

GWRRA CHAPTER - M

SOUTH CENTRAL REGION "H"

TEXAS DISTRICT

ARLINGTON, TEXAS



THE MOONLIGHTERS

May 2007



§§ OFFICERS §§

CHAPTER DIRECTOR

Warren and Cindy Burt
817-428-8720
wcburt@sbcglobal.net

ASST. CHAPTER DIRECTOR

Marvin and Sylvia
Andrews
972-647-8395
marsyland@sbcglobal.net

ASST. CHAPTER DIRECTOR

Rowdy and Joanne Hickox
817-447-1101
jhickox95531@msn.com

ASST. CHAPTER DIRECTOR

TBD

CHAPTER EDUCATORS

Jim and Vicki Carpenter
jcvic@tx.rr.com

COY

Larry & Rhonda Jennings
goldwing@flash.net

CD's Corner

Well Chapter M, here we are again!! Another month, another CD's article!!

We just returned from the "Dead Goat Ride" to Big Bend, and what a time we had. There were 23 bikes from Chapter M and 33 members. We also had a visitor from Waco, TX join us, who had a wonderful time. I won't go into all the details, but you can be sure that you will be hearing lots and lots about the great time we had - if you didn't get to go, you missed a good time.

Now we need to brag a little. We have heard from

numerous people what a great meeting we had in April. We had several visitors present; Breeze Hoadley, members from Chapter R, & District to help us introduce our COY, and even visitors from the Trike Group. All had nothing but great things to say about how fun, entertaining, and informative our meeting was. This is a great tribute to everyone in the Chapter! It is amazing the talent and support that we have among our members, and this is what makes Chapter M so much fun. Thank you to all the staff that help organize

§§ STAFF §§

TREASURERS

Craig and Mary Watkins
940-648-2028
watkinsc@gte.net

WEB PAGE

Charles McConnell
817-451-5196
poochdwg@gmail.com

NEWSLETTER EDITOR

Sherry Myers
817-375-9294
wingrider59@sbcglobal.net

RIDE COORDINATOR

Sam Smith
817-477-2630
smithauctionmgt@swbell.net

PHONE TREE

TBD

HISTORIAN

Sheila Penney
817-444-3134
sheila@dpenney.net

SUNSHINE LADY

HAROLYN ELLIS
817-472-8958
ellisbikerbabe@yahoo.com

MEMBERSHIP COORD

Marvin and Sylvia Andrews
972-647-8395
marsyland@sbcglobal.net

WEB PAGE: <http://www.txmoonlighters.com>

it each month, but also thank you to all the members who so faithfully support the chapter and keep it active and fun. It is nice to hear for outside visitors how amazed they are with our chapter and how much fun it is to be around us!!! We have a lot of fun rides scheduled for the upcoming weeks, please look at your calendar and join us when you can.

Please don't forget to bring items to support our Chapter Couple of the Year and their basket for the District Rally at the May meeting, and also items for the soldiers and children in Afghanistan that Jim Carpenter will make arrangements to expedite to them. Look for an article in the newsletter with these items listed.

Thanks to everyone for another wonderful month - we look forward to many, many more!!!

Warren & Cindy

**Items needed for Afghanistan
Soldiers and Children**

Please bring items to the Meeting on May 3rd

Soldiers-

- (1) Red bull
- (2) Toiletries - Shampoo, deodorant, razors, soap, tag or body spray.
- (3) Lipton tea mango mix pouches. Any mixes to add into the water here.
- (4) Candy

Children -

- (1) Any kid clothes used or new.
- (2) Socks and shoes are really needed. A lot of the children do not have either. Used or new are fine.
- (3) Pens- This is a sign of education, which none of them have. Make sure there is no address on it for them to send a bomb too.
- (4) Crayons and coloring books.
- (5) Toys
- (6) Bags of Candy. Chocolate is okay to send now, but when it gets hot it will melt. Suckers, gum and stuff like that.
- (7) School Supplies of any sort.

Ye Ole Ride Schedule

May

Chapter Meeting	Thurs	3 rd	Spring Creek	7:00 pm
Breakfast Ride	Sun	6 th	LV FINA	8:00 am
Parkland Foundation Charity Ride	Sat	12 th	LV FINA	8:30 am
Texas District Rally (leave Fina to meet at Posadios @ Western Center	Thurs-Sun	17 th - 20 th	LV FINA	7:00 am
Impromptu Ride	Sun	20 th	LV FINA	10:00am
Ice cream Social with Chapter R	Sat	26 th	TBD	1:00 pm
Picnic Ride Beverly Leads	Sun	27 th	Details on web	

June

J.D Walker leads (check web for details)	Sat	2 nd	LV FINA	TBD
LCR Cathy Smith leads	Sun	10 th	LV FINA	TBD

Consult the web for more fun activates

FINA Station - 1721 FM 157 West of US-287, Mansfield, TX

Chapter Meeting 1st Thursday of each month,

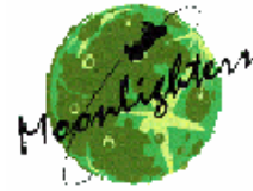
Dinner at 6:00 PM

Meeting at 7:00 PM

Spring Creek Barbeque, 1724 HWY 287 (at Debbie Lane), Mansfield, TX



May 2007



GWRRA Chapter M Events

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	fast	1	2	3 Chapter Meeting 7 pm Spring Creek	4	5
6 Breakfast ride LVFINA 8 a m	7	8	9 Staff Meeting 7 p m Spring Creek	10	11	12 Parkland Foundati LVFINA 8:30 a m
13 MOTHER'S DAY	14	15	16	17	18 Texas District Rally Witchia Falls Leave Western Center 8 a m	19
20 Imprompto Ride LVFINA 10 a m	21	22	23	24	25	26 Ice Cream Social 1:00 p m
27 Picnic Ride Details on Web	28 Memorial Day	29	30	31		



June 2007



GWRRA Chapter M Events

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2 J.D. Walker leads details to follow .
3	4	5	6	7 Chapter Meeting 7: p m Spring Creek	8	9
10 LCR Ride Cathy Smith leads.	11	12	13 Staff Meeting 7 p m Spring Creek	14	15	16 Jim C leads Details to follow
17	18	19	20	21	22	23
24 Ken Olson Lunch Ride LVFINA 9:00 am	25	26	27	28	29	30

SPECIAL DATES

May 2007

Birthdays

Fred Myers	2nd
Maricela Mc Afee	4th
Anita Embry	10th
Sheila Penny	16th
Mary Tyler	22nd
Ida Bierman	24 th
Bruce Popko	25 th
Thomas Peterson	27 th
Ed Kelly	29th

Anniversaries

Randy & Susan Scoggins	2nd
Richard & Beth Hendrickson	7th
Jan Brocius & Tommy Rankin	10th
Bruce & Judy Popko	20 th
Bill & Cozette Lawerance	22nd
Robert & Pam Furr	27th



SUNSHINE REPORT...

Hello Moonlighters!!

Well Spring has sprung and WOW what a spring it has been thus far. March and April have had some FANTASTIC RIDES!!! The Marshall Rally was a blast with lots of great rides, fun and fellowship. Cindy and Warren put together a wonderful weekend.

Lonnie's ride to East Texas was a winner, with "oohs" and "auhs" from all. The ride provided a chance to practice all types of riding areas and the views were spectacular. Wildflowers were prolific!

The roads were spectacular with new routes that no one had been on before. They were hilly, curvy and just perfect. We also went to Davy Dogwood Park for a ride on the trail. Someone thought he saw an "armadillo" because he went "off roading" for just a bit and wound up in the bush headed straight for a picnic table. Thankfully no one was hurt. Due to his



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his amazing skill and agility, he kept the bike on two wheels and no harm done. He did joke that he might need a diaper change after the "incident". There were 14 bikes and 24 people on the ride. Thanks "Armadillo Mike" for the EXCELLENT job as tail gunner.



The Big Bend Ride aka... *The Dead Goat Ride* was SUPERFABULOUS!!! (Is that a word...??) 24 Bikes and 34 riders came together to spend four fantastic days riding in the Big Bend area. Rowdy and JoMama clearly put a lot of time and energy into planning and then leading this event. I am sure there will be lots of information in the other articles and of course CHECK THE WEB SITE for photos of the trip. Just when you thought it could not get any better, you would turn a corner and go "oh WOW". Hats off to those who helped to make this event a reality.

So... what does this have to do with The Sunshine Report? I am glad that you asked. Friendship, support, acceptance and tolerance. None of these

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rides and the pleasure enjoyed during them, could be possible without the ones who planned them and the ones who eagerly participated. It takes everyone in the chapter to contribute to the "Chapter Life". So I encourage you to get involved in the chapter... you will be so glad that you did.

If you missed these rides, don't despair!!! There are more planned in the weeks and months ahead. See you at the next ride, until then...

Let Lonnie and I know how we may better serve the Chapter.

Loving you always.... Sunshine

A man appeared before St. Peter at the Pearly Gates. "Have you ever done anything of particular merit?" St. Peter asked. "Well, I can think of one thing," the man offered. "Once, on a trip to the Black Hills out in South Dakota, I came upon a gang of bikers, who were threatening a young woman. I directed them to leave her alone, but they wouldn't listen. So, I approached the largest and most heavily tattooed biker and smacked him in his face, kicked his bike over, ripped out his nose ring, and threw it on the ground. I yelled, "Now, back off!! Or I'll kick the crap out of all of you!" St. Peter was impressed, "When did this happen?" "Just a couple minutes ago..."

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Rubber Band Effect

Someone made a comment at a meeting that they had to run 75 MPH to keep up with the group on a ride. So I did a little research and came up with the following information. I know it's long but it just didn't make sense when shortened.

While most of us know that it takes about 1 second to recognize and begin to react to a threat ahead of us, it usually takes from 2 to 3 seconds for riders to recognize and begin to react to a change in speed (increase) of the bike in front of them when they are riding in a group.

A couple of seconds doesn't sound like much, I'm sure, but while at 2 seconds a small group of bikes can usually manage rather well, at 3 seconds some serious problems result. This is particularly true if there are more than six bikes in the group.

The following, I hope, will convince those of you that lead group rides to proceed with new caution.

At 60 MPH your bike moves 88 feet per second. Assuming that you maintain a 1-second gap between bikes in the group then each is about 88 feet behind the next one. At 70 MPH the gaps would be about 103 feet.

A trivial example first - let's say that the lead bike increases speed from 60 MPH to 70 MPH. It takes about 2 seconds to do so if you are casual about it though you could do it in half that time. What happens to all the bikes behind that lead bike?

Most people think that each will, in turn, simply follow suit. That is, each will also accelerate modestly at the rate of about 7.5 fps/s (5 MPH/Sec) and, thus, maintain 'the group'. That is not at all what actually happens.

After the first second of modest acceleration by the lead bike the distance between the second bike and the first one has grown from 88 feet to 92 feet and one second later the gap has become 103 feet. By coincidence this is exactly what the new distance between bikes should be while riding at 70 MPH. However, the second bike has not yet even

begun to accelerate and is now moving 10 MPH slower than the bike ahead of it.

It follows, of course, that the gap between the bikes will continue to grow until the second bike is also moving at 70 MPH - 2 or 3 seconds later. That is, if the second bike realizes that the first one is pulling away from him and begins to accelerate his own bike within only 2 seconds then he too will be traveling at 70 MPH within another 2 seconds. If it takes him 3 seconds to recognize a widening gap and react to it then it will take another 2 seconds for his speed to match the bike ahead of him.

In the best case (2 second react/respond time) the gap between the bikes will have grown to 117 feet, and if it took 3 seconds that gap would have grown to 132 feet.

Clearly once the speeds are the same the gaps will remain the same. BUT, since the group prefers to travel with a 'one second' gap between bikes, the second bike **MUST GO FASTER** than the first one for a brief time in order to 'catch up.'

If we assume that the riders in this group are conservative and individually elect never to travel more than 5 MPH faster than the bike ahead of them as they are closing their gaps then the second bike will continue to accelerate for 1 additional second and attain a speed of 75 MPH while the first one continues at 70 MPH.

In fact, the second bike will have to ride for **TWO SECONDS** at 75 MPH while the first one rides at 70 MPH in order to close the gap to 106 feet, and then he takes 1 more second decelerating to 70 MPH during which the gap between them reduces itself to the desired 103 feet.

This little example of the dynamics between just two bikes is trivial in consequence and easy to

Other Area Chapter Meetings

- "B/N" 7:00 PM on 2nd Tuesday, Spring Creek, Garland, Dallas
"F2" 7:00 PM on 1st Tuesday, Luby's Cafeteria, 251 University Dr., Ft. Worth
"P" 7:00 PM on 2nd Thursday, Spring Creek 317 Hwy 377 @ Overton, Granbury
"R" 7:30 PM on 4th Tuesday, Fuddruckers (near Bass Pro Shop), Grapevine
"U2" 9:00 AM on 3rd Saturday, Golden Corral, 1120 William D. Tate, Grapevine
"W2" 7:30 PM on 3rd Thursday, Fire Mountain, 1400 N. HWY 77, Waxahachie
"Z2" 7:00 PM on 4th Thursday, Steak Kountry, 153 Westgate Shopping Center, McKinney

understand. With modest effort it can be seen, however, to be anything but trivial farther back in the pack.

Let's look at the third bike in the group. About 2 seconds after the SECOND bike begins to accelerate the third one follows suit. Three seconds later the gap between the second and third bike has, as expected, become 117 feet. But, because the second bike is traveling at 75 MPH at that time rather than 70 MPH like the first bike, the gap continues to widen and within one more second becomes 128 feet. Clearly the third bike must use more effort to catch up to the second bike than the second bike needed to catch up with the lead bike. Indeed, the third bike will have to accelerate to 75 MPH and will have to maintain that speed for FOUR SECONDS instead of the two required by the second bike in order to close up that gap.

WORSE, the next bike will find that the gap he has to close has grown to 132 feet before it begins to shorten and then ONLY IF HE ACCELERATES TO 80 MPH instead of 75. This, because the third bike is traveling at 75 MPH rather than 70 MPH when the gap has reached 132 feet. The gap would be larger still if bike number four merely accelerates to 75 MPH.

In a group of only six motorcycles, the last one will find the gap between himself and bike number five to grow to 143 feet before it begins to close. He will have to accelerate to 80 MPH, hold that speed for three seconds, drop to 75 MPH for an additional three seconds, and then finally drop to the group speed of 70 MPH in order for all members of the group to end up with a 1-second gap between them.

Further, it will be at least 11 seconds after the lead bike has started to accelerate before the sixth bike does so. Imagine what will happen if during that time the lead bike applies his brakes in anticipation of entering a curve!!!!!!!

Though this was a trivial example it demonstrates very well what we have all experienced in the past - the 'rubber band' effect. Imagine how PROFOUND this effect becomes when the example changes. For

example, imagine what happens at the end of a string of 14 bikes rather than only 6. Or what happens if the lead bike, upon exiting a 35 MPH curve, goes his bike to 60 MPH as fast as it can get there.

There are things that tend to mitigate these problems:

- * Lead bikes can change speed more gradually.
- * Lead bikes can announce speed changes over the CB and, thus, reduce reaction times for all.
- * All bikes in a group can react to changes in speed of bikes that are farther ahead of them than just the one immediately ahead.
- * The members of a group can simply NOT crank their throttles up to excessive speeds just to keep the group spacing 'correct'.
- * The '1-second between bikes' rule should be abandoned whenever the group is riding 'twisties' - it makes sense only when traveling in a straight line on open highway. Everyone rides their own ride.
- * Never allow a group to become larger than SIX bikes if even one of the riders is inexperienced with group riding. Never larger than EIGHT bikes even if all are familiar with the riding habits of each other.

If you think that the 'rubber band' effect is a problem when accelerating think of what happens during braking!!

Acknowledgements go to: James R. Davis

Jim Carpenter

Rider Educator

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WHAT A HONOR

On March 17th Rhonda and I were enjoying the festivities in Dublin, TX. Cindy pulled us aside and asked us to be C.O.Y. "What" we said, she repeated the same question. We asked her a few questions like: why us?

I'm not easily surprised by things, but this one did. We told her that we would consider it, discuss it and give her an answer. We felt that it was a great honor just to be considered and asked but we couldn't figure out why us. I mean, we don't do a lot for the chapter (at least we don't think we do). We just show up for rides and meetings that we can make. Sometimes I even lead a ride or two. We did discuss it over dinner that evening we looked at the pros and cons (the pros won). As you know we have already been put to work. With the district rally coming in May, the chapter was going to enter a COY basket; we have been given the honor of picking up the basket and running with it. The theme is "M" and/or lime green things, so if you want to donate or have ideals let an officer know. This is the first of many things that we will be doing. As your ambassadors we plan to visit other chapters; not only to let them know that

(like they don't already know that) but they are welcome to join us anytime on a ride or meeting. That is what family is all about. Also with the "fun run" coming up in a few months that will be another reason to visit other chapters. Anybody that wants to join us on these visitations is more the welcome to come along, just let us know.

When we accepted this position, we decided that we would do it all the way. We are in the process of getting our vests and outfits ready for selection in Jan. at the midwinter round up. We want to do CHAPTER M proud by being the best we can be. So if there is anything that we can do to help the chapter or you let us know and we will see what we can do. Also we would like to thank those that selected us for having the confidence in us and we will do the best we can.

Larry and Rhonda Jennings
Chapter COY

Thought for the Month:

Life is short. Break the rules. Forgive quickly. Kiss slowly. Love truly. Laugh uncontrollably. **And** never regret anything that made you smile.

SPOTLIGHT ON THE CHAPTER



Dayle and Sheila Penny

What is there to know about Sheila and Dayle? I was a Paris, Texas baby with bright red hair and kept that image thru 40; controlling, opinionated and down right mean and rotten. Dayle on the other hand was a Ranger, Texas baby with adorable curls, dark hair and olive complexion with a nature to enjoy life and that is exactly what we have done for 37 years of marriage.

Some of you know that we live by a blackboard; this is true, I will admit it now, but do not speak of it. Dayle is older and wiser and that should explain the blackboard lessons. I on the other hand am a visual person; I cannot comprehend anything unless it is drawn out or drawn up; if you get the drift.

Married 37 years has given us a lifetime of joy; the only thing we ever argued over was left over sausage. Dayle has climbed every career ladder wherever he has been from Air Force; he was a champion boxer; at Hilti Fastening Systems, Nissan Motor Corporation, Headquarters in Dallas and Denver, Ling Temco Vought in Grand Prairie which is where we met, General Dynamics in Brussels, Belgium for 3.5 years where our son was born, back to Lockheed Martin for 21 years, then off to Motorola Corporation to save his sanity for 5 years; to being called back to Lockheed with an attitude of "show me the money" sums up a lifetime of enjoying the lead role and he goes up and up. Dayle is a quiet intellectual bird stuck with what I have been referred to as "a wild and weird duck" according to the Littleton, Colorado Hospital Cancer Team; so go figure that one out.

I danced all my life from the time I was a 5 to the time Dayle swept me off my feet. I taught ballroom, toe, ballet and jazz for over 25 years. Considering my

stardom in the metroplex, dancing with famous Buddy Harris at requested performances would of made us 1st place performers on "Dancing with the Stars" except we were famous for our lifts we put together that were breath taking and dangerous feats.

Motorcycling has always been a part of our life. I use to climb steep dirt hills at Lake Arlington on a Honda 100 in my high school years. Dayle has been thru more motorcycles, dune buggies, and vehicles than the parts that make them up. He loves to tinker. His love of life would be to have owned a Junk Yard and everything in it but he got me.

We toured on a Venture for a while till Honda brought us back to life again and then we discovered the marvelous Chapter M. We are not much of a couple to hang out with; we get up early and go to bed by 8:30. But since we have developed at meetings and rides such friendships with chapter M members, there are many of you who we would love to spend days and weekends with; without the blackboard of course.

Dayle was raised on a peanut, ramballa sheep farm outside of Ranger. Every year he and his sister would take the sheep to the state fair and to this day own many ribbons, blue ones, from the care and size of their animals; they were famous. So when we met the first time, he figured out quick that a cow on a can of pet milk was probably the only experience I had to farming. Every year we go to the OU and Texas football game at the state fair, it is a family tradition for us.

Living and traveling all over the world we have from: Thailand, Singapore, Indonesia, Korea and All of Europe, but the U.S. we will explore in our retirement years. We were blessed with one child, David Allen, which is a long hard story we do not share with many. He was born in Brussels, Belgium and to say at least, we are both still alive and that is enough said about that adventure. An Austin residence he is; who after 8 years of love and devotion FINALLY proposed to Tatiana Lorena Canales on St. Patrick's Day weekend this year. We were totally surprised and so was Tati. We are having a wedding on December 31, 2008. Tati and her family are building a hotel in Nicaragua, one that will cover over 30 acres on a prime location of beachside property. 2011 is the finished target date, as the news we have heard lately. We are not the kind of folks to follow behind but as we get older that idea changes; so no telling where we will be in 5 years from now. Our son loves Honduras and that is where part of Tati's family is from. Interesting life we will have in our retirement years but we know one thing CHAP. M will always be the biggest part of it.

Moving 2 times in a year and half from Texas to Colorado back to Texas has taken a toll on our lifestyle and we still to this day are not settled. Sensing we are getting older, a pleasure ride with CHAPTER M is a lot more important than getting settled.

In closing, Chapter M has given us many lights of enjoyment. We consider everyone we meet a part of our life we want to extend. We invite any and all of you to our home; our doors are always open. We wish we could ride every weekend, every event, every trip, but I bog that image down; but keep in your thoughts; our idea of a weekend to remember or trip to remember is riding with CHAPTER M friends.

We love you all.

Sheila and Dayle

"Hooked On A Feeling",

by Ginny Topley

You could pretty much say my first ride on a "Wing" was my first date with my husband, David. We worked at the same company, although in different departments, and it was rather hard not to notice the "TDH" (tall, dark and handsome) guy who always seemed to be in the break room when I was, towering above just about everyone else at the coffee machine and cutting up to liven the morning as everyone struggled to get their eyes open and the brain cells stirring. Somehow we always had something to talk about in the mornings, sometimes horses (since I owned one) or scuba diving, but often as not David would tell me about a ride he'd had the past week-end on his "Wing"- a dinner ride, a breakfast ride or just a cruise through the countryside, even though it was early March and still blustery and cold. 'Wing?', I thought to myself, 'what the heck's a "Wing"?' One morning David dropped by my office with a photo of "the Wing", just like a proud daddy. I had to admit to myself that it was a beautiful machine- a teal blue with lighter colored panels and gold pin-striping...and chrome, lots of chrome. I thought to myself, 'probably noisy too, like those Harleys you see tearing off down the street, making such a God-awful racket you can't hear yourself think'. Was this one of those 'bad biker 'dude'? I wasn't sure but would find out soon. As the weather finally started warming up and gentle warm breezes started stirring trees and vegetation out of their slumber, David rode his Wing to work one morning and invited me out to take a look at it in the parking lot. We walked out to the parking lot at lunch and there was the Wing, covered up. Not a cloud in the sky but it was all covered up like it had been lovingly tucked into bed. 'Why the cover?' I asked, it should have been obviously to me since our office was in Downtown Fort Worth with buildings all around and trees. Mind you, I hadn't been working in the downtown

area for very long and had not yet encountered the scourge of every new car owner, or motorcycle owner; grackles. David proceeded to carefully uncover the Wing and what a sight it was to behold!! Like the picture- all shiny chrome and a glowing metallic teal-blue color. I had to admit it was gorgeous! I could certainly see why he was so proud of it. He carefully covered it back up and cast a leery eye at a tree close by under which I had parked my car in a recently assigned parking space and mumbled something about "those damn' grackles". I was soon to find out why my car should have been moved from under the tree at dusk when the grackles came to roost. As the weather continued to warm up, (and at this point I was ready to go for a ride), David finally invited me out for a ride on the Wing. We set a time for a Saturday morning and he showed up promptly, clad in leather. At this point I thought to myself, 'OK, I guess he is one of those bad biker dudes after all and what have I gotten myself into?' (not that he didn't look good in black leather!) Seeing my hesitation, David explained to me that it was to block the wind off. Mind you, he didn't tell me the real reason, for protection, as that might have scared me off of this idea, even though I've ridden horses bareback at a full gallop and jumped them over four foot fences. Somehow that was different and safer. At this point and time, poor Christopher Reeve hadn't fallen off his horse yet. Still having some misgivings, I grabbed a jacket and a pair of ropers and pulled them on (the latter so I wouldn't look like a total greenhorn since all the "biker babes" seemed to wear them). I was drawing the line at the leather bustier, though. David plugged my intercom wire onto the helmet ('wow, we can talk to each other and listen to music, too?'), we mounted up on the Wing and he pulled out of the driveway and cruised up the street. As I lived out in the country, the open countryside was only a short distance away and the Wing was soon cruising along. With the sun warming our backs and a warm gentle breeze stirring up the fragrance of new-mown grass and hay as we cruised along backcountry roads, I was soon in hog-heaven, or should I say "Wing heaven". This was better than a horse and that was saying a lot for me! Since that first ride, we've had many others with some being road trips into the Texas hill country, the Ouachita Mountains of west Arkansas, through the Smokey Mountains and even "the Dragon at Deal's Gap". For all our rides as a couple, though, finding the "Goldwing family" has been a real trip and has greatly enhanced our enjoyment of this past time. With work and other "unfortunate distractions", we had not done much riding in the last few years but after attending one Chapter M meeting and the annual Toy Run, the enthusiasm and wonderful camaraderie was contagious and we're hooked again!

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Chapter "M" Directors
7545 Terry Dr.
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This Newsletter Especially For.....

