

April 2002

Platinum Coast Wings
Chapter FL2-D
Melbourne, Florida
Region A Florida District

Chapter Director
Harry & Lynn Anderson
321-952-1448

Asst. Chapter Director
Mike & Charlotte Mercer
321-951-1054

Rider Educator
Mike Duquette
321-984-1472

Ride Coordinator
Charlie Davies
321-254-8079

Treasurer
JoAnne Davies
321-254-8079

Sunshine Lady
JoAnne Davies
321-254-8079

Newsletter Editor
Laurie Reid
321-728-0794

Region A Director
Jim & Margie Hodge
228-875-1764

Florida District Director
Bob & Nancy Schrader
813-885-7963

District Rider Educator
Ron & Pam Lantz
727-393-4609

Monthly business meetings are held on the first Tuesday of every month at 7:00pm at Dottie's restaurant 5275 Babcock St. NE, Palm Bay, Florida. Kicktires are held every Friday evening at 7:00pm at various locations, call 321-952-1448 for information.



Happy Birthday

- Apr 6 Stevie Watkins
- Apr 10 Ralph Feightner
- Apr 10 Nancy Feightner
- Apr 14 Dave Watkins
- Apr 20 Duane Miller

Happy Anniversary

- Apr 1 Gene & Betty Hall
- Apr 12 Mike & Charlotte Mercer
- Apr 22 Mo & Deb Dalton



JoAnne,
Get well soon,
our thoughts and prayers
are with you

Friends for Fun, Safety, and Knowledge

Chapter FL2-D Web page
Under Construction!

The Daytona 200

What a Birthday Gift!

On March 10th my son treated me to a day at the races as a birthday gift. We attended the Daytona 200. We left Melbourne about 8am and rode up I95 most of the way. Went over to US1 and the Goldwing vendor area. Dorinda and I had been there the previous week to buy some “safety chrome and lights.” I wanted to show my son, who is also my electronics expert/consultant, the lights I purchased so he knew what I wanted to accomplish when he and I got around to installing them on my bike. Lucky for us the vendor was still there as many had already left.

From there we headed over to the Speedway. As I member of the Honda Riders Club, I took full advantage of their preferred parking at the Speedway. It’s nice to have secured parking in a setting like that. We wandered through the Honda area checking out the bikes and the cars – if only I had more money! That NSX sure was nice at a mere \$89,750. From there we went to the other vendor areas for some more browsing. Spent my spare change the previous week so this was just “window shopping.”

Around 11 am we headed into the track. Watched a couple of the preliminary races while we ate some lunch. At 1 PM the big race got underway. Honda held the first 3 of 4 positions at the start. During the 7th lap a rider went a bit wide in turn 4 and hit the outside barrier cushions knocking it lose from the fence. The race had to be delayed while workers fixed it. Once the race got underway again it became clear pretty early that the battle would be for second place – Nicky Hayden started in first place and he wasn’t about to give up that spot! He won the race – his first Daytona win. Couldn’t ask for more – a beautiful day, a chance to spend time with my son and a win for the “Red Riders.”

Well, actually I could ask for more. Would have been nice to have no traffic leaving the Speedway, but I guess you can’t have everything. Took over a half hour to get from the Speedway to the I95 entrance and at that I took a shortcut over the grass along with many others. But, we got home safe and sound and that’s what counts.

JC Campbell



Reminder!!!!
We are collecting door prizes for the 5 chapter breakfast, keep your eyes open for something special you would like to donate.

Balance and Traction

Before we cover the basics for reading the road surface, let's remember that two wheelers are balanced by steering the front wheel from side to side. To turn, we unbalance the machine until it falls over in a lean. As it turns in an arc, we control the lean angle by counter steering. To straighten up from a left turn, push on the right grip. Most motorcycles are so well balanced that only slight pressure on the grips is needed, and we may not even think about what's happening.

It's important to understand that balance depends on front tire traction. This is true whether it's a matter of the bike balancing itself, or the rider causing the bike to change direction. You can slide the rear tire with little problem, but a front wheel skid most always results in a crash.

The grip between the rubber tire and road surface is matter of the rubber changing shape slightly to conform to the irregularities of the surface. Slide your hand over some carpet, and you'll feel the resistance (traction) as your skin tries to conform to the lumps and bumps in the surface. Slide your hand over a Formica countertop, and there is much less resistance (traction) because there are fewer surface irregularities for your skin to seek out. Now, put on a rubber glove and try the Formica surface again. You'll notice better traction. Dribble a little water on the smooth Formica surface and you'll see how traction decreases when wet.

On a motorcycle, a combination of the tires, road surface, and the presence of lubricant such as diesel fuel, oil, water, or mud determines traction.

Even with good rubber and correct tire pressures, you don't have a lot of surface area in contact with the road. Both tires together have a contact patch about the size of the palm of one of your hands. Considering that tire traction is the connection between the bike and the road, there are two important lessons here. First, pay close attention to your tires. Buy tires with the correct rating for the type of riding that you do, and keep them properly inflated for the load you're carrying. Second, learn to steer your tires over the most tractable surface.

Conserving Traction

Let's assume Scooter was aware of the telltale signs of dribbled diesel fuel, and was watching for a larger spill. Once he spotted the oil slick, what could he have done to prevent the motorcycle from crashing? The answer is to conserve whatever traction you've got. If the oil was only in one lane, he could have simply maneuvered around it. Even if the oil spill covered both lanes, Scooter could have modified his line to conserve what little traction was available.

braking input. It's just as important to avoid rolling off the throttle (engine compression provides rear wheel braking). Reducing speed as you enter a corner will reduce side loads on your tires. The slower speed consumes less traction. Even if you must negotiate a hazard during a corner, you can adjust your line to get the bike vertical just as you cross the hazardous spot.

Railroad crossings are also hazard zones for motorcyclists, not only the shiny rails, but also the wooden or plastic aprons next to the rails can be very slick. When approaching these obstacles, cross perpendicular to the tracks and maintain a constant speed.

What if the road surface is off camber (slants off to one side)? The veteran tactic is to slide around on the saddle to use your body weight to counter balance the motorcycle while keeping the tires perpendicular to the road surface. If the tires do slide, the bike is more likely to slide sideways with less risk of falling down. This same tactic is used when riding across wet grass, ice, or loose gravel on a surface that isn't level. The correct speed is whatever will allow the bike to stabilize with the wheels perpendicular to the surface.

When you cross a really slippery surface, does it help to put your feet down and use your boots as skis? Think about it. First, if your tires don't have enough traction to keep the bike upright, do you think your boots can help? Second, with the rider's legs dangling, the bike is harder to balance. Remember changes in direction waste traction.

Also, consider where your weight is on the motorcycle if you are dragging your feet. Positioned up high on the saddle, right? Standing on the foot pegs loads your body weight down at the foot peg level. This will allow you to lean the bike independently of your body. The best bet is to keep you weight on the pegs and lean the bike to keep the tires perpendicular to the road surface.

If your motorcycle gets stuck in a rut or hole, and it is destined to fall down, let it go. Don't be a hero with a hernia, sprained back, or broken ankle. Chrome may be expensive, but it is always cheaper than visits to the emergency room.

Whenever you ride, remember these techniques:

- Watch for changes in surface color and texture.
- Reduce speed for questionable surfaces.
- Pick the best surface and follow smooth lines.
- Weight on pegs, tires perpendicular to surface.
- Keep the throttle steady and avoid braking.

Ride safe, ride often,

From left to right Pat & Mike Duquette, Lynn & Harry Anderson, Maria & Albert Martinez, and Charlotte & Mike Mercer



(407) 725-7603
LIC. #RA0060388



Morlan's Air & Heat
SAME DAY SERVICE • HIGH QUALITY • LOW PRICE
ALL BRANDS • SALES • SERVICE • INSTALLATION

DONNIE D. MORLAN
Owner

7609 N.N.W. OAK STREET
MELBOURNE, FLORIDA 32904

Congratulations!



Well hello all, just some ramblings from your chapter director.

The big news this month is a report on the Florida District Rally Held 21-23 March in Brandon, Fl. All of you who missed it, missed out on a great time. Lynn & I, Mike & Charlotte Mercer, Mike & Pat Duquette, Albert & Maria Martinez, Mo, and Deb Dalton attended this years rally.

The girls Lynn, Charlotte, Pat, and Maria made us all proud with their matching 50's outfits for the sock hop. They had poodle skirts with crinolines, saddle shoes, and bobby socks, the whole works. A lot of people, including me, thought they were the best dressed.

Mike & Charlotte Mercer took 2nd place in the Two-up field event. Mike Duquette took 2nd place in the One-up field event, what a good showing for FL2-D. Congratulations to all three. Look for their pictures in the newsletter also.

Mike Mercer saved the rest of us by taking his new trailer, which carried the girls outfits and hauling home safety chrome for Mo and I.

Albert got a mural painted on his bike.

One more thing, I would like to thank Bob & Nancy Schrader and the entire Florida District Staff for organizing a terrific rally.

The 2002 Gold Wing was won by a GWRRA member from Gainesville.

I would like to say a goodbye to all those GWRRA members from New York. It was great to have you join us this winter, hope to see you all next year.

Ride safe, Harry



Now that's what
you call
FL2-D pride,
teal color and all,
great job gals!

April 2002

Platinum Coast Wings Chapter FL2-D
Gold Wing Road Riders Association

FL-2D Schedule of Events

- Apr 2 Business meeting 7pm dinner 6:30pm
Dottie's restaurant
- Apr 4-6 Alabama District Rally.
- Apr 6 FL2-V Sebring Poker Run.
- Apr 13 3 Chapter Lunch 11:30am at Sonic
Drive-in Post Road and Wickham Road.
- Apr 17 ride to FL2-N business meeting at Picadilly restaurant Merritt Island, meet 1st Union Bank Eau Gallie Blvd. & US1 6:15pm.
- Apr 20 or 21 ERC TBA.
- Apr 26-28 Camping trip Rainbow Springs State Park Dunnellon, FL.

	1	2	3	4	5	6
		Business meeting 7pm				FL2-V Sebring
7	8	9	10	11	12	13
						3 chapter Lunch Sonic
14	15	16	17	18	19	20
			FL2-N ride			ERC tentative
21	22	23	24	25	26	27
ERC tentative					Camping	trip
28	29	30				
Rainbow Springs State Park		Staff Meeting 7pm				

Review Hand Signals (Hand-out Available)

Check Tires (Air Pressure / Tread)

Check Water/ Oil/ Gas (Full Tank)

Review Trip Information (Route & Planned Stops)

Discuss Group Riding (Formations / etc.)

Assign Riders to Group / Position

News Letter Editor: Laurie Reid

Phone: (321)639-6177

Email: purplewing@.att.net