



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/gwrratexas/>

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:

Amarillo, Texas May 14, 15, 16, 2009 Texas District Rally Draws Hundreds of Bikers



This photo comes from an email; they are not actual riders, a biker and his chick...

Marjorie and Doug were Road Captains for the group leaving Wichita Falls on Thursday.

GWRRRA Membership Cards Will Be Checked.



GWRRA

Wing Ding 31 is in Region H in 2009!
Join us “Cruising to the Pow Wow” in Tulsa,
Oklahoma July 2—5, 2009.



GWRRA REGION H

The South Central Region

The Hospitality Region

Getting Acquainted

Brown Bag

Have each person bring

Three things in a brown bag

That symbolizes them or is

Important to them put all

Bags in a pile and draw

Them out one at a time, guessing which



Person it belongs to.

Membership Corner -1



Richard Jeter and a Friend on Scooters

MAY Birthdays include Donna Palmer and JT Palmer; sorry, we did not include your names in the May newsletter. Hope it was fun and enjoyable, many more to you.

June 5	Larry Brown	Birthday
June 9	Todd and Jana Kinsey	Anniversary
Jun 25	Elizabeth Hawley	Birthday



Tina Edwards, Billy Edwards, Scooter Mayfield, Billy Mayfield, and Errol Simpson (not pictured) are shown as part of the twenty- one participants of the Wichita Falls, Texas-E Chapter of the Gold Wing Road Riders Association to attend the Texas District Rally in Amarillo May 14, 15, 16, 2009. Living in Quanah, Texas they ride white Gold Wing Motorcycles. Salute, Quanah, Texas!!

Membership Corner -2

Doug and Marjorie Hardin are in the Vendor Area of the Amarillo Texas District Rally. They have a red Gold Wing and did you know that Marjorie was a resident of Amarillo for many years? She and Doug led a tour of the back of the Palo Duro Canyon. Wonder why they are tilted as though Doug might be slipping on pavement and tossing the two of them. Russ and Cis witnessed a not very pretty sight. Oh my...

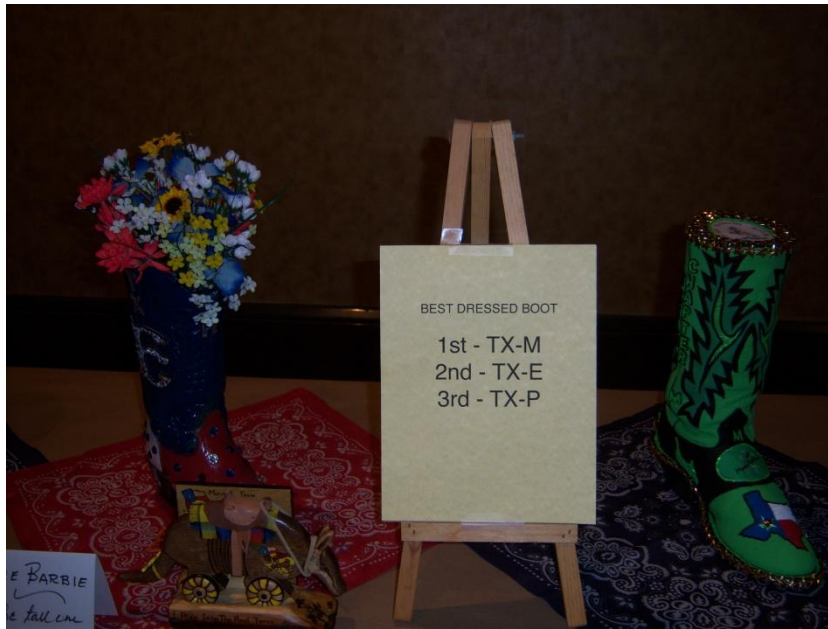


Ron Bryant and Sue Kelly show the Eagles on the backs of their vests. They are after all Eagles who ride with Texas Chapter E of the Gold Wing Road Riders Association. Sue is to be congratulated for completion of a co-rider seminar. Perhaps she will help Ron keep aware of situations that may not be safe. Welcome Ron and Sue, you are riding on the Wings of Eagles.

Sue and Jackie went to the book exchange and found some goodies. While in the Heritage Room looking at the Couple of the Year Baskets, chapter competition signup sheets, getting information on scenic rides, and looking at the dressed up boots from Chapter Competitions, Sue decided to try out a bucking bronco. Sue rode with a big smile on her face. This couple makes a romantic twosome.



Membership Corner -3



Chapter Competition
Participants—

Best Dressed Boot

2nd Place

Bill and Joyce Hardman

Personal Mascot
“My Little Bear Behind”
Wayne Hankinson

Chapter Newsletter
Jackie Hankinson

Route 66 Armadillo
Races

2nd Place

Jimmy J Atkinson and
Winona Atkinson

Winner of the Texas Chapter E Couple of the Year Basket = # 510, Jimmy J Atkinson

Carolyn Barton is part of the Texas district Staff responsible for such a good time. Racers advance the course by the number of dice that show their number. For example, when the six die are thrown, and the number one is on top on two of the die, the racer is position number one advances two spaces, if there are one three showing and one five and one four, then the racers in the respective spots advance the appropriate number of spaces. It was a lot of fun to watch. The Chapter Directors were each given an armadillo at the Midwinter meeting in Kerrville that measured about 5 inches by 6 inches. The staff members considered the size of the Wichita Falls, Texas Chapter E armadillo as about 15inches by nine inches as maybe on steroids or too many dinner rides. Oh my... lots of fun. Good job Winona and Jimmy.



Todd Kinsey, Texas E Chapter Rider Educator

Breaking the Habit about Motorcycle Brakes by: Maricon Williams



When you perceive that a fatal collision is about to happen and you think you have no one to turn to, don't fret, you still got the best remedy with you - the brakes. Motorcycle brakes can be every riders saving grace...

Perhaps, we can greatly appreciate the immense advantage of motorcycle brakes the moment we are faced with our most risky, nerve-racking and supposed-to-be dreadful ride. This is the reason why we have to maintain it well. Another, we must be certain that it will not keep us hanging or worst frustrated. It can turn out to be our last feasible resort - no second chances because what we can be battling in the situation that we may be in is our loved ones life or our very life.

Every brakes part must be diligently examined so as to preclude any untoward incident in the future. We also have to consider the brakes good wear characteristics, kind - whether OEM or that of an aftermarket motorcycle parts, its price and of course its function and performance.

According to the expert, the best motorcycle brake is that of an OEM. That is true. However, there are aftermarket motorcycle brakes that are equal to the OEMs quality but at a lesser price. When you know you have a better option, why will you settle for less? Grab your chance to own the best.

The usual motorcycle brake pad design depends upon the disparaging process of dragging the pad against the disc to create the heat or friction in order for the bike to stop. For the braking fluid not to boil or denigrate, heat must be dissipated. Thus, the pad has to have a lot of fill material for heat dissipation and the friction portion of the pad chemistry must be very severe. This will reduce the amount of actual friction-producing material. Nonetheless, this may lead to short rotor life, noise, brake "dusting" degradation, and reduced effectiveness of the pad itself.

There are other manufacturers that venture on a totally different principle in creating bikes friction. The brake pad material is adequately heated to embed into the brake disk. This material transfer from brake pad to disk continues as long as the pad is in use. Cushioning effect will become apparent as the embedded material gets thicker with use. This effect dampens the tendency for the friction material to seize the rotor. This system is called the carbon brake system.

Bear in mind that an excellent motorcycle brake has a good bite, dissipates heat well, and is long lasting. These qualities must be your basis in choosing your brakes. This is the neutral ground where we decide what brakes to use.