



Sandlines

The Monthly Newsletter of the Sand Dollar Motorcycle Club

JULY 2020



Celebrating 40 years of Riding from the Emerald Coast!



President's Corner

Hey Sandies,

We held our first meeting in three months at the Liza Jackson Park. It was really great seeing all of you including the new faces of the Sandollar's. We are still growing and that is a good thing.

Just want to remind everybody that would be having a poker run coming up in November so if all of you can try to get door prizes that would really help. Hopefully things will continue to open kinda questioning that. We still need help getting anything we can use.

Lord knows the weather is getting hotter so everybody please stay hydrated and ride safe

Robert Woods

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The Sand Dollar Motorcycle Club is a Chartered AMA organization. The Sand Dollar Motorcycle Club is open to all motorcyclists irregardless of riding experience or brand of motorcycle, as long as they share the Club desire to ride safely and have a good time riding.

Birthdays August



**IF YOU SEE THESE SANDIES THIS
MONTH, WISH ALL OF THEM A VERY
HAPPY BIRTHDAY....**

**Joe Foor
Pat Griffin
Howard Wilson III
Bob Lawrence**



**We wish all these couples a very special
wonderful and joyous anniversary**

Pat & Kathy Griffin



Some Photos from past 4th of July Rides

What's Happening

Breakfast before our Rides..... Joe & Eddie's Restaurant (Across from Goofy Golf) 8:00 am. A note, Joe's has a bunch of new Wait staff, when you walk in and sit down, put your order in right away. Don't wait for other Sandies to join you. We leave at 9 am period.



Check your Calendars.....I think I see some chances to show off those Hawaiian shirts! It's The Sand Dollar Motorcycle Club out for another fun and wonderful 'Shirt Ride and Pikanik'. Since Aloha or Hawaiian Shirts have become our default formal attire, why not flaunt same? What better to flaunt it than ride somewhere wearing said Shirts? The louder, the more colorful the better is our rule of thumb. Dogs may still chase us, but if they don't have a paw covering their eyes, someone's shirt is not LOUD enough! I say if your family would be embarrassed to see you in it then it's perfect Sandie wear.



Our 40th Year in 2020

First of all, as in all years, The Sandies are in a State of Confusion. Now ya gotta admit that there is damn funny. Okay try to be a little serious, with this Krewe, its damn hard I 'll tell ya, to be serious that is.

The wonderful thing about The Sandies is that we don't take our selves a bit seriously. The exception to that is how we ride and how we work to keep sharpening our skill set.

The Sandollar M/C in comparison to Clubs half our age and much younger is in damn good shape. This is 100% due to the wonderful members, no matter how crazy, yes, the Mother-ship is coming, of The Sandollar M/C Inc.

Let's Ride and Have a Great 2020 !!!!!

Rides are Happening

Keep your eyes on Facebook and your email. Rides are happening and fun is being had. We are still observing the Social Distancing rules but using the wind to help cure the "Cabin Fever".

Tim White has been taking some days to ride with the few that show and has also taken on some Saturday rides. Keep in touch electronically and you can ride with us.



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<http://www.facebook.com/pages/Sandollar-Motorcycle-Club/110038601999>



<http://www.myspace.com/sandollarmotorcycleclub>



<http://sandollarmotorcycleclub.com>

Minutes from Sandollar M/C Business Meeting June 16, 2020

Robert Woods call the meeting to order at 9:00 AM

Treasurer's Report

Edna read the Mar-May 2020 Treasurer's report. The report was approved as read.

Road Captain's Report

George gave the Road Captain's report for the June & July. events. Please call or text George Engler at 850.244.0376 with any questions or comments regarding the ride schedule.

Save the Dates:

- 6.14.20 Breakfast Ride
- 6.20.20 Stop the Bleed Class - OCSO Training Room 5:00pm

- 7.3.20 Business Meeting
- 7.19.20 Skills

Old Business

Reminder about Pumpkin Run scheduled for Nov. – will be out of Harley Shop if they will open on a Sunday if not location TDB.

New Business

Robert reminded everyone to be vigilant as they ride. Drives are distracted with worry about health, jobs, etc. and are not paying attention.

Patches given out to Jim Waters for Lighthouse tour, Mark Shaw and George Engler the whoopsie patch.

Membership dues are due in July.

PAWS sent out call for help for cat and dog food – members donated over 1,500 lbs of food – special thanks to Steve, Mark, George & Sam.

Meeting Closed – There being no further business for the benefit of the Club the meeting adjourned at 9:20AM

The recipe below was submitted by Tanya Erickson, 2005
Tanya was a terrific Rider, retired as a Chief Master Sargent , Tanya and her husband moved to Montgomery. A bit later Tanya was involved in a motorcycle accident and couldn't ride any-more. She still lets us know that she is alive and well. So in Tanya's honor here is her famous Cake recipe. It is the Bomb.

Earthquake Cake

Ingredients:

1 c. chopped nuts
1 3 $\frac{1}{2}$ oz can sweetened flaked coconut
1 box German cake mix, mixed according to box instructions
 $\frac{1}{2}$ c. /butter
8 oz. cream cheese, softened
1 lb box powdered sugar

Directions:

Grease 13X9 cake pan. Cover bottom with nuts and coconut pour prepared cake mix on top. Melt butter and stir in softened cream cheese and sugar, gently spoon over top of batter. Bake at 350 for 40 - 42 minutes or until top is kinda flaky.



Stop The Bleed Class, The Tale of an IOU

The Blue Knights were gracious enough to invite The Sandies to their Stop The Bleed Class. Sandies this class is vital if you ride the first person at a motorcycle accident is usually another motorcyclist. Knowing what to do can be the difference between life and death. That's why classes like this and Accident Scene Management are so vital. The Sandies will be offering Accident Scene Management later in 2020. All Sandies get a discount on the fee by the way.

Wes H set-up the Class, Deputy Josh Kimbrel taught the Class. Deputy Kimbrel did a fantastic job. Instructions were clear and concise, he answered every question, he knew what he was talking about. 14 Sandies made the class and came away with some new found information. Applying a tourniquet has come a long way from a shoe lace and a stick. The new Tourniquets are designed to do just that stop the bleeding. We also learned about Quik Clot gauze another product that has come a long way. The old Quik Clot literally cauterized the wound to stop the bleed. The new stuff uses stuff made from shrimp and it clots imagine that.

I finally got to meet Jill and Mike Crew, they have been Sandies for a while but we never had the opportunity to meet. Well I can take that off my Bucket List, very nice folks, also renewed for 2021. That was a segway into Dues are now due. Tommy N and Sandy S were there as Blue Knights and also as Sandies. That is no big deal for The Sandies. You can belong to all the different Clubs you want. We just ask when we need your help that you respond and help. JoeJoe was there, kept trying to apply the Tourniquet to my neck, sheesh. Mark S took time out from a very busy schedule to attend, good to see Mark. Tony and Niki Galso were there, Tony and Niki are new to The Sandies, but Tony and Niki are not new to Riding . By taking classes like these it also shows that care they about Riding. Da Duke (Jim M) showed up in , gasp , a car and a SUV at that. I guess I've gotten so used to seeing Jim on his Zero Motorcycle. So when I saw Jim sans The Zero I was a bit taken a back.

Now let me tell you the tale of Sir Mac. Wes had some extra tourniquets that the Blue Knights purchased for this class. Wes said that we could buy the extras for 10 bucks a piece. Now that's a real fair deal considering what you pay through regular channels. Sir Mac raises his hand to buy one, Wes brings it over. Mac then hands Wes a piece of paper. Wes gets this huh look on his face, then it dawns what on Wes what Mac handed him. Mac had proudly presented Wes with an IOU for 10 dollars ! The look on Wes face was priceless, Mac actually looked confused when Wes asked for cash. The IOU promised payment on a date far into the future. Folks wonder why I take drugs, now ya know.

Seriously it was a great class learned a lot, would take it again if offered.

George



 **STOP**
THE BLEED

SAVE A LIFE

Socially Distanced Breakfast Ride

We started from the site of the old Waffle House on 98 near Red Lobster. Seems Waffle House's website says that it is temporarily closed but if you look closely to the pictures you will notice that it is now the new location of "Nacho-n-Taco Taqueria". I don't think this is "temporary" as they have redesigned the entire restaurant.

Tim W., Sandy & Tommy, Mac & M2, Robert & Sharon W., our newest member Lila B., and myself (Joejoe) left for parts west at 7AM.

We had an uneventful ride to Alphy's at Sandollar plaza in Navarre, FL.

We met up with Munchkin & Helen, Tony G. & Nikki G. at Alphy's for breakfast.

Mark S. showed up to say "Hi" on his way to work.

Breakfast was good and plentiful. Ask our newest member Lila about the size of the pancakes.

After breakfast Robert and Sharon headed home and most of the other followed Tim W. on a fun jaunt up to Holt for a short break.
(Hey George! We even did a U-Turn when one of the roads turned to sand.)

After Holt several members headed out to various locations and the rest of the crew followed Tim W. for some fun road searching and discovering. Our ride to the Holt fuel station was through the Blackwater Forest.

Several members split off from the group soon after Holt so it was only Tim W., Mac and Joejoe that rode the entire ride up through Paxton and back to Fort Walton.

When Tim W. & Joejoe stopped at Luvs at the North end of 285 Mac kept going home while Tim and Joejoe took a short break and headed south soon after.

The entire ride ended up as 185 miles in what turned out to be 94 degree weather.

Joejoe



Roads

REG: They've bled us white, the bastards. They've taken everything we had, and not just from us, from our fathers, and from our fathers' fathers.

LORETTA: And from our fathers' fathers' fathers.

REG: Yeah.

LORETTA: And from our fathers' fathers' fathers' fathers.

REG: Yeah. All right, Stan. Don't labour the point. And what have they ever given us in return?!

XERXES: The aqueduct?

REG: What?

XERXES: The aqueduct.

REG: Oh. Yeah, yeah. They did give us that. Uh, that's true. Yeah.

COMMANDO #3: And the sanitation.

LORETTA: Oh, yeah, the sanitation, Reg. Remember what the city used to be like?

REG: Yeah. All right. I'll grant you the aqueduct and the sanitation are two things that the Romans have done.

MATTHIAS: And the roads.

REG: Well, yeah. Obviously the roads. I mean, the roads go without saying, don't they? But apart from the sanitation, the aqueduct, and the roads--

COMMANDO: Irrigation.

XERXES: Medicine.

COMMANDOS: Huh? Heh? Huh...

COMMANDO #2: Education.

COMMANDOS: Ohh...

REG: Yeah, yeah. All right. Fair enough.

COMMANDO #1: And the wine.

COMMANDOS: Oh, yes. Yeah...

FRANCIS: Yeah. Yeah, that's something we'd really miss, Reg, if the Romans left. Huh.

COMMANDO: Public baths.

LORETTA: And it's safe to walk in the streets at night now, Reg.

FRANCIS: Yeah, they certainly know how to keep order. Let's face it. They're the only ones who could in a place like this.

COMMANDOS: Hehh, heh. Heh heh heh heh heh heh.

REG: All right, but apart from the sanitation, the medicine, education, wine, public order, irrigation, roads, a fresh water system, and public health, what have the Romans ever done for us?

-Monty Python's Life of Brian (1979)

What have the Romans ever done for us?

All right, but apart from the sanitation, the medicine, education, wine, public order, irrigation, a fresh water system, public health, and roads...

... and roads... The first of the great Roman roads began in 312 BC, and as their

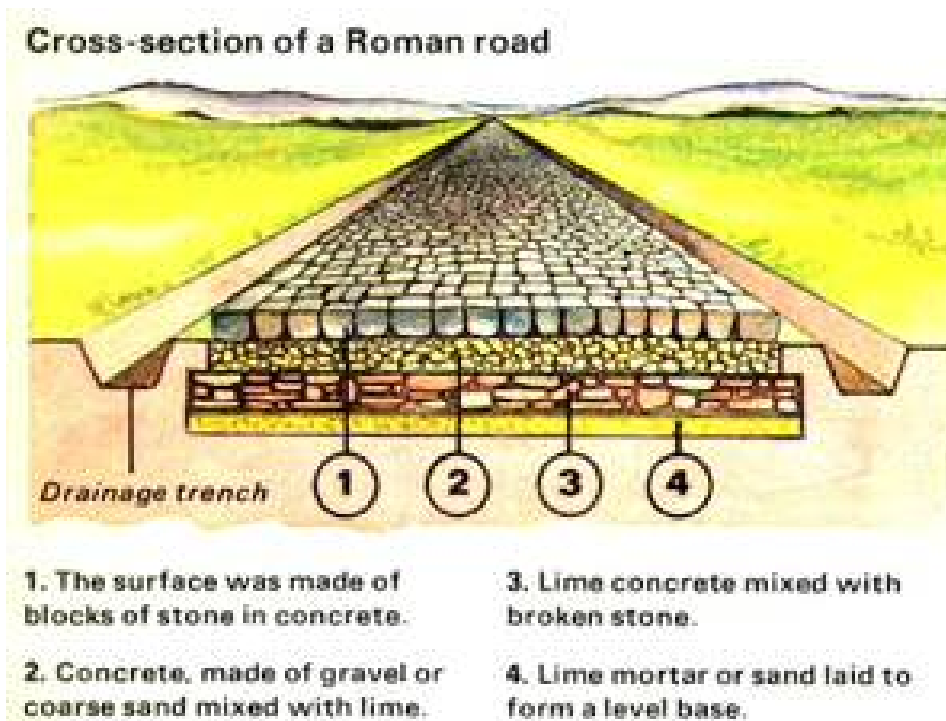
empire grew, so did their road network.

A Roman road was a multi-layered architectural achievement, but the construction process was fairly simple to define.

First the two parallel trenches were built on either side of the planned road, with the resulting earthworks, stone, etc., being dumped and built up in the space between the two ditches.

Next, the diggers would make a shallow 8 to 10 foot wide depression down the length of the future road, and line the edges with curb stones to hold the entire construction in place. The bottom of this depression would then be lined with a series of stone fillers.

The road surface was then laid down using large, tight fitting, flat stones that could be found and transported locally. These larger surface stones would be cut to fit when possible to make the surface as smooth and seamless as possible.



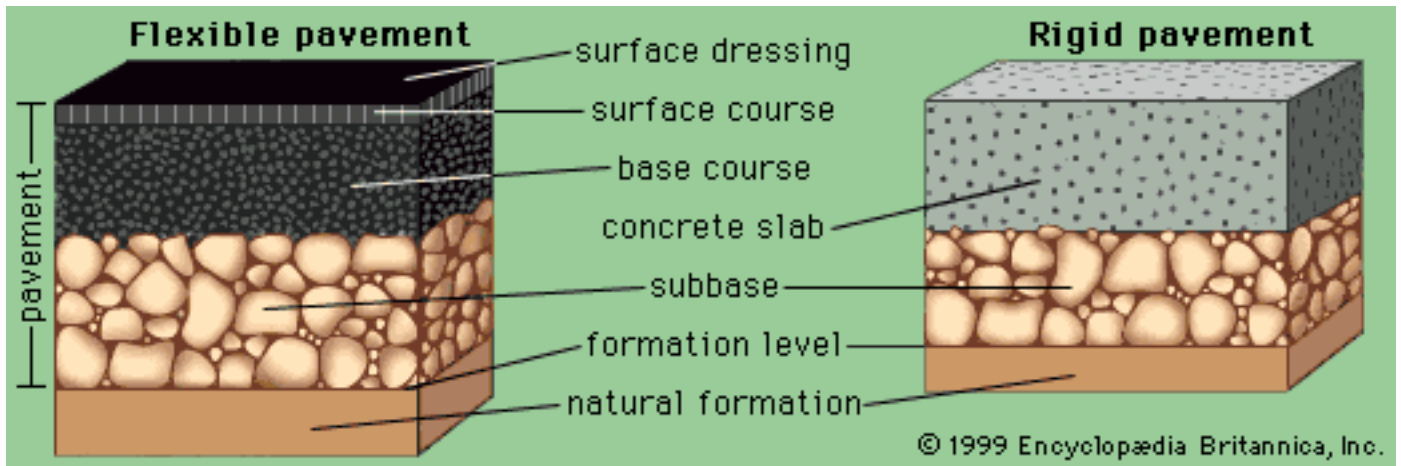
Two thousand years later, civil engineers plan much in the same way, but with a few more computers in the room.



After a route has been selected, a three-dimensional road alignment and its associated cross-sectional profiles are produced. In order to reduce the amount of earth to be moved, the alignment is adjusted where practical so that the earth to be excavated is in balance with the embankments to be built.

Road traffic is carried by the pavement and in order to design this structure, existing records must be examined and subsurface explorations conducted. The engineering properties of the local rock and soil are established, particularly with respect to strength, stiffness, durability, susceptibility to moisture, and propensity to shrink and swell over time. Soils unsuitable for the final pavement are identified for removal, suitable replacement materials are earmarked, the maximum slopes of embankments and cuttings are established, the degree of compaction to be achieved during construction is determined, and drainage needs are specified.

The top layers, or pavements, are called either flexible or rigid, according to their relative flexural stiffness. Flexible pavements have broken stone pieces glued together with bitumen to form asphalt. In order to maintain workability, the stones are usually less than 1.5 inches in size. Initially the bitumen must be heated to temperatures of 300°–400° F in order to make it fluid enough to mix with the stone. At the road site a paving machine places the hot mix in layers about twice the thickness of the stone size. The layers are then thoroughly rolled before the mix cools and solidifies.



Cross sections of modern pavements (Left) Flexible asphalt-based pavement. (Right) Rigid portland-cement concrete pavement. Encyclopædia Britannica, Inc.

Rigid pavements are made of portland cement concrete. The concrete slab ranges in thickness from 6 to 14 inches. It is laid by a paving machine, often on a supporting layer that prevents the pressure caused by traffic from pumping water and natural formation material to the surface through joints and cracks. Concrete shrinks as it hardens, and this shrinkage is resisted by friction from the underlying layer, causing cracks to appear in the concrete. Cracking is usually controlled by adding steel reinforcement in order to enhance the tensile strength of the pavement and ensure that any cracking is fine and uniformly distributed. Transverse joints are sometimes also used for this purpose.

<https://www.tallahassee.com/the-birth-of-i-10-was-not-an-easy-ride/>
The Birth Of I-10 Was Not An Easy Ride; The Missing Link (Alyssa Brown, Tallahassee Magazine, Nov 3, 2014)

If you remember heading west on the Big Bend stretch of Interstate 10 in the 1980s, it would be nearly impossible to forget the rhythmic sound heard by every driver from Tallahassee to Pensacola: Ba-bump. Ba-bump. Ba-bump. A fitting soundtrack to play against 200 mind-numbing miles of green trees, grey pavement and straight, yellow lines.

"I-10's original slabs were made of Portland Cement Concrete laid directly onto an aggregate base on top of clay soil, and were not tied together with reinforcing steel known as dowel pins," said now-retired, 31-year DOT construction training engineer Gordon Burleson. Also, he explained, the clay soil's impermeability enabled it to trap water under the pavement. "The weight of passing cars, combined with a soft base caused the slabs to tilt and make a bumping sound as cars moved from slab to slab," he said.

Several methods were used to correct the problem. In some areas, dowel pins were placed in the joint area between slabs and the tilted joints were milled (ground) smooth. In other areas the original Portland Cement Concrete was removed altogether,

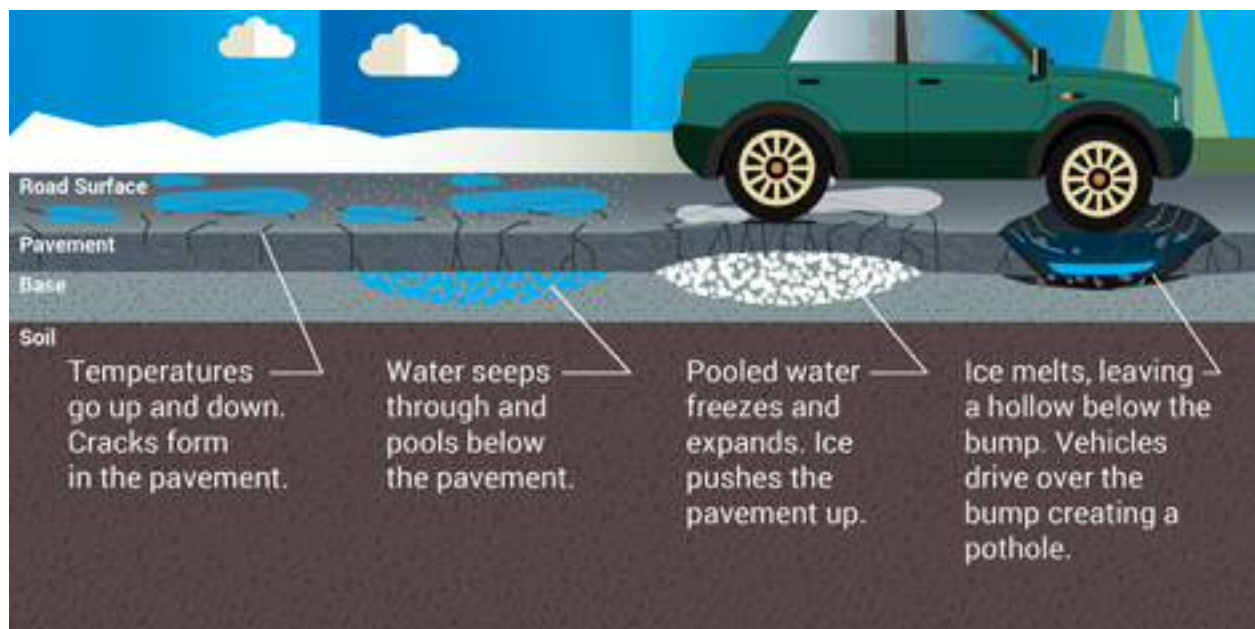
crushed at a rock crushing plant and used as an aggregate for asphaltic concrete. Another method was to completely crack the concrete slabs transversely every two to three feet and apply a "crack relief layer" of liquid asphalt with rock laid on top, followed by another layer of asphalt and smaller rock with the final layer being an asphaltic concrete riding surface.

And what other road imperfections that we ride over, around, and through?

Such as, potholes. Potholes are caused when moisture gets into the cracks in the road which expands and contracts with the change of weather.

The holes get bigger as vehicles drive over them damaging the structure of the road below its surface layer.

Potholes are always a fairly round shape because they stem outwards from the area of the least resistance (the initial crack), much like our larger sink holes that appear around the state.



And what about those washboard dirt roads?

Some experts who maintain dirt roads say that your car's suspension system causes the problem as it actually tries to smooth out the bumps in the road. As a wheel moves over a bump, the suspension system absorbs the shock and then pushes back against the road surface. On a soft surface like a dirt road, the push back either packs or displaces the dirt it hits. Over time, as more and more cars go over the bump, the washboard pattern develops.

The only way to avoid the effects of a washboard road is to stay below a certain speed, but that's impractical: you'd usually have to drive at 3 miles per hour to eliminate the problem altogether.

If you travel dirt roads frequently, you know that you can find an ideal speed that will help smooth out the ride. That's the speed at which your car's suspension system is pushing the car down at the same time you experience a dip in the road. The problem is that the more the tires press down, the worse the washboard depression becomes. It's a catch-22: your suspension system is giving you a smooth ride, but it's making the washboard problem worse.

But if Okaloosa County could have its way, those washboards will be a thing of the past. The goal of the Roads Division is to pave all of the dirt roads while they maintain and improve those roads already paved.

Okaloosa County's Roads Division enhances road service by maintaining 685 miles of paved road, 185 miles of dirt road and 73 wood and concrete bridges. Their mission is to ensure a safer transportation system in the unincorporated areas of Okaloosa County.

Although our local roads may not enjoy the scale of the network of public Roman roads covering over 50,000 mi, and greatly assisting the free movement of armies, people, and goods across the empire. They do have a common construction and like the Romans they indirectly help unify a vast melting pot of cultures, races, and institutions.

Tim Murphy



Robert McLondon
Julia McLondon



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July 2020



Calendars are Subject to Change
Please check your Email Regularly

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4 
5 Business Meeting 9 am TBA	6	7	8	9	10	11
12	13	14	15	16	17	18
19 Skills, Summer Hours 7:30 AL's 8 AM Range	20	21	22	23	24	25
26	27	28	29	30	31	

August 2020



1

Calendars are Subject to Change
Please check your Email Regularly

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
2 Business Meeting 9 am TBA	3	4	5	6	7	8
9 Git Naked via social distancing coolwater 9 am	10	11	12	13	14	15
16	17	18	19	20	21	22
23 Skills, Somewhere 8 am	24	25	26	27	28	29
30	31					