

The Eagle Times

Colorado FreeWheelers

September, 2008

NEXT MEETING

Thursday, September 18, 2008

Fay Myers Motorcycle World

7:00 pm

www.cofreewheelers.org/

Upcoming Rides

Open Ride

Saturday, September 27 9:00 am
Leave from: Your Neighborhood Grill,
1500 W Littleton Blvd.
Aprox.: TBD miles
Ride leader: TBD

Let's fill this hole and ride somewhere

Fall Colors Ride 1

Sunday, September 28 9:00 am
Leave from: Your Neighborhood Grill,
1500 W Littleton Blvd.
Aprox.: 267 miles
Ride leader: Alan (Husker) Hansher
(303)699-8102

This year we decided to cut it short and have 2 small color rides the first of which will cover the high country passes to include Vail Pass, Tennessee Pass, Fremont Pass, and Loveland Pass. We should see some spectacular scenery on this one.

Fall Colors Ride 2

Saturday, October 4 9:00 am
Leave from: Your Neighborhood Grill,
1500 W Littleton Blvd.
Aprox.: 180 miles
Ride leader: Frank (Freewheelin'
Franklin') Heinzl (303)295-7137

This ride though being shorter than the first should be no less colorful as we will traverse the famous Peak to Peak Highway starting from Clear Creek canyon on CO-119, then CO-72 to Estes Park and then back through the South St. Vrain Canyon to Loveland.

Winter Open Rides

Sundays, October-March
Leave from: Your Neighborhood Grill,
1500 W Littleton Blvd.
Meet for breakfast: 9:00 am
Ride 10:00 am

Destinations will be depend on the weather conditions. Ride leader will be whoever speaks up..



Jon "Nomad" Lofstedt near Echo Lake on a recent open ride.



10-100 anyone?

Meeting Minutes

August 21, 2008

The meeting was called to order at 7:07 pm by President Pete Chronis. We opened, as usual with the Pledge of Allegiance. There were twenty-one people in attendance. Visitors included Ron Rutherford, who took a MSF class from Bob Norton. Ron indicated it had been all downhill since then. Also among the visitors were Jeremiah Armstrong, Don Lyle and Pat McCombs.

The secretary's report of the July meeting minutes was approved as printed almost unanimously. Cliff Eudy was the sole non-conformist. Apparently, Cliff needs more training in this area.

The Treasurer's report was also accepted without military action. Our treasurer, Floyd Thorne reported \$81.33 cash on hand; \$186.25 in the Christmas fund; and \$1,706.63 in the checking account, for a total of \$1,974.21.

Past Rides: Frank Heinzl opened discussions on the **Leadville Train Ride** and **Sturgis T-Run**. Frank, Gene Porter & friend, Alan Hansher, Norman Roeder and Dennis Yamagucci made the day trip to the Black Hills Motor Classic. Dennis asked about the club brick that was placed in Sturgis some years ago. Frank also gave wrap-up of the 1000-IN-24 with more stats than a baseball game. Snake Yates from Colorado Springs seems to be our best recruiter. He always brings a "newbie" or two. Floyd told about getting stuck in the mud and killing a poor, defenseless squirrel in Kansas during the **1000-IN-24**. Strange him being in Kansas because the route was all west of I-25. Oh well, he and friend Bob Junker did their 1000+ miles anyway. Pat McCombs suggested a paid ad in the AMA magazine advertising the 25th annual 1000-IN-24 next year. The **Don Council Memorial Steak Ride** could not be discussed because it was not an official club ride. If you want to find out about that one, you'll have to ask a participant in private.

Upcoming rides: The **Natural Bridge Ride** to Wyoming will be Sunday, 8/24 led by Bob Norton. There will be **Open Rides** on 8/30, 8/31, and 9/6. The **Mt. Evans/Beau Jo's Ride** will be Sunday, 9/7. Then **Open Rides** again on 9/13, and 9/14. Consult the ride sheets or web site for times and locations.

Safety Committee: Bob Norton orated his famous tag line: "Head & Eyes Up". Brian Boberick added "forward" after his recent mishap in rush hour traffic on I-25. We're happy to report Brian suffering only minor injuries. His baby blue Goldwing commuter bike didn't fare as well. Bob also reminded us all that this time of year means rapid weather changes. So, always have cold and wet weather gear along.

Bill Gillespie found several old club sign-up sheets from meetings held in the 1980's. The names brought back fond memories for some of the "seasoned" members. There were several names in the "whatever happened to..." category.

Pete noted that we had a room full of men, no women. It would be nice to find a way to get more female participation. Jon Lofstedt suggested some sort of social gathering.

Mental Meltdown: Floyd Thorne was rewarded for his antics on the 1000-IN-24 with the prestigious award. Bill will deliver since he forgot to bring it to the meeting.

50/50: In the "visitors always win" tradition, Ron Rutherford won \$28.50.

Meeting adjourned at 8:25 pm.

Submitted by Secretary,
Bill Gillespie

Safety Tips

submitted by Don McKee
from Florida West Coast Newsletter

There are always a number of little things we tend to forget about. If remembered, they would make life a lot more comfortable and riding a bit safer. So, here we go with a dozen.

1. RAILROAD TRACKS -

Never cross railroad tracks at an angle. They are SLICK, especially when wet! If possible, cross straight on (90 DEGREE ANGLE).

2. MITIGATE RISK - Avoid following large trucks, period.

When you are following semi-trailers on the interstate, always follow directly behind their wheels. Reason: Your view is restricted. If they straddle the occasional dead animal, brick or block, etc. in the road, you will not have enough reaction time to change directions if you are following directly "centered" behind them. Do the same with cars. Better not to follow behind semi's at all. You'd have to see one of those tires blow out to really appreciate dodging those flying-alligator missiles.

3. Always... always... always... expect the car, truck, van, bicycle, skateboard, etc. to PULL OUT IN FRONT OF YOU. Always believe that they DO NOT SEE YOU. Even if they are looking directly into your eyes, that does not mean they mentally see you.

4. BRAKING, Part-A. Until integrated braking is released, your front brake is 80% of your braking power. PRACTICE, PRACTICE, PRACTICE. If your bike is so-equipped, get used to braking with ONLY your front brake. Go to a large parking lot and practice until it is first nature. Do not use the front break while in a turn as it will LIKELY pull the bike down.

5. COUNTER STEERING.

Learning this technique will save your life! All racers use this method. In a nutshell, pull on the right handlebar and you go left or pull on the left handlebar and you go right or (the

exact reverse) push lightly on your left handlebar and you'll go left... or push right... go right. Learn the physics. Learn it until it's second nature because many times in an emergency situation, you have only reaction time, not thinking time.

6. BRAKING, Part-B. Always complete your braking BEFORE you enter a curve.

Example: On approaching any curve, do all your braking before you start to lean into the curve. In the curve you have the choice of either coasting through it or GENTLY accelerating through it.

7. Always WEAR GLOVES. In the summer at the very LEAST wear fingerless gloves. WHEN you do go down, your hands will take most of the impact. We're talking serious road-rash here.

8. If you HYDRO-PLANE, do not hit your brakes or accelerate or attempt to change direction. Ride it out and keep it straight. Sometimes it helps to tighten the anal muscles during this maneuver, something that seems to come naturally.

9. Always wear EYE PROTECTION. A gnat in the eye at 55mph feels like a 22 caliber hollow-point! Lets not even talk about love bug season.

10. SUN-GLARE. If it's early morning, or late evening, and the sun is positioned such that you can see YOUR OWN SHADOW in front of you... that means you are pretty well invisible to oncoming traffic. Ride accordingly. In daylight, high-beam headlight use is advised.

11. RIDE AS IF YOU ARE INVISIBLE. Assume that nobody sees you (except the highway patrol).

12. CURVES WITH GRAVEL ON THE ROADWAY. There's loose gravel and/or sand lurking on every unknown curve, and it is waiting to mess with you.

Ride Safely, Orange Bear

PPSS

By George Barnes

Editor's Note: This piece was written some years ago, and has been published in these pages on a couple of previous occasions. For the benefit of those who have never read it, we offer it now. It's a good read even for those who have read it before.

George is a member of our club, but lives on the western slope, so doesn't get to many functions. He is a past winner of the Iron Butt Rally and current holder of the IBR total mileage record.

On a ride over the weekend I had the chance to test BMW's new ABS-TCS-ISS-PPSS system. I was riding third in a group of three riders. Bill Gillespie, an experienced rider on an STI 100, was leading. Next was Jeff, a young rider, also on an STI 100, but with far less experience than Bill or I. As we approached the south end of the last run up to Douglas Pass, I decided I wanted to ride this section a little more aggressively than we had been riding.

I pulled into the left lane (of a two lane road), and passed Jeff. I continued in the left lane for a while, having a good time leaning the bike way over in the left hand sweeper. I was accelerating hard in second gear and, apparently, was having too much fun to notice a warning sign indicating that a slow, right hand corner was fast approaching. The suggested mph on the sign must have been something like 5! As I approached the turn at 70 mph, I realized I was WAY too hot and some serious braking was in order.

I got on both brakes very hard and slowed very quickly. At the last minute, I flicked the bike to the right to enter the turn. It was then that the back tire broke loose, sliding the rear of the bike about a foot to the left. The bike dropped so far on the right side that my foot was knocked off of

the folding peg. I grabbed a handful of throttle and managed to bring the slide under control and continue through the turn.

The whole incident took only a fraction of a second, but was apparently enough to unsettle Jeff, who was close enough behind me to see the whole thing, but was never in any danger. I continued on, passing Bill and having a great time going up the pass. Jeff caught up to Bill and pulled him over to tell him what had happened. Jeff asked Bill to remind him later to ask me how I managed to keep from dropping the bike.

Later, when Jeff asked, I explained that it wasn't my skill or experience that had allowed me to save the bike, although I wished it were. "No", I said, "it was BMW's new ABS-TCS-ISS-PPSS system that had saved me from a catastrophic incident." Jeff asked, of course, what all of that stuff meant, (ah, the curiosity of youth!). I explained it his way;

BMW has had ABS (antilock brake system) for years. It senses when a wheel lock-up is imminent upon hard braking and then releases and re-applies the brakes, preventing said lock-up. Honda introduced the TCS (traction control system) on it's STI 100 (which BMW has apparently adapted). TCS senses imminent rear wheel spin when too much throttle is applied and retards the ignition, lowering power, and preventing the spin.

Jeff said; "I understand those two systems, but what is ISS and PPSS?" I continued;

"The ISS stands for Inclination Sensor System, which measures lean angle. The whole system works as a unit. In my case, this is what happened; As I entered the turn I was hard on both brakes, yet I was also

beginning to roll on the throttle and lean the bike to the right. The ABS sensed that the front brake was about to lock. The TCS sensed that the rear tire was about to spin, and the ISS sensed that the bike was leaning over to the right. The master control computer (MCC) put all of this information together and determined that the rider of this machine, (me), was in a DSS! (deep shit situation). The MCC then activated the PPSS and I was able to pull out of the above mentioned DSS!."

Jeff asked what the PPSS was, so I explained. "PPSS stands for Pooper Pucker Servo System. It is a collection of servos mounted in the outside edges of the seat, which upon activation, squeezes the rider's butt cheeks together. This pressure pre-puckers the rider's anus. This action has two effects; first, relieved of this necessary task, the rider has more free resources available for getting out of the DSS! Second, it helps to hold any loose fecal matter in the body, saving cleaning time later on."

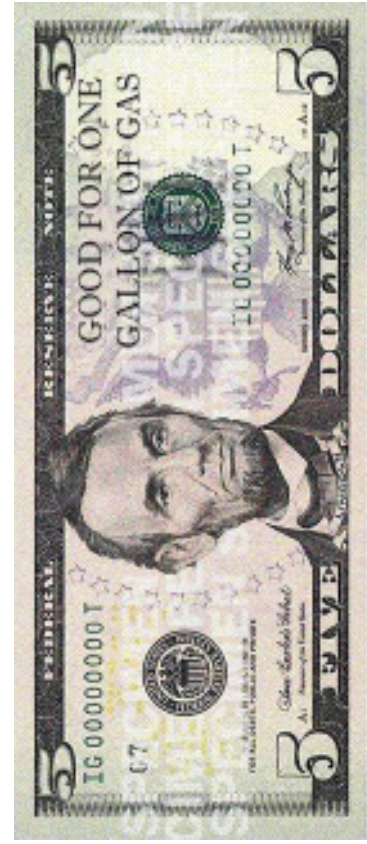
"Of course", I continued, "the PPSS has a manual override switch that allows the system to remain in operation until the rider is in a location where he or she can safely and discreetly remove him or her self from the machine in order to perform any necessary processes."

I feel lucky to have had the chance to teach a younger rider about the advanced working of a complex mechanical system!

All in all, it was a great ride!



Reverting to his "Rocket Man" days, Don McKee has morphed his Orange Wing into something right out of the Cold War. When asked how it performs on the open road, Don simply answers, "It's a real bomb!"



Sample coupon only. You must use the ones that are in your wallet.