

March 2002

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



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

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

Mar 3 Gene Hall

Happy Anniversary
Mar1
Steve & Terry Borelli

Mar 22
John & Susan O'Neill



**Guess what?
They're here;
chapter flags have arrived,
limited supply
\$16.00 each**

Chapter FL2-D Web page
Under Construction!

Friends for Fun, Safety, and Knowledge

FROM THE DIRECTOR,

HELLO ALL,
I'M DOING THIS IN A LITTLE LARGER PRINT SO
THAT THOSE WITH BAD EYES (ME INCLUDED)
CAN READ IT.

WE HAVE HAD A GOOD MONTH, A GOOD TURN
OUT AT THE MEETING, AND THE ACTIVITIES.
FOR THOSE OF YOU THAT HAVE BEEN ATTEND-
ING THE ACTIVITIES, THIS IS NO BIG NEWS, BUT
THERE ARE A LOT OF GWRRA MEMBERS OUT
THERE THAT DON'T KNOW ABOUT ALL THE
FUN THEY'RE MISSING. TRY TO SPREAD THE
WORD!!

ELEVEN MEMBERS ATTENDED THE MELBOURNE
STREET-FEST WHERE WE SOLD ABOUT 130
TICKETS FOR THE 2002 GOLDWING. OUR TOTAL
SALES, SO FAR, IS 670 TICKETS. THAT'S ALOT
MORE THAN MOST CHAPTERS. WELL DONE!! I
THINK WE WILL DO THE STREET FEST AGAIN
WITHOUT THE TICKET SALES, SO WE CAN CON-
CENTRATE ON THE FUN.

THE KICKTIRE AT NEW ENGLAND EATERY WAS
GREAT, SO WAS THE FOOD, AS USUAL AND
FILLED THE 16 PEOPLE IN OUR GROUP.

THE RIDE TO MT. DORA COULDN'T HAVE BEEN
BETTER. IT WAS BEAUTIFUL DAY FOR OUR PIC-
NIC IN THE PARK AND OUR STROLL AROUND
MAIN STREET. STEVE & CONNIE EVEN MET US
THERE.

MIKE & CHARLOTTE AND LYNN & I WENT TO
LEESBURG (IN OUR CAR) FOR THEIR RALLY. IT
WAS WET, WHAT ELSE CAN I SAY. WE NEED
TO ATTEND MORE CHAPTER RALLIES IF WE
WANT THEM TO ATTEND OURS.

THE CHAPTER FINISHED THE MONTH WITH THE
BREVARD COUNTY SHERIFF'S POKER RUN, A SU-
PER RUN AND FOOD.

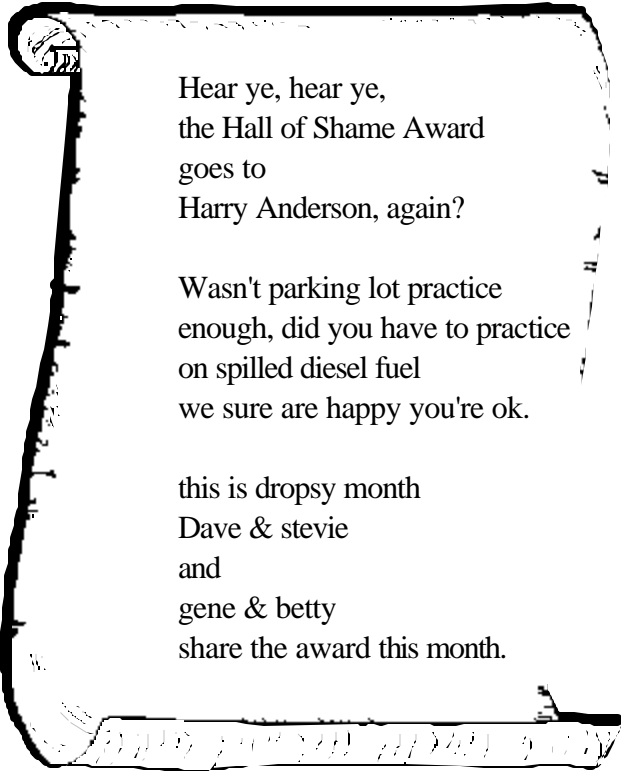
ONE LAST THING, WE HAVE RESERVED THE
MAIN PAVILION AT WICKHAM PARK FOR THE 5
CHAPTER BREAKFAST TO BE HELD JANUARY
26, 2003. IF YOU HAVE ANY PRIZES YOU WOULD
LIKE TO DONATE FOR THE EVENT, PLEASE
BRING THEM TO ONE OF OUR BUSINESS MEET-
INGS.

GOOD RIDING,
HARRY

HONDA, O.E.M.
AND
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Hear ye, hear ye,
the Hall of Shame Award
goes to
Harry Anderson, again?

Wasn't parking lot practice
enough, did you have to practice
on spilled diesel fuel
we sure are happy you're ok.

this is dropsy month
Dave & stevie
and
gene & betty
share the award this month.

A WORD FROM THE CHAPTER EDUCATOR

Hi everyone this month our Chapter Director had an accident going around a corner, this story will explain what happened, just put Harry's name in place of scooter. Harry is ok He will tell us all about it at the meeting Tuesday at Dottie's.

It's a clear Saturday morning in spring, and scooter is itching for a ride. He suits up, performs the obligatory pre-flight inspection, kicks the tires, and lights the fires. Scooter's riding skills are a bit rusty from not having left his garage in the past two months, but now he is headed for his favorite back road. He reminds himself to counter steer rather than just lean, and is surprised at how quickly it all comes back to him. At first, Scooter just cruises along in the center of his lane, renewing his familiarity with the bike. But as the tires and his skills warm up, he gets more aggressive through the corners. He is reacquainted with his bike.

Neither the dark splotches appearing along the center of his lane, nor the faint odor of petroleum catch his attention, because he's so entranced by the twisties and the bike's performance.

Several curves later, when he points the front wheel into a blind turn, his fate is sealed. Midway through the turn is where the fuel filter line on a truck ruptured last night, spraying a puddle of slippery diesel fuel on to the pavement. The truck was towed away hours ago, but the slick is still there. As scooter dives to the apex, his front tire coats itself with diesel fuel instantly loses traction.

The bike goes down, first sliding, and then tumbling off the road. Scooter won't remember snapping off the throttle, or the handlebars being yanked out of his hands, or getting off on the low side, or his helmet slamming into the pavement. His memory will be of sliding and tumbling.

When the horizon finally stops spinning, Scooter gasps for air, begins to realize where he is, and remembers his bike. Where is it? Is it ride able? Staggering to his feet, Scooter inspects his throbbing left elbow, and recoils as he feels something slippery. In spite of the pain, he twists his elbow around to look for the source of the blood. But it isn't bleeding. He smells it. Diesel!

Scooter just learned a serious lesson in road surface hazards. His crash wasn't the result of riding too fast or poor skills, but simply not aware of the road surface. Diesel fuel is but one of hundreds of booby-traps awaiting the unwary rider.

Study the surface

The key to spotting surface hazards is identifying changes in surface color and texture. You have a good idea of the available traction of the surface you're riding on, because you can feel it. If there's a change in the color or texture of the surface ahead, that indicates a probable change in traction.

For example, if you're riding on asphalt, but you notice a darker surface color ahead, you should prepare for a change in traction. If the surface ahead changes from light gray to

dark gray, that could mean new pavement with more oil on the surface. If the color changes to brown and the texture changes appearance, that could be loose gravel. The point is, whenever you notice change ahead, take steps to conserve traction.

Scooter's big mistake was getting so enthused about the ride that he was unaware of the road surface. Had he been more aware of what was under his tires, he may have noticed the shinier texture, the darker color, or the rainbow sheen on the pavement. These clues indicated that there might be something nasty up ahead.

Gravel acts like little ball bearings, rolling around under your tire and lifting the rubber off the road surface, in parts of the country, highway crews "seal coat" the surface by spreading loose gravel over tacky oil and letting the passing traffic grind the gravel into the new layer. They don't always put up warning signs either. Gravel will also drift out of uphill driveways out into the road. Loose gravel on the road has a rough texture, and often a lighter or different shade of color. Other clues for loose gravel are dust, and painted lines that disappear under the stones.

Sand, dirt and mud are more insidious, because this loose slippery stuff may be the same color and texture as the pavement. The best clues for these hazards are how the pavement relates to the shoulder of the road. In farm country, be aware of any work adjacent to the road. Farm equipment can track a lot of fresh mud or dirt onto the road. Take extra caution near low spots adjacent to a newly plowed field, especially after a rain. Even if it hasn't rained, be wary of pavement downhill from a field being irrigated. You might catch a glimpse of a color change, but your best clue is simply to be aware of anywhere mud could wash out onto the road.

Where ever you see construction taking place ahead, be prepared to encounter dirt or mud tracked onto the road by construction vehicles. Also, look for uneven surfaces and /or grooves gouged into the road surface.

Raised pavement edges or sharp grooves are especially hazardous for motorcycles, because if your front tire gets trapped, you lose balance. Steel construction plates can be slick with water or oil, and the edges can trap your tire.

Most of us understand that leaves and pine needles are slippery. They are obvious because of their texture and color differences. So beware whenever you ride near trees. Keep your balance and conserve traction.

Just as obvious are plastic arrows, freshly painted lines, and railroad tracks. It won't take more than one saddle-puckering skid on such obvious hazards to get your attention, and remind you to conserve traction when you must cross.

Many surface hazards aren't obvious, and we just have to learn when and where to expect them for example, those grease traps that accumulate at intersections are formed by idling vehicles and are a mixture of oil and road debris that can coat your tires with the slippery goo just as you are preparing to lean over into a left turn. Smart riders make a habit of keeping their tires in the wheel tracks of other vehicles rather than in the center of the lane at intersections.

Any soft paving material that wears away quickly will be

slippery when wet, bricks have good traction when dry, but brick dust mixes with water to form slick clay. Wooden bridge decks and railroad crossings are very slick when wet.

It's important to realize that all public roads collect a variety of contaminants, including rubber particles, dirt, anti-freeze, oil, gas ice cream, cigarettes, soft drinks, and other effluents of a civilization. Rainwater mixes with the contaminants to form a road goop that is very slippery.

It takes a downpour about half an hour to wash the accumulated ooze and droppings off the pavement. That's why smart riders take a break during that period while other drivers are bashing into each other on the lubricated roads.

A common practice for road crews to repair cracks in the pavement is to dribble hot tar into cracks. Some roads have many miles of sealed cracks, or as o call them "tar snakes". The problem here is that the tar strips afford far less traction than the pavement. On a hot day the tar oozes oil and in the rain those snakes will bite you. When you are riding on a surface covered with tar snakes, treat them like dribbles of oil.

Acknowledgements Jim Baird. Road Surface Anomalies.

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KATHLEEN TIBBETTS
Owner/Parts Manager

GOLD WING ROAD RIDER ASSOCIATION
CHAPTER FL2-D PLATINUM COAST WINGS
HARRY & LYNN ANDERSON**CHAPTER DIRECTOR
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