



# In The Moonlight

GWRRA Chapter M - South Central Region H - Arlington/Mansfield, Texas

[www.txmoonlighters.com](http://www.txmoonlighters.com)

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## GoldWing Road Riders Association

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August  
2017

## Hello fellow M'ers,

Well summer finally showed up these past few weeks but the hot weather could not stop Chapter M from having fun. In addition to a couple of impromptu rides, we had two fun and cool events to beat the heat. There were only six members that went to Fuzzy's and then to the movies, but we had a really good time. I am not a super hero fan, but the Wonder Woman movie was really good and the reclining chairs in that cool dark theater were a treat on a very hot day. The really big event we had on one of the hottest days of the year was the annual pool party at Steve & Kathy's house. Man what a good time we had that day. We had a great turnout of members. I'm sorry if you could not make this event. You have got to work this one into your calendar next year. Don Peacock gave up his sleep the night before and cooked us up some mouth watering BBQ, including brisket, sausage, and smoked bologna. What a treat. Everyone brought side dishes that were delicious. The only problem I had was trying to find room on the plate for all the different things I wanted to try. MMM MMM Good! A special thanks to our hosts Steve & Kathy. They opened up their beautiful home and pool for all of us to have this event. Steve took off work on Friday to get things set up and ready to go. They even went beyond the previous years and had canopies set up to provide more shade. They had the drinks and eating tables and fans in every corner. I say all this just to say they covered every detail, as they usually do, to make sure everyone enjoyed themselves. Thanks again, Don, Dee, Steve and Kathy.

Ok Wingers, it is finally here. WingDing 39 starts this month on the 29th right here in the Metroplex. I hope all of you are planning on attending as much of the activities as you can. I am sure most of you have seen the Official Program in this months WingWorld magazine. There is a complete schedule of the weeks events. There are evening gatherings and light parades. The days are filled with rider education classes as well as guided and non guided rides. If you have never seen the motorcycle drill teams, you need to schedule those to see. They are fun to watch. There will be manufacturer demo rides for those looking to try a new ride. One of the big draws is always the vendors selling and showing everything motorcycle and Goldwing related. I think I counted 91 vendors on the list. You would have to attend over 10 years worth of District rallies to come across that many vendors. Please plan on attending some or all of this Wing Ding and help support our GWRRA organization. I will look forward to seeing you there.

We are still in need of a few more hands to help put in the GWRRA Store on Monday the 28th. If you can make it there on that day please let me know.

Keep an eye on the Chapter M website calendar for upcoming rides. We still need people to lead rides. We have some calendar dates with impromptu rides scheduled, but we will gladly take those off and fill in the trip you have planned for your fellow riders. I know that all of you have some special places or neat roads that you like. Don't be selfish, share those with the membership. If you like em I'm sure we will all like them. A Goldwing, a winding road, and DQ, equals FUN!

Wayne & Kristee Orr  
Chapter M Directors  
Ride Safe & Have Fun  
"Let's Roll"

## Bob's Most Excellent Adventure

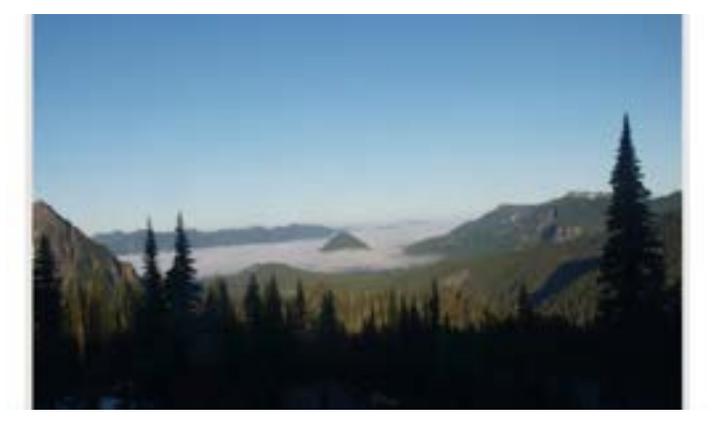
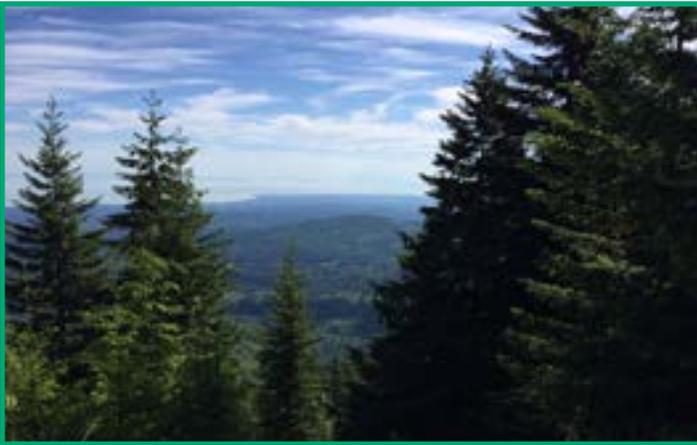
We started in Texas, going through Amarillo. It was 106 that day tying a record from 1924. Then to Trinidad, Colorado. We went north on back roads to Estes Park through Pike National Forest, Arapaho National Forest, Rocky Mountain National Forest, then on to Cody, Wyoming. Then Yellowstone, Chief Joseph Highway, Beartooth Pass, then to Great Falls, Montana. From there we went to Lewis and Clark National Forest, Flathead National Forest, on to Kalispell and Glacier National Park. It was absolutely **BEAUTIFUL!** Then on to Libby, Montana. Some folks made a short trip into Canada for dinner. From Libby we went through Coeur d'Alene National Forest to Spokane, Washington. Spokane was really special for me because that is where my father grew up as a kid. I had never been in that part of the country until this trip. Yes, this part was special. We cruised along the top of Washington through the North Cascades National Park. Then we hopped a ferry, and went to a suburb of Seattle called Everett. I had to purchase and install a new CB antenna because my original one literally blew off during high winds while we were riding. Yup, it really happened. I a;sp had to cut off my "green whiskers" as winds were too high, or they did not like some of the 85 mph speed limits up north. From the ferry we went to Port Townsend and Port Angeles, Washington, going to the Sun Road in Olympic National Park. It was very beautiful scenery. We were ready to head back to Texas. I split a day or two early from the main group of 8 riders and started to head home. It was really a nice and relaxing trip. I saw lots of orchards and vineyards throughout Washington and Oregon.,Mount Rainier National Park, Yakima River Valley and Wallowa-Whitman National Forest on the way to Boise, Idaho, then from there the Snake River Canyon on the way to Twin Falls. Trying to stay one day ahead of the weather, I cut across the southeast part of Idaho and found a beautiful area called Caribou-Targhee National Forest and Bear Lake. From there I sprinted across southern Wyoming to Laramie, then south to Denver, Trinidad, and then home. It was a fun trip. I would definitely do it again, but I think I would just plan a little more leisure time to enjoy the natural beauty of the parks.

I have several images of the trip here also, enjoy!

Bob Whan







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## **Safer Riding**

Last month I sent out an email request asking to tell me one thing that you, as an individual, or we, as a group, can do to ride safer this year. I got a lot of different responses, but they broke down into the following categories.

### **Group riding**

By far, the most responses concerned riding as a group.

### **Staggering**

The leading topic dealt with staggering and keeping the appropriate spacing while riding and was brought up by Wayne, Jim and Rich, among others. The primary reason that we ride staggered is to allow a safe stopping distance should something happen to the bike in front of you. Following two seconds behind the bike directly in front of you and one second behind the one diagonally ahead is the proper spacing. I know that sometimes that's hard to keep, but is the safest for all. When less than that, the chance of having to make an emergency stop or rear end collision is far greater. When more than that, the greater the chance of a vehicle cutting in and disrupting our group.

### **Rubber band effect**

Ken Peterson and Rich Henderson pointed out the “slingshot” or rubber band effect has been an issue with keeping the group together. The rubber band effect deals with the reaction time it takes to change speeds in order to maintain the group position. Reaction time for a motorcyclist is, on average, about one second. If the need to react is anticipated (such as when a turn has been announced), then riders can usually react within about half a second after the bike ahead begins to react. When a group of riders change speeds very gradually, however, it usually takes two or three seconds for a rider to recognize this and begin to change his speed to maintain his position in the group.

When a Lead Bike begins to accelerate, the second bike doesn't instantly start to travel at the faster rate. Instead, a gap grows between them while the second bike is reacting -- and it continues to grow until the second bike is fully up to the increased, stable speed of the Lead Bike. Clearly, once the speeds are the same, the gap will remain the same size. However, since most groups prefer to keep a one-second minimum interval between bikes (two seconds between bikes in the same track), the new gap caused by the Lead Bikes acceleration may be larger than is desired. When this occurs, the second bike must go faster than the first one for a brief time in order to “catch up”. If we assume that the Lead Bike speeds up from 40 to 50 mph over a period of two seconds, the second bike will have to ride at 55 mph for two seconds (after his reaction time passes) in order to close the gap. Then he will take another one second to decelerate back to 50 mph to create a gap of the proper size. For the bikes involved are riding further back in the pack, the rubber band effect can be especially dangerous to all bikes from the middle of the group to the Drag Bike.

The rubber-band effect can be reduced by following these guidelines:

- Lead Bike changes speed more gradually
- Lead Bike announces speed changes over the CB radio
- All riders watch farther ahead than just the bike immediately in front of them in order to notice and to react quicker to changes in speed
- All riders restrain the impulse to crank it up in order to quickly re-establish normal spacing
- Lead Bike does not increase speed within 15 seconds of entering a curve which may require braking or some slowing down to maneuver it safely
- All riders abandon the one-second spacing rule when riding twisties
- Groups should not be larger than six bikes per group if even one rider is not experienced at group riding. Groups should never be larger than eight bikes: break the groups down into smaller ones.

### **Signaling**

There are many different signals that we use during a group ride. While it is the responsibility of the Ride Leader to initiate them, the group shares the responsibility to pass them along. The turn signal is the most obvious and I think that we are all pretty good about using them. With so many visitors on our rides, or Goldwings without a CB, there are others however that need to be used. Rich, Beth and Carl all indicated a need for them

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to be used more. You can get the full list with pictures in the Chapter M Orientation Manual here <http://www.txmoonlighters.com/MoonlighterOrientation/Orientation.pdf>.

Some of the most common:

- Leader indication that single file or staggered formation should be used due to road conditions (1 or 2 fingers up)
- Debris in the road (pointing to one side or the other)

### **Appropriate riding gear**

We're all guilty at one time or another of not wearing all the gear that we know we should, just because it's too hot outside. It's a lot easier to wear the jacket, gloves and boots in cooler weather, but you're never really safe without it.

Pat Hasiak agrees that you should wear ATGATT (All The Gear, All The Time). Steve Tackel eloquently wrote "I have long noted that most people in Chapter M in hot weather riding tend to skip the full face helmets and armored jackets and at times even gloves and boots in order to feel cooler. Let's talk about all the ways we can stay cooler in warm/hot weather and still wear ATGATT. I am guilty of switching to 3/4 helmet and just wearing the Chapter M shirt with no jacket myself, but I always worry - is today the day that we go down? It would only take one time of going down to alter your life and that of your SO. If it was to happen I would hate to think that we were not wearing everything possible to give us the best chance of walking away from it without serious injuries."

I'm a big proponent of wearing the proper gear and wrote an article in the May newsletter titled "ATGATT – for Summer?" that outlines reasons to do so. Dress for the Slide, not the Ride.

### **Solo riding**

Riding alone is different than riding in a large group. For one, you don't have the visibility of a large group, or the ability of others to help watch out for potential dangers. For these reasons, you have to be even more aware of your surroundings.

- Be more careful of the cars around you changing lanes and turning left in front of you at a light. You don't have the mass of the group or the multiple headlights to be as visible.
- Make sure that you look both ways before proceeding at a green light or stop sign. Beverly agrees that there are too many "red light runners".

I want to thank all of the respondents for their input on this. There are probably a lot more ways to ride safer than those I've listed here. The primary thing to remember is to keep your head in the ride and on your surroundings.

PS, I didn't include Lynn's suggestion to always listen to your Co-rider.

Chris Schoenthal  
Chapter M Educator  
TX Assistant District Educator

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## **GWRRA Levels Program**

### **Congratulations!**

June and July were great months for the Chapter M Levels program.

#### **Level I:**

Terry & Sue Davis, Mike Guthrie and Gary & Lois Sanders all entered the Levels program by committing to riding safely.

#### **Level II:**

Terry Davis earned his Level II having already taken a trike course.

#### **Level IV:**

Steve Tackel and Critt Coburn earned their Level IV by keeping everything with their Level 3 current for a year and having at least 25,000 safe miles..

If you haven't already, I would like to encourage you to get involved in the GWRRA Levels program. The GWRRA motto is "Friends for Fun, Safety and Knowledge" and the Rider Education motto is "Safety Is For Life".

We aren't here to try to dictate how you should ride, but rather to boost your confidence and skills, by providing quality education on safety.

If you are ready to start the journey, or need more information about advancing through the program or getting back current with your expired level, please see me.

Did you know that you can check your Level status and see all of the classes that you have taken? Here's the easy way to do it.

- First, go to [www.gwrra.org](http://www.gwrra.org)
- In the dark blue bar across top roll over Officers
- You will see Rider Education drop down / click this
- In the left side of the page you will see Light blue boxes
- Click the box My R.E. Information

Membership Login Help (You must be a current GWRRA member to Login)

Username = Membership Number ie. 123456 or 123456-01

Password = Numbers in Your Address + Membership Expiration Date (MMYY) ie. 12 W 6 th St only 12 would be used, followed by your membership expiration date. If your membership expiration date is 01/15 then your password would be 120115 (numbers in your address, member expiration month & year) Check the front of your Wing World or Membership card for your membership number & expiration date.

If you need help with this process, please contact me and I can help you.

What you'll find there is all of your Member and Chapter and Level information, as well as all the training courses that you've completed. There's also a button down at the very bottom, "All History", that shows every course date if you've taken it more than once.

Let me know what you think.

Learn for life - yours!

## Impromptu Ride to Hico

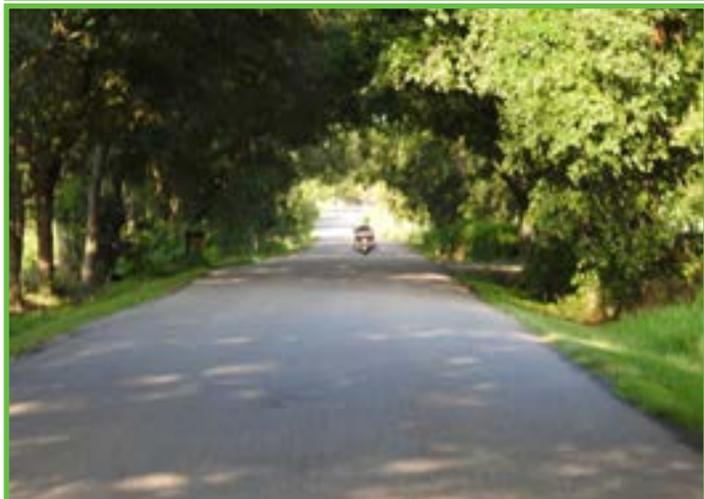
On July 9th, six of us; Jim Culver , Fred and Sherry Meyers, David Adams, Rich and I headed out for an impromptu ride down to Hico Texas. Rich led with Jim Culver tail gunning . Destination, Koffee Kup restaurant.

Once we made it to Glen Rose we took Route 144S through the quaint downtown area. It was fun to pass the Big Rocks Park and winding Paluxy River. From there, we followed the beautiful gently curved roads and could smell freshly mowed grass along the way to Walnut Springs; Rte 927 led us to Iredell and Rte 6W into Hico where we ate breakfast at the very popular Koffee Kup restaurant. I won't tell you who also had a piece of pie with their breakfast!

We headed home on route 220 N. and found this road was scraped on the top and had ridges all the way from Hico to Glen Rose. We don't recommend you using this to get to 67.

All in all it was a beautiful morning with fairly cool temperatures for Texas and we were home by 1:30 PM. The best part, as I always conclude, are the great people who make up Chapter M. Looking forward to the next ride.

Beth Hendrickson



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August 01  
 August 05  
 August 11  
 August 16  
 August 22  
 August 24

## August Rides

**Sunday, August 6** - Impromptu Ride, Leave Cardiology Partners @ 6:00pm  
**Saturday, August 12** - Texas Rangers Museum, Leave Cardiology Partners @ 8:00 am  
**Sunday, August 20** - Impromptu Ride, Leave Cardiology Partners @ 8:00 am  
**Saturday, August 26** - Impromptu Ride, Leave Cardiology Partners @ 6:00 pm  
**Aug 29-Sept 3 Wingding!!! Grapevine, TX**



Critt & Kerry Coburn  
 Gary & Lois Sanders  
 Jim & Terri Culver  
 J.D. & Lou Ann Walker  
 Cotton & Debra Smith

August 02  
 August 05  
 August 10  
 August 10  
 August 26

## September Rides

**Saturday, September 9** - Impromptu Ride, Leave Cardiology Partners @ 8:00 am

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## I'm ready for fall!

Here it is August and in only six weeks or so, we "may" see moderation of the temps. Of course, it could stay hot until much later in the year.

No technical issues to getting the newsletter out this month, just too much on my plate.

I'm looking forward to the meeting Thursday night, hoping to see Joe Harless and his new reverse trike kit.

See you Thursday!

Jim Culver

## Where Chapter "M" Meets

Chapter Meeting 1st Thursday of each month  
 @ Spring Creek Barbeque, 1724 HWY 287 (at  
 Debbie Lane), Mansfield, TX. Dinner at 6:00  
 PM Meeting at 7:00 PM, Come join us!

## Other Area Chapter Meetings

"P" 7:00 PM on 2nd Thursday, Spring Creek 317 Hwy  
 377 @ Overton, Granbury

"R" 7:30 PM on 4th Tuesday, Location Unknown

"W2" 7:00 PM on 3rd Thursday, Ryan's, 1400 N.  
 HWY 77, Waxahachie

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