

# Connecting Colorado



REGION F

Friends for Fun, Safety and Knowledge

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## January 2015

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### Table of Contents

A Brand New Year Of Adventure .....	2
Your “Perfectly Good” Tires May Not Be Good Enough	3
Getting In The Tire Safety Mindset .....	4
2015 Training.....	5
Thank You For Your Commitment.....	5
Visit Our New “Fun”draisers/Training Tab .....	6
Why I Ride a Motorcycle .....	7
Colorado Chapter Directors .....	8
Colorado District Team.....	8
Region F Team .....	9
District Sponsors.....	10





## A Brand New Year Of Adventure

By Andrew & Sherry Smith, District Directors

Greetings, Colorado District!

2015 (Wow), it is hard to imagine that last year flew by as fast as it did. Colorado certainly had a great year. There might even be one or two of our members who never thought they would see a year with a number this high. Congratulations, you made it!

January already finds Sherry & I (as well as a number of other District Staffers) working hard on the upcoming Colorado District Officers' meeting on January 31<sup>st</sup>. We will have a lot to cover in this meeting, with several break-out groups (Rider Ed., Treasurer, Membership Enhancement), and each will spotlight what their division is planning for 2015. From opening remarks to new oaths of office to comments about the Montrose District Rally, we hope this year's meeting is informative to the staff and members of Colorado's GWRRA Chapters! We also want to hear from the Chapters, we do truly want to know what your needs are, especially what the members of your Chapter want to see in GWRRA Colorado.



We will also have several items we will be handing out to the Chapters, so you don't want to miss out on something good!

By the way...have you had a chance to view the district calendar?  
<http://coloradogwrra.com/Calendar/DistrictCalendar.html>

Jim Wohlford has been working very hard to keep all the stuff that is planned for the year up to date (Thanks Jim!) It is chocked full of Region, District, Multi-Chapter events, and Chapter fund-raisers. This calendar is a great way to make sure that you do not miss that all important Region, District, or Chapter event. We also hope, after all the Chapters get their Ride Books done, we will be able to get as many of these events on the calendar, so the District will have as close as possible to a "One Stop Shop" to know when and where you can go to have fun with our fellow Gold Wings!

We also want to thank each one of you who has put on one (or more) of the many "hats" that our great organization has. We completely understand how much effort goes into holding a position in GWRRA.

Sherry & I hope that you are looking forward to a great 2015, with lots of riding, lots of fellowship, and lots of "F"un.

Let the fun begin! Ride Safe.



## **Your “Perfectly Good” Tires May Not Be Good Enough**

**By Nick Hoppner, Assistant Director/Motorist Awareness Coordinator - West**

Here’s a little tip to pass on to your friends and neighbors. Based on their warranties, auto tires should travel roughly 25,000 to 40,000 miles before their tread is worn to the halfway point. But worn tires—especially bald ones—can be deadly on wet, snowy or icy roads. When the grooves aren’t deep enough to channel away water or snow, the risk of hydroplaning increases significantly.

A recent National Highway Traffic Safety Administration survey found nearly 50 percent of 11,500 vehicles checked had at least one tire with half-worn tread. Another 10 percent had at least one bald tire. A tire is considered bald when one or more of the grooves reaches 2/32 of an inch deep, compared with 10/32 of an inch for a new tire.

While tires with 2/32 of an inch of tread may be okay on warm, dry roads, giving the driver a false sense of security, when wintery conditions set in, a vehicle handles like its riding on Teflon. Touch the brake pedal and slide into the ditch or another vehicle.

Ever wonder why you see so many cars abandoned in the median of super highways after a snow or ice storm? Hydroplaning begins at about 40 mph and gets worse at 60 mph. Many drivers don’t realize their half-worn “all weather radials” no longer can safely handle “all weathers” at expressway speeds.

Reduced wet-weather braking can be even more dangerous than hydroplaning. Tires with half their tread gone take three to six feet longer to come to a complete stop from 40 mph even with anti-lock brakes doing their thing.

The truth is that when your tires are half worn out, they’re just going to get less and less reliable and safe the more you drive on them. Considering the cost of collision repairs and medical bills, installing a set of winter tires just makes sense when you live in a state where winter driving is a fact of life.

Think about it for yourself and spread the news to your friends and neighbors. Motorists need to be aware.



## Getting In The Tire Safety Mindset

By Michael & Dorie Werner, District Educators

This month, we are going to focus on the three most important things on the bike: The two contacts (tires) and the one under the helmet. Everything we do rides on the tires. We need to train ourselves on the importance of checking and maintaining our tires. Protection against avoidable breakdowns and crashes, improved vehicle handling, better fuel economy, and increased tire life. Just a few reasons to check your tire pressure EVERY day.

Here is a safety checklist:

- ✓ Inspect tires and rims for cracks, trauma and chips
- ✓ Look closely at the tires, check for uneven wear patterns
- ✓ Remove items in the tread pattern
- ✓ Make sure you have valve covers or caps
- ✓ When riding on a long ride check tire pressure more than once per day
- ✓ Make sure if pulling a trailer not to overload the bike and take precautions for proper tongue weight
- ✓ Check the tread depth, all tires made have wear indicators built into the tire

Let's look at tire pressures and the differences of opinion; under inflation compared to over inflation. The biggest reason tires wear out is due to under-inflation. Under-inflated tires build up more heat, and have softer sidewalls which cause the tire to flex more, which then gives the bike that squirrely effect. It also makes it harder to steer, and causes sluggish handling. Over-inflation, in my opinion, only has two effects: It gives us a little rougher ride and less contact patch on the road. As for the proper pressure, the recommended

tire pressure that is stamped on the tire is the one we should use. Take into account that number is a very conservative one and you can go five over and not have any issues. Always check your tire pressure cold. Tires do go through heat cycles which will affect the tire life.

When you do need new rubber, always replace the tire valve stem with the new tire. As for the balancing portion, I recommend balancing beads; they are far superior to weights and also perform better. On the bike tires, they require only two ounces of the beads; it is important to weigh them out and there is no need for extra. I have used this product for years and my tires last longer, wear better, and the ride is smoother. On new tires, remember, they are new and have been known to be a little slick at first, so take it easy for awhile. Always be careful when the temps are colder out as tires need to warm up for max traction.

Something to keep in mind when buying new tires; buy from someone who sells a lot of tires. The tires have codes stamped on them to show when they were produced. Fresher tires mean better tires. Stay away from tires made in foreign countries as they use less than quality products to build them.

So let's get in the MINDSET of checking our tires and doing it EVERY day not just sometimes.

Remember, Safety Comes in Cans:

I can, you can, we all can.

As in the trucking business: Keep the Rubber Down and the Shiny Side Up.



## 2015 Training

By Bob & Jan Wills, District Leadership Trainers/Region COY

As we sit here writing this article we're looking at the sunshine and wishing all the ice would melt so we can ride. Hopefully it will be soon!

With Leadership Training not being done during the riding season, anyone of you or your

Chapter Directors just need to ask, and we will be happy to put on a training module for you. We have plenty of trainers to answer your requests. Please check with your Chapters and let us know what you want or need in the way of Leadership Training.



## Thank You For Your Commitment

By Rich & Linda Fuller, District COY/IOY Coordinators



As we start our journey into 2015, we want to congratulate all the Chapter Couples and Individuals of the Year. You are embarking on a very special year within GWRRA. We also want to thank each of you for the commitment you have made to your Chapter and all the work you have done therein, causing your Chapter to select you as their representative for this year. As you travel out and about visiting the other Chapters, your list of friends will grow tremendously.

We encourage each of you to participate in the District Program at the District Convention in Montrose August 13-15. Representing your Chapter is such an honor. The fun you will have

with the other Couples and Individuals will make your experience all the more rewarding.

We ask that Chapter Directors recognize any Couples and Individuals who may visit your Chapter throughout the course of the year.

We would like to see all the Couples and Individuals at the District Officers' Conference on January 31. We would like to meet you and also introduce you. The conference is open to all members, not just officers.

We are looking forward to a fantastic year within Colorado.



## Visit Our New “Fun”draisers/Training Tab

By Jim & Jan Wohlford, District Webmasters



**The Colorado District Website now has a**

**“Fun”draisers/Training Tab**

You will find information about “Fun”draisers, Chapter Activities and Upcoming Training, such as:

1. Co-rider training and parking lot practice.
2. Horizon training course helps prepare those who are interesting in leadership.
3. The Emergency Medical Template enables you to develop a medical information sheet.
4. Chapter Fundraisers.
5. Chapter activities.
6. And more...

Each time you visit the District website at [www.coloradogwrra.com](http://www.coloradogwrra.com), click the **“Fun”draisers/Training tab** and learn about all the District activities and training courses that are available.

Enjoy the Fun, become a Safer Rider, take a CPR/First Aid course, and you may help save a life. I’ve used my CPR skills and a dying man lived. It’s a feeling I will never forget.

# Why I Ride a Motorcycle

An Article on FaceBook Submitted by Andy Smith

When people ask me why I like to ride a motorcycle, I do not always have a ready response. I came across this article and found that it accurately described my riding experience. I wish I could memorize it and regurgitate it when someone says, "Why do you ride that thing, do you have a death wish"?

A motorcycle is not just a two-wheeled car; the difference between driving a car and climbing on a motorcycle is the difference between watching TV and actually living your life. We spend all our time sealed in boxes and cars are just the rolling boxes that shuffle us from home-box to work-box to store-box and back, the whole time, entombed in stale air, temperature regulated, sound insulated, and smelling of carpets.

On a motorcycle, I know I am alive. When I ride, even the familiar seems strange and glorious. The air has weight and substance as I push through it and its touch is as intimate as water to a swimmer. I feel the cool wells of air the pool under trees and the warm spokes that fall through them. I can see everything in a sweeping 360 degrees, up, down and around, wider than Panavision and IMAX and unrestricted by ceiling or dashboard. Sometimes, I even hear music. It's like hearing phantom telephones in the shower or false doorbells when vacuuming; the pattern-loving brain, seeking signals in the noise, raises the acoustic ghosts out of the winds roar. But on a motorcycle, I hear whole songs: Rock 'n roll, dark orchestras, women's voices, all hidden in the air and released by speed. At 30 miles an hour and up, smells become uncannily vivid. All the individual tree smells and flower smells flit by like chemical notes in a great plant symphony. Sometimes, the smells evoke memories so strong that it's as though the past hangs invisible in the air around me, wanting only the post casual of rumbling time machines to unlock it. A ride on a summer afternoon can border on rapturous. The sheer volume and variety of stimuli is like a bath for my nervous system, an electrical message for my brain, a systems check for my soul. It tears smiles out of me; a minute ago I was dour, depressed, apathetic, numb, but now, on two wheels, (or on a trike for that matter), big, ragged, windy smiles flap against the side of my face, billowing out of me like air from a decompressing plane.

Transportation is only a secondary function. A motorcycle is a joy machine. It's a machine of wonders, a metal bird, a motorized prosthetic. It's light and dark and shiny and dirty and warm and cold lapping over each other; it's a conduit of grace, a catalyst for bonding the gritty and holy.

Cars lie to us and tell us we're safe, powerful, and in control. The air-conditioning fans murmur empty assurances and whisper, "Sleep, sleep." Motorcycles tell us of a more useful truth: We are small and exposed, and probably moving too fast for our own good, but that is no reason not to enjoy every minute of the ride!

---Author Unknown

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District Sponsors



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