



# TEXAS DISTRICT NEWS

Gone to **Wing Ding!!!!**

Hope to see you all in

**Knoxville, TN.**



**JULY 2011**

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If you have pictures of your Texas chapter events, send them to [NLE@gwrra-tx.org](mailto:NLE@gwrra-tx.org).  
You may see yourself on the cover of the *Texas District News*!

## From the District Director Fred Mew

I'm writing July's article a little early this month because we're Wing Ding bound! I have good and sad feelings about this year's convention...

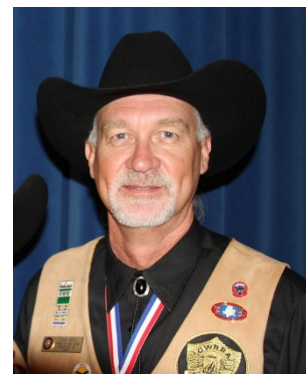
The good is the destination! If you haven't had the opportunity to ride in the Appalachian and Great Smoky Mountains in previous adventures, now is a perfect chance to indulge in some great riding while taking place in the "Goldwing convention of conventions." If you have been there before... well then you already know and are looking forward to revisiting and continuing exploring and participating in the many adventures that await us!

The sad is Mandy and I will no longer be the current International Couple of the Year. Yes... we will always be 2010-2011 International Couple of the Year. We've had a great time this past year (it's already been a year?) and we attended a lot of great conventions from chapters to regions and made friends with a lot of fantastic folks. What a great year! Thank you everyone who has been part of our ride!

I hope you (everyone) can attend Wing Ding this year and if you can... please support our current Region Couple Steve & Fay Alexander as they participate in the International Couple Selection process! It's an indescribable (good) feeling we had knowing our region family was there for us when we were "going for the coveted belt buckle!" At that point, we knew we had already won... buckle or no buckle!

Be safe on your adventure to Wing Ding...

*Fred*





## Texas District Couple of the Year Dale and Carleen Garrett



### **Arkansas District Convention**

Things have settled a bit and reality is starting to set in, we actually were selected. We have attended conventions (rallies) many time before but our steps were a little brighter and we stood a little taller, after all everything in Texas is a little bigger, when we put on our vests and medallions and walked into registration at the Arkansas convention over the Memorial Day weekend as the Texas District Couple of the Year. We have a big state and district to represent.



We rode for two days to get to Rogers, and then rode every day we were there. We traveled over 1500 miles through Texas, Eastern Oklahoma and Arkansas. We rode up into Missouri. We enjoyed the winding roads of both Oklahoma and Arkansas. On Friday we rode into the hills to the little town of Oark, AK. That part of Arkansas had a category F3 tornado ravage it just the week before and a lot of the area was without power. We stopped at the Oark General Store for lunch. We have been told that the best hamburger in the state was served there. We arrived to find the parking lot or the area around the store full of bikes and trikes, our group of six from Texas fit right in. The store had been without power for almost seven days. They had a few light bulbs lit by a World War II surplus generator out back. The generator provided enough electric-

ity to keep the refrigerators going and some of the lights but the cash register would not work on the generator. They made change and added up the tickets the old fashion way, with a pencil. Food preparation was done by propane and the Wingers that sent us on this trek were right, the food was great. Friday is a special day when they make hand cut and battered onion rings, boy were they good.

But the most impressive thing that happened was as we were riding a winding stretch of Arkansas road called the "Pigs Tail" we came upon a motorcycle accident. A lady riding a HD trike

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## Couple of the Year *Continued*

lost control and flipped it into a ditch on a switch-back curve. Carleen and I were riding with LeRoy and Andrea Douglas, and Jim and Alvalin Woodul. We were about the first to arrive at the accident. The lady in the ditch was with a two other bikes. Cell phones did not work so one of the bikes headed to the top of the mountain to try and call for aid. The most impressive thing was that other bikers stopped to help but the four Gold Wings that arrived all had First Aid Kits (and got them out to use) and all six riders had been trained in accident scene management and knew how to use their first aid kits. Without any directions one person when to both ends of the accident scene to control traffic. One person started triage and the others secured the scene was complaining of neck and back pain and had a broken left ankle. We kept her still and comforted her; it took the better part of an hour for a couple of firemen/medics and then the ambulance to arrive. Hats off to the riders and the training that each one received; I am sure this due to our memberships in GWRRA.

The end of June we will be starting our trip to Wing Ding. Each year we try to take a few days either prior to or just after Wing Ding to take to ride some of the states around the area of the country we are going to tour. This year we are headed to North Carolina along with Virginia and West Virginia. See you in Knoxville on Tuesday for the International Couple of the Year Selection as we cheer Steve and Faye on to being selected as International Couple.

Dale and Carleen Garrett

TX District Couple of the Year 2011-2012



## Leadership Training

Lynn Heene

### THE ART OF NEGOTIATION



Over the years I have read many books on leadership and participated in numerous leadership and management seminars in my two chosen professions; medicine and scuba instruction. Negotiation was one skill I needed to proficient in.

The techniques of negotiation are not easily taught; they are mastered through understanding gained by experience. Here are a few tips to help you in your negotiations.

Negotiate at the lowest level possible. This serves to resolve small things before they grow out of proportion.

Never trust negotiation to luck.

Negotiations should be conducted in private.

Time is your ally when negotiating. It calms temperaments and gives rise to less-spirited perspectives. Never rush negotiations.

Try to foresee all possible outcomes to determine those that will yield favorable results.

Never intimidate.

Honor all commitments you make during negotiations. Otherwise your word will not be trusted in the future.

Be aware of time. You want to take your time as stated before, but don't take forever. Taking too long can only lead to frustration.



Lynn Heene  
Texas District Trainer



## Rider Education

Chet Roby and Maria Collins



In preparation for the July newsletter article I can't help but differ to information that was scripted by this writer, for summer riding, in 2010. The details of the letter are highly relevant to the hot Texas days we have been encountering. Therefore I have chosen to use a portion of the information in re-affirming hydration for your body during the summer riding season, in addition to preparation of your machine.

Activities (current and future) of District and National will be detailed, in addition to encouraging feedback from the membership, and continued focus on education by all riders and co-riders.

### **Summer Riding:**

Texas' summer weather has been a reality for the past 60 days and the importance of understanding the impact on our body and the machines is critical, in preparation for the day's activities.

Tips for starting your weekend activity may differ, but here are some things to consider as a pre-ride preparation.

### **Tips for Riders and Co-Riders:**

Ensure you carry and drink plenty of water or hydrating liquids. The focus should be on liquid elimination every few hours, thus assuring adequate liquid consumption.

I would like to add one foot note to riding in heat and that is the importance of not only hydrating with liquids (preferably water), but also maintaining a high level of electrolyte consumption, as well. A good sports drink allows the intestines to absorb maximum water intake, with little salt.

Avoid caffeinated drinks (diuretics), such as coffee and colas, which hasten water loss. Remember, if your mouth is dry, you're already dehydrated.

Wear vented, full-coverage clothing, as exposed skin wicks away vital moisture.

When and if possible, use evaporative cooling, such as damp collars, clothing, spray bottles, etc. There are several good products on the market that can be worn to assist in cooling down the body's core. (I.E. Joe Rocket has a Sahara Evaporative Cooling vest that works very well; there is a Bandanna that contains absorbent material and raps around one's neck. After being soaked in cold water for 5 to 30 minutes, the bead swell, and the comfort of the cool bandanna, around the neck, covering the main arteries leading to the brain, are instantly cooled.)

Evaporative cooling is the cooling off from water, as water is evaporating; cooling the skin cools the blood, which cools down the whole body. Evaporative cooling works best on areas of the body where there are large blood vessels close to the skin: the groin and the neck. A motorcyclist's groin is too close to the engine and too far out of the air

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## Rider Education, *continued*

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stream. That is why wearing something wet around your neck is so important. (Extracted from David L. Hough article "When Your Hot, You're Hot.")

Be sure and wear light, reflective colors.

If possible, time your riding to avoid the hottest hours. (Some riders can tolerate heat better than others, thus ensuing the group's consensus on riding hours is critical.

Be sure to enter air-conditioned spaces to yourself breaks.

Wear a well ventilated helmet. (Note: Tall windshields prevent air flow; therefore a vented helmet will perform no better than a non-vented helmet.)

Increase air flow to both the rider and passenger through Air Wings and windshield vents. (If one chooses a tall windshield consider adding a vent.)

When possible, ride back roads, as agricultural areas tend to have more shade.



### **Tips for Your Machine:**

Be sure your bike's coolant is supportive of the owner's manual specifications.

Make sure all liquids and filters are ready for extreme temperatures. Again, check with the owner's manual or your local repair shop to ensure the correct oil viscosity for high speed touring in higher temperatures.

Be sure your battery is fully charged and the charging system is fully functional, as high temperatures actually cause a battery to discharge more rapidly than moderate temperatures.

Give serious consideration to replacing worn or marginal tires before one begins a long tour. Tires wear faster when pavement is scorching, and you lose more critical tread faster at the end of a tire's life than at its beginning.

Always check tire pressures daily, before riding. Internal tire pressures can increase 20 percent when hot, so accurate reading must be taken when tires are cold. Running tires under inflated can lead to premature failure, which can be catastrophic.

Be sure windshields and helmet visors are free from defects. Replacing scratched or gouged windshields and helmet visors should be considered, as scratches or hazed plastic can add to fatigue, especially when you're already stressed by heat.

Drink holds are also noted as a consideration for the Rider and Co-Rider, which can safely be used while underway. Water reservoirs, such as the Camelback brand, can also be a consideration for maintaining hydration.

Carry plenty of cold liquids to keep the body's core temperature down.

Adjust your suspension properly, if hauling a cooler full of ice and drinks. If the cooler rides on the tongue of a trailer, include its filled weight when you measure tongue weight.

Be sure and load liquids low. A pint of water weighs one pound, thus strapping a couple of gallons above the bike's center of gravity can make it top-heavy by 16 pounds and make maneuvering unpredictable.

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## Rider Education, *continued*



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### **Tips for the Hot Summer Riding Environments:**

Paving sealants (tar snakes) become very slippery when hot. Automobile coolant spills (many times at intersections), steel paving plates, freshly painted road markings, and other pavement hazards are more obvious and in abundance during the summer.

A highway construction creates highly unpredictable conditions, so slow down.

Insects are another hazard that can create havoc for the wing's windshields. Take the time to clean your windshield with soft terry cloth and lots of water, on a regular basis, being sure to include your visor or safety glasses.

Critters and/or "road kill" are obstacles that need to be every motorcyclist's focus. Maneuvering around the obstacle is the operative approach, but if this is not possible and impact is inevitable, be sure to hit the animal squarely, as it may be slippery.

Be aware of one's surrounding. If you are in a vacation area or a recreational area with families and children, again look for the unexpected. Have the "rider radar" continuously SEEing. (Searching...Evaluating...Executing).

Passenger cars and trucks are generally air-conditioned, with motorists insulated inside closed windows. Often the air conditioner's fan, coupled with cell phone distractions, and music, ensures a driver's awareness of your presence may be marginal, at best.

Sunburns are uncomfortable and it's an invitation to skin cancer. Use sun block (30 SPF or higher is recommended), on all exposed shin.

In low humidity environments, use evaporative cooling techniques, which was previously noted in the first section (**Tips for Riders and Co-Riders, point #4**).

Know the danger signs of dehydration, heat exhaustion, and heat stroke. Recognize them in yourself and watch for symptoms appearing in your Co-Rider and fellow riders, if any.

Know the differences between the treatments for hydration, heat exhaustion, and heat stroke.

**Dehydration:** Your body is losing water and salts faster than you are replenishing them.

**Symptoms:** Thirst, flushed face, dry and warm skin, dizziness, weakness, cramping extremities, headache, and dry mouth.

**Treatment:** Stop riding and seek shade or air-conditioning. Drink additional water or specialized sports drinks, with body salts. Note: Persons with heart problems or those on a low sodium diets must be cautious about the intake of sport drinks. Always dilute them 50/5 with water. Rest until you feel restored and consider adjusting your planned distance accordingly.

**Heat Exhaustion:** This is caused by the loss of large amounts of fluid through sweating, sometimes with excessive loss of salt. Your body no longer can dissipate heat adequately.

NOTE: HEAT EXHAUSTION CAN PROGRESS TO HEAT STROKE QUICKLY.

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## Rider Education, *continued*



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**Symptoms:** Sweating, clammy and moist skin, pale or flushed complexion, extreme weakness or fatigue, giddiness, nausea, or headache, irritability. When extreme, vomiting or loss of consciousness can occur. Body temperature is normal or slightly elevated.

**Treatment:** Call EMS (911). Apply all treatments as for dehydration, including restoration of body salts, with sport drinks. (Be sure to following the precautionary information for persons with heart problems or low sodium diets.)

**Heat Stroke:** the most serious of heat-related health problems is heat stroke and occurs when the body's temperature regulatory system fails and sweating becomes inadequate. There is little warning to the victim that a crisis stage has been reached. the body no longer can dissipate heat at all and severe organ damage may occur if not treated immediately, including death.

**Treatment:** Call EMS (911) immediately, as this is a medical emergency. Unless the victim receives quick and appropriate treatment, death can occur. Any person with signs or symptoms of heat stroke requires immediate hospitalization and first aid should be immediately administered. Reducing patient's body heat immediately by all means possible is imperative. This includes removing the victim to a cool area, thoroughly soaking the clothing with water, and vigorously fanning the body to increase cooling. Further treatment at a medical facility should be directed to the continuation of the cooling process and the monitoring of complications that often accompany the heat stroke. Early recognition and treatment of heat stroke are the only means of preventing permanent brain damage or death.

There are some exciting things occurring at National, as it relates to Rider Education. The National Data Base for Rider Education has been re-designed by John Bourg and is user friendly. The new DB should be installed by the time this communication is received by the district's membership, as the 1<sup>st</sup> release of the "New-Enhanced Rider Education Database," produced by Region H's RE, John Bourg, will be available Monday, June 27th.

All CEs should have already received their User IDs and Password as "VIEW ONLY." As of this writing the e-mail addresses are being cross-referenced to ensure the information at the National level supports that of the District's RE profiles.

Rider Education, at the District level, is reviewing available options for a couple to assist the DEs and ADEs in a non-supportive role. Candidates expressing interest have been interviewed, with a decision forthcoming.

"Education Event" has been canceled for 2011, due to the lack of interest from the membership. Consideration is being given to a Rider Course (TRC), but the final decision is still pending.

Safe riding to all, as you enjoy the chapter, district, and National's Wing Ding XXXIII events through the balance of our 2011 riding season.

Kindest personal regards,  
Chet Roby and Maria Collins

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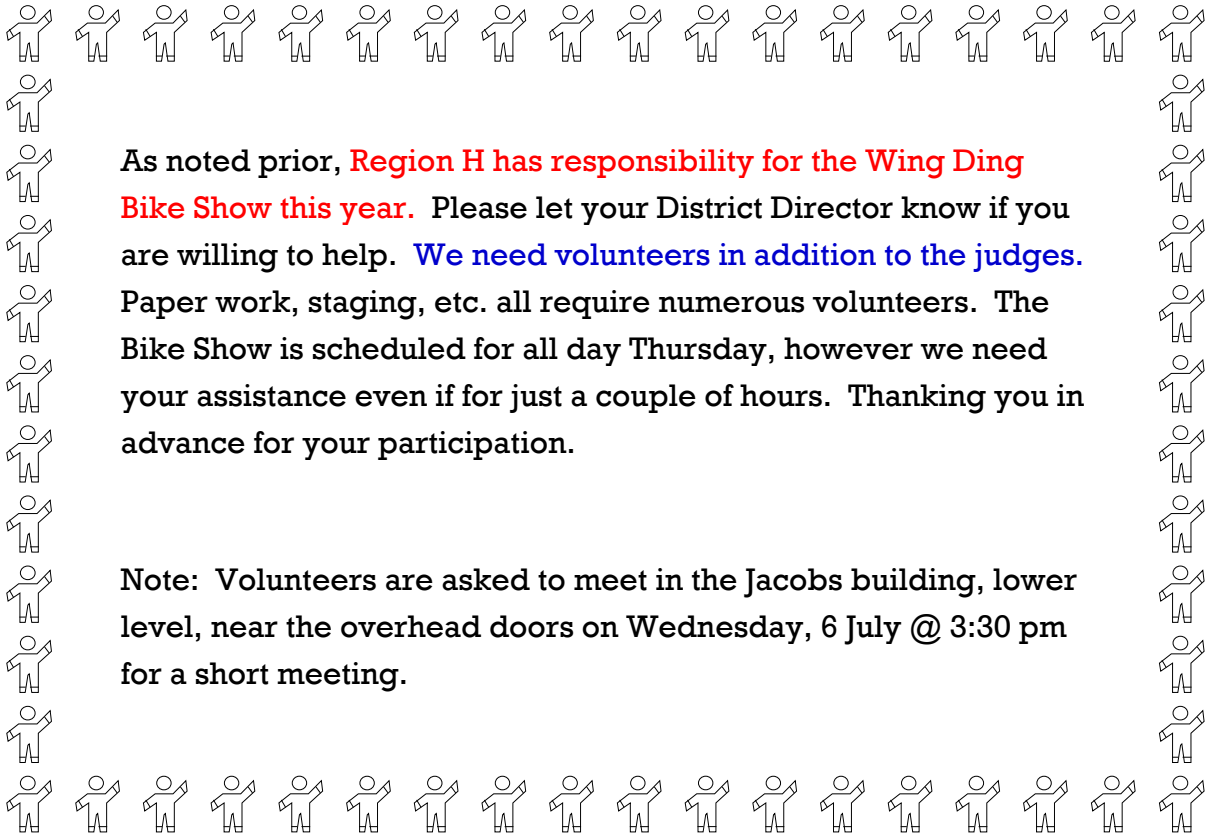
**District Website**

[www.gwrra-tx.org](http://www.gwrra-tx.org)



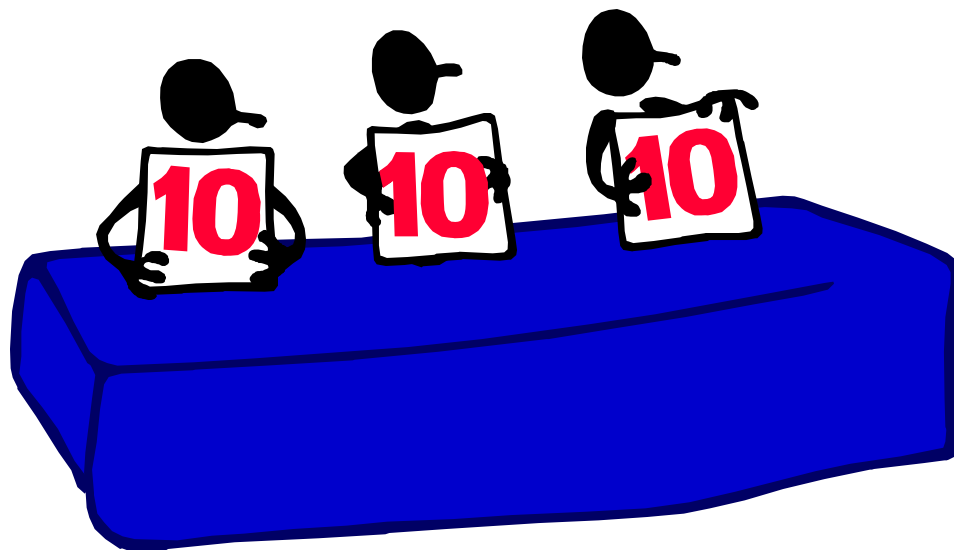


## Region H News



As noted prior, **Region H has responsibility for the Wing Ding Bike Show this year.** Please let your District Director know if you are willing to help. **We need volunteers in addition to the judges.** Paper work, staging, etc. all require numerous volunteers. The Bike Show is scheduled for all day Thursday, however we need your assistance even if for just a couple of hours. Thanking you in advance for your participation.

Note: Volunteers are asked to meet in the Jacobs building, lower level, near the overhead doors on Wednesday, 6 July @ 3:30 pm for a short meeting.



## GWRRA National News



For this and other news, refer to the GWRRA Home Page at [www.gwrra.org](http://www.gwrra.org)



National GWRRA has asked that we point out the rides/tours that will be offered at Wing Ding in Knoxville. Please see the Wing Ding Supplement on the national site at <http://www.wing-ding.org/tours.html>. There are many beautiful rides and incredible scenery in this part of the country!

Do you have a question about GWRRA policy or operations?  
 If so, here is your opportunity to receive feedback from the Director of GWRRA.  
 Send your questions to: [Director@gwrra.org](mailto:Director@gwrra.org).  
 Questions & Answers will be addressed in the Insight newsletter.

## National Team

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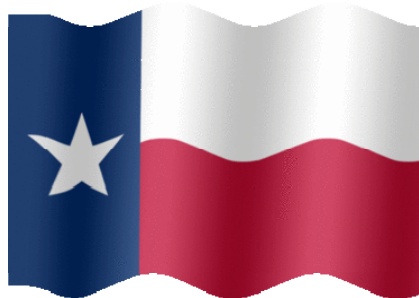
# GWRRA - TEXAS DISTRICT NEWS

## Friends for Fun, Safety and Knowledge

Frederick Mew  
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Visit our website:  
[www.gwrri-tx.org](http://www.gwrri-tx.org)

If you have an article, news, or other item of interest that you would like to be included in this newsletter, please e-mail it to [NLE@gwrri-tx.org](mailto:NLE@gwrri-tx.org) by the 20th of the month



## Save the Date (Passport Events)

<a href="#">Wing Ding 33</a>	Knoxville, TN	July 6 - 9, 2011
Texas Chapter <a href="#">M</a> Convention	Mansfield, TX	August 13, 2011
Texas Chapter <a href="#">I</a> Convention	Jefferson, TX	August 20, 2011
Texas Chapter <a href="#">X2</a> BBQ	Cypress, TX	August 20, 2011
<a href="#">Kansas</a> District Convention	Eldorado, KS	August 26 - 27, 2011
Texas Chapter <a href="#">R</a> Convention	Keller, TX	September 10, 2011
Texas Chapter <a href="#">T</a> Convention	Killeen, TX	October 1, 2011
Texas Chapter <a href="#">N2</a> Bee Blast	New Caney, TX	October 8, 2011
Texas Chapter <a href="#">U</a> Convention	San Antonio, TX	October 15, 2011
Texas Chapter <a href="#">Z</a> Birthday	Pasadena, TX	October 22, 2011
<a href="#">Oklahoma</a> District Convention	McAlester, Ok	October 27 - 29, 2011