

Would you ever wear clothing that had the logo an aftermarket parts company, and why?

Hooker Headers, love their bike exhaust but are now defunct ❤️ ~~HOOKER~~ Headers

Hey Ya'll,

Whoever is doing the rain dance needs to knock it off. When it finally does stop we know it'll be all brown by late August early September. After all, it is the 'High Desert'. Has anyone even needed their sprinkler system yet? It's really cool that we've still been able to get rides in. I read Larry's article on riding in the rain: rain suit one or two piece...um...okay. Electric clothing, I probably am not going to combine those two articles. You see I have a one piece rain suit that works great but riding all day in the rain I've had a little water run down my neck in the front so I have gotten about a six inch wet spot down the center of my chest. I also have an electric long sleeve liner, so moisture no matter how minute doesn't mesh with 12 volts. However we've come a long way from hefty bags. This may seem a little wimpy to some but in my defense I was on a ride in a downpour on I-95 heading into New York. I had just rebuilt my Superglide from the ground up and in my infinite wisdom thought that the uncovered coil gave it that industrial look. Ya'll know where this is going don't ya. Well, on the Bronx Expressway, the same highway, goes to a toll road, I pull up to the booth, stop, neutral, stand up to retrieve my money, my left inner thigh hit the top post of the coil while my right inner thigh hit the frame. It doesn't take a genius to figure out where the current went. This was before cell phones that could take videos, I personally believe if I would have been a bystander it would had been hilarious. My own version of a rain dance. Guess what part went back on the bike once I got it home. So I've had experience feeling 12 to 14 volts coursing through parts of my body, a feeling that I would much rather try to avoid in the future. Before I owned a rain suit my sweetie and I, doubled up, got caught in probably the nastiest storm I ever ridden through. My leather was totally saturated and Dawn was freezing through her light coat and hoody. A two hour and forty five minute ride took almost four hours heading east. The rain and wind stopped, the sun came out for the last hundred miles north. At close to ninety mph and tail grabbin' ninety degrees the outside of my leather dried out but the lining was still pretty wet. I pulled into the garage took off the leather and stood it in the corner till the lining dried. I mink oiled that jacket till it was soft and pliable again but the arms never again hung straight down. Even though now a days we have all the necessary gear I'm thinking these old bones would probably stop for the night.

Keep dem kneez in da breez

If you have a poem, story, or something that just reaches out and grabs you on a primal level and you would like to share it send it to me.

stlalvnwl@q.com
Laissez les bons temps rouler

The Editor



SWINE TIMES

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COLORADO CHAPTER THORNTON #432

What is it?



This year our centerpiece will be of a landmark, a vintage, or custom motorcycle, or a member's first Harley if you send me the pictures. You guess right you'll be in the drawing for a gift card.



CHAPTER OFFICERS

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I know that everyone has important stuff going on outside the chapter and that includes our officers. The worst that I’ve had to do is put a “no submission” on an officer. I’m putting a questionnaire of 11 questions to the officers to answer all at once so that ya’ll will have more reading material and you might get to know them a little better. This month’s question :

Would you ever wear clothing that had the logo an aftermarket parts company, and why?

CCT Calendar of Events

June	Freewheeling Wednesdays all month
June 25	S and S Ride
July	Freewheeling Wednesdays all month
July 1	Christmas in July Potluck/Gift Exchange
July 29/30	Overnighter to Saratoga, WY Hot Spgs
August	Freewheeling Wednesdays all month
Aug 19	Pool Party & BBQ
Aug 27	Flatlander Ride to Cheyenne/ Sanford’s
Sept	Freewheeling Wednesdays all month
Sept 1-3	Angel Fire/Eagle Nest, NM Vet Bricks
Sept 9/10	LOH Overnighter to Cimmaron, NM
Sept 16	Men’s Day Out (while ladies are away)
Oct 7	Game Day at VFW
Oct 28	Halloween Party @ Northglenn Rec Center
Nov 4	Progressive Lunch/Dinner Ride
Nov 18	Comedy Club Outing
Dec 9	Santa Shoot & Snack-N-Wrap @ Sun
Dec 16	Gift Exchange & Potluck at VFW



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NATIONAL CELEBRATION OF
120 YEARS OF CUSTOM



CUSTOM MOTORCYCLE SHOWCASE
CUSTOM MOTORCYCLE SHOWCASE
CUSTOM MOTORCYCLE SHOWCASE

SATURDAY
JUNE 17TH

FATHER’S DAY 11:00



CCT Christmas in July Potluck & Gift Exchange Saturday July 1st at the VFW on Quivas

11am to 2 pm

**Club to provide the meats, You provide the
Sides & Desserts
We'll all have fun**

We all have such a great time at our Christmas Potluck & Gift Exchange

So why wait all year to do it again?

Pull out your favorite recipe, best Christmas shirt and bring a new gift

For the Gift Exchange (something you would like to get)

Suggested price \$ 25– 30.

Let's have some fun!!!



OFFICERS UPDATES, RAMBLINGS, & WORDS OF WISDOM



Director

Larry Faut

Would you ever wear clothing that had the logo an aftermarket parts company, and why?

As I am very loyal to H-D, I probably would if I liked the piece of clothing. Harley is far ahead in clothing marketing.

5 Tips for Riding a Motorcycle in the Rain

Tip 1: Choose the right gear

Good waterproof apparel, like a rain suit (two-piece or one), gloves, boots, and perhaps an electric heated vest, can keep you warm and dry in even the most persistent storm, which is the first key to enjoying a day spent in the rain. High visibility isn't the most stylish, but in conditions of reduced visibility it increases the chance that other drivers will see you, something to keep in mind as you shop for gear. Waterproof gear tends to add warmth on its own, but if rain is in the forecast, consider bringing multiple thinner layers that you can add if you get chilly.

Another oft-overlooked piece of the gear puzzle is the helmet, which should be equipped with an anti-fog visor (i.e., Pinlock), a breath guard, or even a visor with electric defrost function. And either leave the tinted shield at home or bring along a clear spare; the last thing you need is a darkened view of a wet road. Keep your visor down and closed at all times if possible. Once rain or moisture gets inside it will be very difficult to defog.

Whatever combination of gear you end up with, make sure that it doesn't intrude on your riding or distract you in any way. For example, you can't work the controls with frozen fingers, but an extra-warm pair of gloves may be too bulky and not much better. Similarly, a neck warmer may be nice and toasty but limit you from turning your head enough for a shoulder check. You may have to search to find the right gear, but you should be able to find a nice balance between comfort and practicality for the conditions you intend to ride in.

Tip 2: Ride smoother and smarter

There is one word to remember when riding in the rain: smooth. When it's wet outside, everything you do on your motorcycle should be smooth, from throttle adjustments to braking to cornering. There's a reason today's motorcycles often include a Rain mode that cuts power and perhaps even smooths out the throttle mapping and/or increases ABS and traction control intervention.

Even with modern rider aids, roll on and off the throttle gently, and use your lean angle sparingly. Keeping your bike as upright as possible will reduce the chances of it sliding out from underneath you if you hit a slick spot. Increase your following distance and use your engine to help decelerate, braking smoothly (there's that word again) instead of stabbing at the lever.

Tip 3: Be wary of intersections.

Intersections are dangerous enough when you're on a motorcycle, and unfortunately the rain makes things worse. They're a collection of hazards: slippery oil spots where cars stop and idle, painted lines that can become like ice when wet (see next tip), and of course plenty of drivers who might not be paying as much attention as you.

Roundabouts are especially tricky, and can be slippery not just at the entrances and exits but also throughout the circle. Approach slowly to avoid having to brake suddenly, stay smooth, and limit your lean, and you'll come out the other side right side up.

Tip 4: Watch out for surprises

When it's wet out, situations that are nearly harmless in the dry can turn into unpleasant surprises. Keep an eye out for manhole covers, sealer pavement (tar snakes), painted lines, and fallen leaves, all of which are like black ice when they're wet. If and when you do encounter any of these traction inhibitors, check first if there is a line that you could easily take around them. If not, resist braking or accelerating hard and roll over them without making any aggressive inputs.

Note that in case you do have to change your line or turn over a greasy section, it's important to keep your hands relaxed on the handlebars and don't lean the bike any more than necessary.

Standing water is another potential hazard, and is especially dangerous on the freeway where speeds may prevent you from slowing in time to avoid hydroplaning. Water will of course pool at low points, which on freeways is often the left-most lane where the concrete barrier prevents it from draining. Avoid using that lane and watch cars ahead of you for signs of water spray so you can spot problem areas in advance.

Tip 5: Find a dry line

Although this may seem obvious, it is amazing how many people we see riding in an area of the lane that is wet even though an adjacent area is dry pavement offers superior traction and maneuverability, so make sure you continually place yourself in the driest section of the lane (typically where the car tire tracks are).

love is...



...hitting the road, together.



Assistant Director
Bob Frank

Would you ever wear clothing that had the logo an aftermarket parts company, and why?

No. I don't own any.

THE HEART, SOUL, & LIFE BLOOD of CCT
VOLUNTEERS

Thank you! Thank you! Thank you!

Thank you for volunteering as an officer.

Thank you for being a Road Captain

Thank you for hosting a Progressive Dinner Stop

Thank you for taking lead on a BBQ

Thank you for supporting the BBQ lead

Thank you for helping to put on Sun's Pancake Breakfast's

Thank you for helping with the Chicano Pride Ride

Thank you for supporting Sun's Toy Run

Thanks for helping with an activity

Thanks for taking pictures

Thanks for coordinating / helping with the bulletin board

Thanks for being a chase vehicle

Thanks for donating your time, efforts, ideas, and \$ to this club. It couldn't be done without you.

Once Again, Thank You



Treasurer
Laura Frank

Would you ever wear clothing that had the logo an aftermarket parts company, and why?

No

JUNE?!? Where is the year going??? Time sure flies! We hope you are enjoying riding season; now that it's finally here. We have lots of events planned, so keep an eye on Facebook and your email. Stay safe out there and take lots of pictures! I know Keith would love to get pictures from you for our bulletin boards at Sun. Have you seen them? Keith is doing a fabulous job of keeping them up to date. Good job Keith!

Don't forget that our Christmas in July gift exchange (it's so fun, why only do it once a year?) is Saturday, July 1st from 11 am-2 pm at the VFW. Like our December event, it will be a potluck and the club will buy the meat. You guys bring a side dish or dessert. We'll do a gift exchange--bring a new, wrapped gift valued at about \$30 dollars (something you'd like to get, not white elephant), if you want to participate in the gift exchange. It's okay if you want to just come to eat and socialize. The gift exchange is completely optional. It's so much fun, you won't want to miss it.

We are planning an awesome Halloween Party for October 28th, so mark your calendars. It will be a great time! More details to come.

Finances are good, but if you ever have questions about Chapter finances, just let me know.

Joke of the day: Why do cows wear bells around their necks?

Because their horns don't work.

Laura Frank

303-885-5363

laura@bvcv.com



JUNE
2023



20% OFF SERVICE LABOR

FOR

COLORADO CHAPTER THORNTON

MEMBERS



JULY
2023



\$1500 OFF NEW OR USED

MOTORCYCLES

FOR

COLORADO CHAPTER THORNTON

MEMBERS

Membership



Kristi Fisher



Stephanie Geisler



Brenda Hitchcock Lena Wilmer

Would you ever wear clothing that had the logo an aftermarket parts company, and why?

Two Brothers racing exhaust pipes sound great and I would recommend those pipes to anyone.

Stephanie

I already do. I have a couple of jackets. They were cheaper .

Lena



CCT members represented at the North meets South Rally in Reno, Nevada 2023

Traveled 1,090

Photographers



Jeannette Bull



Felicia Cano

Would you ever wear clothing that had the logo an aftermarket parts company, and why?

Not really have enough Harley shirts and such

Felicia



Barbaloo's Inspiration

NEVER LOSE HOPE

When you think it'd over... God sends a miracle

Why do Father's take an extra pair of socks when golfing
In case they get a hole in one.

There's a detective who figures out crime by sitting on the toilet.
He solves cases by process of elimination

Secretary

Michelle Herdt



Would you ever wear clothing that had the logo an aftermarket parts company, and why?

Probably not, not much aftermarket things I use have clothing to advertise.

Greetings CCT Members!

Can you believe its June already? This summer is going too quickly, let's get out and ride!

Come join us for our first annual Christmas in July Potluck, July 1st at the VFW...why not celebrate 2 fun events.

I know weather has been a little damp the last few months but there are still good places to ride to and close enough to get home before the T-Storms.

If you have anything for your secretary or are not receiving emails/updates please let me know! I can't help if I don't know. Be safe out there and have fun!

COUNTERSTEERING COULD SAVE YOU YOUR LIFE

It's hard to imagine that so many so called "experienced" riders either fail to understand the importance of countersteering or fail to recognize that countersteering is how motorcycle really turns.

Let's Get This Straight

A motorcycle turns by leaning. Once the bike is banked over, the geometry of the chassis, as well as the rounded profile of the tires and hard-to-describe forces cause the machine to arc around the curve. So, to turn a bike you must get the motorcycle to go from upright to leaned...precisely and efficiently.

I Don't Need No Stinking Countersteering

A lot of riders believe that they are able to maneuver their motorcycle by simply leaning their body or by looking into the turn. While these are helpful techniques for assisting the bike to turn, they alone cannot effectively cause a 500+ pound machine to change direction.

"Yeah, but I can turn my bike without countersteering." Um, not really. Sure, you can cause the bike to drift into a turn, but that's not what can be called "turning". Also, consider that most people who don't think they are countersteering really are, they just don't know it. Pay close attention the next time you are making any sort of turn and notice how you put a slight amount of pressure on the inside handlebar.

What Really Happens

In case you don't already know, THE most effective way to get a motorcycle to go from upright to leaned is to introduce handlebar inputs. By pressing forward (and to a lesser degree, down) on the handlebar on the side that you want to turn, you essentially unbalance the bike so that it "falls" into a lean. Press on the right handlebar to initiate a lean to the right and press on the left handlebar to turn left. Got it?

You can enhance this effect by also simultaneously pulling on the other handlebar. This is how racers achieve quick changes in direction in chicanes on the racetrack

LOH Officers



Bonnie Severson



Pat Legge



Brenda Hitchcock Doreen Takeda

Would you ever wear clothing that had the logo an aftermarket parts company, and why?

Probably not as not my thing.

Pat

Maybe. It would have to be something I thought was worth it.

Brenda

Carl's Safety Zone

Would you ever wear clothing that had the logo an aftermarket parts company, and why? Easy, hell no! I only wear logos I believe in.

Why Motorcyclists Need to Take Their Safety Seriously

If you're serious about riding a motorcycle, you must also get serious about safety.

This includes learning to be a skilled and safe motorcyclist, investing in high-quality protective gear from trusted brands, and wearing a helmet. For example, wearing a helmet reduces the chance of head trauma.

The idea is to decrease the risks of a severe injury with the proper gear and understand the risks of riding a motorcycle and how to minimize them and their potential consequences.

One of the most dangerous situations for motorcyclists occurs when cars make left turns. These collisions account for 42% of all motorcycle and car accidents. Typically, the turning car hits the motorcycle when the motorcycle is:

- Going through an intersection
- Passing the car
- Attempting to overtake the car

These accidents are not exclusive to motorcycles; they're also common between two cars. Still, the motorcycle's smaller size makes it even less visible to the turning vehicle. As a result, motorcycles passing cars within the same lane are even more vulnerable – cars do not expect this. They are often surprised by such maneuvers by motorcyclists.

Typically, a vehicle that hits another vehicle while making a left turn will be at fault for the accident. However, suppose the motorcyclist was speeding or was in the wrong lane. In that case, the motorcyclist may be partially at fault for the accident.

In most states, the motorcyclist will receive less compensation from the car driver for injuries and damages caused during an accident. In some states, motorcyclists' behavior could block settlement altogether.

Another common motorcycle accident scenario is lane-switching. It happens when a car begins to merge over into your lane while they're right next to you.

Typically, you will be riding on a four-lane road next to a vehicle that is not paying enough attention or cannot see you. A motorcycle can be easily obstructed in a car's blind spots, masked by external objects, or difficult to spot as light or weather conditions change.

The collision is almost inevitable if a motorist can't recognize or see the cyclist approaching.

Our legislature is debating Lane Splitting. "Lane splitting" refers to riding a motorcycle between lanes of slow or stopped traffic moving in the same direction. The practice of lane splitting is a common cause of motorcycle accidents because of several factors:

- The proximity of vehicles to the motorcycle
- The reduced space that the bike has to maneuver
- That cars do not expect that any vehicle or motorcycle will pass them in slowed-down or stopped traffic

If an accident occurs while a motorcycle lane splits, whether the motorcycle or car is at fault depends on whether lane splitting is allowed in that state. In addition, the opinions of the police officer and the judge on lane splitting and the actions of the car driver and motorcyclist before the accident also play a role.



Road Captains
Rodney Fish
Chris Michaels



Webmaster
Brandy Burzynski

Would you ever wear clothing that had the logo an aftermarket parts company, and why?

If the clothing was comfortable and looked cool yes I would. Chris



A slight change of plans, saving the canyons ride for later, enjoying lunch at Georgia Boys BBQ. Just a little 100 mile putt with, good friends and hardy souls. Thanks to Donna, Sam, Monica, & Paul for tempting the weather, for a fun ride

