



Gold Wing Road Riders Association

Fun, Safety, Knowledge



Wichita Falls, Texas-E Chapter,
Texas District, Region H

Chapter Director: Larry and Karen Brown

Assistant Chapter Director: Mirl Robertson

Texas E- Meets: Second Monday at 6:30 P.M.

Luby's Cafeteria in Wichita Falls, Texas

1801 9th St Wichita Falls, TX 76301

Webmaster: Brian Sissel

<http://www.geocities.com/gwrratexase/>

Membership Enhancement: Marjorie Hardin

Treasurer: Al Withington

Newsletter Editor: Jackie Hankinson

Co-Rider Corner: Any Chapter Participant with a recipe, pictures, article or item of interest



All bikers and enthusiasts are welcome to join in our activities:

April 4 Texas Chapter O Rally in Fredericksburg

April 11 **Breakfast Ride (Second Saturday Morning)** The Chapter Breakfast ride will meet at the **old Burkburnett** Wal Mart parking lot just off I-44 North. We will depart at 0745 hours (7:45 am) taking the back road up to the Cracker Barrel in Lawton, OK. With the rider course being held that same morning at the MPEC in Wichita Falls, those wanting to attend will be able to make it back in time to attend. **Jimmy J. and Winona Atkinson**

Woody Stock Sat 11 Apr 09 (includes bike rally/car show)

Tickets online

Livefromthebottom.com

Benefit Volunteer Fire Department

Exit 14 I44 East Third Street

Burkburnett TX

More info call Jimmy 940-568-4215

April 13 Monthly Chapter Meeting at 6:30 PM

April 16-18 Louisiana District Rally, Lafayette, LA

April 25 Chapter O-2 Annual Rally and Duck Race,
Riverside Park, Brownwood, Texas

April 25 **Dinner Ride (Fourth Saturday Evening)**

Eddie Hill ride and many other to choose from...

May 15-16 Texas District (State) Rally, Amarillo, TX

May 21--23 Arkansas District Rally Rogers, Arkansas this
Memorial Day Weekend (Friday, Saturday and Sunday)

June 15th Annual Ride to Work Day



Al and Charlotte Withington, 2009
Chapter TX-E Couple of the Year

Chapter Rider Educator:

Todd Kinsey



The Most Important Three Minutes of the Whole Day...

TCLOCS stands for Tires, Controls, Lights, Oil, Chassis and Side stand.

Front tire condition Air Pressure
(PSI) _____

Rear Tire Condition Air Pressure
(PSI) _____

Front Rim (Check Spokes)

Rear Rim (Check Spokes)

Throttle Operation

Clutch Operation

Front Brake

Rear Brake

High Beam

Low Beam

Taillight

Brake Light

Left and Right Turn Signal

Horn

Fuel

Oil

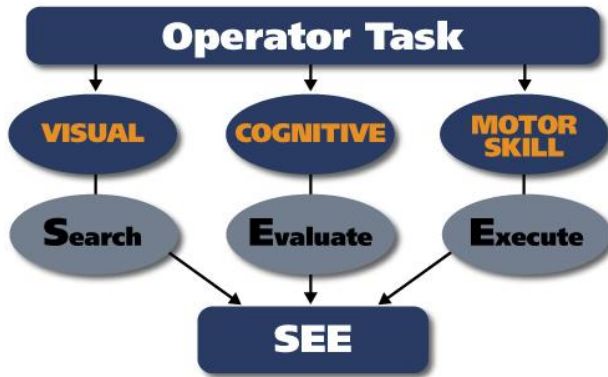
Suspension Condition

Solo Seating

Passenger Seating

Side stand

You can run through this test in about three minutes could be the most important three Minutes of the whole day



Overview:

The Motorcycle Safety Foundation (MSF), in its Basic *RiderCourse*SM (BRC) and other curricular products, promotes a three-part process with the acronym SEE (Search, Evaluate, Execute) as the core of a personal safe-riding strategy (see diagram).

Operating a motor vehicle, especially on public roads, is not a passive activity but a complex task that involves more than just knowing how to use the accelerator, brakes, and steering. Motor vehicle operators require visual, cognitive and motor skills. In the chart above, these three distinct skills are transformed into three easily understood terms: Search, Evaluate, and Execute. **Search** means to actively scan and identify factors that could create increased risk; **Evaluate** means to consider potential problems arising from the interaction of those factors; and **Execute** refers to the physical motor skills used to prevent or avoid the resulting hazards. (Please refer to the Appendix for an in-depth review of the use of the Search, Evaluate, and Execute process.) An additional benefit of the three terms is that they form an acronym - SEE - that is easy to remember and is relevant to the driving/riding task in and of itself. The SEE process is applicable not only to the operation of any type of motor vehicle, but can work equally well as a risk-management strategy for bicyclists or even pedestrians interacting within a motor vehicle environment.

Analysis:

SEE is an active, thinking strategy that places responsibility on the motor vehicle operator to reduce risk by creating time and space in order to control a personal margin of safety. Besides being a simplified three-step process and easy to remember, SEE as a word acronym connects a thinking strategy with visual perception, which is dominant for safe vehicle operation. This is supported by the Hurt Report which stated in one of its recommendations and proposed countermeasures "...the need for the motorcycle rider to develop a traffic strategy so that he can SEE AND BE SEEN in traffic. This should be the most important component of any motorcycle rider training program."

Recommendation:

All car drivers should use SEE, which due to its simplicity and effectiveness may prove to be as beneficial in reducing traffic collisions as another well-known strategy that it complements, the "two-second rule."

Reflections of past Motorcycles maybe this article will generate an interest from others to do the same. Most of us like talking about our bikes, so send in your stories.

Brown Archives....

I was thinking the other day about the 7 motorcycles I have owned over the years and what each one provided me as riding experience. So, I went on that magical Google and entered each one of them in so I could find pictures of each. Lo and behold, many of the models still exist and in fact there seems to be a big market in restoring some of them.

My first motorized 2 wheeler was a **Honda Z-50 Mini-Trail**. I was 10 years old and had worked several summers mowing grass and saving money. Our family drove for over an hour to get to a Honda dealer near Washington DC. I can remember the anticipation of buying and riding my own motorcycle. When we got to the dealer, they only had one Mini Trail left. It was yellow and silver which was not my preferred color; however it had tires and an engine so I was good. We bought the bike, packed it in the trunk of the car and made the long drive back to our place in the Maryland countryside. Once we got it home and set it up, I started it and began to ride on our



property. Didn't take me more than a few hours to figure out everything and then said bye to Mom and Dad and was off to the farm trails. I learned very quickly that you have to do a good job of reading the trail ahead of you especially if cows had been using it as it tends to be slippery in spots. After Mom and Dad realized they would not be seeing much of me anymore, they also decided to get bikes and we rode the farm trails as a family. Dad on his Honda 150cc Dream cycle and mom on her Yamaha 80cc was quite a sight as we zigzagged between corn rows, wheat fields and pastures.



A few years after moving to Florida I wanted to start racing motocross and the Mini Trail was too small. I bought a **73 Yamaha 125 ATMX** and started racing. This bike taught me a lot about weight distribution, power usage and knowing your limits. I also made sure I always had my safety gear on at all times due to the risk involved. It saved me many times! It also taught me how to be a mechanic. After every 5 races the bike had to be torn down, cleaned and put back together.

After graduating from High School I was on my own and it was too expensive to race anymore plus I needed some cheap transportation for work and college. I bought a **Suzuki TS-185 Enduro**. This was the first time I had really driven on the street legally. Wow, what a difference. You had to pay attention even more now than I did on



the trail or motocross track. It was like every little old lady in her Florida Cadillac was out to get you. It was not really riding in Florida; I was more like cage avoidance. I did quite a few trips on it to the Florida Keys for weekends. It was quick freedom. I decided to sell it prior to coming in the Air Force.

I got married and it was time to head to our second AF assignment. I had been without a motorcycle for 3 years at this point and was getting the itch again. My father-in-law had a **Kawasaki**

Z-750 that he was selling so we bought it just prior to moving to Las Vegas. Riding in Las Vegas was not fun at all. Once you got out of town, it was great, but otherwise there were way too many people out to get you on the roads in the city. Actually used it for going back and forth to work and ended up doing a lot of improved trail riding with the 750. Now this bike was not a trail bike at all. It was heavy and very ill handling in the Nevada sand. I managed to get it stuck many times in the dune areas north of Nellis AFB. But, none the less, it was fun to be back on 2 wheels and in command of a bike with that much power. Kawasaki's were known at that time for being fast and it was a pretty quick bike. I sold it just prior to our next assignment move since I didn't have a trailer to move it.



I then went about 10 years without a motorcycle due to assignment locations. Once I got stationed in New Mexico, it was time to hit the road again. I picked up a new **Suzuki 800 Intruder**. This was a great cruising bike for the open roads of NM. It handled well and had just enough power for the shorter trips through the mountains. I kind of had to learn the ins and

outs of carving through turns again and the Sacramento mountain range gave me plenty of practice. I took the MSF ERC locally and thankfully it brought back all the skills I had from years ago. This was truthfully one of the easiest handling road bikes I had ridden.

When Karen and I got married she started riding with me. It only took her 2 rides on the back seat of the 800 to tell me I needed a bigger bike if I expected her to go. Didn't take me but a few minutes and I



was off to the dealer and came back with a new **Suzuki 1500 Intruder**. The 1500 handled

much different than the little 800. Due to the weight difference you almost had to muscle it in corners. But it had plenty of power and comfort for Karen and me as we did day trips into the mountains and the old fort locations with our friends.

Karen knew that my eye had been on Gold Wings for a few years so when I made CMSGT, it was time to head to the Honda dealer. My original plan was to buy a used 1500 Wing but at the time, there were none available in the local area. The new 1800s had been out for a little while and as soon as I rode it I knew it was the way to go. You can't beat the handling for the size of the bike. It handled just as good as the little 800.



I would love to have each one of these still sitting in my garage, but as you know that never happens. So, just reflecting back on those days of riding the dirt and roads brings back fond memories.

Keep the shiny side up and the rubber side down!

Larry and Karen Brown
Chapter TX-E Directors

Subject: June 15th Annual Ride to Work Day Motorcycle and Scooter Day Turnout Expected to Increase

This year's eighteenth commuting demonstration event, to be held on **Monday June 15th**, is expected to double the number of riders on the road, according to Ride to Work, a non-profit advocacy organization.

According to the United States Census Bureau and the Department of Transportation, over eighty million cars and light trucks are used for daily commuting on American roads, and about 200,000 motorcycles and scooters are a regular part of this mix. On Ride to Work Day, the practical side of riding becomes more visible as a larger number of America's 8,000,000 cycles and scooters are ridden to work.

"Riding to work on this day shows the positive value of motorcycles and scooters for transportation. For several hundred thousand commuters, riding is an economical, efficient and socially responsible form of mobility that saves energy, helps the environment and provides a broad range of other public benefits," states Andy Goldfine, the event organizer. Motorcycle and scooter clubs and organizations in many countries encourage their members to ride to work on this day.

Ride to Work Day shows how riding makes parking easier and help traffic flow better. Motorcycles and scooters consume fewer resources per mile than automobiles, and they take up less space in parking areas and on roads. Riders seek employer support for this form of transportation, and increased government and public awareness about riding's many benefits.

How to Gear Up Your Kids for a Safe Motorcycle Ride

By: [Gregg Hall](#)

For those of us who have kids and motorcycles we have to realize that the same inner pull that drives us to the biker lifestyle very often is in our kids as well. If you have kids you know what I am talking about, you can barely get away for a ride by yourself because they always want to go, right? I enjoy taking them out anyway but we do have to remember that there are special precautions we have to take for them before we take them for a ride.

The first thing we need to do is be sure that we equip them with protective riding gear just like we wear beginning with protective clothing such as long heavy denim or leather pants and jackets, full gloves, good quality heavy shoes or boots, and of course last but certainly not least a helmet that fits them properly. You can't just have an extra helmet that anyone wears, your kids need to have their own that fits them properly. You should also be sure that they have a pair of good quality high impact resistant sunglasses to protect their eyes from the damaging UV rays of the sun.

Make sure that your kids know the rules of the road before you take them out, such as no quick movements and staying seated on the bike at all times. You also want to be sure that they are comfortable and have a sturdy safe place to rest their feet. You may have to get something customized if your kids are really small.

You have to be aware that having a kid on the back of your bike is totally different than having another adult riding with you. Kids move around a lot more, just like they do any other time! They don't think about the dangers as much as an adult and may tend to stick their hands out to play in the wind and things like that. Just watch them and keep them safe.

Another issue I have noticed with my kids, especially when they were smaller is that the sound and vibration of my bike would sometimes make them sleepy; you don't want them falling asleep and falling off the motorcycle! Just be aware that this can happen so that if and when it does you are prepared for it.

Riding your motorcycle with your kids can be a very pleasurable experience, just be cognizant of the fact that with that experience comes some additional responsibilities that you have to take into consideration.

Do you have your confirmation yet?

This is to confirm receipt of your 2009 Texas District Rally, Ride into the Real Texas registration and dinner in Palo Duro Canyon. **GWRRA Membership Cards Will Be Checked.**

2009 Texas District Rally Registration Form



Amarillo, TX - May 14, 15 & 16
 At the Beautiful Amarillo Civic Center
 Rally Pins Limited to the first 700 pre-registered
All pre-registrations must be postmarked by April 27, 2009 - After April 27 - Register at Rally
 No refunds of registration fees or Dinner Ride fees after Apr 27th

GWRRA Member (before Apr 27, 2009)	\$25 each X #	Total -
GWRRA Member (On Site)	\$30 each X #	Total -
GWRRA Life Member	\$18 each X #	Total -
Non Member (before Apr 27, 2009)	\$30 each X #	Total -
Non Member (On Site)	\$35 each X #	Total -
Palo Duro Canyon Dinner Ride (No On Site Purchase)	\$22 each X # Must Pre-Register	Total -
Child (15 or under)	free registration only, with registered adult	Grand Total -

GWRRA Membership Cards Will be Checked

Rider: _____ GWRRA # _____ Exp: _____ Birth Date (mm/dd/yr) _____
 for award consideration (most Sr/Jr)

Co Rider/Second Rider: _____ GWRRA # _____ Exp: _____ Birth Date (mm/dd/yr) _____
 for award consideration (most Sr/Jr)

Additional Participant: _____ Birth Date: (mm/dd/yr) _____
 for award consideration (most Sr/Jr)

Street Address: _____ Email: _____

City: _____ State: _____ Zip: _____ Phone: _____

Region: _____ District: _____ Chapter: _____ Direct Miles: _____

Pre-Registered ONLY will be available to win prizes for Longest Distance Male Rider, Longest Distance Female Rider, 2 UP, Oldest & Youngest Male and Female Riders, Largest Pre-Registered Texas Chapter, Largest Pre-Registered out of State Chapter, Largest TX Chapter % and 1st pre-registered.

For planning purposes, please indicate below if you will be attending the Level IV Breakfast
 Master Tour Riders - # attending _____ Level IV # _____ Level IV # _____
 Master Tour Co-Rider - # attending _____ Level IV # _____
 Pick up Breakfast tickets at the Rider Education Table at the Rally. \$5.00 per person - must be Level IV to attend

Waiver: I/we agree to hold harmless the GWRRA, the Co-sponsoring Organizations, City of Amarillo, Hotels and any property owners for any loss or injury to self or property in which I/we may become involved by reason of participation in this event.

Rider Signature: _____ Date: _____

CO-Rider Signature: _____ Date: _____

This form cannot be transmitted on line - must be downloaded as follows:
Print and Sign Form - Make checks payable to GWRRA TEXAS - Mail Payment & Registration Form to
Pamela Meyer, Texas District Treasurer
20906 Auburn Trace Ct.
Katy, TX 77450



GWRRA

Wing Ding 31 is in Region H in 2009!
Join us “Cruising to the Pow Wow” in Tulsa,
Oklahoma July 2—5, 2009.
We welcome Gold Wingers from all over and want to
show them why we *are* the Hospitality Region.



GWRRA REGION H
The South Central Region
The Hospitality Region

Louisiana District Rally 2009

April 16, 17, & 18, 2009

Rally Flyer & Registration Form
Lodging in Lafayette

You Do Not Want To Miss This Rally
Mail Your Pre-Registration Today!!

**GWRRA Arkansas District Rally (Memorial Day
Weekend)**

Co-Rider Corner: Any Chapter Participant with a recipe, pictures, article or item of interest

Tuna Salad or Mega Omega-3 Fish for Health

From Jackie

6 and ½ ounces tuna
1 stalk celery chopped
¼ cup onions or shallots chopped
1 tablespoon lemon juice
2 hard-cooked eggs peeled and chopped (less crunchy but also less gritty when peeled)
1/3 cup salad dressing (miracle whip)

Combine and garnish with tomatoes or lettuce on your favorite flavor of bread. Enjoy!

Almost Sugar Free-Fat Free Chocolate Pudding Parfait

From Jackie

One Small box Jell-O Instant Chocolate Sugar Free-Fat Free
Sliced bananas or strawberries
Two Cups low fat milk
Reddi Wip-Extra Creamy (Two Tablespoons only 20 calories)

Prepare Jell-O Pudding as directed on back of package. Refrigerate at least one hour.
Top each dessert with ¼ cup sliced bananas or strawberries and extra creamy reddy wip just before serving. Enjoy chocolate and fruit sweetness for a delightful spring dessert!



Some bunny has been laying colored eggs all over this neighborhood front yard. Look out!