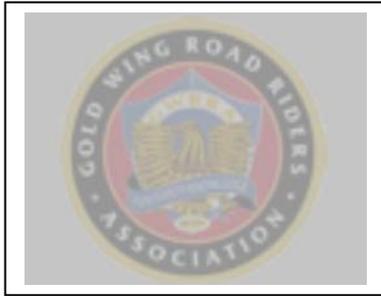


Cruis'n with the



August 2007

Chapter FL1-A2 Tallahassee, Florida

CHAPTER STAFF

CHAPTER DIRECTOR:
Lenton & Leucetia Stephens
(850) 539-5084
ASST. CHAPTER DIRECTOR:
Brian Eiler
(850) 562-0999
TREASURER/SECRETARY:
Dianne Zumbrunn
(850) 893-6990
RIDE COORDINATOR:
Charles Couch
(850) 562-1399
RIDE COMMITTEE:
Charles Couch
(850) 562-1399
George Walsh
(850) 539-1228
Bob Carraway
(850) 875-1368
Brian Eiler
(850) 562-0999
RIDER EDUCATOR:
Jim Zumbrunn
(850) 893-6990
NEWSLETTER EDITOR:
Leucetia Stephens
(850) 539-5084
PUBLIC RELATIONS:
George Walsh
(850) 539-1228
PHONE COORDINATORS:
Sonny Rollo
(850) 562-4293
George Walsh
(850) 539-1228
SUNSHINE LADY:
Carolyn Campbell
(850) 977-4901
WEBMASTER:
Karen Share
(850) 925-0345

We're On The Net!

Visit our web site at
<http://www.canopyroadcruisers.com/>

Send in your e-mail address to be
on the Chapter e-mail list!
leu3241@earthlink.net

Florida GWRRA Home Page Address
<http://floridadistrict.com>

Chapter FL1-A2 Information

General Membership Meeting

Second Thursday monthly
At
Golden Corral Buffet
Dinner at 6:30 pm
Meeting at 7:30 pm

Supper Rides Every Third Thursday

Dinner Social Every Fourth Thursday

We miss you when you're not there!
Welcome to all visitors and new members!!!
We're glad you're with us!!!

**NATIONAL,
REGIONAL &
DISTRICT**

EXECUTIVE DIRECTOR:
Melissa Nordeoff
REGION A DIRECTOR:
Larry & Patti Lingo
REGION A RIDER EDUCATOR
Ron & Pam Lantz
SENIOR DISTRICT DIRECTOR:
Bob & Nancy Shrader
ASST. DISTRICT DIRECTOR:
Ed Porter
ASST. DISTRICT DIRECTOR:
Jack & Betty Birge
ASST. DISTRICT DIRECTOR:
Bill & Cheryl Smith
ASST. DISTRICT DIRECTOR:
Bruce Griffing & Mary Haight
ASST. DISTRICT DIRECTOR
Ed & Jeanette Carr
DISTRICT RIDER EDUCATOR:
Joe & Jan Mazza
DISTRICT ADMIN ASSISTANT:
Cliff & Joyce Hotchkiss
FLORIDA PUBLIC RELATIONS:
DISTRICT TRAINERS:
Pat & Judy Seadorf
DISTRICT COY COORDINATOR:
Jake & Joanne Jacob
DISTRICT MAD COORDINATOR :
Jim & Linda McGinnis
DISTRICT WEBMASTER/MISTRESS
Thomas & Penny Treadwell
DISTRICT TREASURER
Bill & Austine Barbour

TABLE OF CONTENTS

Anniversaries	9
Birthdays	9
CD Goldline	2
Editor's Corner	
Florida Events	8
From the Chief Bandit	3
Fun Report	3
Kudos	9
Local Dinner Rides	8
New Bike Club	9
Notes From Last Meeting	10
Region Events	
Safety Corner	2
Swap Shop	9
Welcome	9

Friends for Fun, Safety and Knowledge



Hi,

Sorry this is so late My job has had me on the road three of the last four weeks. Then there was to Mall show and our meeting.

Mall Bike Show went off very good. Everyone had (I think) a great time. Thanks to all who polished up their Rides and came and took a part.

I 'am looking forward to The Region Rally in Perry and The Bandit Getaway, both coming up soon.

Sonny is checking to see if we can put together a late summer camp out at the Beach. We'll e-mail everyone ASAP on that.

I Got to go pack to go out of town for my job. RATS.

Ride Safe and Enjoy

Lenton and Leucetia Stephens



From: Jim Zumbrunn

Rider Educator

MOTORCYCLE SAFETY – CRASH AVOIDANCE

by Jerry Palladino

I read somewhere recently that 99% of the crashes most riders get involved in are avoidable. While that may seem a little hard to believe, it just may be true.

Let's look at the most common motorcycle crash which, of course, occurs when another vehicle violates your right of way. This usually happens as you approach an intersection and a vehicle turns left in front of you. It also occurs when a vehicle pulls out from a side road into your path, but let's look at the left turning vehicle first and how to avoid the crash since your actions should be pretty much the same for both scenarios.

Here are the best ways to avoid a crash in these situations. First, look at least 12 seconds ahead of your motorcycle. Your eyes should be scanning from left to right and up and down. The sooner you see the potential hazard, the more time you'll have to react. Second, since most crashes happen in an intersection, slow down when approaching one. Cover both your front and rear brakes as you get closer to the intersection. Position your bike to the left side of your lane. If you're going to have to swerve around the left turning vehicle, your swerve will usually be to the left around the back of the vehicle and then quickly back to the right. However, most of the time in that situation, your only course of action will be to stop quickly using both your front and rear brakes. That's why it is so important to practice emergency braking, consequently, in that situation, the average rider slams on the rear brake, locks the tire and skids right into the vehicle. Even if he misses the vehicle, he still slides onto the ground. Either way, he crashes for no reason.

By looking way ahead of your motorcycle, you'll be able to anticipate the actions of that vehicle and be able to apply your brakes long before it becomes an emergency. If you spend just a few minutes a week practicing emergency braking, you will lessen the chances of locking the rear wheel dramatically.

The second most common motorcycle crash involves only the motorcycle and its called failure to negotiate a turn. What usually happens is the rider gets into a turn and suddenly believes he's going too fast to make it around the curve. Maybe the rider hears the pegs start to scrape. Since he's not familiar with that sound, he panics, straightens up the bike, then looks at the yellow line in the road, the guard rail, or even the oncoming vehicle and a crash occurs. In over 600 cases of failure to negotiate a curve, studies, in every case the bike was capable of making the turn at the speed the rider was going, the rider was not.

So, how do you avoid this crash? It's simple. Learn to use head and eyes properly. When rounding a curve to the left, position your bike to the right side of the lane and focus on the end of the turn and no where else. Never, never, look at the yellow line, the guard rail, or the oncoming car. If the road curves to the right, position your bike to the left side of the lane as you enter the curve.

In addition, find your bikes' limits in a parking lot at 5 mph where the worst that could happen is a simple tip-over. The bottom line, practice makes perfect. Learn to use your head and eyes properly. It is the key to safe riding. Learn to use both your front and rear brakes and keep them from locking so you very well may be able to avoid 99% of the crashes you're likely to be involved in. At the very least, you will minimize injuries to yourself and damage to your bike. Don't be an average rider who depends on dumb luck. Instead, practice and Ride Like A PRO.

From The Chief Bandit's Hideout

by Jack Birge, Assistant District Director

Now that Wing Ding is over for another year, it's time to start planning to attend the **REGION RALLY** coming up in September. Hopefully, you have made your lodging arrangements because the local motels have been booked up for quite a spell now. If you desire a RV/Motor Home spot or a tent site, make sure you contact Larry Lingo to reserve yours. I know some of you make a day trip out of the rally being so close to Perry, which is OK, but you miss out on a log not being there for the entire event. Last year on Friday following the COY selection, Betty and I were invited to joint the group from A2 for lunch. They knew of an excellent place for seafood, and the ride there and back was well worth the trip, not to mention the mouthwatering seafood buffet. We are looking forward again this year to all the goings on, at the rally and will see ya there.

The **ANNUAL BANDIT GETAWAY** will be following the **MISSISSIPPI RALLY** in October and if you haven't heard, the location has been changed to Panama City. Flyers are being circulated and if you haven't seen one, contact me and I will send you one via e-mail.

Don't forget on August 4, Chapter FL1-A2 will be hosting their **ANNUAL MALL BIKE SHOW**, this year located in the Governor's Square Mall, which is a new location. If you are in the area, drop by and visit with the folks from Tallahassee.

I keep getting questions about safety riding courses and at the present it is just too hot to have them. Starting in October, once again the **ERC-TRIKE** and **TRAILERING** courses will be offered. Be on the look out for the dates and get signed up early. I am still waiting for word from National relating to when the **TRIKE/TRAILERING** program will be available. The last I heard, which was several months ago, the course was moved up on the priority list of things for the National Rider Education folks to do. I have sent another inquiry and will keep you posted on any new developments.

Visitation between the Panhandle chapters has been great, every chapter I visit has a full house and new members keep coming in to join the family. Keep it up folks.

Jack & Betty
Florida Assistant Directors



Wing Ding 29 July 2007

Billings, Montana

Ride with George and Pat

Dedicated to Jerry and Diane Burrignt, who made our stay in Billings enjoyable and who opened their home to us and several other GWRRA members, who could not find lodging otherwise. Their hospitality made our stay in Billings complete.

Friday, June 29, 2007: Depart from Havana, Florida, north on highway 27 to Bainbridge, then 84 to Dothan and 231 to Montgomery Interstate 65 through Birmingham to Nashville, Tennessee for the night. The weather was hot all day.

Saturday, June 30th : Nashville was overcast and cool we departed at 9:00 AM on I-24. Outside of Nashville a SUV pulling a small U Haul started to fishtail on the highway in front of us. The car and trailer spin around on the road and stopped with the tail end of the trailer against the right shoulder of the road. We could see that the driver was OK and other drivers stopped to check on her, so we continued on cautiously.

A portion of I- 24 in Kentucky is a toll road. We ask the toll attendant why, since we have not seen a toll on and interstate highway. She explained that the toll road was there first and the interstate used the existing road to save on expenses of building another road through that area. We crossed the Ohio River, which separates Kentucky and Illinois. Driving on northward on I-57 to I-64 to St. Louis, and West on I-70. By 6:00 PM it started to rain lightly. We stopped south of Kansas City, Missouri at Concordia for the evening.

Sunday, July 1st: Departed Concordia, Missouri on I-70 through Kansas City, the weather was cool and overcast. All of the area we drove through yesterday is stormy today. We drove through Missouri, Kansas and Nebraska and spent the night at Broken Bow, Nebraska.

The first two days we traveled on interstates now we want to see some of the country. From I-29 north we turned west on I-80 to Grand Island Nebraska. Our route was Scenic highway 2 from Grand Island to Alliance, Nebraska. The scenery from the highway began with cornfields that we have seeing for two days, then ranch country and small rolling hills that look like sand dunes covered with grass. I found out later that that was the correct description. The railroad runs along side of highway 2. We saw eight trains with one hundred or more cars filled with coal. We learned later that the coal is used to fuel the power plants. Highway 2 is known as the Sand Hill Journey. See the photo and description on the webbsite;

<http://www.americandrivingvacations.com/states/nebraska/thesandhillsjourneyscenicbyway.ht>

or attachment number 1(Nebraska Sand Hills)

Old style windmills dot the landscape, which provides water to the cattle. The hills are a beige color on top where the hayseeds have blown from the fields. Closer to Alliance the hills get lower and the land has gradually flattened out and is covered with crops.

Monday, July 2nd : Leaving Nebraska the weather was cloudy and cool again in the morning. From Alliance we turned on US highway 385 to Hot Springs, South Dakota, it is a hot and desolate stretch. The gas is \$3.21. We drove through S. Dakota and the Black Hills. Next stop was at Mount Rushmore; it is always an impressive sight. The illustrations and photos of the construction, carving in the granite and the story of the completion is interesting. We left there after the threat of a storm with hale had passed and took highway 385 to Dead Wood.

Deadwood is now a tourist town with casinos everywhere. The hotels were expensive, in excess of one hundred dollars. It was suggested by a local resident to go a little further north and stay in Spearfish. Spearfish was not much better on hotel rates, but a local waitress directed us to a motel in the older part of town when we stopped to eat at Appleby's. It being a holiday and with the Rodeo in Bell Fushé the next town we were lucky to find a room.

Tuesday July, 3rd: Since we have seen the battlefield of General Custer on our last visit we skipped that tour and stopped at the Custer Battlefield trading post on highway 212. It was packed full of mementos and Indian souvenirs. We bought Indian fry bread with honey, it was so good.

That afternoon we arrived at Billings, Wing Ding. We registered and got our packages and tickets, then called the Burright's for directions to their home.

Jerry and Diane are GWRRA members and live on the Rim Rock overlooking Billings. They were very hospitable and let us stay in their motor home at no charge. Other Wing Dingers had previously made arrangement to stay in their guest rooms in the house.

I found them listed on the Wing Ding website under housing. We stayed from the 4th to the 8th with them and had a great time. Jerry is the assistant director of Montana Chapter A, and very knowledgeable about the area. , Diane was a great hostess. I don't know how she had the time to volunteer at Wing Ding with her job and her mother in the hospital.

Wednesday, July 4th: We wandered around the Metra vendors, food courts visited with some of the vendors we know. The Burrights invited us to a cook out and party that afternoon at a local friends home who was having a party for the visiting wingers. It was a nice backyard 4th of July party. There we met fellow wingers from Australia, New Zealand and Canada. Jerry and Diane both have there on bikes and led the way to the park that evening where the fire works show was held. At the end of the beautiful display of fireworks, some of the firework went off on the ground and started a small fire. The fire truck was standing by and quickly put it out.

Thursday, the 5th : Wing Ding, shopping at vendors at the Metra Park. George got a new windshield installed. It is Speed glass by F4 Customs. He will have to tell you all about it, or you can read about it in the August edition of Wing World. All I know is that it sheds water and is scratch proof and the angle lets the wind land behind me instead of in my face.

At the Grand Parade through Billings that evening I carried the Florida State flag near the front of the parade. The parade was guided through the residential areas, where many people were along side of the rode waving at us. It ended at the downtown street party. The entire town was invited to meet the Wing Dingers, there was music and food of course.

Friday, the 6th: After breakfast with Diane and Jerry our Host Jerry led us through the Beartooth Pass and Chief Joseph Scenic Highway for a 241 mile trip there and back to Billings. The Beartooth mountain elevation is 10,974 feet. Snow was still in the drifts and it was cold and windy on "top of the world". (See attachment numbers 2 & 3)

That evening was the "Lonestar" concert at the Metra Park. Lonestar has received numerous Country Music Awards and is know for hits like, "Amazed", "I'm Already There", and "My Front Porch Looking In."

Saturday, the 7th: We returned to Metra Park vendors for the last time to check our armband numbers, but did not win anything. The shipping booth at the vendors was busy shipping purchases and dirty laundry for the convention attendees. It was a great idea, dirty laundry doesn't pack as well as clean and it left more space in the trailer for purchases along the way. We did not have to attend the closing ceremony in order to win the grand prizes so we skipped the closing ceremony to drive around Billings and do some shopping. How can you skip a Walmart store? Then on to find the Harley shop to buy Beartooth t-shirts to commemorate our visit to Billings and the Beartooth ride.

Billings sure has changed since our last trip here in 2000. I am glad we had Jerry and Diane to show us around. Billings is a great place to have Wing Ding with large indoor facilities and great scenic day rides. This is George's and my eleventh Wing Ding and the third in Billings.

That evening we witnessed a lightning storm like none other from the garage of our host on the Rimrock. The wind blew hard and it rained two inches in town below. Diane bought pizza home after visiting her mother in the hospital. We packed our belongings and visited with our new friends for our last evening in Billings.

Sunday the 8th: We left Billings after breakfast on Highway 212 and rode to Red Lodge, the small western town at the edge of Beartooth mountain range. We rode the Beartooth pass again with all of its switchbacks and curvy roads and to Cook City, Montana and all through Yellowstone National Park, and stopped at "Top of the World" store. I took thirteen rolls of film on the trip. The mountains always mystify me. (See attachment number 8 Red Lodge)

We saw herds of buffalo, a few elk and chip monks. The only deer we saw the whole trip were two dead ones on the side of the road. .

Geysers and hot springs are everywhere in Yellowstone. Yellowstone is the world's first and one of the largest national parks established in 1872, with 2.2 million acres mostly in Wyoming and small areas in Montana, and Idaho. After leaving Old Faithful the highway took us across the Continental Divide 8,652 feet .in elevation. We stayed that evening at "Grant Village" one of the lodges in Yellowstone. We were lucky to find the last room available for \$95.34 the most that we spent on a motel on the trip. It was what they called an assisted room, we call a handicapped. We didn't know beforehand that they do not use air-conditioning and there is no TV in the lodges. (See the article attached about Yellowstone)

We left Yellowstone by the east entrance. The land outside of the park belongs to the Shoshone reservation. The drive on highway 16 & 20 is along the Shoshone River. We saw Buffalo Bills Park, lake and dam. Buffalo Bill Dam took five years to complete. Several contractors went broke building the dam, due to bad weather and floods, and laborers strikes. The work was finished in 1910. The dam was named in honor of Bill Cody who worked for years raising money to begin the original project. The waters from the dam irrigate 93,000 acres and has turned dry high plains into Wyoming's most fertile farming regions. (See attachment number 6)

Monday the 9th : We left the motel in the park and headed for Cody, Wy. I asked an employee at the lodge about the trees there. He said they are Lodge Pole Pine. I suggested that the name must be from the Indians that used the tall slender pines to make their lodges, but he was not sure how they got their names. George later confirmed my hunch knowing that kind of a pine tree grows in Canada also. We arrived in Cody, Wyoming at 3:00 PM and found an old motor inn, Gateway Motel Campground, with small cabins like those built in the 50's and a campground behind. (See attachment number 7, trees)

Lunch was at "Bubba's Bar-B-Que" We bought tickets for the Rodeo that night and then went to the Buffalo Bill Historical Center, which is a must if you visit that area. It is hard to see it all in one day so the admission price includes two days.

At the "Old Techumsems Trading Post" we looked through all of the souvenirs and found in the back of the shop a small museum of Indian historical items, and to our surprise an old west miniature village with thousands of miniature figures in different scenes of the West. (See attachment number 5)

That night we went to the Cody Rodeo. There is a rodeo each night during the tourist season. The rodeo contestants must have been amateurs, but it was entertaining. We sat on the side of the arena where the chutes are and could see and smell everything. Below our seats were the pens holding the horses and bulls.

Tuesday, the 10th: Cody weather was overcast and cool, 55 degrees in the morning with a high of 78 degrees. After breakfast we returned to the museum to finish the tour, then to the "Old Trail Town", which consisted of authentic frontier buildings and relics of the area. These historic buildings were reconstructed on the site that Buffalo Bill and associates chose for the first town site of "Cody City" in 1895. Three of the old buildings were used by the "Hole in the Wall Gang." Many old wagons were placed all around the town. At the gravesites are buried Jeremiah Johnson, Jim White and several other noted characters of the old west. We had lunch later at "Buffalo Bill's Irma Hotel" an old hotel converted to restaurant that has been in continuous business for 100 years on the main street. We left Cody on highway 120 and US 20. At Casper, Wyoming we took I-25 to Wheatland, Wy, near Salina, where we stopped for the night.

Wed. the 11th : We left Wheatland and drove south on 120 highway to Thermopolis where the world largest mineral hot springs is found. Then on US 20 to Shoshoni Highway, which is solid rock and desert, past Boysen State Park, then 26 E. to Casper. The area is mostly desert and sagebrush. We entered Interstate 25 to Cheyenne, Wyoming. At Cheyenne we changed to interstate 80 to North Platte then south on US 83 to I-70 to Salina Kansas for the night.

There are a lot of oil pumps along I-70 in Kansas. Where does it all go? We rode four hundred forty seven miles that day. We saw lots of fertilizer machines (cows) and smelled them to. We saw enough corn and wheat growing in Nebraska and Kansas to feed the whole country. The wheat grows everywhere. The wind carries the seeds all along the road and in people's yards.

It is so windy that I don't have to breath. The wind forces the oxygen in my nostrils. I found an article from Rider Magazine that describes the crosswinds, but I lost it.

Thursday, the 12th : We left Salina at 6:30 AM and drove through Abilene, Kansas the home of Dwight Eisenhower. Next stop Topeka, Kansas and back to Kansas City again. We drove through there on the way to Billings. Continuing east on I-70 to St. Louis then south on I-55 to Sikeston, Missouri for the night.

Friday, the 13th : We left Sikeston and continued on I-55 to Memphis. At Memphis I wanted to stop and take pictures of the city and the pyramid. The pyramid is an arena.

(see a photo on this website http://www.memphistravel.com/meetings_pyramid.asp) George drove off of the Interstate and through town and we got lost in the older part of town, but had a good breakfast there and a few laughs. It took us a while to find our way back to the interstate. (See attachment number 9 Memphis)

I think Memphis would be a great place to have Wing Ding. There are a lot of interesting things to see there. From Memphis we continued on US Highway 78 to Birmingham, Alabama, then I-65 to Prattville, Alabama. The sky looked threatening and we were tired so we stopped for the night in Prattville.

Saturday, the 14th: was the last lap of our journey. We left Prattville and drove to Montgomery then turned on to US 231 and stopped in Troy, Alabama to check on a job. We have a motel job there, but it isn't ready for us to finish yet. From there we arrived back at home in Havana in the afternoon.

We were very fortunate that we did not hit any bad weather. There were storms behind us and flooding south and forest fires here and there but we made it without any weather problems. I thanked my Mom for her prayers during our trip.

We were pretty good about eating right and only stopped at one Dairy Queen and one Jack in the Box. Altogether we rode 5,440 miles through 13 states.



2007 EVENTS

Aug 31-Sep 2	GWRRA 30 th Anniversary Party	Nashville TN
Sep 8	FL1-A Picnic/Auction	Tampa FL
Sep 13-15	Region A Rally	Perry FL
Oct 7	FL1-H Mall Bike Show	Daytona FL
Oct 11-13	Mississippi District Rally	Biloxi MS
Oct 13	FL2-N Rally/Fund Raiser	Cocoa Beach FL
Oct 19-20	Annual Panhandle Bandit Getaway	Panama City FL
Nov 3	FL1-X 4-Chapter Spaghetti Social	Orange Park FL
Nov 4	Ride For Kids, Sarasota Technical Institute	
Nov 10	FL1-L2 Rally/Poker Run	Brooksville FL
Nov 11	FL2-O 25 th Anniversary Party	Stuart FL
Nov 17	Florida District Rider Ed Fair	St. Petersburg FL
Dec 15	FL1-S Mingle Jingle	Zephyrhills FL

2008 FLORIDA GWRRA EVENTS

Jan 4-6	CD Conference, Hampton Inn	Daytona Beach FL
Jan 19	FL2-L Pirate Fest	Lakeland FL
Jan 26	FL1-O Annual Chilly Run	Crestview FL
Jan 27	FL2-N Five Chapter Breakfast	Cocoa Beach FL
Apr 5	FL1-B Annual Fun Day	Brandon FL
Apr 6	FL1-E2 Annual Charity Poker Run	Ft. Walton Bch FL
Apr 19	FL2-G 25 th Anniversary	Fort Myers FL
May 3	FL2-Z Night at the Oscars	Palm Beach FL
May 17	FL1-Y Rally/Poker Run	Jacksonville Bch FL
May 23-24	FL1-Y Rally/Poker Run	Gainesville FL
Nov 15	Florida District Rider Ed Fair	St Petersburg FL

LOCAL DINNER RIDE SCHEDULE

August Birthdays

Arnold Watts – 8/1
Bill Talbott – 8/7
David Ventry – 8/15

Jack Henderson – 8/5
Pat Ventry – 8/7
Carol Harris – 8/28

Ray Henley – 8/7
Jesse Hodsdon – 8/14
Ken Rouse – 8/28

August Anniversaries

Charles & Linda Couch – 8/14

David & Pat Ventry – 8/14

September Birthdays

September Anniversaries

KUDOS

To our entire Chapter for a great “Campout”.

WELCOME

Invite your neighbors and friends to our meetings! We’d love to have them visit!!!

NEW BIKE CLUB

Someone out there needs a new bike? Don’t they??

Notes From Last Meeting

What You Missed If You Weren't There:

By

Swap Shop