

Chapter T  
Texas District  
GWRRA  
[www.centexwings.org](http://www.centexwings.org)



## **Central Texas Wings**

*Chapter of the Year - 2018!*



## **October 2020**



**WINGNUT**

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

**To Lori W in August for a classic battle in the embarrassing war between motorcycle riders and the notorious and diabolic Kill Switch.**



*Chapter gathering hosted by Chet and Lucy, October 10, 2020*

### **Greetings Chapter T and Friends,**

**This has undoubtedly been a rough year as we had our lives changed rather abruptly since March. During the pandemic, we have seen our beloved Fuddruckers shut its doors for good. We're grateful to Henderson's for picking all of our meeting dates and times.**

**We have had to shelter in place for the most part of 2020, not knowing when social gatherings would be permitted and how exactly it would look like. From a health standpoint, walking around with masks everywhere is not healthy, but the alternative can prove deadly with this airborne disease.**

**I pray that you all will remain safe, that your families remain safe.**

**Respectfully,**

**Jose and Celest Soto  
Chapter Directors**

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**Next Chapter Meeting**

**November 24th**

**Henderson's Restaurant**

# Significant symbol of Christmas:

The Simple Candy Cane...

It's shape is the crook of the Shepherd; One of the first who came...

The lively peppermint flavor is the regal gift of spice...

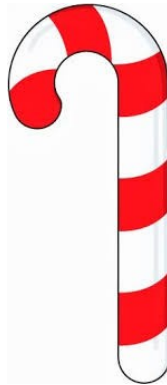
The White is Jesus' purity...

The Red is sacrifice...

The narrow stripes are friendship and the nearness of his love; Eternal, Sweet, Compassion...a gift from God above...

The Candy Cane reminds us all of how much God cared...

Like His Christmas gift to us It's meant to be broken and shared.



***Chet, thanks for introducing Lucy to us!  
And thanks to both of you for hosting our  
gathering on 10 October. Your home is  
lovely, and the work you have done in  
your back yard is amazing! Your culinary  
skills were deeply appreciated, and a  
Great Time was had by all!***

## **Chapter Team:**

**Directors:** Jose & Celest Soto

**Treasurers:** Tim & Young Brooks

**Educators:** Dale & Carleen Garrett

**Ride Coordinators:** Danny & Peggy Thacker

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

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

## **BIRTHDAYS**

3 Oct Jim W

12 Nov Dale G

## **ANNIVERSARIES**

23 Oct Brady & Jeannie K

7 Nov Erik & Lori W



**To: My GWRRA Family...Chapter T**

**From: Chet Roby**

**Subject: Gratitude: An Enjoyable Afternoon**

**Date: 22 October 2020**

**Dear GWRRA Family:**

I would like to extend a heart-felt thank you, for all Chapter T members and family members, for allowing me the privilege of opening my home to your appetites and great conversation. The weather couldn't have been better, the food was great, plus all left-overs, left at the house, were much appreciated.

I have attached a couple of pictures showing minor changes to the patio, which has now been handicap compliant, to prevent anyone from not recognizing the sections of the brick that are raised.

Again, I am honored to be part of Chapter T, and will be riding with the group after the first quarter of 2021.

Kindest personal regards,

Chet

GWRRA Number 174559



## Chapter T News Letter – Chapter Rider Educator

Date: 22 October 2020

*Information from a past new letter article, in 2007, but is commensurate with today's riders.*

The following article caught my eye about new motorcycles being bigger, faster, and deadlier. The article was from the Toledo Blade, in Toledo, Ohio, and written by Jonathan Welsh, who introduced his topic by stating that "Bigger, Faster, and more-powerful machines are helping to make 2007 the deadliest year yet for motorcycle riders, say safety officials and a new insurance-industry study."

Jonathan continued by identifying how the horsepower battle in the cycle industry has produced bikes that have the power of a car, but often weigh less than ever. He continues to note the sophisticated suspension and braking systems and other electronics make the bikes easy for inexperienced riders to handle – up to a point. He also notes the bikes' potential speed and violent acceleration can quickly overwhelm all but the most skilled rider.

Although these high-performance machines, often called "superbikes" or "supersports," accounted for less than 10% of motorcycle registrations in 2005, they accounted for more than 25% of rider fatalities, according to data collected by the National Highway Traffic Safety Administration and analyzed in a study released in September, by the Insurance Institute for Highway Safety.

The article notes the total number of rider deaths has more than doubled since 1997 and states that at the current rate, some safety experts say fatalities in 2007 could surpass the previous peak of 4,955 set in 1980.

The article continues with some impressive statistical data noting that the "supersports" represented 9% of the market in 2005, compared with 47% for cruisers. But superbike registrations jumped 83% between 2000 and 2005.

The age group of current motorcycle consumers was noted as often being the older riders that have not ridden for 20 years or more and attributes this and the more-liberal helmet laws as a major contributor to the current increase in rider deaths.

According to David Livingston, director of the New Jersey Trauma Center at University Hospital in Newark, N.J., who has recently seen an increase in motorcycle-related injuries noted "...the guys start riding again in their 50s and don't realize that they aren't the same physical specimens they were in their 20s,..."

Another interesting part of the article noted Ducati Motor Holding started selling the 1098, a superbike with 160 horsepower; a big jump from the 112 horsepower the company's racy 996 model put out 10 years ago. Not to be outdone, BMW AG's motorcycle unit had a reputation for building sedate bikes with less than 100 horsepower until it rolled out the 167-horsepower K1200S about three years ago. Harley-Davidson released the Night Rod Special, a fast, low-slung bike with 125-horsepower engine developed with sports-car maker Porsche AG.

Kawasaki Motors and Suzuki Motors have also contributed to the speed by introducing ZX-14 (nearly 200 horsepower from Kawasaki Motors) and GSX-R1000, Suzuki's supersport bike that increases from 0 to 60 MPH in 2.5 seconds. The GSX-R1000 even comes with a switch so the rider can select low, medium, or high power settings. Companies have also adopted electronically controlled brakes, transmissions and traction control to keep the rear wheels from spinning out of control under acceleration.

Continued on next page

There were some other statistics being noted by the IIHS of a study from 2000 to 2005, which identified an increase in motorcycle deaths from 7.1 deaths per 10,000 registered motorcycles to 7.5. The study also noted the percentage of motorcycle deaths among all highway fatalities rose from 7% to 10%, with superbike riders having had a death rate of 22.5 for every 10,000 registered motorcycles.

According to IIHS in 2005, riders 40 or older accounted for 47% of motorcycle fatalities, compared with 24% 10 years earlier. In the period being studied the fatality percentage for riders younger than 30 years of age fell to 32% from 41%. Safety officials attribute this in part to a tendency of "returning" riders to overestimate their ability to handle the latest powerful bikes.

I would like to add some editorial comments on the above information, as it relates to rider education and rider safety. In 2006, Texas had 32,152 students enrolled in both the Basic and Experienced course, of which 30,073 of the students completed the course for a pass rate of 94%. The breakdown was men, women, and minors, but no age grouping was noted.

The above article is correct, as it relates to statistical data, but I believe there is a flaw in the logical flow of information, as the rider education program has assisted in reducing the number of deaths, through education. The more informed a person is, the better chance of survival in both business and pleasure.

Let's continue to focus on rider safety and never loose the desire to improve our riding skills as one seeks to move up the various rider levels within the GWRRA organization.

I wish all Chapter T members, guests, and friends a warm hello, and best wishes for an enjoyable holiday season.

Kindest personal regards,

R. Chester Roby  
GWRRA Number 174559



# Mark your Calendars



## October 2020

**27 Oct** - Chapter T Gathering - Henderson's Restaurant, Killeen, TX

## November 2020

**24 Nov** - Chapter T Gathering - Henderson's Restaurant, Killeen, TX

## December 2020

**22 Dec** - Chapter T Gathering - Henderson's Restaurant, Killeen, TX

## January 2021

**26 Jan** - Chapter T Gathering - Henderson's Restaurant, Killeen, TX

## February 2021

**23 Feb** - Chapter T Gathering - Henderson's Restaurant, Killeen, TX

## March 2021

**23 Mar** - Chapter T Gathering - Henderson's Restaurant, Killeen, TX

## April 2021

**27 Apr** - Chapter T Gathering - Henderson's Restaurant, Killeen, TX

## May 2021

**25 May** - Chapter T Gathering - Henderson's Restaurant, Killeen, TX

## June 2021

**22 Jun** - Chapter T Gathering - Henderson's Restaurant, Killeen, TX

## July 2021

**27 Jul** - Chapter T Gathering - Henderson's Restaurant, Killeen, TX

## August 2021

**24 Aug** - Chapter T Gathering - Henderson's Restaurant, Killeen, TX

## September 2021

**28 Sep** - Chapter T Gathering - Henderson's Restaurant, Killeen, TX

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