

—CANOPY— ROAD *Cruisers* MOTORCYCLE CLUB



GWRRR Region A
Chapter FL-1-A2
Established 1982

The official publication of the GWRRR Canopy Road Cruisers, Tallahassee, Florida 32303

November 2002

CD Gold Line



LET'S RIDE

As I write this, a lot of us are getting ready to go to the "SWEET POTATO FESTIVAL" in Ocilla, Ga. This is a great event, that if you haven't tried, should put it on your calendar for next year. Many of our members went to BIKTOBERFEST in Daytona, where I hear Charles Couch and Ray Henley couldn't get enough coleslaw. Other events coming up are the BOGGY BOTTOM RANCH POKER RUN put on by the Tampa chapter, and the MINGLE JINGLE put on by the

Zephyrhills chapter, that I both highly recommend.

On a sad note, Dave and Pat Ventry will be stepping down as Assistant Chapter Directors due to increased work and family obligations. I appreciate all the hard work and effort they have put into the chapter.

Ride Safe,
Hugh
Chapter Director

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Next Meeting November 7, Western Sizzlin', N Monroe St., 6:30 Eat, 7:30 Meet

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<http://www.canopyroadcruisers.com/>
Positions available: contact Hugh to get involved!

I'd like to thank Karen Share and Hugh Waller for giving me the opportunity to participate in the Canopy Road Cruiser Goldwing Chapter.

Becoming editor of the Newsletter will give me the opportunity to meet some of you for the first time and get to know other members better.

As with any new editor, you'll see some changes. The newsletter may be somewhat shorter for the first few months as I become more familiar with the "wants and needs" of the Chapter.

Karen is a hard act to follow as they say, so for awhile I'll just try to remember not to forget things. As I mentioned briefly in the October issue, Karen provided me with very well organized material. I will attempt to keep it that way, but I hope you will bear with me and send me reminders if I have left something out.

I've noticed that when Len opens the Newsletter, it comes in unformatted because he uses MS Works to open it. It takes up a lot more pages than was originally intended and because of that he never prints it out. One way to resolve that problem would be to provide it in the Portable Document Format, called PDF for short (.pdf). The advantages are; you don't need the originating program to open it. You can open the Newsletter with the FREE Acrobat Reader provided by Adobe. With Acrobat Reader you would see the Newsletter like the printed version because it would not be dependent upon which fonts you have on your computer or which program you use to open it. The layout would stay the way it was done originally. You can open it or save it to your computer to view later and/or print just as you do now with the WORD document you receive. Karen has already provided a link on the Canopy Road Cruiser Website —

www.canopyroadcruiser.com/ to download Acrobat Reader and also a link has been provided to a "help" sheet. If you have any difficulty, I am available to assist you with downloading and using the Reader.

The October issue was provided in both the Word format so you wouldn't

miss anything and a PDF version to test Acrobat Reader. I researched other Goldwing Chapter Newsletters and found that this is the format almost all are now using.

Articles can be sent to me as a plain text (.txt), rich text (.rtf) or a WORD (.doc) file at aries12@comcast.net. Or if you miss me at a meeting or would rather send hard copy, the address is: Faith Martin, Longview Studios, 2123 Longview Drive, Tallahassee, FL 32303.

Wishing you wonderful rides!

Faith

Time to Re-Up

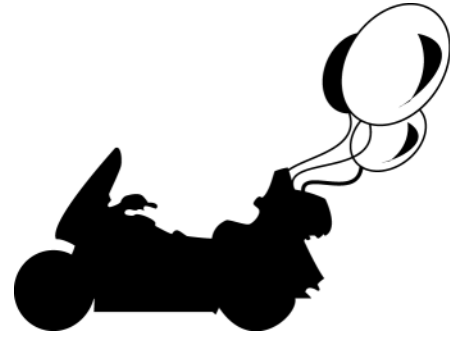
from January 2002 printout.

November

Richard Lussier
George & Mary Ann McKee
Arnold Watts

Need A Chapter Shirt or Cap?

Contact Sunny Andrews at 2sunny2@tds.net or (850) 875 -6224



November Birthdays

Bryan Eiler	11/3
Jesse Beverett	11/4
Bob Carraway	11/11
Ann York	11/12
Rita Hidsdon	11/30

Next Month's Birthdays

Greg Campbell	12/2
Corinne Mathis	12/12
Tom Fisher	12/14
Mercy Henderson	12/18
Ben Hart	12/22

November Anniversaries

Wayne & Margaret Parmer	11/12
Cliff & Corinne Mathis	11/27

Next Month's Anniversaries

Hugh & Marcy Waller	12/05
Steve & Sheila Carroll	12/17
Ben & Virginia Hart	12/19
Gary & B.J. Allen	12/21
Jerry & Ann Langley	12/22

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(Almost) Taking the Experienced Rider Course

For months, I corresponded with Jack Birge in Crestview, FL, about participating in the ERC training in Pensacola. I sent my registration, arranged my work schedule, and packed the bike. This was going to be fun!

On Friday September 27, I left Tallahassee at about 2:00 p.m. in high spirits. I noticed that the bike was a little hard to start and did not seem to idle correctly, but I did not think much about it. On I-10 headed west, things went just fine, and I arrived in Pensacola about 7:00 p.m.

I found my motel and pulled into the parking lot. When I sat there with the bike in idle, I again thought, “Something is not right here.” Oh, well. I will see what happens the next morning.

I arose at 5:30 a.m. with the intention of getting breakfast at a nearby Waffle House, filling the tank, and heading for the rendezvous with Jack and the other ERC participants. Again, the bike did not start easily, idled poorly, and lacked power on acceleration. I decided this was sounding just like my previous experience with a blown alternator, so I called Jack and cancelled my participation in the ERC. I was going to the Pensacola Motorsports shop instead. **Sigh.**

The GWRRA towing service came to my aid and took the bike to the

Honda hospital just down the street. The tow service operator was quite skilled and had experience hauling Gold Wing motorcycles.

The mechanic invested an hour checking out the bike and the alternator. He even took the (new) alternator apart to check for sticking brushes. Nothing. Nada. His test drive revealed nothing except the rough idle. Hmmmm. Might as well pack up and head back to Tallahassee.

So, off I go down I-10, disappointed but satisfied with the beautiful Saturday weather. I stopped for gas at the interchange in DeFuniak Springs, FL, and then could not get the engine started again. The electrical system was completely dead, even though the battery was ok. Must be the main 30 amp fuse, says I, so I tried to get the fuse holder apart. No luck. It is placed on top of the solenoid next to the battery, and, with the seat in place, I could not reach it.

I had a choice to make. Tow the bike back to Pensacola? Tow it to Panama City? Would the bike shops be open? Phone calls were made, and I determined that I could not reach either city prior to the closing hour of the shops. Time to consider Plan B. Tow the bike to Tallahassee.

I quickly determined that the GWRRA towing service has a 35 mile limit for towing, and my AAA service is good for 100 miles. I selected AAA and told them I would pay the extra charge for the 120 mile trip ahead of me. In the meantime, I contacted my wife and asked her to drive toward DeFuniak in case AAA could not provide a tow truck.

After a long delay, AAA showed up at 7 p.m. with an experienced driver, three children in the front seat, and plenty of tie down straps. Everything was packed up, and we arrived in Tallahassee at 10 p.m.

On Sunday, I attacked the bike diagnosis job and quickly found the problem. The 30 amp fuse had NOT burned out, but it was badly damaged on the two “spades” that make the electrical connection. Just plain old corrosion was the problem, allowing resistance to build up at the point of contact. The problem connection caused a familiar melt-down of the connector itself and the fuse body.

Since I could not repair the damaged connector as it was part of the solenoid system, I simply cut away the damaged portions and installed a new 30 amp spade fuse assembly purchased from the local auto parts dealer. This involved soldering a few wires and otherwise trimming things nicely. The bike started right up and gave me the smoothest idle speed I have heard since buying the bike.

I was greatly relieved to be able to solve the problem because Bob Lumsden and I were scheduled to take a four-day trip to the Smokies later in the week. I viewed my problem in DeFuniak Springs as a blessing in disguise!

My advice to all of you who own a GL 1500 is to immediately check the condition of the solenoid connections just to the right of the battery. At the very least, you should remove ALL fuses and coat the spades with Honda dielectric grease. Look for signs of hot wires and singed connectors, especially on anything close to the battery or alternator. And, when you take a trip, carry with you (1) plenty of money, (2) credit cards, (3) cell phone, (4) something to eat and drink, (5) maps, and (6) your GWRRA Gold Book. Oh, it also helps to have your wife/husband ready to rescue you.

Ride safe!

Born in Chicago, grew up in Norridge, Illinois, which in the early years was a suburb. My first "motorcycle (read motorized bike) experience was at the tender age of 10, when I managed to get my hands on a "Wizard". (Although, a little research turned up a "Whizzer" that looked just like it.) I was a bicycle riding maniac, so it just naturally follows that I would eventually graduate to something with two wheels and a motor. (That was before the four wheels and a motor became the center of my existence.) By the age of twenty-five I had migrated to the Orlando, Florida area and bought a used Kawasaki 350 for fun and going back and forth to work. It was extremely economical and that was back when the Gas Rationing of the '70's was at it's peak. That bike was Lime Green. Well, maybe there was another name for it, but it was definitely that Kawasaki "Green". Being employed as a carpenter at the time, I built my own "sidebag" to haul my tools. This made me appear somewhat unorthodox, but everyday the rest of the crew would gather around as I pulled in. I owned the little Green Monster for about 11 years but at some point I didn't have time to ride and sold it. There was a long dry spell there between bikes. Finally, in my later waning years I decided it was time to get back to having fun and bought the current Honda VLX Shadow. I don't weigh much so it's a nice little bike. Great for tooling around town and not bad for some longer rides as well. All in all, I've been riding (off and on) for about 11 years.

I ride for "therapy". Sometimes, just a short little trip after work does wonders. Upper Hawthorne Trail is one of my favorites. But my longest ride was to Savannah, Georgia to visit friends.

Meeting new people, interesting rides and seeing new sites are the

things I like best about this Chapter.

My day job is as an Industrial HVAC technician, specializing in Building Automation Control Systems. (That's computer controlled indoor climate systems.) I work for the TRANE company out of Tallahassee's local office.

I have a significant other, "the editor". We have one tall, twenty-five year old kid named Dash. We're both short, so we don't know what happened there. He's our in-house Illustrator and Network Guru, in that order (usually). We have one stuffed couch dog. I'd have a real one, but "the editor" is allergic to the real thing.

Swap Shop

FOR SALE:

1995 GoldWing SE, magenta, 60K, garage kept, many extras. \$ 9,500. Call Curtis Parker at (229) 377- 3260 or parkercc@earthlink.net.

FOR SALE:

1982 Gold Wing, 200,000 miles, damaged in front end collision. No front wheel or fork. Engine, frame, instruments, rear suspension and wheel in good condition. \$ 700.00 or best offer.

Kuryakyn triple exhaust extensions; used, very good condition for GL1500 \$ 60.00

Stop and Go tire patch kit - new \$ 30.00

Chrome windshield trim with Kuryakan lighted bird and bug deflector, installed \$ 65.00

Orville Sage custom windshield for GL1500, tinted with large engraved eagle, with engraved wind wings, installed \$ 175.00

Call Sonny Rollo at (850) 562 - 4293

FOR SALE:

Trunk Organizer Pouch. Brand new, still in package, for GL 1500. \$ 25.00

1500 Passenger Floor Board Extensions. \$ 35.00

GL 1500 Fairing Side Vent Covers.

\$ 5.00

GL 1500 Trailer Wire Harness. \$ 20.00

GL 1500 Seat Rain Cover. \$ 10.00.

Call Hugh Waller at (850) 562 - 4542

FOR SALE:

Air Rider Headsets for 2 helmets with full hook-ups & new batteries. \$ 200.00.

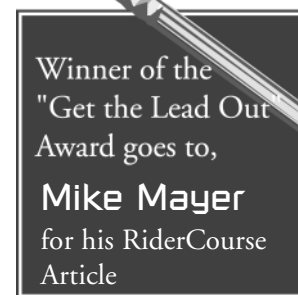
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Call John Bartlow (850) 421-7212 for details.



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is waiting for you! We'd love to hear about YOUR adventures. Call Faith Martin at the editorial office:

(850) 562 9480 or e-mail: aries12@comcast.net.

Articles may be submitted in Word, or from any word processing program and saved as a .rtf (rich text) or .txt (plain text) file.

THE THREE AMIGOS WENT TO PENSACOLA

by Contributing Editor Michael Mayer

When we signed up for the Experienced RiderCourse® not one of us knew exactly what that would entail. The anticipation for me was almost too much. As some of you know, I laid my bike down a week before. Although it was a little embarrassing, I realized that I could probably really use the Experienced RiderCourse®.

The folks in the Canopy Road Cruisers group (GWRRA Tallahassee Chapter) that attended were Bryan Eiler, Len Martin, and (myself) Michael Mayer. Tom Fisher made it to Pensacola but had trouble with what he thought was the alternator on his 1500. (*Editor's Note: see Tom's story*

Safety First Recognition goes to Bryan Eiler, Len Martin and Michael Mayer for participating in the Experienced RiderCourse® held September 28th in Pensacola, Florida.

under the Safety Column.) Bryan, Len, and myself went together and stayed in the Hospitality Inn in separate rooms to insure we each got a good night's sleep.

As it turned out two of us woke refreshed and ready to go. Bryan, however, has a story to tell.

When we got to Pensacola, after a nice four-hour ride on Interstate 10, we were still a little keyed up. So, we rode over to the I-Hop where we were to meet the next morning, to be sure we could find the place. Morning came and we checked out and embarked on the enlightening journey of the ERC, and (of course) *to have breakfast*. After we ate and the group assembled, we took off toward the classroom on the NAS (Naval Air Station). There was a lot of security as you can imagine. The guard would not let anyone ride a motorcycle on the base without long



sleeves, long pants, gloves, helmet, and sturdy shoes. If you are military there are were other requirements, such as reflective vest and good eye protection. Everyone in our group had windshields and all wore the proper clothing, including eye protection in some form or another.

There were two parts to the course. The first being the classroom portion, which lasted almost four (4) hours and included movies, instruction, overheads and a written exam. A lot of things discussed were things that we all practice on an instinctive level and do without even thinking much about it. One of the most informative parts to the classroom instruction was the friction factor, which has to do with three (3) basic forces: acceleration force, braking force, and side force.

After we took a break for lunch we went to a different installation for the final part of the course. This portion of course consisted of the range exercises, and also lasted approximately four (4) hours. This part *was* the actual riding. We practiced slow turns, swerves, stopping, ETC. Then it was time for the evaluation. Out the nine people to take the course everyone passed and only four of the nine did so without any points against them. Out of those four, two were riding

Gold Wings. The top scores went to a Valkarie, a Venture and the already mentioned two Gold Wings. Only a few had to run the course more than once. I think that everyone enjoyed the experience and found it very educational.

In conclusion, we all came away with our Certifications and the three amigos headed east, bound for Tallahassee. For me, like many of you, it is all about the road.

Ride safe and we'll see you on the road.

(Copyright October 2002, and used with permission)

Mike Mayer, is a long time motorcyclist who enjoys writing about his experiences. He can be contacted by e-mail at: qoolqat@comcast.net.

Editors Note: We'll have more about the ERC Course in future issues.

Special Commendation goes to Tom Fisher who was unable to participate. We're glad you made it back safely Tom.

We want **YOU** to be
our **Featured**
Contributing Editor

FOR IMMEDIATE RELEASE

For Information Contact
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(623) 581-2500, Extension 212
Mike@gwrra.org

**INTERNATIONAL MOTORCYCLE
ASSOCIATION ANNOUNCES
25th ANNIVERSARY CONVEN-
TION LOCATION**

The Gold Wing Road Riders Association (GWRRRA) is excited to return to Madison, Wisconsin for its 25th Anniversary Wing Ding! Wing Ding XXV will be held at the Alliant Energy Center (formerly Dane County Memorial Coliseum) July 1 - July 4, 2003.

Next July's Wing Ding marks the fourth return of GWRRRA's annual convention to Madison, the most to any city since the event's inception in 1979. Wing Ding was previously held in Madison in 1989, 1992 and 1996.

In addition to offering park-like, on-site and close-in RV sites, the Alliant Energy Center boasts more than 160,000 square feet of vendor space and an 8,000 seat arena. Remembering past successful Wing Dings, Madison's hospitality industry is already preparing to welcome the predicted 13,000 touring motorcyclists to their properties with special rates (see list of preferred hotels at <<http://www.gwrra.org/wingding>>), and will have plenty of hearty Wisconsin-fresh cuisine.

As always, GWRRRA will offer the world's largest Gold Wing/Valkyrie trade show with hundreds of vendors. Along with educational seminars, a talent show, motorcycle drill team demonstrations, entertainment and many family-oriented activities, GWRRRA is planning extra surprises to celebrate the uniqueness of this year's event.

The theme of Wing Ding XXV is "Family Reunion." As it is in many families, many GWRRRA members see each other only once a year at Wing Ding. Delegates come to Wing Ding from every one of the 50 United

States and 13 Canadian Provinces, as well as from at least 13 overseas countries.

The Gold Wing Road Riders Association is the world's largest association of Gold Wing/Valkyrie enthusiasts with 80,000 members in 50 countries. GWRRRA, founded in 1977, is a non-political, non-religious social organization dedicated to the concept of providing a full-benefits association of Friends for Fun, Safety and Knowledge while working to improve the image of family-oriented, long-distance touring motorcycling everywhere.

Sunshine

Do you know a member with illness or death in their immediate family? Call Carolyn Campbell, Sunshine Chairperson, 997 4901.

AMA Corner

by Contributing Editor Karen Share

**Heads
UP**

From American
Motorcyclist Association
News & Notes for the
Politically Motivated
Motorcyclists -Oct. 2002

Florida Highway Patrol troopers are working in disguise to curb the rising number of accidents in construction areas on the state's major highways.

According to state records, those crashes increased from 2,489 in 1997 to 2,943 in 2001 — while the death toll in that period went from 24 to 37. Injuries totaled 2,986 in 2001 — up from 2,737 in 1997.

"Operation Hardhat," a new traffic safety program features troopers cloaked as construction workers to catch unsuspecting speeders. They lurk in dump trucks, peek from behind road graders and pretend to be surveyors.

When speeders whiz by, they call ahead to motorcycle troopers waiting down the road to write tickets, some in the hundreds of dollars.

Troopers want motorists to know they are using these tactics. Perhaps the program's most potent weapon against speeders is the uncertainty it causes, they say. (Miami Herald)

**Don't forget to
sign up your
co-rider!**



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Safe and
Happy
Thanksgiving
Holiday**

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Local Rallies and Events

2002

- November 7 Chapter meeting - Western Sizzlin' - 6:30 eat, 7:30 meet.
November 14 Dinner ride - Chicken pilau - coon bottom. Depart #1 at 6:30 p.m.
November 21 Dinner social - Marie Livingston's, Apalachee Parkway. Eat at 6:30.
December 12 Christmas Party at Edenbrook - no monthly meeting.
December 19 No Dinner ride - Happy holidays!
December 26 Dinner social - Angelo's, Panacea. Eat at 6:30.

2003

- February 22 Chapter Rally

Many flyers are available at the meeting from Hugh Waller or David Ventry. Call Charles or the Telephone Coordinators for more information on scheduled and unscheduled rides!

Departure Points

- # 1: Hardees, N. Monroe
2: Circle K, Highway 20 & Capital Circle
3: Circle K, Crawfordville Highway & Capital Circle
4: Chevron, Highway 98 % Wooville Highway
5: CITGO, Hwy., 90 % I-10 east (Cross Creek)
6: NEW Publix, Thomsvile % Bradfordville Roads
CHANGE
7: Williams Truck Stop on Hwy 90 West



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Florida District Regional Rallies and Events

2002 Poker Run Dates

November 3

FL2-R Gourmet Goulash
Clewiston

November 9

FL1-H2 Rally/Poker Run
Orlando

November 17

FL1-D2 Angelus Home Poker Run
Hudson

November 30

FL1-A Boggy Bottom
Keyville

December 14

FL1-S Mingle Jingle
Zephyrhills

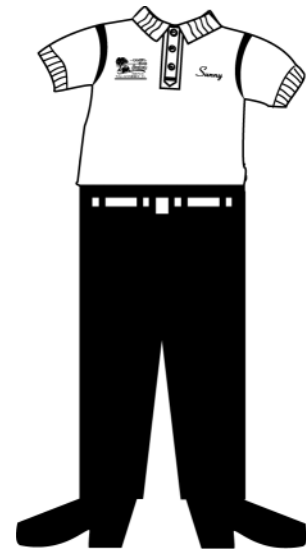
December 21

FL2-V Senior Charity Run
Sebring

24th Annual

FLORIDA DISTRICT RALLY 2003
(March 27, 28 & 29)

Crowne Plaza Hotel
At Sabal Park, Tampa, Florida



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Don't forget to wear your
Chapter uniform at other chapter's
events! Our uniform is the red
Chapter Shirt and black jeans.

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