



Gold Wing Road Riders Association

Fun, Safety,
Knowledge

Wichita Falls,
Chapter E,
Texas District,
Region H



Texas Eagles

Chapter Director: [Larry and Karen Brown](#)
Assistant Chapter Director: [Mirl Robertson](#)
Membership Enhancement Coordinator:
[Marjorie Hardin](#)
Ride Coordinator: [Mirl Robertson](#)
Rider Education Coordinator: [Todd Kinsey](#)
Treasurer: [Al Withington](#)
Newsletter: [Doug Hardin](#)
Webmaster: [Brian Sissel](#)
<http://www.geocities.com/gwrratexase/>

Texas Chapter E meets at Luby's
Cafeteria
1801 9th St., Wichita Falls, TX
Second Mondays at 6:30 pm



September Ride Calendar



Breakfast Ride – 12th
Ride Captain – Steve Holloway
Destination – Nocona (those wishing to attend Chapter R
rally will continue on from Nocona”

Dinner Ride – 26th
Ride Captain – Mirl Robertson
Destination – Quartz Mountain (Day Ride)

FUN

BREAKFAST RIDE – AUGUST 22

By Marjorie Hardin

There was a lot going on around the area on this day. Several members of our Chapter were participating in a “preparation ride” to escort the bicycle riders and racers for the Hotter-N-Hell Hundred. Also, Iowa Park had a fundraiser ride that day and it was “tax free” weekend for Texas shoppers.

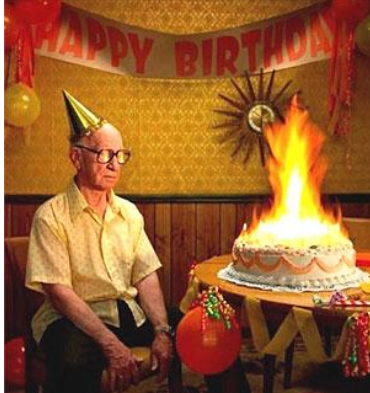
We met at Cracker Barrel on I-44 at 8:00 am. Ten hungry members enjoyed their meals and even more the company and conversation. Helen Clark announced that Monday (August 24) was Johnny’s Birthday so we all sang Happy Birthday to Johnny Clark. He is 29 again...and again...and again...

After breakfast six members on four bikes decided to go for a short ride before it got too hot and before going home to the never ending chores list. Russ and Cis lead the ride on their trike. Doug and I followed on our Wing, Elizabeth Hawley rode her BMW, and John Hawley rode drag on his Harley.

The temperature was perfect and believe it or not, little to no wind. We took the back road toward the Municipal Airport then headed over towards Charlie, Byers, and Petrolia. One stretch of road near Charlie was shaded with large overhanging trees forming a beautiful canopy. Made you think you were in East Texas for a moment. Russ (lead) spotted a large flock of wild turkeys crossing the road so he slowed and alerted the rest of us. There were many jokes to be told at that point, but I’m so proud of Doug for not uttering a one.

We turned south on 148 out of Petrolia and headed towards Henrietta. We were out in the flat “cattle country”, no trees and just a little roll to the land, and all of a sudden I caught a glimpse of something out of the corner of my eye. It was a large, light brown object, which appeared to be a large dog running very fast from our right. Doug saw it about the same time I did. While it was about ten yards in front of us and a bit to the right, we recognized it as a full grown doe. Doug had just pulled in the clutch and began applying the brakes (rather hard) when the doe jump across the road and bounded into the field on the other side. It happened too fast for either of us to get scared, but afterwards boy did the adrenaline flow. That was too close for comfort, but praise God no one, or thing, was hurt in any way. The doe had jumped the barbed wire fence and ran between us and Russ. Russ said he never saw the deer and Elizabeth and John thought we’d “bought the farm.”

The rest of the ride was uneventful and very enjoyable. One thing about motorcycling, you never know what is going to happen – maybe nothing, maybe a deer in your path – point is, stay alert at all times.



September Birthdays and Anniversaries

12 - Doug & Marjorie Hardin
(Anniversary)

26 - Bill & Joyce Hardman
(Anniversary)

26 - Donna Jeter (Birthday)



SAFETY

A Guide for Motorists and Motorcyclists


Sharing the road with many types of vehicles is necessary for safe highways. Because motorcycles are unlike any other vehicle on the road, they require special considerations.


While motorcycles are about as likely as cars to be involved in crashes, motorcyclists are almost three times more likely to be injured and five times more likely to be killed in a crash.

Motorcycling has become more popular in recent years. Motorcycles are fun, relatively inexpensive to own and insure, and get excellent gas mileage. Because there are more motorcycles in traffic, it's becoming even more important for drivers to share the road.

Visibility

In many car-motorcycle crashes, drivers claimed they "didn't see" the motorcycle, or didn't see it until it was too late. Because motorcycles are smaller and harder to see, great care needs to be taken to watch for them.


 Drivers should expect to see motorcycles at any time, and search aggressively for them. Remember that a motorcycle's headlight is on all the time—this helps you see them during the day. A motorcycle can easily be hidden behind a car or truck, so it's particularly important to check your mirrors and blind spot before merging or changing lanes, especially in heavy traffic. Also, look for a helmet above, tires below, or a shadow alongside a vehicle that you can't see around.


 Riders need to make themselves as conspicuous as possible. Be careful not to hide in traffic: maintain a large space cushion, and use all of your lane (right, left, and center) to see and be seen. Wear brightly colored protective gear and helmet: red, yellow, orange, and white are highly visible and help a rider stand out. Reflective tape and stickers can also make you more obvious. Use turn signals for every turn or lane change, even if you think no one will see it. Consider combining hand signals and turn signals to draw more attention to

yourself. Flash your brake light two or three times before slowing down or stopping. Finally, remember that even in daylight, motorcycles are smaller and more difficult to see—even more so now that many cars have daytime running lamps. Look for situations where other drivers may be distracted or look right through you, and take measures to avoid those situations.



Intersections

The majority of car-motorcycle crashes happen at intersections. Typically, a car turns left in front of a moving motorcycle, violating its right of way and cutting off its path of travel. The motorcycle then either crashes into the car, or crashes trying to avoid the car.


 Car drivers must be particularly alert at intersections, and take a second look specifically for motorcycles before pulling out. Because motorcycles are smaller, it's hard to judge how far away a motorcycle is and how fast it's going. Take an extra moment to determine the rider's intentions and try to make eye contact. Don't be fooled by a flashing turn signal—motorcycle signals don't turn off by themselves like cars' do, and riders often forget about them and can ride for a long time without realizing their blinker is on. Wait to be sure the motorcycle is going to turn before you proceed.


 Riders must never assume that they have been seen, and should approach each intersection with great care. Choose a lane position that makes you most visible to any cars waiting to turn. Be aware of any drivers behind you who may not have time to stop if you have to brake suddenly. When approaching intersections, slow down, and cover your brakes and clutch. Avoid flashing your high beam, and make sure your turn signals aren't blinking—this can send other drivers the wrong message. Consider a short beep of your horn and try to make eye contact.

Following Distance

  Allow a minimum two-second "space cushion" when following another vehicle. This gives drivers and motorcyclists alike time and space to react to surprises. To determine two seconds' distance, pick out a fixed object ahead of you. When the vehicle you're following passes the object, count off, "one thousand one, one thousand two." If you haven't passed the same object in two seconds, your following distance meets the two-second minimum. In poor driving conditions, at higher speeds, and at night, use a four or five-second following distance. During rush hour, when a two-second following distance is rarely possible, drivers and riders need to stay alert. Motorcyclists should always have an escape route in mind, cover their brakes and horn, and be ready to use them.

Passing


 When passing a motorcycle, drivers must change lanes completely to avoid crowding the rider. Drivers also need to avoid moving back into their own lane too soon, to allow the motorcycle as much space as a car or truck. When being passed by a motorcycle, maintain lane position and speed, allowing the motorcyclist to pass safely.


 When passing other vehicles, it is important for riders to signal well in advance, check blind spots and your mirrors, and complete the pass quickly, being careful not to remain in the other driver's blind spot for more than a few moments. Use your turn signal and return to your lane well ahead of the other vehicle. When being passed by a car, ride in the left third of your lane to discourage the other driver from trying to pass without changing lanes.

Maintain your speed or even slow down to let the other vehicle pass safely.


Road Hazards


Motorcycles have only half as many wheels as most other vehicles, so maintaining stability and traction is critical to riders. Minor problems for cars, such as potholes, railroad crossings, and sand can be major hazards for motorcyclists.

 Drivers need to be ready for sudden changes in position and speed by motorcyclists. Follow at a safe distance, and be aware that motorcycles use all of their lane—and sometimes change lanes—to avoid surface hazards and increase their visibility. Motorcyclists may slow down or swerve around potholes or debris in the road. Many riders will slow down and try to approach railroad crossings at a 90-degree angle. Patches of sand, gravel, and oil are everywhere, and riders are constantly changing speed and position to reduce the risk of losing traction.


 Riders need to be constantly alert for road hazards. Look far ahead (four to twelve seconds) to allow extra time and space to react. Your best defense against any sort of hazard is to be nowhere near it. This includes changing position, changing lanes, or even changing your route. By scanning and avoiding hazards well in advance, you also help other drivers identify potential problems. Remember to flash your brake light before slowing or stopping. Maintain a safe distance from other vehicles, and be ready for things like tire treads, mufflers, and animals which can suddenly appear in your path. Cars and trucks can sometimes kick these things into the air, creating a additional hazards.


Weather Hazards

 Bad weather poses a special threat to motorcyclists, so give them plenty of space, especially at night. The road becomes extremely slippery during the first several minutes of a rainstorm, and many riders pull off the road to wait this part out. Not only does rain, snow, and wind affect stability and traction, it can also interfere with a rider's concentration. Signal your intentions well in advance and pay close attention to traffic flow.

 Riding in fog, rain, or snow is very risky and demands extreme caution. Vision is a rider's best source of information, and bad weather can make it useless. (If you can't see a hazard, you can't take steps to avoid it.) Wet roads only have half as much traction as dry roads. If travel in these conditions is necessary, reduce your speed and increase your following distance. Signal your intentions early, and brake and accelerate gradually. Remember that you will be almost invisible to other drivers.

Lane Use

 Motorcycles are entitled to the same full lane as other vehicles. While it is legal for motorcycles to ride side-by-side, it is illegal for any other vehicle to share a lane with a motorcycle. Be aware that riders will change position within their lane to see and be seen, avoid surface hazards, and to prepare for a turn. Car drivers must never move into the same lane alongside a motorcycle.

 While it is legal for motorcyclists to ride side-by-side, it is not advisable. Not only does it reduce your space cushion and limit your escape routes, it may suggest to other motorists that it is legal for them to share a lane with a motorcycle. When travelling with other

motorcyclists, it is best to ride in a staggered formation, using both sides of the lane. When riding in a large group, leave gaps in the formation to allow other vehicles to pass or exit the freeway.



KNOWLEDGE



THE HISTORY OF YOUR RIDE, PART I

BY STEVE SAUNDERS

WWW.GOLDWINGFACTS.COM



The Honda Goldwing motorcycle first saw the light of day at the Cologne Motorcycle Show in October 1974, as the flat-four cylinder, 999cc GL1000 Gold Wing and was released to the world for the **1975** model year. While this first production version of the now famous Goldwing was ultimately deemed to be a success (it was after all the birth of a legend), its place in the world of motorcycling was not entirely cast in stone at the beginning. Part of the reason for this was the fact that the GL1000 didn't really fit properly into any particular motorcycle class, even though it was officially tagged as a tourer. Weighing in at 584lbs dry, it was far too heavy to be called a sports bike and the upright sitting position also helped to kill of any such sporting pretensions. The rear coil spring suspension wasn't up to the job of handling all the weight when the rider was pushing it through heavy going, such as the winding country roads that all bikers love (at least occasionally) to tackle. The total absence of touring kit fitted as standard didn't help the official touring image either, Honda didn't make their own saddlebags and trunk available for the GL1000 until its last year of production in 1979, in spite of promising to do so in 1975. A Honda fairing was not even an option until the GL1100 Interstate was released in 1980! Honda's claim that the GL1000 was a tourer must have rang hollow in the ears of many owners keen to have their

machines kitted out for the job. It's almost like the design team had a picture of what they wanted to make, but no clear idea of where to fit it once it went into production. More than one GL1000 owner has told me that their early impressions from the press reports was that Honda seemed to be more concerned with emphasizing the outright straight-line performance of the beast, and cementing it's role as a proper touring motorcycle seemed to be of secondary importance at the time. One has to bear in mind that Honda (and all the other major motorcycle manufacturers) were trying to develop many models in the 1970's, this being the biggest boom time for motorcycles ever, period. This was a time when everyone and his sons bought motorcycles and paying attention to the needs of different types of riders (cruiser types, racers, commuters, tourers etc.) must have been very difficult during those hectic days. Nevertheless and in spite of all the confusion about the Goldwings role in life, the GL1000 proved to be a very reliable motorcycle, quite capable of going very long distances without missing a beat and almost immediately the aftermarket fairing & pannier suppliers started to cater for the requests of those who wanted to use the GL1000 for more than just popping down to the shops or Sunday morning posing at the local meet. This is what finally gave the Goldwing it's place in the motorcycling world, it really became a touring motorcycle because it's owners shaped it into one and Honda, always keen to keep an ear to the ground, listened to what the customers wanted (just as well too or they might have killed the Goldwing off before long, not least because expected sales of the Goldwing in the first year of production were less than 10% of what Honda had predicted) and started planning the next incarnation of what has turned into a legend in the world of touring motorcycles. TO BE CONTINUED....

ONE LAST RIDE

Tribute to Terry Hayley

“Last Ride” August 15, 2009

Terry Hayley was buried in Seymour , Texas with Military Honors given by U.S. Army personnel, Patriot Guard Riders, and Gold Wing Road Riders Association Texas –E Chapter.



Terry's wishes were honored for his "last ride". Patriot Guard Riders played a big part to honor Terry's service in the Viet Nam War and as a fellow Patriot Guard Rider and participant in Texas –E Chapter of the Gold Wing Road Riders Association. Terry requested that his casket be carried on a trailer with his motorcycle friends, one request gladly honored.

