



Springs Wings

April 2005

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THE CURRY CHRONICLES

As I write this (after a subtle hint from our Editor), it has been a great day not to be on a motorcycle; started out with heavy wet snow, then the sun came out and brought with it gale force winds. For once I was prepared – both the wheels are off the bike and there was no way I could even think about riding. Hope to have the white whale back together by the time we meet again.



Our meetings just seem to keep getting better. On April 2 we were honored to be visited by Joel and Sue DuVall, who are the CDs and Couple of the Year for Chapter O (Longmont). Also visiting were John and Phyllis Betancourt from A (Littleton) who are both the CDs and COY for their chapter. They brought along Bill and Katie Weider. Unfortunately, Chapter A made off with our mascot, “Flippin” the bird. According to the mascot rules, it is going to

take four of our chapter members to rescue him at the next Chapter A meeting. We’ll be going up, and we’d like to take a crowd with us – maybe even work up a little surprise for the Chapter A members! They meet the second Thursday at 7 p.m., so we’ll be trekking up to 6014 S Datura after work on the 14th – hope a bunch of you will come along with us. We’d also like to make it back down to Chapter C (Canon City) the morning of Sunday the 17th. A couple of months ago our chapter stole Curtis Lennox’ personal mascot, Elmo. Curtis hasn’t been paying parental support, so we need to take Elmo back. They have a terrific breakfast buffet at the Canon City VFW – this is a great half day getaway, so plan to come with us.

We caught up on several of our chapter plans at the meeting. Chris Erskine reported on the Crane Ride (article in this newsletter). The Wrens gave us an update on chapter camping plans and Larry Doan stepped up to take charge of leading the Ride for Kids – if you’d like to know more about the Pediatric Brain Tumor Foundation Ride for Kids, contact Larry. He has already raised a bunch of money from his co-workers and is encouraging all of us to do the same. Even if you can’t go on the Ride (in Golden, CO on the 26th of June) you can

send the money you raise with Larry and the rest of our riders and co-riders.

Bill McMinn talked about the ride he is leading to Deadwood, South Dakota, the Pikes Peak International Raceway ride, and the problems he encountered after getting his 1800 back from having the frame recall work completed. The important lesson from his experience is that we all should get involved in checking our own motorcycles, particularly after maintenance work has been performed by others.

Mike Wright, the President of GWRRA, has resigned and will be stepping down from his position the end of April. I’ve talked with Mike personally a few times, and appreciate the leadership he has provided our organization since about 1996. He helped me a lot with this last edition of the Region F newspaper, which you should have received recently. We anxiously await the selection of his replacement and wish him the best as he returns to his home state of Indiana.

Ok ... let’s get ready for the rest of April and our next meeting! We’re still not into major riding weather, so watch our www.springswings.org website for postings of rides. If you are ready to ride, send me a note and I

will forward it to all our members—you just might have some company. Game night will be at Larry and Jane Doan's. Watch for more on this in an e-mail or phone tree notification.

*****April 12 the Wrens will lead our Dinner ride.**

Our next chapter meeting will start outside the church; we will ride from there to Darrel and Laurie's home for maintenance day. If you have routine maintenance to

do on your bike, or if you'd like to learn how to do a specific maintenance task, give Darrel or Ducky Bob Nyquist a call – it might help if they know what you need before you show up. At the same time, those who don't want to work on the bikes will be involved in a craft day - and the more crafty people will figure out how to get someone else to do maintenance on their bike! We have a terrific chapter – and that is because of each of you who

step forward to help lead a piece of it. One of the visiting CDs commented to me after the meeting how impressed he was that so many members were involved in leading a portion of our meeting. We are very proud to be associated with all of you.

Hope to see you soon, and often.

Ron & Marsha Curry
CO-I CDs

Ride to Deadwood in the Black Hills of South Dakota

Pack your saddle bags, don your gear, and get ready to cruise through some of the most scenic byways in the Black Hills, with our cruising base in Deadwood, South Dakota.

Deadwood, an 1880s gold mining town, has recently been saved by legalized gambling. Yes, really. In the 1980s, in an effort to resurrect this largely forgotten town, the town fathers passed small-stakes gambling, with 4% of the profits earmarked for restoration. The funds received accomplished in 5 years what the town thought would take 40.

Deadwood is now a National Historic Landmark, with cobble stoned Main Street, period street lights, trolleys, and more than 80 Old-West-style gaming halls. The best of this town's wild history is back; the worst is buried with Wild Bill Hickok, Calamity Jane, and the rest in Mount Moriah Cemetery.

Tourism has also been up dramatically because of the new HBO Series, *Deadwood*, so everyone is checking it out. You will too if you join us for this ride!

Ride Details

Date	May 6-9, 2005
Destination	Black Hills of South Dakota & Northeastern Wyoming
Distance	450 miles to Deadwood, SD
Lodging	Americinn (866-332-3966), in Deadwood, SD (includes breakfast and underground parking). This inn is six blocks from the town center.
Cruising	We'll cruise through the Black Hills on the Needles Highway, Iron Mountain Road, through Custer State Park, and along the Spearfish Canyon Scenic Byway. Must-sees include Mt. Rushmore National Memorial, Crazy Horse Memorial, and Devil's Tower, with possible stops in Keystone, Hot Springs, Lead (also on the National Register), and Sturgis.
Weather	Concerned about the weather? The average daily highs and lows are the same as Colorado Springs—highs in the mid-60s and the lows in the low 40s.
Contact	For more information, contact Bill McMinn: (719) 329-0095 or billmcminn@adelphia.net .



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IF YOU ARE GOING TO THE DISTRICT RALLY AND WANT TO ATTEND ONE OF THESE COURSES, IT IS REALLY A GOOD DEAL MARK

Hello all,

We've almost filled one of the 1-Up ERC's. The good news is we still have another 1-Up ERC to go. There is still room in the 2-Up ERC, the Trike Course and the Trailering Course. Please pass the word to get registered and signed up for these courses as soon as possible. Class seats are awarded on a first come basis, no exceptions. At only \$20 per seat, this is a real bargain!

Also, everyone should be aware that all of these courses fill the Rider Course requirement for Level II and up in the Rider Education Program. I strongly recommend the Trailering Course for anyone who pulls a trailer. The Trailering Course and the Trike Course can be taken 1-Up or 2-Up. Co-Riders taking any 2-Up course will satisfy their Rider Course requirement in the Rider Education Program.

Please pass this information along to all of your Chapter Educators and Directors so they can inform their Chapter Participants. If anyone has any questions, please don't hesitate to contact us.

Ride Safe,

Jerry & Patricia Borge
Region F Rider Education
22424 Bennett Road
Sonora, CA 95370

Email: crzn2up@sonnet.com
Region F RE Website: <http://www.gwrri-regionf.org/rider-ed>
Home: (209) 694-8656



The Strains of the Cranes is Heard Mainly on the Plains

Saturday, March 12 was a glorious day. Bright skies and warm temps enticed our group of 16 Chapter I members to look into seeing what this Crane Festival business was all about. Mark and Cindy Atwell, Bruce and Mel Partner, Daryl Cruzan and Laurie Schlosser, Mark and Sue Damschen, Bob and Jan Strath, Dave and Kathy Wren, Chris and I, and our illustrious Chapter Directors Ron and Marsha Curry were looking forward to this overnight adventure to the southern part of our state. However . . . the weather was not looking good for Sunday's ride home. It was calling for considerably lower temps with strong possibilities of snow to come blasting through Colorado. Ah, springtime in the Rockies!!!

Mark and Cindy decided it was just too nice on Saturday to forfeit taking the Goldwing out and Mark was confident that the roads would be safe for Sunday's journey home. With Saturday being so warm, surely any snow on the roads would melt quickly. Right? They got a head start on the rest of us Saturday morning since Mark wanted to meet some business associates for lunch that afternoon. He and Cindy would join up with us at the motel later that day. Bob and Jan Strath also arrived at our meeting place with Goldwing "in hand". After some discussion regarding the next day's weather concerns (and Jan's rather pleading eyes) they opted to return the bike to the garage and car-pooled down to Monte Vista with the rest of us. While I know for a fact that Jan was quite relieved of the thought of traveling in cold and snowy weather, I have a feeling that Bob might

have enjoyed the challenge with Mark.

Off we went to Monte Vista! We arrived around lunch time and the first order of the day was to get checked into the Best Western Movie Manor. People quickly checked-in and got their room keys. That is, until it was our turn. Turns out the hotel didn't assign us a room and they were fully booked! Ugh – and I was the one who reserved a block of rooms for us to use. Chris and I certainly didn't want to spend the night sleeping in the lobby. Granted we would have been the first ones to the coffee machine the next morning and there was a shower in the restroom, but no thanks. We decided to let the motel sort things out while we went to grab a bit of lunch. While the closest restaurant was right there at the motel, they closed at 11am on probably one of their busiest weekends. Go figure! The staff recommended two other places but we finally decided to head down to the festival grounds and see what was cooking down there. Not much. We are a resourceful bunch and soon found a nice spot to eat right next to the festival grounds. After lunch, we went our different ways with instructions to meet back at the grounds no later than 3:50 to catch the 4:00 crane tour.

This crane festival revolves around the migratory path of the Sandhill Cranes. They winter down in Mexico and then start heading for Canada in the early spring. Their flight plan includes a layover at the Monte Vista Nature Preserve. They've done this every year for forever. In the past the folks in Monte Vista have enjoyed about 20,000 + cranes landing in their fields and marshy areas. Well this year, as luck would have it, turned out to be a bit different. You see, Mexico has been receiv-

ing plenty of rain so the pickings were good for our feathered friends and many decided to stay in Mexico and hang out were the food was plentiful. They were getting a later than normal start on their trip north. Thus, while we were there, only about 7- 8-thousand cranes were in the area. Still a sight to see!!

A little after 3:30, Chris and I were pounding on the hotel room of Bob and Jan. It was time to head to the festival grounds. However, the Straths took a much appreciated nap after lunch and were so sound asleep, that it took a bit of re-orienting themselves to their surroundings to figure out what the heck all the pounding was



going on. We arrived, a little breathless, at the meeting spot to catch the bus. Our group wasn't allowed to board the bus until the entire group was assembled, so there was some interesting speculation going on of what happened to the Straths and Erskines!



We boarded the yellow school bus and off we went for a 2-hour tour of the preserve and surrounding areas. Our guide was great and allowed for questions to be asked about cranes and other

The Strains of the Cranes is Heard Mainly on the Plains cont.

wildlife in the area. When the guide explained that the cranes mate for life, one youngster at the front of the bus asked with all seriousness, “what if the crane doesn’t like his mate?” Well, that stumped our guide – he’d never



been asked that before. We turned to Kathy Wren to find out what she does when she doesn’t like her mate. Guess the cranes probably do what many of us women do . . . take a deep breath, let it out slowly and give the famous rolled-eye look. I digress. We were fortunate on our tour to see an owl’s nest complete with owl peeping out. Quite a sight I must say. Oh, a special thanks to Mark and Cindy for sharing their binoculars with us.

At one stop, we departed the bus and were able to view thousands of cranes out in the field. The festival volunteers had set up several telescopes for us to catch a closer view of the birds in their habitat. We even were able to spot a coyote out in the field looking longingly at his dinner opportunities. Then, all of a sudden, the birds just burst into the sky making the most amazing sounds. It was wonderful and a sight to remember. Turns out our coyote friend had decided enough was

enough and he sprang into action scattering the cranes up into the sky. He didn’t have any success that time, but I don’t think I’ll ever forget the sound of all those birds. After the cranes settled back down into the fields, we boarded the bus and went on to another spot where we hoped the cranes would fly overhead as they traveled from the grain fields to their roosting areas for the night. Well, we waited and waited and those cranes never did decide to call it a day and fly over us. It was time to return to the festival grounds and have some dinner.

Thanks to Mark Atwell, we had dinner reservations at the same place we enjoyed lunch. We Goldwingers are really easy to please! While the food was great, I have to admit that I most enjoyed those horny margaritas. Yes, that’s what they were called and I’m not



telling you how they got that name. You’ll just have to use your imagination. After dinner we headed back to the motel and gathered together in our room. Fortunately the hotel always has an emergency room tucked away and this is what they used for us. It was much better than the office sofa! Drinks were passed around and I have to say I was happily



surprised that Laurie Schlosser had made me a birthday cake – it was pumpkin, my all-time favorite. A million thanks Laurie, for that very kind gesture. It wasn’t so bad turning 39 years old . . . or something like that.

I’m sure that Dave would also like to thank Laurie for his knitted woody warmer (no type-o there!).



Laurie, who is seldom without her knitting equipment, certainly has a knack for creating some interesting apparel. We had lots of laughs that evening and shared ideas for future Chapter I events. Then Sue Damschen dashed down to her car and brought up Elmo, Curtis Lennox’ personal mascot, who was recently kidnapped from Chapter C. We decided to hold a ransom for this little guy. We plied him with liquor and soon he was photographed lounging with a lampshade on his head, surrounded by women. I’ll bet that Curtis will be anxious to get his buddy back again. Eventually we returned to our rooms with the plan to check out the weather conditions early in the morning and get out to the preserve for one last viewing of the cranes.

The next morning was COLD. The cranes were quiet that morning and it seems we caught them a little late in the day. They



The Strains of the Cranes is Heard Mainly on the Plains

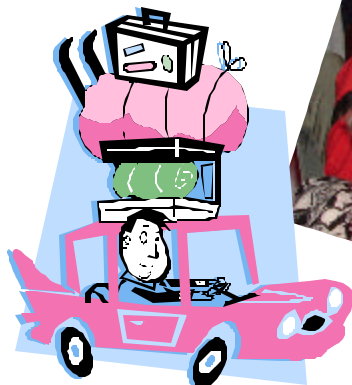
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had already made their flight from the roosting spot to their breakfast in the fields. We then checked out of the hotel and began our plans for the trip home. It was decided that with the unpredictable weather conditions and snow already falling in Denver and Colorado Springs, it would be best to follow Mark and Cindy home to ensure that all was safe. Though it was plenty cold, we didn't encounter any snow until arriving in Salida for brunch. After a reviving meal, Cindy decided to ride in the car with the Dam-schens. With the snow coming down, it was better to let Mark navigate the roads without worries of his co-rider. Plus, the car was snug-gly warm! Mark led the way back home and I'm happy to say that the road conditions remained safe to ride. Fortunately, Mark has a lower windshield so the only glass he had to wipe clean of snow was that on his helmet. You should have seen the bike's windshield! It was completely iced over. We made it back home safe and sound – as all rides should end.

I'd like to thank those who went along on this trip. It was something new to try and I'm always happily surprised at how quickly Chapter I members will jump at the chance to get together. I'd also like to thank Ron Curry for the photos he's provided for this article. Chris and I were very glad to have shared a car ride with the Straths – it was a perfect opportunity to get to know them better. Good friends, good laughs, and good times . . . it doesn't get much better than that.

Happy trails. Sandie Erskine



Recipe of the month



Yogurt Pie

2 containers yogurt, any flavor
1 small container Cool Whip
1 Graham cracker pie crust

Combine yogurt and Cool Whip.
Mix well.
Pour into Graham cracker crust.
Cover and refrigerate.
Serve when filling is firm.

Quick and easy. Can be prepared
with low fat and low carb
ingredients.



Classifieds

Black '97 Goldwing SE for sale.
Call Jack at 719-371-4300 in
Canon City.

For Sale or Trade

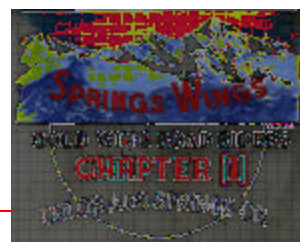
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TRADE HAS BEEN MADE.**

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Trip to Grand Lake

THIS REALLY SHOULD BE DONE NOW.

I talked to Amy today at Western Riviera Motel in Grand Lake. I inquired about blocking rooms for our Grand Lake trip and was told that she had 'plenty availability' at this time. But for me to reserve a block of rooms, she would need to charge me for the first night plus deposit. I wasn't interested in hitting my debit card for over \$1100 so if you want to go and stay at the Western Riviera on Aug. 19th Friday and 20th Saturday, you will have to call ASAP and make your reservations.

There is a website to inform you of the accommodations, and the charges for the various room arrangements they have to offer. Weekend rates in August start at \$110. I asked about a discount, but since that is one of their busiest times, they don't offer discounts.

The website is www.westernriv.com. They have an email address, and I am only assuming that you could email for a reservation. I talked to Amy today and the number at the office is 970-627-3580. Their hours are 8-5 weekdays.

Sorry that I couldn't block rooms, or get us a discount. If you haven't been there, it is a perfect setting right on the lake, half a block to main street for shopping, eating, ice cream and whatever. We will try to arrange the Saturday night boat ride around the lake.

Food, food, more food, drinks and a nice cruise a couple of times around the lake. Who knows, some of us may take a dip. (Kathy is taking me).

If the party lamp gets put out early enough Friday night, there is

usually a ride on Saturday morning. Nice riding in the area. Maybe a trip to Walden for breakfast and a moose hunt. Or just sit on the deck and soak up the sun.

But hurry, don't delay. We might even fill up the place!!

Any questions, call me at 591-2739, or even at work 719-269-5238 in Canon City. Do it tomorrow!!!!!!

Dave

Hillbilly Motorcycle



A backwoods, mountain-bred, engineering student was walking on campus one day when another mountain-reared, engineering student rode up on a shiny new motorcycle.

"Where did you get such a rockin' bike?" asked the first.

The second engineer replied, "Well, I was walking along yesterday minding my own business when a beautiful woman rode up on this bike. She threw the bike to the ground, took off all her clothes and said, 'Take what you want.'"

The second engineer nodded approvingly. "Good choice, the clothes probably wouldn't have fit."

"You start the game of life with a full pot o' luck and an empty pot o' experience... The object is to fill the pot of experience before you empty the pot of luck."

IOY



Jeannie Bondurant

COY



Tom and Monica Harder

Game Nite Photos — March 2005

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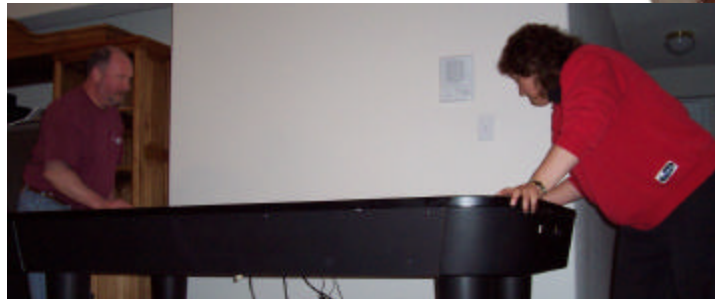
Our March Game Night was held at Sandy Swing's home. Although the crowd was thin, we had an excellent time and a surprisingly good variety of food. Those attending included Bruce and Mel, Mark and Cindy, Bill Aycock, Butch and Linda, and Beau Casey (Linda's son).

We came to a decision on game night—do ***NOT*** borrow games from Marsha. Beau didn't feel comfortable joining in our game of "Baby Boomers" trivia. But then again neither did the rest of us when we discovered that Marsha had given Sandy the United States history trivia instead. We all realized how much we have forgotten about our country's history, presidents, and states.

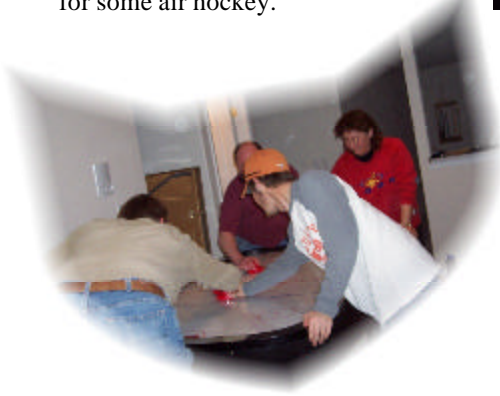
After an exhausting game of trivia, Sandy suggested we go downstairs for some air hockey.



Winners of "Baby Boomers" Trivia
(Baby Boomers Trivia? Yeah right)



Sandy and Mark played the first game—Sandy won. Being more comfortable with this game—Beau took on Sandy next. Again, Sandy won.



Mark and Sandy teamed up against Bill and Beau for one final game. Bill and Beau dominated the table, while the rest of us were ducking to avoid the flying pucks.



She issued a challenge for someone to beat her. Bill stepped up to the dare. Bill defeated Sandy after making her pick up the air hockey table several times. (Her puck would get stuck in the goal at Bill's end and to keep it from adding to Sandy's score he would pick up the table and tilt it to get her puck back out.)



More often than not, making a mistake while riding a motorcycle leads to misfortune, usually not serious, but sometimes fatal. One of the most deadly mistakes you can make is called doing a *highside*. When a bike is 'dumped', or 'laid down', it falls DOWN, gravity assisted, all the way to the ground and ends up on its side. At slow speeds this usually results in little or no damage to the bike or the rider. Even at higher speeds, given that the rider is wearing appropriate protective clothing, most damage is restricted to the bike. In either case, these are known as doing a *lowside* - meaning that the rider exits the bike by going in the direction of the fall: down.

Obviously, doing a *highside* means that you exit the bike by being thrown up and over the high side of the bike. That, in itself, is not particularly deadly, but it happens that the bike usually follows the rider into the air and then it comes back down, often on top of him. Not too many people survive such an encounter.

So how does a highside happen? What causes it and what can you do to prevent it from happening?

To begin with, a highside starts when you use so much rear brake pressure that you lock your rear wheel. If you are in a curve, (or if you have also applied your front brake while going in a straight line, or if there is substantial road camber, or severely unbalanced loading of the motorcycle), this starts the rear end sliding/skewing away from the direction the bike had been moving because traction is diminished on the rear tire (it has become 'sliding friction' - about 80% of what it was just prior to the skid) and that tire has begun to MOVE FASTER (in the direction of bike movement) than the front tire (centrifugal force, among others, is having its way.) The automatic, and correct, driver response to this situation is to turn the front wheel in the direction of the slide. [Actually, the front wheel will turn in the direction of the slide by itself - your job is merely to let it.] But now he can make a mistake that can cost him his life - he can release the rear brake.

Let's look at what is happening at the instant his rear brake locks up causing his rear wheel to begin to slide and the instant that he releases pressure on the rear brake. Let's assume a rider is in a gentle turn at the time. (Riding in a straight line is exactly the same as soon as the rear wheel starts to skew to one side or the other of the front wheel track.) The bike is moving in the direction pointed to by the front tire at this instant. Note that the back tire is always 'scuffing' a little as it tries to get into the same direction pointed to by the front tire.

Now at this instant the rear brake locks and the rear wheel loses a significant amount of its traction (at least 20%). It begins to skew outward from the center of the curve.

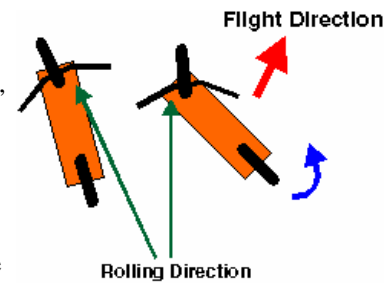
The driver now allows the front wheel to turn in the direction of the slide. The direction of bike travel has thus changed. Meanwhile, the rear end continues to slide and is still moving FASTER than the front end at this instant.

The bike is trying to 'lay down' [because with the rear-wheel no longer spinning you have lost its gyroscopic effect and, thus, attitude stability for about 80% of the bike] and will do so if nothing else happens quickly.

But the rider, realizing that his rear end is sliding completely out of control, decides to release the pressure on the rear brake to try to drive out of the situation. When he does so the rear tire, which is being dragged forward as well as to the side, is suddenly able to start turning again. This allows it to move in the forward direction much more easily than a moment before, and just as suddenly it regains traction (mind you, it lost only about 20% of its traction when it began to slide and it is picking up only that 20% or so of traction at this point.)

Whether the engine is driving the rear tire or not, because the bike is not simply 'dragging/scuffing' the rear tire forward with it (because the tire is now rotating), the bike begins to move faster (actually, is slowing more slowly) in the direction pointed to by the front tire. At the same time, because full traction has been regained, the sliding movement of the rear end of the bike comes to an abrupt end. And what next happens is the highside!

Whether the slide movement of the rear end is abruptly stopped because the rear wheel hits a curb, or because the tire has regained traction, the results are the same: centrifugal force, coupled with inertia, try to keep the center of gravity of the bike moving in the direction it was last traveling. Since the bottom of the rear wheel has stopped sliding, (all stopping forces are at the contact patch), clearly a torque is developed. The result is that the bike is violently twisted in the direction of the earlier slide. The front wheel actually helps this twisting action because it has a bearing in its axle and the bike merely rotates using that bearing as an axis.



Naturally, the driver will be thrown in the same direction as the bike is twisted.

The mistake, of course, was releasing the pressure on the rear brake. Said differently, if you are in a situation where the rear wheel is sliding out from under you, despite having turned the front wheel in the direction of the slide, then the safest course of action is to **RIDE THE BIKE INTO THE GROUND** - do a lowside. (i.e., do NOT release the pressure on the rear brake.)

Let me also add that there is one more thing that could have been done to avoid the highside described

Highside Dynamics by James R. Davis

here: always straighten the bike BEFORE you aggressively use your brakes when in a curve!

If the bike is moving in a straight line, particularly if the bike has any form of integrated braking, and the rear wheel brake locks resulting in a skid, it is still possible to do a highside, but the odds of doing so are far less than when in a curve [the faster you are moving, and the greater the camber (slope) of the road, the higher the odds.] Still, the best decision the rider can make is to NOT RELEASE the rear brake if it is locked to try to insure that a highside does not result.

Abruptly releasing the front brake when the rear wheel is locked and skidding can also cause a highside because it will increase rear wheel weight and, therefore, traction. Nevertheless, the only possible way to 'ride out' of this situation is to get the front end of the bike to go faster than the rear in the direction of the skid. Thus, a gentle relaxation of the front brake is a reasonable action to take. (Note, however, that with any form of integrated braking, this is virtually hopeless because so long as the rear brake is applied the front brake is also being applied.) Increasing front brake pressure, on the other hand, will almost certainly result in immediately laying the bike down on the low side.

Can a highside occur if you do not release the rear brake pressure at all? You bet! If you have ever witnessed a 'straight line' highside accident you will remember that the skid mark was a straight line until the very end at which point it became a 'J'. What that shows is that the rider successfully managed to keep his front wheel pointed in the direction of the skid until he had turned his wheel to its limit (a 'stop' was reached.) When that happens, of course, he can no longer continue to turn into the skid and the direction the bike travels begins to abruptly change - the skid increases until it presents a 90 degree tire face in the direction the bike is moving, which happens to present the largest contact patch 'face' perpendicular to direction of travel and, thus, maximizes the odds that traction can be reestablished. This, then, is approximately when the bike stops its skid and violently snaps into the air.

Having seen that a rear end skid requires that you gently relax front brake pressure and maintain rear brake pressure in hopes that the front wheel can be coaxed into catching up with the rear one (slow more slowly), what should you do if the front wheel begins to skid instead of the rear one? EXACTLY THE SAME THING! Gently release the front brake and maintain the rear one! Thus, you do not have to make a decision based on which tire is skidding. The reaction is the same.

So, above I said that if you have a choice you should ride the bike into the ground rather than do a highside. I also said that the dynamics will almost certainly result in a highside even if you do what is corrective - turning into the slide and feathering the front

brake. Is it hopeless? Must you do the highside? Not at all. It means that as soon as you know the attempt you are making is not going to work, CLIMB ON THE FRONT BRAKE! This will FORCE a lowside!!! (If you have any form of interlocked brakes you can also force a lowside by INCREASING rear-brake pressure because that increases front-brake pressure as well.)

Please, I do not want to get flamed for suggesting that you actively lowside your bike! If you have ever seen the results of a highside, you should kiss the ground that you have the ability to stop it by laying your bike down. If you can do it, do it. If not, good luck to you anyway.

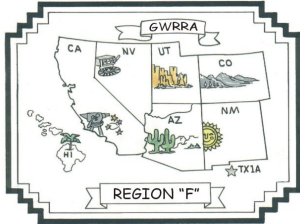
[I have been asked why aggressively using the front brake will cause a lowside rather than making a highside happen sooner. This is because by applying front brake you cause weight transfer that further relieves the rear wheel traction which, in turn, both reduces the odds of a highside and slows the bike faster. i.e., it falls over (lowsides) sooner.]

Some people have argued that if you can release the rear brake quickly enough after it locks you can avoid a highside and regain control of your bike. This is TRUE! However, you should understand what that really means. There is a difference between a SKID and a SLIDE. During a skid your tire is not rotating at the same speed as the bike is moving and so you scrub off some rubber but you are still fundamentally in control of your bike - that is, the tire is still pointing in the direction of bike movement during a skid. During a slide, however, the bike is FALLING OVER and the rear wheel is moving laterally - to the side - and you are no longer in control of your bike. If you release the rear brake during a skid you will feel a modest 'jerk' as the rear wheel regains traction and you continue on - UNDER CONTROL. If you release the rear brake while in a slide regaining control is far from assured as the 'jerk' becomes a very severe 'jolt', or worse, a high-side.

So, the advice to not release the rear brake when it is locked refers to the situation where a SLIDE HAS BEGUN. For almost everybody this means NEVER RELEASE A LOCKED REAR BRAKE because a slide begins VERY QUICKLY in the real world and most people cannot react quickly enough or even recognize that the rear tire is sliding - it is foolish in the extreme to pretend that you are the exception and can catch it before that slide has begun.

Saddlebags can never hold everything you want, but they CAN hold everything you need.

Region F/Colorado District Rocky Mountain High Rally in Montrose, CO May 26, 27, 28, 29, 2005



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LOCATION

Montrose County Fairgrounds
(Friendship Hall)
1001 N. 2nd Street, Montrose, CO 81401
(Two blocks off Main St.)

AREA ATTRACTIONS

- COLORADO NATIONAL MONUMENT (Grand Junction)
- TELLURIDE
- OURAY
- RED MOUNTAIN PASS
- SILVERTON
- DURANGO
- MESA VERDE NATIONAL PARK
- FOUR CORNERS MONUMENT
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- GRAND MESA (Land of 1,000 lakes)

ENROUTE ATTRACTIONS

- GRAND CANYON NATIONAL PARK (AZ)
- CEDAR BREAKS NATIONAL PARK (UT)
- BRYCE CANYON NATIONAL PARK (UT)
- NATURAL BRIDGES NATIONAL PARK (UT)
- CANYONLANDS NATIONAL PARK (UT)
- ARCHES NATIONAL PARK (UT)
- AZTEC RUINS NATIONAL PARK (NM)
- GREAT BASIN NATIONAL PARK (NV)
- PLUS THOSE LISTED IN "AREA ATTRACTIONS"

Host Hotels

Holiday Inn Express: 1391 S. Townsend Ave.
\$89 / night for up to two people - (970) 240-1800
Must ask for GWRRA rate.

Best Western Red Arrow Motor Inn: 1702 E. Main St.
\$73 / night for up to four people - (800) 468-9323
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Visit <http://www.visitmontrose.net> for listings of other hotels & camping facilities in and around Montrose.

**Ask your Chapter Director for a
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I know the risk of danger to myself and my property while participating in the event and while upon event premises and, relying upon my own judgment and ability, assume all such risks of loss and hereby agree to reimburse all cost to those persons or organizations connected with this event for damages incurred as a result of my negligence.

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Chapter I meeting
information:

WHEN

First Saturday of the month,
8:30 coffee, 9:00 meeting

WHERE

Holy Cross-Lutheran
Church
4125 Constitution Ave.

Linda & Butch Shelley
15605 Archer Terrace
Elbert, CO 80106

Mailing Label Goes Here