



Derby City Wing Riders

GWRRA Chapter A Louisville, Kentucky

May 2008

Kentucky District

Region N



Chapter Director
Terry & Karen Rogers

Assistant Chapter Director
Don & Renee Vier

Chapter Educator
Bruce Jump

MED
Mike Lebre

Historian
Lani Sweatman

Newsletter Editor
Karen Rogers

Treasurer
Elwood Tipton

Send e-mails to Chapter A Officers
gwrakya@yahoo.com

From the Chapter Director

Our last meeting was on April 19, 2008, at Picadilly's on Hurstbourne Lane. Chapter A might be small in numbers but the faithful few who participate month after month have a lot of heart.

We discussed a variety of topics at our monthly meeting including the following. We talked about patches: specifically patches for our couple of the year; patches for those who like to camp; patches for our assistant chapter directors Don and Renee; and updating our chapter patch. Mike and Kathy of the MED will research patches via the GWRRA website. Terry and I will follow up on Don and Renee's appointment as ACD and their patches. Renee had some good ideas on updating our chapter patch and she will make those inquiries.

The ride schedules for April, May, and June are out and posted on the webpage.

Specific rides are as follows:

April

Wed 4-30-08 Dessert run to Mom and Pops.
Meet @ DQ @ 7:00PM.

May

Sun 5-4-08 Ride to Doe Run in Brandenburg.
Meet @ DQ @ 11:00AM.

Fri-Sun 5-9,10,11-08 Camping @ Renfro Valley

Sat 5-17-08 meeting @ Picadilly's @ 6:30.

Sun 5-18-08 Ride to Stephen Foster in Bardstown.
Meet @ DQ @ 12:30PM.

Sat 5-24-08 Breakfast ride to MaryAnn's in Salem, IN.

Meet @ DQ @ 9:00AM.

Wed 5-28-08 Dessert run to Polyfreeze in IN.
Meet @ DQ @ 7:00PM.

June

Sun 6-8-08 Ride to Madison, IN.

Meet @ DQ @ 12:00 noon.

Wed 6-11-08 Dessert run to the Homemade Pie & Ice Cream on Taylorsville Rd.

Meet @ DQ @ 7:00PM.

Fri-Sun 5-20,21,22-08 Ride In @ E-town.

Meeting @ 6:30.

Sat 5-28-08 Ride to Furnace Mountain in Irvine, KY. Meet @ DQ @ 8:00AM.

We had our first dessert run to Bruster's in Lyndon on Thursday, April 17th. It was bring your own banana night (half off banana splits). The sundaes were huge and enjoyed by all. The weather was sure nice that night as well.

Maintenance day was on Saturday, April 26th. A couple of bikes got an oil change and one bike got a new air filter. We all had some juicy hamburgers (thanks to Bob) with lots of good fixins. Renee's chocolate éclairs were a big hit. The weather was more than cooperative. It turned out to be a beautiful day. Lani (our chapter historian) shared her scrapbook with everyone. She's got talent! Then the evening ended with a forty mile ride. What a good day.

High/low mileage is underway. Currently there are twelve bikes participating. We decided to add a middle mileage category to encourage everyone to take part. We will keep track of mileage each month now through October and share the stats in the monthly newsletter.

The ironman competition is August 31, 2008, here in Louisville. The organizers of the Ironman

need Goldwing drivers to help transport the judges and other officials during the competition. Contact Jim if you are interested in taking part. Those who participated last year had a great experience.

Please remember pictures for Bikes Gone By. If you have pictures of past bikes and are willing to share, please scan them and e-mail or bring them to the next meeting along with a few details about your bike. Also if you have any bike-related items you want to sell, Renee can post them on the website as well.

Bruce is our rider educator and the only Level 4 Master Tour Rider in our chapter. He received a patch from the chapter reflecting this accomplishment. Bruce shared with everyone an emergency information sheet. It was recommended this be kept in left side pocket of the bike since it is unlocked. We also discussed yard signs that state, "Have you seen a motorcycle today? Look twice, save a life." The cost is \$5 per sign and is a part of motorcycle safety awareness. Several participants expressed interest in purchasing a yard sign.

Last but not least our friend Bob is having knee surgery this week. We wish him a speedy recovery. And Kristen and Jesse are awaiting the birth of Isabella. Some complications have Kristen on an extended hospital stay but we are hopeful they all will be home soon.

Until our next meeting,
Terry & Karen

Meet the Chapter

How Two New Helmets Turned Into a Yellow Goldwing

Growing up on a farm Chuck always had a scooter, go-kart or motorcycle. He started out with a 50 cc Honda. When we met in high school he had a 160 Honda. That was the first motorcycle I rode on. I thought I was pretty cool on the back of it. Just don't tell me folks, they don't know.

After we got married, he bought a 350 Honda. We kept that until his big brother wrecked it. Not a pretty sight. Shortly after the wreck, Chuck enlisted in the Marine Corps and after basic training and aircraft metal smith school we were sent to Cherry Point, North Carolina. That is where he got interested in riding an enduro. He started out with a 175 Honda Enduro and rode the logging roads. After a couple of months of that, he got a TM 100 Suzuki and started riding motor cross on the weekends. I kept the Enduro and rode that. (still don't tell the folks, they never knew about that either).

After he got out of the Marine Corps and we came back home, he bought a 750 Kawasaki, it was a great bike. We took several short trips on it, but when the 2nd baby came, it was time to put the toys away and be adults for awhile.

It wasn't until after the girls were both out of school and we had moved to Florida that Chuck decided it was time to get another bike. He did his research and got a 600 Shadow. It was a beauty. We trailer it to the Smokies and did some riding on the Blue Ridge Parkway. That is when I told him, if we were going to do more traveling and riding, that we needed a bigger bike. The Shadow was great for around town, but it got a little uncomfortable with long distance riding.

We talked about it and decided we would just keep the Shadow, probably wouldn't do a lot of long distance riding. We went camping on Labor Day and took the Shadow with us to do some riding in St. Augustine. We stopped by the St. Augustine Honda, where he bought the Shadow to buy two new helmets. We were looking at the helmets and one of those sudden Florida rains came, so we had to stay awhile longer. They had 3 yellow Goldwings in the showroom. The salesman told Chuck that if we rode the Goldwing, we would buy it. When it stopped raining; we took a test drive, came back, signed the papers, left the Shadow and drove the Goldwing back to the camper. Never did get the new helmets.

When we retired and moved back to Kentucky, it was great to find curvy roads. There really aren't too many of those in Florida, but you could ride

almost year round down there. So we traded curvy roads for less seat time.

We have truly enjoyed our Wing and I expect we will keep on enjoying it for years to come.

Kathy and Chuck Garvin

Rider Education

Left, Right, Center

Okay, Okay. I know that you either ride in the left track or the right track of the lane. I certainly hope that you don't ride in the center track. But did you know that there more than three tracks to a lane? Hmm, you say. But I bet you use these other tracks without realizing that you do.

Just think for a minute on how the lane is on any given highway. Is it flat? Does it slope to one side? More than likely it was initially designed to slope to the right to allow the water to run off when it rains. This was a good idea, when the road was new. However, vehicles do make an impression. And it is this impression that we, as motorcyclist, have to contend with. And even use it to our advantage.

Vehicles traveling over road surfaces eventually cause the lanes to sink lower than the edges or the center of the lane. That is to say, in another way, that the centers of the left and right tracks are lower than the center of the middle track and the edges. Just envision the center track as a small hill with the left and right tracks as valleys and you get what I mean.

Usually, when the weather is dry, all this is meaningless. After all, when it's dry is when we most like to ride. (At least most of us).

It is the other, wet condition that we all have to contend with at some time or other. When it rains, the water will accumulate dead center of the left and right tracks. Right where we all ride, normally. It is then that I change my approach to riding and start riding a finer line. I do not want to ride in the center track because that's where all the trash and oil accumulates. Where I like to ride, and feel most comfortable with is on the line


between the center track and the left or right track. This is the slope of the lane, where the water is running off better than on the other parts of the lane, so it is less likely to accumulate here. But then, that's just me.



May Birthdays & Anniversaries

Joetta Gatlin
Karen Rogers
Don Vier
Linda Schoene
Gale Bohn

Kristen and Jesse Tipton
Bob and Annie Eisenback



Petscriptions.com
Fulfilling your pets medical needs.

1-877-97PETRX
1-877-9773879



Bill Bond

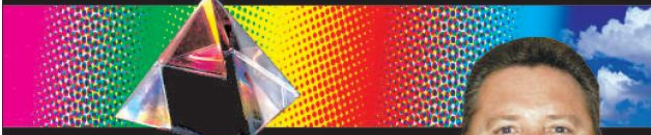
DAIRY QUEEN

9656 Bluegrass Pkwy
Louisville, Ky

LaGrange
Middletown

Service is what it's all about!

Steve mangus has 19 Years Experience in Printing
United graphics is a full service commercial printer
with a 6 color press and an 8 color perfecter.



UNITED GRAPHICS
PRINTING GROUP

STEVE MANGUS

816 S. 11th Street, Louisville, KY
OFFICE: 400-7521 CELL: 905-9916

5104467