



Red Rocks Reporter

2013 International Chapter of the Year



March 2015

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Greetings from Your Directors

Fred & Linda Fisher
Senior Directors



As you will see later in this newsletter, some folks have been busy riding already. However, as I write this, I'm looking out my office window watching it dump snow. Not a good ride day today.

We have had the chance to get together, however. We had a big turnout for the Chapter Ride Planning Meeting. Nineteen people came out on a nice day (many bikes in my garage) and we went through the 2015 calendar and scheduled some very nice events. We, of course, had plenty to eat after the meeting. Thanks to everyone for bringing food, thoughts, and ideas.

Later that night, I compiled all the information from the meeting and sent a master calendar to Janet Drake to get all of this information into the 2015 Chapter L Ride Guide. I am happy to announce that they are now published and ready to go. I will have them at our March meeting for distribution. A BIG THANKS to Janet (and her helper) for her work on this project. There are a few tweaks and changes in the format and they really do look very nice.

We decided to schedule our planning meeting for next year before the year's end. It is scheduled for November 7th and Chuck Bellmyer has secured us a nice location to have it.

The Chapter L Fundraiser will take place on Saturday, March 28th. Linda and I have been out to the other chapters pushing ticket sales. If you would like to join us on a chapter visit, let us know. If we show up in mass maybe we can twist a few arms. As stated before, we will have a spaghetti lunch and a LIVE auction. We do need items to sell at the auction. If you have something to donate, let me know. Linda will be contacting all the Chapter members to see where they can help out during the event.

One thing we might have to auction is several chapter mascots. We have mascots for Chapters E-J-I-G and A. If they are not claimed at our March gathering, I'm going to sell them to the highest bidder at the auction.

As a reminder, here are some dates to keep on your calendar: May 22-24, Region F Convention; August 13-15, Colorado District Convention; and September 3-6, Wing Ding.

I know several of you have reservations at the resort for the Region Convention, but have yet to register for the event. Please register as soon as you can so they can get a true head count of those coming.

With that, I'll close for this month. Looking forward to seeing you at the March 2nd gathering, if not before.

Until Then, Ride Safe..... Always!

Mothers are Kind!

Bob King

Chapter Assistant Director



Isn't Colorado great?! We had a few days in the middle of winter when we thought spring had arrived. Mother Nature is delivering us some of the winter we had missed, snow and ice in all the right places. This is the price we pay for living in a State with the best scenic riding around!

Now is the time to make sure your riding gear is in good condition and clean, check your tire repair kit, first aid kit and make sure everything is up to date and not expired. Make sure your riding gear is in good condition and clean. Check your helmets and make sure they are in good working order and check that rain suit to make sure it is not moldy and doesn't have holes.

I got a sneak peek of the quilt that is in the process of being made for our Chapter's Fundraiser on March 28th at the Clements Center. I can say it looks fantastic. It looks so good it should hanging from a wall for all to see. My mother, Nita King, who volunteered her time to put this quilt together for us, has skills that are being lost to the mass production world. It brings a tear to my eye that someone would do this labor and time intensive project for us out of the kindness of her heart.

See you all at the Gathering!

Synthetic Oils-Almost Always Better than Petroleum Based

Submitted by Andrew C. Smith

Rider Educator



Oil, whether synthetic or petroleum-based, consists of molecular chains of hydrogen and carbon atoms, referred to as hydrocarbons. Petroleum crude oil is a thick, highly flammable dark-brown or greenish liquid with high energy densities. Many contaminating elements exist in this complex mixture of hydrocarbons, including sulfur, nitrogen, oxygen and metal components such as nickel or vanadium. Petroleum crude oil is the raw material used for a wide variety of petrochemicals, including solvents,

fertilizers, plastics and lubricants.

The oil refining process separates the various types of molecules in the oil by weight, resulting in a concentrated batch suitable for today's uses such as gasoline, LPG, kerosene or base oils for lubricants. The chemical composition of conventional motor oil can vary substantially and depends on the raw crude oil refining process.

While petroleum base oils are refined, synthetic base oils are manufactured and can achieve a higher performance level. Synthetic oil is chemically engineered for a certain molecular composition with a tailored and uniform structure. Such fine-tuned control over the final molecular composition of synthetic oils is the key to the superior performance properties of these fluids. Designing molecular structures in a planned and orderly fashion results in molecules, and an end-product, that are far more stable than their refined petroleum counterparts.

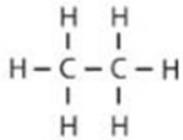


Base Oil Groups

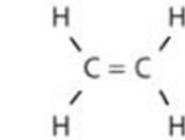
Base Oil Categories				
Group	Manufacturing Process	Saturate Level	Sulfur Level	Viscosity Index
Group I	Solvent freezing	< 90%	> 0.03%	80 - 120
Group II	Hydroprocessing and refining	≥ 90%	≤ 0.03%	80 - 120
Group III	Catalytic dewaxing	≥ 90%	≤ 0.03%	≥ 120
Group IV	Chemical reactions	100% PAOs (polyalphaolefins)		
Group V	As indicated	All others not included in Groups I, II, III or IV		

The entire range of base oils, including conventional petroleum products, are divided into five groups based on the level of saturates (saturated molecules), sulfur and viscosity index. In general, the chemical composition and performance properties of the base oil categories improve with advancing group number. For instance, Group I has a lower concentration of saturates than Group II, while Group II has a lower concentration of saturates than Group III base oils. Today, Group III, Group IV and Group V base oils are considered synthetic.

Synthetic Oils (cont'd)



Saturated CH Bonds



Unsaturated CH Bonds

Saturated molecules contain a higher percentage of carbon-hydrogen (CH) bonds, which limits the available sites to which other, harmful molecules can attach. When other molecules, like oxygen, attach to oil molecules, they break down the molecular composition of the oil and weaken its performance. Saturated molecules are beneficial in lubricating fluids because they remain stable longer, resulting in a more durable lubricant. Unsaturated molecules have fewer single carbon-hydrogen bonds and are therefore less stable.

Sulfur is a naturally occurring, inorganic element that readily reacts with oxygen molecules and is detrimental to oil performance. Synthetic base oils have less sulfur than conventional base oils.

Viscosity index refers to the temperature-viscosity relationship of lubricating fluids. Oils with a high viscosity index (VI) are less affected by temperature; those with low VI are affected more. Oils with a VI less than 120 (Groups I & II) are more susceptible to viscosity variance due to temperature. The viscosity index of synthetic base oils is higher than that of conventional petroleum base oils.

Pure, Uniform Molecules Form Strong, Stable Lubricants

Petroleum oils have molecular structures that are randomly organized and, consequently, have limited performance abilities. Their varied and inconsistent molecular structure results in less film strength and lubricity. Their paraffinic wax content also makes them more susceptible to viscosity variance and cold-temperature flow problems.

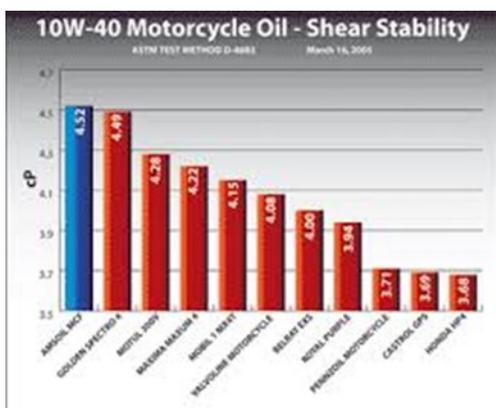
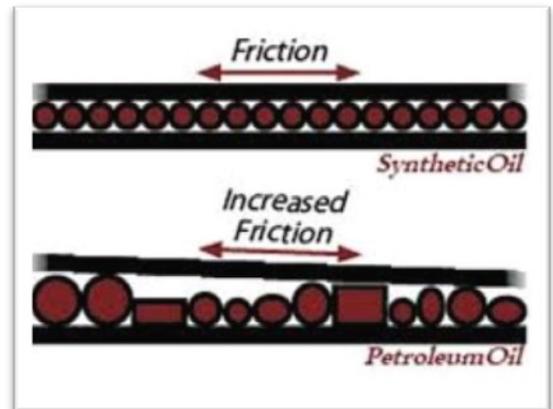
On the other hand, synthetic base oil molecules are chemically controlled, which provides increased film strength and lubricity over petroleum oils.

The performance qualities of base oils have a marked impact on the performance qualities of the finished product. Synthetic base oils provide key features and customer benefits including better wear protection, more horsepower, increased engine cleanliness, improved fuel economy, easier cold starts and longer oil life.

In almost all cases the use of synthetic oil (at least now) is better in your motorcycle than straight petroleum based oil. But not in all cases. Oil additives with Teflon® in them, for example, don't make any sense to me.

I guess some people might not understand that a good part of petroleum based oils are synthetics anyway (virtually all the additives). Thus, we already have some experience with synthetic lubricating fluids in our engines.

The principal drawback to the synthetics is that they are more expensive than straight petroleum-based oils. But in exchange for that higher price you usually get your money's worth. Longer life before they have to be changed, more consistent performance regardless of temperature or engine RPM, better lubrication (more slippery), as well as all the functions of better oils with their additives.



But your oil does more than help pieces of metal slide/roll easier. It has the job of loosening and keeping in suspension sludge and varnish. It has the job of absorbing moisture to inhibit rust and to diminish corrosion. It has to have sufficient variability in viscosity to continue to do its job regardless of temperature changes. It has to be able to withstand shear forces as well as heat and pressure. And, not incidentally, they must not destroy seals while they work.

Generally, synthetics are made today that do all of this, and more, as well as or better than petroleum based oils.

Some synthetics were not as well designed in the past as they are today. Mobil-1, for example, used to eat seals, but it no longer does.

Manufacturers recommend against using synthetics during your engine break-in period. This, because these oils are too slippery and normal break-in wear would not take place as quickly as without them.

Many of those manufacturers used to advise against mixing synthetics with regular oils until they found that they were denying themselves of much of their markets by doing so. Now these synthetics are made so that they can be mixed without any trouble (But I would recommend NOT doing so in any event.)

Synthetic Oils (cont'd)

It is simply not very smart to put some brands of synthetic additives into a motorcycle - such as 'Slick 50'. First, because you run a wet clutch and this kind of synthetic could render your clutch quite inefficient and possibly useless, depending on how much of that product you use. (If not, there may well come a time when you elect to no longer use it and you may well find that your clutch has to be rebuilt just to get rid of what was in there.)

Second, because their claim of bonding Teflon® to metal cannot be true, and if the manufacturers of that product need to rely on false claims to sell their products, what else might they be saying that you are relying on?

Third, because Teflon® is a SOLID! Your oil filter is designed to get rid of solids. Teflon® greatly increases in size with high temperatures - so even if the microscopic sized particles will travel thru your filter to start with, there will come a time when you actually ride your bike and it warms up. Then there are all the other oil flow surfaces and oil passageways that will get smaller as a result of being coated with Teflon®.

In summary, I agree that virtually all the synthetic oils are better for your motorcycle than are regular petroleum based oils. They are more expensive, but probably worth the added cost. Your shifting will be easier, you can go longer between oil changes, and you should experience slightly less engine wear by using them.

[Not incidentally, you can expect about a 1% increase in engine power if you use synthetics.]

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Will They See Me?

Sherry Smith

Motorist Awareness Coordinator



It's hard to think about Motorist Awareness when there is a foot of snow outside my window (Actually, the only thing I am thinking about is a big mug of hot chocolate, and the fireplace downstairs....where is that book??).

However; as February fades away to March then April, and the roads start calling your name, you need to start looking for them (you know motorists).....because they are not looking for us (you know motorcycles).

I found the following information at this link: <http://www.smarter-usa.org/initiatives/awareness/>

10 Reasons Why Motorists Don't See Motorcyclists Approaching

1. Camouflage: failure to pop out from background
2. Looming below threshold of detection
3. Threat seen but not identified as important
4. Expectation/rarity of encounter
5. Estimate speed less than actual
6. Negligence: did not look
7. Hidden: obstruction by foreground object
8. Physiology: bad eyesight, restricted movement
9. Memory recall: pop-out not retained
10. Chemical impairment: drink or drugs



Riding weather is a comin.....be aware! Not that you could prove it by the snow that is falling right now.

A Taste of Spring

Becky Ackerman
Ride Coordinator

If you've never lived anywhere else across the country, you really can't appreciate how lucky we are to have such pleasant winter weather. Coming from the Midwest, Indiana to be precise, we have experienced such cold, miserable winters that we would never think of moving back. We would actually get snowed in, missing work and school for days. We lost power every year a few times and had to rely on our wood burning fireplace for heat. One time our son was sick and a prescription needed to be picked up in town. Mike was able to get as far as town from work and the fire department brought Mike home on a snowmobile with the medicine. That was back when he looked like Grizzly Adams and by the time he came home his face was completely white with frost as he didn't go to work with the type of clothing you need to ride a snowmobile for 6 miles.

And ice, yes we had plenty of it. Once it snowed, the country roads were ice packed for pretty much the rest of winter. To even think of riding a motorcycle any time from November to April was out of the question. Of course that was over 25 years ago and it sounds like everyone's weather has changed.

I have a sister who lives in lower Michigan, right on Lake Huron, and boy do they have winter weather. They are both in their 70's and still enjoy winter. That's a good thing because right now it is -25 and they have plenty of snow. When I tell her how our



days can start out pretty cold and warm up 40 degrees or more and we end up going on a bike ride and opening the patio door, she says she just couldn't handle that kind of temperature swing. That once it is

cold it had better stay cold. So I'm sure she is enjoying her weather right now with the deep freeze and snow.

On Friday, February 6th, the forecast was for sun and temperatures near 70. We are not retired YET, but we have to keep practicing for it. Mike took half a day off work so we could go on a bike ride. We even had a sitter to get the kids off the bus so we didn't have to be back too early. It was like skipping school! It was our chance to ride to Kansas, St. Mary's to be exact. Our route was 34 over and 36 back. The longer we were gone the warmer it got. They had 75 in St. Mary's when we stopped for lunch. It was really hard to head back west and home. We just wanted to keep on going!

So that was our taste of spring...in February. We had one in January, too when we rode to Cheyenne (the same day Randall and Donald Redline did their ride) to check out the train museum. Who knows what March and April will bring even though they are reputed to be our two snowiest months of the year? Just be ready for your next chance. And enjoy.

Cutting Off Your Right Arm!

Becky Ackerman
Ride Coordinator

This doesn't sound like a good thing to do, but let me explain. Of course it wouldn't be a good thing to actually do this, but if you were missing something that really meant a lot to your very existence, not having it would be like missing your right arm, wouldn't it?

I am here to tell you that Mike's right arm is back. Yes, his shoulder is much improved and he's been told it is fine and not to worry about it anymore, 10 months after his accident. But that's not exactly what I mean. You don't know how much you miss something until you don't have it. In some cases, if you are very lucky, it isn't a permanent situation and you can get it back. And unless it happens to you personally, you may not realize how much something is missed.

I'm here to tell you not only is Mike's right arm back, he is back. He has a yellow bike again and is so happy. He felt like his right arm had been cut off by not having a bike and now that he has one again. Life is good!



Thank You for Being You

By Ralph K. Spencer

I'm not sure where I was on the planet when I first heard this exceptionally sincere compliment but it certainly is apropos for all the folks in Chapter L and the Colorado District. The seed for this article was planted by my peers on, of all things, the D'Evelyn Education Foundation Board of Directors (Board), a labor of love that I continue to participate in despite the fact that my daughter graduated from this incredible Jr./Sr. High School over 6 years ago! I took to heart something a Board member said that night regarding the success of our Foundation compared to similar organizations at other Jefferson County schools. I immediately channeled this thought to the work performed by so many members of Chapter L and the Colorado District.

At our next Chapter meeting, please look around and take note of all the folks who are donating their time, creativity, and financial support through their participation in chapter fundraisers and our 50-50 drawing and the drawings designed to benefit our IOY and COY. Everyone is doing something, which is really extraordinary when you consider many other organizations where 20% of the membership is doing 80% of the work. Chapter L's recent recognition as the 2013 International Chapter of the Year is a perfect example of how willing our membership is to pitch in and get the job done regardless of how demanding the task at hand. From our awesome Chapter Directors to the folks preparing the coffee at our monthly meetings, Chapter L has proven over and over that it is a well oiled machine that just keeps running and running, regardless of any complications that may rear their ugly heads.

As I go from one chapter meeting to the next throughout the Denver Metro Area, I am struck by the same feeling that everyone is contributing to the success of their individual chapters. New chapter directors are coming up with different approaches to how meetings are run and what goes on during these meetings. Chapter members are buying into these changes and are not the least bit hesitant to try something new. Membership Enhancement Coordinators, MAD Coordinators, and Rider Educators are presenting their topics in enthusiastic, easy to understand dialogue. Newsletter Editors continue to entertain with their unique editing approaches, fundraisers are being scheduled, training continues to flourish, ride books/calendars are being printed and distributed, and chapter members are getting eager, once again, for beautiful Colorado weather and the thrill of the ride!

The Bottom Line: None of this could be possible without the generous donation of time, creativity, and financial support by our amazing chapter members throughout Colorado!

TO ALL OF YOU: THANK YOU FOR BEING YOU!!!

It's all about the Friends, Fun, and Food!

Friends, States, & Ice Cream!

Jim Griffin

Chapter A Director

There's just something about the forecast of two 60 degree days before a major snow event in February, good friends, and Gold Wings that gives one the travel itch. This ride started with a seemingly off-the-cuff question at Chapter G's gathering. It went something like this:

Randall: "Hey, feel like going on a long ride next week?" (And this was Sunday!)

Jim: "Sure!"

There was no in-depth planning with weeks of research here. We decided on a ride that used roads we had travelled many times over the years. Barb and I had stayed in Boise City (pronounced BOYS by the locals), Oklahoma, last summer with Bob and Jan Wills (CO-E) and knew of a good motel and café for our overnight stop. This ride had a narrow window of opportunity as a storm was forecast for late Friday evening. Our itinerary? Simple, it was leave Thursday morning and be back by Friday afternoon. We didn't need a reason to ride but thought of one anyway-ice cream and states for our chapter maps!

Friends, States, & Ice Cream! (cont'd)



Four State Ride
2-19-15 The Start

Thursday, the 19th dawned clear and crisp. Barb and I saddled up Ole' Red, met Janet and Randall Drake (CO-L) and we headed south. Spirits were high and the miles were consumed without incident. It didn't seem that long and we were at our first corner in nice, warm Raton, New Mexico. We found a Ka-Bobs Restaurant there and had a hearty lunch. Afterwards, we headed southeast, initially intending to go to Dalhart, Texas, for a little Dairy Queen (DQ). Dumas has a Braum's (An ice cream maker that limits it's distribution to



Four State Ride
2-19-15 Wingers in the House-Raton

300 miles of Tuttle, OK for freshness sake.) and that was a passing thought as a waypoint as well.

The road and weather were wonderful. We pulled over at an Allsups at Texline. We circled the wagons as a group to discuss our energy levels and update our route plan-a mid-course evaluation. The warmth and the sun had taken a toll on this early ride. We decided that the DQ in Boise City should be just as good as the DQ in Dalhart and better than an Allsups. It is interesting to note there was a GPS discrepancy between an updated 2008



Four States Ride
2-19-15 Boise City: Just Desserts

(Jim's bike) and the 2012's (Randall's bike) maps and programing as we worked our way northward along secondary roads to Boise City. We arrived in Boise City before sunset and checked in at the Townsman Motel. It's an old 60's styled motor court that's clean and reasonable. Off we went to the Rockin'A Café down the street for their chicken fried steak dinner special (talk about some good green beans!). The only thing left was to get some well-deserved dessert...DQ, of course! As we left the DQ I decided that there's not much anything more beautiful than a Broncos sunset on a trip. We

returned to the motel, tucked the bikes in and gladly turned in with three states under our wheels-New Mexico, Texas and Oklahoma.



Four States Ride
2-19-15 Boise City: Tuckin' 'Em In



Four State Ride
2-20-15 Boise City: Jim & Barb, LeLayne, Randall & Janet

Friday, the 20th, dawned clear and brisk. We were off to the Rockin'A for breakfast and a reunion. We had met LeLayne last summer-a young lady that kept us laughing as she was teased and teased back in spades. It was fun to introduce Randall and Janet to this jewel. This leg of the trip was under a time constraint-that impending storm at home. Off we went on our northward journey with a mind to capture one more state-Kansas. There were a few clouds early, but it warmed up quickly and there was little wind. We bagged Kansas and turned towards Colorado. Our lunch stop turned out to be the Trading Post at Kit Carson-good grub! We had fun talking with a Hawg-riding, truck driver while we ate. To be honest, we didn't

do much of the talking! (Observation: Remember to manage your fuel as you travel through small town Colorado-gas is not always readily available.) As we continued north towards Limon, we watched the sky begin to darken to the northwest. We were in high alert mode as we refueled and pit-stopped in Limon. Now it was darkening and winds were increasing. The final leg of our trip was westward through Elizabeth and Castle Rock. This is rolling hill country. Our merry little group caught sprinkles and snow squalls in the valleys as we crested each high point! Was the storm moving in faster than forecasted (10 PM)? No, it was moving in from the northeast rather than the northwest! We rode on. It was a little disconcerting riding through the big snowflakes. At Castle Rock we made the turn north on 85 towards home under mostly cloudy conditions with a little blue sky poking through!



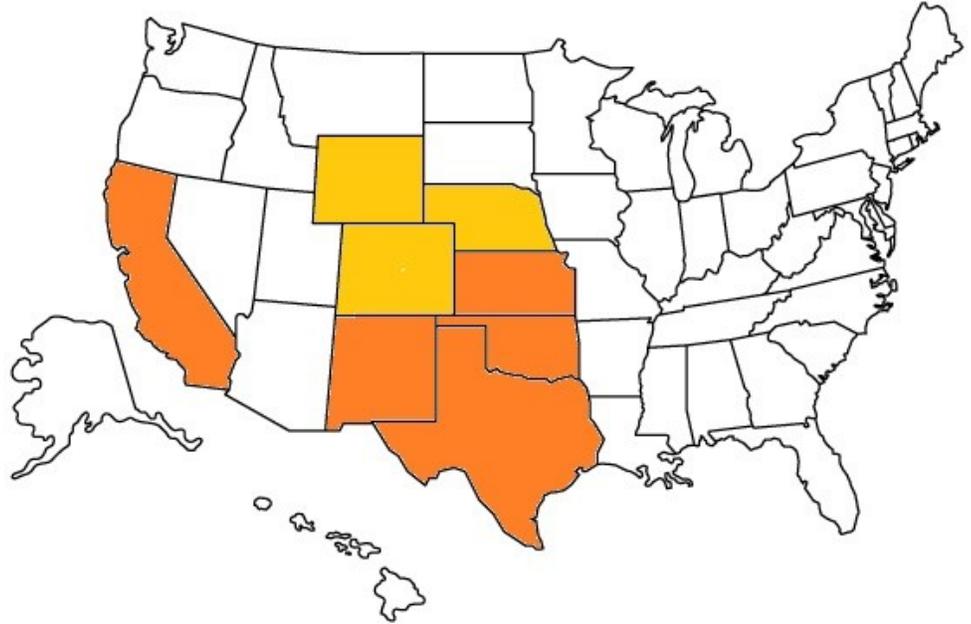
In summary, 760 miles on the odometer for Barb and me, a little more for Randall and Janet, four new states for Chapter A's and Chapter L's maps, a lot of wonderful miles travelled with good friends and a touch of adversity overcome. Just how cool is that?

Where has Chapter L Ridden in 2015??

This is GREAT! We added five more states since our last newsletter! Look at that California! How did that happen? Better ask the Redlines! Please remember, when you are on your motorcycle, or any one else's motorcycle, in 2015, be sure to report your travels to Fred and Randall.

We have added the following States to our Chapter's 2015 Travel List:

- Jan CO, NE, WY
- Feb CA, NM, TX, OK, KS?
- Mar Where to next month?
- Apr
- May
- Jun
- Jul
- Aug
- Sep
- Oct
- Nov
- Dec



March Celebrations

Birthdays

Christine King	2
Steve Bender	27

Anniversaries

Kenny & Lis Simons	15
Andy & Sherry Smith	18

Upcoming March 2015 Events

- Mon 2 Chapter Gathering
Refreshments by the Spencers
- Sun 15 First Aid/CPR in Windsor
Sponsored by Chapter G
- Wed 18 Dinner Ride
Hosted by Bob King
- Sat 21 WY-B's Birthday Fundraiser, Cheyenne
- Sat 28 CHAPTER L FUNDRAISER
Clement Center

Colorado Chapter Gatherings

For information regarding Who, When, and Where, check your ride book OR go to the District Website at:

<http://www.coloradogwrra.com/Chapter/ChapterMeetings.htm>

Chapter L Officers and Staff 2015

Senior Chapter Director	Fred & Linda Fisher	Email	720-922-0789
Assistant Chapter Director	Bob & Christine King	Email	303-463-4548
Chapter Educator	Andrew Smith	Email	303-923-8342
Treasurer	Tami & Steve Bender	Email	303-972-8420
Motorist Awareness Coordinator	Sherry Smith	Email	303-923-8342
Coffee Maker Extraordinaire	Kenny & Lis Simons	Email	720-685-0188
Membership Enhancement Coordinators	Mike & Rhonda Hottinger	Email	303-524-5656
Chapter Couple of the Year	Dan & Vicky Kirk	Email	303-358-6249
Chapter Individual of the Year	Mike Hottinger	Email	303-524-5656
Ride Coordinator	Becky Ackerman	Email	303-988-0413
Greeter	Ralph Spencer	Email	303-888-2705
Storekeeper	Dan & Vicky Kirk	Email	303-358-6249
Ride Book Editor	Janet Drake	Email	303-933-6073
Newsletter Editor	Randall Drake	Email	720-480-2800

[Chapter L Web Site](#)



[Colorado District Staff](#)



[Region F Staff](#)



[GWRRA National Staff](#)



Check out the following Conventions!

May 22-24, 2015	Region F Convention in Tucson, Arizona
Jul 10-12, 2015	Wyoming District Convention in Buffalo, Wyoming
Jul 17-18, 2015	Utah District Convention in Cedar City, Utah
Aug 13-15, 2015	Colorado District Convention in Montrose, Colorado
Sep 3-6, 2015	GWRRA Wing Ding in Huntsville, Alabama Registration Form
Sep 18-19, 2015	Kansas District Convention in Wichita, Kansas
Oct 1-3, 2015	New Mexico District Convention in Taos, New Mexico (Link not yet available, only the date and location)
Oct 15-17, 2015	Oklahoma District Convention in Hulbert, Oklahoma



Chapter CO-L Fundraiser

Spaghetti Lunch

and

Live Auction



Saturday, March 28, 2015

12-3pm

Clement Community Center

1580 Yarrow St.

Lakewood, CO

\$10 Presale \$13 Door Price





26th Annual "Wingin' the Rockies"



PRE-REGISTRATION

Colorado's District Convention – "Fantastic Journey to Montrose"

August 13-15, 2015

Friendship Hall - 1001 North 2nd Street

Montrose, Colorado

Host hotels are Red Arrow Inn (970.249.9641) & Suites and Day's Inn Montrose (970.249.4507)

Special Room Rates available ONLY if you mention you're with

Gold Wing Road Riders Association (by July 13th, 2015)

PLEASE Rider: _____ GWRRA # _____ Chap: _____

COMPLETE Rider: _____ GWRRA # _____ Chap: _____

ALL BLANKS Co-Rider: _____ GWRRA # _____ Chap: _____

Mailing Street Address: _____ Phone: _____

City: _____ State: _____ ZIP: _____ e-mail: _____

Registration

Member \$25.00 X ____ = \$ _____

Non-Member \$30.00 X ____ = \$ _____

\$15 fee on all refunds, no refunds issued after August 1st.

Thursday Night Dinner (fee refunded) \$ 1.00 x ____ = \$ _____

Friday Night Dinner \$17.00 X ____ = \$ _____

(Dinner is by Pre-registration Only)

Opening 50/50 Tickets (30) \$10.00 X ____ = \$ _____

Pre-Registration Shirt Order Total = \$ _____

Total Training Fee Due (from the back) = \$ _____

Grand Total Enclosed = \$ _____

Check # _____

Top Quality T-Shirts are guaranteed

**ONLY with Pre-Registration
Post-Marked by Jul 15, 2015**

Short Sleeve T-Shirt

Small \$23 X ____ = \$ _____

Medium \$23 X ____ = \$ _____

Large \$23 X ____ = \$ _____

X-Large \$23 X ____ = \$ _____

2X-Large \$24 X ____ = \$ _____

3X-Large \$24 X ____ = \$ _____

Long Sleeve T-Shirt

Small \$25 X ____ = \$ _____

Medium \$25 X ____ = \$ _____

Large \$25 X ____ = \$ _____

X-Large \$25 X ____ = \$ _____

2X-Large \$26 X ____ = \$ _____

3X-Large \$26 X ____ = \$ _____

Order Total for ALL Shirts = \$ _____

Early registrations must be paid in full at the time of the registration. Cash, Checks (made payable to GWRRA Colorado District) or Major Credit Cards are accepted. If paying by Credit Card, please provide your Credit Card information. Registration is accepted upon receipt of funds.

Send To: Tami Bender - 7737 S Dover St, Littleton, CO 80128

Name: _____

Card Type: ___ Visa ___ MasterCard ___ AMEX ___ Discover

Card #: _____

Expiration (mo/yr): ____/____ CVV#: _____

Agreement: The undersigned agrees to comply with the ideals and rules governing this event and to hold harmless the GWRRA, its officers, representatives, co-sponsoring organizations, and property owners for any loss injury to self or property, and agrees to assume responsibility for any property which I/we damage.

Rider: _____

Rider: _____

Co-Rider: _____

Date: _____

Date: _____

Date: _____

The below courses are planned for the event.

Pre-Registration needed by 1 July to ensure the course will be held (we need a minimum of 6 riders for each class to get the instructors) and that your seat in the classes is confirmed.

Advanced Rider Course (ARC) - The ARC is an advanced course for the 2 wheel operator, this course is for the experienced riders and focuses on advanced techniques in maximum braking, cornering and swerving techniques of the rider and co-rider. This is an 8 hour course and has both a classroom and range requirement.
(This meets the requirements for REP Levels)

Cost: \$45.00 per student (1 up) or \$60.00 per couple (2-up) _____ # attending _____ Total \$ Due

Trike Riders Course (TRC) - Focusing on the dynamics of three-wheel riding, the TRC helps Trike riders understand how their vehicle will react in a variety of street/road situations and then test those assumptions on the range. Like all GWRRA Rider Courses, this course also focuses on the braking, cornering and swerving skills of the rider and co-rider. This course has both a classroom and range requirement. *(This meets the requirements for REP Levels)*

Cost: \$45.00 per student (1 up) or \$60.00 per couple (2-up) _____ # attending _____ Total \$ Due

Medic / 1st Aid (CPR + 1st Aid) - This course teaches GWRRA Members - Basic CPR & 1st Aid procedures and involves classroom and includes practical demonstration of skills. We will be providing Initial Certification Training and Renewal Certification Training. *(This or an non-GWRRA equivalent is a required course for maintenance of REP Level 4)*

Cost (Initial or Renewal): \$20.00 per student

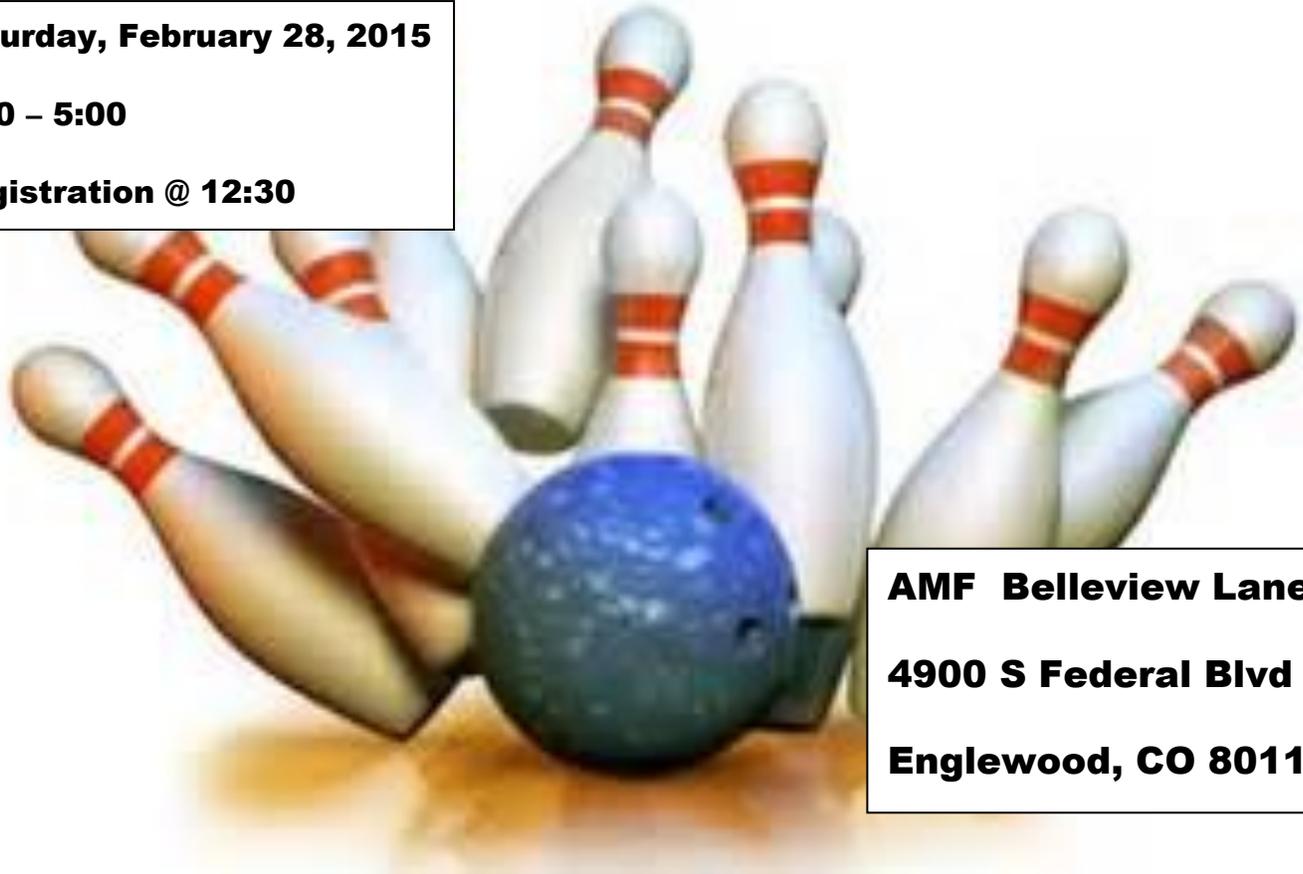
- Initial Certification - _____ (Number attending) X (\$20) _____ **Total \$ Due**
- Renewal Certification - _____ (Number attending) X (\$20) _____ **Total \$ Due**

ALL  **GWRRA**
BOWLING FUN DAY

Saturday, February 28, 2015

1:00 – 5:00

Registration @ 12:30



AMF Belleview Lanes
4900 S Federal Blvd
Englewood, CO 80110

Three games bowling with colored pins for Lottery Tickets

Optional Fun Games:

- ✓ **Strike Pot**
- ✓ **Poker Card Game**
- ✓ **50/25/25**



Price \$15/person

*****Food & Beverage available for purchase at Bowling Alley*****

RSVP to:

Linda & Fred Fisher (CO-L) silvertwo@comcast.net

OR Mike & Dorie Werner (CO-A) goldwinger2@hotmail.com

CHAPTER B BIRTHDAY PARTY

SATURDAY MARCH 21ST, 2015

Breakfast is \$10 and starts at 10 a.m.

breakfast burrito bar

fixins, juice, water and coffee

there is a coffee shop if you need something more

At 500 West 15th suite 200

CHEYENNE, WY

Parking across the street



GWRRRA Colorado Chapter A



Great Breakfast!

Games!

Friends!

Fun!

Breakfast Fundraiser

Silent Auction!

Sunday, April 12, 2015

9:00-11:30 AM

Littleton Seventh-day Adventist Church

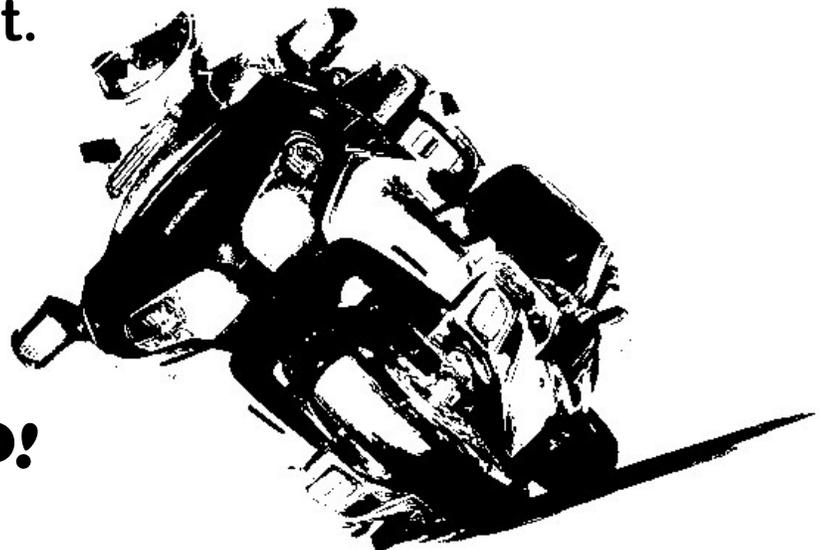
7400 S. Windermere St.

Littleton, CO 80120

Tickets:

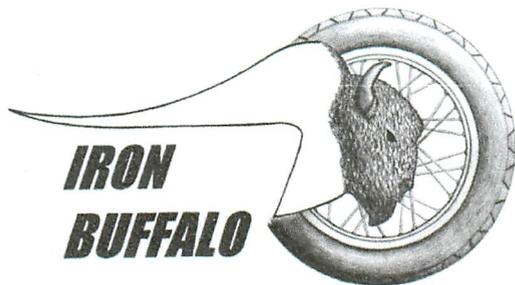
\$10-Advanced Sales

\$13-Door



50-50!





ATTENTION: All GWRRA Members

Iron Buffalo Motorcycle Training is going to put on a special
2nd Annual GOLDWING TRAINING DAY

- Sunday, April 26th will be the BRC2 Course (ARC)
RAIN date, Sunday, May 3rd
There are 24 spots available
- Sunday, April 26th will be the TRC Course (Trike)
Trike class will be held rain or shine
There are 12 spots available. **MUST HAVE** at least 6 trikes to hold the class.
- The Courses will be at Dicks Sporting Goods Park in Commerce City, CO
- Iron Buffalo is giving GWRRA members a discounted price
- Prices for the TRC Class will be \$60.00 minimum suggested donation (normal cost \$134)
- Price for BRC2 Class will be \$60.00 minimum suggested donation (normal cost \$134)
- Iron Buffalo will be giving a donation from the proceeds of these 2 classes to Ride For Kids
- All class participants need to take the written/riding tests so Iron Buffalo can be reimbursed from the State of Colorado

Get registered by calling Iron Buffalo at 303-751-3741 and talk with William, or email: william@ironbuff.org

GWRRA ARC & TRC Training Day
Sunday, April 26, 2015

What time should I be there?

8:45am (2-wheel)

7:45am (Saturday beginner, 3-wheel class)

7:45am (Sunday only class, 3-wheel bikes)

What time does the Training start?

9:00 am (2-wheel)

8:00am (Saturday beginner, 3-wheel class)

8:00am (Sunday only class 3-wheel bikes)

Approx. end times:

3:00pm no lunch break (2-wheel)

5:00pm (Saturday beginner, 3-wheel class)

5:00pm (Sunday only class 3-wheel bikes)

End times will vary upon if people want to take a lunch or not (lunch not normally scheduled for in 2 wheel classes).

3 wheel class times include a lunch break as the class is generally longer.

Each class will have multiple breaks throughout the day.

Riders will be encouraged (in registration email) to bring water/fluids to drink, and snacks to eat to keep their energy up.

If a rider is going to have a passenger, the passenger is also encouraged to make a separate donation to help cover insurance costs.

All riders/passengers have to be wearing the following safety gear:

Sturdy over the ankle boots (hiking is fine, low heel)

Long pants (jeans)

Long sleeves (jacket)

Full fingered gloves

Eye glasses (sun glasses are fine)

Helmet (we provide riders/passengers helmets if needed).

Iron Buffalo strongly encourages the use of 3/4 & full face helmets.

3-wheel class will run rain or shine (bring rain gear).

2-wheel class will only run weather permitting (no rain/ *snow*).

Beginning 3-Wheel Endorsement

If you have any interest in a 3-wheel beginner class we will be hosting one starting Saturday (April 25th) and finishing with the advanced 3-wheel rider class on Sunday (April 26th) for your members that do not have a motorcycle endorsement and need to obtain their 3-wheel endorsement.