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Springs Wings



THE CURRY CHRONICLES

As this year is drawing to a close, we still have a lot going on in this chapter of ours.

We had a good turnout for our last monthly meeting, even though it took most of us twice as long to get to the church due to the snow and ice. Our most significant topic at the meeting was the Chapter Christmas party scheduled for the **10th of December**. You all should have seen e-mails on that topic. Thanks to Tom & Monica for providing the space and for coordinating this event.

Our new Colorado District Directors are going to be Gary and Jan Gardner from Cortez. I'm certain Gary was selected to head up Colorado because he's riding a white 1800! I haven't heard yet who will be on their staff and will pass that information along as soon as we receive it. The annual District/Chapter staff meeting will be on **January 14th** at Chapter E's meeting place in Arvada. Our chapter officers (Chapter Director, Assistant Directors, Rider Educator) will be attending. Any chapter staff or chapter members are welcome to come along – let us know if you want to go and we can car pool up. This tends to be an all day event and it is a great

opportunity to meet folks from other chapters.

Part of what is accomplished during that session making sure there are no conflicting dates for major events among chapters. We already have a rough draft of our chapter calendar for 2006 in place and will try to lock in dates at this meeting. We do not plan on a major fundraiser for 2006, but we may do something just within the chapter if we find we'd like to have a bit more in our treasury. Here are the **draft** dates we currently have in our chapter planning calendar (if you have a great ride you want to lead next year, give us a call and we'll add it to this list):

****CO-I/CO-N New Year's Day Ride** (Noah's lead) – Jan 1

****Colorado District Staff/ Chapter meeting** – Jan 14th, Arvada

****CO-I Valentine Dinner** – Feb 14th

****CO-I Taos Ride** (Erskine's lead) – May 12-14

****[Nevada District Rally - May 25-27 - Elko, NV](#)**

****[Region F Rally - May 25-27 - Elko, NV](#)**

****[Utah District Rally - June 9-11 - Cedar City, UT](#)**

****Colorado Ride For Kids** – June 25th?

****[Wing Ding - July 3-6 - Nashville, TN](#)** (we are certain a bunch of us from Chapter I are going – probably leaving 3 days prior so we can see the COY competition the day before Wing Ding opens)

****CO-I Camping ride** – July 21-30

****CO-I Picnic/meeting** – August 5th

****CO-I Flaming Gorge ride** (Atwells lead) – August 18-20

****[California District Rally - September 1-4 - Santa Clara, CA](#)**

****[Colorado District Rally - September 7-9 - Cortez, CO](#)**

****CO-I Meeker International Sheepdog Trial** – 8-10 September (may do this on the way back from the CO Rally)

****CO-I "Have a Friend for Lunch" & Color Ride** – Sep 30-Oct 1

****[New Mexico District Rally - September 29-October 1 - Alamogordo, NM](#)**

****CO-I Pumpkin Ride** – October 14th

****CO-I Halloween Party** – October 28th

****[Arizona District Rally](#) – TBA**

****CO-I Holiday Party** – December 9th

... and, of course, we will have plenty of game nights, parking

lot practices, rides to other chapter fundraisers and generic chapter rides (which can be led by any of you) scattered in the blank spaces on the calendar.

After the January meeting we will finalize dates, publish, and distribute the Chapter event calendars to our chapter members.

Do something for your chapter in 2006. Lead a ride, host a game night, take on a staff responsibility, come up with something new and fun! Thanks to those of you who have been so supportive of this chapter for so long – and thanks in advance to those who are willing to help

a bit in the upcoming year.

Have a terrific **Holiday Season** and stay safe. Hope to see you soon, and often.

Ron & Marsha Curry
CO-I Chapter Directors

See You On The Road

A Chapter Officer told us that we upset most members of Chapter I, by our last article “Where Is I” at the Christmas party. Also, that this Officer didn’t want to talk to us anymore. We didn’t mean to cause any hard feelings, this was just our opinion and what other Chapter’s were asking. We don’t feel the need to apologize for the article.

With that being said we feel that attending Chapter I’s meeting would cause a lot of tension for us and other members. It just wouldn’t be fun, so we are taking a hiatus from Chapter I. We’ll miss our friend’s but we feel this is best.

If we don’t see you, have a Merry Christmas, Happy New Year, Great Valentines Day, Easter, and whatever. Hope to see you “On the Road”.

Chris Ward



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Different risks, Different realities

If all you had to do was ride in a straight line, almost anybody could handle a motorcycle. But in the real world we have to negotiate turns with our bikes. While it is convenient to think otherwise, it is simply not accurate to believe that making a right turn is exactly the same as making a left one except for direction. There really are different risks and realities involved.

For example, in all countries where we ride on the right side of the road, right turns are sharper than left turns, while the reverse is true in the other countries. (This article will focus on the US road model.)



That means that right turns are harder to negotiate than left turns at any given speed. It also means that in addition to being harder to negotiate, if you mismanage the turn and go wide, you will find yourself in a lane of traffic that is running in the opposite direction. In a left turn situation that you mismanage you will find yourself off the road entirely.

Which is more dangerous is largely a function of chance.

If, for example, there are no oncoming cars when you mismanage a right turn, at least you remain on pavement and have the chance of recovering from going wide, but any oncoming cars present you with a head-on collision as an alternative.

Running off the road in a mismanaged left turn may not be worse than taking a tumble, but it could very well involve falling off a mountain.

While making right turns involves greater lean angles at any particular speed than a corresponding left turn, there is usually MORE TRACTION available in a right turn than when turning to the left. This, because most roads are crowned. Thus, while turning to the right the road is cambered into the turn while turning left it is cambered away from the turn.

Left turns effectively provide you a narrower lane for use by your motorcycle. That is, because you must lean a motorcycle in order to make a turn, you cannot ride as far to the left within your lane when making a left turn as you might like without dragging your head or left grip across the center line and into the path of oncoming traffic. Unless there is a retaining wall involved, motorcycles can use their entire lane width when making right turns.

Making a right turn at an intersection is FAR LESS dangerous than making a left turn at that intersection. The most obvious reason being, of course, that you do not have to cross the path of any oncoming traffic to do so. (As an aside, a pedestrian crossing the street at an intersection is FAR LESS at risk if he keeps the center of the intersection to his right rather than to his left because immediate danger comes only from his left and less immediate danger comes from easily visible sources.)

Turning left has two other dangers that are not present when making right turns: (1) The possibility that your side stand is down (not on a Goldwing) and, because most road surfaces are crowned, (2) you cannot lean a bike as far in a left turn as you can in a right turn without dragging some part of the motorcycle against the pavement (not always a bad thing).

One final thought: If you make a left turn across an oncoming traffic lane your danger is not restricted solely to that oncoming traffic. Before you actually make your left turn you must do a head check to the left to insure that someone is not trying to pass you on the left! If you are struck by that passing vehicle **YOU ARE TO BLAME** as you have performed an unsafe lane change!!!!

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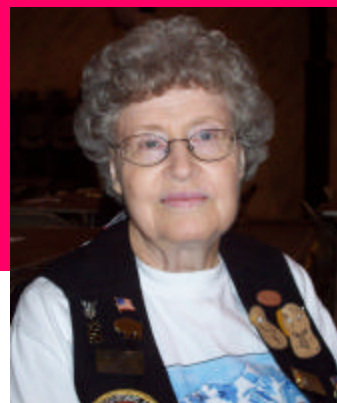
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Tom and Monica
Harder



**Chapter
I's
IOY**



**Chapter
I's
COY**

Jeannie
Bondurant

Thanks to Springs Wings!

We were so shocked by the Couple of the Year Crowns being placed on us at the Holiday Party, we completely forgot to **Thank** Chapter I.

Being Couple of the Year for the Chapter in 2006 will be our pleasure.

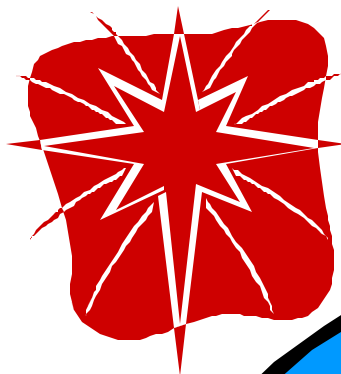
Looking forward to a great year of riding.

Thanks You Chapter I

Darrel & Laurie

Please remember
the true reason
for the season we
are celebrating.

Just in case anyone forgot—
we should be celebrating the birth of
Jesus Christ



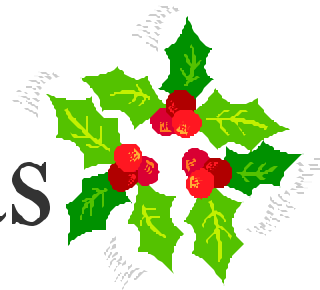
- » It's not about you, it's about thinking of *others* first (as HE did)
- » It's not about gifts you receive or how much money you can show others you can spend, it's about **doing** something for others and giving of yourself (and **not** expecting anything in return) (as HE did)
- » It's about helping and loving others - making others feel good (as HE did)

This should be a happy and joyful time. A time to make others happy, not sad or unwanted.

I guess I can get off my soapbox now.

Linda

Merry Christmas
Merry Christmas
and
Happy New Year



Linda & Butch Shelley
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