



Chapter KY-Y Mayfield, KY

September 2026

Volume 26 Issue 9

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:
Dan & Rita Bondurant
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:
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rlthomasson@wk.net

Dinner Rides:
Open



Motorist Awareness:
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Membership Enhancement Coord.
Open

Treasurer:
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Ride Coordinator:
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2026 Couple of the Year
Steve and Jennie Knode
stevenjennie@hotmail.com

2026 Individual of the Year
Dan Bondurant
danbondurant@bellsouth.net



From the Chapter Director



Hello again, well Steve and Jennie, Richard and I attended the 2026 Kentucky Road Riders KY Blast. Richard and Jennie were planning to drive and Steve and I were planning to ride. BUT Wednesday afternoon Steve let me know he'd had a little accident and was going to drive with Jennie. So I rode and everyone else drove, we had good weather except the last 100 miles the temps got really hot coming home. I considered stopping in Eddyville and getting something to drink and cool off. I still had my Butler mug with ice water in it so I kept drinking water and just wanted to get home.

Thanks to Rick and Leah for a fantastic time again this year at the Blast, we had great rides, games and a great Pirate themed weekend. There might have been a Santa pirate there. I won the Individual of the Year Mascot again and also the Chapter Plaque. So we will be having lots of visitors at our Sept meeting, hope everyone can make the meeting so we have a good attendance. The \$250 gift card the Couple and Individuals were selling was won but unfortunately, I don't remember who won that.

The other big prize was the Grand Prize for the rally; a \$400 gift card. I had got up to do something and Rick said Dan come over here and draw the winning ticket. So I drew the ticket and went and sat down. Rick calls out the numbers and I did a Jim Reising yell!! Rick says I can't believe he drew his own number. SO YES I WON THE \$400 DOLLARS!! Looks like wind wings for the new trike! It was great seeing a lot of old friends and it was great seeing Kathy Conrad along with Buddy and Jeanie, kind of like old times minus Ray.

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

View From The Saddle



A lot of folks have heard this sad story already but, for those of you who haven't, on August 13, I was going to mow my yard before we went to the Blast. I fired up my Toro Zero Turn mower and moved it along side a rock waterway I have by the pole barn. I have to back up to the edge of the Wet Weather Creek to get lined out along the waterway. I tell myself not to back up too far every time I mow this area but that day I went just a little too far. The right rear wheel started to slide off the edge of the 10' drop to the bottom of the creek. Realizing I was getting in to trouble I shoved the control levers forward to try to pull myself out but the left rear wheel spun and I started over the side. I remember thinking "This is going to be bad."

Somehow the mower slid sideways for a ways but it flipped over before hitting bottom. The next thing I knew I was laying on my back under the mower. I bruised my hand trying to shut off the blades as I was sliding. I've conditioned myself to instinctively hit that kill button when things go wrong so I don't scalp a high spot or something not intended to be mowed. But, try as I might, I couldn't find the kill button. So as I'm laying with a running mower on top of me I tried again and found that blade kill button. About that time the engine died, too.

Jennie was supposed to be going to Walmart soon and I thought I might need her help just to get out from under the mower. But I wiggled myself out, got to my feet, did a quick inventory and thought I hadn't broken anything and called her to help me get the mower up out of the dry creek bed. I knew there was no way to drive it out so I'd have to get my tractor and some chains and lift/drag it up and out. Apparently, I was a little shocky because Jennie pretty much insisted that we go back to the house, cool off, bandage the cuts on my arm and get the mower later. Good idea.

After a while we went back, fired up the tractor and got the mower out of the creek. The control levers were both bent but I was able to drive it back in to the pole barn. Overall, it looked like there was no damage except for the control levers and a bent key, which straightened out ok.



Results of a ride I don't want to take again.

Riding the Wing to the Blast was out now so we left the next morning in the car. My entire chest and left leg were in enough pain that I let Jennie drive. But on Friday, as I drove to Lagrange, KY to look around, I sneezed. WOW! The pain in my lower back rib area about sent me thru the roof. As soon as I parked I told Jennie that she would be driving back to the cabin.

But, even with considerable pain, we toured parts of Lagrange and it was very interesting. Steve Holder and Lesley Hare were with us and had been there before so they pointed us in the right direction to see some of the sites. The bronze sculpture of Road Warrior was interesting. This guy was a spokesman for the Greatest Generation Foundation which honors 16,000,000 veterans and he racked up unbelievable miles on his Harley.



Lesley as the Road Warrior's Co-Rider.
Visitors are encouraged to hop on.



I found a bolt on the ground. Must have
fallen off his bike. Typical Harley.

Steve and Lesley told us about seeing a train that came right thru the middle of town running down the middle of the street itself. As we were looking at the railroad tracks we heard a train whistle. Sure enough, the train lumbered right by us down the middle of the street!



Later that evening, at the ER, I learned that my sneeze had broken 3 ribs that, apparently, were cracked. We decided to leave for home Saturday morning. My discharge papers said to plan on 6 weeks to recover

It was good to see so many friends at the Blast but, honestly, I couldn't enjoy it as much as usual with broken ribs reminding me of what I had been thru with the mower. I promise to be better company next time.

Steve Knode
Newsletter Editor

Here's some good info we picked up from Dean Miller, Chapter A

DID YOU KNOW?

August is National Motorsports Awareness Month and ...

You should drink water BEFORE you feel thirsty because your sweat evaporates instantly when riding at highway speeds in 90 degree weather which could cause you to become dehydrated without noticing and that dehydration slows your reaction time the same way as a high blood alcohol level does.

Your body heats up faster the faster you go when riding in temperatures above 93 degrees because the air is hotter than your natural body temperature so the hot air rushing by acts like a giant hair dryer and stops cooling you down and instead speeds dehydration and can contribute to heat exhaustion.

Summer heat can destroy a motorcycle's battery faster than the cold in the winter by speeding up chemical reactions which can cause internal corrosion and fluid evaporation.

On a 90 degree day unshaded pavement can reach over 140 degrees and since asphalt starts to soften around 120 degrees it can become soft enough to allow a kickstand to sink into the ground allowing your bike to tip over without a kickstand plate.

The only way to get an accurate tire pressure reading and to help possibly prevent a blowout is to check the tires when they are cold because tire pressure can change 1 to 2 PSI for every 10 degree shift in temperature.

Good stuff, thanks Dean!

Rider Education Report



Vibration is the result of energy (force) being input into an elastic medium. Modern vehicles are built with elastic (flexible) materials to survive life on the street. The most flexible parts like body panels, mirrors, and light assemblies are often mounted in a way to isolate them from the road, but it is impossible to prevent all vibration. Motorcycles, trikes, and other small vehicles are subject to the effects of vibration more than cars and trucks because of their nature to be of small size and mass.

As a vehicle moves down the road, many opportunities exist to cause vibration. Tires have a tread pattern to allow for water and other road debris to be displaced from the road surface to provide the best possible traction. But every tread pattern will cause a vibration due to the tread blocks intermittent contact with the road. An irregular road surface will cause the suspension to move up and down to smooth the ride and keep the vehicle isolated from changes in the roadway. And of course, every piston engine makes vibration from the piston's rise and fall, and the intermittent rapid combustion process inside the cylinder.

Engineers plan for the input of energy and try to control the effects, but no system is perfect, and no system can anticipate every scenario. Tires can wear from improper inflation and/or overloading and exasperate the tire noise and energy of the vibration this causes. Suspension systems have shock absorbers designed specifically to handle the effects and energy input from rocks, random debris, and potholes by transferring the energy into the damping fluid inside. And piston engines have firing orders and counterweights arranged so the energy created from some of the moving parts will be redirected in the opposite direction of other moving parts.

The Law of Conservation of Energy states that energy cannot be created or destroyed, only transformed from one form to another, and the total energy in an isolated system remains constant. This means for us that all the different forces acting on the vehicle must be controlled. The smoother the ride, the better the design of the vehicle. But no design is perfect. Any vibration felt by the operator means there are parts moving that should not be moving.

Proper maintenance can help to minimize the vibration you and your vehicle experience. But things happen. I know of several people that have had the clamp bolts of their steering head assemblies (triple-tree) come loose. I know of others that have had body panels come free after riding a rough road. This is why it is so important to establish a regular T-CLOCS routine. When was the last time you spent some quality time with your vehicle checking its nuts and other fasteners?

Rick Artmayer

KY State Educator

Contact List for KY Road Riders State Positions

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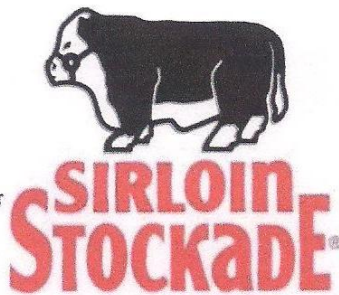
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September

Sun

Mon

Tue

Wed

Thu

Fri

Sat

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Chapter Gathering
Majestic Restaurant

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Labor Day

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Los Pinos
Mayfield

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World Trade
Center
Attack

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Purcells
Draffenville

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4 Little Pigs
Benton

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2026