



PURCHASE AREA WINGS



Chapter KY-Y Mayfield, Ky.

June 2021

Volume 21 Issue 6

Where We Meet: Majestic Family Restaurant
700 South 6th Street
Mayfield, KY 42066

Eat at 6:00 - Meet 7:00

First Thursday of the Month

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Pins & Patches:
Open

Rides beginning at the "Blue" Building:
901 N. 15th Street, Mayfield
(hint: the building isn't blue!)



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2021 Couple of the Year
Steve and Sheila Spiceland
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2021 Individual of the Year
Richard Thomasson
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From the Chapter Director



Well we are starting to get nice weather and not raining every day.

You still have time to make plans to attend the Ride Inn in Florence next weekend. There's lots of things planned, starting with a guided supper ride starting at 3:00 on Friday afternoon. Then on Saturday there will be at least 2 guided rides and maybe 3. Plus games, a 50/50 both days, a swap meet and a free pizza supper Saturday night and lots more. You can register when you get to the Ride Inn but I need to know so I can pass on the number coming to help with ordering the pizza for Saturday night.

Looking on to the KY Blast in Lawrenceburg, as of right now they have 5 vendors and a commitment from Scare Crow the Pin Striper if he doesn't have anything already scheduled. He didn't have his calendar with him when he talked with our Vendor Cord. More to come on the Blast next month. **EARLY REGISTRATION ENDS JULY 1st!!!!**

Chapter A has agreed to host the 2022 KY Ride Inn and we would like to thank them.

KY-K Henderson, our newest Chapter is making plans to hold their kickoff in September and hopefully we can have a good size group from Ch. Y attend and support their kickoff. They have been holding meetings during the last part of the pandemic but are waiting to let things settle more before their kickoff.

We are planning a ride for June 12th so keep the date open. The destination is not locked in as of yet but there will of course be a good restaurant involved lol.

Ride Safe and Stay Alert
KY Dist. Ride Cord
Chapter Y C/D's
Dan and Rita

View From The Saddle



We've all heard drivers say they didn't see the motorcycle. And I'm sure there are instances where we are hard to see and other times when that bike should be obvious IF the driver is looking for us. Our trikes, for goodness sake, are as big as a Volkswagon. How can you not see it?

We can help ourselves by being even more visible. We've all heard that bright riding jackets, brightly colored bikes and lights all help. Studies show that brighter helmets are easier to see than dark ones. But what else can we do to see and be seen?

Some things I picked up reading Proficient Motorcycling by David L. Hough includes lane positioning. Mr. Hough describes how to make a "delayed apex" in your corners. This means you stick to your lane position longer than a true apex corner. For instance, if you are making a tight or blind left hand corner you move to the outside position of your lane and hold that position thru the curve instead of cutting to the apex. This isn't the fastest position to get thru a corner but it is definitely the safest. You can see farther around the corner than if you cut to the apex near the center line. And it not only benefits your vision but it makes you visible sooner to approaching traffic. One more benefit is that it keeps you farther from the approaching car making the same corner. How many times have you had someone touch or even cross the center line in to your lane because they were going too fast for the corner or not paying attention? Someone crossing the center line as you're cutting a true apex can make things kind of hairy.

Now let's make a right hand corner. The same benefits of being able to see farther around the corner and being seen earlier by on coming traffic are in play but there's one thing that's different. You are closer to the center line for a longer period of time in the delayed apex and some times a car will try to cut his corner down by crossing the center line. That's one disadvantage of a delayed apex but, since I'm seeing farther around the corner, I can move my position farther to the inside of the curve if necessary giving the opposing driver more room.

Here's another thing I take advantage of when riding down the straight roads. I normally ride in the left track. But if I see vehicles stacked up behind an oncoming slow mover, I move to the outside track to make myself more visible to the vehicle thinking about passing the slow mover. And don't think that just because this oncoming traffic has a yellow line that they won't try to pass. ASSUME they will ignore the no passing zone and pull out at the worst possible time. Then, if they obey the no passing zone lines you'll be pleasantly surprised. That's better than assuming they won't pass and be surprised when they do.

I do the exact opposite of the previous example when I'm behind a vehicle and I see opposing traffic wanting to pass someone by staying in the left track. I want to give the oncoming traffic a chance to see me behind the car in front of me. If I'm in the right track I'm blocked from view by the car I'm following and the opposing traffic may think it's all clear when the car in front of me goes by them. The opposing car pulls out to pass immediately after the car I'm following goes by and suddenly there I am with a potential head on collision developing.

These are a couple of road strategies I've learned by reading and watching on line videos. Some techniques you may like and some you may not but the key is to make yourself more visible and in a better position to be able to ride another day.

District Educator Report

Rick Artmayer District Educator



Motorcycling is a perishable skill. And while the basic concept of riding changes little over time, our bodies and our environment are constantly changing. Every athlete competing in the Olympics, the MLS, the NFL, and others, goes to a gym, a stadium, or a field to practice daily for hours and hours before the meet, the match, or the game. As motorcyclists, most of us do not have a “practice” location to improve our skillset. Most of what we learn is in the “arena” of the real world, commuting to work, touring on our weekend ride, or riding to find ice cream. Every day is game day. So where can a committed rider and/or co-rider get their practice?

GWRRA offers many different and interesting courses, both theoretical and practical, for all its members at very reasonable prices. I recently completed the new and improved beta version of the GWRRA Advanced Rider Course. Otherwise known as the ARC, this course offers both theoretical (classroom) and practical (on-bike) instruction to supplement and improve your motorcycle operating knowledge. You may wonder, what is a beta version? A beta version a new program or course of action that is made available for testing, typically by a limited number of users outside the organization that is developing it, before its general release. In other words, it is a practical application of a theoretical design. Several GWRRA dignitaries were present for the ARC, both as observers and instructors, and I had an opportunity to discuss the course after I completed it and offer my opinion and suggestions. I believe much was learned on both sides and I encourage you to experience the ARC for yourself.

You may also ask; how does this new version differ from the old one? Unfortunately, I cannot answer that question. All my previous formal trainings were under the MSF (Motorcycle Safety Foundation) formats. But I found many similarities in both programs. Both present realistic scenarios which motorcyclists experience every day, and both encourage the importance of forward thinking; planning for what might happen instead of reacting to what is happening.

You may also think, I have taken the course before, and I have not had any incident, why do I need to rehash what I already know? There are many professions that require a refresher course be taken at regular intervals. Repetition is one of the best ways to learn something. The body does what it knows when there is no time to think, only time to act. The ARC and other courses allow you to practice the proper techniques in a controlled and safe environment, so your body learns what to do in an emergency. Each on-bike exercise is performed multiple times, giving each participant a chance to test themselves. And it is my opinion that one never really knows what they have truly learned until they are tested.

I recently checked the Wing Ding website, and there are many, many openings for the ARC and TRC courses. If it has been more than a few years, I highly encourage you to sign up for one. Worst that can happen is you may learn something that may save you from at least an inconvenience, and at most what you learn may save your life and the life of your co-rider. Don't let the only test of your riding skills be when the next traffic incident occurs.

Richard Artmayer

KY District Educator

Below is the list of Chapter Members who are current in the Levels Program. If you aren't listed or if this is wrong we'll look in to it.

GWRRA Levels Program

Dan Bondurant	Level 4 (Life Grand Master)
Steve Knode	Level 4 (Grand Master)
Jennie Knode	Level 4
Rose Sharer	Level 2
Charles Lenear	Level 1
Lisa Lenear	Level 1
Richard Thomasson	Level 1

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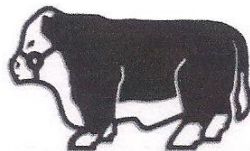
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4

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5

District Ride In

6

7

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2021