



Red Rocks Report

GWRRA Chapter CO-L
Lakewood, Colorado



Nov 2016

*2013 International
Chapter of the Year*

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ON NOVEMBER 6



BEFORE NOVEMBER 8

Meetings on the 1st Monday
each Month, unless a Holiday,
then 2nd Monday @ 7:00 p.m.
1580 Yarrow, Lakewood, CO

Greetings from Your Directors

Tami & Steve Bender
Directors



First I would like to THANK members of Chapter L for all the help and participation with our Hayride Chili cook off. And then I would like to thank all the other Chapters' members that participated. We had a great time. We had 10 different chilies and awards went to Sandy Wedge, Janet Spencer, and Janet Drake. All of the chilies were awesome and the hayride was fun. And, what is food without dessert? We also had cake and cookies. We never leave hungry! Great friends and family! Donald Redline took lots of great pictures and posted them on Facebook.

We have had a busy month. October 8th we had our Multi-Chapter "Pig-Nic." What a great time with more good food and wonderful weather. October 15th was our Chapter L Hayride. October 22nd, LTP Advanced Leadership Training and our dinner ride hosted by Janet Drake was on October 19th. We have had two Odd-Sunday rides with our third coming up this Sunday, October 30th.

Chapter G's Turkey Bingo is next Saturday, November 5, at 11:00am and our next gathering will be Monday, November 7. We will have our Chapter L ride book meeting on November 19 at 3pm.

Remember to set your clocks back 1 hour Sunday morning, November 6, and to VOTE by Tuesday November 8.

Steve & Tami

The Do's and Don'ts of Emergency Braking

*Submitted by Andrew Smith
Rider Educator*



Emergency braking is the most crucial safety skill you can learn, but also one you'll hopefully never have to use. If you suddenly find a car turning in front of you, it's often your only way out. Here's some easy do's and don'ts to keep in mind when it comes to emergency braking on a motorcycle.

Do: Progressively Squeeze the Lever

Starting gently and working up to max pressure will transfer the motorcycle's weight to the front wheel and compresses the tire, expanding its contact patch and increasing its grip.



Don't: Just Grab A Handful

Even with ABS, simply going straight to max brake pressure will overwhelm the front tire's grip and cause it to skid. If you don't have ABS, that will likely lead to a wipe out. If you do, you just won't be achieving an optimal rate of deceleration.

Do: Use Both Brakes

Even on bikes that don't come with handlebar tassels, where the weight bias is dramatically forward under braking, the rear tire may retain contact with the road and even have a little traction, so using both brakes will help slow you down.

Don't: Rely On The Back Brake Only

Not only is the back brake less powerful than the front brake, weight is also transferred off the rear brake under deceleration which reduces the rear tire's traction.

Do: Be Aware Of Traffic Around You

It's no good going to maximum braking power only to be swatted by the texting SUV driver tailgating you. Ride defensively at all times and try to create a "bubble" of space around you at all times. This will give you room to take evasive maneuvers like emergency braking should you need it.

Don't: Let Other Vehicles Dictate Your Safety

Ride in such a manner that you control your relationship with other traffic. Don't find yourself in a situation where another motorist is able to tailgate you or restrict your vision. Move through traffic with authority and confidence.

Do: Plan Ahead

As you're riding, you need to be constantly scanning your entire area — above and below and to the side and behind you — but pay particular attention to where you're going and look as far ahead as possible. As cars pull up to intersections or other traffic movements occur, plan how you'll deal with each one, then put that plan into action.

Don't: Get Taken By Surprise

Surprise creates panic, panic creates accidents. Use your superior vision — move around in your lane and alter your distance from other vehicles in order to maximize it — and develop a sixth sense capable of predicting what other people are about to do. Identify potential risks before they threaten you, then avoid them before they become a problem.

Do: Practice

Motorcycles have exceptional braking abilities, but conversely, their brakes are exceptionally difficult to master. Go find a big, empty parking lot and spend half a day familiarizing yourself with your motorcycle's abilities and working up from a walking pace until you're able to confidently bring your bike to a commanding halt from normal road speeds.



Do's and Don'ts - Continued

Don't: Rely On Something You Don't Know How To Use

How fast can your motorcycle stop? What happens when the rear wheel starts to lift off the ground? How much back brake can you use before that wheel locks? What does it feel like to lock the front wheel? You should know the answers to all these questions by heart.

Do: Brake Hard!

You rear wheel might lift up, the ABS might kick in, you might pee your pants a little bit, but every MPH that you can lose before hitting something will incrementally reduce impact forces, thereby reducing your chances of injury or death. What might kill you at 40 mph may only send you home with bruises at 30. And that's a mere fraction of a second of max braking apart.



Don't: Let Go

Trust your bike and your abilities. Your best bet to avoid the accident or reduce its severity lies in braking, not in bailing.

What is your best advice for fellow riders when it comes to emergency braking?

So, what is the most important safety tip you can give a new rider? Learning how to use your brakes. You might get a look like you are kidding. "*What's to it*", "*ya just stomp and squeeze just like in your car*".

That's the problem, too many riders believe that, and coincidentally, bikers crash way too often. You've all heard the story about the guy who had to "lay er down" because somebody pulled out in front of him. What that actually means, is he panicked, locked the rear tire and the bike slid on the ground and stopped when it hit the vehicle or just before it hit the vehicle. (*Experience*) In either case, the rider crashed in an attempt to avoid a crash. Ninety percent of the time, if the rider had braked properly in that situation, he would never have struck the vehicle.

So, the question is, how do we minimize my chances of crashing into something? The answer is simple. Practice emergency, maximum braking. But, first there's a couple of things you need to know. Number 1: The front brake is 70% of your braking force. Due to that fact, you must put more pressure on the front brake than the rear brake. If you happen to lock the front tire, you must release it immediately then reapply it. **Squeeze** the front brake, don't just grab it. If you lock the rear tire, don't release it. If you do, there's a good chance you will high side. With a motorcycle, you can still steer when the rear tire is locked and sliding. You must also remember that the motorcycle must be straight up when performing maximum braking. This is not to say that you can't brake with the bike leaned over in a turn, you can lightly brake with both brakes in that situation, but maximum braking must be done with the bike straight up.

The point is, you must learn to modulate your brakes to keep from locking them and the only way to do that is to practice. Keep repeating to yourself, front brake, front brake. That will assist you in putting more pressure on the front brake than the rear brake.

You should practice maximum braking from whatever speed you normally ride. I guarantee your bike will react differently when braking hard at 80mph than at 30mph. If you practice, then in an emergency situation, you will revert to your training, rather than dumb luck. The only other alternative is to buy a bike with anti-lock brakes, just remember, even with anti-lock brakes, the bike still has to be straight up to perform maximum braking.

Ride Safe – Have Fun

Portions of this article are taken from Ride Apart – January, 2014

M.A.P. Update

by *Sherry Smith*

Motorist Awareness Coordinator

Here is the latest...the official kick-off date, for the new program, is the beginning of 2017. What is not changing is GWRRA's high commitment to motor awareness. As we await the changes to the program, I thought it might be helpful to remind all what the motto and mission is for the current program.



Our Motto... **"Share the Road!"**

Our Mission... **"To Facilitate A Reduction In Motorcycle Crashes With Other Motor Vehicles."**

Want more information on the current program? Check out the web page at GWRRA's site.

Remember we can all play a part in GWRRA's motto to educate the public.

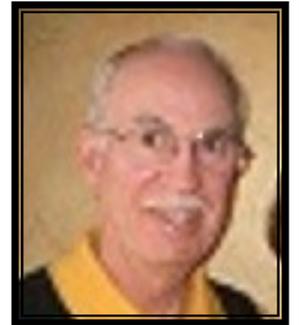


I Can See Clearly Now...

by *Nick Hoppner*

District Motorist Awareness Coordinator

*I can see clearly now the rain is gone
I can see all obstacles in my way
Gone are the dark clouds that had me blind
It's gonna be a bright (bright)
Bright (bright) sunshiny day
It's gonna be a bright (bright)
Bright (bright) sunshiny day*



R&B recording artist Johnny Nash recorded those hooky lines in a hit record in 1972. It was a hit again 21 years later when covered by Jimmy Cliff. Don't look now but I'm making those words the jumping off point of this month's Motorist Awareness article.

Now that the days are shorter and the nights are longer, we need the clearest vision we can get through our windshields. Add to the impediments to good vision a hatful of rain, snow, sleet, magnesium chloride or road grime, plus a set of hardened or worn wiper blades, and your behind-the-wheel vision can't help but be compromised.

Running your vehicle through a carwash helps, to be sure, but nothing is more dependably thorough than doing the job yourself. The keys to best results are (a) plan to do the job regularly—say, every Sunday afternoon before your work week starts up again, (b) equip yourself with the best tools and solutions and keep them handy to where you'll use them, and (c) do the complete job every time—the outside and inside of your windshield, the outside and inside of the back window, the tops of the front side windows, and the rearview mirrors and backup camera lens (if so equipped).

There's an excellent article on the Internet by a Maryland automotive detailing shop, Incredibly Detailed, titled *Car Window Cleaning Tips: Perfect Glass, Windows & Mirrors*. It shares ten cleaning tips every vehicle owner can apply. I'll summarize:

1. When washing your car, clean the windows and mirrors last. To avoid overspray onto painted surfaces, spray cleaning solutions onto your cloth.
2. Clean glass only when it's cool—in your garage or in the shade.
3. Start with the front and rear windshields. They're the most important and have the weirdest angles. Then don't forget the side windows, the mirrors, and the backup cameras.
4. Clean one surface at a time—outside, then inside—and use different strokes for each side. Try horizontal strokes for the outside and vertical ones for the inside. This technique helps you identify where the streaks are for a quick once over.

I Can See Clearly—Continued

5. Use enough clean microfiber cloths to always have a dry, absorbent one in hand. Paper towels often have foreign substances imbedded in their fibers which can leave streaks behind. Use clean newspaper to give a final crystal-clear buffing to the windows.
6. Lower the windows half way to clean the top portion of the glass inside and out.
7. Mixing your cleaning fluid? Use distilled water—it contains no mineral deposits.
8. Don't use your glass-cleaning towels for any other cleaning purposes. This avoids "hitchhiking" oil, grease or grime from recoating your glass.
9. When cleaning large expanses of glass, change cloths when halfway done. A fresh cloth is less likely to leave streaks.
10. Clean the wiper blades using dedicated Wiper Treatment products available from your auto parts store.



Finally, experiment with a variety of glass cleaners. Some folks like a few drops of dish liquid in water. Some prefer ammonia-based cleaners. Some like aerosol cans of specialty "secret formula" stuff. There are many opinions and suggestions on-line. There's no harm in trying out a few. When you find your own "best" solution, use it, and use it regularly throughout the coming bad-weather months. Then you can happily sing along with Johnny Nash, "*I can see all obstacles in my way.*"

Albuquerque Balloon Fiesta!

by Fred Fisher

On Friday, September 30, a group of 11 folks on 9 bikes made the ride to Rio Rancho New Mexico for the Albuquerque Balloon Fiesta. We had a good ride down with great weather and even some color change scenery along the way.

Early Saturday morning (Editor's Note: "Early" is an understatement) we headed down to the shuttle bus lot for an eventful ride to the Fiesta. We found out our bus driver didn't know the route to the field. She was following another bus, and when she got stopped at a traffic light, she didn't know which route to take. Fortunately, this wasn't my first rodeo so I gave her the directions the busses take to the field. We all arrived safe and sound; guess that's what matters. Oh yes! Mike Ackerman got the whole bus acting like kids again by singing "99 Bottles of Beer on the Wall!" Memorable to say the least!

Now for the event. Breathtaking is the best way to describe it. The weather was absolutely perfect. A gentle breeze just above the ground allowed the balloons to clear the field which allowed others to take off. Up a few hundred feet, the winds were blowing in different directions. These layers of wind allowed the balloons to go in all different directions. Every direction you turned, balloons....a lot of them. All sizes, colors, shapes and designs. Round balloons are the norm but the special shapes are becoming more and more popular. Used to be the special shape balloons were all corporate sponsored. This is no longer the case. Now most of the special

shapes are private and the designs are as fun as your imagination and your budget allow.



A great day for flying!

Balloon Fiesta-Continued



After the flight day, we all split up and did different things. Some went shopping, some took a nap, and some just ran errands. Linda and I, along with Chuck Bellmyer, went to the Unser Racing Museum. If you have any interest at all in racing, this is a must see place. A complete history of the Unser family and all of their racing history from the early days of the Pike Peak Hill Climb, (the family won it 39 times) to their Indy car racing and beyond. While we were there, we had the honor of meeting and talking with one of the greats. Al Unser Sr. was there and we got to visit with him for a while. He is one of only 3 drivers to win the Indianapolis 500 4 times. I got to tell him that I was there for 3 of his 4 victories. The museum is full of all kinds of racing cars, along with some rare racing memorabilia and antique cars too.

Saturday evening, we went to dinner at Rudy's BBQ where we had about 25 people from the local Albuquerque chapters join us.

On Sunday, we had some folks split from the group. Some headed home and did not go to the Fiesta for day two. Some of us went and then headed home. A couple retired folks rode part of the way back with us and then split off on another route and took an extra day to get home. Someday I'll be able to do that too.

Anyway, a beautiful weekend of great weather, beautiful balloons, great friends and safe riding. Doesn't get much better than that.

October Dinner Ride

By Janet Drake

Randall and I hosted the October Dinner Ride - and guess who was missing. Randall was in Maryland again, but we still had an enjoyable time. There were nine of us meeting at 3 Potrillos in Littleton. A long drive for some, but we all had a satisfying dinner and some good company.

The chip bag was also missing due to a little absent mindedness. Oh well! Rest assured, the bag will return and we'll have another drawing in November.

Thanks to all who attended and shared this enjoyable evening.



Kerr Dam or Seli's Ksanka Qlispe

*Becky Ackerman
Ride Coordinator*



On our extended trip following Wing Ding we traveled with the Benders to Polson, Montana where we stayed for several days. Our campground overlooked Flathead Lake and the surrounding Mission Mountains. What a view! Flathead Lake is 27 miles long, 15 miles wide with an average depth of 164 feet. The maximum depth is 370 feet and has 161 miles of shoreline. It is the largest natural freshwater lake by surface area west of the Mississippi River in the contiguous United States. Riding all the way around the lake makes for a good ride and the scenery is beautiful.

Each day we rode the bikes to a different destination as this location allows for many places to visit. After riding around the lake one day, then riding through Glacier National Park another, we decided to stick closer and rode out to Kerr Dam, just 5 miles southwest of Polson along the Lower Flathead

River.

It was originally named after Frank Kerr, who was president of the Montana Power Company in 1930 when construction began. At peak construction the project employed over 1,000 people. Due to the Great Depression the project stalled for 5 years but was ultimately finished in 1938.



Until 2015, the dam was operated by PPL Montana and the Confederated Salish and Kootenai Tribes. But the tribes then purchased the dam for exclusive rights, thus the name change to Seli's Ksanka Qlispe'. Kerr generates 194 megawatts and powers homes in the greater Mission Valley - about 147,000 to be exact.



The dam is 541 feet long and 205 feet high. To get the best view we followed a 1,000 ft. boardwalk (355 steps) down to the vista point. Here you get a 180 degree view of downriver as well as watch a boater's stream coming in from Flathead Lake upriver. We were there in September so there was no water coming over the dam. The best time to view this spectacle is late spring or early summer when the water is roaring. Previously we were here over July 4th and believe me, the water was roaring. The rush of water over this manmade spectacle runs 54 feet higher than even Niagara Falls!

Three penstock tunnels driven through solid rock carry water from the dam to the powerhouse located about 1,700 feet down-river. We followed a paved road down to the powerhouse where we found an English-style village, gorgeous grounds, a boat launch, picnic area and

restrooms. I understand tours are available but you must call ahead to reserve a time so we did not take the tour.



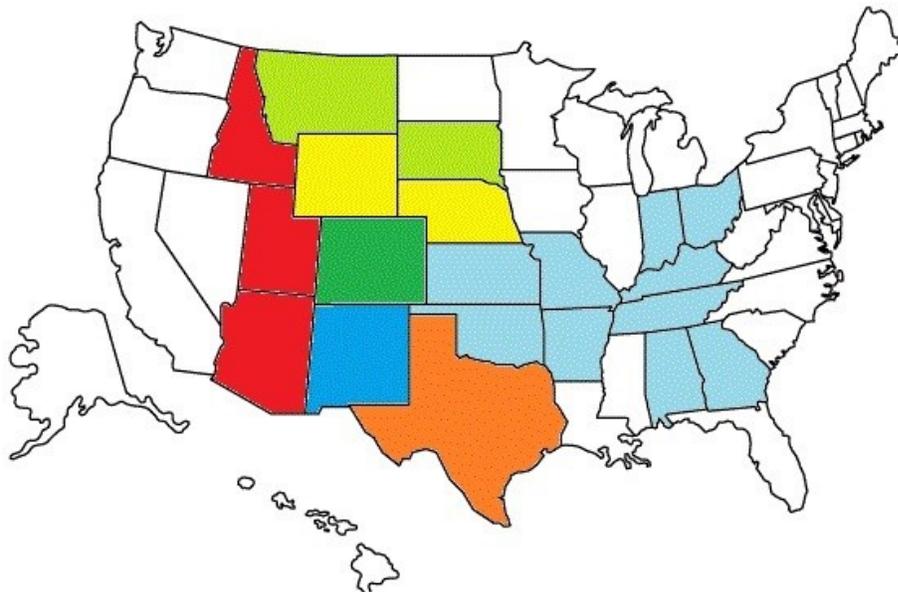
All in all, this is a must see if you are ever in the area. It was a great side trip that we all enjoyed.

Where will Chapter L Ride in 2016??

Be sure to let Randall know when you have ridden into or through one of our beautiful states! Let's FILL IT UP again!!!!

We have added the following States to our Chapter's 2016 Travel List:

- Jan CO
- Feb WY, NE
- Mar TX
- Apr
- May NM
- Jun No Reports
- Aug OH, IN, KY, TN, AL,
GA, AR, TX, MO
- Sep KS, OK MT Alberta &
British Columbia, Canada
- Oct AZ, ID, UT
- Nov
- Dec



November Celebrations

Birthdays

Laura Hudson 14th

Anniversaries

Bob & Christine King 21st

Upcoming Events

- Sat 5 Chapter G Fundraiser—Turkey Bingo
- Sun 6 Daylight Saving Time Ends (Ride Book in error)
- Mon 7 Chapter L Meeting –Refreshments by Ackermans
- Tue 8 Election Day! Pray or whatever a lot!
- Sat 12 LTP Life Skills at Fay Myers
- Wed 16 Dinner Ride—Ackermans
- Thu 24 Thanksgiving Day

Colorado Chapter Gatherings

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

[Colorado Chapter Gatherings Schedule](#)

Chapter L Officers and Staff 2016

Chapter Director	Tami & Steve Bender	Email	303-972-8420
Assistant Chapter Director	Chuck Bellmyer	Email	303-532-6630
Chapter Educator	Andrew Smith	Email	303-923-8342
Treasurer	Fred & Linda Fisher	Email	720-922-0789
Motorist Awareness Coordinator	Sherry Smith	Email	303-923-8342
Coffee Maker Extraordinaire	?????	Email	
Membership Enhancement Coordinators	Mike & Becky Ackerman	Email	303-988-0413
Chapter Couple of the Year	Fred & Linda Fisher	Email	720-922-0789
Chapter Individual of the Year	Chuck Bellmyer	Email	303-532-6630
Ride Coordinator	Becky Ackerman	Email	303-988-0413
Greeter	Ralph Spencer	Email	303-888-2705
Storekeeper	Fred & Linda Fisher	Email	720-922-0789
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](#)



Keep an eye out for more training opportunities!

The End!