; prioritize multiple hazards to deal with one at a time.

- **Execute** an action to maintain a margin of safety. Alcohol affects these three human elements of safe motorcycle operation by impairing your vision (**Search**), judgment/decision-making ability (**Evaluate**), and coordination/reaction time (**Execute**).



Recommendation: Plan Ahead

- Riders should never mix alcohol with riding. Even low, legal limits of BAC increase your risk while riding a motorcycle.
- Riders who are away from home and decide to drink should either (1) wait until their BAC has returned to zero before riding, even if it means staying overnight, or (2) leave the motorcycle in a secure location and find alternate transportation home.

Excerpts from www.msf-usa.org

Lug-Nut Wars!

by Sherry Smith, MAD Chapter Coordinator



Ever heard the saying, “He who has the most lug-nuts wins.” Good for truckers....not so much for motorcycles. It is never a good idea to get into a lug-nut war. **We will lose every time.**



- Your best offense is a great defense.
- Know your surroundings
- Know your bike and your own limitations
- Know the road.

If you were at the safety seminar, hosted by JEFFCO County’s Sheriff David Baldwin on July 20, not only did you hear this pearl of wisdom, but other pearls as well. There will only be one more given. Stay tuned for details about our next meeting.



Triskadekaphobia? Fogetaboutit!!!

by Ralph Spencer, Chapter Greeter

There we were, **13** bikes and 17 people in the west parking lot of Walgreens in Castle Rock, Colorado, at 7:00 a.m. on Sat, June 22, wondering if the curse of the number 13, and the trepidation/fear that accompanies it, would ruin our 400 mile round trip ride to Bent's Old Fort National Historic Site in the southeastern part of our magnificent state!!! "Should we chance it?" someone asked. "I'm not sure this is a good idea." added another. "We need at least one more bike." suggested a third. Someone then noticed that of the 13 bikes assembled for this multi-chapter ride, not one of them was a trike. "Another bad sign." offered a fourth rider. Our fearless ride leaders, John and Barb Pons, huddled together for a few tense moments and finally suggested a way out of the conundrum that was staring us all in the face. "In the words of Tony Soprano," Barb announced, (a tribute to the June 19 death of James Gandolfini, I'm sure!), "let's just fogetaboutit and mount up! We'll pick up a 14th rider on the way to Pueblo, and a 15th rider in Pueblo." Everyone promptly mounted their bikes, secured their helmets, connected their CB lifelines, and headed south on I-25, keeping keen eyes out for that 14th bike. Thankfully, Ken Kerbs from Chapter I in Colorado Springs joined the group at Exit 100A during our

first break and was welcomed with handshakes, backslaps, and of course hugs, that I don't believe he ever quite understood! Needless to say, everyone seemed to be breathing just a tad easier with Ken's arrival. To make life even better, Clay and Sharon Austin from Chapter N in Pueblo joined us on their good looking trike, which put any remaining concerns about this trip to rest. We were now ready to head southeast with a vengeance!!!

Bent's Old Fort was completed in 1833 by William and Charles Bent, along with Ceran St. Vrain, to trade with Southern Cheyenne and Arapaho Plains Indians and trappers for buffalo robes. It was the only permanent settlement not under the jurisdiction and control of Native Americans or Mexicans. For much of its 16-year history, the adobe fort was the only major permanent settlement on the Santa Fe Trail between Missouri and the Mexican settlements. The U.S. Army, explorers, and other travelers stopped at the fort to replenish supplies, such as water and food, and perform needed maintenance on their wagons. The original fort was 180 feet long and 135 feet wide. The walls were 15 feet high and four feet thick – the strongest post at that time west of Ft. Leavenworth. It took four years to construct the fort, whose

northwest and southeast corners were hexagonal bastions in which were mounted a number of cannon. The walls of the fort served as walls of the rooms, all of which faced inwardly on a court or plaza. The walls were loopholed for musketry, and the only entrance was through large wooden gates of very heavy timbers. The fort was destroyed by fire under mysterious circumstances in 1849. When the fort was reconstructed in 1976, its authenticity was based on the use of archaeological excavations, paintings and original sketches, diaries and other existing historical data from the period.

Having driven over 200 miles, and walking another 1-2 miles at the fort itself, the group was ready for lunch at *Boss Hogg's Saloon and Restaurant*, a food emporium that time has almost forgotten and which decades will probably not improve. A couple of items from the menu did manage to catch the eyes of many of the Gold Wingers in attendance: "The Eliminator – a 3 lb. burger with sautéed mushrooms, onions, bell peppers and nine slices of cheese, nine slices of bacon, and 2 lbs. of French Fries – a true Cardiac Arrest for only \$26.95." My lips (and fingers) are sealed as to which one of our riders tackled this monstrous burger. The dessert was a no brainer: "Diet Brownie Delight - no fat, no calories, no

cholesterol, no carbs, no trans-fat, no sodium. You order it, we send it to the table next to you and you watch them eat it!" We all enjoyed a good laugh over these unique menu items as well as some darned good food that was provided to us in record time by a single wait staff employee who earned every bit of the generous tips that were left behind for him.

Our 200+ mile trip back to Denver (actually Limon, 73 miles east of Denver!) was brutal with very warm weather and AWOL scenery (absent without official leave). The various requests to please stop so we can take pictures were not taken seriously by our fearless leaders who must have felt like Moses leading the Israelites out of the desert wilderness. Thus, our first multi-chapter ride came

to an end, with five of Colorado's 10 GWRRA Chapters represented. And guess what? With the exception of the nameless rider who ordered the Exterminator, we all had very good luck on this amazing ride. Triskadekaphobia? Fogetaboutit!!!

Who Knew?

by Ralph Spencer, Chapter Greeter

Copper Mountain, the second Multi-Chapter ride of the 2013 season, took place on Saturday, July 13. The first Multi-Chapter ride on June 22 was very successful, with 15 bikes and over 20 people making the 400 mile round trip to Bent's Old Fort in La Junta, CO. However, the Copper Mountain ride had a mystique associated with it that can only be explained by the following facts: The ride took place in colorful Colorado, was 120 miles round trip, went from an altitude of about 5,500 feet to 11,500 feet, included incomparable scenery, a quad chair lift ride (up and down!) at the (Copper Mountain) ski resort, a tasty lunch, and a \$15 cost, gas not included! However, and there is always a however in life, who knew that 64 Gold Wings on 38 spectacular looking motorcycles would magically appear between 7:30 and 8:30 a.m. at the Woolly Mammoth Park-n-Ride near Morrison, Colorado!!!!!!!!!!!!!! Where are the folks from the Guinness Book of World Records when we need them???



This ride was a guaranteed success since Mike and Becky Ackerman, CO Chapter L, were in charge of organizing the event. Known for years as ride organizers extraordinaire, Mike and Becky took this event to a new organizational high (no pun intended for you altitude connoisseurs!). Riders entering the Woolly Mammoth were directed to line up four-deep behind eight different Chapter L Ride Leaders. The math was not difficult: $8 \times 5 = 40$ bikes, which meant that Group 8 consisted of only three bikes



instead of five. During the riders' meeting, Mike (thankfully) insisted that once on I-70 heading west, all instructions from the Ride Leaders to their groups be prefaced with the Group number. For example, "Group 4, please move to lane 2." Had he not thought of this simple instruction, chaos would have been the order of the day! Another

(lifesaving) bit of instruction imparted to every single rider by Mike and Becky was accomplished with one simple question: "Who is driving each of your motorcycles?" All 38 drivers raised their hands. Mike brought the point home by reminding everyone that each of us was responsible for driving our own motorcycle. "Don't do anything you don't feel comfortable doing," he cautioned. "Ride at your own pace, even if that pace is different from your group. Do this, and we will all get to Copper Mountain safely." We all listened, and we all arrived safely!

All 64 liability waivers were fully completed prior to leaving Woolly Mammoth. The completion of this task made the \$15 payment process at Cooper Mountain last less than 15 minutes for all 64 attendees. Mike even provided each Ride Leader with a walkie talkie just in case communication proved necessary once everyone dismounted at Copper Mountain and made their way to the quad chair lift that would take us the final 2,000 feet to the *Solitude Station Restaurant*. A typical summer

ski resort lunch menu awaited us about 200 feet below the quad chair lift dismount point (a number that seemed to multiply to 1,000 feet when we attempted to walk back UP this path to the same chair lift about 90 minutes later!). A choice of seven entrees, two sides, a cookie and a beverage was ours for the taking – and no one proved bashful!

Six of Colorado's 10 Chapters were represented on this ride (A, E, G, I, J, L) with Chapter L taking the (non-existent) prize for most attendees with 21. Scott and Kristine Eckroth, Mandan, ND took the prize (matching Copper Mountain pins for their vests) for the longest distance traveled since they are proud members of Region E, Chapter C - the Capitol Wing Riders. What a pleasure it was having them join us on this incredible ride!

Going home was left up to the individual riders. However, true to form, it was hard not to overhear all the ice cream plans that various groups were making for the ride back home. Thus, our most successful Multi-Chapter ride of the year came to an end. It was one we won't soon forget and one that will not be repeated next year. Rumor has it that the Ackermans are planning a different Multi-Chapter ride for next year but aren't saying what or where or when. Will it turn out to be another Who Knew type of ride??? I won't be a bit surprised if it does. After all, records are made to be broken, right? Until then, Ride Often and Ride Safe!!!



Birthdays and Anniversaries

Happy August Birthday to:

Vernon Pate (17th)
Sherry Smith (19th)
Becky Ackerman (22nd)



Happy August Anniversary to:

Bill & Michelle Babb (17th)
Al & Jeanine Plumhoff (19th)
Randy & Norita Berger (19th)

Future Events**Aug 2013**Sat, 3rd

Chapter Q Fundraiser

Mon, 5th

Chapter L Gathering, 7:00 p.m., Clements Community Center

Refreshments – Mike & Becky Ackerman**Thu-Sat, 15th-17th****Colorado District Convention, Granby, Colorado**Sat, 24thChapter L Dinner Ride, Time TBD – **Mike & Becky Ackerman**Sun, 25th

Multi-Chapter Ride Poudre Canyon Ride, Chapter G

Leave Johnson's Corner @ 9:00a.m.

Sat-Mon, 31st-Sep 2ndMulti-Chapter Black Hills Ride, Chapter E CANCELLED 

Various

Other GWRRA Gatherings. Please refer to your 2013 Ride Guide

Sep 2013Mon, 9th (DATE CHANGE)

Chapter L Gathering, 7:00 p.m., Clements Community Center

Refreshments – Who Can Help Us?Wed, 18thChapter L Dinner Ride, Time TBD – **Kenny & Lis Simons**Sat, 21st

Multi-Chapter ride to Keenesburg Wildlife Refuge-Sponsored by Chap J

Fri-Sun, 19th-21st

Multi-Chapter Western Slope Ride sponsored by Chapter I

Thu-Sat, 26th-28th

New Mexico District Convention, Albuquerque, NM

Various

Other GWRRA Gatherings. Please refer to your 2013 Ride Guide



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Colorado Chapters and District Staff



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