

Chapter T  
Texas District  
GWRRA  
www.centexwings.org



## Central Texas Wings

*Chapter of the Year - 2018!*



## February 2022



**WINGNUT**

**Chapter T awards this coveted trophy each month. If you are not riding, you are not winning.**

**To ALL Chapter T members, for not riding enough in the last Ten Months to have any Wingnut nominations! Last award was to Chet for cow pie catastrophe in April.**

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Next Chapter Meeting

March 22nd

Taquerias Mexico

## Chapter Directors' Notes

Greetings Members and Friends,



We are concluding another month and it is the month of love for those of you who celebrate Valentine's Day. It is my hope that you all treated your significant other extra special.

It is with great honor that I select Chet and Lucy Roby as our 2022 Couple of the Year for Chapter T. Chet has been a contributor to our newsletter, one of our very own Chapter MFA instructors, and is looking forward to representing our chapter at other chapters events. Please give Chet and Lucy a warm welcome today.

Our second Saturday ride was not attended by anyone according to Gene. Gene was at the link up point and remain for a while to see if members would show but no one did. Moving forward with the ride calendar for the year, we will need to positively confirm ride attendance no later than two days prior to scheduled rides. This will allow us to know who to expect, based upon final confirmation. Now, we are aware that there is always a possibility of a last-minute snafu, in which case a simple phone call to the Ride lead will suffice. Folks, it is all about courtesy and respect for everyone's time.

*(Continued on page 2)*

WE ARE STILL LOOKING FOR AN ENERGETIC RIDE COORDINATOR, AND MEMBERSHIP ENHANCEMENT COORDINATOR for our chapter. PLEASE CONSIDER TAKING ONE OF THESE TWO KEY LEADERSHIP POSITIONS! Descriptions of these two important positions are found on the GWRRA Website, or if you want to learn more about it, just ask any of our senior chapter members or myself via phone or email.

Respectfully,

Jose and Celest Soto  
Chapter Directors

### **The automatic GWRRA Levels extension is coming to an end.**

The extensions were a mitigation to the travel and gathering restrictions caused by the Covid 19 pandemic. The extensions are scheduled to expire On July 15, 2022. If a member's education certifications are not updated/valid at that time, their GWRRA Level will revert to a lower level. Plan ahead, and don't miss out on rare educational opportunities, such as the Texas District Education Weekend being coordinated for mid-March in Killeen.

### **Happy "Twos-Day" (2.22.22)!**

This won't happen again in our lifetimes (one hundred years from now on Feb 22, 2122; but that will be a Sunday, not a Tuesday). We are also in a palindrome week (at least with the short date format we use here in America). Every day from the 20th until the end of the month can be reversed but still result in the same date.

### **PALINDROME DATES**

2.20.22	2.25.22
2.21.22	2.26.22
2.22.22	2.27.22
2.23.22	2.28.22
2.24.22	

#### **Chapter Team:**

**Directors:** Jose & Celest Soto

**Treasurers:** Tim & Young Brooks

**Ride Coordinators:**

**Membership Enhancement / Social Coordinators &  
Chapter of the Year Coordinators:**

**Webmaster/Newsletter:** Gene & Quinta Harris

#### **BIRTHDAYS**

24 Mar Alvalin W

#### **ANNIVERSARIES**

5 Feb Bob & Harriet W  
10 Feb Harold & Pat F

## **How To Back Down An Incline With Your Clutch**

By [Eric Trow](#), Rider Magazine, May 31, 2019

There are countless YouTube videos showing epic failures of riders attempting to back their motorcycles down ramps from trailers or truck beds. And I've personally witnessed numerous riders at motorcycle gatherings and in campsites lose it as they tried to back down damp, grassy slopes. I'll even admit to having a very awkward moment of my own a few years back in front of dozens of my fellow riders when I nearly dominoed a row of parked BMWs because I couldn't keep the front tire from sliding as I rolled and slid backward down a steep gravel driveway. Not pretty.



The problem presented to riders when backing down a slanted surface is that the motorcycle's weight shifts to the rear, simultaneously lightening the front wheel. Not a problem if the rider could maintain use of the rear brake, but both feet are needed on the ground to walk the bike backward and keep it upright. That leaves the rider with only the use of the front brake to keep the machine from rolling rearward too quickly. Unfortunately, with less weight on the front end, the front brake provides very limited grip, especially the steeper and the slipperier the surface. So what's a rider to do? Here's the perfect technique to use in a clutch.

To simulate the use of the rear brake without actually requiring a foot on the rear brake pedal, follow these clever steps. With the bike's transmission in first gear, turn off the engine (engine cutoff switch is simplest) and ease out the clutch lever. The engine's compression with the engine off will hold the bike in position on the hill—no need for brakes at all! To back down the slope with complete control, slowly pull in the clutch into the friction zone. This will partially disengage the engine and transmission from the rear wheel, allowing the bike to drift backward. Control your speed with the clutch position, releasing the clutch lever slightly to slow more or squeezing it in slightly to allow more speed. With a little practice, you'll have the confidence and control to back down virtually any angled surface like a pro. Just don't forget to restart the engine before you attempt to pull forward again!

**Newsletter Article: *Motorcyclist Safety*****February 22, 2022****Written by Chet Roby****GWRRA Number 174559****Life Grand Master Number 6226**

Yesterday is a day gone by; today is a day well lived; tomorrow is just a vision of hope.

The above was stated by Mother Theresa so as to instill the focus of beginning today, in preparation for the tomorrows.

In March, of 2022, Texas District will be holding a weekend of education, focused on safety. There will be a number of educational classes on safety and ways of increasing your riding skills. But the classes must be attended in order for the information to be relevant. Additionally, the skills sets presented must be put into practical application, which would include continuous education, for the measures to become useful.

Let me share some statistical data, from CRIS Data, pulled November 29<sup>th</sup>, 2021, focused on motorcycle/ vehicle specifics.

12% of all traffic fatalities involved motorcycles...

29% of motorcyclists involved in accidents suffered fatality or suspected serious injury...

1% of occupants of 2 or 4 door vehicles suffered fatality or suspected serious injury...

31% of motorcycle fatalities had impaired riders, with a BAC of 0.16; note .08 BAC is deemed intoxicated.

Note: Five professional motorcyclists were given 1-beer, in 1-hour, with a BAC of .02. Three of the five professional motorcyclists were unable to manage an evasive maneuver, on a simulator, when confronted with an everyday situation on the simulator.

22% of suspected riders with serious or fatal injuries was speed related. (Note: It was unclear as to how many were alcohol related.)

However, 32% of all rider fatalities were related to speeding.

Note: Many rider fatalities or suspected serious injuries is a behavior change, on the part of the rider.

50% of rider fatalities involved a single vehicle crash...

51% of single vehicle accidents involving motorcycle rider fatalities occurred in rural areas; 49% in urban or other areas.

Note the relationship of rider fatalities involving a single vehicle crash and the area where these accidents occurred...rural areas...not surprising.

31% of motorcycle fatalities were at intersections...

66% of motorcycle fatalities or suspected serious injury was in urban areas.

The above statistical data probably means little to most of us, as there is nothing to compare as a standard. The one key note is the very low percent (1%) of 2 or 4 door vehicles which suffered fatality or suspected serious injury should definitely hit home. Additionally, the fatal injuries have increased from 2019 to 2021, by 2% to 8% depending on the category.

What are some 2 to 4 door vehicle percentages, versus motorcycle percentages, on fatalities or suspected serious injury?



1% to 2% of 2 to 4 door vehicles incurred fatalities or suspected serious injuries...

12% to 14% of motorcycle accidents were fatal; 29% incurred fatalities or suspected serious injuries.

I am sure some of you are not surprised with the above statistical numbers; others may find the above numbers to be alarming. The question that remains is how can the numbers be changed. This starts with behavior changes to make safe choices.

Perception becomes reality, thus educating for 2 – 4 wheeled vehicles as to the importance of sharing the road with motorcycles is a focus for the state of Texas.

Additionally, the state of Texas is reviewing options with motorcycle manufacturers relating to additional safety technologies involving gear, plus infrastructure with the engineers on safer barriers, plus road and surface conditions to support motorcycles, as well as legislation to consider lane filtering/splitting options.

The state is also working on securing BAC motorcycle simulators and working with trainers for TABC licensing (servers licensed to serve alcohol) in establishing tighter rules and better training for servers.

Regarding motorcycle manufacturers of motorcycles and gear, the focus is on the conspicuity of riders and gear.

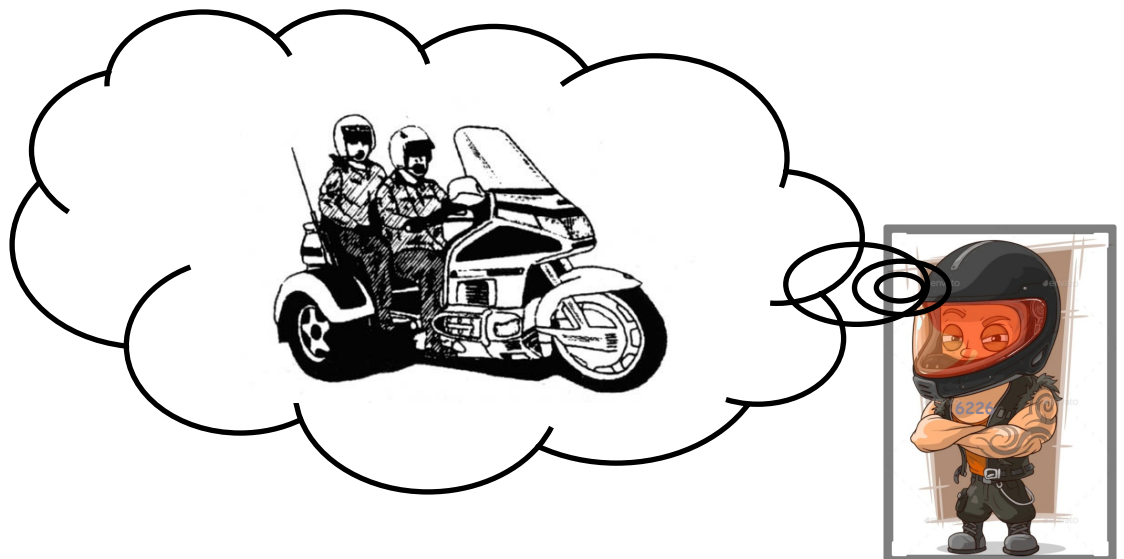
The other focus is educating riders to the importance of assuring a motorcycle license, by taking a motorcycle safety course. As of this writing 50% of all rider fatalities/accidents involve riders without an "M" endorsement or have no motorcycle license. In other words, riding dirty.

This takes me back to the initial temperament of this letter and that is to be an active attendee for March's safety weekend, sponsored by GWRRA, Texas District. Even if you have no interest in the Levels program, focusing on education and rider proficiencies is critical. One should focus on improving their riding skills every time they mount the motorcycle. This can only be done through education and riding classes.

The exact dates have not been identified, as of this writing, but I am sure the exact date will be provided in February's meeting on Tuesday, 22<sup>nd</sup> of February, 2022.

Continue to be safe on the road and at home. Have a great month and let's ride safer together.

Kindest personal regards,  
R Chester Roby





# Mark your Calendars



2022

**12 Feb** - Valentine Ride - Giovanni 's Restaurant - Copperas Cove, TX

**22 Feb** - Chapter T Gathering, Taquerias Mexico - Harker Heights, TX

**17 – 19 Mar** - Florida District Rally - Altamonte Springs, FL

**22 Mar** - Chapter T Gathering, Taquerias Mexico - Harker Heights, TX

**7 – 9 Apr** - Chapter O Bluebonnet Rally - Fredricksburg, TX

**7 – 9 Apr** - Louisiana District Rally - Morgan City, LA

**26 Apr** - Chapter T Gathering, Taquerias Mexico - Harker Heights, TX

**28 – 30 Apr** - Texas District Rally - Kerrville, TX

**1 - 4 May** - TX District Ride, Big Bend - Alpine, TX

**19 – 21 May** - Arkansas District Rally - Harrison, AR

**24 May** - Chapter T Gathering, Taquerias Mexico - Harker Heights, TX

**5 – 9 Jun** - Republic of Texas Rally - Austin, TX

**28 Jun** - Chapter T Gathering, Taquerias Mexico - Harker Heights, TX

**28 Jun – 2 Jul** - Wing Ding 43 - Shreveport, LA

**23 Jul** - Chapter T Gathering, Taquerias Mexico - Harker Heights, TX

**27 – 29 Oct** - Oklahoma District Rally - Ponca City, OK

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## Computer Solutions

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Killeen, TX 76542-3783



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