



Springs Wings



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THE CURRY CHRONICLES

Man, the frost is really on the Pumpkin!

Our marvelous editor is again down there with her Corgis, nippin' at my ankles to get her an article for this month. Linda does an exceptional piece of work for our chapter every month and deserves another round of applause for putting up with the rest of us who aren't always on time with our newsletter input.

We've had quite a month or so since the last newsletter. I think it is appropriate to first reflect a bit here on Dan Brown, and how this chapter handled the departure of one of our well known, and very well-liked members. I'm probably not going to get all of this exactly correct, so I would appreciate it if those of you who get really upset at details not being perfect will just bear with me a bit here.

Dan left this life on a high. He had a great day riding with his wife and friends and apparently died quickly and unexpectedly after a fun meal at the end of a great day in one of the most beautiful parts of Colorado.

The immediate support pro-

vided his wife, Wilma, by Ray and Nancy Daniels in Lake City was selfless and extraordinary. The notification of the rest of our chapter wasn't perfect, but we and others did our best to ensure everyone knew as quickly as possible of Dan's death. There are several in our chapter who did much to ensure Wilma and her family had all the support they needed during the trying days following Dan's death. By my personal count we had more than 50 members who did something, in many different fashions, to show their concern. We are very proud of all of you for coming together like this in a time of need. It's good to know our chapter is comprised of those kinds of people. Losing an exuberant, likeable person like Dan is a hard thing. A few of you were much closer to him than the rest of us, but I think almost all of us knew him and considered him a friend, and we all will miss him very much.

The second-ever "Have A Friend For Lunch" Ride occurred at about the same time. We had a few people go up to Lake City on Friday, the 29th of September, a few more rode to Salida after work on the 29th of September, and we had a bunch show up at the Black Bear Res-

taurant early the morning of the 30th. In all, I think we might have had 18-20 bikes participating in some way. The Salida group got news of Dan's death late Friday evening and called us at about midnight. We let the Black Bear group know and started the phone tree notification before we left early Saturday morning. Of course, the sad news dampened spirits, but we kept on with our plans. A few riders rode with us to Salida for breakfast, and then looped over Monarch Pass and back Highway 114 through the twisties as they headed back home. The main group made it to Lake City by noon and checked in at the Alpine Moose Lodge. Shortly after checking in, Ray Daniels and Dan's son-in-law, Mark showed up. Mark came over to ride Dan's bike back and Ray was escorting him to ensure he did ok riding that big orange bike.



The Salida guys and gals also showed up and we split up to check out the town, ride a bit to take pictures, and take a nap or two before dinner. Now dinner is another story! Chef Bruno at the Alpine Moose Lodge runs a fine dining restaurant and we had 14 or so who left a bunch of money in his cash register that evening. I had a rack of lamb, Marsha had Shrimp Wellington, and the meals were fantastic!

We had a lazy start the next morning at about 8 a.m. or so. Over Slumgullion Pass at slow speed, enjoying the colors and the huge Mule Deer just as we left town. Electrics on (it was a bit chilly), we poked into Creede after stopping for a group photo. Another group photo in Creede and a cup of coffee. Then on to South Fork for breakfast at the Lumberjack Restaurant (Cruzan/Schlosser/Wrens headed out just a bit early to get us seats at the restaurant – of course, Darrel was the last person served after we all got there).

A nice ride back through Poncha Pass and the Arkansas River Valley before splitting up and heading for home.



We had a good crowd for our chapter meeting on the 7th of October.

Chapter L came down to get their mascot back (Jim Morasky had it in his hot little hands from a ride up to their meeting just after the Lake City ride – Chris

& Casey were the instigators who got that group up there).

Teresa Randolph, half of the District Director team, came to thank our chapter personally for the support we showed the Colorado District during the September Rally.

- Our Chapter Halloween Party is going to be at Nancy & Ray Daniels on the 28th
- We scratched the Pumpkin ride the 14th; Morasky, Childs, and Curry took an Abate ERC course that afternoon instead
- CO-E Thanksgiving Dinner Friday is on the 10th of November (\$10/adult); we hope to take a bunch up to Denver for this fun annual fundraising event
- Nov 11th is Calendar & Staff Planning & Pot Luck dinner; this year it will be at the Harders' home in Jackson Creek. If you have a favorite ride you would like to lead next year or if you have an interest in helping a bit with a staff function in the chapter, please plan to come.
- Our Christmas Party is the 22nd of December at Giuseppe's; watch for details in the newsletter and in e-mails.
- Also watch for e-mails regarding First Aid and CPR courses
- After the meeting Mark Damschen presented a Co-Rider Seminar; this is an Education segment that helps our Co-Riders understand how to help

(and not hinder) the Rider. It also affords them the opportunity to advance or maintain their standing in the Rider Education Program.

Again, Chris & Casey headed up a bunch of riders, co-riders, and drivers and passengers who trekked to Pueblo that evening to have some fun with our down-South GWRRA cousins at their meeting. Mike Rose, the Chapter N Director, expressed interest in having another New Year's day ride (as long as it didn't include scooting across ice fields ... that is another story); I passed that along to Rich Noah, the historical New Year Day Ride leader, and he is ready for the challenge!

As I write this, we're thawing out from the Oct 17-18 snowstorm, and reflecting that we'll have to pick our riding days carefully the rest of the year. There are still a few great rides left this year, but we'll have to plan a bit more carefully and start watching for the extra hazards associated with riding into the cooler days of the season.

We have a really great chapter – and all of you are the reason that is so.

We hope to see all of you soon, and often.

Ron & Marsha Curry
CO-I Chapter Directors





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Chapter Visits

On Monday the 2nd of October Casey and I were going to Chapter L's meeting. We sent out email to see if anyone wanted to join us. We met at the King Supers on Baptist road. Jim and Dee Morasky left us email and said they could not be there in time but met us at the meeting. Paul and Jeanie Bondurant met us and we received a call from Mark Damschen saying he was already up in Denver and would meet us. We had a real nice ride up with Paul and Jeannie. It was nice to see our old friends at Chapter L. We also took their mascot. The Nice thing about this was that on Saturday Chapter L came down to our meeting to claim their mascot back.

At our meeting on Saturday we mentioned we were going to go to Chapter N's meeting down in Pueblo and to meet at Apex at 5:00. Joining us on the trip was Dave and Pat Andrews from Chapter L along with Jim and Dee Morasky, Dave and Kathy Wren, Ron and Marsha Curry, Mark and Sue Damschen, Nancy Powell & Butch and Linda Shelley. Pat Andrews from Chapter L just bought a new '05 1800 trike from Apex that Day. On her old Trike she had a heck of a time getting up to 75. She was really thrilled with the power of the 1800. She had no trouble going down 25. We had great weather going down and back. When we got the Chapter N's meeting coming in was Steve and Teresa Randolph, Our District Directors. I think we over whelmed Chapter N.

We just wanted to thank every one who joined us on these adventures. We plan to go to Chapter E's meeting this month and Chapter C's unless something comes up, Like WORK!!!!!! Hate that word. Like Maynard G Cribs.

FOR SALE



1990 Kawasaki Vulcan
6500 miles
Selling for \$2000

Contact Roland Smith

719-380-7359 (home)
719-339-2928 (cell)
roland@pcisys.net



Chapter I polo shirts
On sale now—\$17.50
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Jeff Rodrigues
719-320-1824
719-542-0118



ZIPLOC OMELET

(This works great !!! The best part is that no one has to wait for their special omelet !!!)

Have guests write their name on a quart-size Ziploc freezer bag with permanent marker.

Crack 2 eggs (large or extra-large) into the bag (not more than 2) shake to combine them.

Put out a variety of ingredients such as: cheeses, ham, onion, green pepper, tomato, hash browns, salsa, etc.

Each guest adds prepared ingredients of choice to their bag and shake. Make sure to get the air out of the bag and zip it up.

Place the bags into rolling, boiling water for exactly 13 minutes. You can usually cook 6-8 omelets in a large pot. For more, make another pot of boiling water.

Open the bags and the omelet will roll out easily. Be prepared for everyone to be amazed.

Nice to serve with fresh fruit and coffee cake; everyone gets involved in the process and a great conversation piece.



Quotes to think about

*If you are an avid skier,
snow brings elation. If
you are an avid biker,
snow brings miserable
depression.*

*I've already told you
more than I know.*

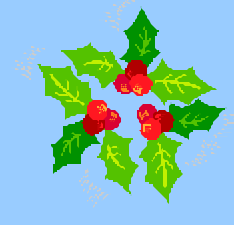
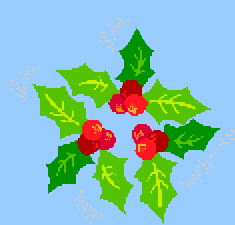
*If I loose my mind, I
hope some kind person
will return it to lost and
found.*

It's



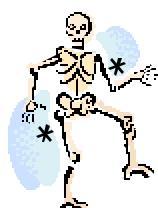
Party

Season



BOO!

Halloween Party



Where: Ray and Nancy Daniels' home
830 Pebble Creek Court
Monument, CO 80132
(719)488-8841



When: Saturday, October 28, 2006.

Time: The party starts at 6 pm.

What To Bring: BYOB (Punch will be furnished) and bring a favorite dish, please. Hors d'oeuvres, main dishes or desserts, all are needed for a delicious buffet! (Paper plates, silverware and napkins will be furnished)

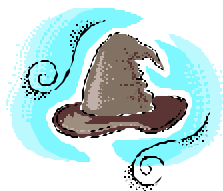


What to Wear: Costumes requested! (but not required)

Please RSVP to Ray & Nancy at (719)488-8841 by October 18th. We hope to see all of you at the party.



Directions: North on I-25 until exit 161 (Monument exit). Go right (east), approx. 3 miles to Scottswood Dr. (Bent Tree exit) and turn right. Go one block to Pebble Creek Ct. and turn left. Go to the end of the cul-de-sac to number 830.



Greetings to everyone!! **CHRISTMAS PARTY NEWS FLASH** on more complete details from Dan, Wilma, Dick and Didi.

At the last Chapter I meeting, we have introduced the plans for this year's Christmas party. It was well liked with quite a few signatures from our members. We were lacking a few details and added a couple of suggestions.

Now, we can fill some of the blanks and, at the same time, announce this to the members who were not in attendance.



The charge is \$ 20.00 per person, which includes -

Giuseppe's Express Buffet (with plenty of time to eat) with:
 2 pastas - Linguini and Fettuccine with Alfredo, Marinara and Meatball sauces
 Stone-baked pizza, including meat & vegetarian varieties
 Giuseppe's Rail Bread
 Roast Beef, au jus
 Mashed potatoes & brown gravy
 Garden salad with choice of 2 dressings
 Seasonal fruit platter
 All served with garlic bread

DRINKS - Coffee, Tea or Soft Drink (Wine or other alcohol is available from a Cash Bar)

TAX AND GRATUITY

D.J. AND DANCE FLOOR (mostly funded with chapter \$)

This rate also includes all that is needed to serve the desserts that some of us will sign up to bring.

We'll have the two south baggage rooms, so it should be pretty comfortable.

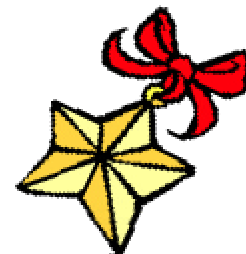
"SUCH A DEAL"

We'll need to start collecting the \$ from you at the next Chapter Meeting in October. If you are planning to pay with a check, please make check payable to GWRRA - Chapter I with "Christmas Party" on the 'memo' section.

If this is the first time you hear about this event, please send an e-mail back so we can add you to the list.

This is all folksHope you like it !!

Didi



How to safely prepare, detect, and deal with obstacles and hazards you encounter while riding through turns and corners on a motorcycle. From the April 2006 issue of Motorcycle Cruiser magazine.

It could be that my favorite thing about riding motorcycles is the way they turn, leaning over to balance all the forces involved in making a single-track vehicle change directions and go right where you want it. Even after riding through corners hundreds of thousands — probably millions — of times, the process of riding a motorcycle around a turn in the road or racetrack is still exciting and challenging. I'm also sure that there haven't been more than a handful of times in more than 40 years and a million miles of riding that I arrived at the entry to a corner and entered it just perfectly, with exactly the right amount of handlebar pressure, body English, throttle opening and lean angle to deliver me to the ideal point at the apex of the turn without minute adjustments. You virtually always have to make some sort of adjustment as you commit to a line around the turn. To keep all those forces balanced, you can't make any violent changes or you'll quickly find yourself flat-side-down. To avoid doing that, you need to be sure of what lies ahead.

Yet the moment of commitment to a corner is the crucial one, and the way you do it should depend almost entirely on what you see as the corner appears ahead of you. Maybe you have ridden it thousands of times. Maybe this is your first time drawing an arc on this particular stretch of pavement. But even in a corner that I ride every day, one where I know every crack and ripple in the asphalt, I can't commit until my eyes have evaluated the surface first. Even if you have ridden through just minutes before, the situation may have changed. A car might have stopped just behind the embankment or bushes that hide the exit to the corner, or a passing vehicle could have left oil, water, sand, tacks, a ladder, an inflatable wading pool or hundreds of other things in the corner that will upset the perfect balance you created on your last pass.

So before I commit, I need to be able to observe and evaluate the entire surface I will ride across while I'm leaning over. Many turns don't permit you to see completely through them as you arrive. Any number of roadside objects can block your view of the road ahead. So what do you do?

Well, I don't commit myself to more than I can see. I reduce my speed and, if conditions permit, enter the bend on the outside of my lane, which normally gives me the best and earliest view of the road ahead.

However, there are circumstances where entering a curve wide may not be the best approach. A wide entry to a right-hander means you are closer to the centerline and therefore more likely to come eyeball-to-hood-ornament with a car (or another rider) that has crossed the center line to straighten out the corner. And if the corner is questionable — say it looks sandy or greasy — straightening up in response to that squirming sensation from your tires could make you cross the center line. In that situation, I'll forego the added up-the-road visibility and tiptoe around the inside of my lane at a speed that permits me to respond to anything I might encounter. Just imagine that there may be a boulder up ahead and you'll probably approach at a safe speed. I have learned that this is easier to visualize once you have actually come around a turn and found a recently arrived boulder there to greet you.

As I proceed around the corner, my eyes repeatedly trace the line I plan to take as far as I can see up the road and back to a short ways in front of the bike. The standard recommendation is to look as far as you can up the road, but perhaps because my vision is less than perfect, I want to double-check and reevaluate the road surface as I get closer. When I can see all the way to the exit, only then do I commit to leaning over hard.

Unfortunately, not all hazards are visible. Freshly spilled diesel fuel and some coolants are virtually invisible on the road surface, though your nose can often alert you to their presence. A thin sprinkling of sand can reduce traction but can be very hard to spot, and you certainly won't smell it.

Lighting can also limit you. A low sun glaring into your eyes can make it very difficult to see much of anything, and I frequently end up riding one-handed as I use my left hand to shade my eyes in this situation. A low-hanging sun can also throw shadows across turns. On more than one occasion I have watched a rider dive into a shady corner and emerge sliding on his butt after encountering sand, leaves or some other slippery material hidden in the shade.

Shade can actually create a hazard. The coastal mountains around Los Angeles frequently

By Art Friedman

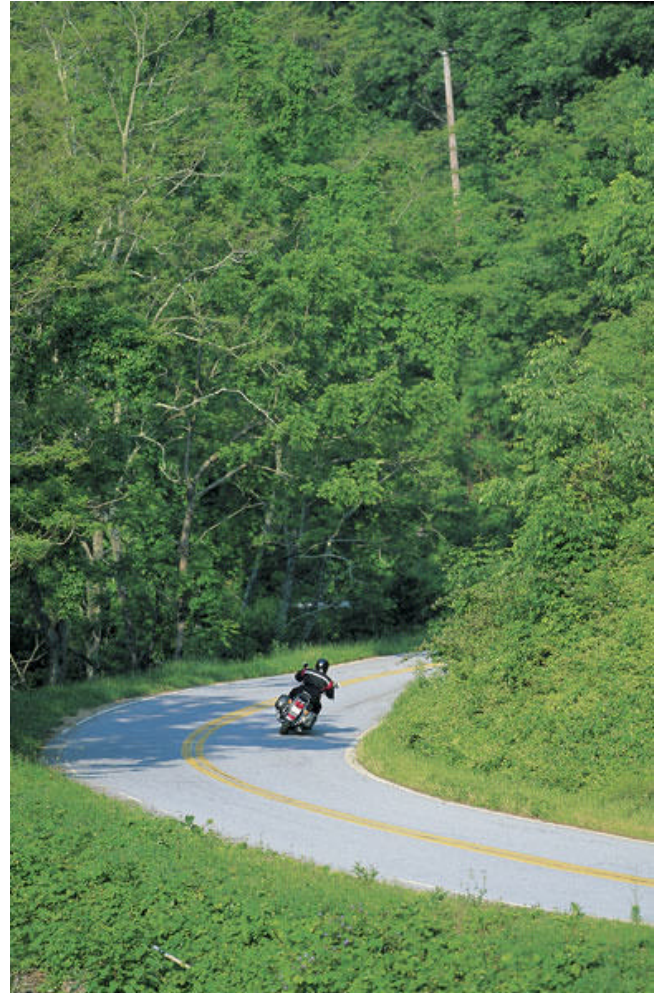
get a nice coating of dew overnight, and the winding roads that traverse them are often slippery until the sun reaches them and dries the dew.

However, during the winter months, the sun may never get high enough to remove the dew from a corner, so the shaded portion remains wet all day. These moist patches will often exactly match the shaded area, making it very difficult to tell that the road is wet unless you are aware of this situation. In colder places, the shaded area may hide black ice, and in fact this dew sometimes freezes on cold nights, even in the SoCal mountains.

Anyway, whether it's shaded dew, sand, oil or a warthog, any hazard that you discover on your intended line as the turn reveals itself requires an alternate plan. If you have entered the corner at a reduced speed, you should have enough reserve traction to do some braking, even though you are leaned over. The slower you are going, the more options you have, including perhaps stopping. And if your only option ends up being an off-road excursion, reducing your speed means you will do less damage to the guardrail or tree that you hit.

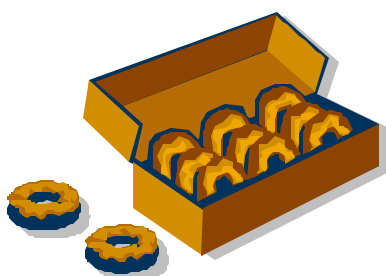
If you are going slow enough, you can simply straighten up and ride across something slippery. If the hazard is in the middle of the lane, with some reserve in hand you can go around it. I prefer to tighten my line and go inside, because that allows me more options for the rest of the turn if there are further hazards. Also, if I misjudged, I can straighten up and still have pavement left to use for further slowing and changing my line. Going around a hazard on the outside often leaves you leaning over close to the edge of the road, so there is no room to straighten up and remain on the road if things don't go according to plan.

Fortunately, there are plenty of brightly lit, perfectly clean corners that you can see all the way through before you have to commit to a line and speed. Those are what make all the dirty, slimy, frog-infested ones worthwhile.



Blind corners must be approached with more caution, less speed, and a bit of imagination to let you consider might be hidden just around the bend.

Photography by Kevin Wing



Breakfast Goodies

Rich & Donna
and
Butch & Linda



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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