



## 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 9<sup>th</sup> St., Wichita Falls, TX  
Second Mondays at 6:30 pm



## October Ride Calendar

Breakfast Ride – 10<sup>th</sup>  
Ride Captain – Johnny Clark  
Destination – Rohmer's Restaurant in Muenster, Tx

Dinner Ride – 24<sup>th</sup>  
Ride Captain – Larry Brown  
Destination – Salina's Seafood and Mexican Cantina,  
Possum Kingdom

# FUN

Story by Doug Hardin

Pictures by Karen Brown and Doug Hardin

On Saturday, September 26, the club had a day ride to Quartz Mountain, Oklahoma. Mirl put the ride together and did an excellent job as ride captain as well. Thanks Mirl!!

We left Wichita Falls at 7:00 a.m. and headed towards Altus, taking the back roads of course. Once across the state line (we took our passports so we could get back in Texas) we stopped at a convenience store to stretch our legs.



After a few minutes we were back on the back roads enjoying the beautiful riding weather. We stopped in Altus to have breakfast and enjoyed a wonderful breakfast buffet.

Once we had our fill of the great food we mounted up once again and headed north to Quartz Mountain. We arrived safely and pulled into the parking lot by the lodge around 11:00 a.m. Karen got her camera out and took a few pictures of the group and surroundings.



Mirl planned for us to spend some time there so we started walking the trails and seeing the

sights. Even though the lake was way down it was still gorgeous. We saw huge flocks of Pelicans and many turtles sunning themselves. To say the weather was perfect would be an understatement.



After a couple of hours of enjoying the scenery and exploring we mounted up once again to head to the museum in Hobart, Oklahoma. If you've never been to this museum you just don't know what you are missing. They have room after room of displays and there is no entry fee but they will gratefully accept your generous donation. Definitely something for everyone. They also have train cars and old tractors outside.



But be careful, as you can see below, some of the characters in the museum were a bit shady.



On the way home we stopped and ate some excellent BBQ. The trip was really enjoyable, the weather was perfect, and the company couldn't be beat.



### *October Birthdays and Anniversaries*

- 1 - Karen Brown (Birthday)
- 19 - Randy Montgomery (Birthday)
- 27 - Ron Bryant (Birthday)
- 28 - Todd Kinsey (Birthday)

## *SAFETY*

This was written for people who are new to group riding. The following will explain what to expect on a group ride and how a group ride should work. Safety, keeping the group together, and other group riding issues will be discussed. These are matters of etiquette and consideration for your fellow riders. When followed, they will make for a better group ride experience for everyone.

First of all, when you show up for the ride, have a full tank of gas. Top off your tank when the group stops even if you aren't running low on fuel. This ensures that you won't be the one to unexpectedly stop the group.

When in traffic, ride staggered (- \_ - \_ - \_) not side by side. When you get to tighter twisty roads, spread out single file (- - -). Group rides are not races. Passing in corners could scare an unsuspecting fellow rider and possibly cause a mishap. Also, do not ride too closely behind the rider in front of you. The MSF Class teaches a "2 second rule", and it's a good idea to follow it.

If you should encounter debris (i.e. dead animal, sand, pothole, gravel, etc.) on the road, stick your foot out on the side of the bike that has the obstruction. This will warn the riders behind you. Pass this info back through the group.

Use hand signals and the directional for turns. Sometimes in a group ride, people are distracted by all the bikes around them and may not see your blinker. If another rider flashes their hand open and closed at you, it means that your directional is probably still on.

Group rides consist of a lot of different skill levels. Some riders are "Joe-got-his-first-bike-last-week" and others are

expert racers. Remember a group ride is riding at your own pace while accompanying other bikes. Nobody wants you pushing your limits to keep up. If you feel that people are riding faster than you in the corners or feel at all "over your head", please let the riders behind you pass. Pull to the side and wave them by. A lot of people may feel that they do not want to be "the slow rider". However, keep in mind that we were all "the slow rider" at one time. Your fellow riders would much rather wait a bit longer for you at the next stop than try to figure out how to get your bike home for you.

You may be worried about getting separated from the group. There are a couple ways to make sure that everyone stays together. Groups often use a leader/sweep-rider method for keeping everyone together. When you get on a particular route, stay on that route. When the leader comes to any direction/route change, they will wait as the group collects, even if they have to sit through a light cycle or two. The leader doesn't start off again until the "Sweep-rider" is in sight and gives a thumbs up. The "sweepers" job is to stay behind all riders and make sure that nobody gets left behind.

Another method used for keeping everyone together is the "last rider waits" method. When the road changes direction (i.e. fork, turn, etc.) the last person in line waits for the people behind them. If you are 4th in line with 5 people behind you and the group turns left, but you don't see the riders behind you, stop and wait. Don't worry about losing the group in front of you because, if this is done correctly, there will always be someone waiting at the next direction change for you.

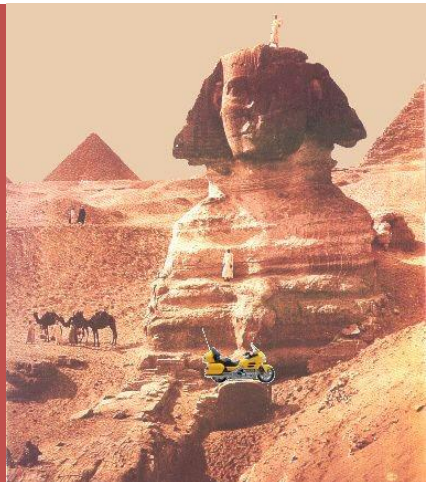
The method of keeping the group together should be discussed at the beginning of the ride. Time and mileage duration vary with each ride, but there are usually rest stops for socializing or eating/drinking about every hour. People should NOT consume drugs or alcoholic beverages when riding. Let the others know if you have to depart early. This will ensure that nobody thinks that you are lost or something. These are simple guidelines to a safe, enjoyable day of group riding.

I hope to see you all out on the road! Ride safely, Ride smart, but most importantly.... RIDE!!!

Retrieved from [www.mtariders.com](http://www.mtariders.com) September 3, 2009



# KNOWLEDGE



## THE HISTORY OF YOUR RIDE, PART 2

BY STEVE SAUNDERS

[WWW.GOLDWINGFACTS.COM](http://WWW.GOLDWINGFACTS.COM)



(continued from the September newsletter) In the meantime, **1976** saw the standard GL1000 unchanged, apart from a badly needed grease nipple on the driveshaft. A limited edition LTD model was rolled out alongside the standard model and the LTD had some nice badges, pinstriping, a better seat, flared mudguards, gold coloured wheels and spokes and some more nice but otherwise unimportant cosmetics, all at a fairly hefty extra cost of course. The LTD version of the GL1000 was only available for that one model year.



**1977** saw the first tentative model changes based on customer feedback to Honda (hands up all those who can remember filling out those early questionnaires at rallies) and the Goldwing got higher handlebars with neoprene grips, dual contoured saddle and chromed heat shields on the header pipes. Chromed upper engine mounting brackets were a nice touch. More importantly, the steering head bearings were now tapered rollers instead of quick-wear & seize ball types. Front & rear engine and rocker covers were now thicker and this was designed to reduce noise, but no-one really noticed. The fuel tank had an internal coating applied to prevent rust.



Smaller carburettors, shorter valve timing and increased spark advance in

**1978**

were designed to give the GL1000 increased roll-on performance in top gear, which translated into slightly less top speed but more torque, which apparently is what the long distance rider needed. The camshafts were severely detuned in order (along with the carb revisions) to improve low speed performance. It's generally accepted that these well-meaning changes really blunted top-end performance, while doing very little good for the low-end.

The fuel, coolant temperature and voltage gauges were fitted to a pod and mounted on the tank, which made fitting a tank bag rather difficult, but few really objected as they looked good. The awkward but functional kick starter was omitted this year (the broken ankle brigade may have sparked fears of litigation) and the troublesome wire wheels were replaced with five spoke Comstars, although they didn't fare much better in terms of longevity. Gone was the worry about rusted or loose spokes on wire wheels, now owners were fretting about cracked rims and loose rivets on the Comstars. The stepped saddle was introduced this year and has been a feature of all Goldwing models ever since. A fully chromed exhaust system which didn't rust as fast as the earlier painted ones, rear indicators moved from the frame to the rear mudguard and shocks with much welcomed and long overdue two-stage damping (in addition to longer forks & springs) completed the picture. The beast still handled like a brick when pushed hard, in spite of the new FVQ (often called fade very quickly) shocks and the better forks. The new exhaust made the machine sound livelier and the smaller mufflers allowed easy access to the clutch, which was just as well as this was a problem area on the GL1000 in those days.



**1979** saw big discounting on GL1000's as the replacement model was eagerly anticipated and the last remaining numbers of the original (quite large numbers too and new GL1000's could still be sourced from storage for several years after production ceased) could be had with some minor changes in the shape of a then very cool looking CBX style tail light with two bulbs, rectangular indicators and brake fluid reservoir and black brake and clutch levers instead of the previous unpainted alloy ones.

This last year for the GL1000 was an opportunity to lose some of the excess weight and regain some of the performance the model had lost in previous years (particularly in 1978), but alas a final opportunity to remedy some of the more persistent GL1000 problem areas was lost and the cosmetics were the only areas attended to at the end of the decade. Thus the Goldwing continued it's slide down the credibility scale until the 1980 model year. Honda managed to keep the lid on the replacement for the GL1000 until the last possible moment. To this day and to their credit, Honda are probably better at keeping secrets than the CIA or the KGB etc. The GL1000 bowed out at the end of it's production cycle a bit less powerful and slightly heavier than the first models at 604lbs dry. **TO BE CONTINUED....**

## WHAT'S COOKIN'



### Sweet Potato Casserole

Recipe courtesy EatingWell.com

With a scrumptious, crunchy nut topping, this casserole can be a side dish or even a sweet ending to a holiday meal. We reworked this traditional Southern

**recipe for the Rx for Recipes column, reducing calories by 42 percent and saturated fat by 60 percent.**

Prep Time:

30 min

Inactive Prep Time:

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Cook Time:

45 min

Level:

Easy

Serves:

10 servings, about 1/2 cup each

Brought to you by

**EATINGWELL**.COM



**Ingredients**

2 1/2 pounds sweet potatoes (3 medium), peeled and cut into 2-inch chunks

2 large eggs

1 tablespoon canola oil

1 tablespoon honey

1/2 cup 1% milk

2 teaspoons freshly grated orange zest

1 teaspoon vanilla extract

1/2 teaspoon salt, or to taste

**Topping:**

1/2 cup whole-wheat flour

1/3 cup packed brown sugar

4 teaspoons frozen orange juice concentrate

1 tablespoon canola oil

1 tablespoon butter, melted

1/2 cup chopped pecans (1 3/4 ounces)

**Directions**

Place sweet potatoes in a large saucepan; cover with lightly salted water and bring to a boil. Cover and cook over medium heat until tender, 10 to 15 minutes. Drain well and return to the pan. Mash with a potato masher. Measure out 3 cups. (Reserve any extra for another use.) Preheat oven to 350°F. Coat an 8-inch-square (or similar 2-quart) baking dish with cooking spray.

Whisk eggs, oil and honey in a medium bowl. Add mashed sweet potato and mix well. Stir in milk, orange zest, vanilla and salt. Spread the mixture in the prepared baking dish.

To prepare topping: Mix flour, brown sugar, orange juice concentrate, oil and butter in a small

bowl. Blend with a fork or your fingertips until crumbly. Stir in pecans. Sprinkle over the sweet potato mixture.

Bake the casserole until heated through and the top is lightly browned, 35 to 45 minutes.



[Harry & Joan Dollarhide](#)

Region "H" Directors

(405) 391-7661

Newalla, OK

## *REGION "H" EVENTS*

The Rally season is here  
looks to be some FUN rallies coming up very  
soon.

<a href="#">Louisiana District Rally</a>	April 8th, 9th & 10th 2010
<a href="#">Texas District Rally</a>	May 6th, 7th & 8th 2010
<a href="#">Arkansas District Rally</a>	TBA
<a href="#">Oklahoma District Rally</a>	October 22nd, 23rd & 24th 2009
<a href="#">Kansas District Rally</a>	August 28th & 29th 2009
<a href="#">Region H Rally</a>	March 25th, 26th & 27th 2010

## *REGION "H" NEWS*

**Region "H"** would like to thank you for taking the time to check out the News of the Region. We hope that we give you the information you seek. If at any time the news presented here is not clear please contact the author for they will be happy to help in any way possible. Each month listed is full of that months news, if you missed last month just click that month and you will be able to catch up quickly.

### 2009

<a href="#">January</a>	<a href="#">February</a>	<a href="#">March</a>	<a href="#">April</a>
<a href="#">May</a>	<a href="#">June</a>	<a href="#">July</a>	<a href="#">August</a>
<a href="#">September</a>	October	November	December

### 2008

<a href="#">January/February</a>	<a href="#">March</a>	<a href="#">April</a>	<a href="#">May</a>
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<a href="#">June</a>	July	August	<a href="#">September</a>
<a href="#">October</a>	<a href="#">November</a>	<a href="#">December</a>	

# TEXAS DISTRICT

## Gold Wing Road Riders Association Texas District

**Mid-Winter Round Up**  
more info...

**Education Weekend**  
October 17th & 18th  
Marshall, Tx  
more info...

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**Fun**

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EST. 1977