



# WING'D RIDER

Chapter KY-Y  
Mayfield, Ky.



April 2025

Volume 25 Issue 4

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

Eat at 6:00 - Meet 7:00

First Thursday of the Month

Chapter Directors:  
Dan & Rita Bondurant  
[danbondurant@bellsouth.net](mailto:danbondurant@bellsouth.net)

Pins & Patches:  
Open

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



Asst. Chapter Directors:  
Richard Thomasson  
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Open

Motorist Awareness:  
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Open

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2025 Couple of the Year  
Dan & Rita Bondurant  
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2025 Individual of the Year  
Mae Cope  
[maec@mediacombb.net](mailto:maec@mediacombb.net)

Chapter



## From the Chapter Director



As you're out and about riding or just driving remember you need to be on the watch for Farmers.

This weather is crazy in the 80's back in the 40's heavy wind and storms, IT IS KENTUCKY LOL. Please keep a watch on the weather because as we well know a big storm or even tornado can come up quickly. So please be prepared with a first aid kit and supplies in case you're without power for a couple of days.

A reminder every month till June that the KY Ride In this year is hosted by Ch. Y and will be at KY Lake. Chapter Y will be asked to help out with different games, registration and lead rides. We will also have baskets for people to try to win and other things. The State staff will also be helping out with everything.

I also just received word that the 2025 Wing'd Rider Rally in the Black Hills has been canceled for any of you that were planning on attending. This is per Facebook no official word yet.

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

Hope to see everyone at our Monthly meeting this Thursday night at Majestic at 6:00.

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



*In Loving Memory*  
*Mrs. Shelia Spiceland*  
*1953-2025*

Dedre Vanhooose wants to sell Mike's trike and trailer. Please see the attached kyroadriders site for more information. Garage kept 2005 Honda Goldwing Anniversary Edition with MotorTrike trike kit. 70,720 miles with many to go! Hot rod yellow with matching 1999 Bushtec trailer.

<https://kyroadriders.org/for-sale/>

(I had to right click and select "open hyperlink" to get there)





## View From The Saddle



### **Motorcyclist dies after being swallowed by sinkhole in latest such incident - NBC**

Well, that's one thing we don't train for. I guess being trained in how to properly swerve might have helped but when the earth opens up and swallows you there's probably not a lot you can do.

But continued training is still important in order to remain proficient on a motorcycle. And while structured training isn't always available, we can at least practice on our own to keep our skills sharp. I just watched a YouTube video from an instructor who minimized the value of parking lot practice because he says "We aren't dying in parking lots." True enough. But it's still not a bad idea to use a parking lot to work on those basic skills. If you've practiced an emergency stop many times in a parking lot that muscle memory will help you in an actual emergency. But the instructor is correct in that an emergency stop in a parking lot while going 20 mph is not like an emergency stop at 55 mph when a car decides to turn left in front of you or a deer jumps out in front of you. But, with practice, the muscle memory is there.

I remember a law enforcement instructor discussing a person's mindset when a dangerous situation occurs. We need to run scenarios through our minds of what we would do if this or that happens. You need something in your brain's data base to fall back on when these emergencies occur so you don't go blank and not react at all or think "Oh my God! What do I do?" Instead you should say, "I thought this might happen some day" and put a plan in to action.

So, you're riding along and a vehicle appears ahead on the right that makes you think they might pull out in front of you. Start the "what if" game and decide what your action would be if they did something stupid and pull out in front of you. By now you've probably looked in your mirror to make sure you have room to move to the left and that there's no one tailgating you. Check. Next you'll probably cover your brakes, front and rear, with your fingers and foot so you reduce your reaction time by being ready to apply them. Check. How about dipping the bike left and right, if you're on 2 wheels, so your head light adds some movement. People have trouble determining speed and distance of a motorcycle and this movement can help. On a trike I might move from whatever track I'm in to the other, again, just to add some movement making it easier for the other driver to see you.

More often than not, the car will sit patiently and let you pass without incident. But, on the other hand, if they do make a critical mistake right in front of you, you've practiced emergency braking and prepared yourself taking the actions mentioned above. Because "you thought this might happen some day."

Thank you, Leah, for the CPR/First Aid class on the 22nd. You did an excellent job, as always.

Steve Knode  
Newsletter Editor

## Rider Education Report



As I sat down to write this, I had just ridden home in high wind. This is a good example of a training opportunity that can offer valuable experience before heading West to the Rally this year. But more on that subject at another time.

Last month I broached the subject of packing your gear and properly loading your motorcycle. Especially for longer trips, the weight of the required gear can be more than your motorcycle gross vehicle weight rating (GVWR) allows. As promised, here is part 2; ways to carry the “stuff” you need or want to take with you and staying safe while doing so.

The first option is to purchase what you need when you need it and then dispose of it when you are finished using it. While I admit this is not very cost-effective nor environmentally friendly, the one credit card that you use to purchase everything will not overload your motorcycle. This method does have the drawback that you must find or plan the locations of all your purchases and take the time to make them. And there is also the chance that your size is not in stock.

A second and less expensive option is to organize your clothing and other equipment into convenient packages and ship it to your destination(s). Having a freight service deliver the items you need to use while at your destination will also not overwhelm your motorcycle's GVWR. This method tends to be more reliable than the “buy it now” option above but can be somewhat of a burden to your wallet and has the drawback that you will also need to find a way to ship the items (if they are not disposable) back home.

The third option, and the one I have almost always chosen, is to use what the former GWRRA described as “alternative loading” of the items you need or want to take with you while touring. The most common form of alternative loading is using a trailer. The advantage of a trailer is the weight that adds to your motorcycle's GVWR is only the weight of the load measured where the trailer connects to your tow vehicle, called tongue weight. To illustrate this, let me use my circumstance as an example. I have a Bushtec Turbo+2 which weighs about 125 pounds empty. Industry standard for trailer tongue weight is about 10% to 15% of the gross weight of the trailer and its contents. When I pull my empty trailer, the weight on the motorcycle at the connection point of the trailer hitch (the ball or pin) should be between 12 and 19 pounds. As discussed last month, this is well within the capacity of my 2004 Gold Wing, especially if the trunk and saddle bags remain empty. The GVWR of my Bushtec is 350 pounds, which means I can add to the trailer up to 225 pounds of “stuff” before I overload the trailer. When fully loaded, the tongue weight should be between 35 and 53 pounds. Again, this load is still within the capacity of my bike under the same circumstances. Of course, this option, like the others, also has drawbacks.

The first drawback is that the trailer, hitch, and supporting harnesses and gear must be purchased and installed on your towing vehicle. While this cost can be substantial in the short term, when properly maintained trailers can last the life of your bike, and often longer, depending on frequency of use. Second, shifting cargo can change the balance of everything and cause unsafe and uncomfortable experiences. Third, while we are using the trailer as an alternative way for the motorcycle to carry the load, our bikes still must start, stop, and steer the complete rig on the road. In my case, at its maximum, an additional 350 pounds is now being controlled by the same brakes that were installed on my motorcycle which were not designed to manage this much mass. And finally, all this weight is at the end of a lever (the tongue of the trailer) that now has a mechanical advantage to force the rear wheel of your motorcycle in the direction of the trailer's momentum if it chooses.

Next month we will consider ways to mitigate the drawbacks of pulling a trailer.

Richard Artmayer

KY State Educator

## Contact List for KY Road Riders State Positions

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ride\_coordinator@kyroadriders.org  
trainer@kyroadriders.org  
treasurer@kyroadriders.org  
webmaster@kyroadriders.org





Birthdays		Anniversaries	
none		Rita and Dan Bondurant	5th
50 / 50 Winners		Prayer Requests	
Jennie and Steve Knode \$11.50		Steve Spiceland - loss of Shelia	
Richard Thomasson \$11.50		Mae and Glenn's son-in-law, Brad	
		Johnny Myers - knee	
		Jim Reising	
		William Dixon - prostate cancer	
		Jack Riggs	
		Chapter G member	
		Glenn Cope	
		Rita having tests	
		AS ALWAYS, OUR MILITARY, VETERANS AND COUNTRY	
		Victim's and Families of both planes crashes	
Door Prize Donors		Door Prize Winners	
Rita and Dan Bondurant		Sherry and Johnny Myers	
Kay and Jim Bryan - Chapter K		Martha and Randie	
Debi Michael - Chapter K		Rita and Dan Bondurant	
Tony Cagle - Chapter K		Jennie and Steve Knode	
Jennie and Steve Knode		Janet Hunt	
Bruce Hensley - Chapter K		Tony Cagle - Chapter K	
Sherry and Johnny Myers		Richard Thomasson	
		Kay and Jim Bryan - Chapter K	
		Debi Michael - Chapter K	

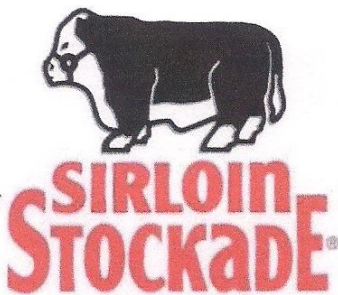
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# April

*Sun*

*Mon*

*Tue*

*Wed*

*Thu*

*Fri*

*Sat*

**1**

April Fools Day

**2**

**3**

**4**

**5**

**6**

**7**

**8**

Sirloin Stockade  
Murray

**9**

**10**

**11**

**12**

**13**

**14**

**15**

Willow Pond  
Eddyville

**16**

**17**

**18**

**19**

**20**

Happy Easter!

**21**

**22**

Purcell's  
Draffenville

**23**

**24**

**25**

**26**

**27**

**28**

**29**

**30**

2025