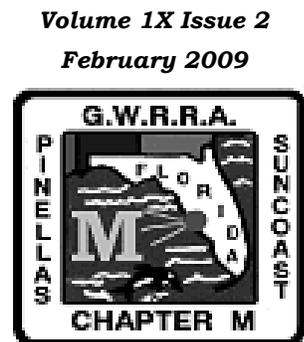




Chapter FL1- M Suncoast Wings Newsletter

We are the M & M's

**Goldwing Road Riders Association
Region A - Florida District
Clearwater, Florida**



Friends for Fun, Safety
& Knowledge

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GENERAL MEETINGS

3rd Thursday @ Stacey's Buffet
1451 Missouri Avenue North
Largo - Dinner @ 6:00 PM
Meeting @ 7:30 PM

KICK TIRES

1st, 2nd, & 4th Thursdays of each Month

All RIDES LEAVE FROM

McDonalds at the corner of Nursery
Road and US 19 North

Check Events Calendar
on the following pages

National, Regional and District Staff

National

Executive Director

Melissa Eason

Region "A"

Region "A" Directors

Bob & Nancy Shrader

Region "A" Assistant Director/Webmaster

Ed Porter

Region "A" Assistant Directors

Jim & Sue Jackson

Region "A" Treasurer

Joanne Jacobs

Region "A" Trainers

Dave & Ellen Hamilton

Region "A" Rider Educators

Ron & Pam Lantz

Region "A" Couple of the Year

Gregg & Patricia Harbison



Gold Wing Road Riders Association
Florida District
Region "A" 30th Annual
"Wing Gathering"
March 12-14, 2009
Kissimmee, Florida

Florida District

District Directors

Ed & Jeanette Carr

Assistant District Directors

Bruce Griffing & Mary Haight

William & Cheryl Smith

Geno & Kathy Jette

Bill & Gina Berry

Nate & Danelle Kinion

Cliff Hotchkiss

District Treasurers

Conrad & Marcia Shad

District Rider Educators

Joe & Jan Mazza

Assistant District Rider Educator

Don & Judy Danbury

Leadership Trainers & Public Relations

Doug & Sandy Gray

District

Membership Enhancement

Bruce Griffing & Mary Haight

District Motorist Awareness

Nate & Danelle Kinion

District Couple of the Year

Rex & Tina Prince

District Newsletter Editor

Millie Prince

District Webmaster

Millie Prince

A decorative border made of black musical notes arranged in a rectangular shape.

Region "A" Rally
Dothan, Alabama
September 10, 11 & 12, 2009
We're going back to L.A.
(Lower Alabama, that is)
for a
Region "A" Hoedown
"We're a thinkin y'all
should pull out those old overalls
and straw hats and come on
down to L.A. and play with us."
SEE YA THERE !!

A Thought from our Chapter Directors

Remembering a Dear Friend

I had a lot that I wanted to write about this Month and I have started this article several times and then erased it. Sometimes words cannot really say what you are feeling and finding the right words seems impossible.

The recent passing of Doug Sweeney has really been difficult to grasp. We have had people around the Chapter pass before but never has it hit home like this. I keep thinking back to the ride that Sunday and what a great time we had traveling the back roads and enjoying each others company. Never dreaming that it would be the last time we got to spend with Doug. Losing such a wonderful person and close friend so suddenly makes you stop and think about many things. Enjoy each day to it's fullest and cherish those around you while you have the opportunity.

We all know how much Doug & Cathy loved to ride and they very rarely missed an opportunity unless it was for a really good cause, like a function at their complex. The chapter really made a very difficult time for Cathy and her family much easier with their support and help. Times like this show just how close we are as a group. Several members jumped in and gave Cathy the help and guidance she needed and did what they could to keep her spirits high. It is a comfort to know each and every member has that support team around whenever it is needed. No matter how big or small the situation, help is never far away.

We have a special "remembrance ride" planned for Sunday February 1st and have invited several other chapters as well as District and Region staff members. Doug joined GWRRA in 1986 and has made so many friends over the years. This is just a small gesture on our part to show just how special he was to all of us. For those of you that cannot make the ride, just remember Doug as you head out on your next ride and know that he will be right there with you enjoying every mile. And don't forget to stop and have a cup of coffee in his honor. Doug will truly be missed by all that knew him. We will surely remember him every time we see, or participate in, a parade as he really loved a good parade!! LOL!!

Until Next Month,
Rich & Lucy Schaad
Chapter Directors



Hypothermia

The weather is finally turning much colder and it is time for us to think about keeping ourselves warm. Our comfort when riding our bikes is not only for personal reasons, but if you are cold, then your thought process will be slower along with the reaction times. These are important issues that we need to consider.

I am not saying that everyone needs to have heated clothing, but you need to have good cold weather riding gear. Leather is great for cutting the wind, but it does not have great insulation value. Polartec clothing will keep you warm and will continue insulating even if it gets wet, possibly if we are riding in a cold rain.



Dressing in layers is probably the most important thing that you can do. It may start cold in the morning and warm up later in the afternoon. Layers will allow you to remove clothing as necessary to keep you comfortable.

Gloves are another important item. You want something that will keep your hands warm, but still allow the rider to control the bike. It is important to not restrict the movement of the fingers to the brakes or clutch. It isn't as important to be able to control the radio, but you don't want to have anything that will inhibit your ability to maneuver the bike. This is very important if you need to make any evasive movement.

Your feet are not as important, but I know that several of us will feel cold if our feet get cold and will not be warm until they are warm. This doesn't sound like such a major item, but if you're thinking about how cold you are, then you are not paying enough attention to the riding. You might miss something during your scan because you are too busy shivering.

Drinking something warm will make you feel better, although it won't raise your body temperature. Take frequent breaks and get in someplace warm. The hand dryers in bathrooms put out a lot of warm air and you can stand in front of these to warm yourself. Kathy likes it when I get a cup of hot coffee; she holds it in her hands to warm them. It also helps to cool the coffee so that I can drink it without burning myself.

Keep yourselves warm and comfortable,

Ron & Kathy Jackson

Senior Chapter Educators

Special Days

February

Birthdays

Don Dillon 4
 Jimmy Kersey 7
 Ron Lantz 8
 Karl Bobinger 13
 Jean Garrison 17
 Fred Hartley 19
 Carole Titus 23
 John Titus 23

Anniversaries

No current active members' anniversaries in February

March

Birthdays

Buzz Probus 6
 Bob Price 10
 Pete Pawlik 12
 Harold Wurtz 14
 Earl Rummel 16
 Chris Giocondo/Schaad 16
 Bill Barbour 23
 Ed Smoak 27
 J.R. Garrison 28

Anniversaries

Kathy & Ron Jackson 1
 Christine & Stu Posner 5
 Maxine & Jim Jackson 8
 Sue & Paul Bowser 22



2009 FLORIDA GWRRA EVENTS

Feb . 8	South Florida Ride For Kids	Pompano Beach
Feb. 14	FL1-T Poker Run	Inverness
Feb. 21	Instructor Certification Class	TBA
Mar. 12 – 14	Florida District Rally	Kissimmee
March 26-28	Alabama District Rally	Pelham, AL
March 29	FL1-E2 America Diabetes Assoc. Poker Run	Fort Walton Beach
April 4	FL1-B Road Rally & Fun Day	Seffner
April 4	FL1-Q Relay for Life Poker Run	Milton
April 11	FL2-G Charity Poker Run	Fort Myers
April 18	FL1-W Green Eggs & Ham Poker Run	Orlando
April 30- May 2	South Carolina District Rally	Myrtle Beach, SC
May 9	FL1-F2 Poker Run/Motorcycle Rally	St. Petersburg
June 11-13	Georgia District Rally	Hiawassee, GA
Sept 19	FL1-A 15 th Anniversary Picnic	Lutz
Nov. 14	Florida District Rider Ed Fair	St. Petersburg

Although not a GWRRA function, we have learned that Honda Hoot has been cancelled for 2009.

Our Ride & Motorists Awareness Coordinators Column

Hi Gang,

So December was a really busy month and it doesn't look like things will be slowing down any time soon. We've had great riding weather lately. Let's hope that keeps up. Italian night and bingo was a blast. Sharon found really great prizes and the food was wonderful, as always. Don and I had the pleasure of sitting with the northern crew that evening. We laughed so much. Doug couldn't pay for a bingo that night. It was so bad that he switched cards with Cathy when she wasn't looking but even that didn't help him.



The following day was our mystery ride. The biggest mystery of the day was wondering when Princess Lucy would be ready to go. Once the princess was safely seated on the back of Rich's bike, we were ready to roll. We had a beautiful ride on some back roads that really gave you a sense of what Florida was like years ago. We ended up at the Grist Mill for a late lunch. They may not let us back in there after the way Duane harassed the poor waitress. She was a good sport and we all left with full tummies. There is some sort of unwritten rule in this chapter that states that after a long ride you must stop for strawberry shortcake. We're not ones to break rules, so we stopped and ate strawberry shortcake. Then we headed home. It's was a great ride and relaxing day. Unfortunately this was Doug's last ride. I'm glad it was a good ride that he thoroughly enjoyed. We'll all miss him dearly.

Our calendar is jam packed for the next few months. Make sure you check it often. Occasionally things come up and we have to reschedule rides or events. We don't want anyone to miss anything. Keep those ideas coming.

Rest in peace, Doug. We'll miss your smiling face and unique sense of humor.

Don & Tina Allen
Ride Coordinators

Our Awards

These not-so-coveted awards are part of the our chapter's acknowledgement for individuals who have joined those of us that have already "done it". Some folks have been lucky enough to have obtained all three at one time.

I Dropped It

This is for a time when a Chapter Participant drops his/her motorcycle, but not related to an accident. This could include forgetting to put down a kick stand or falling to the side at a stop light not getting their foot down.



Whiner

This award is given to that person within our Chapter who whines or complains about anything or everything. The key to this award is the that the person in possession of it gets to identify the next recipient based on the amount of whining and complaining they have done during the past month.

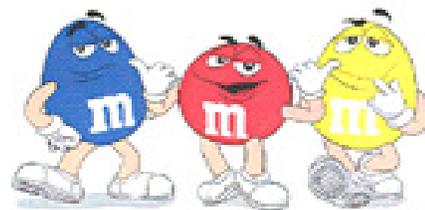


Sloppy Pin

This is for that person within our chapter who has a problem eating. Specifically, a Chapter Participant drops some food on their shirt or on their pants.



If you have a favorite eating place, and it will support about 50 of our members, please let our staff know.



I'M SURROUNDED BY NUTS!

Schedule of Events For February

- ♦ Feb 1 Life Remembrance Ride for Doug Sweeney
Riders Meeting 9:30 AM Village Inn, 2871 Gulf to Bay
- ♦ Feb 5 Kick Tire 4th Street Shrimp Store, 1006 4th Street
- ♦ Feb 7 Ride to Cedar Key, Riders Meeting 8:00 AM
- ♦ Feb 8 Honey Do
- ♦ Feb 12 Kick Tire Tucson's, 13563 Icot Blvd
- ♦ Feb 14 FL1-T Poker Run Floral City, Riders Meeting 7 AM
- ♦ Feb 15 Road Captain & Team Rider Training 9:30 AM
Fletchers HD, Whitney Road & US 19
- ♦ Feb 19 General Meeting Stacy's
- ♦ Feb 20 Dessert Ride, Riders Meeting 7 PM
- ♦ Feb 21 Mount Dora Antique & Craft Ride, RM 7:15 AM
- ♦ Feb 22 Honey Do
- ♦ Feb 23 Council Meeting, Village Inn Clearwater
- ♦ Feb 26 Kick Tire, Wing House, 7369 Ulmerton Road
- ♦ Feb 28 Chapter Auction, Park Royale 3:30 PM

February 2009

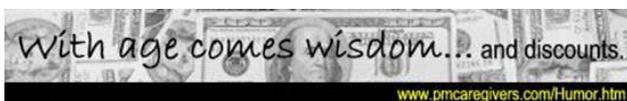
Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28

March 2009

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

Schedule of Events For March

- ♦ March 1 Bok Tower Ride, Details TBA
- ♦ March 5 Kick Tire Varsity Club, Sunset Point Rd & US 19. North East Corner
- ♦ March 7 ERC & TRC Class, Details TBA
- ♦ March 8 Stump Knockers, RT 200 Inverness RM 9:15 AM
- ♦ March 12-14 Florida District Rally, Kissimmee
- ♦ March 15 Honey Do
- ♦ March 19 General Meeting, Stacy's
- ♦ March 21 Bowling At Twedt's , 13100 Seminole Blvd. Meet there 6:30 PM
- ♦ March 22 Back Roads Ride, RM 9:30 AM
- ♦ March 23 Kick Tire Jessie's Restaurant, 8331 66th Street Pinellas Park
- ♦ March 28 Troyer's Dutch Heritage Restaurant, 3713 Bahia Vista Street, Sarasota RM 8AM
- ♦ March 29 Golf or Shop Day, Detail TBA





To put ads in this newsletter, you must be a member of Chapter M or GWRRA. Space permitting – New ads will be allowed to have a short paragraph of about 2-5 lines describing the item for sale, plus up to 3 colored pictures. The editor may adjust wording, and size of pictures will be adjusted to fit space available. If you want to continue running the item for sale, you must let the editor know and it will be edited to 1 or 2 lines and no pictures. Ads may be e-mailed or given directly to the editor. Once the item sells, please let the editor know so it can be removed.

GOODY SALES

If you want Chapter M shirts or patches, flags, decals, please call us ahead of time at 727-517-3552 . We will bring them to the kick-tire or General Meetings.

A limited number of Chapter helmet hangers are available. Please contact

Pete Pawluk @ 727 517-3552 for details.

Chapter M Wearable Art

Chapter M Shirts (Long Sleeved, short sleeved, golf, & tee's)	\$ 15	
10" GWRRA Patch, Black & Gold	\$ 12	
Flags - "M" & American	\$ 15	
Chapter "M" Patch	\$ 4	
Visitation Bars	\$ 2	
Visitation Bar Hangers	\$ 2	



Remembering Doug Sweeney

Our hearts are saddened at the loss of one of our chapter's long time members. Doug and his wife Cathy were among the original members of chapter FL1-M. The Doug we knew was a mild - mannered individual whom you couldn't possibly dislike. He had a heart of gold and always offered his help whenever anyone needed it. There was that little twinkle in his eyes when he offered a kidding comment. That and his unique dry sense of humor kept us on our toes. He loved to ride his bikes and probably rode more miles on them than anyone else in our chapter. In his travels he truly represented our chapter and GWRRA. He was a true ambassador for our organizations. The many good memories of the rides and events that we were privileged to share with him will certainly be cherished. Our thoughts and prayers go out to Cathy his wife and their family.

The members of Chapter FL1-M



The Deadly Dozen: 12 Motorcycle Safety Myths and Misconceptions

When science meets urban legend and imperfect logic, some of the "facts" motorcyclists think they "know" about motorcycle safety, crashes, and riding turn out to be dangerous myths and misconceptions. From the February 2006 issue of *Motorcycle Cruiser*.

Get a group of motorcyclists talking about crashes and safety, and you will almost certainly hear some of them—popular misconceptions, incorrect assumptions, urban legends, and intuitive explanations about motorcycle safety that turn out to be wrong when you actually check out the facts. The problem is that believing these misconceptions can increase your chances of being involved in an accident or getting hurt when you do crash.

Maybe you know BS when you hear it, but maybe you have heard some myths repeated so often or by people whose expertise you respect that you think they are actually true. Unfortunately, there are a lot of motorcyclists who do believe them. We thought that some of these fallacies should be brought out into the light of day so that riders have the right information upon which to make informed riding-safety decisions. We also hope it will keep more motorcyclists from repeating such misconceptions to riders who turn to them for advice.

These are the Deadly Dozen, the motorcycle safety myths and urban legends—ones that we hear most frequently.

Myth 1: Other Drivers Don't Care About Motorcyclists

It may seem hard to believe at times, but other drivers almost never actually want to hit you. Most of those near-misses come about because they don't always know you are there, even when you are right in front of them, seemingly in plain view. You can be obscured or completely hidden by glare, by other things on or along the road, by the car's roof pillars, the handicap hangtag, or by other traffic. Of course, not all drivers "think motorcycles" and make the effort to look that extra bit harder to see if there might be a motorcyclist hidden by that obscuration or in their blind spot.

Instead of assuming that they will ignore you even when they see you, you should help make it easier for drivers to spot you, especially as the population ages and more drivers have greater difficulty in picking you out. To overcome the fact that you might be hard to see and harder to notice, wear bright colors, especially on your helmet and jacket. Run your high beam during the day. Think about things that can hide you and your bike from other drivers, things that can be as common as the sun behind you, the car ahead in the next lane, or a couple of roadside poles that line up on the driver's line of sight toward you. Make an effort to ride in or move to a location where drivers with potentially conflicting courses can see you before they stray your way.

Myth 2: Loud Pipes Save Lives

Yeah, there are a few situations—like where you are right next to a driver with his window down who is about to change lanes—where full-time noise-makers might help a driver notice you, but all that noise directed rearward doesn't do much in the most common and much more dangerous conflict where a car turns in front of you. Maybe it's the fatigue caused by the noise, maybe it's the attitudes of riders who insist on making annoying noise, or perhaps loud bikes annoy enough drivers to make them aggressive. Whatever the reason, the research shows that bikes with modified exhaust systems crash more frequently than those with stock pipes. If you really want to save lives, turn to a loud jacket or a bright helmet color, which have been proven to do the job. Or install a louder horn. Otherwise, just shut up.

Myth 3: Motorcycle Helmets Break Necks

It seems logical—you put more weight out there on the end of your neck and when you get thrown off the bike, that extra weight will create more pendulum force on your neck. Turns out, it doesn't work that way. In fact, the energy-absorbing qualities of a DOT motorcycle helmet also absorb the energy that breaks riders' necks in impacts. Studies show that helmeted motorcyclists actually suffer *fewer* neck injuries when they crash compared to riders who crash without helmets.

Myth 4: Helmets Block Your Ability to See or Hear Danger

The thing you learn when you dig into the research is that motorcycle riders who use helmets crash less frequently than those who don't. Maybe that happens because motorcyclists who decide to wear helmets have a better or more realistic attitude about riding. Maybe it's because, by cutting wind pressure and noise, a helmet reduces fatigue. Whatever the reasons, wearing a helmet clearly does not increase a motorcyclist's risk of having an accident and wearing one correlates to reduced likelihood of an accident.

Myth 5: A Helmet Won't Help in Most Crashes.

People look at the seemingly low impact speeds used in motorcycle-helmet testing and assume that if you are going faster than that, the helmet will no longer be up to the job. That ignores a few critical facts: Most accidents happen at relatively low speeds. Most of the impact energy is usually vertical—the distance your head falls until it hits. Helmets (or at least helmets that meet DOT standards) perform spectacular life-saving feats at impact speeds far above those used in testing. When a helmeted rider suffers a fatal head injury, it frequently doesn't matter, because, to hit hard enough to sustain that fatal injury, he sustained multiple additional fatal injuries to other parts of his body. In other words, the fact that the helmet didn't prevent the head injury was of no consequence. The numbers clearly say that riders using DOT helmets simply survive crashes more successfully than those without them.

Myth 6: A Helmet Will Leave You Brain Damaged in a Crash When You Would Have Simply Died

Of course that's possible—your helmet attenuates the impact energy enough to keep the injury from being fatal but not enough to keep all of your eggs from getting scrambled. However, that's rare, and if you hit that hard, you are likely to get killed by some other injury. It's actually the un-helmeted rider who is likely to cross from animal to vegetable kingdom, and often from a relatively minor impact that would have damaged nothing but his ego if he'd been wearing a DOT helmet.

Myth 7: A Skilled Rider Should Be Able to Handle Almost Any Situation

The sharpest, most skilled motorcyclist in the world isn't going to be up to the task when a car turns or pulls out in front of him a short distance ahead and stops directly in his path broadside..It's because putting on a helmet is a reminder that what you are about to do can be dangerous and the act of accepting protection puts you in the right mindset. Believing that your superior skills will keep you out of trouble is a pipe dream, even if they are as good as you think. No matter how skilled you are, it's better to ride to avoid situations that can turn ugly. Slow down, scan farther ahead, think strategically, and dress for the crash.

Myth 8: If You Are Going to Crash, Lay It Down.

I suspect this line was developed by riders to explain why they ended up flat-side-down while trying to avoid a crash. They over-braked or otherwise lost control, then tried to explain the crash away as intentional and tried to make it sound like it wasn't a crash at all. Maybe motorcycle brakes once were so bad that you could stop better off your bike while sliding or tumbling. If so, that hasn't been true for decades. You can scrub off much more speed before and be going slower at impact with effective braking than you will sliding down the road on your butt. And if you are still on the bike, you might get thrown over the car you collide with, avoiding an impact with your body. If you slide into a car while you are on the ground, you either have a hard stop against it or end up wedged under it. Remember that the phrase "I laid 'er down to avoid a crash" is an oxymoron, often repeated by some other kind of moron.

The only events where being on the ground *might* leave you better off are: 1) on an elevated roadway where going over the guardrail will cause you to fall a long way, or 2) in that situation you see occasionally in movies, where the motorcyclist slides under a semi-trailer without touching it. That's a good trick if the truck is moving.

Myth 9: One Beer Won't Hurt

If you are going to ride a motorcycle in the near future, no beer is enough beer.

Maybe not while you are drinking it, but if you get on your motorcycle after that, the effects

of a single beer can get you hurt for life. No matter how unaffected you are sure you are, all the studies say differently. You increase your risk to yourself and to others when you drink and hit the road. Also, as you age, your metabolism slows down, and those "coupla drinks" you had last night may still be affecting you when you hit the road the next morning.

Myth 10: It's Better to Stay in Your Lane than Split Lanes

In most parts of the world, motorcycles split lanes all the time, everywhere traffic is heavy. Here in the U.S., people often act as if lane-splitting is insane. But when someone actually studied it in the only place in the U.S. where it's legal (California), they discovered it's actually slightly safer than staying in the lane in heavy, slow-moving traffic. Still many motorcyclists berate others who do it, when they should in fact be endorsing it. (What Study? Newsletter editor)

Myth 11: I'm Safer on the Street than on an Interstate

The thinking here must be that slower is safer, but that's only really true after the accident begins. Controlled-access roadways are inherently safer because all the traffic is going the same way, and there are no side streets from which someone can pop into your path, no pedestrians, and, often, less roadside "furniture" to hit if you depart the roadway. Running down the road at 70 mph side-by-side with the whirling wheels of a semi may feel hairy, but you are actually safer than at half that speed on a city street or even a country road.

Myth 12: A Skilled Rider Can Stop Better with Conventional Brakes than with Anti-Lock Brakes

Extensive testing done recently disproves this popular notion. Even on clean, dry, flat pavement, skilled, experienced riders (who did hundreds of panic stops for the testing on outrigger-equipped motorcycles) stopped in less distance with anti-lock brakes (ABS) than with conventional or linked braking systems. Though the tests didn't include samples on surfaces with slick, dirty or wet spots, ABS certainly would have performed even better under those conditions while eliminating much of the risk of crashing.

The other cool thing about ABS on a motorcy-

cle is that it allows you to safely practice panic stops without risking a crash caused by lock-up.

Anyway, the next time someone tells you that he had to "lay it down" or that green bikes crash more than purple ones, you can nod and snicker internally or challenge them. Just don't base your own riding choices on what other people assume unless there is some solid science to back it up.

Sat. Jan. 17 th -- Lakeland Fireballs Rally " A Three Wing Circus"

We had six of us who braved the cold on our bikes, trikes and scooter. Ron Jackson had on so many clothes that Cathy had to stay home as the bike would not have stood any extra weight if she had come! I am just kidding, of course, but he was definitely well prepared. We had a nice cool safe ride to Lakeland and met with the chapter members who drove their cars. There were more in cars than on their bikes this ride, so you know it was very cold!

The Rally was great with some nice games and a lot of neat prizes. They also had a silent auction which was something different and interesting. We came in second in the Chapter Challenge as it had an unusual event! The event was to see how many people you could get in a VW car. We had people on shoulders two high and had it made but we couldn't hold in position for 15 seconds. We lost one from our count so we tied with another Chapter. They had another event but we lost in that one, which put us in second place. We had a very nice lunch which they served and we all enjoyed it very much. The 50/25/25 drawing was great, \$165 twice and a grand prize of \$500 and a \$100 off windshield certificate. Our Chapter did ok on prizes and other things, but most of all we had fun together.

On my part, I had a great time and plan on going next year, too, if God willing. I think we all feel that way.

I know I missed Doug and Cathy as they are always at every event, and my heart goes out to Cathy. Doug was a wonderful guy and he will be missed by all who knew him. Keep your chin up, Cathy. Doug would have wanted you to.

I also want to make a note of it that Leroy sure does a great job on his scooter keeping up with the Wings. My hat is off to you, Leroy!

See you on the next ride. Until then ride safe.

Slinger

