



# “A”WESOME NEWS

## AUGUST 2017



**NH-A Website**  
[www.gwrranha.org](http://www.gwrranha.org)

Chapter NH-A meets monthly, (except December)  
**Wingate Hall, Bethany Chapel 54 Newbury Road , Manchester, NH 03103**  
at 7:00 PM on the third Friday of the month.



**NH District Website**

### DIRECTOR'S NOTE

**Who's — Who**  
In Chapter NH-A

**Chapter Directors**  
**2016-2017 District Couple of the Year**  
Chris & Lynne Christensen  
[gwrra.nh.a@gmail.com](mailto:gwrra.nh.a@gmail.com)  
321-223-3254

**Assistant Chapter Directors**  
**COULD THIS BE YOUR NICHE?**

**Chapter Treasurer**  
Louise Laposta  
603-498-4291

**Chapter Educator**  
Doug Melanson  
[dougmel@outlook.com](mailto:dougmel@outlook.com)

**Chapter MEC**  
Glenn Daniels  
[gwrra.nh-a@comcast.net](mailto:gwrra.nh-a@comcast.net)

**Chapter Ride Coordinator**  
Paul Morrisette  
[morrissettep@yahoo.com](mailto:morrisettep@yahoo.com)

**Chapter Webmaster**  
Open

**Chapter Photographer**  
Leanne Clayton

**Well Wisher**  
Deb Melanson

**Chapter Newsletter Editor**  
Vincent Laposta  
[gwrra.nh.a.news@gmail.com](mailto:gwrra.nh.a.news@gmail.com)

**Region B Directors**  
Tom & Renee Wasluck  
[Regionbdirectors.tom.renee@gmail.com](mailto:Regionbdirectors.tom.renee@gmail.com)  
570-474-1014

**District Director**  
David & Bonnie Bolster  
[gwrranh.district@gmail.com](mailto:gwrranh.district@gmail.com)  
603-624-0268



Changes are coming. It was announced by the Home office in Phoenix last week, that at the end of this year, there are going to be major changes taking place. One of the first changes is that there will be no region teams. In the future, the District Directors will be reporting to the President of GWRR.

The second change is there will no longer be a Chapter Ride Educator. All Rider Education information and reports will be handled by the District Ride Educator. At the Chapter level, the position will now be known as the Chapter Ride Coordinator. I'll have more information on these changes at a later date.

The objective of these changes is to have better communications between Phoenix and the members and for the members to ride more and have fun and not to worry about the business of running things. Let's all give this a chance and see what happens. Lynne & I appreciate all of the support we receive from our Chapter members and District Team.

At the Rally, last weekend, we had a blast. I would like to personally thank you all for participating. NH-A's David & Bonnie Bolster are now the NH District Couple of The Year. Congratulations to them on this well-deserved honor. We expect they will compete for the International COY next year. NH-A also received the award for the most registered attendees (30) and NH District received the award for most attendees from a District. Way to Go!!

On the other side of things our Piñatas are Awesome and thanks to all who helped make them. They will be at the next Gathering, so everyone else can see them. We hope to see you there.

Ride Safe, Be Safe

Chris & Lynne

# JULY'S GATHERING

We had a great evening with 27 people in attendance and we welcomed Charlie Cook from North Carolina.

50/50 was won by Dick Bernier and The Riders Pool was won by Bill Groleau. Congratulations!!!

Dick Bernier, District Educator, presented a seminar on trailering.

Chris and I introduced NH-A's Piñata Team, which had 13 people and put in over 30 hours. The team included, Vince and Louise Laposta, Ray and Francine Beale, Dick and Julie Bernier, Glenn and Laura Daniels, Frank Clayton, David and Bonnie Bolster and us. They were extremely creative, dedicated and giving of their time, that Chris and I would have been lost, stumbling and not sure where to begin without all of them. It was wonderful to get together and see such a great team working together. Thank you does not describe how grateful we are. NH-A is truly "AWESOME". The chapter presented them with their choice of a GWRRA 40th anniversary pin or patch. We also enjoyed Sal's pizza a couple of times for dinner and Francine made dessert a couple of times. Once again thank you.





# Castle Hill on The Crane Estate

Sat. July 22, 2017

First we would like to thank Doug Melanson for planning this ride. Unfortunately he was unable to join the ride, but was able to meet us at Nault's in Windham.

Second, a huge Thank you to George Skaperdas for once again opening his doors to us to provide a meeting place for us to begin our rides. He has done this for us many times and has provided coffee and doughnuts for us to enjoy before our ride.

Last but not least. Julie Bernier, for the first time led our ride. She did a great job and we look forward to her leading more. Thank you to Dave Perrin for being the tail gunner.

We enjoyed a delicious lunch at The Sylvan Street Grille. We sat outside where the weather was wonderful and we were near the water fountain.





At the Christmas Party in December, David and Bonnie Bolster were nominated as NH-A Couple of the Year. Here are some pictures of the process in competing in District Couple of the Year.



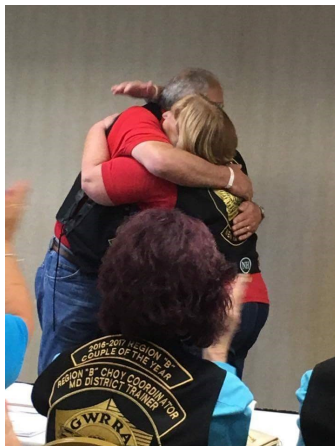
Everyone waiting for the DISTRICT COUPLE OF THE YEAR Competition to begin.

The Judges



And the winner of the NH District Couple of the Year Is,,,,,,,,,David and Bonnie Bolster!!!

We are so proud to have David and Bonnie represent the District. They have always gone above and beyond to help others. They are the epitome of what Couple of the Year stands for. CONGRATULATIONS!!!







2017  
RALLY FUN  
STURBRIDGE, MA



# Pinata and Fiesta Night





NH chapters well represented with their creative Piñatas



NH-E



NH-T



NH-G



## “A”WESOME MEMBER PROFILE



### John & Liz Paszko

#### Where are you from?

John was born and raised in Haverhill, MA. Liz was born in Ridgewood, NJ (a Jersey girl).

#### How did you meet?

John moved to NJ to take a job with a college friend's business. He was at a party at his friend's family house at the shore in Long Beach Island. Liz worked at a local hospital and her girlfriend's dad also had a house on the shore (next door). We met at the party. Didn't really like each other, but met again at the friend's wedding and have been together ever since.

#### How long have you been married?

May 3rd marked our 37th anniversary.

#### How many children, first names, where do they live?

We have one son who is a structural engineer and lives in Hanover, MA with our daughter-in-law Becca. Our beautiful grandson Kam just joined our family this past April.

#### Any pets? What type and names?

We no longer have any pets. We had our beloved and missed black lab, Lincoln, for 15 years. We now enjoy our little mini black lab, granddog Rogi.

#### What are your occupations?

John has worked for ADP for the past 11 years and manages the administration of retirement plans for mid and large sized companies. Liz just retired after 38 years as a business analyst with Agfa Healthcare Corp.



## What brought you to New Hampshire?

Liz moved from NJ to marry John and they generally lived in Massachusetts. They found two great homes in Atkinson, NH where they lived for 29 years before moving to Hudson, NH in 2014. One of our favorite things about New Hampshire are all the fantastic country roads.

## Do you have any Hobbies/interests?

John is a car and motorcycle nut. "No John, you cannot buy any more." He is an avid formula one race fan. He also enjoys car shows and restorations. He enjoys working out and helping our son with home projects. Liz is the activities and welcome director for our 55+ community. She is the web administrator for our community website. She also enjoys scrapbooking, card making, crocheting and creating photo shows.

## How long have you been riding motorcycles?

Not long enough-only 15 years!

## What was your first motorcycle?

A 2001 Suzuki Volusia.

## What led you to GWRRA?

After John dumped his Harley (with Liz on the back) we came to the conclusion that a trike would be a better option. After we built one, a friend and fellow Goldwing owner, told us about a great magazine called Wing World. We discovered it was more than a magazine but an international organization. We had to check it out and here we are!

## What are your fondest GWRRA memories?

We recently joined and are looking forward to making many new memories. We have already discovered that there are many great and friendly folks who are part of the organization. We have felt very welcomed. We were also pleasantly surprised to find out that this is the GWRRA ice cream chapter.

## Have you held any positions in GWRRA? (when)

No

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# Glenn's Points to Ponder



ONE NICE THING ABOUT EGOTISTS:  
THEY DON'T TALK ABOUT OTHER PEOPLE.

\*\*\*\*\*  
\*\*\*\*\*

DO INFANTS ENJOY INFANCY AS MUCH AS ADULTS ENJOY ADULTERY?

\*\*\*\*\*  
\*\*\*\*\*

## New Definition of the Month:

. PRIMATE: Removing your spouse from in front of the TV!!

\*\*\*\*\*  
\*\*\*\*\*

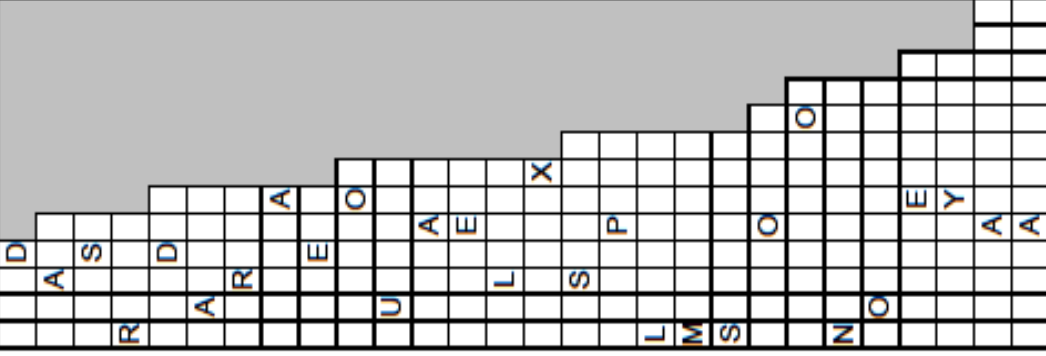
## Maybe you knew this & Maybe Not

Early politicians required feedback from the public to determine what the people considered important. Since there were no telephones, TV's or radios, the politicians sent their assistants to local taverns, pubs, and bars. They were told to 'go sip some Ale and listen to people's conversations and political concerns.' Many assistants were dispatched at different times. 'You go sip here' and 'You go sip there.' The two words 'go sip' were eventually combined when referring to the local opinion and, thus we have the term 'gossip.'

\*\*\*\*\*  
\*\*\*\*\*



# MAINE!



S	E	S	O	O	M	J	T	L	O	H	O	C	L	A
E	T	A	T	S	I	E	O	N	T	Y	A	H	Y	U
E	R	T	N	W	S	R	O	E	B	D	C	I	T	G
R	O	N	E	V	S	D	T	W	J	D	A	G	E	U
E	P	K	D	S	O	R	H	E	T	O	D	H	N	S
D	E	A	N	R	U	I	P	N	R	U	I	E	I	T
R	E	C	E	E	R	H	I	G	O	Q	A	S	N	A
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R	R	O	O	N	C	T	T	W	L	P	L	Z	A	X
W	O	L	L	E	F	G	N	O	L	W	E	N	Q	D

Maine's forests provided \_\_\_ for shipbuilding in colonial times  
 Over 60 lighthouses line the Maine \_\_\_, drawing thousands of tourists  
 The state animal is the \_\_\_, also depicted on the state flag  
 Home to the largest alpine region in the U.S. east of the \_\_\_ Mountains  
 \_\_\_ National Park is one of the most visited in the U.S.  
 Cities: Portland, Lewiston, \_\_\_, South Portland, Auburn, and Brunswick  
 Maine is the only state to share only one state \_\_\_ - with New Hampshire  
 Maine's northern border with \_\_\_ was not finalized until 1842  
 Nearly \_\_\_ percent of Maine's interior is forested  
 Maine passed the first prohibition law in 1851, making \_\_\_ illegal  
 The capital city, in an area first explored by the English in 1607  
 In the 1620s Fernando Gorges received Maine from \_\_\_  
 Mount Katahdin is the \_\_\_ point at 5,268 feet  
 Maine produces over 60 \_\_\_ pounds of blueberries annually  
 The state's population is less than \_\_\_, Arizona, about 1.2 million  
 The easternmost city in the U.S. and the first to see the sunrise  
 L.L.Bean, based in \_\_\_, has been selling outdoor apparel since 1912  
 Ninety percent of the nation's \_\_\_ are caught off the Maine coast  
 Maine entered the Union as a free state as part of the \_\_\_ Compromise  
 Maine is the only state with a one-\_\_\_ name  
 In colonial times, lobsters were fed to indentured servants and \_\_\_  
 Writers Stephen King and Henry Wadsworth \_\_\_ were born in Portland  
 Maine is as large as the rest of the \_\_\_ states put together  
 The Pine Tree State supplies ninety percent of the nation's \_\_\_  
 In 1819, Maine became \_\_\_ and joined the Union the next year  
 Became the \_\_\_ state on March 15, 1820  
 The heirs of Fernando Gorges sold Maine to the state of \_\_\_ in 1677  
 The Kennebec, \_\_\_, and Penobscot were the original native tribes

Enter unused letters from puzzle, in order:

\_\_\_

\_\_\_

\_\_\_

Copy boxed letters to form your hidden message:

\_\_\_\_\_

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AUGUST



2017

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
	1		2	3	4	5
6 NH-A King Arthur Flour	7	8	9	10	11	12 <u>NH-T</u> Gathering- Epping 10 AM
13 <u>NH-G</u> Gathering Greenside 8AM	14	15	16	17	18 <u>NH-A</u> Gathering Bethany Chapel 7PM	19 NH-A Annual Bug Run
20	21	22	23	24	25 NH-E Gathering 6:30	26
27	28	29	30	31		

Combined Chapter

381707



NH District Schedule :

\*\*\*Anything highlighted in maroon, is a hyperlink to a map or website for the destination.\*\*\*

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## HAPPY ANNIVERSARY!

Chris & Lynne Christensen 8/15

Pete & Carol Desrocher 8/16

Dave & Sue Perrin 8/30



Please let us know if you would like us to add your birthday and/or anniversary to our newsletter.

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# FROM THE CHAPTER EDUCATOR

Doug Melanson

July 2017



## Trailerling

At our July chapter gathering, Dick Bernier, NH District Educator, presented the Trailerling Seminar. It was interesting to see how many members in NH-A pull trailers with their motorcycles. Base on a show of hands, those of us without trailers were definitely in the minority by a wide margin, making this a very pertinent topic for our chapter.

Adding a trailer to the motorcycle creates new challenges for the rider. The Trailerling Seminar provided us with a better understanding of potential risks and problems associated with pulling a trailer, techniques to attain a reduction in risk associated with trailerling, and an increase in riding safety. Topics covered included types of trailers, suspensions and hitches, set-up of the bike and trailer, weight limitations, packing to achieve a proper balance and correct tongue weight, braking challenges, and challenges associated with backing up, curves, turns, obstacle avoidance, and on the road.

### Key points to remember from the seminar:

- When packing the trailer, place the heaviest items on the bottom and directly over the trailer's axle. Distribute the weight evenly from side to side.
- Normal tongue weight is typically 20-70 pounds and should be 7-15% (recommendations vary) of the total loaded weight of the trailer.
  - Experiment with various loads and tongue weights to determine what produces a good ride with a stable trailer in tow.
  - Use a scale to determine the trailer's tongue weight with the couple at towing height.
- Proper tire inflation is important. See the manufacturer's recommendations for proper inflation for the load you will be pulling and adjust tire pressure accordingly.

- When properly set up, there should be a straight line through the front and rear axles of the motorcycle, the trailer ball, and the center-mass of the trailer without the rider and/or passenger on the motorcycle.
  - If the ball is high from too little tongue weight, you'll have reduced traction on the rear tire when braking, which could result in a rear wheel skid and possible high-side spill.
  - If the ball is low from too much tongue weight, there will be reduced traction on the front wheel when braking which could lead to a front wheel skid.
- Pulling a trailer affects braking, resulting in longer braking distances. How much longer will vary with the weight of the trailer, the heavier the trailer, the longer the required braking distance will be.
- Acceleration will also be affected, increasing the time to reach a desired speed.
- When turning, speed affects the track the trailer takes following the motorcycle:
  - At slow speeds, the trailer will track to the inside of the motorcycle.
  - At higher speeds, the trailer will track to the outside of the motorcycle.
- Braking in a curve can be treacherous, as the trailer will place additional forces on the bike to push the rear tire to the outside of the turn and can more easily lead to the rear tire skidding. If you need to brake hard, make sure the bike and trailer are in a straight line to try to avoid the skid.
- Swerving to avoid an obstacle in the road place great side loads on a bike. These side forces get exaggerated when pulling a trailer, as the bike now has to deal with additional side loads from the trailer too.
- Riding while pulling a trailer on hills exacerbates the normal challenges of riding on hilly roads and the challenges of pulling a trailer. When riding on hills, the effect the trailer has on the handling of the bike is greater than on flat surfaces. Pulling a trailer uphill puts much greater strain on the engine and makes the front wheel even lighter than would normally be expected riding uphill, which in turn affects the efficiency of the front brakes more than riding uphill without the trailer. When riding downhill, the extra weight of the trailer will push you faster and will greatly increase your braking distance. Lastly, the steeper the hills, the more pronounced these effects will be, so use extreme caution on steep hills.

The bottom line to remember is that pulling a trailer will alter the characteristics and handling of your motorcycle, so it is important to find a safe area where you can practice before heading out on the road with a trailer in tow. Practice should include taking curves, slow speed maneuvers, backing up, and braking on level surfaces and on hills.

Thanks to Dick for delivering this informative presentation and facilitating some good discussion around this topic.





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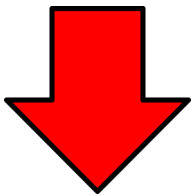
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# The Bucket List Mini Ride of Frank Clayton



When I was growing up my dad would often speak about wanting to travel the country in an RV when he retired.

el the

He fully retired at the age of 57 and spent many much of his time pursuing his passion for wood working and coin collecting, but never managed to do any traveling.

He was diagnosed with cancer just three days before his 65<sup>th</sup> birthday and as I sat with him during his first chemo treatments he spoke of renewing his interest in traveling the country in an RV.

He passed away just three days later, having never fulfilled his dream.

Through the years I have found that far too often people never get the opportunity to fulfill their dreams by the time they reach retirement, if they even reach retirement.

I read an article once regarding the planning and implementation of a “bucket list ride”. The first and most important step about planning such a ride is not to put it off!

This got me to thinking about my own bucket list ride. I envisioned a coast to coast ride encompassing all of the states where I have never ridden a motorcycle and to see the things I have only read about in books and magazines. A trip that is much about the roads traveled as it is the destination or the scenery along the way.

I began to plan my ride by roughing out a course using roads that I have read about in Wing World magazine or found online on one of the many websites that provide “nice roads” in all states. It would take 30 days, 15,000 miles and I would travel through 37 states.

I would make it to Sturgis, Mount Rushmore, Devil’s Tower, Yellowstone, the Pacific Coast Highway, the San Francisco Bridge, Winslow Arizona, the Million Dollar Highway, the Natchez Trace Parkway, the back of the dragon, the triple nickel, and many fine roads in between.

Logistically speaking I have to plan on an oil change, a rear tire change, a front tire change, and additional fuel tanks. It became clear that everything I would need to have would not fit on my bike and that a trailer would be a necessary addition.

The cost of a trip of this magnitude is significant. I thought I could keep the cost down if I used more campgrounds instead of hotels. However, as I research things I found that many campgrounds along my route charge almost as much as a hotel in the same area. Not to mention that many campgrounds require multiple night stays, especially on the weekends.

Taking everything into consideration I decided that I would get a camper to pull behind the bike. This would allow me to set up anywhere, including truck stops, rest areas, Walmart, etc., thus keeping my



acommodation costs down and more importantly negating the need for reservations. It would also provide a means to carry some of the gear, like spare wheels, which I would require along the way.

After researching motorcycle campers I settled on the Kompact Kamp camper ([www.kktrailer.com](http://www.kktrailer.com)). It sets up fairly quickly, it wasn't too big or heavy, and the price was reasonable when compared to others.

I decided to head down to Washington DC for the 30<sup>th</sup> anniversary of Rolling Thunder: <http://www.rollingthunder1.com/> and then continue west and south to some very fine roads.

This would allow me to take a mini version of my trip as a test run to help work out the kinks. This would also allow me to ride through Georgia, South Carolina, and Florida, which were omitted from my bucket list ride due to time restraints.

It rained for the first three hours when I left my home in Nashua, NH. The 5 hour ride to NJ took 5.75 hours so traffic was moving pretty good.

After stopping to have lunch with Mom I headed towards Sterling VA for the remaining 3.5 hours of my trip. Unfortunately, it took seven hours to make it to Sterling with all of the traffic I encountered. All total, I rode 550 miles for the day in 15 hours.

It was a good thing I had a gel pack installed by Ace Upholstery: <http://www.aceupholsteryinc.com>. Although it was a long hot day my butt felt fine.

Once I left the Pentagon on Sunday, I headed straight west on highway 66 to RT 81 south. I went south along RT 81 very briefly before picking up RT 48W towards Union WV.

Route 48 started out as a nice secondary road with some nice curves and then turned to a multilane highway with very scenic views.

In union I went north along RT 42 to RT 50W towards Grafton. RT 50 was a very twisty road, especially as I got closer to Grafton. My destination for the first night was Tygart State Park in Grafton WV ([www.tygartlake.com](http://www.tygartlake.com)).

After dropping off the camper and setting it up for the night, I retraced part of my route along RT 50 by riding east until I reached Cool Spring Park: <http://www.roadsideamerica.com/tip/7640>

Their link states ***“Motorcycle tourists savor this section of Route 50. A fusion of asphalt and hairpins, the road accommodates the adventurous far better than the hurried. Just west of Cool Springs is the famous switchback curve, where you swear that you complete several full circles before the blacktop serpent mercifully spits you out the other side.”***

I certainly savored this section of road as I went thru there 3 times that day! I returned to the campground after stopping for provisions and got settled down for the night. The camper proved to be pretty comfortable.



The next morning I packed up and headed out west along RT 50 to 279 in Bridgeport. As I turned off RT279 to get on a connecting road to RT24, I saw a sign for the Federal Bureau of Investigation, aka the FBI, in living color.

I didn't think too much of it at the time until I saw the funny looking "toll booth". I thought it was kind of a funny place to have a toll booth way out here until I made the realization that it wasn't a toll booth. I stopped immediately because I was suddenly facing a guard shack manned by the FBI Police!

Although my Garmin was indicating I should be able to use that road the nice gentlemen at the guard shack said otherwise!

So I made my first of many U turns for this trip and rerouted myself to get on RT24 heading north. It was a nice road and took me to RT20W in Shinnston, WV.

I continued along RT20W, which was a very nice road until I got to Jacksonburg, WV. The road was a bit rough in the Jacksonburg area. I should note for the record that West Virginia's rough patches are recently paved roads by New Hampshire standards.

The rough patch didn't last too long and the road would have been very challenging considering all of its tight radius curves if I hadn't gotten stuck behind those two dump trucks.

RT 20 merged with RT 7 north and in New Martinsville I crossed the Ohio River. I continued north on RT 7 to RT 78W and this stretch was like a roller coaster with all of its hills. The scenery through this area was awesome.

RT 78 brought me to RT 284 just west of McConnelsville, OH. My original track would have taken me down some dirt roads so I stayed on RT 284 to Zanesville, OH where I took a few back roads to cross the Muskingum river at RT 719.

Right after crossing the river I took a left turn onto Old River Road which turned into center road and then finally becomes the Triple Nickel (Ohio Route 555):

<http://www.motorcycleroads.com/75/440/Ohio/The-Triple-Nickel---Route-555.html#sthash.kPZZzKiA.dpbs>



The Triple Nickle was a great road with beautiful scenery and rolling hills. Having the GPS was very helpful as I found the hills often hid what was on the other side and what was on the other side was usually a hard left or right corner!

I rode RT 555 until I reached Cutler, where I went west along RT 550 and south along RT329, which was a little rough in spots. I eventually reconnected with RT 555. The little detour was well worth it! I continued on RT 555 until I reach RT 50 in Little Hocking OH.

I took RT 50 to RT 77, which turned out to be a major highway. I got off at exit 146 and took Silverton road. The road was nice, scenic, narrow, and I couldn't help but wonder if I should be keeping an ear out for banjo music.

I got back on RT 77 at exit 132 and continued on RT 77 until I reached RT 64 at exit 74. I crossed paint creek and then headed south along County Road (CR) 83. By this time I was back in West Virginia.

CR 83 was a secluded, shady, picturesque road with excellent pavement. The shade was a welcome break from the hot sun and cooled things off a bit. The road changed names several times and twisted its way along RT 64 and had great curves. It finally dumped me out in Beckley WV where I stayed the night at a hotel.



From Beckley I headed south on RT 64 for 1 exit to connect up with RT 16. RT 16 was a fantastic road of twists and turns. I took 16 to Pineville WV where I picked up RT 97. This was a winding road with good hills, which made things very difficult for the tractor trailer in front of me. The truck couldn't get going faster than 15 mph and the slow speed caused my bike to overheat. Fortunately, as soon as I pulled off the road the bike cooled down very quickly.

Most of these roads were 55 mph zones, although it's highly unlikely anyone could ever get going that fast. I think my top speed was 35 mph before catching back up with the truck.

I rode along RT 97 to RT 52 near Hanover WV. RT 52 brought me to Williamson WV, where I crossed over into Kentucky and picked up RT 119.

My routes were broken down to 1 to 1.5 hour segments with a gas station being the usual stopping point. I would top off at each station even though I might have only put 50 to 60 miles on the tank. This proved to work out pretty good as several of these stations I had marked on my route did not have gas.

I continued along RT 119 until turning south on RT 23 near Pikeville KY. This took me to RT 460 and RT 460 took me to RT 650 in Big Rock TN.

In Hurley TN I picked up RT 646 which took me to Laeger WV where I found myself on RT 52 again. This brought me back to RT 16 just south of Welch WV.

I took RT 16 south to Tazewell, VA. It was a fantastic road. RT 16 in Tazewell begins the section known as the "Back of the Dragon": <https://backofthedragon.com/>



Most of the day was spent just on the cusp of a thunderstorm but I managed to stay clear and dry. I enjoyed the twisty roads and the views along RT 16 as I drove towards Marion VA and beyond.

I picked up RT 58 in Mouth of Wilson VA. In White Top, VA I picked up RT 751 and crossed the border into NC, where I picked up RT 194 in Lansing NC.

In Warrensville, NC I picked up RT 88, which was a very nice road. RT 88 became RT 67 when I crossed over into TN, where I picked up RT 421 in the town of Trade.

I continued going south along RT 421 until picking up RT 321W in Vilas, NC.

RT 321 eventually brought me to Cardens Bluff Campground, in TN: <https://www.fs.usda.gov/recarea/charokee/recarea/?recid=34992>

The thing to know about this place is the views of the lake are spectacular, their gate is closed from 10pm to 7am, and their tent sites are on hills, making them inaccessible to vehicle traffic and in particular campers pulled behind motorcycles!

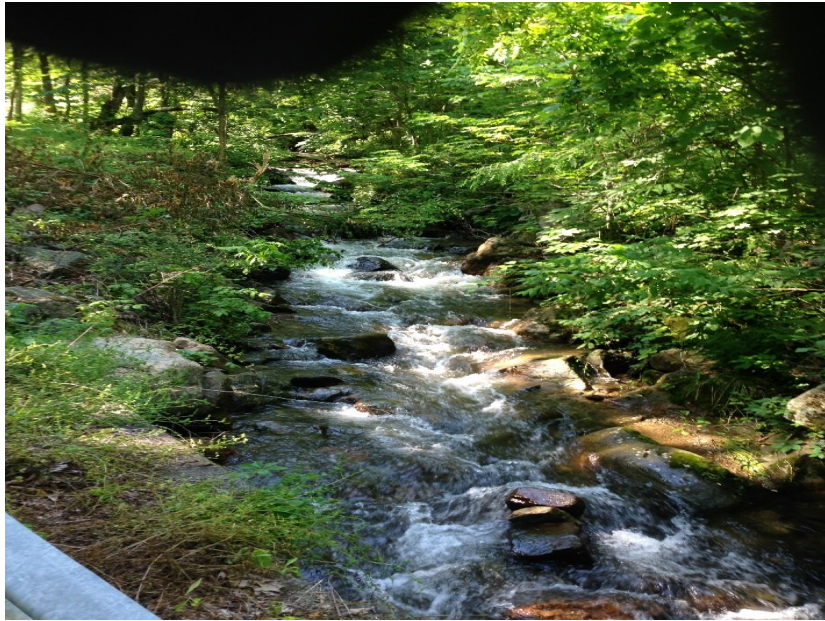
My reservation was for a tent site and naturally the camper wasn't going to go up the stairs. However, the trustees were great at finding me an alternate spot where I could back in my camper.

It was a nice little campground, very quiet, and clean. The view of the sunrise over the lake was spectacular. The next morning I headed east on RT 321 to RT 67 and then headed north to Mountain City, where I picked up RT 421 west towards Bristol. This stretch of road is known as the Snake. <http://www.421thesnake.com/> It was another great road and lived up to its reputation!



In Bristol, TN I went south on RT 44 to Dry Creek road just east of Bluff City TN and then down to RT 19E. This is where the ride became very interesting. The GPS said to turn on Doe River Gorge road in Hampton, TN. According to Map Source this would be a very nice and twisty road that would connect me back with RT 19E. Instead, it came to an abrupt end at what appeared to be a resort. Later I learned that the road ends at the Doe River Gorge Ministries. I made another U turn and got back on RT 19E. My next fun fill adventure was when I took RT 143 near Roan Mountain TN. I stopped to take a picture of a babbling brook and got stuck in what could best be described as potting soil. A very nice couple stopped to help me get the bike out as I was having some trouble getting back onto the road.





I then proceeded further down this road which turned to dirt, making this an official ride of U turns and dirt roads. Unfortunately, the road then became a cow path and I had to make U turn number 3!

I continued down RT 19E to Burnsville NC when I had the misfortune of taking RT 197 south. It started out kind of nice but did have debris in the road, much like you would see from heavy rains.

The evidence of being a road that floods easily was visible so when I saw the sign that read “Road Floods” I was not surprised. However, I was a little worried since I had this really dark cloud above me and was concerned that the skies could open up any minute.

Then the road turned to dirt. It was a dirt road with ruts and trenches, which had been carved by heavy rains. I would look at the trenches and then look at that dark cloud and my pucker scale kept going higher. The road was narrow, bumpy, rocky, dusty, and scattered with abandon cars, abandon houses, and collapsing barns.

I started to think about the movie the Wrong Turn: [https://en.wikipedia.org/wiki/Wrong\\_Turn](https://en.wikipedia.org/wiki/Wrong_Turn)

I was at a point where I was trying to decide if I should turn around and go back over the road I knew or continue on with the unknown. I decided to forge ahead and it wasn't too long before I finally reach pavement again. I was so happy. Unfortunately, the pavement was only about 100ft over a bridge and I soon found myself on a dirt road again.

I finally came across a lady walking her dogs and stopped to ask just how much further it would be before I reached civilization. I was happy to hear that it wouldn't be much further. I finally reach pavement again and it never rained on me.

How did this ride end? Check out the September newsletter for the exciting conclusion to Frank's Bucket List Mini Ride.