

# July Newsletter Chapter "E"



Hi "E"veryone. Well another Wing Ding has come and gone. A lot of us made it there, some of us were unable to attend. As for Lisa, Elwood and I, well, we almost made it there. About 50 miles outside of Des Moines we started hearing a noise coming from the bike. It sounded like the mud flap, that had started falling off during the Bike M.S. ride, had finally gotten low enough to be dragging on the ground. A few miles later, Lisa wanted to call ahead to the Redlines, who arrived at Wing Ding the day before, that we would be there in about 1 hour to place Elwood in the Mascot competition. So we pulled off into a rest stop at mile marker 80 on I-80. As we slowed down we heard a loud popping sound coming from the bike. We quickly parked the bike and began checking it out. After putting the bike onto the center stand I found that the rear wheel spun freely about  $\frac{3}{4}$  of a turn. The other  $\frac{1}{4}$  of a turn was very hard to move. So we called for a tow.

About an hour later our ride arrived. Along with Iowa Chapter P. Chapter Directors Craig and Sharon Leigan, Betty, Glenn, Frank and several other members helped us getting "Flyingace" loaded onto the flatbed. Our tow truck drivers were a couple of real Iowa Farmers, who run a tow truck part time. They had never towed a Goldwing before and had no idea of how to tie it down. It's was a good thing Chapter P showed up with a Gold Book so we could read the instructions on how to tie down a Goldwing. Oh, did I not mention I left our Gold Book at home. With the bike and trailer loaded on the truck the good folks of Chapter P offered us a ride in a car driven by Sharon and Betty to follow the tow truck to Garvis Honda in Des Moines. While we were sitting in the back seat and watching our bike riding on the back of the truck I leaned over to Lisa and said, "So this is what it's like to ride a Harley".

We got into Garvis and unloaded the bike off the truck and said our good bye's to Iowa Chapter P. and our hello's to the staff of Garvis Honda. We had called ahead to let them know we were coming and what the problem was with the bike. They were ready for us and took the bike into the shop in less than half an hour. Kurt and crew then had me come back into the shop for the good news/bad news. The good news, the barring was broken but did not do any damage to the wheel or axel. The bad news, they did not have one in stock and would need to order one and have it shipped over night. So while the bike was there and the rear wheel off, I had them put a new set of tires and breaks on it as well. The staff at Garvis, were kind enough to give us a ride to our hotel. We then got a rental car and were off to Wing Ding. We were not able to get Elwood into the mascot contest, but I'm sure if we had been

able to get him there he would have won a prize.

We had a great time at Wing Ding. We ran into some old friends and made some new ones. Thanks to the good folks of Iowa Chapter P and the crew at Garvis Honda.

Lisa and Bill



Hello GWRRA Members,

**Breaking News Flash!**

The Nevada District will be holding its annual event on August 20th and 21st, 2010. We will have an Ice Cream social on Friday and a Cowboy BBQ on Saturday. Additionally, we will have 50/20/20/10's each day, a poker run on Saturday, guided and self guided rides into the Sierra Nevada Mountains and around Lake Tahoe. We would appreciate your assistance in passing our information along to your members and friends to make sure they are given the opportunity to come and "Ride Nevada". There are plans for a great deal of FUN during the event. Due to the short notice, we are sending this announcement to all District Director's, Assistant District Director's and Chapter Director's and Assistant Chapter Director's to facilitate the word being passed quickly. We've enclosed our event flyer which can be shared with your members. Thanks in advance for your assistance.

All registrations (Hotel and Event-Registrations) booked prior to July 15th will be placed in a drawing. The drawing will grant the lucky winner(s), a full

registration to the Nevada District Event (valued at \$25 to \$54). You will be notified via email or telephone on July 16th if you are the winner. So get your registrations in before the drawing deadline (July 15, 2010).

Ride safely and have a great day.

*Micky and Marianne Farrington*

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**CEMENT INTO CONCRETE**

**By April Hansen-Kepler**

On May 14, eight GWRRA members and a guest toured the Holcim Portland Cement Plant outside of Florence. It was a clear, cool, sunny day for a ride.

Chapter E's Bill Bunker, Roy Bastian and Dave Andrews came to Peter & April Kepler's home where the ride began. The group met up with John & Sue Ewing of Chapter A at C470 and Santa Fe and headed south on US85 to Castle Rock and I25, meeting Chapter I's Chris Erskine and his father, Chris

Sr., on the south side of Colorado Springs onto CO115 heading toward Penrose and Florence.

The ride took us past the insect museum south of Colorado Springs, which is a real interesting place to stop. We put it on our list of “future things to do.” We rode through Penrose and turned off on the road leading to the cement plant where we were met by John Todd, Plant Manager, and Richard Roush, Quality Manager. Following a short orientation about the plant and its activities, we jumped into a couple of shuttle vans which took us to the limestone mine. This was an extremely enlightening mine tour.

After the mine tour, we were then treated to a tour of the cement plant, which was first built in 1896. This place has a lot of history and we all learned quite a bit about how cement is made so it can be made into concrete. Keep in mind, when it is mined and processed, the product is called “cement” and after the cement is mixed with water and aggregate, it is called “concrete.” Don’t get the two terms mixed up. Now, you’ve learned your lesson for the day. As a side note, our tour guide told us his wife still has trouble distinguishing the two terms and interchanges them. I guess it’s hard to teach old dogs new tricks.

Following our tour, we adjourned to the Gooseberry Patch in Penrose for a very satisfying lunch and, then, traveled home. It started raining by the time we got to Colorado Springs with some heavy thundershowers, but everyone arrived at their homes by early evening. Stay tuned for Peter’s next “mine” tour. They’re always fun and interesting.



### **The Motorcycle Marketplace**

Back in the 1980s, the United States motorcycle market had become the driving force behind the motorcycle industry.

Now, 30 years later, we see the market taking a turn. A big part of that change is being caused by the extreme economic downturn in our country, though there are many other factors involved as well. The bottom line, though, is that we have to face the fact that we can no longer expect the motorcycle industry to dance to our tune.

North America is now third in the world in overall motorcycle sales, lagging behind China and India, and losing ground every day. To support this theory: In 2009, Honda’s sales in North America dropped by 48% and yet, worldwide, their sales declined by less than 1% from 2008. That’s because their sales in China only dropped 3.5%, and their sales in India increased by 6%. While the percentage figures alone are dramatic enough, when viewed as total unit sales, the discrepancy becomes even more apparent, *i.e.*, India’s total motorcycle sales volume for Honda is more than triple their entire sales volume for the U.S., Canada and Mexico combined.

Harley-Davidson has gone into “survival mode,” selling off assets, closing plants, discontinuing Buell, laying off workers, and desperately trying to slow a downhill slide that is accelerating out of control. The Motor Company lost \$56 million in 2009 on a 28% decline in sales and, in the last fiscal quarter reported, that had increased to a 53% drop in sales and a loss of \$220 million. In other words, H-D is currently losing \$2.4 million a day.

On July 30, 2009, Honda officially produced its last American-made motorcycle. There were a lot of “official” reasons given for closing the Ohio facility, but it doesn’t take a genius to figure out that, if your company is selling over 90% of its bikes halfway around the world and you sales in North America have dropped by nearly half, it’s pretty stupid to keep building them here.

The best-selling motorcycles in the world right now have names like “Pleasure,” “Passion,” “Splendor,” and “Glamour.” The three largest motorcycle manufacturing plants in the world and the world’s largest dealer network carry the name “Hero,” or “Hero Honda.” That’s because we no longer live in the center of the motorcycling universe.

This is a reality check. The U.S. is still a viable motorcycle market, and it may even rebound somewhat, though it is doubtful that we will ever again see our own “glory days” return. We need to face the facts as they are, and stop thinking of ourselves as the center of the motorcycling world. We are still a part of the game and probably always will be, but if we want to keep the respect of the rest of the motorcycling world, we need to start thinking globally and start acting like part of the larger community, instead of trying to place ourselves above it.

*(Note: The foregoing statistics and information are from an article by Fred Ross, April 2010 Motorcycle Consumer News.)*



July 17: Clive Cussler Auto Museum, with a ride to lunch following.  
Saturday Arvada, CO  
Leaving the Loaf-n-Jug, Union & Cedar, Lakewood, at 9:30 AM  
\$5 per person admission charge.  
Museum tour hours will be 10 - 12.  
We will be joining several car clubs for this once a month Saturday tour.  
Visit their website at [WWW.CUSSLERMUSEUM.COM](http://WWW.CUSSLERMUSEUM.COM)

July 24: Burro Days  
Saturday Fairplay, CO  
Leaving the Loaf-n-Jug, Union & Cedar, Lakewood, at 8:00 AM  
This might be your only opportunity to watch Burro & Lama races.  
Not to mention your chance to enjoy some ' Monkey Balls ' .  
'Ya just ain't lived till ya try one.'  
Visit their website at [WWW.BURRODAYS.COM](http://WWW.BURRODAYS.COM)

August 21: 2010 Deer Trail Rodeo  
Saturday Deer Trail, CO  
Leaving the Loaf-n-Jug, Union & Cedar, Lakewood, at 8:00 AM  
Free pancake breakfast 7:30 - 9:30.  
CPRA RODEO at 1:00 PM. \$10 per person  
All you can eat ROCKY MOUNTAIN OYSTER FRY & BBQ COOK-OFF at 6:00 PM  
Visit their website at [WWW.DEERTRAILCOLORADO.ORG](http://WWW.DEERTRAILCOLORADO.ORG)

*In 1969, Colorado House Joint*

*Resolution No. 1025,  
with the Senate and the House of  
Representatives concurring,  
decared the first rodeo held in the  
word was in  
Deer Trail, Colorado on July 4,  
1869.*

**There will be sign-up sheets for the July and August rides at the Chapter L meeting on July 12th.**

**Come join the us for an exciting day and a great ride.**



PROFICIENT MOTORCYCLING

BRAINS OR BRAWN

From

MOTORCYCLE CONSUMER NEWS

What is a “proficient” motorcyclist? Is it someone who displays impressive control skills on the racetrack or in the canyons? Is it someone who can do lengthy standup wheelie? Is it someone who can maneuver an 800 lb motorcycle within tight confines? Or, is it someone who has ridden many miles through a variety of conditions and environments without a crash, or barely a close call?

Certainly, riders who can carve a corner with precision, balance a motorcycle on its rear wheel for extended periods, or maneuver a large touring bike in tight spaces deserve to be recognized for their abilities. But, when it

comes to describing a proficient motorcyclist, we must also include the ability to make it home every day without any drama to report.

Proficient riders possess many of the same attributes as road racers, stunters and parking lot magicians who know the intricacies of cornering and balance. But what makes them stand apart is their understanding that excellent braking, swerving and cornering skills alone cannot prevent a crash. They take responsibility for their safety and develop their mental skills to minimize the risks of riding.

#### ENOUGH SKILL?

Let’s say you have been riding a motorcycle for many years. You’ve taken both the MSF Basic Rider Course and the Experienced Rider Course and you head to a parking lot every few weeks to practice emergency braking and swerving. Even though your physical riding skill is well developed, you still feel uncomfortably anxious when riding in traffic because you experience a lot of close calls.

Let’s take your skill development a step further. Let’s say you’ve also attended several track days where you are on o the faster riders in the advanced group. You are accustomed to cornering at the very edge of traction and are comfortable braking hard from triple digits. All of this physical skill should lead to a high level of confidence in your ability to handle anything the public roads and traffic can dish out. So, why does panic sometimes surface when cornering on twisty roads? And why do you feel anxious when riding in traffic even when there is no obvious danger?

It could be that you have neglected to develop the mental skills that allow you to

interact safely with other road users and to manage the complexities typical of the street riding environment. It's human nature to focus energy on the tangible, whether that is the ability to lean deeply into corners, to maneuver at very slow speeds, or to perform stunts. But doing this at the expense of critical mental skills leads to a dangerous riding skill imbalance.

You can compare this type of imbalance to an amateur body builder who focuses too much energy on a few muscle groups while ignoring other muscles that are important to maintain good balance and health. The result is a body with poor posture and underlying structural problems. A knowledge body builder or motorcyclist knows not to ignore the less obvious parts that are important to becoming a well-rounded athlete or rider. Keep those physical skills sharp, but do not neglect the mental skills that are most important for keeping you safe.

#### QUIET HERO

Physical skill is important, but the best riders rarely ever need to use their finely honed physical skills to save them from a crash, That's because they have learned strategies that minimize, or dare I say eliminate, the need for heroic action.

These riders predict what other drivers are about to do. They can also spot hazards early, accurately evaluate their significance and act appropriately to minimize the likelihood of a crash. Often times a street riding crash is the result of a sequence of factors that fall into place like toppling dominoes. The best riders with the strongest mental skills can detect the often-subtle clues that begin the sequence and them act quickly to halt the progression.

WAYNE R. NEUMANN

RIDER EDUCATOR CHAPTER "E"



## Don't Forget!!!

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Patriotic contributions for the Chapter E Basket! We have plenty of "stuff"; now we need money for gift certificates or gift certificates! Thanks to everyone for your contributions! It is going to be GREAT!



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