



"The Buzz"



SunSphere Wings Knoxville Tennessee Aug 2022 Newsletter

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Tennessee District Directors
www.tngwrra.org

Directors
Tom & Merrilee Peck
You can reach us at home
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SunSphere Wings
Chartered December 14th 1982
Home of the 1982 Worlds Fair



Volume 40: Number 8



Chapter B Web Site
www.tn-b.org



Tom & Merrilee Peck
Newsletter Editors
tomkatpeck@msn.com

*Join us the First Tuesday each month at Shoney's Restaurant
2405 Andersonville Hwy, Clinton, TN 37716, Exit 122 off I-75
(Rt. 61 Museum exit) Just north of Knoxville, Ph. 865-494-7295
Eat at 6:00 PM & our social starts promptly at 7:00 PM*

The Gold Wing Road Riders Association GWRRA will be closing its doors as of July 31st 2022. This means our parent governing body will no longer exist. Chapter B was a local chapter of the Tennessee District. Chapter B will continue to operate and will continue to be part of the Tennessee District of chapters throughout the state. Our mission will continue as always while we are in transition. There are several groups being formed and I'm sure this will continue throughout this year and even into next year. We will continue to operate as we have always done, meet as a social group, plan and attend rides, encourage riding safety and ways to maintain our equipment. Many of the programs we have had will continue and our District personnel will operate these programs for now. The District rally is still going on as it has in the past and other Districts are also continuing business as usual. Most members in our Chapter B group will not notice any changes at all. As your Chapter Director I will continue to keep you all posted as new information comes along.

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Your Senior Chapter B Directors Tom & Merrilee Peck



Hi Everyone,

As a lifetime member of the Gold Wing Road Riders Association for almost 40 years, you could imagine how shocked I was when we heard the announcement that the organization is shutting down its operation. Many of you knew my late wife Kathy; we were involved in Indiana where we started and joined a Chapter in Cincinnati when GWRRA finally opened up a chapter there in 1984. We enjoyed the group so much we started a new chapter in our hometown in 1987 where we were directors of one of the largest chapters in Ohio at the time. Lots of good times as we covered the Tri-State area of Indiana, Ohio and Kentucky. When we really wanted to do some serious riding, all we had to do is head south to Tennessee. So, fast forward to 1999, as retirement kicked into motion we moved to Tennessee, built our retirement home on a beautiful lake and enjoyed riding in the mountains of east Tennessee. Visited all the local chapters in the Knoxville area and picked Chapter B to join and get involved. The Association and the people we met over the years is an amazing story to tell, I think I need to write a book. Being retired, enjoying riding as much as I did, and having your wife as your best riding buddy, it doesn't get much better than that. As complications from heart surgery took Kathy's life I was a pretty lost individual. After moving to Tennessee, one of the first couples we met also rode a Goldwing (Bill and Merrilee DeGuire) and we became instant friends, rode, vacationed, rallied, played lots of cards together all because of our motorcycle association. As death took the lives of both our spouses, having known each other for so long and having the same interests, Merrilee & I were married soon after and we continue to participate with our Goldwing family. So you might understand how much the association means to the both of us. We have met some of the nicest people in our Chapter but have met so many nice people all over the country who belonged to chapters all because of GWRRA. There will be other organizations that will continue what this great group of folks put together so many years ago. The name may change but the mission will be the same.

Assistant Directors



Assistant Directors

Stanley & Patty Rinehart

Well, we are or should be over the initial shock of the closing of GWRRA. We all had the same questions about the future of Chapter life and how it would affect us. We tried to address some of those concerns in the last meeting but I think to answer them we must take a little time and reflect on how we got here and just how much influence did the main office actually have on the Chapter or even the District. I, like so many of you owe a lot to GWRRA and the motorcycle life that it has given me. I have met some amazing people and have forged some friendships that will last the rest of my life and I will always be grateful for that but as far as every day life in a Chapter they had very little influence on that in my opinion. Yes, they did lay down rules that we had to follow and they were really good rules cultivated over a lot of years by a lot of good people and those rules are why GWRRA lasted this long; it kept people from turning it into something else that would have created a lot of internal politics that usually destroy good things from the inside out. As we discussed in the last meeting, we plan on keeping all the core values that helped GWRRA survive this long and that is by having the rules and structure that is already in place. We plan to go on as we always have and hopefully the other Chapters are doing the same thing, you just don't have to pay dues and there won't be any more Wing Dings, for now anyway. We still want to recruit new members and we still want to have rider safety and above all we want to have friendships and fun. We have a great Chapter of really good people that can be counted on to step up when needed, people that enjoy getting together and riding and having a good time and that's what we were all looking for when we joined GWRRA and the thing that keeps bringing us back, the people. Also, if you haven't been to the Web Site then you need to, Tom has done an amazing job on it, he has removed the GWRRA logos as was required and added what we have been all along in our Chapter name, The Sunspere Wings and as always, all people are welcome regardless of what you ride. The future? I think it looks great, in fact it looks just like the past, good people getting together, enjoying each other's company and doing something that brought us all together in the first place, riding. I look forward to seeing everyone at the meeting.

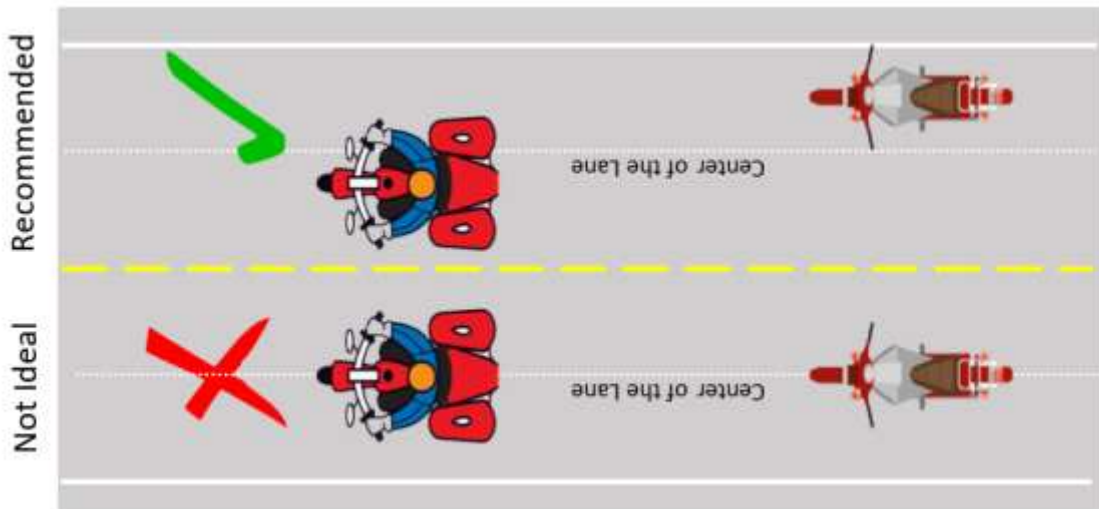
Happy Trails



Limited Buffer Zone

Most everyone knows that when only 2 wheeled motorcycles are riding together the standard procedure is to ride in a staggered formation. This is done for two purposes. First, it gives a rider the ability to see the road beyond the bike in front of them and secondly it also gives the rider a larger buffer zone in case of a problem ahead where they may have to brake quickly or evade something. If a rider is following the 2 or 3 second spacing practice AND the bike in front of them is doing the same with the bike in front of them, any given rider can literally have upwards of a 6 second buffer to identify a road hazard, react to a traffic situation, etc.

However, when following a trike, things change.



The primary dynamic that changes is the reduction in the buffer zone. If you are following directly behind a trike that is riding with their tire in the center of the lane you pretty much have to treat the situation as if you are following a car. Although a trike is significantly smaller than most cars and you can see the trike/bike in front of them, you still can't see all of the road in front of it and if that trike had to brake hard or encountered a road hazard you don't have the same buffer as you have following motorcycles riding in a staggered formation. If you try to follow the staggered principle when following a trike riding down the center of the lane you won't have much luck. During the ride to Wing Ding I experimented a bit. When following a trike who was driving directly down the center of the lane during my ride I tried to see how far I needed to go to either side of the lane we were riding in order for me to see around the trike ahead of me. To really have a clear view of the road ahead of the trike I had to ride within a foot of either the yellow line or the shoulder line and of course we all know that is not an ideal place to ride for a motorcycle for obvious reasons. Therefore, when following a trike that is riding in the center of the riding lane, I had to treat the trike as if it were a car and tried to increase my following distance to create a 4-5 second buffer zone. The logical question to ask at this point is if there is anything that can be done to change this situation? In doing my research for this article one common answer kept coming up that made a lot of sense to me and in the interest of making our group rides better I thought I would share it.



The answer to this problem is very simple. It is for trikes to ride just off center of the center of their lane versus right down the middle (see the illustration). Here are the reasons that were given for this riding in this lane position:

Road Debris - Because the majority of the traffic on roads are vehicles most of the road debris is eventually kicked into either the outside portions of the lane or directly in the center of each lane. This is caused by vehicle tires running in the two primary tire tracks within a lane. Bolts, pieces of tires, etc. often end up in the center of the lane and, if a trike is riding dead center, that means their front tire is exposed to most of that debris and, in fact both of their back tires are outside of those tire tracks as well increasing the potential of hitting debris. However, when riding just off the center of the lane your front tire is no longer in the dead center and one of your tires is actually in one of the vehicle tire lanes. Most experienced trike riders recommended this position to have a better chance in avoiding road debris.

Enables Staggered Riding for the Group – The other advantage of a trike riding in this lane position is it gives the rider behind them the ability to move to the opposite side of the lane they are riding in and allow them to ride in a staggered formation without having to ride too close to an outside line. I experienced this first-hand on our ride a few times when one of the trikes I was following was riding in this 'off-center lane' position. It greatly helped me as I followed them, and I was able to tighten up the formation because I now had a clear line of sight past them.

Now with all this said it is understood that the realities riding on roads don't allow for this to happen all the time. Heck, even with just bikes we can't always stay in a staggered formation. Sometimes car lanes are more worn and have potholes and other times roadkill hazards are directly in the vehicle track lane and need to be avoided. That is just the reality of riding. However, if possible and when conditions allow, trike riders who ride just off center of the center lane create a win/win for both themselves and their two-wheeled buddies behind them. And, in the end, just like the farmer and the cowman, trikes and bikes can be friends!

Happy Trails!

Scott



Beware





Technical Coordinator: Chris Harden

Bike and waxes

Over the last few weeks I have been looking at different kinds of wax and over the years it has developed from old paste wax to premium ceramic coating wax. I recently was watching a test done on 8 popular spray waxes which have become very popular as the ease of application is less strenuous and also if it gets on plastics it does not turn them white like paste style waxes do. During the test they picked the most popular brands that are available in stores that are \$25 and under then they took a car hood and made 8 squares on it then applied waxes in each section according to manufacturer's recommendations after letting set a day they were subjected to harsh chemicals, wax removers and salt water; all together 9 different chemicals were put on the test areas and the one that came out on top is of all things Turtle Wax Hybrid Solutions 53409. So I ordered it in from Amazon for about \$13 and applied it to just my fenders and door including the window and a small amount to the side of my windshield on my truck to see the results of this past week of rain and storms. The results I found was the areas treated stayed cleaner and water repelled off body and windshield better in area treated. I have also treated my Goldwing with a different wax called Flowgenix as it has been advertised on Facebook, people throw dirty water on it; then I intentionally left my bike out in the rain and compared the two—even though the Flowgenix worked well and did repel water, the Turtle Wax won out and cost less.



Patriot Guard Send off

Beautiful Thursday morning and the opportunity to get on the bike and meet up with the Patriot Guard Riders. Larry Hale was just appointed to a very special position in this group and he thought it would be a great idea to attend a send off to some forgotten veterans who had passed away recently and had no one to claim their remains. The Guard, along with the help of Berry's funeral home, Knoxville's Finest Sheriff patrol, and many of the riders from several motorcycle and veteran groups throughout the area and even others from out of state escorted the remains of these four unclaimed veterans to their final resting place in East Tennessee Veterans Cemetery off John Sevier Hwy.

Those veterans were not forgotten by our Patriot Guard as they made their way across town to honor them as they were transported in four white hearses to the cemetery. The Knoxville motor patrol officers were saluting at each major intersection as they blocked traffic for the procession. The beautiful ceremony was attended by the Knoxville Mayor, TV crews and many other veterans and dignitaries from the Knoxville area.

Later on that evening a friend called and said he saw us on the news coverage during the procession. It was a very humbling experience and we thank **Larry Hale** for inviting us to attend this special procession.

Thank you for your service and rest in peace

- **SR. Steven Dale West:** Seaman recruit in the U.S. Navy who served on USS Halsey (1975-1978)
- **ABE2 Thomas Patrick Bush:** Aviation boatswain's equipment mate in the US Navy (1971-1975)
- **PVT William Frederick Purdy:** private, U.S. Army (1974-1975)
- **PV2 Kenneth Henry Mercier Jr.:** private second class, U.S. Army (1976-1979)



Submitted by: Tom

August 2022 Couple of the month



August Couple of the Month

Meet Scott and Hedio Wiens

This beautiful couple has been married thirty-seven blessed years! They began their lives together when they met as first-year students at a small Christian college in East Texas in 1985. Scott was born and raised in Saskatchewan, Canada and Hedio was born and raised in Indiana until age 15 when she moved to Florida. After graduating they got married immediately and settled in East Texas where Scott obtained his graduate degree in Speech Communication, and they started a family. In 2002 they moved to central Florida to be closer to Hedio's family. They have three daughters ranging from 28 to 25 and one lovely little granddaughter who is three ½.

They always loved the Smokey Mountains and vacationed in North Georgia every summer while living in Florida. When their two daughters moved out, they decided it was time to make a move where they could be closer to the mountains and experience seasons and that place was Knoxville. They have been here since 2016 and have NEVER regretted the move.

Scott works in the property insurance industry with a company named CoreLogic. He has worked from home for the past 17 years and his primary role is presenting the company's software solutions for existing and potential customers. Hedio is a mortgage auditor with 21st Mortgage in Knoxville and recently moved to part time and loving her 'partial-retirement'.

Hedio is enthusiastic about her flower gardens and loves to work in her yard. She also is active in women's ministry and leads a Bible Study and organizes women's events. Scott is a DIY guy and has his own YouTube channel called 'Right to the Point DIY.' He is also a bi-vocational pastor and serves as a pastor/elder at Trinity Community Church located in Powell. Together they host a Connect Group in their home that meets twice a month.

Scott's love for motorcycles began early. He lived on a farm, and he rode his 1972 Yamaha 360 Enduro all over the farm. He bought his first Goldwing in 1991 and was hooked on them ever since. The great part was Hedio felt safe on a Goldwing and loved being a passenger. They have had an '86 Aspen Cade (Clyde), a 03' (Ms. Scarlett) and now his 01' (Elly May). They love being a part of Chapter B and cannot wait to get to know more of the group better.

The "last" Wing Ding



Wing Ding has always provided a reason to ride to a different area and meet up with like-minded friends. Over the years, we've been all over North America on our motorcycle attending rallies, but Wing Ding was always the granddaddy of them all, (sorry Rose Bowl)-more vendors, more events, more people.

2022 shaped up to be no different than any other year as I started route planning for Shreveport, Louisiana. The route included a lot of back roads, the Natchez Trace Parkway, and a ride through the Vicksburg National Military Park. (There was a required ice cream stop since this was a Gold Wing trip)

16 members of Chapter B left the Flying J at 0800 on Sunday in anticipation of an outstanding adventure. We had just settled into our seats at Opening Ceremonies on Wednesday morning, when I sensed something was amiss. There was no announcement of the location of next year's Wing Ding—always the first item of business. Moments later, we all sat in stunned silence as the Co-Founders announced that this was to be the last Wing Ding. GWRRA was going out of business effective 31 July!!

Over the course of the next few days, I learned that the membership in GWRRA had drifted down to 10,000 and Wing Ding attendance down to a little over 2,000. I remember when we had 80,000 members and over 14,000 at Wing Ding. Our group was the largest Chapter B group we have ever had at Wing Ding and it seems to me that Chapter B is flourishing. But, there are not future guarantees.

I guess all of you are wondering about a future without GWRRA, but the Districts I talked to are going on with their rallies next year.

Tom and I are already talking about a long ride next year maybe to Americade in Lake George, New York—

I've always said that this organization does two things well: gives you a reason to ride your motorcycle, and good friends to share the ride and meet at the end of the trip.

Dave

Items For Sale



Send us your For Sale items or Wanted to Buy items. Pictures and a full description with price always helps.

I have a set of Centramatic Wheel balancers Brand new.

Balancers fit 2001—2017 GL 1800 Easy installation. Will also work on the Front wheel of your Trike. Keeps your wheel continually balanced for the life of the tire.

Highly recommended!!

Price reduced to:
\$199.00

See Scott Seal

Use 2 balancers on your Trike front wheel and have one balancer for the rear wheel of a two wheeler that you could sell to one of your friends who have a 2 wheeler



Grip covers makes ride softer on the hands 20.00

Antenna mount flag poles with American flag 40.00

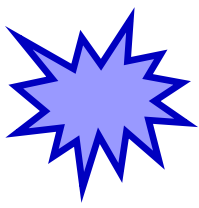
See Chris for more info





Aug 8th Hedio Wiens
Aug 20th Merrilee Peck
Aug 26th Peanut Davis
Aug 28th Robert Burnett

Aug 2nd Roy & Joyce Jennings
Aug 10th Steve & Diane Skeens



Ride Schedule



Aug 6th Lilly Bluff

Aug 20th Cherohala Ride

Sept 9th Air Force Museum

Sept 17th Big South Fork

Sept 25th Danville Ky

Oct 1st Rugby Founders Day Ride

Oct 22nd Fall Colors Ride

Check the Chapter Web Site for further Details

www.tn-b.org (Ride Schedule)



Handgun Raffle

AMERICA'S #1 SELLING HANDGUN

Introducing the game-changing P365 High-Capacity Micro-Compact. The revolutionary new concealed carry pistol that gives you more capacity, more concealability and more capability. It's the one gun you can carry every day of the year.

The award-winning P365 has redefined the micro-compact pistol category, quickly becoming one of the most coveted firearms in the industry. The P365 features a patented modified double-stack magazine capable of 10+1, 12+1 or 15+1 full-size capacity. Its ergonomic design makes it more shootable than the typical pocket-sized pistols with a clean, crisp trigger pull you expect from a SIG SAUER. The P365XL ROMEOZero is available with the ROMEOZero reflex optic installed and zeroed right out of the box, making it the most capable micro-compact available today.



How are your ticket sales going?? September raffle will be here before you know it so we need to think about selling our gun raffle tickets. Scott & Amy have been taking care of the tickets for us so you can turn in your sold ticket money to them. They have extra packs of tickets you can check out also.

You might consider buying some tickets and use them as a gift to family or friends.

Remember, Scott will handle the necessary paperwork for the lucky winner when it comes to the background check etc, Ask Scott if you have any questions.



"Chapter Visitation"



Chapter **B** meets the **1st Tuesday** each month at **Shoney's** Clinton Exit 122 off I-75 North Eat at 6:00 pm meeting at 7:00 pm. Call Tom & Merrilee Peck 423-907-9712 / 423-494-9818

Chapter **A2** meets the **3rd Monday** each month at Shoney's 1021 Lamar Alexander Pkwy Maryville, Eat at 6pm Meeting at 7pm. Chapter Directors Todd & Melanie Freeman 865-963-1051

Chapter **M** meets the **2nd Tuesday** each month. Eat at 6:00 pm meeting at 7:00 pm.. Chapter M meets at Shoney's 1100 Highway 321 Lenoir City, just off I-75 exit 81, CD Brian & Loretta Richards 865-249-6173

Chapter **T** meets the **4th Saturday** Each month at the Down Home Restaurant, 7755 Rutledge Pike, Rutledge TN 37861 Eat at 11:00 am/Meet at 12:00 Pm CD: Lee Ann & Wilburn Hayes 423-497-2945

Chapter **F** meets the **3rd Thursday** Golden Corral, 2905 West Andrew Johnson Highway, Morristown, TN 37814. Eat 6:30 pm/Meet 7:30 pm CD Gene & Donna Dunn 631-848-9435

Chapter **C2** meets the 3rd **Thursday** at Eat at 6:00 pm Lacosta Restaurant 138 The Crossing Crossville, TN. Meeting at 7:00 pm Chapter Director is Randy & Stephanie Ryan 985-201-3791

Chapter **C** meets the **3rd Tuesday** each month at Randall's Restaurant Hwy 11W and 120 Old Union Rd, Church Hill TN Eat at 6:00pm and the Gathering starts at 7:00pm. Tom & Carolyn Jarrell 423-383-0339

We have several Shirts, you can choose the one you like. Pat can order or you can purchase on your own and we can get the embroidering done for you.

Place your Order with Pat Talley

Give me a call, email me or see you at the next meeting

INVENTORY CONSISTS OF THE FOLLOWING:

Tennessee visitation pins (Shape of State)\$3.00 ea.



TN-B Hanger Bars 2.50

Red/ White 4" GWRRA Patch 5.25

Black/Gold 4" GWRRA Patch..... 5.25

Black/Gold 10" GWRRA Patch..... 13.00

Red/White 10" GWRRA Patch..... 13.00

Blue & Red District Patch 4.00

TN District Pin 3.25

Chapter B 25 Year Patch.....Free to Chapter B members



We can order so many more goodies - such as - a GWRRA Mouse Pad for your computer, GWRRA Ball Caps in various colors, Coasters, Earrings, Logo Vest Clip Chains, License Plates, Bolo Ties, Happy Face Antenna Ball - and so much more (just too much to list here).

LET'S GO SHOPPING!

See the "Quarter Master"

Pat Talley

423-562-1962 or talleylakeside@gmail.com



**Stay Tuned to
www.tn-b.org**