



WING'D RIDER

Chapter KY-Y
Mayfield, Ky.



May 2025

Volume 25 Issue 5

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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Open



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2025 Couple of the Year
Dan & Rita Bondurant
danbondurant@bellsouth.net

2025 Individual of the Year
Mae Cope
maec@mediacombb.net

Chapter



From the Chapter Director



Now that the weather is starting to stay warm and we are riding more, please watch the traffic and with farmers getting going full steam watch for dirt and mud in the road.

Our June Meeting will be on FRIDAY JUNE 6th at the KY Ride In at Kentucky Lake and Chapter K will be having theirs on Saturday the 7th. This way everyone attending the Ride In also gets to visit our Chapters.

I hope everyone is planning on attending the Ride In with it being in our backyard and have fun.

We will discuss making the baskets for the Ride In at our meeting if anyone has any questions or ideas for making their basket.

Chapter Y will be helping out with different games, registration, and leading 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.

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



I've become a YouTube fan and I have a few YouTubers that I watch regularly. One is Chickanic, who's a small engine mechanic who is very knowledgeable and entertaining. Her mission is "to save you time, money and frustration". And I like MCRider who offers excellent advice on riding a motorcycle safely.

What I probably watch the most is Cruiseman's Garage. He's the guy who has the maintenance videos for almost all Goldwings. They are very professionally done and, with his videos to guide me, has allowed me to do a variety of Goldwing maintenance jobs I wouldn't have even considered without them; including replacing the air filter on my 2018 Wing.

Today's YouTube program was a conversation with Lake Speed (his real name!) discussing motor oils. He has his own YouTube channel called The Motor Oil Geek and runs a company called Speed Diagnostix. (Yes, with an x) His company will send you a kit to take a sample of your bike's oil and a prepaid container to ship the sample back and in a week or so he provides you with a complete breakdown of the condition of your oil as it relates to how things are going inside the engine. The most basic kit is \$60.

During Cruiseman's interview a wide variety of things about oil were discussed. Some interesting tidbits included:

Changing your oil based just on time (ie every 6 months regardless of the miles) can be worse than going a little long because every time you do an oil change you run the risk of over tightening something, stripping threads, letting a foreign object into the engine, etc. This was based on a study that the military did. Fewer problems when maintenance was done based more on miles or hours than time.

He and Cruiseman agreed that an oil change after, say, 500 miles on a new engine is necessary to remove all the metal pieces produced during the break in period. They also agreed that companies have extended their designated oil change miles due to EPA regulations. Cruiseman had suggested this before but I didn't believe it. I mean, if Honda says you only need to change your oil in the newer Wings every 8,000 miles, that must be the best advice. But Mr. Speed says that's going longer than he recommends. He didn't say when to change your bike's oil because there are too many engines ie air cooled, water cooled with a dry clutch and water cooled with a wet clutch, how and where you ride, etc. The reason Honda, for example, says to drive further between oil changes is because it helps satisfy EPA's carbon footprint requirements. It's complicated.

Mr. Speed recommends taking your first oil sample after that initial break in period. That's your baseline and should be the worst readings you get. As the engine wears in your readings should get better and eventually level off. Later, if a sample starts looking more like your break in results, there's a problem.

Diesel oil in a motorcycle engine isn't good because it foams too much, reducing its ability to lubricate. Cruiseman asked about Castrol GTX oil and he said it's ok, but not as good as Honda oil. By the way, Honda car oil is NOT the same as Honda motorcycle oil. Asked what he thinks about oil additives he said "Never put an additive in engine oil."

Cruiseman felt that using conventional oil and changing it more often was better than using synthetic oil and running it longer. Mr. Speed disagreed. I think that went back to the idea that the more often you're tearing in to bike the more likely you'll mess it up.

Older filters, oil and air, clean better than new ones. He said an older filter that has dirt, etc in it will collect more dirt than a clean filter. The particles attach to each other. He said one test you could do is to take a sample at your next oil change but don't change the filter. Then take another sample when it's time to change oil again and see how the two sets of data compare. If they are similar you could skip changing oil filters at every oil change.

I actually sent this question in to Cruiseman prior to this broadcast: do magnetic drain plugs help? I knew it wouldn't hurt but do they help? Mr. Speed's answer was yes because they give you a visual check for larger particles that wouldn't show up in the data analysis which is done at the molecular level.

Is there a difference in oil filters? He said there's "a giant difference". When comparing filters that say they stop 95% of the crap, you need to know "at what micron level". Stopping 95% of tiny stuff is better than 95% of just the bigger stuff.

Finally, he suggested filling the new oil filter with clean oil before you install it. If the filter goes on sideways, you can't get much in there but he felt any oil in the filter at start up is better than none.

Mr. Speed did explain that he's coming from a NASCAR background where every tiny thing has to be done as well as possible so some of his recommendations might seem like over kill to many people.

I'm really tempted to send in an oil sample at my next oil change, which will be after 8,000 miles just to see what it says. But the only way to know if following Honda's recommendation is going too long would be to send in another sample after, say, 5000 miles. But, that's \$120 bucks to satisfy my curiosity. We'll see how curious I am when the time comes.

Steve Knode
Newsletter Editor

Rider Education Report



This month as promised, here are some tips for the safe use of a trailer. First, we need to make sure our equipment is correct.

TRAILER HOOKUP CHECKLIST

- ◇ Trailer ball matches coupler size
- ◇ Trailer ball properly torqued on the ball mount
- ◇ Ball mount secured in the receiver tube with a hitch pin or lock
- ◇ Trailer ball fully engaged in the coupler
- ◇ Trailer is level and inline with the tow vehicle
- ◇ Coupler latch in the locked position and secured with a safety pin or lock
- ◇ Trailer jack fully retracted
- ◇ Electrical plug firmly inserted in the vehicle socket
- ◇ Safety chains hooked up and crisscrossed underneath the coupler
- ◇ Running lights, brake lights and turn signals working on the vehicle and trailer

Second, loading and weight distribution is important. The simple rule to follow is to place 60% of the weight in front of the axle and 40% behind. An unbalanced trailer can lead to trailer sway and other dangers while driving. Plan to load from the center of the trailer towards both ends, with the heaviest items more towards the front. This will help to decrease the rotational inertia about the vertical axis and keep the trailer more stable. Don't get too worried about the distribution of weight but do be conscious of it. Even distribution of the load usually works just fine. Try to keep the load low and flat, with heavier items on the bottom, and lighter ones on top. A lower center of mass is always better. A tall load will need more care in corners, and slower speeds are recommended for trailers with a high center of mass. Keeping the load generally centered left to right in the trailer is also recommended. It may be necessary to use cargo dividers, straps, or empty containers to keep items from shifting during travel.

Once everything is loaded, recheck your tongue weight. Be sure that it does not exceed the rating of your hitch, and that it does not overload your tow vehicle. Then take it for a test ride, and if anything feels strange, stop and reposition things as necessary. Be aware of the

effects of increased speed on the trailer handling. The increased momentum will require more effort to steer your rig down the road.

Richard Artmayer

KY State Educator

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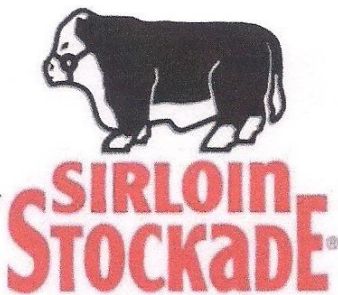
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May

Sun

Mon

Tue

Wed

Thu

Fri

Sat

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Chapter Gathering
Majestic Restaurant

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The Keg
Murray

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Mother's Day

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Los Amigos
Mayfield

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Pizza Inn
Paducah

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Memorial Day

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August Moon
Murray

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2025