



National

Tennessee District

Chapter H

Let's go riding!

Harpeth Wings

Chapter H

Franklin, Tennessee

We eat at 9:00 am, meet at 10:00 am at Shoney's Restaurant, Hwy 96 (exit 65) just west of I-65 in Franklin, 4th Saturday of each month. Come join us at our next meeting – July 27.

Check out our Chapter webpage at <http://www.chapterh.com>

Also our Facebook page at  TNChapterH

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Gold Wing Road Riders Association (GWRRA)

Friends for Fun, Safety and Knowledge



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Director's Corner

Hello Everyone,

July is here and boy it has sure warmed up. I hope everyone is getting a chance to get out and ride, and not get too wet with the popup thunder storms.

Roger Crowe came to our last meeting and surprised Thu when he awarded her with the Master riding patch. She was happy to get it.

Note to newsletter recipients: If you do not wish to receive this newsletter any longer, please send a note to tnwingrider@me.com and you will be removed from the email list.

At the end of June, Thu and I had planned to ride the 469 miles of the Blue Ridge Parkway. The only interstate we were going on was from our home to Murfreesboro. There we went to McMinnville and jumped on Hwy 30. I have always liked riding this road. We stayed on Hwy 30 the majority of the way to Cherokee, NC where we spent the night. Thu was able to find a couple pair of moccasins to fit her small feet while we were there.

We jumped on the Blue Ridge Parkway on a Sunday morning. It was a leisurely ride to Boone NC where we stayed another night. The temperature was between 68-82 degrees. Mostly it was in the mid 70's. Traffic picked up Sunday afternoon but was not too bad. When we came up behind someone, they would usually pull off at an overlook to let us by. A lot of the scenery was around a mile high with many curves and ups and downs.

Our next stop was Roanoke, Va. I had heard there wasn't much to see in Virginia, but we rode over a couple of mountain tops around 3200 ft above sea level where we could look both right and left to see the valley below.

After leaving Roanoke, Va., we stopped at a Ranger station/music center that had live music. Our next stop after was at an exhibit of Rural Life in Appalachia. We rode all the way to the entrance of the Sky Line Drive and made a U turn. Had to feel like I was on an official Goldwing ride. After we exited the Parkway we headed to the interstate to return home.

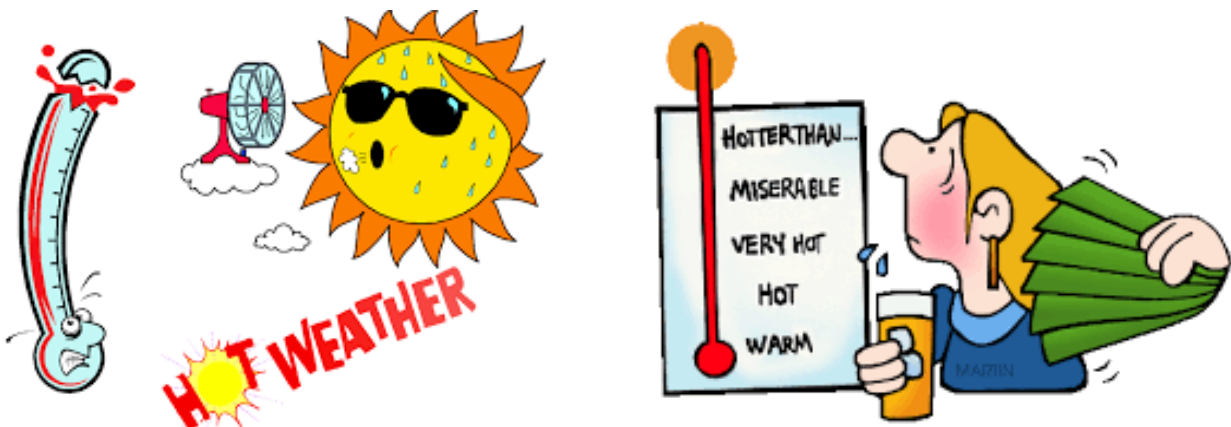
During the trip and before we got home, we had three opportunities to test our rain suits. The first two times, the rain was over with before we could get the suits on. The last time was on the way home this side of Knoxville, it came a hard thunderstorm, but for a short distance.

On the Parkway, we only saw three deer, two walking across the road and the other standing on the shoulder eating. All in all we had a good trip.

On July 27th, we have our meeting; come see us.

Be Safe & Drive Defensively.

Will & Thu Horsley
TN-H CD's





Roger Crowe awarding Thu her Level IV co-rider patch. Congratulations Thu!



Will and Thu on the Blue Ridge Parkway



Making music on the Blue Ridge Parkway



Rural life in Appalachia

Chapter Team

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Ride Coordinator

It is time to start planning rides for 2019. If you have any suggestions for rides or dinner rides, please let me know (tnwingrider@me.com). Thus far, we have not received an overwhelming response.

We plan to ride after our July 27 meeting so come prepared.

Please send any suggestions you have for rides to us.

Ride Safe and we will see you on the road,
David & Karen

Rider Education

Something to think about:

The following article was published in 'Common Tread' by RevZilla on July 5, 2019.

Gasoline vehicle bans coming and motorcycling isn't ready

Andy Greaser Jul 05, 2019

Motorcycles could be heading for a sea change, and I'm not convinced we're prepared for it. A list of nations, many key to motorcycling, are planning to ban the sale of new internal combustion engine (ICE) vehicles within the next 10 to 20 years.

The United States is not on that list, though bans in major markets could certainly affect the number of "normal" motorcycles being produced.

The [Center for Climate Protection lists 11 nations](#) aspiring to ban the sale of new ICE vehicles in the not-so-distant future. The list includes China (2040), India (2030), and Taiwan (motorcycles by 2035, other vehicles by 2040). Quite a bit of Europe claims to be on board, as well. These markets are enormously important to moto-kind. Should they follow through with their goals, it would be something of a paradigm shift for our sport. If they don't, well... what was all that about?

My aim here isn't to scare you into thinking that motorcycling as we know it will be gone so soon. (It can certainly look that way sometimes.) So far, all these "bans" are just words of intent. But the words do exist. I just want to start thinking now about the proposed laws of tomorrow, because the transition away from ICE power would have an unprecedented impact on what we can buy and ride.

In addition to the Center for Climate Protection's list, other countries and major cities are announcing target stop-sale dates of their own, or incentivizing the sale of EVs to pull consumers away from ICE. Most bans are slated to begin between 2030 and 2040.

Look at the new bikes on the floor at your local dealership. Odds are, every one is powered by gasoline. So what will shops sell after new ICE bikes are banned? Electric motorcycles, presumably, but they aren't yet ready to fully take over in the minds of many riders. Count me among them. Lemmy, Spurgeon, and Joe discussed some of these issues in the latest episode of [Highside/Lowside](#).

If I know Common Tread, someone's already writing in to say that their local dealer carries Zero (or another brand's) electric motorcycles, which is great. Could they carry the entire industry in 10 years? In a [2018 press release](#), Zero CEO Sam Paschel claimed they were selling more electric motorcycles than all their competitors combined. [Business Insider](#) quoted their annual sales at about 2,000 units for that same year. If Paschel's numbers are right, that puts total electric motorcycle sales in the United States at less than 4,000 units for 2018. Zero and other EV manufacturers continue to grow, though they'd have a long road ahead, even with the help of larger manufacturers transitioning away from ICE. Most major manufacturers have at least

shown EV concepts at this point, but they're nowhere near ready to replace all the ICE motorcycles on showroom floors with electric alternatives. Maybe we'd just have hellacious waiting lists if we want to buy new.

Of course, a ban on new ICE vehicles is not an end to the use or sale of used ones. Used motorcycles can last a very long time with some maintenance and care, though I can't help but think that the spirit of these bans would prompt the gradual decline of used bikes as ICE is fully purged

Another article from Common Thread. This article is 4 years old but it still makes sense.

My risk is sensible, yours is stupid

Lance Oliver Aug 14, 2015

It wasn't the first time I've heard it. At a recent track day, one of the instructors told me, "I don't ride on the street. It's too risky."

Here was a highly skilled rider, more capable than most of us at handling the dangers and variables and surprises that street riding throws at us, and he concluded it just wasn't worth it.

It's not a good idea to argue with your instructor at a track day, any more than you want to annoy your dentist while you're sitting in his chair. And, I'll admit, there's a nugget of truth in what he said. But that nugget of truth is dwarfed by a boulder-sized human blind spot.

It's true that a track day is safer than the street, *if* everyone rides smart, keeps egos in check and doesn't let — as Casey Stoner once said to Valentino Rossi — ambition outweigh talent. No gravel in the turns, no left-turning cars, nobody texting while driving.

But that's just part of the story. This instructor, like most, had done some racing in his day. I know of nobody who has raced competitively for many years and not been injured. I know plenty of riders who have ridden on the street for 20 or 30 years without injury. So if this person felt the risk of racing was acceptable, why not the risk of street riding, which is demonstrably less?

And that's where we get into an age-old human blind spot. From [psychologists](#) to [hedge fund managers](#), some smart people who have studied the issue have found that humans are not very good at gauging risk. What we fall back on, then, is assuming the risks we are used to are lesser.

For Valentino Rossi, the risk of charging into turn one at the Indianapolis Motor Speedway at the edge of traction on a 250-horsepower MotoGP bike amid a crowd of highly competitive racers who desperately want to pass him is a regular occurrence. There's risk, of course, but he manages it without hesitation. For me, that scenario would result in a 100 percent failure rate to make it through the turn. That's unacceptable risk by any standard.

Racers, and former racers like my track-day instructor, are used to those kinds of risks. But when there's a car coming the other direction? Perhaps driven by a teen who is texting his friends while driving? That's when I think of someone like [Eric Trow](#), the Stayin' Safe Advanced Rider Training instructor, who has spent years focusing on the risks of street riding and has multiple strategies for anticipating and avoiding them. The street, to him, is like turn one, to Rossi.

It's a normal (but not admirable) human reaction to take the attitude that whatever risks we are comfortable with are reasonable risks, and anything beyond that is stupid. The ATGATT (All The Gear, All The Time) purist looks at the guy wearing a helmet, but no gloves, jacket or riding pants, as foolish, while the guy in the helmet looks at the rider in shorts and flip-flops and considers him an idiot. Meanwhile, some non-riders who know nothing about motorcycles look at all motorcyclists, from Mr. ATGATT to Joe Flipflops, as one big homogeneous group of death-wish organ donors who must want to die, because why else would they ride those things?

What's my point? (Yes, I do have a point.) It's this: I believe there's only one way we can all live in relative harmony and that's by following these three simple rules:

- Make informed decisions about risk, choose the level of risk that's right for you, and respect that others will make different choices. Your choices are your choices, not universal truths, so don't try to force them on others.
- Setting an example is always better than preaching or criticizing. The chance to answer questions from a person who genuinely wants to learn is a rare and golden opportunity not to be squandered. If you have wisdom, share it when asked for it.
- If you choose a risk level and it all goes wrong, leading you to the conclusion that you made a bad decision, take responsibility for your actions, don't whine and blame others, don't hurt innocent third parties and clean up your messes after yourself.

If we all did those three things, most of our problems would disappear.

Meanwhile, see you on the road. And the track. And anywhere else I can ride, for as long as I can keep doing it.

Coming Events

Chapter E is planning a *Co-Rider seminar* and **Chapter Y** is planning a *Road Captain seminar* in the near future. Dates and locations have not yet been set but will be posted as soon they have been determined.

July 11-13: West Virginia District Rally, Bridgeport. Registration form at <http://wv gwrra.org>.

August 15-17: Kentucky Blast District Convention. Cave City. Registration form is available at http://www.gwrraky.com/Doc/2019_Kentucky_Blast_Registration.pdf.

August 27-31: Wing Ding 41, Opryland Hotel, Nashville. <http://41.wing-ding.org>

September 6-8: 24th Annual Wings Across Tennessee.

September 19-21: "Come Ride With Us" put on by the Georgia District in lieu of their District Rally. River Vista Resort, 20 River Vista Dr, Dillard, GA 30537. A flyer which is available at http://www.gwrra-ga.com/events/2019Events/Come_Ride_With_Us.pdf.

September 26-28: Wings Over the Smokies. Haywood County Fairgrounds, Waynesville. Registration form is available at <http://www.gwrranc.org/WOtS/2019/WOSRegistration2019.pdf>.

October 17-19: Mississippi District Rally, Holiday Inn Gulfport-Airport, Gulfport. Registration form is not yet available. Additional information can be found at https://www.cyclefish.com/motorcycle_event/50240.

Check out the District Newsletter and the www.gwrratn.org website for coming events and a lot of other information.

Lack of editing can sometimes result in humorous statements: take the following statements from church bulletins for example.

“Remember in prayer the many who are sick of our community. Smile at someone who is hard to love. Say ‘Hell’ to someone who doesn’t care much about you.”

“Don’t let worry kill you off – let the Church help.”

“Miss Charlene Mason sang ‘I will not pass this way again,’ giving obvious pleasure to the congregation.”



TN Chapter Gatherings Meeting Day, Time, and Places
(Please send corrections to PattiHamilton@charter.net)

Chapter A

Last Tuesday
Eat at 6:00 pm/Meet at 7:00 pm, Golden Corral
315 Old Lebanon Dirt Rd., Hermitage, TN
CD Troy & Vickie Hurt, 615-351-6629

Chapter B

1st Tuesday
Eat at 6:00 pm/Meet at 7:00 pm
Shoney's, 2405 Andersonville Hwy, Clinton, TN
Exit 122 off I-75 (Rt 61-Museum Exit)
Senior CD Tom Peck, 423-907-9712

Chapter C2

3rd Thursday Eat at 6:30 pm/Meet at 7:00 pm,
Ruby Tuesdays, 2316 N Main St, Crossville, TN
CD Randy Ryan 985-201-3791

Chapter F

3rd Thursday Eat at 6:00 pm/Meet at 7:00 pm,
Golden Corral 2905 W Andrew Johnson Hwy,
Morristown, TN
CD Bruce & Gayle Babcocke 865-344-7194

Chapter H

4th Saturday
Eat at 9:00 am/Meet at 10:00am,
Shoneys Hwy 96, Franklin, TN
CD Will & Thu Horsley 615-483-2335

Chapter M

2nd Tuesday
Eat at 6:00 pm / Meet at 7:00 pm
550 Ft. Loudon Medical Ctr. Dr., Lenoir City, TN
CD Brian & Loretta Richards, 865-249-6173

Chapter A2

3rd Monday
Eat at 6:00 pm/Meet at 6:30 pm, Shoney's
1021 W Lamar Alexander Pkwy, Maryville, TN
CD Bob Mack, 865-258-9872

Chapter C

3rd Tuesday
Eat at 6:00 pm/Meet at 7:00pm, Mama's House
2608 N John B Dennis Hwy, Kingsport, TN
Senior CD Richard & Connie Pendleton, 423-245-8484

Chapter E

2nd Saturday
Eat 9:00 am/Meet 10:00
The Smyrna Bowling Center, 96 Weakley Rd, Smyrna, TN
CD Murray Dunkin, 615-848-5255

Chapter G

3rd Thursday
Eat at 6:00 pm/Meet at 7:00 pm,
Gondola 412 E Carroll St., Tullahoma, TN
CD Dennis & Anne Greer, 931-728-1463

Chapter L

1st Saturday
Eat 11:00 am/Meet 12 noon,
Shoney's 814 S Cumberland, Lebanon, TN
Senior CD Andrew & Debbie Smith, 615-784-9772

Chapter N

1st Saturday
Meet at 5:00 pm / Meet 6:00 pm Brook Shaw's Old
Country Store, 56 Casey Jones Lane, Jackson, TN
CD Jeff and Shari Douglas, 731-267-3388

Chapter O

1st Tuesday

Eat at 6:00 pm/Meet at 7:00 pm, Golden Corral
350 Stuart Rd., NE Cleveland, TN
CD Shane McAmis & Amanda Cronan, 423-310-5903

Chapter S

3rd Saturday Eat at 1:00 pm/Meet at 2:00 pm,
My Time Cafe, 100 Main Street, Portland
CD Grant and Carol Bottomley, 615 - 337 -8386

Chapter V

2nd Saturday Eat at 9:00 am/Meet at 10:00 am, So.
Honda, 1394 Workman Rd., Chattanooga, TN
CD Wes Billings 423-593-8106

Chapter Y

3rd Saturday
Eat at 9:00 am/Meet at 10:00 am, Farmer's Family
Restaurant, 1958 Old Fort Pkwy, Murfreesboro, TN
CD Wesley and Cindy Neal, 615-668-4448

Chapter Q

Last Monday

Eat at 6:00 pm/Meet at 7:00 pm,
Golden Corral, 2811 Wilma Rudolph Blvd, Clarksville, TN
CD Cindy Bidwell, 731-642-0415

Chapter T

4th Saturday
Eat at 9 am and meet at 10 am
Golden Corral 6612 Clinton Hwy, Knoxville, TN 37912
CD Lee Ann & Wilburn Hayes, 865-497-2945

Chapter W2

3rd Saturday
Eat at 6:00 pm/Meet at 7:00 pm,
Perkins Restaurant 1340 S. Germantown Pkwy, Memphis, TN
CD Ivan & Leesa Coburn, 870-514-8622

Chapter Z

2nd Saturday
Eat at 5:30 pm/Meet at 6:30 pm,
Shoneys, 2225 Carmack Blvd., Columbia, TN
CD Charlie & Pam Huffman, 931-215-1650

Be sure to check the District Website (www.gwrratn.org) for any gathering changes.



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- Cupping Therapy
- Gua Sha (scraping)
- Bodywork Therapy (Tuina)
- Myofascial Trigger and Motor Point Release



Joe Phiakhamta, DAOM, L.Ac is state licensed in acupuncture and board certified in acupuncture and Oriental Medicine by The National Certification Commission for Acupuncture (NCCAOM). Joe is also a certified Chinese Manual Bodywork (Tuina) Therapist and Acupuncture Detoxification Specialist. Upon receiving his Doctorate in Acupuncture and Oriental Medicine, Joe founded True Acupuncture & Wellness to bring healing services to the community.

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- Post-Operative Recovery | Sinusitis
- Smoking Cessation | Sports Injury | Stress

Pain Management

- Neck | Shoulder | Back | Knees | Joints | Plantar Fasciitis



TRUE ACUPUNCTURE & WELLNESS

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