

# The Eagle Times

Colorado FreeWheelers

November, 2007

## NEXT MEETING

Thursday, November 15, 2007

Fay Myers Motorcycle World

7:00 pm

[www.cofreewheelers.org/](http://www.cofreewheelers.org/)

## Year End Report

*Frank Heinzel*

This past Sunday was the last official ride for our club's 2006-2007 ride season. So, I thought I'd make up a year end report along with the ride report. So here goes.

### **First today's ride.**

Our club has been a supporter of Harry's Roamers M/C since I can remember and today was no exception. We had 11 members show up and ride. Of those, 4 won turkeys to take home. Bob Norton, still recovering from surgery rode with Sunny in the car and won a bird. Herb Schaffer came down from Longmont on his new FJR and went home packing a bird also. And our beloved Norman Roeder and Brian Boberick also took home a couple of Butterballs. A few of us also won door prizes, but none of the Freewheelers won the 50/50 drawing for the Warren Village Project, which made this ride a charity event.

### **Now for the end of the year stats:**

As a club we have amassed 3,611,224 miles since we started record keeping. This year we rode 232,062 miles for the 4th highest in 13 years. (05 was the highest with 264,663) Our highest mileage month was September this year with 62,694 miles. Congratulations to Bill Gillespie for the highest mileage for the year with 16,379 miles. He has a total of 328,343 club miles. Our newest 300k member is Bob Norton with 301,106 club miles to his credit. He will be receiving his award at this years banquet in December. We also have 7 riders with over 10,000 miles this year. For the particular stats please refer the web site at <http://www.cofreewheelers.org>. This year's mileage standings will be kept up until after the Christmas Banquet in December.

I want to thank everyone who rode and participated in this year's rides and hope th see you all on the road next year as well.

*Freewheelin' Franklin*

## Rider of the Year

*Pat McCombs*

Well, the moment of truth is growing very close. If you are planning on making a run at the 24th Rider of the Year Award, you are down to 2 days to get in all your information. The dead line for this is November 15th, by the end of the November club meeting.

With this award, comes a new Colorado Freewheelers Rider of the Year jacket, a Rider of the Year plaque, a cash award, and your name on the main trophy with twenty-three previous winners.

This will be the first year of the new name on the trophy, the "Walter "Pops" Hankinson - Rider of the Year Award."

There are a number of you that have a shot at it this year, and I hope you take the time and effort to turn in a year of riding experiences.

Please!!! When turning in your listings, put down your jacket size.

See you at the November meeting, and all my best and good luck to one and all.

*Thumper*

# Meeting Minutes

October 18, 2007

The meeting was called to order at 7:07 by President, Jon Lofstedt. There were no apparent visitors, but it was great to see Chris Janssen among the group.

The minutes of the September meeting were wisely approved.

Treasurer Floyd Thorne reported \$81.33 in cash, \$1,748.24 in checking, and \$204.00 in the Christmas fund for a total of \$2,033.57.

**Member News:** Tom Hudson has been taken to the VA Hospital in Salt Lake City for a specialized heart procedure. He had been a patient at the Denver VA for several days suffering from complications of his diabetes. The procedure has a high rate of success in treating Tom's condition, so we are all very hopeful for his full recovery. Ron Nardiello had an accident on his Gold Wing and was beat up pretty badly with several broken bones. He will need some surgery, but is expected to make a full recovery. Condolences to the Barrett family on the passing of George's brother Ed in Texas. George was able to travel to spend Ed's last days with him. George himself is still having problems with infection from the surgery to repair his broken leg. We wish you all the best.

**Rides:** Frank was the only one to show up for the Front Range Ramble. He reported that he had a good ride, and was apparently having a good time, because he received a performance award from a law enforcement official. Congratulations, Frank. We are now on the Winter Ride Schedule: Sundays, Your Neighborhood Grille, 9:00 breakfast, 10:00 ride.

Thumper told everyone to have their Rider of the Year booklets in to him by the November meeting. Speaking of the November meeting, it will be election night.

The Christmas Party will once again be at Your Neighborhood Grille on December 15<sup>th</sup>. Sunny and Thumper will work with them to get some new items on the menu for this year. The money for the dinner should be paid by the November meeting.

Jon found the missing club caps, so there are several available.

**50/50:** Pete Chronis won \$25.50

**Craft/Bake Sale:** Bob Norton was the auctioneer again, assisted by Frank Heinzl. Items up for bid included several dressed bears by Chris Janssen; a pouting biker kid doll dressed in 1000-IN-24 shirt, cap and chaps by Alan Hansher, and of course, many good things to eat. Thumper's Killer Brownies, Norm's Cherry Chocolate Bars, and Stacy Chronis' Baklava were among the baked goods offered.

The meeting was adjourned after the sale.

*Submitted by Secretary, Bill Gillespie*

# Our 1000-IN-24 Trip

Floyd Thorne

I decided that I did not want to ride the 1000 by myself. As it turned out this year all the fellows that I typically rode the 1000 with in the past were not able to do it or opted not to do it for one reason or another. So, I communicated with Young Willingham and we mutually agreed to ride together.

There is safety in numbers to say nothing of the fact that in the unlikely event of something happening, a mechanical failure or something much worse, Heaven forbid, there is someone to call for help. There are those that do it alone and that is their choice and I don't hold that against them that is their choice. We just did not care to do it.

We left the parking lot at the 2:00 a.m. hour and choose to do the route in the direction as planned. I had reservations about going over Independence Pass in the dark but the weather what it has been the last few days it was either going to be darkness or the possibility of rain. In retrospect and a successful navigation of the pass I was glad we did the planned route.

We stopped in Hotchkiss at 7:06 a.m. and 288 miles to have a very nice breakfast and refueling of the machines again. It was well into daylight by now and we could relax and open this up a bit. From there we headed further west before heading north over the Grand Mesa. Then it was I-70 for a short hitch to Loma, CO where we headed north. The stretch north there is always deceiving as you never really expect it to be as pretty as it actually is.

Although we had shed some of the cold weather gear after breakfast it was still overcast and comfortable temperature wise, the outer garments were still justified and comfortable. We were having a very good day so far.

At Dinosaur, CO we headed east again towards Steamboat Springs. At Steamboat, actually even before there, it was looking very ominous weather wise and was actually raining when we got there so we pulled off and got under a canopy and got into the rain gear. We were riding in the pretty hard rain then until we got to Walden, CO where we stopped to get gas once again, still in the rain. It was raining hard and looking off to the south our planned route direction it looked as though we were in for a LONG, WET, SLOWER return trip home.

I asked Young if he was dedicated to the route or to get 1000 miles on the odometer. He said that he was not

dedicated to the route necessarily and what did I have in mind. Well I said, riding in the rain in daylight, although it's not what we all like to do, it's one thing but, at night it's quite another. Wearing glasses, a face shield and then a windshield on the bike makes every rain drop a full blown prism at night with the oncoming headlights. So, in the interest of safety and good judgment I suggested that we deviate from the planned route and try to get home safely and at a reasonable hour and even if we were still in the rain, hopefully we were on roads that were not as technically challenging as the planned route. I suggested that we head north from Walden and then east again on Highway #230 in Wyoming towards Laramie and then get on I-80 to Cheyenne, WY. In Cheyenne we stopped again and had some dinner at the totally renovated Little America. When we got back on the road again the rains had subsided a great deal and we were headed south back into the metro area.

We needed one more gads stop to make the necessary clicks on the odometer before calling it a day so we stopped on the north side of town to take care of that. Then, knowing that we were going to be short of mileage we took I-76 towards the west side of town and C-470 down to Santa Fe, south again to Castle Rock and back north again on I-25 to Fay Myers. Both of us were still a little bit short of miles so we made another loop before calling it a day. We came in at 8:30 p.m., safe and dry. I had 1,004 miles on the odometer. My only regret was that due to the differences in odometers Young was only at 987 miles on his and he was in my rear view mirror the entire day. I felt badly for him but both of us were ready to call it a successful event and make our way home respectively.

The moral of our story, in my opinion, was that we achieved the 1000 mile objective or very darn close in Young's case, safely, using good judgment. I give my compliments to Alan Hanser for planning a very good route and under different weather conditions we would have ridden it as planned. Again, safety is paramount and I think that one needs to do whatever you think is right for you and your situation. If you get home safely there will always be another opportunity to do it as planned or otherwise.

I hope that all who did the route as planned made it home safely and were happy with the decisions that you made. I was certainly happy with the decision that we made.

*Mr. T*

# Crash Test??!!

by George Barnes

I had been sent a set of First Gear's TPG clothing by the manufacturer to test & evaluate. I'm short of time right now to do a full evaluation, but promise to do one as soon as I get some time.

However, I do take my responsibilities seriously. It snowed lightly in Western Colorado Wednesday night, but I rode to work yesterday anyway. Temps were hovering around 33 F as I made my way East on I-70. About 2 miles west of Eagle, I saw that a bridge I was about to cross was covered 100% in a thin layer of ice. I straightened the bike up, (I was on a slight curve), disengaged the cruise control, and held everything steady to try and glide over the shiny stuff.

About 20 feet from the edge of the bridge, and dry, clean asphalt, the back end of my LT slid to the left. I steered into it, getting the slide under control, but, alas, the dry asphalt came up pretty quickly. After the back end of the bike swapped sides about 4 times, we went down on the low side. I slid along for 20 or 30 yards, watching the sparks fly from the LT as it did the same.

Then, for some reason, I did something wrong and started tumbling instead of sliding. I did this for another 20 or so yards, before coming to rest on my back in the right-hand lane of the Interstate. I had just passed some cars, so I was concerned about getting run over, so I rolled onto my knees. Everything felt OK, so I stood up and walked off the interstate. I'll do a more in depth report later.

The TPG Gear! The pants are torn at the left hip; the Knox armor is visible through the tear, but it stayed in place. The jacket is torn at the left shoulder, but the armor there is also still in place. The bottom line is, I don't have a scratch or bruise on me! I am really surprised, since I was doing 75 when I saw the ice and probably 65 when I hit the pavement. **THIS GEAR WORKS!**

*Editor's Note: I think that's taking this testing thing a bit too far. But, that's just me. Glad George is okay though.*

# Reiner & Lisa's IBR, Part 2

*Congratulations to Lisa & Reiner Kappenberger for a fine Gold Medal finish in the 2007 Iron Butt Rally.*

*Starting and ending in St. Louis, the 2-up team rode their 1800 Goldwing nearly 10,000 miles during the 11-day event. They gathered bonuses from eastern Quebec, Canada to San Francisco, Tulsa, and many other places along the way finishing in twenty-third place overall, and the top 2-up entry.*

*The Kappenbergers penned a journal of their 2007 Iron Butt Rally experience, the first part of which appeared in the last issue. And now, they continue.....*

Here it goes - leg two. We have been warned that the second leg will be tough and will have the big points. But we guessed before it will be going direction West and everything West of the Mississippi doesn't scare us. But what we got as package in hand was first of all overwhelming. So we put all possible points for us into street and trips to get an overview. Once we saw it we got the picture and what was actually doable for us. The Southern route to the North Rim seemed the best as we could bag in all others on the way back to St. Louis around 170 or 180. I guess we were some of the first who left the parking lot, it just felt right as we missed the start for leg 1.

The excitement kept going until we were in Oklahoma City downtown. Reiner got big doubts about our route choice. So we went over the route one more time. I told him we have 6 more days to go and our route looks good. He then started to talk about the Bristlecone point and how important it is to get the big points. I told him NO and we stick to the route and we can make adjustments more days into the leg, if really necessary. He spent then all his energy in thinking about the ultimate bonus location. In Albuquerque some hours after midnight I decided we need a motel to cool my rider down. I convinced him that with our already damaged bike it will be a risk to go an off - road path. We are both not afraid to go off road with the 1800, but after the parking incident in the ditch one saddlebag was not right and the fairing was somehow a bit to the right side. When we continued the next morning he still

wasn't convinced, but at least he didn't bother me anymore - at least I hoped!

North Rim was an easy go and it was good to see other riders heading the same way or already coming out of it. The 1/4 mile hike to the view area was a welcome change. Next stop was Las Vegas the N.Y. and the Statue of Liberty. We haven't been yet cool enough to just park in front and get the picture. We parked in the attached garage, walked through the Hotel, took the picture and then got lost on the way back through the Hotel. Wouldn't have been so bad, if there wouldn't have been all these smells of food and people having all these good drinks..that was hard on us as we only had these nutrition bars and water since two days. At least it was cool inside and it stopped the sweat running all over us.

Next goal was Scotty's castle in Death Valley. Here we made the biggest mistake in the rally. We got confused with Furnace Creek and put the waypoint to early going into D.V. We noticed once we hit the intersection where it says 42mi to Scotty's Castle and 8 miles to Stovepipe Wells. With the gas already low Reiner wanted to continue and taking the risk to run out of gas, because sunset was close and he didn't want to loose that point. This was the moment he got all the power/disadvantage of having the psychological support on the back seat - in over 110F and stressed out I completely lost it and just yelled at him, if he wants us to die because of this dam rally. So he finally gave in (he didn't have any other choice), turned around to get gas at Stovepipe Wells. Our luck was that all the lines were down and no printer was working there. So the procedure was taking pictures of the gas station and the pump, very time consuming. But we made it tight in time for the Castle and everything was fine again - even my outburst was forgotten, which btw was the only real bad one :-). Afterwards we discovered that Mrs. Garmin didn't tell us that only 25 miles

*Continued on page 4*

## Iron Butt, continued

up the road where we should have come in was a gas station. We got back to Stovepipe Wells got gas again, the printer still not working and continued out of D.V. to Ridgecrest, where we had a few hours of sleep before going to Sequoia. That day riding in immense heat I was glad having saved the pairs of LD comfort riding shorts for that leg. The sweat running all over us would have caused a sore butt, but we still could sit comfortable. I wasn't convinced before if these are really making such a difference, but I can tell you now out of experience they do big time and I will throw out all the other worthless stuff. At least my butt was perfectly in order. I guess my husband wished that day for the same good material that could cover my head and mouth the same way.....

Finally the next morning we were on familiar roads, backcountry roads we rode a lot while living in CA, we enjoyed it very much. Coming into the park, we hit another road construction with a 40 min. wait. We were early enough so no worries, not so Reiner - here we go again with the Bristlecone bonus. I told him we do this park, Yosemite and then Mnt. Hamilton like planned. The only thing to consider would be Big Sur and Santa Cruz, but he told me no we are not able to make that right on time. Ok but Bristlecone we don't make neither, or Hot Springs, I don't want to destroy the bike and not finish at all. Discussion was finally over. We bagged the General Tree, then Yosemite and as last bonus for that day the Centennial light in Livermore. Our luck here was that the Fire crew was out on duty, so we had to wait a while. We checked in a nice \$\$\$ Motel and took the rest bonus almost 4 hours longer. The next day was Mt. Hamilton where we almost know every turn up this fantastic road. Way to early up there we just enjoyed the view and the great weather and talking with other people/rider again - life was good. Coming into S.F. we just bagged the points and were through in an 1 hour. Energy and enthusiasm were back. We had time to go to Grass

Valley and Sacramento. Still full of energy we made it to Gerlach through heavy traffic because of the Burning Man event up there. On the way back we hit an accident that blocked the complete road for almost 2 hours. After that our energy was gone and we could only make it to Winnemucca and got some hours of sleep. But we could sleep well knowing we went over the 100k points mark that day which were necessary for the second leg.

Now Reiner saw that even with the smaller points you get somewhere and we made up for loosing out on some of the big ones. The next day was just collecting points for a better ranking. Unfortunately because of the accident and not planned sleep we wouldn't make it to the passes in CO down from Dinosaur Park. But going up to WY was a different story as there is hardly any traffic. We got the Split Rock right in time, next stop Larimer and the Lincoln monument, a 24h bonus. But in thick fog everything changes. We really hit all the weather you can get - well beside snow, aren't we lucky or what. All we did the next day after spending a few hours in a motel in Cheyenne was collecting locations on the way to St.Louis until late that night before the finish.

We called our friends Bill and Linda at the Hotel that we will be in around 3am. The last 50 miles we got so hungry that we stopped and had the best Hot Dog we ever had, we don't even remember if it really tasted good and an ice cold Starbucks Mokka - that caused us to stop several times again before Chesterfield.

It was such an overwhelming welcome there in the parking lot, it's unbelievable. To see our friends Bill and Linda there who came to St.Louis to celebrate our ride not knowing what the outcome was. Another treat was to see our friend Bob Hole there, who introduced us 6 years ago to LD riding - yes Bob the blame is on you that we are completely nuts now :-)

If you got the idea that 2-up has such a big advantage, please do all 2-up riders the favor and give it a try and take a passenger for some consecutive days with you on the bike and do every day close to 1k miles under rally

condition. We think there are no clear advantages or disadvantages, it's a different riding and an additional different challenge you take on. The pure theory talk about the clear advantage/easiness for 2-up is quiet offensive for the rider who has to ride the same deal as every other rider and for the passenger who is involved in this riding as well. The rider has to deal with his emotions and with the ones on the back seat. Every rider with a passenger knows you just can't ride like you do solo on the bike or stop when only you need to stop. It's not a vacation ride for the passenger either. We are stressed as well and need rest after xxx hours of riding in all kind of weather, traffic etc. Why do you think there are only a few of us doing this - yes because we love the challenge doing it together with our husbands as it is also a different challenge. And I for my part like to lay down in a bed as well and not doing routing or what ever else in the precious 3-4 hours or less in a motel. Sure I do my naps on the bike, but that is not very restful, it's just because I'm overly exhausted and don't need to be alert all the time. And for the route planning, sure we are doing it mostly together, but we are both IN the rally with all the bells and whistles and have to take on the challenge together. As far as we know it doesn't state anywhere that the riders who are IN the rally are not allowed to be together and talk about the route, so same condition. But if you can go to bed and have outsiders who are NOT in the rally who are not exhausted or excited, plan your route that's a complete different story and a complete different constellation and it's this rider's loss not having challenged himself with routing too.

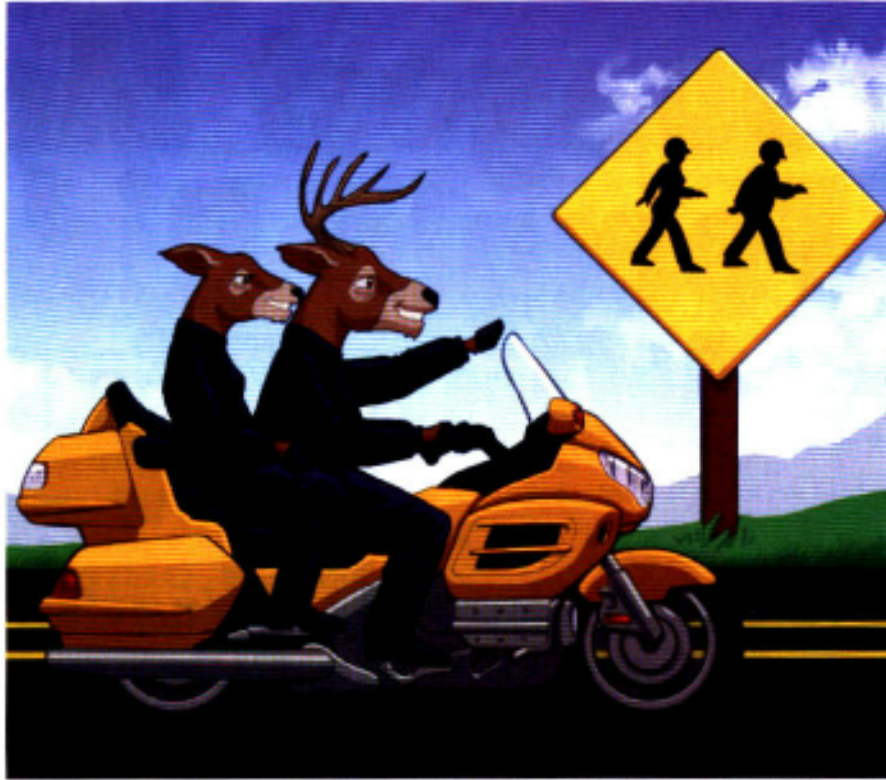
And Yes we will apply for 2009 again, because it is a great deal and fun for us to be challenged together this way. It is amazing what you can achieve under such circumstances and so far we didn't reach our limits, yeah the bike did because of a missing fuel cell ;-)

A big thank you to all who make the Iron Butt Rally what it is!!

*Cheers, Reiner and Lisa*

# TOUR TOONS

BY TOM CREMER



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Submitted by Floyd Thorne