



GWRRA
 Texas
 Region H
 Chapter P
 Granbury, Texas
 Www.granburygoldwings.com

December 2006



FROM OUR DIRECTOR :

Inside This Issue

Gosh. Can you believe it? Christmas is knocking at the door. The big news, of course, is the Chapter P Christmas party at Jerry & Sally Nelson's house on December 8. We understand that not everyone will be able to attend and you will certainly be missed. However, rest assured that your part of the food will not be wasted. We already have people calling 'dibs' on your shares of the food, but we won't mention names, will we Jerry and Trubon?

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I have to share with you my experience last week on getting my Wing tuned up and winterized. I took the bike over to our newest member's shop. For those of you who have not met K.C. Withers, owner of KC Kustom Cyclez!, I highly recommend you go by and introduce yourself and say hi. K.C. did a complete tune up and went through all the wiring on the bike and did a lot of rewiring, flushed out the radiator as well as the complete engine and other stuff too numerous to mention. I can honestly say that the price for everything he did was many times less than the "other guys" in the metroplex would have charged. When I picked up the bike to bring it home, I didn't want to stop riding. The bike has NEVER run as good or shifted as smoothly as it does now. And the down time was a day and a half, not 2 weeks. There won't be any spotted apes passing me on the road.

For those of you that will be needing new tires, I urge you to call K.C. at (817) 326-5957 or go to his website at www.kccycleworks.com and talk to him about your tire needs. K.C. carries every tire for the Goldwing. The new price list he received from the manufactures have a 50% increase on the price of the tires, effective January 1, 2007. You will not find a cheaper price on tires, now or then, Goldwing parts or service, helmets, etc. anywhere because of the special discount rates for all Chapter P members.

(CONTINUED ON PAGE 2)

Ok, so its not a Wing, But it still looks Cool. Huh?





FROM OUR DIRECTOR : Continued

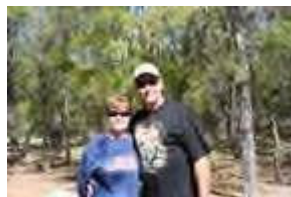
Also, be sure and ask him about filling your new tires with nitrogen instead of air. You will be amazed. By the way, all of the above includes the trikes too. Don't forget the Honda Toy Run on December 9. I will send out an email with the details. The tentative time for leaving Home Depot is 7:00 am. Hopefully we will have good weather for the ride.

We will be looking forward to seeing you at the Christmas Party and the Toy Run ride.

Merry Christmas to every one of you.

Semper Fi

Jay & Sandi Pietsch





From Our Chapter Educator's

Hi everyone. We want to take this opportunity to introduce ourselves. At November's chapter meeting Jay introduced us as the new Chapter Educator's. Our first goal is to get everyone enrolled in the Levels program. We passed out sheets at the meeting and we will bring more to the December Meeting. Enrolling in the Levels program is easy. All that is required is to be a member of GWRRA and a commitment to ride safely.

Level I Safety by Commitment.

Level I of the Rider Education Levels Program represents the commitment of the Rider and/or Co-Rider to practice and encourage safe motorcycle operation whenever they operate their motorcycle. There is no mileage requirement to enter Level I and safe mile pins are awarded every 5,000 Miles.

Level II Safety by Education.

Level II of the Rider Education Levels Program represents the continuing commitment of the Rider and/or Co-Rider to be safer motorcyclists by completing approved motorcycle training at regular intervals in order to build and maintain optimum riding skills and awareness.

Requirements:

Be a current GWRRA member.

Be enrolled in Level I and have 5,000 safe miles.

Have a current motorcycle license.

Have completed an approved Rider course in the past 3 years.

(Continued on Page 4)



Level III Safety by Preparedness

Level III represents the commitment of the Rider and/or Co-Rider to be prepared in the event of an accident to give aid and possibly save lives.

This is achieved by becoming knowledgeable in First Aid or CPR through training and by carrying a first aid kit on their motorcycle at all times.

Requirements:

Be a current GWRRA member.

Be enrolled and current in Level II.

Maintain current First Aid or CPR certifications.

Level IV Safety by Enhanced Commitment and Preparedness.

Level IV is the most prestigious level within the Rider Education Levels Program and is referred to as Master Tour Rider/Co-Rider. It represents the highest level of commitment by the Rider and/or Co-Rider toward safe riding and preparedness.

This commitment is shown by a demonstrated history of safe miles, continuing education and current certification in both CPR and First Aid. These Master Tour Riders/Co-Riders are the finest example to everyone of the highest level of commitment to safe motorcycle operation and preparedness.

Requirements:

Be a current GWRRA member.

Be current in Level III for at least 1 year.

Have ridden a minimum of 25,000 safe miles, Be current in both First Aid and CPR certifications, Be current in both First Aid and CPR certifications and Wear proper riding apparel at all times when riding.

This is a quick overview of the program. Delia and I Will be happy to answer any questions and help everyone.

Get enrolled. Our goal is to have everyone in Chapter P Enrolled in Level I.

I will schedule First Aid and CPR classes for the coming months. If you have any questions please contact us.

Ride Safe and Prepared.

Ted and Delia



An Account of one of our members trips this last year.

"Tooling About In New Mexico & Colorado"

It was sometime in July or August, I believe, that we had gone on a breakfast ride to Lake Whitney, and I was visiting with Roger. He mentioned that Jerry and Trubon were organizing a ride to New Mexico, Arizona, and Colorado. Naturally, I thought, that's interesting. Well, they invited me along. The deal, of course, was for Roger and me to see if we could get some vacation time in. This wasn't an issue with Jerry and Trubon. As fortune should have it, Roger wasn't able to go. To make a foursome, Trubon invited a friend of his, Jim, to ride along.

So, we took off early Saturday morning, Labor Day weekend, and headed for Ruidoso, N.M. The ride was much better than we anticipated, given that it was overcast and cool. We quickly got off I20, and took several back roads. When we got to Ruidoso, it was foggy and rainy. Though the weather was anything but inviting, the "weekend chalets" which Trubon and Jim had, were. {I20, 193, 207, 180, 84}

The following morning, it was still raining – and was forecast for some time. It was our intention to head west to Arizona, but instead, we decided to go north into Colorado – and get out of the rain. By the time we got to Albuquerque, the rain had pretty well let up. As we went through north-western N.M., the scenery was great. There were all sorts of formations in earth tone colors. Off in the distant left, over the open desert, was a spectacular "cathedral-looking" rock formation. As we got into southern Colorado, the terrain changed to green rolling hills. We arrived and stayed the night in Cortez, Colorado. {48, 380, 125, 550, 64, 170, 140, 160}

Monday morning we got up and sponge-bathed the bikes – a morning ritual. On the agenda was Four Corners. Out in the "middle of the desert", a monument was erected to mark the geographical intersection of New Mexico, Arizona, Colorado, and Utah. Shopping was in order with all kinds of Indian crafts. After we were finished, we headed back to Cortez, and gassed up. We discussed going to Mesa Verde National Park, famous for its cliff dwellings, but decided not to the night before – we wanted to get into the mountains. So we headed north – for Durango. Our first stop was Telluride, where we had lunch. We then rode through Ridgeway, and then turned south for Ouray. Ouray was named after a Ute Indian Chief – "He was a man of peace at a time of war between Indians and whites." Between Ouray and Red Mountain Pass, the road is referred to as the "Million Dollar Highway" due to the gold ore in the fill dirt. Between Silverton and Durango lies the Durango and Silverton Narrow Gauge Railroad, sporting restored old steam engines. For part of the run, we rode alongside one of the trains heading into Durango. Finally, we passed by Purgatory Ski Resort, just outside Durango. {160-145-62-550}

(Continued on Page 6)



The next day, Tuesday, we would ride a bit more north and east toward Gunnison. This took us through Pagosa Springs, Wolf Creek Pass, and South Fork. As was typical of the terrain, there were springs and rivers running alongside the road. In some places, the trees were turning color, offering a contrast of leaves from gold to deep red. Beautiful! On up the road, we stopped in Creede for a snack. As we were about to leave, it began to rain.

We rode another fifty miles through more mountains. Stopping somewhere around Spring Creek Pass, we took pictures of the scenery. We saw Lake City below, where we later had lunch. From there, we headed into Gunnison for the evening. We had hoped to ride north into Crested Butte that evening, but wasn't able to manage it. As our digs were a little outside of town (a half mile according to a sign close-by), we decided to walk to get some sandwiches. We 'cussed' that sign – it had to be at least a mile! {160-149-50}

It was now Wednesday, and we were determined to make it to Rocky Mt. Nat'l Park. On our way to Salida, we passed through Monarch Pass. There was a visitor's center there, so we stopped and looked around for a bit. Out in the parking lot we exchanged a few laughs with another bike gang, then headed out. We passed nearby Salida, and turned north toward Leadville. At 10,152 feet elevation, this is the highest incorporated city in the United States. There are a lot of gold and silver mines, here, and stories telling of fortunes made and lost. The Golden Burro, a café and lounge, escaped us. Continuing north from Leadville, we made our way to Minturn, turned east on 170 and passed through Vail. In Dillon, we turned north again toward Kremmling. This was a neat road that was somewhat mountainous to start with, then flattened out into a valley. The Blue River running alongside was beautiful. We got to Kremmling, turned right, and made our way to Granby. We looked for a place in Granby, but after talking with one of the hotel clerks, decided to head toward Rocky Mt. Nat'l Park; maybe we could get a place to stay just before the entrance to the Park. We luck, we found a place in Grand Lake. We walked around town that evening, and looked the lake over. It was pretty, but windy and cool. {50-285-24-170-9-40-34}

(Continued on Page 7)



The next morning, we crossed the road from the lodge and had breakfast. Turns out that the owner knew something about Texas, having lived here. She had worked for McDonalds opening restaurants. We visited a little while and she gave us each a complimentary doo-rag. After breakfast, we saddled-up and rode into Rocky Mt. Nat'l Park. We stopped at the entrance gate and paid our entrance fees. No sooner had we gotten in that Trubon recalled having a pass. Turns out he was able to get us in for free –\$40 in the black! There were only a few patches of snow here and there, but it was nice. There were plenty of roads on mountain edges, and many without guards. We stopped a couple times and took some pictures of the landscape. It was really quiet up there. We even saw a squirrel that would eat from your hand. As we headed out of the park, we passed through Estes Park; a neat little resort town. It was time for a break, so we got some coffee and some sweet stuff – it was good. It was time now to circle back. From Estes Park, we would be heading for Cañon City. We slowly made our way through the mountains to Black Hawk, where there were some highfalutin casinos. Onward, we passed through some tunnels, and then the big Cohune, the Eisenhower Memorial Tunnel on 170; pretty impressive. At the intersection of highway 9 at Frisco, we stopped and ate lunch. Still being near the mountains, we passed by Breckenridge Ski Resort as we headed south.

Once passing through Fairplay, we had a long ride in the valley until we got to Royal Gorge. The bridge over the gorge was something to see, but we only had a distant view – it was too expensive for regular folk to go inside the gate. There were all sorts of tourist attractions at the 'Gorge', but it seemed that we were a little "out of season." We headed on into Cañon City for the night. {34-36-7-72-119-6-170-9-50}

It was Friday morning, the day of my departure. We had breakfast, and then made our way west to Texas Creek. There, I thanked everyone for a wonderful trip! They were continuing westward for about another week, while I was headed for Raton, N.M. There, I would make a left turn on 87, and head for Granbury, Texas.... {50-69-125-87-...}

By : Michael Feneley

Editors Note:

I wish to thank Michael for such a WONDERFUL recount of this trip. As I read this when he sent it in to me, I couldn't help but wish I was along. Actually, the way Michael describes it, at times I thought I was.

Its only my opinion, but I feel THIS is what our members and other readers want to read about.

Everyone has a Fantastic story to tell others. Please send them in so others can "Go Along For The Ride".

Thank you again Michael



This Months Birthdays and Anniversary's



Birthdays

Jay Pietsch - 2nd
Sandi Pietsch - 4th
Trubon Wheeler - 5th
Jerry Nelson - 21st
Mary Henderson 26th



Anniversary's

Bud & Robin
Vera - 17th
Gary & Rhonda
Stewart - 24th

December Calendar of Events and Planned Rides

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
3	4	5	6	7	8 CHRISTMAS PARTY	9 GWRRRA Toy Run
10	11	12	13	14 No Chapter Meeting	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

NOTE: Scheduled Rides May be Postponed if Bad Weather is Forecast.
 Contact Jay if you have any doubt.



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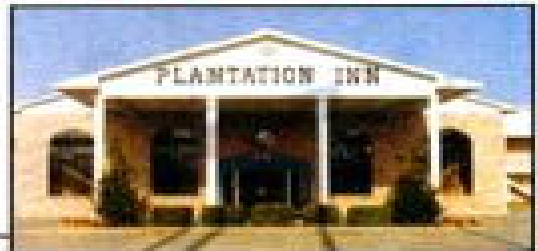


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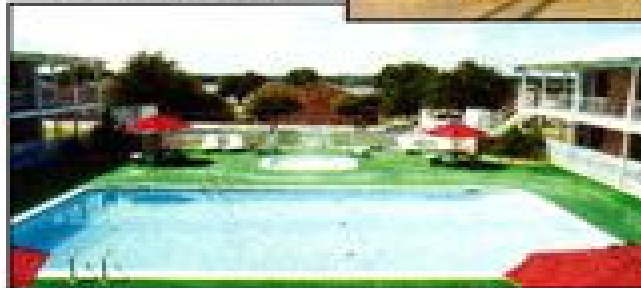


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If you would like to contribute and have your story in our newsletter, please submit them to Larry Henderson at LDHSR@EVI.NET.**



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**GWRRA Region H -
www.region-h.org**

**GWRRA National HQ -
Www.GWRRA.org**

CHAPTER "P"

" PLEASURE RIDERS"

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