



SWINE TIMES

May 23 VOL V

COLORADO CHAPTER THORNTON #432

Who is this on what?



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.



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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 : *Did you ever use the atlas that came in the HOG membership packet that showed where all the dealerships were? If yes where and when and should they bring it back?*

CCT Calendar of Events

May	Freewheeling Wednesdays all month
May 20/21	Overnighter to Amarillo for Steak
May 21	On Bike Games/Practice
June	Freewheeling Wednesdays all month
June 11	Matt's Canyon Ride
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
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

OFFICERS UPDATES, RAMBLINGS, & WORDS OF WISDOM



Director
Larry Faut

Did you ever use the atlas that came in the HOG membership packet that showed where all the dealerships were? If yes where and when and should they bring it back?

When we had one we always used it. We travel a lot of different states and it came in very handy

The Best Motorcycle Routes in Wyoming

This time of year, I find myself like most of you planning the rides I want to take for the coming season. Here are a few of the best rides in the state to the north of us, Wyoming.

Motorcycle Ride #2: Highway 270 (Wyoming State Road): As seen in films about the Wild West, vast rolling plains and beautiful ranches truly capture the essence of life in Wyoming. Minus the cowboy hats, bikers who travel the same dusty trails are practically considered modern-day cowboys. Highway 270 offers a smooth ride beginning at the southern end of Platte County all the way up to the northeastern front of Wyoming's countryside. A route with minimal curves and great visibility, this state highway is the perfect trip for bikers to kick back and ride side-by-side with the sunset.

Motorcycle Ride #3: U.S. 85: If you're looking for a pure thrill ride, U.S. 85 will weave you through unpredictable mountain terrain and into the most scenic valleys in the entire state of Wyoming. Passing through five other states, Highway 85 is a north-south route beginning at the Mexican border in Texas heading lazily up to Canadian border of North Dakota. This winding stretch of highway offers hairpin zigzags which barely skim the western edge of Nebraska as it snakes through Wyoming up into North Dakota. While the route is certainly a thrill, keep in mind that U.S. 85 becomes a business highway near Cheyenne, where traffic flow is much heavier than other parts of the route. Road surfaces also change considerably on U.S. 85 in Wyoming, so be sure to drive the speed limit and be mindful of the terrain.

Motorcycle Ride #4: Highway 120: From Thermopolis to Cody: While Wyoming is the least populated state in the country, this route is an unforgiving tour into no man's land. For bikers in dire need of an escape from civilization, Highway 120 is the route for you. Simply cruise along the eastern edge of Shoshone National Forest and enjoy the mountain views from the sidelines as you cruise through this vast and beautiful land. Interrupted by lush valleys from time to time, this 122-mile stretch of highway begins in the largest town in Hot Springs County, Thermopolis, up through Cody, and snaking all the way to the Montana border. Even though this is an older route, you'll find peace in having the highway all to yourself.

Motorcycle Ride #5: Route 287: From Rawlins to Moran: For bikers looking for a beautiful trip to Jackson, Yellowstone, or even Montana, the route from Rawlins to Moran is definitely the way to go. Stretching for over 250 miles, Route 287 begins in the small city of Rawlins where you can visit plenty of attractions, including Wyoming's infamous Frontier Prison Museum. As you make your way up north through Carbon County, expansive plains and distant mountains will join you for most of this trip. Since this route is relatively remote, there are plenty of opportunities to safely pull over and take photos along the way. A great place that many other bikers have recommended to stop is Landis, Wyoming. Here you can grab a quick bite to eat and then continue north before the route turns into Highway 26. Just east of Bull Lake, you'll continue heading west onto Route 26 toward Moran and then finally into the mountains. Be mindful of the difference in terrain as you leave the rolling hills and traverse into mountain territory. Remember to always come prepared for unknown hazards.

This east-west highway stretching from Boston, Massachusetts to Newport, Oregon, Highway 20 runs for more than 3,300 miles across 12 gorgeous states. Entering the plains of southeast Wyoming and winding up through Yellowstone National Park, U.S. 20 offers a scenic drive straight into the heart of one of the most beautiful parks in the country. This route certainly belongs on our list of best motorcycle rides in Wyoming. The most recommended route is to begin your journey in Cody and traverse up to Yellowstone's Grand Loop Junction. That way, you'll ride for quite a bit, winding next to the Shoshone River right into the park. Once you're riding through Yellowstone, keep an eye out for grizzlies foraging in the grassland.



Side note: this route can be traveled west to east, as well. But the scenery is much more climatic if you launch in Cody. Be sure you fill up on gas and supplies before you leave.

Motorcycle Ride #7: U.S. 16: Buffalo to Tensleep: Easily one of the best motorcycle rides in Wyoming, U.S. 16 is truly a hidden gem for dedicated motorcyclists. Stretching from the heart of Yellowstone to Rapid City, South Dakota, this two-lane highway is nothing but smooth terrain, slow, gradual climbs, and numerous beautiful curves. U.S. 16 offers impeccable panoramic views of wildlife and deep canyons leading up to the Big Horn National Park. Sunsets at the canyon on the west end are especially breathtaking. Also, according to the Wyoming Department of Transportation, this route is also considered one of the easiest mountain drives in northern Wyoming.

Motorcycle Ride #8: Highway 130: Into the Snowy Range: Locally known as the Snowy Range Road, this 98-mile highway is a quick and winding route through lush mountain terrain. Making your way west from Laramie, you'll travel for a good stretch of straightaway until you reach the foothills of the Medicine Bow Mountains and the quaint town of Centennial. From there, you'll slowly wind your way up the range where you'll find numerous quality hiking trails to choose from, that is, if you plan on stopping, which you certainly should. At the top of the pass, there's a great lookout at about 11,000 feet, with views of the green valley before you and a snowy white peak to your flank. As always, be mindful of other drivers as you make your descent down the other side of the mountain. You can never be too careful. Once you climb down the range, you can follow the highway north until you reach Walcott. Here you can fill up on fuel and grab a quick bite to eat at the interchange and heading back the way you came or taking I-80 east to Laramie.

Motorcycle Ride #9: Highway 34 (Laramie-Wheatland Road): What better way to spend an early morning ride or a beautiful sunny afternoon than on one of the best motorcycle rides in Wyoming. Filled with plenty of wildlife and natural beauty, Highway 34, commonly known as Laramie-Wheatland Road, is a short 52-mile stretch which should take no more than two hours to traverse. Located in Albany and Platte counties, this trip makes for a quick getaway across a vibrant Wyoming terrain. With plenty of streams, lush forests and smooth curves to venture past or stop and admire, Highway 34 is adored by many bikers for its simplicity and peaceful traits. You will not be disappointed!

Motorcycle Ride #10: I-90 to Bighorn National Forest: I-90 crosses through a number of states, including the northeastern corner of Wyoming, and is one of the country's most traversed transcontinental highways. Riding along the eastern edge of Bighorn National Forest, this route is not recommended during the bleak winter months. However, if you have several days to travel in the summer, Bighorn is worth driving through. Depending on where you ride, altitudes can reach up to 10,000 feet, with stunning vistas and wildlife practically roaming in every direction. Keep in mind that any type of service is seldom in the park, so bring supplies and fill up on gas beforehand.





Assistant Director
Bob Frank

Did you ever use the atlas that came in the HOG membership packet that showed where all the dealerships were? If yes where and when and should they bring it back?

No. Bring it back digital

LOH Officers



Bonnie Severson



Pat Legge



Brenda Hitchcock Doreen Takeda

Did you ever use the atlas that came in the HOG membership packet that showed where all the dealerships were? If yes where and when and should they bring it back?

Oh yes, very handy on long distance trips.
Hopefully they bring it back in 2023! Pat

No, never used it. You can use the Harley app and get the same info. Brenda



Treasurer
Laura Frank

Did you ever use the atlas that came in the HOG membership packet that showed where all the dealerships were? If yes where and when and should they bring it back?

Yes, we used it to find dealerships in the Pacific Northwest. Yes, they should bring it back.

Happy May everyone!

Hope those of you going on the Amarillo ride have a safe, fun time! Wish we could go! We're looking forward to a time when Bob's arm will allow some riding. Hope to see you out there soon!

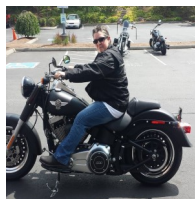
Finances are good, but if you ever have questions about Chapter finances, just let me know.

Joke of the day: Why do cows have hooves, instead of feet? Lactose.

Laura Frank

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Webmaster
Brandy Burzynski

Did you ever use the atlas that came in the HOG membership packet that showed where all the dealerships were? If yes where and when and should they bring it back?





Secretary

Michelle Herdt

Did you ever use the atlas that came in the HOG membership packet that showed where all the dealerships were? If yes where and when and should they bring it back?

YES, keep one on my bike at all times. Yes, use it all the time; whenever we go to a new area I check out if there are any dealers close by. YES it should come back, maybe every other year or so though, not much changes in a year.

Hellooo CCT!

Ride safe, stay alert & cautious out there too many cages willing to run us over just to get a car length ahead. Crazy out there on the streets these days!

With more & more women riders I found a few stats that were interesting and thought I would share. Thanks for reading. Stay cool CCT!

The female motorcycle rider's median age is 39, while the median age of her male counterparts is 48. Interestingly, it seems that even in terms of road preparedness, women motorcyclists are doing better than men. Cruisers, which have a lower seat height that appeals to many women, are the leading choice for women at 34 percent.

The motorcycle manufacturers and other industry organizations have welcomed the growing trend of more American women aspiring to own and ride motorcycles. The general slowdown in the motorcycle industry over the last few years is now at least partly offset by an expansion of the women's market. Manufacturers recognize this opportunity and are focusing on creating motorcycles that are more accessible for female riders or



smaller riders.

Surveys and interviews of female motorcycle riders reveal that at a fundamental level, a woman's reason to choose a motorcycle are not very different from that of a man. A sense of liberation, an opportunity of recreation, and an experience that brings them closer to nature and outdoors rank as the top three reasons for women as they do for men. However, at a subliminal level, there could be more reasons that are driving this growth trend of motorcycle riding among women. Women riders tend to enjoy a sense of affinity that motorcycling provides. This is evident from the numerous female-only communities of bike riders that have mushroomed in recent years. Women riders take pride in their 'sisterhood of riding' as can be seen from the success of various female-only riding events, including Babes Ride Out, Wild Gypsy Tours, and the Sisters Ride. Women seem to revel more in the company of fellow women riders. "autoaccident.com"

Carl's Safety Zone

Did you ever use the atlas that came in the HOG membership packet that showed where all the dealerships were? If yes where and when and should they bring it back?

Bring it back, not in the past paper form but on the web as it would be easier to maintain and better cost effective. Used it a couple times on rides out of state to stop at the dealerships for shirts and possible parts/repairs.

Little Known Facts About Motorcycle Accidents

Motorcycle accidents, though not necessarily more common than other motor vehicle accidents, can be more shocking and devastating. But, they can also be caused by some unique circumstances. A number of studies and surveys have discovered some interesting facts and statistics about motorcycle accidents:

1. Approximately $\frac{3}{4}$ of motorcycle accidents involve collisions with another vehicle, most often a passenger automobile.
2. Only about $\frac{1}{4}$ of motorcycle accidents are single vehicle accidents involving the motorcycle colliding with the roadway or some fixed object in the environment.
3. Vehicle failure accounts for less than 3% of motorcycle accidents, and most of those are single vehicle accidents where control is lost due to a puncture flat.
4. In single vehicle accidents, about $\frac{2}{3}$ of the accidents are caused by rider error, typically a slide-out and fall due to overbraking or running wide on a curve due to excess speed or under-cornering.
5. Roadway defects (pavement ridges, potholes, etc.) cause only about 2% of all motorcycle accidents; and animals account for only about 1% of all accidents.
6. In multiple vehicle accidents, $\frac{2}{3}$ of the accidents are caused by the other vehicle violating the motorcycle's right-of-way.
7. The failure of motorists to detect and recognize motorcycles in traffic is the predominant cause of motorcycle accidents. The driver of the other vehicle involved in collision with the motorcycle did not see the motorcycle before the collision, or did not see the motorcycle until too late to avoid the collision.
8. Deliberate hostile action by a motorist against a motorcycle rider is a rare accident cause. The most frequent accident configuration is the motorcycle proceeding straight then the automobile makes a left turn in front of the oncoming motorcycle.
10. Intersections are the most likely place for the motorcycle accident, with the other vehicle violating the motorcycle's right-of-way, and often violating other traffic controls (i.e., changing lanes, running the light or stop sign, etc.).
11. In 98% of motorcycle accidents, weather does not contribute to the accident.
12. Most motorcycle accidents occur during a short trip associated with shopping, errands, friends, entertainment, or recreation, and usually occurs very shortly after the beginning of the trip.



- 13. The view of the motorcycle or the other vehicle involved in the accident is limited by glare or obstructed by other vehicles in almost ½ of multiple vehicle accidents.**
- 14. Visibility and conspicuousness of the motorcycle is a critical factor in the multiple vehicle accidents, and accident involvement is significantly reduced by the use of motorcycle headlamps (on in daylight) and the wearing of high visibility yellow, orange or bright red jackets.**
- 15. Fuel system leaks and spills were present in 62% of motorcycle accidents in the post-crash phase, presenting an unusually high risk of fire not present in other types of motor vehicle accidents.**
- 16. The average speed of a motorcycle prior to an accident is 29.8 mph, 21.5 mph at the time of impact, and in only 1/1000 of cases is speed approximately 86 mph at the time of impact.**
- 17. The typical motorcycle pre-crash lines-of-sight to the traffic hazard portray no contribution of the limits of peripheral vision; more than ¾ of all accident hazards are within 45 degrees of either side of straight ahead.**
- 18. Conspicuousness of the motorcycle is most critical for the frontal surfaces of the motorcycle and rider.**
- 19. Vehicle defects related to accident causation are rare and likely to be due to deficient or defective maintenance.**
- 20. Motorcycle riders between the ages of 16 and 24 are significantly overrepresented in accidents; motorcycle riders between the ages of 30 and 50 are significantly under represented. Although the majority of the accident-involved motorcycle drivers are male (96%), female motorcycle passengers are significantly overrepresented in the accident data.**
- 21. Less than 10% of motorcycle riders involved in accidents had insurance of any kind to provide medical care or replace property.**
- 22. Craftsmen, laborers, and students comprise most of the accident-involved motorcycle riders. Professionals, sales workers, and craftsmen are underrepresented.**
- 23. Motorcycle riders with previous recent traffic citations and accidents are over represented in the accident data.**
- 24. The motorcycle riders involved in accidents are essentially without training; 92% were self-taught or learned from family or friends. Motorcycle rider training experience reduces accident involvement and is related to reduced injuries in the event of accidents.**
- 25. More than ½ of the accident-involved motorcycle riders had less than 5 months experience on the accident motorcycle, although the total street riding experience was almost 3 years. Motorcycle riders with dirt bike experience are significantly under represented in the accident data.**
- 26. Lack of attention to the driving task is a common factor for the motorcyclist in an accident.**
- 27. Almost ½ of fatal accidents show alcohol involvement.**
- 28. Motorcycle riders in these accidents showed significant collision avoidance problems. Most riders would overbrake and skid the rear wheel, and underbrake the front wheel**

greatly reducing collision avoidance deceleration. The ability to countersteer and swerve was essentially absent.

29. The typical motorcycle accident allows the motorcyclist just less than 2 seconds to complete all collision avoidance action.

30. Passenger-carrying motorcycles are not overrepresented in the accident area.

31. The driver of vehicles involved in collisions with motorcycles are not distinguished from other accident populations except that the ages of 20 to 29, and beyond 65 are over represented. Also, these drivers are generally not familiar with motorcycles (i.e., are not licensed to operate motorcycles and do not own their own motorcycles).

32. Large displacement motorcycles are underrepresented in accidents but are associated with higher injury severity when involved in accidents.

33. The studies have not identified any relationship to motorcycle color and accident data, but is expected to be insignificant because the frontal surfaces are most often presented to the other vehicle involved in the collision.

34. Motorcycles equipped with fairings and windshields are underrepresented in accidents, most likely because of the contribution to conspicuousness and the association with more experienced and trained riders.

35. Motorcycle riders without a motorcycle license, without any license, or with a license that was revoked are significantly overrepresented in motorcycle accidents.

36. Motorcycle modifications, such as those associated with the semi-chopper or cafe racers, are very significantly overrepresented in accidents.

37. The likelihood of injury is extremely high in motorcycle accidents: 98% of multiple vehicle collisions and 96% of the single vehicle accidents resulted in some kind of injury to the motorcycle rider; 45% resulted in more than a minor injury.

38. Half of the injuries to motorcyclists are to the ankle-foot, lower leg, knee, and thigh-upper leg.

39. Crash bars are not an effective injury countermeasure. The reduction of injury to the ankle-foot is balanced by increase of injury to the thigh-upper leg, knee, and lower leg.

40. The use of heavy boots, jacket, gloves, etc., is effective in preventing or reducing abrasions and lacerations, which are frequent but rarely severe injuries.

41. Groin injuries were sustained by the motorcyclist in at least 13% of the accidents, which typified by multiple vehicle collision in frontal impact at higher than average speed.

42. Injury severity increases with speed, alcohol involvement, and motorcycle size.

43. 73% of the accident-involved motorcycle riders used no eye protection, and it is likely that the wind on the unprotected eyes contributed in impairment of vision which delayed hazard detection.

44. Approximately 50% of motorcycle riders use safety helmets. Only 40% of accident-involved motorcycle riders were wearing helmets at the time of the accident.

45. Voluntary safety helmet use by those accident-involved motorcycle riders was lowest for untrained, uneducated, young motorcycle riders on hot days and short trips.

46. The most deadly injuries to the accident victims were injuries to the chest and head.

47. The use of the safety helmet is the single most critical factor in the prevention of reduction of head injury.

48. Safety helmet use caused no attenuation of critical traffic sounds, no limitation of pre-crash visual field, and no fatigue or loss of attention. No element of accident causation was related to helmet use.

49. The increased coverage of the full facial coverage helmet increases protection, and significantly reduces face injuries.

50. Helmeted riders had fewer neck injuries than un-helmeted riders.

Membership



Kristi Fisher



Stephanie Geisler



Brenda Hitchcock



Lena Wilmer

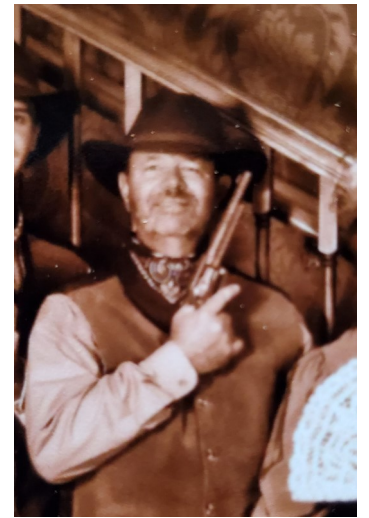
Did you ever use the atlas that came in the HOG membership packet that showed where all the dealerships were? If yes where and when and should they bring it back?

I'm a big fan of the atlas that was given in the past. It's great for helping map out rides and have carried it on the bike many times.

Stephanie

Sorry, I never used the atlas but bring it back

Lena



**Road Captains
Rodney Fish
Chris Michaels**

Did you ever use the atlas that came in the HOG membership packet that showed where all the dealerships were? If yes where and when and should they bring it back?

I don't recall ever getting one





MAY
2023



20% OFF PARTS

FOR

COLORADO CHAPTER THORNTON

MEMBERS



JUNE
2023



20% OFF SERVICE LABOR

FOR

COLORADO CHAPTER THORNTON

MEMBERS

Did you ever use the atlas that came in the HOG membership packet that showed where all the dealerships were? If yes where and when and should they bring it back?

I put mine in my tour pack so whenever we were out of area, at gas breaks always had it out to see if we were close to any dealers

Hi All,

In my travels around the country I've been enamored with the old west. To walk down the same streets as Hickok, and Bullock in Deadwood or Holliday and the Earps in Tombstone I could almost feel their presence. Sometimes we romanticize that era and the western expansion while riding our 'steel ponies' through the same landscapes they did on horse-back or wagon trains. How much longer would it have taken to settle and create towns if not for the discovery of gold, silver, and cattle drives to the railheads to ship to the other parts of the country? We all can get fairly wild at rallies, and having a few adult beverages at the end of long day's ride just to clear the dust from our throats. But imagine being on a trail for weeks or months and arriving in some poor town, you and your favorite sidekick 'Captain Colt' head for the nearest saloon along with rest of your co-workers. This of course created a need for peacemakers, who became legendarily quick or disappeared from history. I get all goosebumpy walking in to these old saloons that have maintained in their original decor. You can feel the history around you. A fun fact: the Buffalo Rose in Golden is the oldest saloon still operational in Colorado established in 1859 during the gold rush. How many people died in that place for a nugget? I've been in there a ton of times and never realized the historical significance of the place. An idea for a theme ride would be the 'Old West Saloon' ride. Go to the different states oldest saloons still in operation, to wet your whistle with an Old Overholt or a sarsaparilla. Remember we don't ride for the destination. During this period of mythic tales, the truly heinous policy almost drove the American Bison to extinction. Thankfully that majestic animal is flourishing. My sweetie and I have already started this little theme thang, we of course have been in the Buffalo Rose (1859), in addition Lafitte's Blacksmith Shop in New Orleans (1722-1732), and The Horse You Came In On Saloon in Fells Point, Baltimore (1775). We ran across the oldest in Aspen while there The Red Onion (1892) so if architecture is your thing these places are phenomenal.

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

