

# The Eagle Times

Colorado FreeWheelers

September, 2004

## NEXT MEETING

Thursday, September 16, 2004

Fay Myers Motorcycle World

7:00 pm

<http://www.msnusers.com/RHNWebPages/cfwhomepage.msnw>

## Summer's Fading

Seems like just yesterday that we were all bitching about all the snow and cold weather, and wondering if we were ever going to be able to ride. Now as our riding season for 2004 winds down, we can all start complaining about the cold weather again. From this members viewpoint, it has been a good year for the Colorado Freewheelers.

Bob Norton has done a nice job of heading up the Ride Committee for 2004. He tells me we may have another record year for club mileage ridden. Frank Heinzl did a nice job with the 1000/24 and was able to sign up some 80 riders for the event. To the ride leaders who put together rides and lead them, my hat is off to one and all.

It has been a wonderful 2004 riding year to date. We have seen a lot of different parts of the country, and have ridden with a lot of new faces this year. The interaction with the RMVTA this year has been very enjoyable. Both clubs worked very hard at it, and thanks to Stan Stotz & Floyd Thorne for all their fine work on the RMVTA end. I know both groups have really enjoyed the dinner rides this year.

If you're not busy this Thursday, September 16th at 7:00 P.M. why not come out and kick some tires at our monthly meeting? I'm sure the stories will be many, with all the guys back from the 29th Three Flags Classic.

*Thumper*

## 29th 3-Flags Classic

A big WELCOME back to all the Colorado Freewheeler members who rode the 29th edition of the Three Flags Motorcycle Classic this year. Hats off to Bill Gillespie, Jon Lofstedt, Brian Boberick, Vince Vincent, and Tom Shader. They carried the Colorado Freewheeler colors for the club this year at the classic. They put on some 5,500 miles each for the trip, and I'm sure the stories will be many in the coming weeks.

I got a nice e-mail from Jon Lofstedt on Friday, September 10th stating that he was back home and in the barn. He must have really enjoyed his first Classic. His words were "WOW, what a ride and adventure, getting ready to send in my funds for the 30th Three Flags in 2005". I understand that. As a nine time Three Flagger, it really gets into your blood. Some folks only get to do a ride like the Three Flags maybe once or twice in a life time of riding.

Three of our members have almost forty some Three Flags Classic's between them. Bill Gillespie, Vince Vincent and Tom Shader. They have represented the club very well since 1986, and I'm sure will continue to in the years to come.

As you get older, the old mind does not recall dates very well. One year at the Classic, we had a total of twenty-four riders from Colorado on the Three Flags Classic. I was thinking, that with the 30th coming up next year that it might be a ride you as members would like to do. As soon as I get all the details, I will get them to you.

*Thumper*

## Upcoming Rides

### Glenwood Springs Soak Ride

Saturday, September 18 8:00 am

Leave from: Fay Myers, 9700 E. Arapahoe  
Approx. 350 miles  
Ride Leader: Bob Norton, 303-973-9222

### Denver Mountain Parks Tour

Sunday, September 19 8:00 am

Leave from: Fay Myers, 9700 E. Arapahoe  
Approx. 200 miles  
Ride Leader: Frank Heinzl, 303-295-7137  
[freewheelinfrank1@msn.com](mailto:freewheelinfrank1@msn.com)

### September Dinner Ride

Thursday, September 23 6:30 pm

Leave from: Target Parking Lot, I-25 & Arapahoe Road  
Approx. ??? miles  
Ride Leader: Stan Stotz, 303-690-4133

### Delores River Canyon Run

Saturday, September 25 8:00 am

through Sunday, September 26

Leave from: Fay Myers, 9700 E. Arapahoe  
Approx. 450 miles each day  
Ride Leader: Bob Norton, 303-973-9222

*Since Bob has had little or no interest in this ride, it is critical that anyone planning to go notify him by the meeting this Thursday night. If there is still no interest by then, the ride will be cancelled.*

# Meeting Minutes

July 15, 2004

As I sit here preparing to compose minutes from my notes scribbled down in the absence of our esteemed Secretary Chris Janssen, my mind wanders back to the days when I looked forward to reading the entertaining prose of one Mr. Bruce Waters. The humor and wit Bruce infused into something as dry as meeting minutes always impressed me and set the standard, for me at least, for what to strive for in attempting to make something fun to read out of the otherwise statistical blandness that are minutes. Absent any literary brilliance, these minutes will be absent from the August edition of the Eagle Times and will follow a theme on ABSENCE.

HEY BRUCE, you still belong to this club don't you? You been absent lately. How 'bout you drop on by sometime.

Anyway, the meeting was called to order by VPFF (that's "Vice President Freewheelin' Frank") around 10 minutes after the prescribed hour with the banging of a coffee mug appropriated from the Best Western Hotel in Dillon. After a stint or two as PFF, Frank didn't miss a beat as he covered for the absent PPTM (that's "President Pat 'Thumper' McCombs"). Normally, at this time, Frank (or would it be Pat) would ask Chaplain Boots to come forth and give his invocation but alas, Boots too was mysteriously absent. What's going on here? Do these folks think they were the original picks for the Olympic Dream Team? Has attendance at a Freewheeler meeting become a safety issue? Well, can be at times.

Absent fair weather only a few folks braved the wet and rode tonight, most notably Gene Porter who was sporting a high tech kidney belt by the name of Sarah Porter. Gene said it was a device to keep Sarah safely tucked in behind while they rode but I think it was some freakish device to aid in father/daughter bonding.

Not absent tonight was first time attendee John Shell who rides an H-D Superglide. WELCOME JOHN!

Making a SURPRISE appearance (read that to mean normally absent) is one Wanda Hoff. Wanda, if you don't know her, is a long time member of the club but has been having such a HOOT volunteering/working for Honda and Red Rider that we haven't seen much of her these past 5 years or so.

Also absent tonight, the June minutes, thus no reading or approval this evening.

On to the Treasurer's report – In summary, Mike Woolery reported that we spent some money on the 1000-in-24 and we took in some money on the 1000-in-24, we sold a few cans of pop and we sponsored a trophy for the Ladies Run. All told, our piggy bank currently has \$1,908 plus a few coins.

VPFF then called upon himself to present an update on the status of the impending 20<sup>th</sup> Annual 1000-in-24 event. Event chairman Franklin reported that entries now stood at 47 with less than a month to go. Shirts were about to be ordered and long-sleeve could be requested at no additional charge as they were less expensive than Pocket T's.

Returning after being absent from the June meeting, Bob Norton rose next to give us a ride report on the "Trail Ridge under the Moon" ride. With the continued theme of combined rides with RMVTA, this late night favorite was attended by some 13 or so bikes, most of which were rolling 2-up. It was a dark and dreary night as the thunder clouds moved in and out over Estes Park rendering the moon absent from view over the entire length of pavement across the Divide, but alas, the Moon appeared in full glory around 10:20pm according to the GPS of Grady Dunham. It's actual appearance was delayed some 20 minutes beyond that time but was spectacular as we skirted Grand Lake and continued to shine the remainder of the ride including the ascent and descent of Berthoud Pass.

There was some mention of a June 24<sup>th</sup> dinner ride (my notes seem to spell out "Story of Bean?" but I am absent any recollection of this) and Frank reminisced about the Ladies Run.

Upcoming rides were briefly covered by Franklin and we were referred to the ride book.

We took the obligatory 20 minute potty and smoke break around 7:45 and then returned for an open discussion of safety issues – most reminders of common sense issues.

The 50/50 drawing was held and Floyd, a veteran RMVTA member took the pot.

Absent any further business, the meeting was adjourned at 8:15.

Goodnight and good riding.

*These minutes courtesy of your substitute scribe, Brian Boberick. Hurry back now Chris!*

# Ride Recap: 1000-in-24

August 21, 2004 brought another Colorado Freewheelers 1000-in-24 event. We were told earlier in the week that there were 81 bikes signed up and something like 88 total participants. It was the largest group in the history of the event.

As many of you know, my new GL1800 Gold Wing was involved in a rear end crash a couple of weeks ago in Sturgis. In the early days of the week it looked more and more like I would miss this year's event. I was so looking forward to it but I still did not have any wheels. Mine is torn down in the shop at Fay Meyers Motorcycle World awaiting approval from the insurance carrier of the young fellow whom hit me. After that happens then they will order parts and we anticipate seven to ten days for their delivery. Then there will be a few days to reassemble her and get her back ready for the road.

There are several people in the club (RMVTA) that I must thank for their very hard work and dedication to locate a rental unit enabled me to ride this years event. George Barrett was the largest (no pun intended) contributor to that over all effort. Bill Gillespie also stepped in and helped locate a unit. It was a 2004 refrigerator white GL1800 unit located at Cruise America. They have eight units in a fleet of Gold Wings that they rent in the summer months if you ever find yourself in need or just want to ride one to see if it might be a possible upgrade unit in your future. They also sell these units used if you have any interest get in touch with me.

We had a very good trip led by George and his GPS unit. There were a total of five of us in our little group. We rode the planned route in reverse. This worked out very well we all thought. It was pretty cold in the early morning hours going over Berthoud Pass but that was only temporary. We had one slight miss-calculation on the capacity or should I say the expectations of Brett's Wing. He ran out of gas before we made the summit of Rabbit Ears Pass. That cost us about an hour and an additional 52 miles or so but no harm done.

We came upon an accident scene about 16 miles west of Steamboat Springs where another 1000 participant that was leading a group of five was down after hitting a deer broadside. The deer perished at the scene and we heard later that the ride leader had broken 10 ribs and was in the Steamboat hospital. This is never a good thing to hear but a fact of life for those riding in the early mornings and late evenings through the wild habitat of our four legged friends.

The day was cool for the most part and for much of the route if we were not actively riding in rain we were riding on wet roads where the rain had previously past. We also spent a couple hundred miles in rain gear which along with keeping us dry kept the cool temps at bay.

We had a good trip and would like to thank the Colorado Freewheelers for planning and putting it together. Our hats are off to the person and or persons that planned the route too. It was very scenic and offered lots of twisties throughout the day. May we all live to ride again another day and perhaps another 1000-in-24. Good friends and good fun.

*Floyd Thorne, Mr. "T"*

# Ride Recap: August Dinner Ride

In the later afternoon it looked as though it was going to be a beautiful evening. At about the time we were assembling for our 6:30 p.m. departure the winds came up and the temperatures started dropping. But, after some encouraging words that it would not rain we saddled up and headed to our destination.

There were a total of eight bikes and 13 hungry riders that headed north on I-25 to pick up I-76 and then dropping off on Highway #85 headed for the Double Tree Restaurant and Lounge in Platteville, CO. We arrived there about 7:15 p.m. after running into a few sprinkles. Do sprinkles count as rain?

We were all treated to very good food which is very typical of the Double Tree and very good service. I think that everyone tied on the feed bag pretty good and the prices

were all found to be in agreement with everyone. There was some rain during the meal but had stopped by the time we left the restaurant. We dried off the seats and we were headed back south towards our homes by the 9:00 p.m. hour getting everyone home by 10:00 p.m. or so I would imagine.

Linda and I would like to thank everyone that joined us for the evening and hope that you enjoyed it as much as we did. If you did not make it, you missed a good time and some very tasty down home country food. If you are ever out and about stop in there and give them a try. We hope to see you out next time.

*Floyd and Linda Thorne  
Mr. "T" and Mrs. "T"*

# Sturgis 2004

Well, Tom Shumaker (*RMVTA member*) and I left on August 8, 2004 about 6:00 a.m. headed to Sturgis for our second year. We had a GREAT ride up there and got to Hot Springs about 12:00 or 1:00 p.m. and checked into our motel.

We were early enough and it was such a GREAT day that we decided to head on up to Sturgis that additional 90 or 100 miles, what ever it is, to see what we could see. It was pretty warm (not HOT) and there were a large number of the gals dressed appropriately for the warm weather. Not dressed for riding a motorcycle safely mind you, but about right to strut their stuff around the main drag of town.

Later that evening after dark we decided that we had better be heading south to Hot Springs and call it a day. Tom was leading and we got headed out of town incorrectly on Highway #36. We decided that we had better stop and confirm our directions and make the necessary course corrections. We pulled off the Highway to the right side directly across from and entrance on the north or other side of the highway into the Bear Butte Creek Campground.

I was sitting a straddle of my bike still just behind Tom and he was using my headlight to look at a road atlas. There was a car pulled up beside us and had his blinker on to make a left hand turn across the west bound lane of traffic to go into the camp ground. He was stopped there as there was on coming traffic that he had to wait for.

I glanced in my mirror and seen an oncoming group of motorcycles at the last second approaching way to fast for the night time conditions. The fellow in front did not realize that the car was stopped or something until to late and veered off to the right and came to a stop scattered all over the highway with debris from his and my motorcycle. I guess rather than hitting the car straight away in the rear he thought it better to hit a smaller target namely my new GL1800 Gold Wing in the rear.

My bike was badly wounded to say the least after being hit and lunging forward several feet and landing on its right side with me standing over it wanting to cry rather than look at the damages. But, no one was hurt in spite of the young fellow from North Platte, Nebraska not wearing a helmet because he was one of those tough Harley riders you know. We got things off the Highway even further to prevent any secondary or tertiary accident happening to compound an already bad situation.

We exchanged information and Tom and I headed back into town so that we could make our now left or south hand turn to take us out to Interstate 90 and get us back on track headed back to our motel. The rest of the evening was uneventful but several anxious moments as we seem numerous deer and even a few elk milling around the road going through Custer State Park country in the dark of night. Does it ever make you wonder why they plant that beautiful lush grass beside the roads? It sure looks pretty to us and it tastes very good apparently to the critters in the dark. The Harley remained waiting at the scene for a flat trailer to haul it off to the HD bike hospital probably in North Platte, NE someplace a few days later.



I have been told in Motorcycle ERC courses over the years that you should always leave your bike in gear when at a stop light or stop of any kind so that if you have the time or instincts at a time like this, providing that you have the time to react, that you can move out of the way. I was not in gear but the only instinctive move I made at the last split second was to turn the handle bars to the right to direct the bike forward and to the right after the impact rather than hitting Tom's bike in the rear and not only doing damage to it but also no doubt doing damage to my front end. But, the moral of this story is that the logic seems even more sound to me now then perhaps it ever did.

The rest of the trip was really good all in all. The temperatures were very comfortable bordering on cooler which was good for riding but had its adverse impact on the native scenery in town if you know what I mean. We returned home on Wednesday August 11, 2004 without further incident and several opportunities to explain the new look that my new scooter now was adorned with.

I have taken it in for estimates and am told that we are looking at \$6,562 and change for the total repairs with about \$5,062 of that in parts and the balance in taxes. The fellow had

insurance and to this date it would appear that there will be minimal dispute in getting it repaired. The biggest thing is the lost time on the machine as we are looking at at least three to four weeks for the process to come to fruition. BUMMER but, I keep telling myself that no one was hurt physically and that the hardware can be repaired. But in the back of your mind my bike will never be the pristine, unblemished beauty she once was in her youth. Oh the outside will be pretty once again but she and I know that she was badly wounded at one point.

We will both live to ride another day. Be safe of have fun, in that order.

Mr. "T"  
Floyd Thorne



**Come see us now!**  
Fay Myers Motorcycle World welcomes you to our new clubhouse! All of us at Fay Myers would like to thank the Colorado Freewheelers for their wonderful housewarming gifts! We look forward to a long-lasting friendship.



**Summer Hours**  
Mon.-Sat  
9a to 6p  
**Winter Hours**  
Tue.-Sat.  
9a to 6p



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