

June 2022

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I want to thank everyone for coming to the May gathering. We had a good turnout. I was not able to make the ride due to work. Some of us attended the Back in Saddle Arkansas rally and had great time. I took a solo ride on Thursday and had great time before making it back for the opening ceremony at the rally. Friday, Scott led us on a ride to Buffalo Point and on to Mt View where we had lunch at Anglers restaurant on the water. The food was great. I had to break off from the ride at Clinton to return home for a memorial service to honor Sheriff Cody Carpenter who died in the line of duty along with Arkansas Game and Fish Officer Joel Campora and two other residents of the county. Sheriff Carpenter and Officer Campora were attempting a swift water rescue to take the citizens to safety when they and their building disintegrated and were swept away in the rising flood water.

Next time you see a 1st responder, EMS, Law enforcement or Fire Fighter tell them thank you for their service.

I look forward to seeing everyone at the next gather on June 11 2022 at 9 am for meal and meeting at 10am, and at the meet and eat On June 2, 2022

I look forward to seeing everyone on May 14, 2022 at the May Gathering or the next ride. And remember, it's not the brand of motorcycle or the number of wheels you ride that makes you happy. Ride long, ride hard, and most importantly ride safe, my brothers and sisters. Until next month



Just when we thought Chapter E was not going to win anything at the District Rally, Butch won 500\$ and Bob Hamm won second place in the bike show



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2022 Activities

2022 Staff

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Quarter Master

Dan Drennon

Sunshine Person

Linda Sturgeon

Couple of the Year

Jan & OJ Miles

Safety Enhancement Advisor

Tom Harrison

Official Chapter E Events - Red Other Event - Black

June

2-4 MO District Rally Branson, MO
9-25 Laconia Bike Rally Laconia NH
17 Father's Day Mt Carmel, HSV
28-7/2 Wing Ding 43 Shreveport, LA

July

10-15 Deadwood 3 Wheeler Rally Deadwood, SD

August

19-20 Mts/Music/Motorcycles Mountain View, AR

September

17 Chapter E Picnic Blakely Dam Pavilion 1

October

1 AR Memorial Picnic
5-7 Green Country Spyder Jamboree TBD, OK
5-8 Bikes, Blues and BBQ Fayetteville, AR
7-9 Great River Rd Ride Lake City to Blytheville
13-15 MS District Rally Gulfport, MS
27-29 OK District Rally Ponca City, OK

November

1-4 Leaf Peeping Trip Eureka Springs, AR
5-6 AR District Ride

December

Dec 7 Christmas Party Diamante Country Club HSV



**Click on
<https://wing-ding.org/>
To register for the Wing Ding 43 Event**

Let the Good Times Roll at Wing Ding 43!

For the first time in it's history, Wing Ding is headed to the great state of Louisiana and it's third largest city, Shreveport!

Seated on the banks of the Red River, Shreveport is linked in many ways with its sister city on the other side of the river, Bossier City. Many refer to the two cities as "Shreveport-Bossier." Situated in the northwest corner of the state near the borders of Texas and Arkansas, Shreveport serves as the commercial and cultural center of the tri-state region, a region which is widely considered to be the border between the West and the South.

Shreveport has become a popular tourist destination largely due to its various riverboat casinos, numerous historic landmarks, art galleries, museums and much more!

See below as we have finalized our ever-popular dinner and entertainment events! These events almost always sell out early so be sure to add them onto your registration or sign up today!

As always, we have teamed up with the Shreveport-Bossier Convention and Visitors Bureau who will not only be hosting a grand Wing Ding Welcome Party but has also helped us secure some great room blocks at guaranteed rates! Be sure to book your room before they're all gone! The Shreveport Hilton hotel is already sold out but there are plenty of other great options still available!

Our Rider Education Safety courses are now open for enrollment! Already registered for the event? Simply call to add on the Rider Education course of your choice.

Run for the Wall

Mission Statement

To promote healing among ALL veterans and their families and friends, to call for an accounting of all Prisoners of War and those Missing in Action (POW/MIA), to honor the memory of those Killed in Action (KIA) from all wars, and to support our military personnel all over the world.

Philosophy

We strive to maintain a safe, supportive and private atmosphere in which all participants can reflect and heal on their journey to the Vietnam Veterans Memorial in Washington, DC, and the Middle East Conflicts Wall Memorial in Marseilles, Illinois in the hope they can return home to a new beginning.

Goals

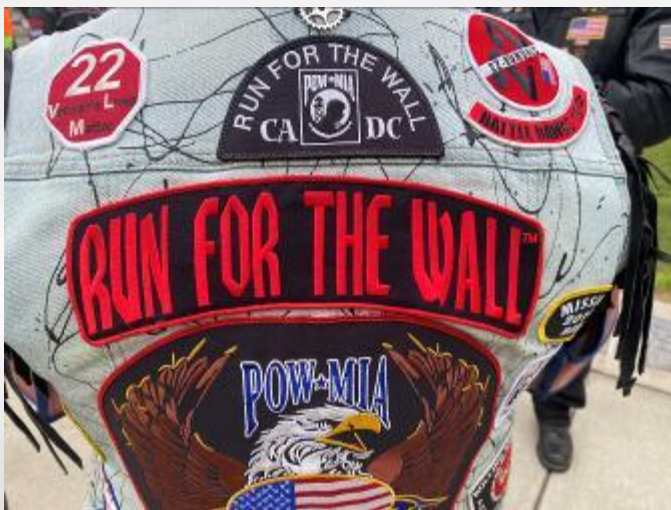
To guide the participants across America.

To educate future generations on the importance of accountability in wartime actions, emphasizing that no one should be left behind.



The 5 branches of Service

Run for the Wall



Run for the Wall



People came from as far as California



Run for the Wall



They travel from Calif. To Washington DC
On Motorcycles

Run for the Wall



Veterans Park in Russellville, AR

Run for the Wall



Run for the Wall



Mammoth Spring State Park



Mammoth Spring State Park is located in AR. Just a couple of miles north is Missouri

Mammoth Spring State Park



Mammoth Spring State Park



Mammoth Spring State Park



Mammoth Spring State Park



Mammoth Spring State Park



Mammoth Spring State Park



Arkansas District Rally



Arkansas District Rally

The Boy Scouts and Ron Thielman competed with their home made racing cars. Ron came out second



Arkansas District Rally



Ron's Black Race Car



Arkansas District Rally



Arkansas District Rally



Arkansas District Rally



Bean Bag Baseball



Arkansas District Rally



\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$
500 of these





All of a Sudden



It was not a dark and stormy night! Actually, it was a clear, warm, sunny, Sunday afternoon, the 9th of August, 2015, as I was traveling eastbound on US Rte 66 halfway between Peach Springs and Seligman, AZ. I was leading a group of 14 bikes and a Mustang convertible on a 14 day Wild West Tour for EagleRider motorcycles. We were on day 3 traveling from Laughlin, NV to Grand Canyon, AZ. I had an eclectic group; a few Germans, a few Brits, a number of Brazilians and 2 guys from New Zealand. Among the Brazilians was a young guy who was with his parents and their best friends from back home. His mother and the other woman were driving the Mustang.

It is a common practice with EagleRider, on these longer tours, to give the riders a chance each day for a "Free Ride". Normally, we all travel in a solid, staggered group but the free ride gives folks a chance to ride on their own and have the opportunity to take in the scenery. The leader goes on ahead and leaves them to depart on their own after 15-20 minutes. The van driver/sweeper follows the last bike to be sure that everyone makes it to the rendezvous point. In this case, I briefed everyone at our regular rest stop in Hackberry and headed the 62 miles to Seligman where we were scheduled to stop for lunch at the famed Roadkill Cafe, a regular Rte 66 tourist haven. There was nowhere else to go but straight on Rte 66 where I'd be waiting at the Chevron station for our fill-up before lunch. It was VERY fortunate that we were on a free ride at this point, as you will see.

In north central AZ, Rte 66 is a nicely paved and well marked two-lane highway with a 65 MPH speed limit. So I was cruising along at 65 on the brand new Indian Roadmaster that EagleRider provided, somewhere between Peach Springs and Seligman. The highway had a long, gentle climb in both directions with a gravel side road off to the south side. Just as I crested the rise, a Toyota Tacoma coming westbound ALL OF A SUDDEN took a sudden left turn right in front of me in order to enter the side road. The driver was a seventeen year old girl driving her grandfather's truck and had her younger sister and her grandmother riding with her. According to the police report, she made a really dumb move about 20 seconds earlier. She knew she was going to make that turn but she had two dually trucks behind her so she pulled over to the shoulder to let them pass and initiated her left turn just as they passed her giving her no chance to see oncoming traffic, ME. While the Tacoma was partway through the turn, I hit it dead center and spun the truck around more than 180 degrees as the Indian and I careened off to the right and into the ditch along the eastbound side of the highway.

All of a Sudden

When the State Trooper arrived, he insisted that he call in a helicopter because the local hospital in the Navajo Nation was insufficient and I needed quick transport to a level one trauma center. The chopper arrived after the EMT's did their life-saving work and they took me from the ambulance to the chopper wearing nothing but my jockey shorts and my helmet. They flew me directly to UMC Trauma Center in Las Vegas. Very sadly, the last to arrive was the van driver who, just so happens, is my younger brother. He has told me many times what a crushing blow it was for him to arrive at what he knew was an accident and find his brother lying in the ditch all twisted up and bleeding. I've reiterated many times that, at that moment, he was surely in more pain than I was. After leaving the van at Grand Canyon, he took a bus to Las Vegas where I was at UMC trauma center and stayed there with me the full 18 days. It just so happens that, on this occasion, we were conducting parallel tours; there was a second group about an hour behind us. The leader of that group took charge of all 29 bikes and two vans and got everyone to Grand Canyon that evening.

MY HIGHWAY OPPOSITION



Notice all the bikes in the background



All of a Sudden



The trauma inventory report from UMC is 24 pages long so I'll just give you a quick run-down of my injuries. The expert team of trauma surgeons there felt quite confident that I likely would have died if I had been transported to the local Navajo hospital. My brother arrived from Grand Canyon about 10 PM and my son and daughter arrived from Denver around 11. Liz managed to get there the next morning (flying from LIT is generally non-accommodating). Another great blessing in all of this; I have a longtime buddy from United Airlines who lives in Henderson, NV and he was able to house my family for the 18 days I was at UMC.

Obviously, I had multiple, serious injuries the worst being to my left foot and right elbow. A quick list: both ankles broken, left foot crushed, right elbow utterly dislocated with the ulna protruding out the back of my elbow, left pneumo-thorax, a few broken ribs, left clavicle dislocated through the skin and multiple concussive events. As I said, I don't remember anything until about three days later. They got right to work trying to rebuild my left foot. Photos of the destroyed bike indicate that the left footboard folded up around my foot as the left side of the bike smashed into the Tacoma's bumper. There are 5 metatarsals between the ankle and the toes. All five were broken and separated; the surgeon said there were dozens of pieces. They used 3 metal plates and 5 screws to get it all back together. There are 5 major bones in the ankle, the largest one being the Talus which hooks into the lower leg bones. The Talus in both ankles were dislocated and the left one was also fractured. When you see me get off my bike and walk away gingerly, now you know why. The orthopedic surgeon was quite sure that, if I hadn't been wearing sturdy motorcycle boots, I likely would have lost my foot. About the right elbow; all the experts have surmised that, when I hit that truck at 65 MPH, I instinctively locked both arms to brace against the hand grips. Because of the angle of impact, at the instant of collision, the front wheel snapped violently to the right pushing thousands of pounds of force through my right wrist and against the elbow joint. The forearm consists of the radius and the ulna both attaching at the bottom of the humerus to form the elbow joint. Unlike most movable joints in the body, the elbow is kind of free floating to allow for twisting and turning. There are very few orthopedic surgeons who will even touch an elbow because the success rate is so low. The surgeons at UMC put my elbow back together and casted it but, in less than a week, it was obvious the bones had dislocated again. Back in Arkansas, I had two more surgeries to rebuild it. At best, it has about 75% function. Liz was concerned that I was not quite right in the head (in addition to being heavily drugged) so she insisted that they give me a CT Scan of the brain. Sure enough, they found two brain lesions that they were confident would ultimately heal themselves. So far, I am still pretty good at math and I can find my way home.

All of a Sudden

THE MORNING AFTER



Liz's first sight of me!

It's important to note that, during this tour, I was an official employee of EagleRider thus all of the medical expenses were covered with the Workers Compensation insurance at EagleRider. You may recall the mass shooting at a concert in Las Vegas a few years ago. Nearly all of those victims were transported to UMC. While there we discovered that it is a first class trauma hospital and a not so good medical facility once you leave the ICU. After 18 days, the insurance authorized an air ambulance to fly me and Liz to LIT where I was transferred to Baptist Health Rehab Hospital, a truly excellent facility. They cared for my injuries and prepared a program of PT and rehab. Thankfully, they hooked me up with the preeminent elbow surgeon in Arkansas and he re-did my elbow reconstruction after the UMC

All of a Sudden

job fell apart. He had to do a third surgery about 8 months later because the insurance company dropped the ball on the necessary PT. That's another story.

It was nearly 4 months before I could walk at all. I spent 9 months working at PT three times a week. I am certain that I cost the insurance company so much money that they eventually didn't want to talk with me any more. I'm guessing that it cost them \$7-800,000. If you ever want a helicopter med-evac, you'd better have good insurance. My ride to Las Vegas cost \$56,000.

All in all, I am happy to be here and very satisfied to be back on the road on my bike. I suppose that many of you may have numerous questions about the specifics. I have no qualms about sharing and I'd certainly be willing to fill you in on all the details. Enjoy your rides and remember ATGATT!

A CELEBRATORY MOMENT 6 MONTHS LATER



Flags at Cedarvale



Each year, GWRRA assists the American Legion in putting the Flags up around the driveway at Cedarvale Cemetery. This is a special time to honor our soldiers who gave their all to our country. GWRRA honors our soldiers on Veterans Day also. GWRRA has been doing this for about 15 years.

Memorial Day Service at Mt Carmel



Mt. Carmel Community-Hot Springs Village invited the Patriot Guard to stand a Flag Line during their Memorial Day Service



BASIC CHECKLIST FOR SAFE RIDING

BASIC CHECKLIST FOR SAFE RIDING

By Tom Harrison, Chapter E Safety Enhancement Advisor

Hanging with Willie G (grandson of one of the Davidson's) at the Grand Opening of the Harley Davidson Museum!



CHECKLIST:

Maintain your motorcycle in top condition and inspect the tires prior to every ride.

Maintain your safety equipment in top condition and wear all of it all the time.

Train your eyes to maintain a “Cinerama” wide focus and maintain 360 degree “buffer area” by keeping your eyes moving. Study your surroundings for potential hazards and plan counter strategies. Use your rear view mirrors to be aware of what is going on behind you, particularly when making a panic stop. If people are invading your buffer area, take evasive action.

Learn to “read the road” including typical hazards that occur in a given situation e.g. there is usually gravel on the far side of a blind curve in the mountains. Be prepared for potholes, raised ridges in the road, railroad tracks, trash, etc.

Look as far down the road and through the curves as far as possible! Avoid looking down, look ahead. By the time you reach a road hazard, it should be old news.

Master the art of riding curves! Judgement and execution require practice. Let the yellow suggested speed signs serve as a guide.

Ride your own ride! Do not allow someone to push you out of your comfort zone and, if team riding, express concerns to the Lead Road Captain. A good Lead Rider will make accommodations for a slower rider. If the group rides faster than your comfort zone, let them go! I have seen too many riders hurt trying to stay up with faster riders. For overall safety, groups should ride at the speed limit. If you ride too slow, it encourages vehicles behind the group to try a dangerous multi-motorcycle pass.



BASIC CHECKLIST FOR SAFE RIDING

Ride at a safe speed! For GWRRA rides, this is the legal limit. However, safe speeds vary considerably by rider. My rule of thumb is to never ride at more than 70% of my estimated ability. That way, if I make a mistake, there is room for recovery without having a problem.

Never override your line of sight e.g. if you can't stop in the distance you can see, you are riding too fast. This is particularly true for sharp little hills and blind curves.

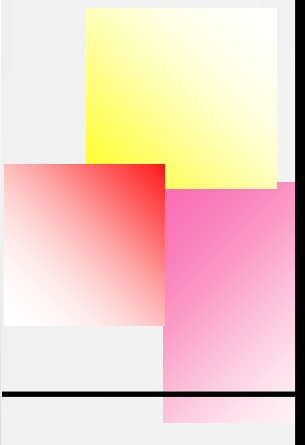
Do not ride drug or alcohol impaired! Both are significant contributors to motorcycle fatalities.

Be a student of motorcycle safety! I have NEVER met an experienced rider who said they didn't learn anything from a course. AMA, MSF, GWRRA, and motorcycle magazines offer numerous articles dedicated to safe riding.

Recognize that you must "pick up the tab" for the mistakes of other drivers. You do not want to be DEAD right! To the extent you can, plan for the other driver to do the worst thing possible and take steps to reduce the potential risk transforming what would have been a tragic accident into a managed event.

Periodically, you need to review this checklist to keep it fresh in your mind. The more you read this list and think about it, the more it will be stored in your subconscious and result in safer riding.

In summary, even the best riders have lapses where they forget things or are not paying attention and make a regrettable mistake. I rode to the Easy Rider motorcycle show in Memphis with an experienced Southern Cruiser Club friend who I had ridden with many times. As we left the show, I forgot to "ride my own ride" and blindly followed him as he tried to cross railroad tracks at a shallow angle. We both crashed at the same time and my Goldwing fairing was split horizontally. It made the bike look like PACMAN coming down the road. A roll of duct tape made it rideable to Hot Springs. Constantly refreshing yourself using this list should prevent this type of lapse.



Why Honda moved Goldwing Manufacturing

Why Honda moved Goldwing Manufacturing from
Marysville, Ohio back to Japan
By Tom Harrison

Many people have speculated as to why Honda moved the production of the Goldwing from Marysville, Ohio to Japan. I believe I know the answer and will present the evidence.

Puzzle Piece #1: At least twice a year, I visited Honda Maryville as a supplier representative to discuss financial issues related to DuPont's Finishes business. Every time I visited, I did a walk about and learned as much as I could about how they make products. They encourage this because they believe it makes you a better supplier. On every visit, the Goldwing manufacturing area was overflowing with "rework". The rework area is for products that are missing a part(s) or have a defect which they need to fix. When I enquired as to the problem, it was invariably that part(s) were missing because suppliers could not meet deadlines. Anyone who has ever worked on a Goldwing knows how complicated they are and how difficult it is to add a part in most areas of the bike. In one instance, they were missing fuel cells.....try fitting one on a partially built Goldwing and tell me how much fun you had.

Puzzle Piece #2: Toyota Georgetown asked that we submit our invoice monthly in a specific format versus sending individual invoices for each shipment. We wrote a program to accomplish the request and started giving them monthly invoices. On my next visit to Georgetown, they raved about how well we honored their request. I told them I didn't understand what the big deal was since it was a reasonable request. Toyota's rep said, "Hold on and I will show you!" He proceeds to place a pile of invoices from other vendors in front of me and said, "We made the same request to these people and this is one we got!" As I viewed the invoices, I was totally shocked!! You would not believe the array of crap they received from other vendors.....not even close!

My conclusion – Honda gave up on working with American suppliers on the Goldwing because they were losing more in inefficiencies that the cost to ship the bikes from Japan. I guarantee you that manufacturing in Japan is a no brainer because the parts are on time and the right quality. Show me a single defect on a showroom Honda

