



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 – November 23.

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

Also our Facebook page at  TNChapterH

Volume 12 Number 11 October 2019

Gold Wing Road Riders Association (GWRRA)

Friends for Fun, Safety and Knowledge



Will & Thu Horsley
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Director's Corner

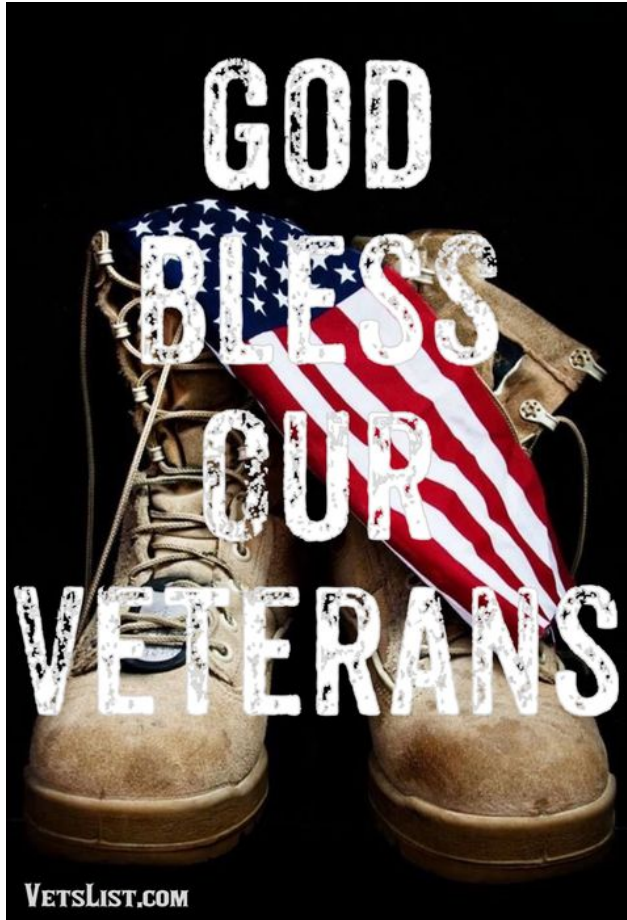
Hello one and all,

It seems like we have missed a season this year and have gone from hot summer to winter in just a few days. A few days ago, I was driving home from work. The wind was blowing and it was raining. I had stopped at an intersection for a stop sign and I noticed when I looked to my left, leaves were covering the entire road. My next thought was about being on a two wheeler and that section of road could be a disaster. Might not even be good for a car if for some reason you needed to stop in a hurry.

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.

Remember, ride safe and drive defensively.

Will & Thu Horsley
TN-H CD's



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Happy Thanksgiving!



Ride Coordinator

Chapter E in Smyrna has both the COY and Middle/West TN Traveling plaques. This month, they meet on the 16th. Normally they would meet on the 9th of this month but moved their meeting time because of Veterans Day activities in which they wanted to participate. So if the weather cooperates, ride your Wing over to the meeting; if the weather does not cooperate, then come in your covered vehicle be it a car, truck, covered wagon, whatever but come. Let's see if we can't bring home a plaque or two.

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

Rider Education

Street riding strategies for dealing with distracted drivers

Lance Oliver Jul 03, 2017 (from Common Tread by RevZilla)

Adapt or die. It's not just for dinosaurs. Though it may sound extreme, as street motorcyclists we also have to recognize that our habitat is changing and we must change with it.

What am I talking about? A few months ago, in [a short piece on trends in traffic fatalities](#) in the United States, I talked about how I've adjusted my emphasis on where I position myself in the lane, based on my perception that distracted drivers had become so much more common. That sparked a discussion that has since grown to more than 300 comments, including a lot of good advice from our Common Tread readers (who continue to impress me as an engaged and intelligent audience).

My comments were little more than speculation, however, so I promised to follow up by consulting a real professional. So I called up Eric Trow, owner and instructor of Stayin' Safe Advanced Rider Training and the Riding Well columnist for Rider magazine.

CT: Is it just me or has the environment changed? Have you adjusted the curriculum of your training courses because of an increase in distracted driving?

ET: The answer is “absolutely.” The people coming into our courses are asking about it. It’s definitely on the minds of riders.

It’s a relatively new phenomenon. If you go all the way back to the Hurt Report, rear-end collisions were so underrepresented it wasn’t even really a factor. In the presentations I do, I talk about how motorcycles only crash for a handful of reasons and riders just continue to repeat the same mistakes over and over again. Well, now you can add another one to it. Now, for the first time, something that’s not totally in our control but we have to adapt to.

CT: In my article, I wrote about how I had adjusted my thoughts on lane positioning, by putting more emphasis on being in the right tire track instead of the left tire track in traffic because of a concern that distracted drivers may not maintain lane discipline. But it seems you’re putting more emphasis on the rear-end collisions.

ET: Without a doubt, we are putting more emphasis on picking up on the behaviors of drivers overall. You don’t even have to see the driver to be able to pick up on whether that driver is engaged. You see that slight weaving, or drifting out of the lane and back in, or driving more slowly than the rest of traffic.

What you’re talking about is taking that right wheel track position to give yourself a space cushion. Another one of the things we talk about is trying to spend as little time beside them as possible. If they’re going slowly, get past them. But unfortunately, many times if they’re going slowly, they’re hanging in the left lane, too, if it’s a multi-lane road. Avoid being in that red zone, that danger zone beside them. A lot of times when drivers are distracted, they’re slowing down, so you can’t just follow them and if you’re in front of them you’re more at their mercy, as well.

CT: What other signs do you look for to spot distracted drivers?

ET: Another odd thing that is one of our observations – I don’t have facts to back it up – has been, strangely enough, that often times distracted drivers also tend to tailgate. I don’t think it’s a deliberate thing, because if you move, we’ve found they’ll just hang in their position. They’re not necessarily in a hurry.

You just have to try to get out of their way, but the problem is, out on the roadway, there are so many distracted drivers that you kind of end up moving from one to the next.

CT: Intersections have always been the most dangerous spot but now that has gotten worse.

ET: You still have the left-turning vehicle coming from the other direction and you still have vehicles pulling out from the sides, but now a big factor is what’s behind you. You have people who are beyond distracted, they’re just completely disengaged, so they’re not seeing things developing in front of them.

One thing we’ve always done is emphasize having riders consult their mirrors. When you see that something is potentially happening ahead of you, even if it’s just approaching an intersection, consult your mirrors to see what’s behind you. Now, we’re modifying our

curriculum to assume there's someone back there who's distracted or disengaged and then factor that into your strategy.

What we've found is that distracted drivers will respond with you. If you slow down gradually, they'll slow down gradually. But if you hold your speed and slow down quickly when the light changes to red, there's a higher chance they're not going to be able to react to you and they'll just slam into you. So a lot of our strategies are about managing the traffic behind us and coming to a stop gradually, so that every time we're anticipating problems ahead, we're actually working on behalf of the traffic behind us, too.

CT: What other tactics are you teaching to "manage traffic" around you?

ET: Anything we can do to get their attention, anything that can break that gaze from a cell phone or whatever it happens to be. Flash a brake light or maybe do a slight weave side to side. As you recall in our classes, on our first day of training, we work on riding smoothly so that you're not using the brakes. But what we're now saying is that even though you're not braking, give that little flash of the brake light just to let that driver behind you know that you're slowing for the curve, or slowing for a hill crest.

I was just working with a guy in a one-on-one session who had an interesting idea. What he does is he puts out a hand, and just that movement of the hand out to the side is another tactic for being able to draw attention to yourself from somebody who is disengaged.

CT: The other side of the story is that we motorcyclists can become distracted, too, with the proliferation of entertainment systems, electronic rider aids, smartphones mounted on the handlebar, etc.

ET: I'm glad you brought that up because it's very easy just to say, "Those car drivers..." Riders using their GPS is a big one. And now with all of the touch screens and onboard computers it's much more like a car dashboard. With all the gadgets we have and the more farked out we are, the more risk there is of us being distracted and being engaged with those things. That's one more thing that takes our attention off the road and even if that's for a second or two, or a few seconds, that can be a big, big deal in traffic. It's becoming a real issue.

I think the challenge for us as riders is, you know, the technology is wonderful. We're not saying don't use the technology, but it's a matter of being disciplined and knowing when it's safe to do that. Being in the middle of traffic is not the time to start playing with the dashboard. If you're on an open straight, perhaps. Better yet, pull off, make the adjustment, do what you need to do and then get back on the road. It doesn't even have to be technology. I'll tell you one I've caught myself doing. How about trying to zip up a vent on your jacket? It was easy to open but it's tough to zip back up and I'm fiddling around with that and I wonder, what am I doing putting all my attention on this jacket?

There's one thing I especially want to encourage riders not to get sucked into. On the back roads, riders will tell us they'll look at their GPS to see where the road is going to go. I want to tell riders not to rely on that. First of all, it doesn't tell you if there's gravel in that corner, if there's a

car coming, sometimes even whether there's another intersection. And it certainly doesn't tell you if it's blind because all it's telling you is a line on a screen. You have your eyes looking in the wrong place, no matter what. There's no substitute for getting eyes up and taking in the big picture.

CT: What's the last word?

ET: One thing I can't emphasize enough. There's so much talk about having skills and technology to get us out of trouble. The key is doing everything we can to stay out of trouble in the first place. That means being able to read traffic, read the environment, pick up on behaviors and predict what is going to happen so we can respond to it and have time and space to work with.

How not to winterize your motorcycle: Nine mistakes riders make

Adam Ponzek in Common Tread by RevZilla Nov 13, 2018

We've all heard "fire it up once a week" or "gotta put cardboard under the tires." There are as many superstitions floating around as there are different, but effective schools of thought on motorcycle storage.

If you have a system that works well for you, by all means, don't let me rock your boat. Skip the lecture and get straight to [the goods](#). Open to some new tips? Allow me to debunk nine of the most common bits of misinformation I've heard — cases of riders either doing too little, too much, or the wrong thing. You might learn a trick that saves you some effort and works just as well or better than what you've been doing. If you're a longtime Common Tread reader, you know Lemmy touched on a few of these tips for [how to winterize a motorcycle](#) previously, but the more I hear the same myths being passed around, the more it made sense to cover what *not* to do.

Don't start your bike up every week

Make no mistake, regular exercise is good for your bike — but like putting on workout clothes to sit on the couch, idling in the garage doesn't count. Not only is a cold start hard on the motor, but if you aren't running it under load up to full operating temperature, moisture condenses out of the air into places water doesn't belong. If you don't plan to actually take the bike for a trip to cook off moisture and recharge your battery from that cold crank it took to get her going, don't even fire it up. Plan to ride once a week? More power to you — consider investing in some [heated gear](#) and a can of stabilized fuel to top it off after the ride.

Don't drain your tank

Unless you're getting your bike "museum-ready" to put it up for years on end, you'll have better luck with a full tank and a quality [fuel stabilizer additive](#). An empty tank is vulnerable to corrosion and dried out seals, while a tank full of treated gas keeps everything fresh. If you have a carbureted bike, be sure to turn the petcock off and drain the carb bowls. However, if you don't trust your old petcock or the needle valves in your carbs, address those issues first! Should fuel

leak past both and overflow onto your bike (or worse, into your motor) it can create more problems than a tank full of stabilized fuel prevents.

The scales start to tip toward draining the tank for older, multi-cylinder bikes; the more carbs (and thus more, smaller needle valves) you have, the more potential failure points in your fuel system. Neither route is a silver bullet, but for modern fuel-injected machines and carb bikes in good working order, just stabilize, fill and fire right up come Spring.

Don't remove your battery

Why pull the battery if you don't have to? Sure, if there isn't a power source where you store your bike, you'll want to take your battery inside and hook it up to a tender. But if you can plug in a [battery maintainer](#) near the bike and your battery is healthy enough to take a charge, it really isn't necessary — even if it will be subjected to subzero temps. Electrolytes in a fully charged lead acid battery (conventional or AGM) won't freeze until it dips to an unthinkable -92 degrees Fahrenheit, and even at only 40 percent charge, you're good down to -16. Plus, when that unseasonably warm day crops up, your bike will be ready to roll — no assembly required. Just be sure you use a reliable “float” charger/maintainer that reads feedback voltage from the battery and tops it off as needed, rather than a “trickle” charger that blindly feeds a small amount of current to the battery nonstop. The terms are often thrown around interchangeably, but a straight trickle charger can overcharge and waste your battery. (Worst-case scenario? Battery acid on your bike.)

Don't mistake coolant for antifreeze

If you have a water cooled bike, your coolant could be just that — plain distilled water is a perfectly serviceable coolant for summer. To complicate matters, many popular high performance [motorcycle coolants](#) and additives change the properties of the water they mix with (to increase surface contact for better heat transfer and/or raise the boiling point) but *do not* lower its freezing point. Two outstanding products, Water Wetter and Cool-Aide, *can* be mixed with antifreeze, but purposely don't include it in the jug for peak race applications. For winter riding or storage in an unheated/uninsulated garage, be 100 percent sure you have antifreeze protection. Don't know what's in there? Change it.

Don't put off that oil change

The beginning of the season seems like the perfect time for an oil change, right? Here's why you shouldn't wait to change your oil until it's time to ride again: Combustion gases gradually seep past your piston rings and get trapped in your oil, forming carbonic and sulfuric acid. It's no big deal when the motor is run regularly and the oil is changed at recommended intervals, but if you're creeping up on time for an [oil change](#), why let acidic oil go to work on your bearings over the winter? Change it now, keep your motor happy, and you'll have one less thing to worry about come riding season.

Don't store a dirty bike

The same way acidic oil can eat away at engine internals, road grit, grime and bugs that have found their final resting place on your motorcycle will take a toll on clear coat, anodized aluminum, polished metal finishes and even stainless steel if left to cement themselves on surfaces for any length of time. And if you're unfortunate enough to live somewhere they salt or

brine the roads, that stuff is kryptonite to metal and rubber parts alike. Giving your bike one last good [wash and wax](#) will help keep its finish factory fresh for years to come.

Don't use a tarp or cheap cover

A heated garage and indoor dust cover is the gold standard for winter motorcycle storage, but we don't all have access to such posh digs for our bike's off-season hibernation. A storage unit can be an economical solution (especially when split with buddies), but not all have power to run your battery tender, and the cost can be prohibitive in certain areas. Sometimes, a quality weatherproof [motorcycle cover](#) is your bike's best option for the big snooze. Just make sure you invest in one that is tried and true, 100 percent waterproof and vented. A cheaply made cover that traps water, doesn't stay secured, or chafes against paint is actually worse than nothing at all.

Don't overinflate your tires

Riders do all sorts of voodoo in the name of preventing flat spots or rubber breakdown. Flat-spot paranoia is a holdover from the days of bias ply car tires, which flat-spotted overnight and rounded back out from the heat of driving. Modern motorcycle tires have superior rubber compounds and carcass construction (even bias plies), putting this issue pretty squarely in the rearview.

As for the alkaline nature of concrete "eating" rubber, I wouldn't lose any sleep either — at least not over the course of a winter. (What do you think highways are made of?) If it gives you the warm fuzzies to put cardboard, plywood, or carpet squares under your tires, it certainly won't hurt. But don't overinflate your tires to "compensate for the weight." All I do before putting the bike to bed is check the tires for proper inflation with an [accurate gauge](#), but many riders prefer to put their bikes up on front and rear [stands, lifts or dollies](#), which offer the side benefit of standing the bike upright, taking up less space in the garage.

Don't think motorcycle thieves take winter off

While it's true that motorcycle thefts spike in summer, that doesn't mean thieves take the winter off from 'thieving'. Even the four slowest months of the year still account for 25 percent of all motorcycles stolen year round (per the latest statistics published by NICB). Take into account riders who store their bikes remotely and may not discover and report the theft until spring and this number could be higher. Don't spend the money and effort to winterize your bike properly only for someone else to reap the benefits of your well kept machine. [Secure your bike](#) properly and it'll be ready and waiting when riding season rolls back around.

Five gear tips for cold-weather riding

Brandon Wise, Oct 19, 2019, Common Tread by RevZilla

Whether you're on two wheels or not, keeping your core warm is the most important aspect of staying comfortable during the winter.

Ever wonder why your fingers and your toes are generally the first things to go in cold weather? If your core temperature begins to drop, your body restricts warm blood flow to your extremities in order to maintain your core's temperature. Your body is essentially going into survival mode to keep the most important parts of your body, such as your heart and other vital organs, at the appropriate temperature. I'm sure there's a more *scientific* way to explain this, but you get the gist.

So how do we keep our core warm and keep riding comfortably when the temperature drops? Here's the gear you need.

Base layers: The basics

[Base layers](#) are the first line of defense for your core temperature. They're comfortable and easily fit underneath your existing gear, but more importantly, they're made of materials that manage moisture. Spurgeon's favorite and now ancient cotton T-shirt from his Nashville rock star days may be super comfortable, but cotton holds moisture, and that moisture conducts heat away from your body. Dedicated base layers use materials that wick perspiration away from your skin, keeping you drier and warmer.

There's a ton of options available on the market and, in my experience, they're all a little different buuuut they're all kinda the same, too, in both both comfort and performance. One choice that gives you a lot of bang for the buck is the [Freeze-Out Warm'R Long Sleeve Shirt](#), but you'll find options from most of the motorcycle gear manufacturers.

Heated gear: The next step

If you ride long enough and in temperatures cold enough, you'll eventually reach a point where your body can't generate enough heat on its own, no matter how well you're dressed. That's when you need help, in the form of electrically heated gear.

[Heated gear](#) is the ultimate tactic for keeping your core warm, with something like a heated vest, so the rest of your body stays comfortable, or directly heating those extremities that are getting shortchanged on blood flow, with something like heated gloves or even heated insoles for your boots. Heated gear is powered by your motorcycle's electrical system or, in some cases, by its own battery, so your own body isn't your only source of heat.

The technology nowadays is very user-friendly and typically utilizes a "plug-and-play" system that doesn't require any serious mechanical savvy for installation. Still, it's important to make sure your bike's electrical system can properly support heated gear before you start tossing on a bunch of accessories. If you're not sure what your bike can properly handle, check out [Powerlet's "shop by vehicle" feature](#) to get a better understanding of what accessories your ride can support.

A short, personal aside. The first two years after I moved to Philadelphia, my Kawasaki ZRX1100 and my pedal bike were my only transportation. Sure, there are buses and trains, but public transportation is not the best bet for getting to work on time. I knew about heated gear, but I came up with all kinds of dumb reasons I didn't need it. I'd simply layer up and suffer through the winter on my motor tooter. When I finally snagged one of my buddy's heated jackets, I

was *hooked!* How could I possibly go back to not having what felt like a perfect little toaster oven in my jacket? It made an astounding difference.

I only share this story in case you're on the fence about spending the coin on toaster gear. I'm telling you, one rider to another, it's totally worth it.

So what's in my closet now? Both Gerbing and Powerlet are great brands and make quality gear that works well. Lately, I've been recommending Hotwired gear, such as the [Hotwired 12V Heated Jacket Liner Evo](#), to my friends who are looking to get electrified while spending a little less.

Winter gloves: Hands are essential

[Winter gloves](#) are a must for any riders spending time on two wheels out in the cold. I suffered through without heated gear, but there's no way I could have ridden in the winter without a nice set of winter gloves. Having good dexterity in your hands is essential for operating a motorcycle. If your fingers are frozen and you can't feel them, you're not only going to be uncomfortable, but you're also not going to be as fully in control of the bike as you should be.

Winter gloves have thermal liners and often add a waterproof layer. The thermal liners obviously help with insulation while the waterproof layer will help block the wind and keep your hands dry during inclement weather.

Keeping dry is critical in cold weather. That's why if I'm going to be out on two wheels for any prolonged amount of time, I either wear a reliably waterproof jacket and pants or I carry a rain suit. If the temperatures are going to change a lot during a day-long ride, being able to add a rain suit over top of your other gear can make a huge difference in your comfort as night and temperatures fall.

For the forgotten vulnerability

If you see me out riding in cold weather, I'll probably be wearing something like my [REV'IT! Vapor 2 Jacket](#) and [REV'IT! Vapor 2 pants](#) and my [TCX X-Five Plus Gore-Tex Boots](#) (I'm a huge fan of TCX boots). So there I am, fully protected in my warm gear and full-face helmet. Where's the weak spot?

The neck is an area riders often leave exposed to the elements, right where your body is pumping lots of warm blood to your brain. A [balaclava](#), not to be confused with baklava, adds insulation and protects your neck from the biting cold of the wind. This is such a small and simple item and it's cheap, but it makes a huge difference to your comfort level during cold-weather riding.

Windscreen and handguards: The wind is your enemy

Why are we getting cold on our motorcycles in the first place? Mainly wind chill. The wind is carrying away your heat faster than your body can create it. So in addition to the gear you wear, you can make a big difference by making changes to your ride that protect you from the wind. Whether you're touring or simply looking for protection from the cold, a windscreen will deflect wind from your core, keeping you more comfortable.

Depending on what motorcycle you ride, you may be able to add an [aftermarket windscreen](#) or get one that provides more protection than the stock screen. Plus, even if you're wearing weatherproof, winter gloves, you can give your hands some extra help by adding handguards. I run some [Barkbusters Blizzard Universal Handguards](#) during the winter. They're not the prettiest looking thing you'll toss on your ride, but they make a big difference.

There's one more thing about handguards. While heated gear is great (including heated gloves), there's the undeniable inconvenience of dealing with wires. And you have to remember to unplug before you get off your motorcycle. That's why lots of riders prefer the convenience of heated grips. The limitation is that heated grips heat only one side of your hand. If you do have heated grips and want to extend their effectiveness, handguards can be a real help by shielding the backs of your hands from the wind.

These are just a few accessories and pieces of gear to keep in mind when you're preparing for the cold. If you have a favorite piece of gear that helps you get through the winter months (moving to Miami doesn't count), tell us about it in the comments.

Road Riders Rescue has some tips on handy items to carry and tips when winter hits in your area. It might be well to check out this article because, with the weather the way it has been so far, it might be needed. The article can be found at

<http://campaign.r20.constantcontact.com/render?m=1102033483703&ca=04d2bc1c-c399-4aba-9578-2264bbf01868>.

Plaques

Tennessee Traveling Plaque	TN-T, Knoxville	Available 10/26/2019
COY Plaque	TN-E, Smyrna	Available 11/16/2019
Middle/West TN Traveling Plaque	TN-E, Smyrna	Available 11/16/2019

Coming Events

April 30 – May 2, 2020: Spring Fling, Pigeon Forge.

June 30, July 4, 2020: Wing Ding 42 will be in Springfield, MO next year. Make your plans now to go.

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.

This evening at 7 PM there will be a hymn singing in the park across from the Church. Bring a blanket and come prepared to sin.

Ladies Bible Study will be held Thursday morning at 10 AM. All ladies are invited to lunch in the Fellowship Hall after the B.S. is done.

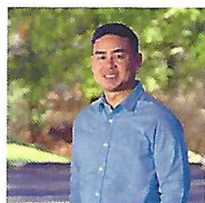
The pastor would appreciate it if the ladies of the Congregation would lend him their electric girdles for the pancake breakfast next Sunday.



TRUE ACUPUNCTURE & WELLNESS

Wellness Services

Acupuncture
Electro-Acupuncture
Herbal Medicine
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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Smoking Cessation | Sports Injury | Stress

Pain Management

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



TRUE ACUPUNCTURE & WELLNESS

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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,
Painturo's Pizza, West Main St, 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.