



G2 Roadrunners

October 2016 Newsletter

GWRRA Region "H" Texas District



Chapter G2 Greenville, TX
Established October 2001

CHAPTER STAFF

Chapter Directors

Dan & Donna Rymarz

dan@rymarz.com

Chapter Treasurer

George Augustas

gsaugustas@att.net

Chapter Educator

Harry Whipple

skcmss@yahoo.com

Chapter Newsletter

Ron Wilson

zzbear52@hotmail.com

Chapter Ride Coordinators

Tommie & Judy Elliott

tdejle@yahoo.com

Chapter Website

Dan Rymarz

dan@rymarz.com

Chapter Photographer

Donna Rymarz

donna@rymarz.com

Save the Dates:

Chapter "T"

T-Fest

October 8th

Killeen, TX

Ride for Kids

Texas Motor speedway

October 9th

Fort Worth, TX

Chapter "H"

Wings in the Park

October 15th

San Antonio, TX



Chapter G2 Gatherings:

Meeting Times (6:00pm dinner, 7:00pm meeting starts)

On the first Tuesday every month, G2 meets to discuss Chapter, GWRRA and ride information at The Buffet Palace (3202 I-30, Greenville, TX 75402) This has been the main Chapter meeting historically.

On the Third Tuesday every month G2 meets at Napoli's Restaurant in Wylie. (701 N Hwy 78, Wylie, TX 75098) - (972) 442-4653. This is a satellite location started in May 2016 created to help GWRRA members who are unable to make the Greenville or McKinney gatherings

In general, the multiple location idea is what is being used in other states where geographically GWRRA Members are dispersed and small in numbers. Our Chapter usually meets multiple times for dinner anyway; this just allows more people the opportunity to participate in the chapter's affairs.



From Your Chapter Director,

A whole lot has happened since our last Greenville meeting and since the last newsletter! As you will see in this newsletter there are several submissions about folk's Wingding adventure. Donna and I, as well as Max, Suzette and Paul had quite an adventure ourselves, and took away a bunch of great memories, lessons and credit card entries! The trip up to Colorado Springs was uneventful and a bit of a long ride with it being 720 miles. We met up with Max at the Hotel in CO and enjoyed dinner for our first night. The next morning, we headed out and up Pike's peak without the trailers, and this was where some of the fun began on that 2nd day. Paul's bike overheated three quarters up the mountain, and he and Suzette had to head down. Max, Donna and I continued up to the top. At 14,111 feet the air was thin, and I found myself getting easily winded as I expected, having scar tissue in both lungs from infections I have had over the past 20 years, but not enough to be a problem. The problems began when the snow began to fall while at the top. This was not really snow as we know it, but Graupel, which is a soft hail, or snow pellets. It started accumulating enough that, while up at the top, they closed the roads both up, and down until snow removal trucks could plow the roads. As soon as we had a window, we started the trip down, riding on an inch of slushy wet stuff, and hoping the tires would hold through the multitude of switchbacks and steep grades. The ride was slow but steady, and wet! Rain, sleet, hail, and thunder were everywhere until we got down to the base of the mountain and out of the national park. The rest of the day was spend riding gingerly trying to keep Paul's bike out of the red, but also making progress to our destination in Montrose, CO. We arrived after sunset with rain coming and going in the darkness. Not a Great way to ride but it sure beats sitting in a car! We learned to roll with the punches, be flexible and make changes when needed, including avoiding Glacier National Park when a winter storm warning was put in place. But like everything in life, you adjust, and are rewarded with adventures you did not expect and routes that proved to be spectacular that we would have missed otherwise. One thing about the Rock Mountains, there is not a road that does not offer great views, and breathtaking scenery! We adjusted the route frequently and were rewarded with unexpected time in Yellowstone, Wind River Canyon, Bear Lake, as well a longer than planed time at Bryce Canyon and the North Rim of the Grand Canyon. Not a bad way to spend two weeks of vacation!

The second topic I need to share with the chapter is the decision Donna and I have made to step down as Chapter Directors at the end of the year. A two-year commitment is not uncommon and we will have reached that goal at the end of 2016, but life is making our continuation very difficult. My work has continued to take a greater amount of my time, and we are in the planning and paying phase of an October 2017 wedding for our middle daughter Valerie. We had intended to ratchet down our GWRRA efforts and shift our focus a little towards family and work commitments, but the decision to step down became obvious when GWRRA region was starting to push for more not less. We had requested from the chapter assistance in filling the many open roles we have had over the past two years, which would have been a great help in controlling the amount of time needed to run this chapter, but we failed miserably to inspire others to play a part. In fact, we saw some folks slowly back away. We absorbed those duties as needed. We do not have issue with this. We understand that life sometimes gets in the way.

We do not intend to leave the G2 chapter, and are willing to assist in a more singular and focused manner. Texas District will try to run the chapter during the transition, but they admit that if, after some unspecified period of time, the chapter could close if no one is found to take the role of CD. We are likely a couple years out before we could entertain taking a lead again. I will spend the next three months preparing everything for the transition.

Dan Rymarz
TX-G2 Chapter Director



From The Chapter “R” Educator

What If You Drag A Peg?

If you react instinctively you probably won't recover

Most of us thoroughly enjoy riding the “twisty” roads! In fact, most fellow riders and co-riders eyes light up when you talk about rides with “twisty” roads! While these rides can be exhilarating, safety must be premediated and practiced.

Most of us do not need to test limits, but it still happens that you might someday find yourself leaning too far into a curve and hearing/feeling your peg start to drag. What should you do about it?

Most people, I believe, instinctively try and what is dead wrong! They immediately roll off the accelerator and lean away from the dragging peg. These are BOTH wrong things to do because each action either lowers the bike (rolling off the accelerator) or increases the lean angle and as a result the peg will no longer be gently scraping the asphalt but will try to gouge a trough into it.

There are three things that can be done as soon as you hear/feel a peg scrape:

- Increase throttle - (but note that you are already close to sliding and ANY increase in speed can be all she wrote). This is a VERY DANGEROUS solution and it relies on the fact that acceleration raises the middle of the bike while at the same time INCREASES its lean angle. At best, a momentary and trivial net gain in peg height.
- Counter-steer away from the dragging peg - (widen the turn)
- Shift body weight towards the dragging peg - (that is not a misprint)

Each of these actions tends to straighten the bike up. Any one of them will 'cure' the problem and is sufficient by itself. You can, of course, do two or all three of these things at the same time.

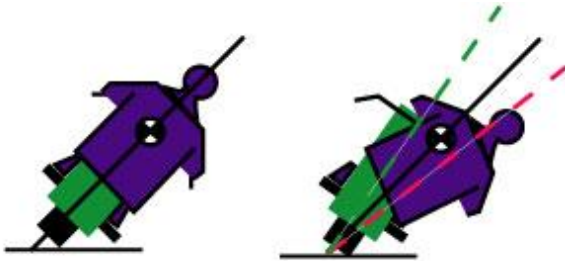
(The use of throttle to increase clearance is a VERY SHORT TERM GAIN and is quickly followed by the dragging part digging harder as the lean angle overwhelms the modest new height clearance.

Use of the throttle makes most sense, of course, at very slow speeds. At higher speeds it is by far the hardest technique to master in reacting to a dragging component and though I indicated it could 'cure' the problem all by itself, it actually REQUIRES that you simultaneously counter-steer a wider path.)

Note, however, that doing the wrong things, it seems to me, is instinctive and that you need to mentally prepare to do the right things in advance. Hopefully this is why you are reading this tip

- to determine what experience has shown others is the right thing to do without having to 'discover' by trial and potentially fatal error for yourself.

Let's see if this makes that third alternative clearer as it is your best choice. Here is a diagram that on the left shows a motorcycle that is about to drag a peg in a turn and on the right it shows what happens if the motorcyclist leans INTO the turn. (It lifts the peg off the ground.)



Ride Safe and wear ATGATT,

Happy Trails,

David Shirk
TX-R Chapter Educator

Our Trip to Wing Ding 38, “Close Encounters of the Deer Kind”

By George S. Augustas – G2 Treasurer

I led a group of five Chapter G2 members to Wing Ding 38 in Billings. We left on Friday, 26 August 2016. Travelling with me were Quinton Pierce, Bobby Williams, and Jim and Barbara Wiggins riding two-up.

Day 1. We met at Braum’s Dairy Store in Denton. We rode out Hwy 380 to Decatur, then took 287 to Amarillo. We stopped for lunch at Subway® in Wichita Falls and three more times for fuel and rest stops. We had dinner at the Big Texan Steak House, Home of the Free 72-oz.



Steak (if you can eat it in one hour). Our group had no takers on the free steak, but the dinner was good. The restaurant even sent a chauffeur to the hotel to pick us up and returned us afterward. At the restaurant, we met a couple from New Orleans on the way to Wing Ding; they said they had left New Orleans that morning and had ridden 1400 miles.

Returning to the hotel, I smelled smoke in the corridor. A few minutes later, the fire alarm went off. The fire department came and searched the building. Someone had burnt a muffin in the microwave oven and then threw the burnt muffin in the trash can in the corridor.

Day 2. We left the hotel at 0800. We rode to Dumas, then Dalrock. We had lunch at Subway® at Raton, New Mexico before getting on I-25. We got to Colorado Springs about three-thirty. We had a nice dinner at the Village Inn before saying good-night.

Day 3. We left the hotel at 0800. This day’s route was going to be mostly back roads through Breckenridge and Steamboat Springs. We passed by the highway to Pike’s Peak. Later, as we were riding through Lake George, Colorado, Jim called out, “I hit a deer.” I was kind of surprised by that, so I called back to Jim to repeat it. I did not know then how bad it was, so I said, “Do you want to stop?” Jim said, “Yes, please.” I pulled off and we assessed the situation. The deer had run between Bobby and Jim. QP, Bobby, and I did not see it, but Jim hit the rear end of the deer (the deer ran away). Jim’s bike had a broken fender, broken fairing, broken headlamps, and other damage, but he did not go down, and both Barbara and he were shaken but otherwise unhurt. Jim went into a little store, and the very nice lady inside called the fire department out. They wrote up an accident report. The lady gave Jim a small roll of duct tape, and Jim tried to tape up the fairing so he could ride it. He rode down the road and back and said it handled okay and he wasn’t afraid to ride it, so we came on. We came through some light rain—nothing too severe—and had lunch in Breckenridge. Later, we had a fuel stop in Steamboat Springs. There were two sections of road construction. We got behind some other bikers who were on the same CB channel. One of them had missed the turn, and he made a U-turn and came back. The others made a remark about his missing the turn, and he said he was listening to the radio and the Garmin lady didn’t talk to him. I said, “She was talking, pal, but you weren’t listening.” I was being facetious, but I don’t believe he saw the humour in it, because they switched channels after that. We arrived in Rock Springs about seven-thirty after a slight disagreement about routes in the Garmin (mine was incorrect). We were all too tired to go to

dinner and it was late, so Bobby went to Burger King and brought QP, Jim, Barbara, and himself some hamburgers. They ate in the hotel lobby. I grabbed some cookies from the lobby and that was all I had.

Day 4. We left at 0800 hrs. We rode north to Jackson and had lunch, then we went west into Idaho and north to West Yellowstone, because the south entrance was closed. At the entrance to Yellowstone, the entry guard said we could all get senior passes for \$10 that would never expire. (Bobby couldn't get one because he is not old enough.) I got a little bit lost trying to find the Old Faithful Inn, but we finally found it and got in at last. Jim and Barbara continued to Grant Village, and QP, Bobby, and I had dinner at the Old Faithful Inn before turning in.

Day 5. QP, Bobby, and I had breakfast in the Old Faithful Inn dining room. Then we loaded the bikes up and rode over to meet Jim and Barbara. We got together and we got going at last.

The ride over the Beartooth Highway (US-212) was worth the entire cost of the trip. It was a beautiful ride. It had plenty of twisty roads with many switchbacks. The view was magnificent—like a landscape painting. I felt as if I was on top of the world. Eventually, we came back down and had lunch at Subway® in Red Lodge, Montana before riding the rest of the way to Billings. We went to the rally site and checked in, then we went to the hotel. I was having trouble with the E-Trike, so Jim and QP helped me take it off, and I rode the rest of



the week on two wheels. Jim had to get up early to take a trailering course, so QP and I went to the Cracker Barrel for supper. Later, I heard that Dan and Donna had been bumped from the hotel because the hotel was overbooked, and I felt badly about that.

Day 6. QP, Bobby, and I attended the opening ceremonies. There was a bit of excitement when several people were nearly run over by a horse. Jim and Barbara attended the trailering seminar. I strolled through the somewhat small vendor area. I bought a lock for my Garmin. Later, I saw Tommie and Judy, and an old friend, Ray Shields, from Chapter B in Mississippi. We all decided to go to Fuddrucker's for dinner. After dinner, Tommie, Judy, and I went to Walmart for some things. I checked the weather forecast; rain is possible for Saturday and Sunday.

Day 7. I met Dan and Donna in the vendor show area. Dan said that although they had been bumped from the hotel, the hotel did put them up at another, better place for the same rate, so I didn't feel quite as badly. I attended a seminar on front vs. rear trikes. Later, I volunteered to assist at the bike show. In the afternoon, the sky became cloudy and it looked like rain. A strong wind arose and blew down a fence and a large tiger balloon. I yelled, "Look out. The tiger is loose!" I had dinner alone at Famous Dave's.

Day 8. I went to the Rally about 0900. I attended some seminars. Jim said that Dan wanted us all to have dinner together that evening. In the afternoon, Tommie phoned and said that the dinner would be at Cracker Barrel. I was glad, because I wanted to go there anyway.



I went out to the demo area for a while to look at some trikes. Then I came back to the hotel and installed the Garmin lock that I had bought. We all went to the Cracker Barrel about 1745. There were Tommie and Judy, Jim and Barbara, QP, Bobby, Dan and Donna, Paul and Suzette Wood, Paul's friend Lyle Nudd, and myself. Max came in and joined us later.

Day 9. It rained overnight but the day looked promising. I went out to ride in the Grand Parade. Then I hung around the vendor show for a while. Tommie, Judy, QP, Bobby, Jim, Barbara, and I went to the closing ceremonies. Then we all went to Montana Jack's for dinner before returning to the hotel. We put the E-Trike back on the bike to be ready to go.

Day 10. We awoke to rain outside. A bit later, the rain had stopped, but then it started again. We put our rain suits on, loaded the bikes, and started out. We rode all morning in light rain. The rain slacked off about eleven o'clock. We had lunch in Broadus. The food was okay, but the only waitress in the place was very slow. Later, as we were riding along, we had another close encounter with deer. I heard QP call out "Deer on the right." Just then, a small herd of deer ran across the road in front of me. There was another biker in front of me, and he slowed down quickly. I grabbed the brake then and managed to avoid hitting one of them.

We stopped in Sturgis, South Dakota and bought some souvenirs. Now we can say, "We've been to Sturgis." We saw John and Lena Bryant there, too. Bobby Williams decided to stay in Sturgis that night and take a different route home. As we left Sturgis, it started raining again. We rode along awhile, and then the sun came out and I saw a beautiful rainbow on the left. We got to Rapid City about six o'clock. Since it was getting late, we decided to forgo the trip to Mount Rushmore. (Now I have an excuse to come back.) We decided to go separate ways for dinner and to get our things dried out.

Day 11. I awoke to find no rain outside. There is a 20% chance of rain today, but I plan to go without the rain suit if it isn't raining when we depart. We decided to leave a bit early because we lose an hour today and we have a long ride ahead.

We had a bit of drizzle, and it was cool, but it didn't rain. Along the way, I kept seeing signs advertising Wall Drug Store. It looked interesting, so we decided to stop. Wall Drug Store was started in 1931 by Ted Husted, who gave free ice water and turned it into a world-famous tourist attraction. We stopped for lunch and fuel at a Subway® just as we got off the Interstate. The rest of the day was spent on some of the worst roads I ever travelled. The stress of all the bouncing broke a bolt on my E-Trike, and Jim, QP, and Tommie tried to patch it up enough to get me home. It was nearly ten o'clock when we packed it in. We decided to leave a little bit later in the morning.

Day 12. We left Grand Island, Nebraska under mostly clear skies. The sky got clearer as we went along. The ride was mostly uneventful. We had several "comfort" stops.

In Wichita, I had a problem with my Garmin. The route did not agree with everyone else's. I eventually figured out that my avoidance settings were incorrect. Apparently, if the avoidance settings don't match the original settings of the route, the Garmin will not follow the route. When I reset it, the route was okay. We arrived in Ponca City, Oklahoma about four-thirty and had dinner at a little restaurant across the street from the hotel.

Day 13. We left Ponca City at eight o'clock. I had more route problems with the Garmin. At a fuel stop, Judy said she wanted a Dairy Queen, so we had lunch at Tishomingo, Oklahoma. As we crossed into Texas, each of us bid farewell and made our separate ways home. There were approximately 6,700 attendees at Wing Ding 38. 305 bikes rode in the Grand Parade. I'm not planning a trip next year. Wing Ding 39 will be coming home to Grapevine, Texas. Be there or be square! 😊

Judy Elliott - We had a blast going up to Wing Ding in Billings. It started out with just the two of us, and we were to join our chapter mates in Billings a month down the pike.

Ahhhhh, so sweet! Just the two of us. Really nice. Our whims, our pace. No pressure. So relaxing. We were familiar with the terrain and roads up to the Salt Lake point. After that, most of what we rode was uncharted territory. Even sweeter!

Tommie had bought brand new heavy weight sleeping bags for our month long jaunt up north. We would be camping most of the trip. We nixed them as we packed because of the weight, and opted for super light weight fleece sleeping bags. We'd take a heater. It would be lighter, and besides that, it's AUGUST. Right? It was in the 90s in Salt Lake and Billings.

Well, guess what? It was NOT 90 in Jackson Hole. It got down to 28 one night. Remember the heater that we opted for instead of heavy sleeping bags? It kept shutting off. Needless to say, we were frozen in the fetal position the entire night, with our tissue paper thin sleeping bags wrapped around us.

When I finally gathered up the courage to expose my face the next morning, I could not see Tommie's body or his head. All I could see was steam (his breath) coming from his cocoon. Sweetheart that he is, he got up first and plugged in the coffee pot. Whatta guy! Never had a better cup in my life! The first thing on our agenda that day was to find a heater that would work.

We left Jackson Hole with plans to cut through Yellowstone. Neither of us listens to the radio, so we were clueless that the south entrance was closed when we left Salt Lake. The heavy smoke around the Tetons was the first clue that there was a big fire. We had to divert through Idaho to get up to the west entrance. Just a tad out of the way.

We leave our campsite, 25 miles from anything, in chilly but clear weather. We get into Yellowstone and it's starting to get cold. We were relying on our GPSes to navigate. Here we are, in wild animal country, in the middle of nowhere and my GPS said one thing, his said another. Great. He determined that we would follow his GPS route. Two hours later we have gone AROUND Yellowstone Lake and made a circle. What fun! Now it's raining. Our windshields are fogged up, we can't see squat and even though it's only about 4 pm, it looks like it's 9. We are keenly aware that we are NOT at the top of the food chain, we have gone at least a hundred and fifty miles out of our way with the diversion and direction errors and still have a long ways to go. We're riding along, enjoying the scenery we'd never have seen if we'd have taken the right route (including a bear cub) when Tommie made mention that the snow on the mountain just ahead sure looked fresh. We round the corner and guess what? It's snowing on us, and the roads are covered. Oh what fun it is.....

Actually, it was a blast. Enough cars had passed that there were two distinct tracks. He put his front wheel in one, I put mine in the other. He was hauling the trailer. It was NOT in a track. Riding behind him was like riding beside a snow plow. I got hammered. But I loved it. Yeah. I know. I'm strange. There had been a group of about eight guys on smaller bikes that we did the leap frog thing with throughout the afternoon. We'd pass them, they would pass us We did that several times. As we were making our way through the snow, we heard yelling. We looked over to see them pulled off the road, probably discussing whether to go forward or turn back. But they were ALL giving us thumbs up and yelling words of encouragement as we passed by them the last time.

Our destination was Red Lodge, Montana. It finally stopped raining and snowing, and had lightened up quite a bit. We still had enough daylight to do Bear Tooth Pass, and we needed gas. So we stopped in Cook City, the last place to get gas before Bear Tooth, not to mention the only civilization in the area.

One of the locals asked where we were headed. We told him. He said you better not try it. It's snowing up there. Oh goody!

Don't know if you've ever been to Cook City before. It's a really neat TINY town, and every side road is gravel. Most of the motels were already full, but Tommie found a 2 bedroom cabin with BLANKETS and a HEATER and SPACE to dry out our soaked gear. Trouble was, the driveway was straight up and consisted of that thick lovely squirmy soft gravel that loves to swallow motorcycle tires clear up to the brakes. Tommie had a real time trying to get the trailer uphill in that stuff, and nearly slid backwards down the hill with the trailer leading the way. (Also a thrill a minute for the spouse watching helplessly.) He did not make it, but he did not drop his bike. Only his riding skills saved him from disaster. We were in the process of unhooking the trailer, to TRY to manually pull it up the hill, when an angel appeared out of nowhere in his car, just HAPPENED to have the right size ball on his hitch, hooked the trailer up to his car and took it up the hill. We got the bikes up fine (but our nerves were shot). After we got settled and started out ON FOOT to find dinner, we discovered a side road leading into the back of the motel that had a lot more solidly packed gravel. Oh well. Just another adventure. Right? We took THAT road out of the place when we left the next morning.

At breakfast we were told that they had closed Bear Tooth overnight because there was ICE and several inches of snow up there. How much fun would it have been to have done ice and snow, on hairpin curves, coming to a dead end and having to go back, THEN facing having to get the trailer up the hill in the dark- if in fact we could have found a room at all?

I firmly believe in guardian angels, cause we had TWO of them that night

They opened the pass up about 10 am and we rode one of the most incredible rides ever! In sunshine! No ice, but the summit was covered in snow. Double whammy incredible!

(We ended up doing it again with the Bobby and our new found friends Pam and Ray later on in sunny dry weather, but that's someone else's story.)

On the way back from Billings, (with the chapter) it poured our first day out, and was in the mid 50s. Our brand new never worn before rainsuits leaked. That was a REAL fun day! We literally had to wring the water out of our clothes, and everyones' hands were numb. I haven't ridden that cold in years! Know why? Because we have heated gear..... that was at homein our barn..... and they were basking in at least a hundred degrees that day. We got dried out as much as possible, changed gloves, and..... it started raining again. Our room looked like a Chinese laundry that night. I'm sure everyone else's did too.

Who needs heated gear? It's August. Right?

We enjoyed our entire trip and friends immensely, and got to see some really neat beasties along the way; however, the ADVENTURES - and how you get out of them- are what makes a trip so memorable.

Just ask Barb and Jim!

We rode all 31 days, did 4500 miles and had a total blast..

Judy Elliott – Co-Ride Coordinator

Tommie Elliott, - My two cents worth:

If you read Judy's article she mentioned the first part of our trip. I will focus on our time in Billings and our road home. We made four stops before arriving in Billings---Tucumari (first night camping)--Second stop--Pagosa Springs Colorado visiting Judy's elderly Aunt--then on to Montrose Colorado for Colorado's district rally 3 days---then on to salt Lake to visit our daughter a weeks worth. When we left Salt Lake we had eleven days before Wing Ding. Our original plan was to meet an ex G2 member some where between Salt Lake and Reno Nevada but this fell thru.so we decided to go on to Billings, and prowl around there before every one else arrived. After looking at my faithful \$4.95 road maps we plotted a route on arriving to Billings. Judy's article talks about our experience before arriving in Billings,

I had made reservations at the KOA camp grounds in Billings for six nights before changing to the motel where the rest of the chapter was staying for the rally. I was amazed at the size of the camp grounds, how clean and neat the grounds were but mostly extremely impressed the whole park's driveways to every camp site was solid asphalt ---not gravel as most of the other KOA camp sites we have stayed in the [past.It](#) was so nice that we made the roads inside the park an obstacle course---driving thru it several times and noticing other campers set ups. I was also astonished at how many wing dingers were camping in pop up campers--bunk house-----roll-a-home----aspens---time out---qwik camp---and other brands --I've never heard of before.

After getting our camp site set up I started my nosy nose twitching, walking around talking to all the campers I saw. One couple I met had a qwik camp trailer was staying in a log cabin----seems as though their camping site wouldn't be ready for a couple days so the cabin was the answer. After talking to them for awhile we decided to go to the rally site and look around, so off we went. At the site on the parking lot way in the back south forty was one lone biker with a camper attached, so where did my nose take me like a magnet--over to talk to him His camper was different and unique also. His story was he was going to stay on Walmart parking lots then go to truck stops for showers. The next day we saw him again and sure enough he stayed at a Walmart.

It was still five days till the rally started so we and our new friends rode thru the country side. Since they never rode Beartooth pass we made a day of it and rode the route with them and our own G2 member Bobby. Still as awesome this time as it was the first time we went thru it. What mother nature has to offer is something else

The time came, we moved our camp site to a motel where the rest of G2 was staying. We spent our time at the rally walking, shopping,eating, with George, Qp, Barbara, Jim, Bobby, and our new found friends.One night all of G2 Members,me-Judy-Bobby-George-Qp-Dan-Donna-Max-Paul-Suzette(Ch R) members and our newly found friends Pam-Ray all met at Fuddruckers for dinner. While there a young employee of Fuddruckers was doing balloon figures for the kiddos throughout out the restaurant, then she came to our table and some how found out about Jim's damaged bike (getting hit by a deer enroute to Billings) She was nice enough to form from her talent a small deer for Jim to take home with him. To enlighten--some where outside Colorado Springs a deer came from the bar ditch and hit Jim's left side faring causing quite a bit damage. With Jim's experience in riding and the glancing blow Jim was able to keep his bike up. Neither he or Barbara were injured. After dinner we all went back to the motel to do our own thing.

On the last day before closing ceremonies we went and watched four different groups drill teams. If you think you are a good rider then go watch some of these groups perform. What they can do on a bike is beyond amazing. Even as good and experienced as these riders are, sometimes-- with them things happen. While performing, one rider went down after hitting a small patch of loose gravel on the course. He was unable to control the situation and his bike went down. From what we learned he had pain in one of his shoulders but non life threatening. So what does this tell you---It can happen to any one in a split second.

Closing ceremonies went well, they got down to business at giving out awards for the oldest male-female riders---the longest distance riders--the youngest riders etc. The one that sticks out the most to me was the oldest male rider. He was 89 and also rode the futhest---3300 miles from Florida---another thing he is disabled and carries his service dog riding behind him in the passenger seat When his riding buddy needs to stop for any reason he taps his driving mate on his shoulder This gentleman was definitely a conversation piece especially when his service buddy had his hat and sun glasses on. sitting on his seat and ready to go.

After the personal awards were finished then started with the biggies----two cargo trailers, a tow pack,a new gold wing, and then there was the money. Closing ceremonies was a full house. and a lot of anticipation to call the winning ticket holders number After it was all over we all went to a cafe close to the rally, then went back to the motel and started packing for home Sunday morning.

George was going to lead the group back home. He had his route planned to a tee, all the pit stops, gas stops,and even where the motels we were to stay were located. One thing George couldn't make reservations for was the weather mother nature had in store for us. RAIN--RAIN--AND more RAIN the first day. The further south we went the more and harder it rained Even though we all had rain gear none of us were dry any where. From our gloves down into our boots. Due to the rain, fog, and cold, our travel plans had to be changed. The trip to Mt Rushmore was cancelled. We did go to Sturgis and look around a bit then onto our next motel stops. Bobby decided to break off here.and do some site seeing in the area.

The rest of the trip home was uneventfull with the exception of George's tow pack. A bolt which keeps the fenders from wobbling broke but couldn't be replaced. Between George, QP, Jim,and myself we eventually tied it down to the frame with heater hose clamps, plastic ties, and the old trusty bunge cord. It was tied to the frame and George made it home. We started splitting up and heading our individual ways around Sherman.

Judy and I really enjoyed our trip,and especially being around all members who came. Thanks to all for allowing us to tag along. You are a great group to be around. Looking forward to our future get togethers

Tommie Elliott – G2 Ride Coordinator



From Your Regional Directors

This will be a short newsletter this month as everyone seems to be on the road riding their bikes to somewhere in Montana. Billings, I think it is. WING DING! We know one young couple who left a month early and traveled to Billings via Lake Tahoe, San Francisco, Seattle and Anchorage. Another fun loving couple left 17 days early for a Colorado/Utah excursion along the way. One single guy left two weeks early for a ride thru Colorado, Wyoming and South Dakota. We have new friends from New Jersey who are coming in an RV, trailering their Goldwing and bring their 92 year old mother and her 160 pound dog. Isn't this a great hobby!

Over the last year, traveling as the International Couple of the year, we have met so many fantastic new friends. Wing Ding will actually be a huge family reunion for us. In addition to our Region H family, we are looking forward to seeing friends from the rallies we attended this year: Districts TN, MO, WA, NJ/NY and NE/SD in addition to Region A. What a Year!



At Wing Ding, a new International Couple will be selected. Please make plans to attend the selection process to support our own Region H Couple, Carolyn and Steve Cotton. Be there wearing your High Viz Yellow/ Green shirts. Let's make some noise.

There will be several new things at Wing Ding this year. See Karen Frazier's article later in this newsletter. There will be a COY Boot Camp and last but not least, FOOD TRUCKS at the rally sight.

Come support our talent show participants; the Wooduls from TX and the KS District team.

If you have some time, join us Wednesday afternoon as we organize our volunteers for the bike show. The bike show is a whole new animal this year and has FUN written all over it.

Now, while Wing Ding is a great way to start September, we also suggest a great way to end September and start October. The Oklahoma Rally is September 29 thru October 1 in Muskogee. It looks to be a great time, and COOL! See the flyer attached later in this newsletter.

We are ready. Will we see you there?

Reba and Jim Berry

Region "H" Director



From Your District Directors

From The Texas District Director

We know it's only September, but Mid-Winter Round Up (MWRU) will sneak up on you before you know it. It's time to start thinking about your "Chapter Team" and your new Couple or Individual of the Year. Getting the Appointment Papers, MOU's and resumes filled out. We would like to have all the forms filled out and returned to your District staff before MWRU, that way we can have all the patches and pins in order to hand out to your new team. Let's not wait until the last minute to pick your team. Remember the Chapter Directors, Chapter Membership Enhancement Coordinators, Chapter Educators and Chapter Treasurers will need to be interviewed by the District team.

At the MWRU each Chapter Director will be given a folder that contains all the information and instructions regarding the upcoming District Rally on May 18-20, 2017.

"Gathering of the Tribes"

Since we are having next year's rally in Wichita Falls, here is a little history of the Wichita Indians. Your District team thinks this will be a great theme for this year's rally, "Gathering of the Tribes". We will have an awesome looking rally pin and have begun planning fun things to do at the Rally.

The first man to ever see and record a meeting with the Wichita was Coronado and the men of his expedition. He explored the American Southwest in the early 1500s looking for riches. Coronado came across the Wichita in 1541 in the Great Bend area of the Arkansas River. That was a long time ago--over 450 years. The Wichita are called a tribe that had a chief and sub chief. Then there were independent sub tribes or bands that spoke Wichita and shared the Wichita culture. They spoke a language called, Wichita. Before the Wichita came to Texas, they had farms and villages, but they moved around a little, also. From spring until fall they lived a village life and grew maize, pumpkins, squash, and beans and even planted plum trees. Even though they lived near several rivers, the Wichita did not eat fish. In the fall until spring, the Wichita would close up their villages and migrate west to go on a buffalo hunt. Then, in the spring they would return to the village and plant crops again. While they were in the village, the Wichita lived in grass houses. These houses were made of forked cedar poles. The poles, which were very sturdy, were covered by dried grasses. These houses were very well made and lasted for many years.

They were big, too. Early explorers have described them as being 15 to 30 feet across. The houses were shaped like giant cones. Each house had 10 to 12 beds in it. In the center of the roof was a small hole to let out the smoke from the fire which was always placed in the middle of the house floor. There was also a kitchen in these houses. Not like the ones we have today, of course, but it was a hollowed out tree trunk that was used to grind corn and prepare meals. When the Wichita went on their winter buffalo hunts they lived in tepees just like other Plains Indians.

The Wichita wore clothes made of tanned hides. The men wore shirts and loin cloths and leggings. Both men and women wore moccasins. The women wore dresses that reached from their chin to their ankles. Often the women decorated their dresses with long rows of elk teeth. Elk teeth were considered very valuable among the Wichita. They may have been used as trade items with neighboring tribes.

We know for certain they were trading buffalo robes. Buffalo robes were very special. You see, the Indians had a way of tanning the hides to where the fur was still on one side and the other side was as soft as cloth. You can see why buffalo robes would be in great demand among other tribes. We believe the Wichita may have been trading something called Bois de Arc wooden bows. Bois de Arc is a kind of tree. The wood from the Bois de Arc tree is very strong and flexible. The Wichita lived in area where the Bois de Arc trees grew. We know they were making bows from this very flexible wood, and we believe they traded it also. Whatever it was they traded, it was probably something that someone had great skill in making.

The women, on the other hand, did much of the stuff needed to keep the village and family going. Women were responsible for tanning and painting the hides, caring for the crops, sewing clothes, fetching firewood, preparing food, fencing the fields, covering the grass houses, gathering most of the food and tending the children. They learned what they needed to survive from their parents and other close relatives. When children were under the age of three, they were rarely punished. After age three, they were either scolded by their moms or punished by a non-relative. If a mom asked a non-relative to punish her rotten child, the non-relative could use whatever form of punishment he or she saw fit to use. The mom was forbidden to interfere after asking for help. It usually only took one of these nonrelative punishments to keep a bad kid in line. Children were raised by their moms until they were about 10 or so. Then, the boys were taught by their dads and the girls by their moms. The boys and girls also received instruction from other close relatives--like their aunts and uncles. Their people had been hit hard by a smallpox epidemic in 1837. From 1830 to 1907, the Indians watched their territory shrink to the size of a few reservations.

There are not very many Wichita left today. But there used to be many of them. We are not sure how many there was when Coronado first found them, but he said there were 25 towns. We don't know how many houses were in each town, but we do know that each house had 10 to 12 beds in it. By 1772, Indian population numbers were being recorded. The Wichita had about 600 warriors (not counting non-warriors, women or children) at that time. In 1780, it was estimated that there were about 3,200 total Wichita. By 1805, a number of 400 men were given and by 1868, the population is recorded as being 572 total Wichita, including the sub tribes. Finally, in the census of 1937, we see that there were only 385 left. Nowadays, the Wichita children have to go to school just like we do.

Now that we have some history, let's starting thinking about what you might need to dress like a Wichita. (Costumes are now available for Halloween)

Mike & Robin Thacker
Texas District Director



GWRRA Vision

Gold Wing Road Riders Association [GWRRA], founded in 1977, is recognized as the world's largest single-marquee motorcycle association in the world. GWRRA provides safety, technical, and educational services to its Members world-wide.

GWRRA Mission

Dedicated to our Motto; Friends for Fun, Safety and Knowledge, GWRRA Members enjoy the freedom of belonging to a not-for-profit, non-religious and non-political organization.

GWRRA Values

Friends - GWRRA Members are men and women from all walks of life with varied interests and backgrounds. We have Gold Wing and other touring motorcycle riders of all age groups. Some ride solo and many ride with small and large groups! New Members join GWRRA especially for the technical information we share; some of our Members join for the enjoyment of riding with friends and also meeting new friends. Find your future riding friends with your [Region Map](#).

Fun - As a family organization, GWRRA has certain fun groups to include restaurant, picnic and campout runs. We also have GWRRA groups to include charities, parades, and small or large events across the country. GWRRA Members can participate in live or video seminars through [Rider Education Programs](#).

Safety - We strive for improvement through GWRRA safety workshops. We will share technical expertise, news and tips about riding, maintenance and the best touring routes in the world. [Safety is for Life](#) on our GWRRA Rider Education Programs page.

Knowledge - While generalization about a group of individuals as large as today's GWRRA is difficult, GWRRA Members are likely to be independent thinkers, fun-loving, generous, adventuresome, cooperative and unfazed by the natural challenges of riding in the rain, temperature extremes or highway uncertainties. Many Members have Find " CPR and First Aid Training " on our GWRRA Medic First Aid International® Programs.

Why belong to GWRRA?

There are many benefits to becoming a GWRRA Member. As a Member you will enjoy camaraderie and fellowship while enjoying the comfort of belonging to the largest family of Gold Wing/F6B and other touring motorcycle owners. We like to share our pleasure in the freedom of riding motorcycles with others like ourselves. Our Members strive for improvement by attending GWRRA live, video and webinar safety workshops. We offer an emergency towing and roadside assistance program called Rescue Plus. This is a benefit that ensures peace of mind, day or night. Among our 60,000 + skilled and dedicated Members can find the answer to almost any question regarding the Gold Wing! Your special Membership Card signifies your membership, along with many other benefits such as; discounts at touring motorcycle dealerships, designated hotels, campgrounds and travel agencies. As a Member, whenever you need help traveling, our Gold Book Directory connects you with your nearest friends, worldwide. Our most important benefit is sharing how to safely enjoy motorcycling in more ways than you thought possible. Belong to GWRRA!

[Become a member!](#)

GWRRRA INFO

GWRRRA Home Office
21423 North 11th Avenue
Phoenix, Arizona 85027
Phone: 800-843-9460 or 623-581-2500 (Phoenix)
Fax: 877-348-9416
Email: memberservices@gwrrra.org

RESCUE PLUS INFORMATION

Discounted, low-cost roadside assistance for you and your family for as little as \$35 per year*, provided by Nation Safe Drivers. Rescue Plus is our best value solution. Learn how much Rescue Plus can save you by comparing it to AAA PLUS.

Rescue Plus covers all registered family members within the household while driving any non-commercial vehicle or motorcycle, with 100 miles of free towing. Standard Rescue covers motorcycles only. This plan also covers GWRRRA Members' motorcycle trailers. (Note: Members of GWRRRA must have a Family Membership to cover multiple drivers.)

NATION SAFE DRIVERS (NSD) INFO

Program Administrator
1108 E. Newport Center Drive
Deerfield Beach, FL 33442
Important Numbers
24hr Dispatch: 888-233-9172
24hr Dispatch (Canada): 866-742-0939
Map Service: 800-338-2680

ADDITIONAL RESCUE PLUS BENEFITS & INFORMATION

Map Service - Car map. Membership allows specially prepared maps for travel. Call 800-338-2680 two weeks in advance of your trip, giving your trip origin and destination.

Rental Car Discounts - Rental car keys. Call any of these nationwide rental car companies providing assigned identification number and receive a discount.

Alamo 800-354-2322 (ID# 93625); AVIS 800-831-8000 (ID# A619901); Budget 800-772-3773 (ID# 8700013620); Dollar 800-800-4000 (ID# NS6009); National 800-Car-Rent (ID# 5140401); Thrifty 800-367-2277 (ID# 0010027892).

Hotel Discounts - Hotel counter button. Member will receive 10% Traveler's Discount at participating Choice Hotels, including Comfort, Quality, Clarion, Sleep, Econo Lodge, Rodeway and Friendship hotels. Call 800-4 CHOICE to make advance reservations. Ask for the Nation Safe Drivers Traveler's Discount. This discount is based on availability at participating hotels and is not for use in conjunction with any other discount offer or promotional rate. Advance reservations required.

The Region "H" Team

Region Director

Jim & Reba Berry
Jim 318-348-1275
Reba 972-854-2752
director@gwrra-h.org

Assistant Region Director

Steve & Billie Fleming
Steve 832-630-2038
Billie 832-630-2293
adirector@gwrra-h.org

Region Educator

Karen & Ricky Frazier
Karen 281-615-1365
Ricky 281-615-4386
karenf@nctv.com

Region Motorist Awareness

Mike & Becky Stevenson
Mike 504-782-1475
Becky 504-782-1474
mad@gwrra-h.org

Region Medic First Aid

Ricky & Karen Frazier
Ricky 281-615-4386
Karen 281-615-1365
karenf@nctv.com

Region Trainer

Jack Wagner
405-514-1234
trainer@gwrra-h.org

Region MEC

Region COY Coordinator
Steve & Billie Fleming
Steve 832-630-2038
Billie 832-630-2293
med@gwrra-h.org

Region Couple of the Year

Steve & Carolyn Cotton
Steve 918-798-8560
Carolyn 918-798-8561
coy@gwrra-h.org

Region Chapter of the Year

Ann Nahl
405-630-8010
CHOYcor@gwrra-h.org

Region Patches

Billie Fleming
832-630-2293
med@gwrra-h.org

Region Treasurer

Ed Nahl
405-642-2698
treasurer@gwrra-h.org

Region Newsletter Editor

Jim Berry
318-348-1275
newsletter@gwrra-h.org

Region Webmaster

Sam Belinoski
281-469-5755
webmaster@gwrra-h.org

Vendor Coordinator

Ruby Seale
903-767-1022
vendor@gwrra-h.org

October 2016

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
25 Sep	26	27	28	29	30	1 Oct
		Chapter "R" Monthly Gathering Grapevine 6:00pm - 8:00pm		Oklahoma District Rally, Muskogee, OK		
2	3	4	5	6	7	8
		Chapter "G2" Monthly Gathering The Buffet Palace, Greenville 6:00pm - 8:00pm		Chapter "M" Monthly Gathering Mansfield 6:00pm - 8:00pm		T-Fest, Harker Heights GWRRA Chapter T Rally 8:30am
9	10	11	12	13	14	15
8:00am 2016 Ride for Kids event - Texas Motor Speedway				G2 Dinner outing 6:30pm		10:00am - 3:00pm Wings in the Park, San Antonio, TX
16	17	18	19	20	21	22
		Chapter "G2" Monthly Gathering at Napoli's in Wylie 6:00pm - 8:00pm		Chapter "W2" Monthly Gathering Waxahachie 6:00pm - 8:00pm		5:00pm - 8:00pm Bowling at Allen Bowl 1011 S. Greenville, Ave., Allen, TX
23	24	25	26	27	28	29
		Chapter "R" Monthly Gathering Grapevine 6:00pm - 8:00pm		Z2 Dinner 6:30pm 6:30pm		7:00pm Halloween Party, at Max and Lisa's Richardson, TX
30	31	1 Nov	2	3	4	5
8:30am 24th Annual Teddy Bear Ride - Ikea - Frisco		Chapter "G2" Monthly Gathering The Buffet Palace, Greenville 6:00pm - 8:00pm		Chapter "M" Monthly Gathering Mansfield 6:00pm - 8:00pm		

November 2016

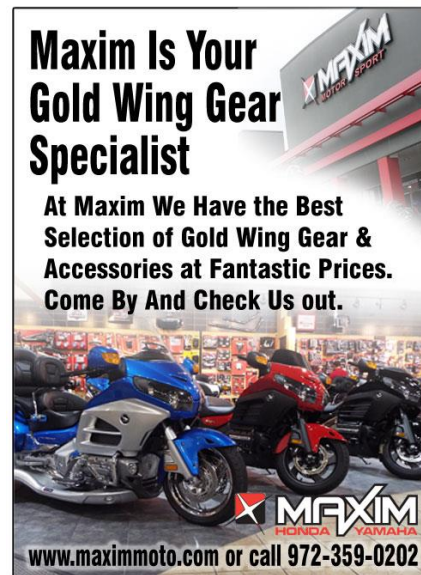
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
30 9:30am 24th Annual Teddy Bear Ride - Ikea - Frisco	31 1 Nov	2 6:00pm - 8:00pm Chapter "G2" Monthly Gathering The Buffet Palace, Greenville	3 6:00pm - 8:00pm Chapter "M" Monthly Gathering Mansfield	4 5		
6	7 8	9 6:30pm G2 Dinner outing	10 6:00pm - 8:00pm Chapter "W2" Monthly Gathering Waxahachie	11 12		
13	14 15	16 6:00pm - 8:00pm Chapter "G2" Monthly Gathering at Napoli's in Wylie	17 6:30pm Z2 Dinner 6:30pm	18 19		
20	21 22	23 6:00pm - 8:00pm Chapter "R" Monthly Gathering Grapevine	24 6:00pm - 8:00pm Bowling at Allen Bowl 1011 S. Greenville, Ave., Allen, TX	25 26		
27	28 29	30 31 Dec	1 6:00pm - 8:00pm Chapter "M" Monthly Gathering Mansfield	2 3		

December 2016

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
27 Nov	28	29	30	1 Dec	2	3
				6:00pm - 8:00pm Chapter "M" Monthly Gathering Mansfield		
4	5	6	7	8	9	10
		6:00pm - 8:00pm Chapter "G2" Monthly Gathering The Buffet Palace, Greenville		6:30pm G2 Dinner outing		
11	12	13	14	15	16	17
		7:00pm - 8:00pm G2 Ice Cream Social, Greenville		6:00pm - 8:00pm Chapter "W2" Monthly Gathering Waxahachie		
18	19	20	21	22	23	24
		6:00pm - 8:00pm Chapter "G2" Monthly Gathering at Napoli's in Wylie		6:30pm Z2 Dinner 6:30pm		5:00pm - 8:00pm Bowling at Allen Bowl 1011 S. Greenville, Ave., Allen, TX
25	26	27	28	29	30	31
		6:00pm - 8:00pm Chapter "R" Monthly Gathering Grapevine				

Important reminder

We have several sponsors who help make Chapter G2 successful, whether it be generous donations, access to facilities, or friendly knowledgeable staff that share their time and expertise to help keep us safe, and our bike functioning. It is with our thanks that we place acknowledgements of these valued businesses in our newsletters. We do not offer, nor accept, paid advertisement space in our newsletters. It is our hope that when you have need for the services that these business offer, you consider giving them the opportunity to serve you. Please make sure you let them know you are from Chapter G2 and that you appreciate their support!



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