



# "The Buzz"



**Appalachian Region N**  
[www.region-n.org](http://www.region-n.org)

**GWRRA Sun Sphere Wings  
Chapter B Knoxville Tennessee  
November 2015 Newsletter**

**Tennessee Chapter B**  
Chartered December 14th 1982  
*Home of the 1982 Worlds Fair*

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**Gold Wing Road Riders Association**  
**GWRRA Director: Ray & Sandy Garris**  
National Web site [www.gwrra.org](http://www.gwrra.org)  
*Friends For Fun Safety and Knowledge*



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Chapter B Web Site  
[www.tn-b.org](http://www.tn-b.org)

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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  
***Hope to see Y'all there!!!***



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## From Your Senior Chapter B Directors, Tom & Kathy Peck



*Picture from our 2013 trip to Colorado, side trip to Pikes Peak  
Tom, Kathy, Merrilee, Bill, Talk about a Rocky Mountain High!*

Hi Everyone,

Its hard to believe we are already into November. The colors are beautiful in East Tennessee, hope you all have enjoyed the change of seasons in one of the greatest places to be living.

We will see another riding season come to an end and this is the time to think about planning for the 2016 riding season. Time to put on your thinking hats as we look forward to our upcoming planning meeting. Brian and his team as Ride Coordinators will be 11/28: Ride/Event planning meeting at Harrisons across the interstate from Our Shoney's at exit 122, plan to eat at 1pm meeting after we eat. Make plans to be there and bring your suggestions on what Chapter B will put on the Event/Ride schedule.

There will be plenty to do in the next few months as we have our operations meeting this year in Maryville. All of our chapter leadership are encouraged to attend to get the latest from our District. The meeting is scheduled for Nov 14th, CD's, ACD's, MEC, Treasurer, Ride Coordinator or whoever might want to go are welcome. Our December gathering will be our planning meeting for our Chili Cook Off just around the corner scheduled for January 30th once again at the Senior center in Halls.

TN District has Winter Event set for Cumberland Mountain State Park in Crossville on Saturday February 13, 2016. Complete basement area set aside for our couple of the year selection, dinner and games. There are also several hotels within 6 miles of the park, plus the park also rents cabins. More information will be provided very soon. We would like to see all the Couples of the Year there whether they compete or not.

**Tom**



# Brian and Loretta attend lots of rallies!

October started out (and will finish) for us as a busy month for attending rallies. The first weekend of October saw us attending the VA District "Rally in the Valley". We're sure you will remember what was on all the news at the time - hurricane Joaquin! Well, we got the run off from that, it was raining the latter part of the ride into and through Virginia as we rode to the rally in Roanoke on Thursday the 1<sup>st</sup>, and kept raining the entire weekend, and didn't stop till we were riding home on Sunday, the 4<sup>th</sup>, and had finally reached Tennessee! Most of the attendees drove their 4-wheeled vehicles. I doubt that I counted more than 10 or at most 15 bikes in the parking lot the whole time we were there (ours was one of those). And as could be expected, the rally was not as well attended as the VA District Team would have hoped for. But we had fun visiting with so many of our friends that WERE there, one of the things we look forward to as we attend all of the rallies.

One of the things we got involved with was the VA District Couple of the Year selection, we were judges for it, and it was certainly interesting, they had some really great candidates. As has been the practice the last several years, the District selection was followed by the selection of the Region N Couple of the Year, and that was even more exciting. The best part was that our own TN District Couple of the Year, Allen & Dottie Wessel, also current Chapter Directors of TN-Y, Murfreesboro, were selected as the new Region N Couple of the Year - congratulations Allen & Dottie! Here is a picture of the four District couples in the Region N selection (West Virginia did not have a District Couple this year).



One surprise I received was on Friday, the 2<sup>nd</sup>, at the beginning of the Opening Ceremonies ... Loretta had told Dennis Weston, VA District Director, that it was my birthday, which he announced at the start of his spiel, and everyone at the opening (all estimated 150 members) sang Happy Birthday to me. What a shock, and I can just imagine how red my face was, but what the heck, it was fun.

After attending the VA Rally, we had a partial week off, till the following Friday. Once again we braved the rain and rode down to Cleveland, TN. The TN-O chapter was holding a mall show in their local mall as a Motorist Awareness and fund-raising activity on Saturday the 10<sup>th</sup>, and we had volunteered to participate, as Brenda Perkinson, their Chapter Director, wanted as many motorcycles there as possible, to make a good showing. We weren't allowed to bring our bikes into the mall till it closed Friday evening at 9pm (and couldn't get them back out till it closed Saturday evening after 9pm), and thank



goodness they had an area right at the door where we could stage the bikes and wipe them off, they (and us) were soaked! Then after all the



public was gone, we carefully rode them to the center of the mall, and staged them spread out around the central fountain. Brenda had it set up as a "People's Choice" bike show, she had a group of jars, one for each motorcycle being displayed, and signs asking the public to put money into the jar of their favorite bike, with all the proceeds scheduled to go to St. Jude Children's Hospital.





# More rally fun!

It was a lot of fun, we talked with a lot of the general public, who were oohing and awning over the bikes, and fielded lots of questions about them, who we were, what we did, etc., so it was a good showing to the public.

Then the following week, on Wednesday the 14<sup>th</sup>, we left for the MS District Rally in Gulfport. We have attended it the last several years and have always had a good time. It was held in a new venue this year, instead of right on the coast, they were at a motel complex a few miles inland, up US-49. The three "Host Hotels", a Holiday Inn, Best Western and Clarion Inn, are all right next to each other on the same side of the street, and all owned by one man. The district made all the arrangements with him for a "package deal", and it worked out quite well. In a court area between the Holiday Inn and the Best Western, a large tent was set up and used for a place to sit and have lunch, especially if purchased from a vendor grilling hamburgers and hotdogs right there, their Couple of the Year selection, the Friday night Talent Show, other similar activities, and finally the closing ceremonies. In the central court area of the Best Western was the pool area, surrounded with a walkway and rooms along the four sides. Two of the rooms were used for seminars and one was set up as the Hospitality Suite. The inside vendors were all in a conference room in the Holiday Inn, and the outside vendors were set up in a side parking lot. It all worked out quite well, everything in easy walking distance, and we could not have asked for better weather (especially after what we went through in Virginia), sunny days, very little wind, and temperatures in the lower 80's.

Their theme this year was "Goldwinging to the Sock Hop", and there were a LOT of members dressed the



part, ladies in poodle skirts, scarves and saddle shoes, guys in jeans and white t-shirts with a cigarette pack rolled in the sleeve, etc. Their dinner Thursday evening included a costume contest based on the theme, which brought them out in droves (including a couple of Elvis wannabes, and it was a lot of fun watching. It



was especially interesting watching one of their other contests - a hula hoop twirling contest, with the winner being selected based on the amount of time they could keep twisting that hula hoop, I think second place was something like 13.something seconds, and the winner made it to a tad over 33 seconds! As in past years, the kids in the choir of a local school gave a quick recital, then they served the food, but afterwards, when the hula hoop contest was "over", the kids gave it a try, and I got tired of watching one young girl, I didn't think she was ever going to stop. Golly it made us feel old!

They also had the usual games to play at the rally, to win tickets that could be put into bags next to prizes you might want to win. We played the games and tried our luck, and boy were we surprised. We upheld the tradition of Tennessee, especially Diane Hixson, winning lots of the prizes. Unfortunately Boyd and Diane Hixson were not there, I'm sure the first time in many years, due to a health problem Boyd is working with. Normally when we go to these rallies, Diane is very lucky and wins quite often, but since she was not able to be there, we stood in her place. In all, we won 29 prizes, and I had a heck of a time figuring out how to get them all packed into the trailer to get home. Any more and we'd have had a serious problem, LOL. They also had Couple of the Year baskets that could be won by purchasing tickets, with the proceeds being used to help offset the costs for the Districts' Couples in their travels. We decided early on not to try for any of those, they were all HUGE. One was in a wicker basket that was about 2' deep, 3' wide and 2.5' high. And there were two others that were even bigger than that.

And speaking of Tennessee winning, Tennessee got a certificate for the largest district in attendance from outside the MS District, and TN-C got either first or second as the largest chapter.

That details our month as it has gone so far, but it doesn't end here, we have one more rally, that we will most likely report on in next month's newsletter - the last weekend of October is the Region A Rally in Eufaula, AL, and we plan on attending it. It will be our first time at it, and we are looking forward to it.



# Fall Color Ride

By Brian Richards

We just returned from an enjoyable “Fall Colors Ride”. Our fearless leader **Tom** was scheduled to lead the ride, but when unexpected family dropped in to visit for the weekend, on their way home from Ohio to Texas, he obviously couldn’t leave them at home while he and **Kathy** went on a ride, so he asked me if I could lead the ride. “Of course”, I said, and we discussed his initial ideas of where he had wanted the ride to go if he had been leading. I worked out the details on our GPS software, loaded it to our GPS, and we were ready to go.

As originally set up, we met at the Shoney’s we have our chapter gathering at, and waited to see who was going to join us. Fairly soon **David Underwood** and his friend “The Old Man” **Lewis** pulled in. A few minutes later **Bill & Merrilee Deguire** pulled in. As scheduled, we pulled out of the Shoney’s parking lot just a tad past 10am and headed east on 61. We followed 61 to 33 to Harrogate for a quick stop at the Hardees for a potty break and cup of coffee for those that wanted it. Then over to what we’ve been told is one of Tom’s favorite twisty roads, 63, what a nice ride along it. Then we cut south to go through Sneedville, back onto 33 to 31 to our planned lunch stop at the Green Tomato Grill in Mooresburg. We also passed (going the other direction) several other groups of motorcycles, doing the same thing we were, when we pulled into the Green Tomato Grill, as we were parking, next to a couple other bikes, the owners came out to continue their ride after their lunch, and they were from VA, then as we were leaving the Green Tomato Grill and getting ready to get on our bikes, another group of Wings came into the parking lot, and they were doing the same thing, and were from KY, so there were a lot of motorcyclists on the road today enjoying the day and the colors.

After a great meal, with way too much food (most all of us ended



up with take-home boxes), we headed back toward home, with members splitting off as they desired for whatever route they wanted/needed, to get home. The last couple of bikes, after a stop in Blaine for, what else ... ice cream, went their way to home.

It was a really pleasant day for a ride, although **Loretta** would have preferred to have had more sunshine, she just loves a nice ride in the



sunshine (we DID get a couple quick patches here and there). Just slightly overcast, and it was a little cool to start out, fine with our proper riding gear on, but started warming up fairly soon and ended up pretty decent and warmed up throughout the day, till some of us ended up peeling layers off, LOL.

Okay, I hear you out there saying “Hey, it was supposed to be the chapter’s Fall Colors Ride ... what about the colors?”.



Well, we saw some REALLY colorful trees at so many parts of the ride. It was a really pretty day to enjoy the roads,



the colors, the friends, etc. There were a couple of spots riding up and down some of the ridges that were absolutely gorgeous, and we WANTED to stop to take pictures, but there just wasn’t any room

along the side of the narrow road for us to safely pull over, darn!

Anyway, we feel this year’s “Chapter TN-B Fall Colors Ride” was a success, and while we all enjoyed it, we were also sorry many other of our fellow chapter members weren’t able to join us. Maybe next year?

# Tech Advisor Section

## • . . devoted to the care and upkeep of your Motorcycle or Trike

*Tech Advisor: Brian Richards*

### *How to Winterize your motorcycle*

It is getting to that time of year that some of us may be considering putting our motorcycle away for the winter, and there are always questions about “what should I do to make sure it gets through the winter in the best shape possible, to be ready next spring with the least amount of problems?” In doing some research I came across what I thought was a very good article from a source I trust to have good information. This information is reprinted with permission from “goldwingdocs.com”. Read more at <http://goldwingdocs.com/forum/viewtopic.php?t=24818#ixzz3oNl4sScO>

There are some important tasks you need to perform when putting your bike away at the end of the riding season. The list here is what I perform on all of my bikes at the end of the season, and is a mixture of Honda-recommended procedures and my own. First, this is what Honda recommends you do in order to store your bike:

Change the engine oil and filter.

1. Make sure the cooling system is filled with a 50/50% antifreeze solution.
2. Fill the fuel tank. Make sure the fuel fill cap is properly installed.
3. Drain the carburetors into an approved gasoline container. If storage will last longer than one month, carburetor draining is important, to assure proper performance after storage.
4. With the engine stop switch in the OFF position, press the start button several times to crank the engine and distribute the oil.
5. Remove the battery. Store it in an area protected from freezing temperatures and direct sunlight. Check the electrolyte level and slow charge the battery once a month.
6. Wash and dry your motorcycle. Wax all painted surfaces. Apply rust-inhibiting oil to the chrome pieces.

7. Inflate the tires to their recommended pressures.
8. Store your motorcycle in an unheated area, free of dampness, away from sunlight, with a minimum of daily temperature variation.
9. Place your motorcycle on blocks to lift both tires off the floor.
10. Cover your motorcycle with a porous material. Avoid using plastic or similar non-breathing, coated materials that restrict air flow and allow heat and moisture to accumulate.

Now, my own procedures, some of which are slightly modified. I should mention that my motorcycles spend the winter in an unheated garage, with minimal exposure to the outside.

1. First on the list, I go for a decent ride - at least a half an hour, and preferably highway speed. This isn't (just) for fun - I want the engine and exhaust system as close to top operating temperature as possible. This lets the oil drain easily, and prevents moisture inside the exhaust (more on this later).
2. Next, I fill the fuel tank. Before doing this, I will go out for a ride and use up as much fuel as possible - I want no more than 1/4 tank of gas.
  - I then add two items: first, half a can of [Sea-foam](#). This is normally used to clean shellac and deposits from the carburetors. In this case, I want it sitting IN the carburetors over the winter, to prevent the deposits from forming in the first place.
  - Second, I add a double dose of [Marine Sta-Bil fuel stabilizer](#). Why a double dose, and why the Marine version? First, this stabilizer is used to prevent phase separation - and you cannot do damage by overdosing your fuel. In fact, they tell you to use more when storing for longer periods of time. Second, the marine version of the product is designed for use where there is high humidity and frequent water incursion. It is far better at holding moisture in the fuel in suspension than the regular “red” Sta-Bil. Think of it as regular “red” Sta-Bil on steroids.
  - Once I've added both of these products, I fill the tank to the very, very top with FRESH, quality fuel, leaving as little air space as possible in the tank. Air in the tank = water vapor, so get rid of it as best you can. Lastly, I ride the bike for 5 minutes or so to make sure the fuel with additives has made it fully through the carburetors.

Continued next page



- I don't drain the carburetors. Especially on the GL1500 (and also on my wife's PC800) draining the carbs is an onerous and painful job. If I was going to be storing the bike for 6 months or so, I would very likely drain the carbs. However, when I am storing the bike for four months over the winter, and the carbs are full of a stew of Seafoam and Sta-Bil, they do just fine, and having used this method now for many years, it has never failed me. If your bike has a manual petcock, make sure to turn it off! If you do have a manual petcock, you can turn it off while the bike is running, and just wait until the engine dies. This ensures your carburetors have been drained of fuel. I use this method on things that are run very infrequently, like my generator.
- 3. Change the engine oil and filter. This is a given. Engine oil accumulates acids during normal engine operation, and left sitting, this will corrode the inside of your engine. Your engine will last many more years if you simply change the engine oil and filter before storing it each winter. The Honda instructions say to crank the engine with the stop switch set to OFF after an oil change, to distribute the fresh oil. This is a good idea, and works on most Wings - except later model GL1500's and GL1800's, which will refuse to crank if the stop switch is OFF. My 2000 GL1500 is one of those bikes, so I instead start it briefly (10 seconds or so) to ensure the oil is fully distributed throughout the engine.
- 4. Check the coolant. I use Hondaline 50/50 premix coolant, so I know it's always the correct ratio, and it won't freeze. I also change the coolant every two years, so I know it's not worn out. I check the coolant level regularly, but this is as good a time as any to check that your coolant isn't low
- 5. Check and fill the tires. You do not want your tires low over the winter - and in fact, it's a good idea to do this several times while it is in storage.
- 6. Battery: I don't remove my battery. Why? Because I have a [Battery Tender Jr.](#) installed. I actually plug my bike into the Battery Tender every time it is parked - and in doing so, I went from replacing batteries once every 18 months to...well, I'm not sure, because I've been doing it for five years now, and in the five years since I installed Battery Tenders on all my bikes (and generators, and snowblowers, etc.) I haven't had to replace a single battery. People, seriously, get a Battery Tender, it will pay for itself many times over in extended battery life. As long as your battery is fully charged, the electrolyte will not freeze until near -40 degrees. On the other hand, a discharged battery can freeze at very close to 32F/0C, and a frozen battery is extremely dangerous! Put a Battery Tender on your bike, leave it plugged in, and you don't need to worry about pulling the battery from the bike. Those of you who store your bikes somewhere where electricity is not available, they now offer a [solar-powered Battery Tender](#) that will keep your battery in top shape with sunlight alone.
- 7. Wash and dry your bike. Really? Washing it? Actually, yes. Bug guts, road tar and general grime contain acids that will dissolve the protective coating on your paint - and your paint itself. Eventually the paint will just look bad. But I don't get out the hose for this job. I use the greatest invention motorcycling man has ever devised: [Pro Honda Spray Cleaner and Polish](#). This stuff is so good, that virtually all bike shops use it. It makes cleaning your bike a non-event. I even use it on my car. Spray it on, wait a few minutes, wipe off with a clean towel, you're done. The result is an immaculately clean surface, with a protective coating left behind that will bead up water. You can use it on painted surfaces, plastic, windshields, chrome, aluminium, every surface on your bike. For chrome and steel parts, it leaves behind a coating that prevents corrosion from humidity over the storage period.
- 8. Lift your bike so it is not resting on the tires. Well...again, perhaps if I was storing my bike for six months or longer I might do this. Instead I simply put the bike on its center stand. This leaves maybe 40-50 pounds of weight on the front tire, which is really nothing, comparably. If you're really worried, you can put a wooden block under the engine block to lift the front wheel up off the ground. Keep in mind this will make the bike a bit less stable. Another alternative is to go in every couple of weeks, have someone push down on the rear of the bike to lift the front wheel in the air, then rotate the front wheel to prevent the same part of the wheel from resting on the ground. What we're really trying to do here is prevent flat spots from forming.
- 9. Cover the bike with a porous material - I don't bother. If my bike was outside, then yes, 100% I would be covering it up. But inside my garage, where the temperature remains fairly constant, there is very little dust, and there is little moisture intrusion, I leave it out in the open. More important is having an environment with a more or less constant temperature. If you are storing your bike outdoors, you should be using a cover that covers up as much of the bike as possible, is waterproof, but breathable. Do not use a tarp! This allows moisture to collect underneath, and will cause rapid corrosion.

Continued on next page

## Tech Article Continued

**10.** Mufflers - mufflers rust from the inside out. They depend on the heat of the exhaust to evaporate moisture, so it is imperative that the bike was not just run for a few minutes and then shut down - this leaves moisture inside the exhaust, where it will sit and rust away while the bike is stored. This is the main reason we want the last ride before storage to be a long, fast one where the engine is working hard. We want things to be hot! Once things have cooled off, I spray WD-40 into the ends of the exhaust pipes (WD = Water Dispersal), then cover the ends of the pipes with a plastic shopping bag and a rubber band. This prevents the intrusion of moisture into the exhaust system.

**11.** Hydraulic fluids: If you haven't flushed/replaced your brake and clutch fluids in the past couple of years, this would be a good time to do them. These fluids are hygroscopic, which means they leach moisture out of the air - and moisture means corrosion. I typically do this every other year as part of my winter maintenance, so I don't normally do this at the time when I put my bikes away for the season.

**12.** Mice: Mice and other vermin LOVE motorcycles. They have lots of little cavities in which they can build nests, and they just LOVE to chew on electrical wiring. The air box in particular makes a perfect home for them. I put galvanized steel mesh over my air intake to keep the critters out. I keep mousetraps baited with peanut butter around the area the bikes are stored (they love peanut butter more than they love wiring), and putting Bounce brand dryer sheets in and around the bike helps keep them out. For some reason, they detest the smell of Bounce dryer sheets.

Now, what do you do now that the bike is away for its winter slumber? Please, please, PLEASE resist the temptation to "start it up to keep the oil fresh" or whatever other reason you feel you need to regularly run the engine. Your engine does not benefit in any way from being started from dead cold for a short "warm-up." In fact, it's quite the opposite. Starting the engine puts lots of moisture into both the crankcase and the exhaust. If you are not

going to go out for a good, hard half hour ride, neither the engine nor the exhaust are going to get up to full normal operating temperature - which means this moisture is not going to evaporate. Instead, it's going to sit in the bike and start corroding the insides of your engine, cylinders and exhaust system. Every time you start it, it is making it worse. The fact that it is cold outside makes it even worse - this means the moisture easily condenses on the cold surfaces, starting the rusting process.

"But I need to start it regularly to charge the battery." No you don't, hook up a \$25 Battery Tender instead of ruining your \$500 exhaust.

"It helps keep the seals lubricated and stops leaks." No, it doesn't. The seals do not magically lose their ability to seal because oil isn't regularly flowing over them. In fact, the continuous change of a very cold-soaked engine to warm engine and back can actually CAUSE leaks.

"It keeps the engine parts covered in oil to prevent wear." Actually, it does the exact opposite. The absolute hardest time on an engine, the time when it wears the most, is at start-up, before the engine-driven oil pumps get a chance to start pumping oil around. This is why some expensive aircraft and racing engines have special pumps to circulate oil before the engines are started. When the bike hasn't been started for a while, the lubricating film of oil is at its very minimum - which means massive amount of wear during start up. And this is what you are doing, over and over again all winter every time you start it up - causing wear to your engine when it is at its most vulnerable.

Once we get closer to spring, I'll write a follow-up article on how to un-winterize your bike. Please feel free to comment on methods and techniques you use that work well for you!

### FRIENDS FIND FRIENDS TO RIDE JOIN GOLD WING ROAD RIDERS ASSOCIATION

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**FOR SALE;** Due to health reasons must sell. 1994 GW1500 excellent condition, Triked out when I tore up last knee.

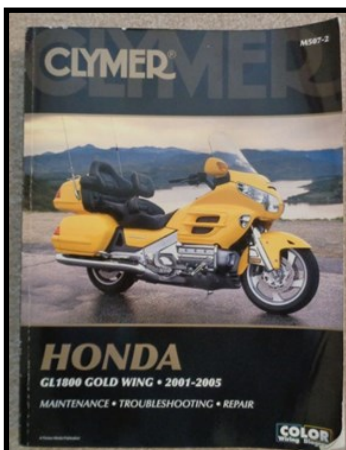
Numerous extras, 2 covers, one complete, one half, several helmets, plenty of cleaning equipment, extra rear wheel,

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Clymer GL1800 Maintenance manual, 2001-2005, MSRP \$50, asking \$20 Check with Brian



(1 set) Hyper Lights  
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Add-On rear speaker  
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# Items For Sale



*Pit bull jack, used once,  
with Goldwing adapter  
\$150.00, Contact Wally  
for more info*



Misc items for sale by  
Brian Richards

7614 Berrycoat Drive  
Corryton, TN 37721  
865-249-6173  
Email: barljr@comcast.net



Scala-Rider Q1 Teamset  
Rider-to-Passenger intercom, brand  
new, MSRP \$290, asking \$100



Flash2Pass garage door opener set,  
brand new, MSRP \$140, asking \$75



Leather motorcycle jacket, sz 46,  
worn & slightly scuffed, asking \$30



(1 set) Hyper Lights  
Brand new, MSRP \$100, asking \$75



Men's Tour Master Venture Air  
Mesh Riding Pants,  
Size 38-40, worn once, \$195 new,  
asking \$100



Official Honda Gold Wing  
mesh jacket - back, with liner,  
used, MSRP \$140, asking \$75



Wonderwall Entertainment Pro-  
jector, great for games, new,  
MSRP > \$100, asking \$75.00



Dyna Beads for tire balancing, new,  
(with TPMS system in our bike, we  
can't use these), asking \$10



# Chapter Educator Section



*Chapter Educator, Jerry Ciesla*

Intersections are often dangerous locations, because of crossing and turning traffic. To help you be better aware of what might happen at an intersection, it helps to think through the various collision scenarios, and imagine what evasive maneuvers might be best.

Until next time, Ride safer

***Jerry***

Well, with November arriving the really nice riding days are getting few and far between. When we can't get out to ride as often it also means that the car drivers are even less likely to notice us each time we do get a nice day. We have already determined that on a good day only about half of the drivers on the road can actually observe a motorcycle in traffic.

The biggest problem for all motorcyclists is the oncoming car turning left in the riders' path. The more urban riding you do, the more chances arise to encounter this situation. We are fortunate to have an excellent training ground here in East Tennessee that can help us deal with this situation. Riding twisty backroads that are either flat or mountainous is a continuous exercise in swerving that will often kick your brain in automatically to recognize the danger of a turning auto and swerve to avoid the collision.

When you are approaching a potentially dangerous situation such as an intersection, it's best to stay focused on what's happening, and avoid being distracted by other thoughts. Collisions can occur very quickly, and there's typically very little time to take evasive action once you realize you're about to crash. Maintain awareness of the situation into which your riding by adjusting your speed or lane position will help keep you out of harm's way.





# "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 & Kathy Peck 423-907-9712

Chapter **M** meets the **2nd Tuesday** each month.  
Eat at 6:00 pm meeting at 7:00 pm..  
Chapter M meets at the Fort Loudon Medical Center in Lenoir City. Mel & Renee McInerney  
865-809-1466

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 Bill Potter 865-254-9218

Chapter **C** meets the **3rd Tuesday** each month at  
MaMa's House Buffet 2608 N John B Dennis  
Hwy. Kingsport, Eat at 6:00pm and start the Gather-  
ing at 7:00pm. TN Call Richard & Connie  
Pendleton, 423-245-8484

Chapter **A2** meets the **3rd Monday** each month  
at O'Charlie's Eat at 6pm Meet at 6:30, 364  
Fountain View Circle Spring Brook Center,  
Newly appointed CD Larry & Margret Born,  
Phone: 865-856-6179.

Chapter **T** meets the **4th Tuesday** Each month at  
the Shoney's 315 Emory Rd, Powell  
Eat at 6:00 pm/Meet at 7:00 pm CD:  
Jean Brock 865-567-7877.

Lets go Visit!

Chapter **C2** meets the 3rd **Saturday** at Shoney's,  
4148 US 127, Crossville, Eat at 8:00 am  
Gathering at 9:00 am CD Buddy & Brenda  
Turner, 931-484-7337

  
**HAPPY BIRTHDAY**



**New Chapter Golf Shirts see Pat**  
**Chapter "Bee" Embroidered Hats: \$12**  
**Place you 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).....\$4.00 ea.  
TN-B Hanger Bars .... 2.00  
Region N 4" Patch . 6.00  
Red/ White 4" GWRRA Patch ..... 6.00  
Black/Gold 4" GWRRA Patch..... 6.00  
Black/Gold 10" GWRRA Patch..... 14.00  
Red/White 10" GWRRA Patch..... 14.00  
Blue & Red District Patch ..... 5.00  
TN District Pin..... 4.00

**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



11/1 Doug Cox  
11/16 LeeAnn Hayes  
11/16 Larry Hale  
11/18 Dianah Davis  
12/7 Lynell Queener  
12/14 Alicia Hickman  
12/21 Irene Ciesla  
12/26 Chuck Talley  
12/29 Sam Chandler

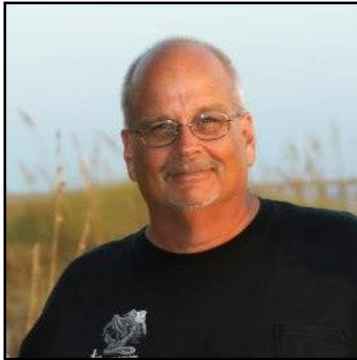
**Happy Anniversary**

11/9 Tom & Kathy Peck  
12/9 Doug & Cindy Cox





# TN-B 2015 Ride and Event Schedule



**Wally  
Maliskey  
Ride  
Coordinator**

## DECEMBER

**12/1: Monthly Gathering Cancelled—Chili Cook-off Planning Meeting Instead**

**12/6: TN-B Christmas Party**, Mike and Linda Bridges Place, 7505 Inverrary Circle, Knoxville. 2 PM to ???

## NOVEMBER

**11/3: Monthly Chapter Gathering** at Shoney's, plans to have representative from UT Lifestar and AirMedCare (Air Medical Evacuation program)

**11/14: District Operations meeting**, CD's, AC-D's, MEC, Treasurer, Ride Coordinator or whoever might want to go are welcome. We'll car pool and meet up:

7:30 LaFollette Wal-Mart

8:00 Emory Road Shell

8:30 RJ's Court Yard on US 129

8:40 Rio Revolution Church, 3419 East Lamar

Alexander Pkwy (321), Maryville

Meeting starts at 9 a.m. and will not last past 4 p.m. Let Tom and Kathy know if you'd like to join us.

**11/17: Tuesday dinner ride to Longhorn Steak House.** Dinner at 6:30 pm, Located on Turkey Creek near the Campbell Station end

**11/21: Saturday, Game Day at Wally's place** in Rockwood 2 pm, contact Wally to see what munchies you might bring.

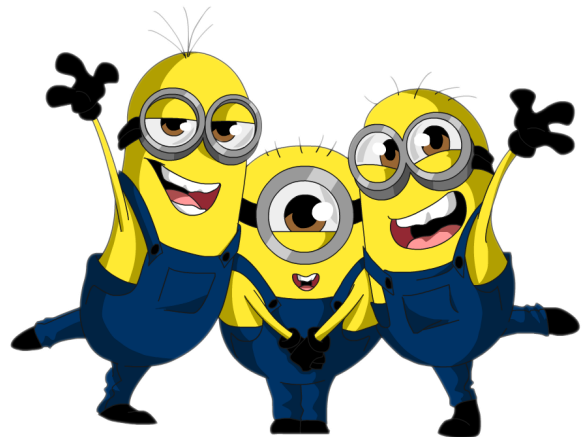
**11/28: Ride/Event planning meeting** at Harrisons across the interstate from Our Shoney's at exit 122, plan to eat at 1pm meeting after we eat.

## JANUARY 2016

**1/30, Saturday, Chili Cook-Off**, Halls Senior Center

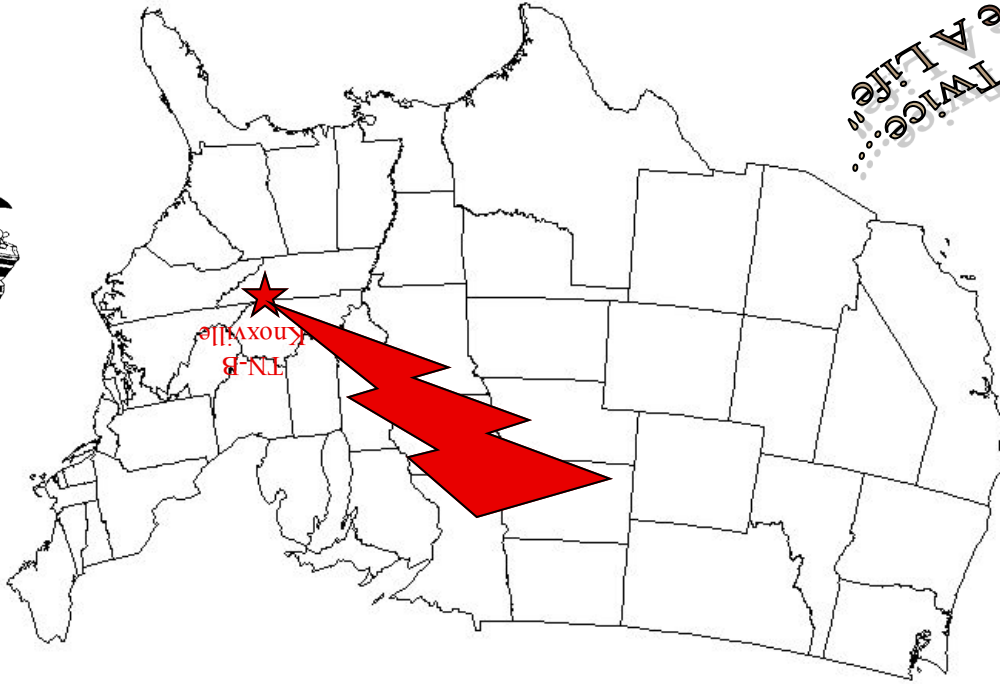
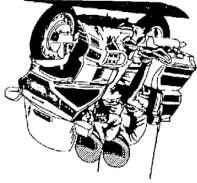
# Come Ride With Us!

*Lets Ride!*

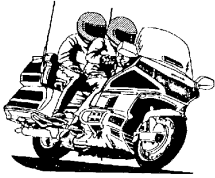


Enjoying the Mountains of East Tennessee!

"Look Twice...  
Save A Life"



## Gold Wing Road Riders Association



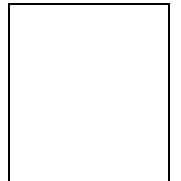
### Knoxville Sunsphere Wings

GWRRR Chapter TN-B  
Senior Director Tom & Kathy Peck  
153 Deerwood Lane  
Lafollette, TN 37766  
tomkatpeck@msn.com

## Gold Wing Road Riders Association

### Chapter TN-B

November 2015 Newsletter  
Ride Safe! & Ride Aware



To:



"Look Twice...  
Save A Life"

