



Chapter KY-Y
Mayfield, Ky.



March 2025

Volume 25 Issue 3

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

Chapter Directors:
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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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2025 Couple of the Year
Dan & Rita Bondurant
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2025 Individual of the Year
Mae Cope
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From the Chapter Director



As we start to ride this spring please remember that, even more so now, people aren't looking for motorcycles so please be extra careful.

Please keep Sheila and Steve Spiceland in your prayers. I texted Steve on Thursday afternoon and ask about an update. He said that they were going to check for improvements Friday morning. When I hear more I'll pass it on.

Leah has agreed to teach a CPR/FIRST AID Class on March 22nd we need to have at least 6 attend. Like I said last month we ALL NEED THIS CLASS MORE NOW THAN EVER DUE TO OUR AGES! Please be thinking about it as I need to get a head count at our meeting Thursday.

A reminder every month till June that the KY Ride In this year is hosted by Ch. Y and will be at KY Lake.

As always if you see or know of someone who rides, and it doesn't matter what they ride, invite them to join us.

Dan and Rita
Chapter Y C/D's
KY Assistant State Director

View From The Saddle



Wow, is it cold! No, wait...it's warm and beautiful. Hold on..., it's cold again. It must be March. The weather seems to swing wildly from one extreme to another. Throw in buckets of rain and then add some snow and you have our recent weather here in Western Kentucky.

Most of us don't set out to ride in inclement weather but we've all been caught in some nasty stuff from time to time. Personally, I rode in snow coming back from a Veteran's Day parade in Nebraska. I decided to park the Wing and walk the remaining mile home after my rear tire started slipping as I headed up our gravel road to home on top of the Wildcat Hills. I threw my cover on the bike, took a picture and hoped no one coming down the hill would crash in to my bike. Two days later I rode it the rest of the way home.

On one of my annual "Brother Rides" I rode thru blowing sand and dirt like I'd never ridden through before. That sand wound up in every nook and cranny in both me and the bike. I think we were in northern Arizona, but I can't swear to that.

While riding with my Nebraska Chapter we were traveling in a light rain when suddenly the Road Captain frantically got on the CB and started yelling "Hail, Hail!" We slowed down as the pea sized hail bounced off our hands and helmets but it stopped before we completely shut down.

On the Wild Hog ride last Friday we rode through some pretty stiff wind. Once upon a time, I was quite used to riding in the wind, having lived in Western Nebraska. In that part of the world, if you didn't ride in the wind, you didn't ride. Those big Goldwings handle the wind pretty well but you have to pay attention. On one ride I remember everyone on 2 wheels seemed to be in a perpetual lean as the unrelenting side wind blew against us.

Why do we do it? Why do we ride in weather like that. Is it the adventure or maybe the challenge of traveling in adverse conditions? We rarely say or think, "Oh my gosh! What am I going to do to get through this storm?" We say, "I thought this might happen someday." And we add a layer or put on the rain suit and keep going. Sometimes we're smart enough to pullover under an overpass or in to a car wash for shelter but many times those places aren't around so we tough it out knowing that our training, experience and that wonderful machine will get us through the mess...again.

I think most of us are towards the middle of the spectrum between being unreasonably cautious and taking stupid chances so we do pretty well in adverse conditions. Besides, telling the tales and re-living those adventures with fellow motorcycle riders is fun.

So let's head in to the spring riding season prepared for anything we ride in to. Being prepared, trained and on top of our game will let us compare stories and not scars.

Steve Knode
Newsletter Editor

Rider Education Report



As I am writing this March Newsletter article, I am watching yet another snowfall but thinking forward to Wing'D Rider Rally #3. I know that now is the time to start planning for the week-long tour that will be my big adventure this year. South Dakota is an interesting part of the country, where the weather can provide constant change, the elevation can vary from 3,000 to over 8,000 feet and require a rider to bring additional gear to have a comfortable and safe experience.

Additional gear means additional weight and requires additional packing strategies. This month, let us call it part 1, I will present the realities of packing for a long trip on a motorcycle. For this article I am going to provide specifics for the machine I know best, my 2004 Honda Gold Wing, but other, maybe most, motorcycles are going to be extremely similar relative to the challenges involved.

The first thing to do, if you have not done it recently, or have never done it, is to read your owner's manual. There is a plethora of information about your specific motorcycle for that exact production year to be found between the covers of the manual, and I suggest you focus on the sections describing loading your motorcycle and adding accessories, as these subjects have significant effect on performance and handling. And they all relate to the safety of you and your passenger.

In my manual, information on accessories and modifications begins on page 4, indicating the importance of these topics. The third point written in this section of the manual is "Do not pull a trailer or sidecar with your motorcycle. This motorcycle was not designed for these attachments, and their use can seriously impair your motorcycle's handling." Immediately following point three is point four, which is "Carefully consider the weight of any accessories and any cargo stored in those accessories to avoid exceeding the maximum weight limits...see Load Limits, page 44."

When I turn to page 44, I see a listing for the maximum weight and the distribution of that weight for this 2004 Gold Wing. The listed maximum weight of the rider, passenger, and all cargo and accessories is 417 pounds. Of these 417 pounds, the manual further defines that a maximum of 71 pounds can be loaded onto the motorcycle in the form of cargo, distributed as listed in the chart on page 44. This means that if I maximize the amount of cargo the bike is designed to carry (71 pounds) then what is left is the total amount of weight for the rider, passenger, and any accessories (like GPS, helmets, gloves, boots, jackets, Kindle, air deflectors, belly pans, etc.), which is 346 pounds. I just got dressed in all my gear that I would normally wear for a long ride on a 65-degree (Fahrenheit) day. I tipped the scale at 166 pounds, ready to ride (which in my case means 16 pounds of gear), leaving 180 pounds for my passenger, air deflectors, GPS, etc.

As a reference, I just took a two-week business trip to Germany. The weather was remarkably similar to the weather in Northern Kentucky, without the extreme highs or lows. I packed very efficiently and carried a total of 65 pounds of clothing and gear for the two weeks. I mention this because this trip was just me, and just with work clothes, toiletry items, and a laptop. No specialized protective gear. If there were two of me, like there might be on our trip to Wing'D Rider Rally #3, I am sure I would have to double that amount. As you can see from the numbers above, this would not work, and choices would have to be made. Next month we will cover the specifics of practical solutions to keep you comfortable and safe on a long ride.

Richard Artmayer

KY State Educator

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March

Sun

Mon

Tue

Wed

Thu

Fri

Sat

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Chapter Gathering
Majestic Restaurant

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Daylight Savings
Time Begins

4 Little Pigs
Benton

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St. Patrick's Day

Habenaro
Draffenville

CPR Class
Dan's Church

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Ace's Chicago Pizza
Mayfield

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