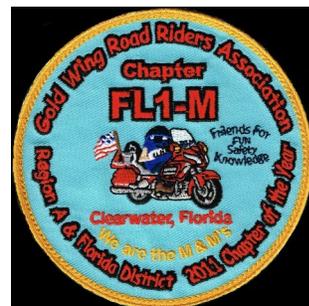




# Chapter FL1- M Suncoast Wings Newsletter

Volume XI Issue 11

November 2016



Friends for Fun,  
Safety & Knowledge



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

**President GWRRR**  
**Anita & JR Alkire**

**Directors**

**Ray & Sandi Garris**

**Deputy Directors East**

**Bob & Nancy Shrader**

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**Region "A" Assistant**

**Director/Webmaster**

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**Assistant District Directors**

William & Cheryl Smith

Harry & Lynn Anderson

Nate & Danelle Kinion

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Geno & Kathie Jette

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**KICK TIRES**

**1st, 2nd, & 4th Thursdays**

**1st -Village Inn-2525 Gulf  
to Bay**

**2nd- Country Skillet-2829  
Roosevelt Blvd**

**4th-Rotating -See calen-  
dar**

**Eat at 6:00 Meet at 7:00**

**VISIT US ONLINE AT  
suncoastwings.com**

**2011 & 2013 FLORIDA DISTRICT  
CHAPTER OF THE YEAR \***

**2011 REGION A CHAPTER OF THE  
YEAR \***

**2011 1st RUNNER UP INTERNA-  
TIONAL CHAPTER OF THE YEAR \***

**GENERAL GATHERING**

**3rd Thursday -Cozy Corner**

**1700 S Missouri Ave**

**Clearwater**

**Eat at 6:00 Meet at 7:00**

## CHAPTER FL1-M TEAM

### **Asst. Chapter Educator**

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### **Chapter Photographer/**

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mclaypool@tampabay.rr.com

### **Asst, Triathlon Coordinator**

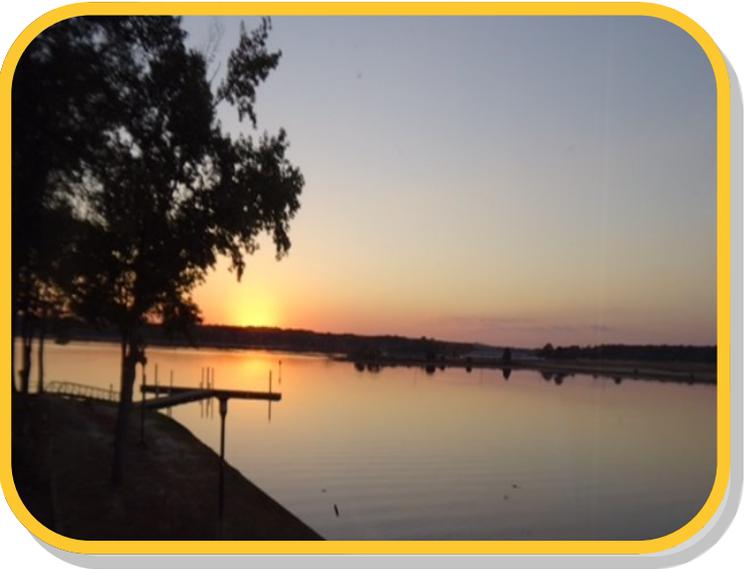
Glenn Duncan  
727-418-2273  
grduncan@tampabay.rrr.com



## CHAPTER DIRECTORS' MESSAGE

### Happy Fall Everybody -

Kim and I have just returned from Region A's "Steel Pony Rally" in Eufaula, Alabama. The weather was great, and the food at the beautiful Lakepoint Lodge was better than ever this year! Thirteen from Chapter FL1-M enjoyed the activities, educational programs and wonderful comradery. The Rally was attended by over 500 GWRRA members, and there were 17 vendors on site, the most we've had in several years. Those of us who rode our bikes were treated to perfect riding weather, except for some pretty heavy fog that hung with us until just north of Chiefland on the return trip. For photos of the fun we had at Region A, please see Kim's story later in this Newsletter.



November's calendar is brimming with activities, including a planned overnight to attend the Space Coast Motor Officers Rodeo in Melbourne, Visitations to Chapter FL1-D2 in New Port Richey and FL1-A in Seffner, as well as ERC/TRC and CPR Classes. Besides all of that we have our annual Bike Decorating Party on November 26 at our house. So it sounds like we'll all be busy this month!!

Now that some of our Northerners are returning, we need to begin planning Chapter FL1-M's 35th Anniversary Celebration which will be held on Saturday, November 11, 2017, at Honeywell's Minnreg Hall on 126th Avenue in Largo. (This is where many of you have taken ERC/TRC classes in the past.) It may seem that November 2017 is a long way off, but a lot of planning goes into this type of event and some of it needs to be done by January so that we can prepare fliers and start getting the word out to other Chapters. A Planning Committee is forming now to decide on such things as the theme, food, activities (games), etc. We invite and encourage your participation on the Committee. **Please contact Kim asap if you are interested in being on the 35th Anniversary Planning Committee as our first meeting will be scheduled soon!**



Happy Thanksgiving

RIDE SAFE,  
RIDE AWARE

Curtis and Kim Palmore  
Chapter Directors, FL1-M

# FL1-M

# November

All riders meetings (RM)  
unless otherwise noted  
will be at the WaWa's at  
US19 and Roosevelt

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		<b>1</b>	<b>2</b> Quaker Steak n Lube recruitment 5:30 - 9 PM	<b>3</b> Kick Tire Village Inn 2525 Gulf to Bay Eat at 6 PM Meet at 7 PM	<b>4</b> <b>Space Coast Motor Officers Rodeo Melborne</b>	<b>5</b>
<b>6</b> <b>Honey Do</b>	<b>7</b>	<b>8</b> 	<b>9</b> \$\$\$ Visitation FL1-D2 NPR - RM 4:30	<b>10</b> Kick Tire Country Skillet 2839 Roosevelt Blvd Eat at 6 PM Meet at 7 PM <b>ERC Class \$\$\$</b>	<b>11</b> 	<b>12</b> <b>Stump Knockers RM 9 AM</b>
<b>13</b> \$\$\$ CPR Class Park Royale 12:30 -5:30 PM	<b>14</b> <b>Breakfast Ride RM 9 AM</b>	<b>15</b>	<b>16</b> Quaker Steak n Lube recruitment 5:30 - 9 PM	<b>17</b> Chapter Gathering Cozy Corner 1700 S Missouri Eat at 6 PM Meet at 7 PM <b>STEP Class DTBA \$\$\$</b>	<b>18</b>	<b>19</b> Chapter FL1-A Visitation RM 2:30 PM
<b>20</b> Happy Scrappers Meeting 1- 5:30 PM Park Royale	<b>21</b>	<b>22</b>	<b>23</b>	<b>24</b> 	<b>25</b>	<b>26</b> Bike Decoration Party - 9:30 AM -till ? Location TBA
<b>27</b> <b>Honey Do</b>	<b>28</b> Team Meeting 7 PM Park Royale <b>Breakfast Ride RM 9 AM</b>	<b>29</b>	<b>30</b>	<b>Chapter Golf Meets each Thursday at Chi Chi's 3030 McMullen Rd 7 AM Tee Time</b>		



# Advisory 'SPEED LIMIT' Signs

## What they are and what they mean

By: James R. Davis

---

When a roadway has signage on it that includes the words 'SPEED LIMIT', those signs represent the maximum speed that you may legally drive on that roadway. Despite some lost causes who have tried to argue in court that since it didn't use the word 'Maximum', it could also mean that it was a minimum speed expected, the courts have ruled that these signs represent maximum speed limits.



Did you know that if the words 'SPEED LIMIT' does not appear on those signs then they are NOT speed limits at all? They are known as 'speed advisory signs' and represent the maximum speed at which you are assumed to be able to safely travel on that roadway - that is, with essentially ZERO risk of having an accident caused by that speed. (In other words, as a result of losing traction.)



There may be an exception here or there but in virtually every state across the country you will not be cited for exceeding the speed limit if you are traveling faster than that posted speed unless it is otherwise unsafe to do so (for example: rain, construction, fog, congestion).

I recently had the privilege of explaining this distinction in a court of law to the jury. I was retained as an expert witness in a civil suit involving two motorcyclists who suffered serious injuries while riding at about 3:00 AM one morning on a county road that was posted with a 65 MPH SPEED LIMIT sign. As they approached a relatively tight right turning curve they saw a sign on the roadway that said: "35 M.P.H." - an advisory speed limit sign that warned them about the upcoming turn.

Let me take a tangent here and explain that I was literally shocked by what BOTH attorneys (the defendant's and the plaintiff's) thought those signs meant. The defendant's attorney claimed (outside the presence of the jury) that there was essentially no difference between the two signs I showed above - that both represented a maximum speed limit. The plaintiff's attorney knew differently and was quick to point out the distinction in the courtroom in front of the jury. Unfortunately, he had not the slightest idea what an advisory speed limit sign actually meant and caused trouble for his client by exaggerating his 'understanding' of the distinction in front of that jury.

Both attorneys, by the way, admitted that their clients had been speeding at the time of the accident - at somewhere between 70 and 85 MPH. So this was NOT a case about speeding. It was a civil case about who was liable to pay for the damages resulting from the accident they had.

In any event, let's deal with what those advisory signs mean and why they exist.

Almost 80 years ago, in about 1930, when cars (and motorcycles) were far less capable than they are today, it was recognized that states had an obligation to construct and maintain roadways that were essentially safe to drive upon. It was further recognized that despite the otherwise safe speeds you could drive on those roadways when they were essentially straight lines, some curves simply had to be constructed which could not be driven on safely at the speeds the roadway was otherwise designed to support. So, the states agreed to provide warnings - signs that advised of upcoming danger. These 'caution-warning-danger' signs were invariably associated with tight turns.

But how did they determine what speed to post on those signs? Some turns were tighter than others, after all.

Engineers collaborated with automobile manufacturers and tire manufacturers and determined that automobiles could be expected to safely travel on any road of 'normal quality' provided that they did not experience more than about .2g's of centrifugal force while making a turn. This was well below the traction capabilities of tires at the time. Better rubber compounds and better roadway surfaces since then have made their assumptions even more conservative as time went on.

So, test vehicles equipped with a swinging weight (a metal ball) inside them were constructed with an indicator of the angle that weight made relative to vertical. In other words, if a particular curve was ridden at 35 MPH the weight would be seen to lean, say, 15 degrees away from vertical because of centrifugal force.

It turns out that when the weight angle was between 10 degrees and 14 degrees then the vehicle was experiencing a sideways acceleration of very close to .2g's.

So, advisory speeds were established, rounded to the nearest 5 MPH, at whatever speed caused that weight to lean about 12 degrees. That, it happens, is the same lean angle your motorcycle adopts when riding that curve at that speed.

You've heard it before but I want you to really understand this: You, as the rider of a motorcycle, can ONLY determine its speed and direction of travel. The lean angle you and your motorcycle adopt in a curve is NOT set by you! It is absolutely and entirely determined by your speed and the radius of the turn you are riding. The faster you take that turn, or the tighter that turn is, the greater your lean angle will be. That's the law! (physics).

So those advisory speed limit signs specify a speed that you can virtually guarantee is safe for you to ride that turn at. It is merely a 'caution-warning-danger' signal, not a speed limit. (Note that at least one state finds no difference between a speed limit sign and an advisory speed sign and can successfully ticket you for exceeding the posted speed on that sign - the vast majority of states, however, recognize the difference.)

But if an advisory speed limit is posted at 35 MPH, how fast can you actually ride through that turn with relative safety?

Interesting question. The plaintiff's attorney ruined his credibility in front of the jury by bragging that as a motorcyclist himself he 'knows' that with enough skill and good equipment he could 'easily' handle any curve at twice the speed posted on an advisory - for example, he could easily take the turn in question that was posted with a 35 MPH advisory sign at 70 MPH. Indeed, he said, "I could do that with my car." (He was attempting to discredit me as an expert witness at the time.)

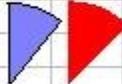
I showed the jury the truth of the matter. (Note that the following models presume that the roadway is flat - has no bank angle. The higher the bank angle, the LOWER the lateral acceleration and, thus, the higher you speed at which you can travel on it without losing traction.)

For example, a curve with a radius of 375 feet taken at 35 MPH:

	US units		Metric	
All-up weight	700	lbs	317.1	kg
			3111	Newton
Wheelbase	67	in	1702	mm
CG % (rear weight bias)	60%		60%	
CG height	21	in	533.4	mm
<b>Static vertical loads</b>				
Rear	420	lbs	1866	Newton
Front	280	lbs	1244	Newton
<b>Turn conditions</b>				
Speed	35	mph	15.6	m/s
				56 km/h
Curve radius	375	ft	114.3	m
Lateral acceleration	7	ft/s <sup>2</sup>	2.14	m/s <sup>2</sup>
				0.22 g
<b>Lean angle CoG</b>	<b>12</b>	<b>degrees</b>	0.21	radian
<b>Lean angle of bike</b>	<b>14</b>	<b>degrees</b>	0.25	radian
Lateral force on rear wheel	92	lbs	407	Newton
Lateral force on front wheel	61	lbs	272	Newton
Width of front tire	6	in	152.4	mm
				<i>lean angle</i>
Coefficient of friction	1		1	
<b>Maximum cornering speed</b>	<b>75</b>	<b>mph</b>	33.48	m/s
				121 km/h
Cells with a border outline are the input data				

Notice that the motorcycle would have a lean angle of 12 degrees which means that it would be experiencing centrifugal force (lateral acceleration) of about .22g's. In other words, that roadway would have a 35 MPH advisory sign posted on it even though the rest of the roadway was posted at 65 MPH.

Now see what happens to those numbers when you take that same curve at double the speed - 70 MPH.

	US units		Metric		
All-up weight	700	lbs	317.1	kg	
			3111	Newton	
Wheelbase	67	in	1702	mm	
CG % (rear weight bias)	60%		60%		
CG height	21	in	533.4	mm	
<b>Static vertical loads</b>					
Rear	420	lbs	1866	Newton	
Front	280	lbs	1244	Newton	
<b>Turn conditions</b>					
Speed	70	mph	31.3	m/s	113 km/h
Curve radius	375	ft	114.3	m	
Lateral acceleration	28	ft/s <sup>2</sup>	8.56	m/s <sup>2</sup>	0.87 g
<b>Lean angle CoG</b>	<b>41</b>	<b>degrees</b>	0.72	radian	
<b>Lean angle of bike</b>	<b>47</b>	<b>degrees</b>	0.83	radian	
Lateral force on rear wheel	367	lbs	1629	Newton	
Lateral force on front wheel	244	lbs	1086	Newton	
Width of front tire	6	in	152.4	mm	<i>lean angle</i>
Coefficient of friction	1		1		
<b>Maximum cornering speed</b>	<b>75</b>	<b>mph</b>	33.48	m/s	121 km/h
Cells with a border outline are the input data					

The bike lean angle has increased to about 41 degrees which means it is experiencing centrifugal force (lateral acceleration) of about .87g's.

The coefficient of friction of that roadway and the tires on your motorcycle is almost certainly about .8 which means that if you tried that curve at 70 MPH you would have lost traction and washed out before reaching 70 MPH!!!

So, you've heard, just as that attorney stated, that a skillful rider could take any curve at twice the speed posted on an advisory sign and now you know that is NOT TRUE.

If you think that the knowledge, or lack thereof, of those two attorneys is a serious concern given the nature of the trial they were engaged in, then you will be absolutely dumbfounded by what the other expert witness had to say about that curve. She is a very talented motorcycle racer who also happens to be a certified MSF RiderCoach.

In a deposition prior to the trial she was asked if it was possible to safely ride a motorcycle on that curve at speeds greater than 35 MPH. She responded that it was certainly possible to do so. When asked if she could safely ride that curve at 50 MPH, again she responded that she could do so. She added that it was merely a matter of skill and technique.

"Really?" said the attorney. "Then could you safely drive that curve at, say, 100 MPH?" She said that she could do so. "Well, could you safely drive that curve at 150 MPH?" Again, she said that she could.

Her credibility as an expert witness became ZERO. (At 150 MPH her bike would be leaning over at **77 degrees** and she would be experiencing about **4.5g's** of centrifugal force - well beyond the abilities of ANY motorcycle regardless of skill or technique.)

You can, with almost no risk of losing control, take a curve posted with a 35 MPH advisory sign at 50 MPH assuming no other safety issues. I do it routinely and so, probably, do you. But take heed that listening to an 'old salt' tell you that you could 'safely' handle any curve at twice it's advisory speed will with virtual certainty result in your crashing that bike of yours!

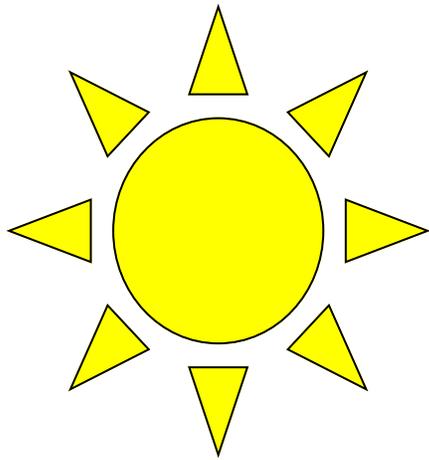
Then there are other things that the 'old salt' will tell you that makes a lot of sense in the right situation but which can also result in your eating asphalt. For example, getting into the habit of always taking curves using a 'late apex' approach. NUTS! By definition, a late apex method involves delaying the start of your actual turn and then using a GREATER lean angle (meaning a tighter radius) than you would use normally at the beginning of the curve and opening it up (lessening the lean angle) as you get to the apex. In other words, using a late apex method while at the same time trying to press speed limits is a test of concepts that is DANGEROUS. Late apex turning is, in my opinion, generally safer than a single lean angle turn, but NOT when getting near speed limits.

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<http://www.msgroup.org>

(James R. Davis is a recognized expert witness in the fields of Motorcycle Safety/Dynamics.)

Submitted by Tracy and Sharon Dunn, Rider Educators



**SUNSHINE,  
SUNSHINE,  
SUNSHINE!!!**



We are very pleased to announce the appointment of Kathy Jackson as Chapter FL1-M's new "Sunshine Lady". In this role, Kathy will "spread sunshine" by recognizing birthdays and anniversaries at our monthly General Gathering and will send out greeting cards to Chapter M participants as appropriate. Thanks, Kathy, for volunteering for this position on the Chapter M Team!!



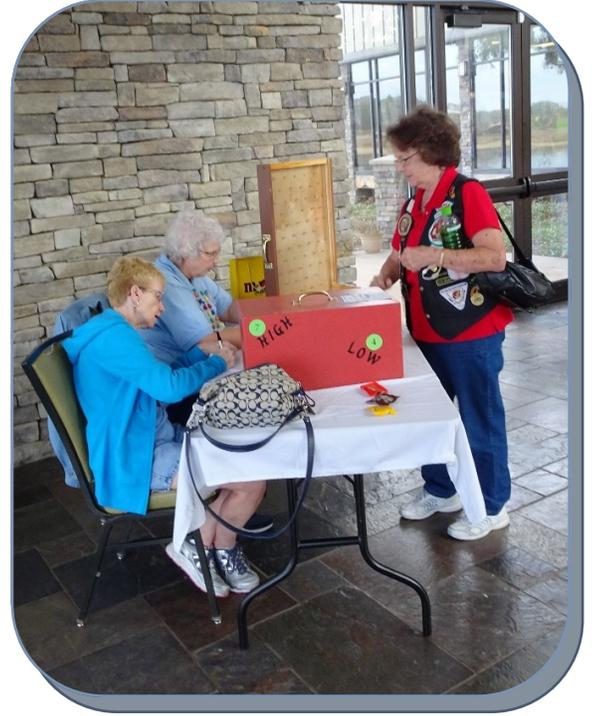
Thank you, also, to Ann Zulas, who has taken care of the cards the last several years for the Chapter. Annie will continue handling the Chapter \$\$\$. THANKS, Annie, we appreciate your help!!

Submitted by Kim Palmore

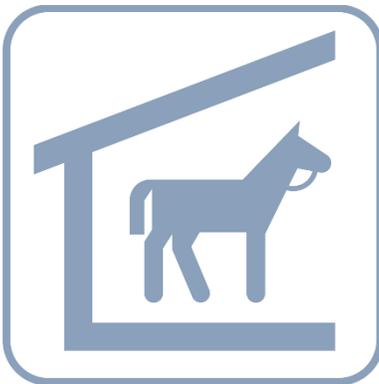
# Region A's Steel Pony Rally, October 27-29, 2016

## Eufaula, Alabama

As these photos will attest, the 13 Chapter M participants who attended the Region A Rally in Eufaula had a great time this year! We hope that you'll considering going to Eufaula next year when the theme will be the "Roaring 20's". Should be a lot of **FUN!**



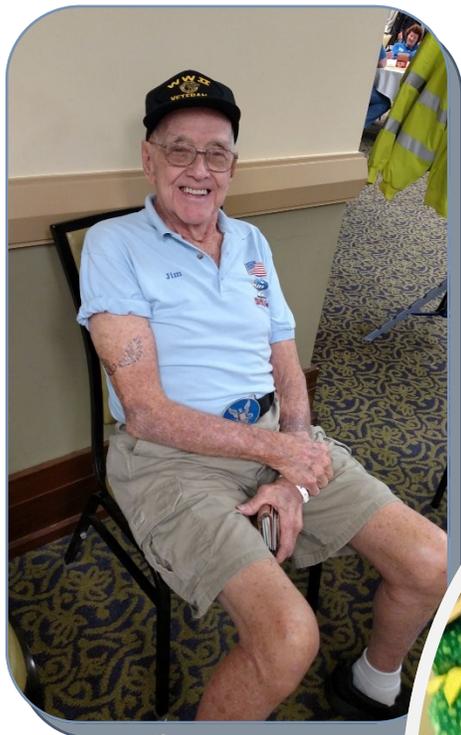
Chapter M had FUN working the games! Debbie Magness cleaned up on door prizes and husband Dennis won \$20 in the Worker Ticket drawing! Congrats, guys!!!





**Thursday's opening night fried chicken dinner was delicious, and the brownies for dessert were awesome! The Mayor of Eufaula, Alabama, came and talked with us and presented the Key to the City of Eufaula. Region A Senior Director Jim Jackson is pictured below holding the Key.**





Jim "Pops" Jackson set up a booth and sold his beautiful, hand-crafted pens at Region A Rally. Everyone was impressed with his craftsmanship. Kathy and Ron brought Pops' scooter along with them in case he needed it, but he was able to walk everywhere. That's great, Pops! We're glad you enjoyed yourself! In this photo Pops is showing off his new "tattoo". Below are some photos from the Talent Show.

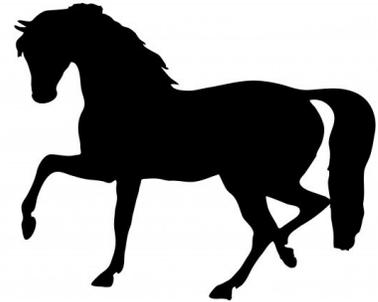


Ron Jackson played guitar in a trio for the Talent





**Debbie checking out the Couple of the Year baskets.**



**Some of the M gang at dinner in the Lakepoint Lodge dining room after Closing Ceremonies on Saturday evening.**



**The perfect ending to a perfect week of GWRRA fellowship and FUN — Mudslide Cheesecake as only the Lakepoint Lodge can do it. OOEY-GOOEY and YUMMMY!!!**

Submitted by  
Kim Palmore

## **GOLDWING TICKETS**

The Chapter now has 4000 Goldwing tickets to sell. Please contact Tracy and Sharon Dunn for tickets. We will have them at the kick tires and General Gathering.

The Chapter needs your help to sell them and the new incentives (in addition to the free book for selling 10 books) are listed below.....

If our northern members would like tickets mailed to them....please send us a email with correct mailing address and number of tickets requested.

Remember that these ticket sales pays for all of your Rider Education (CPR/First Aid, ERC, TRC etc.) in the state of Florida.

If you will notice on the ticket stub, (the short stub you keep and put in the barrel), you will find a line marked "*SOLD BY*". When each ticket is sold the person selling it needs to put their name on that ticket. When the prize winning tickets are pulled at the rally, the person that sold the winning bike ticket will receive a cash prize of no less than \$200.00. (Depending on the amount of tickets sold it may even be more.) The \$1000 winning ticket and the \$500 winning ticket sales person/s will also receive a cash prize, (to be determined).

Any and all chapters selling 1500 or more tickets will have their annual charter fees paid for by the district which is \$100

Submitted by Tracy and Sharon Dunn



# **BIG NEWS!!**

## **NEW RAFFLE TICKET SALES INCENTIVES ANNOUNCED FOR FL1-M!**

### **CHAPTER FL1-M TO AWARD PRIZES FOR TOP TICKET SALES!**

**1ST PLACE TICKET SALESPERSON - 500 CHAPTER \$**  
**2ND PLACE TICKET SALESPERSON - 300 CHAPTER \$**  
**3RD PLACE TICKET SALESPERSON - 100 CHAPTER \$**

### **EVERYONE IN CHAPTER FL1-M IS ELIGIBLE TO WIN!!!**

The fine print: Genuine Chapter FL1-M Dollars will be awarded in February 2017 following completion of GWR-RA raffle ticket sales for the Florida District Rally as an incentive to sell tickets for all current participants of Chapter FL1-M only. Note that this offer expires immediately in the event of flood, fire, famine, locusts, plague, earthquakes, hurricanes or other natural or manmade disaster (such as our printer failing to work or our computer crashing), which may impede the printing of required Chapter Dollars. Proceeds of this Award are to be spent solely at Chapter FL1-M's Annual Auction in February 2017 to purchase things you don't need but just can't live without. Nothing in this incentive notice may be construed to constitute winning real money!

# Special Days

## November

### Birthdays

Richard Riel 1  
George Schneider 9  
Debbie Magness 12  
Dennis Magness 20  
Jeannie McCarty 27  
Sue Bowser 30



### Anniversaries

Roy & Jean Stevens 7  
Ron & Pam Lantz 9  
Slinger & Nickey Sanderson 22

## December

### Birthdays

Sue Stout 5  
Glenn Duncan 7  
Sharon Dunn 13  
Chris Schwager 14  
Wavy Begin 25  
Annie Zulas 26  
Ron Jackson 28  
Terri Miles 29  
Roy Stevens 30  
Charlie Nolan 31



### Anniversaries

Glenn & Joanne Duncan 12  
Dave & Barb Pattison 16  
Charlie & Judy Nolan 20  
Bob & Pam Price 23

## Public Relations

Don't forget that we are still collecting clothes for Clothes for Kids. This is a year round endeavor by Chapter M.

## GOODY SALES

FOR PICTURES OF AVAILABLE ITEMS AND AN ORDER FORM GO TO [suncoastwings.com](http://suncoastwings.com). All orders should be given to Mary Ann Claypool on the order form on the website.

## FLORIDA DISTRICT AND REGION A NEWSLETTERS

TO ACCESS THE REGION A NEWSLETTER CLICK ON THE FOLLOWING LINK

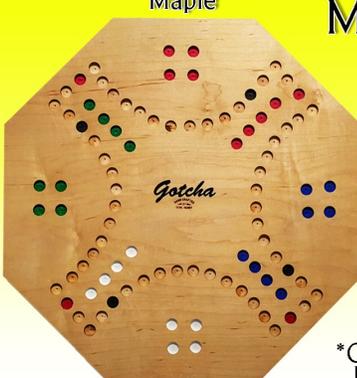
<http://www.gwrra-regiona.org/news/Newsletter/Anewsnov16.html>

TO ACCESS THE FLORIDA DISTRICT NEWSLETTER CLICK ON THE FOLLOWING LINK

<http://www.gwrraflorida.com/newsletter.html>

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Maple



4 player side

## Marble Chase (Gotcha) Boards

Created By: Gene and Barbara Henry

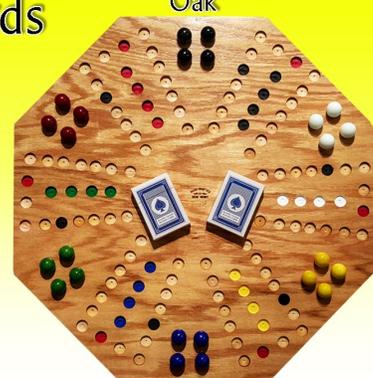
42 Marywood Dr.  
Greenfield, IN 46140

317-467-6359 Cell 727-224-7541  
Email: Kite6365@att.net

\*Call for prices and Variation  
Base model \$75 + freight

\*Marbles, Cards, and Instructions Included

Oak



6 player side

## 2017 FLORIDA and REGION GWRRA EVENTS

<b>Jan 1</b>	<b>First Ride of Year—Shrimps are Us</b>	<b>Welaka</b>
<b>Jan 7</b>	<b>Florida Chapter Conference</b>	<b>Orlando</b>
<b>Jan 14</b>	<b>FL2-L Pajama Party—Snoozin with the Fireballs</b>	<b>Auburndale</b>
<b>Feb 11</b>	<b>FL1-G Motorcycle Safety Day</b>	<b>Deltona</b>
<b>Mar 23-25</b>	<b>Florida District Rally “Tropical Paradise”</b>	<b>Orlando</b>
<b>Apr 29</b>	<b>FL1-K Chapter Rall “Just Another Day in Paradise</b>	<b>Flagler Bch</b>
<b>Aug 29-Sept 2</b>	<b>Wing Ding</b>	<b>Grapevine TX</b>

## Chapter "M" Money Disbursements, per person

### \$1.00

Member can collect \$1.00 after signing in on the sign-in sheet, at each event.

**ALL of the disbursements listed below will be given out by the activities coordinator or an alternate, at the event or as soon after the event as possible.**

### \$1.00

Attending Chapter M functions, where there is a sign-in sheet (Kick tires, M gathering, team meetings, rides, etc) and wearing M&M (non-chapter) attire or any GWRRA Rally shirt.

### \$2.00

Attending Chapter M functions where there is a sign-in sheet (Kick tire, "M" gatherings, team meetings, rides, etc) and wearing a Chapter M shirt with a 10" GWRRA patch or a vest with a 10" GWRRA patch.

### \$10.00

Attending a different Chapter functions/Rally and wearing Chapter M attire with a 10" GWRRA patch on a shirt and/or vest.

Participation in any Chapter challenge.

When a member volunteers at any District Convention, Region Convention or Wing Ding for working the games, volunteers as an instructor for training, helping with vendors or representing Chapter M in an event (Talent show, Coy Selection, Chapter Pride, Best Dressed, Bike shows, etc.)

Any Double point visitation and wearing Chapter M attire with a 10" GWRRA patch on a shirt and/or vest.

### \$20.00

Attending any District Convention and wearing Chapter M attire with a 10" GWRRA patch on a shirt and/or vest.

Any participation in a Triathlon or race event sanctioned by the Chapter Directors.  
(Chapter attire is NOT required)

3. A Chapter member submitting an article for the newsletter (except the CD and the RE)

### \$30.00

Attending any Region Convention and wearing Chapter M attire with a 10" GWRRA patch on a shirt and/or vest.

### \$50.00

Attending the International Wing Ding and wearing Chapter M attire with a 10" GWRRA patch on a shirt and/or vest.

**The Chapter Director may give out chapter money for special awards, recognitions, etc. that he/she deems appropriate. \$\$\$ on the calendar means extra Chapter dollars.**

**ANY disputes over the distribution of Chapter M money's will be resolved by the Chapter Director or his/her designate on a case by case basis.**

**REMEMBER THE #1 RULE IS TO HAVE FUN.**

## **All CHAPTER M RIDES LEAVE FROM**

**All rides (including Breakfast rides) will leave from WAWA's  
at the southeast corner of Roosevelt and US19**

**PLEASE HAVE A FULL TANK OF GAS**

If you have changes in your address, telephone home/cell phone numbers or e-mail address send them to [dunbo@tampabay.rr.com](mailto:dunbo@tampabay.rr.com) or call Sharon or Tracy Dunn at 727-544-2961. We would like to keep our records up to date.

TO LEARN ABOUT CRUISES PLANNED BY CHAPTER MEMBERS PLEASE GO TO THE FLM-1  
WEBSITE VIA THIS LINK

<http://suncoastwings.com/Cruises/cruise.htm>



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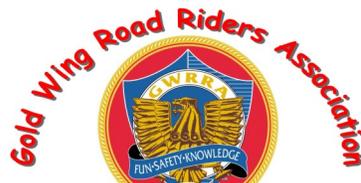
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**Region A**



**Chapter FL1-M**  
Friends for Fun, Safety & Knowledge



**Florida District**



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