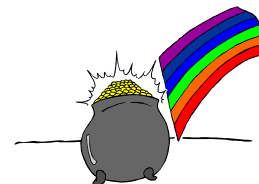
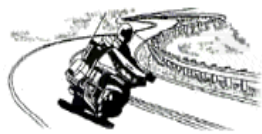


CHAPTER N



Region N



Gold Wing Road Riders Association

Join us the second Friday of the month at
Classic Country Kitchen, 209 W. Highway 36,
Williamstown, KY (I-75 exit 154).

Phone: (859) 824-3448 143469

Dinner begins at 6:30 p.m. with the meeting
starting at 7:30.



Friends for Fun, Safety, and Knowledge



Next Meeting: March 9th



Chapter Director	Ray Conrad	(859) 824-6985
Asst. Chapter Director	Darrel Suttles	(859) 282-6466
Chapter Educator	David Mowen	(859) 824-6955
Ways and Means	Bill Conrad	(859) 824-7256
Treasurer	Barb Conrad	(859) 824-7256
Technical Coordinator	Bill Brown	(859) 484-0968
Special Events	Scott Conrad	(859) 824-4543
Social Secretary	Jan Fornash	(859) 428-1607
Ride Coordinator	Joe Buck Fornash	(859) 428-1607
Pins and Patches	Jewel Knight	(859) 824-3502
Phone Tree/Greeters	Bubby and Tanya Conrad	(859) 824-5234
Membership	Kathy Conrad	(859) 824-6985
Historians	Gerald and Martha Conrad	(859) 824-7253

Newsletter Editor/
Web Editor

Scott Conrad
230 Morgan Creek Rd
Corinth, KY 41010

Email:
chapterkyn@aol.com

Visit us on the web: <http://members.aol.com/chapterkyn/>
See our new photo gallery, ride schedule, and the newsletter, all on-line!!!

Inside...	
From the CD	2
Ya' Gotta be Seen	3
Birthdays and Anniversaries	3
March Calendar.....	4

From the Chapter Directors Desk



Ray Conrad

Hello again chapter members. During our get-together in February we had thirty-six attending. I would like to thank everyone for coming out on such a stormy night.

As for visitors we had from Chapter G, Charles and Elaine Skelton, Asa and Libby Rouse, Bert Hanlin, Jim and Verdia Johnson, Paul Hartke, and John Harris. From the Christian Motorcycle Association were Paul Nolan and Kim. As for new visitors, we had a very nice family from Corinth, KY, whom were John and Christie Evans and their daughter. Bubby had met them at Wal-Mart and told them about our get-together. They ride a 1500 with a sidecar. We sure hope they felt welcome and feel free to come back and visit with us again.

We were glad to see Nelson back, also Bob Jefferson and Jack Rose. What a good night for fellowship with old friends and making some new ones.

Well, I guess I will close for now. See everyone at the next get-together on March 9th.

For those of you who attended the meeting last month, you already know Marilyn passed the Newsletter Editor position over to me. I would like to thank her again for this opportunity. Remember that this position can be very stressful. It takes a lot of dedication and time to pull off a good newsletter. Please work with me and have your article as near to perfection as possible. If you have any articles that you would like to put in the newsletter; please send them to me no later than the 25th of the month.

Once again, thank you Marilyn. I will do my very best.

-Scott Conrad

Chapter N's Email Connection



Bubby and Tanya Conrad..... tyanabubby@cs.com
 Gerald and Matha Conrad..... mollybsmom@aol.com
 Ray and Kathy Conrad..... coming soon
 Scott Conrad..... sc2coolnky@aol.com
 Buck and Jan Fornash..... jlfornash@cs.com

Boyd Kiser..... boydkiser@aol.com
 Richard and Jewel Knight..... nite1945@aol.com
 David Mowen..... dmowen@snsworld.net
 Marilyn Suttles..... suttles196@aol.com

Miscellaneous Safety Tips by Asa and Libby

Every now and then it seems like a good idea for us to remind ourselves about a few things that we all know, but sometimes sorta forget... simple things that make our risky hobby a safer hobby.

While back our dear friends, John and Liz Tenerowicz, offered the following advice. Where you look, they reminded us, is where you go. Did you ever hit a pothole or run off the edge of the road and wonder why you goofed up and hit it, etc. Hey, you say to yourself, I was lookin' right at it... common sense says that I saw it, I was focused on it, I should have missed it.

Well, the "why" is answered by the question. Incredibly, it's BECAUSE you were looking straight at it. You were the victim of what fighter pilots call "target fixation." It's weird, but you really do go where you look.

The tip? Avoid the hazard by first seeing it, of course, but thereafter DO NOT focus on it. Instead of looking directly at it, focus on a spot to the right or the left of the hazard. Logical or not, it really does work.

And going around a curve. What's the tip for that?

Do you feel that you ride around a curve in sequential "tangents" instead of in a smooth, pleasant, safe and fun arc? Well, as you approach a curve, look at the curve, adjust your entry speed and, most important of all, KEEP YOUR EYES UP. Look through the curve. Look at your "exit" point. DO NOT LOOK DOWN AT THE SIDE OF THE ROAD. DO NOT LOOK DOWN AT ALL... EVER! Keep your eyes up, look "through the curve," and let your eyes "pull" you through the curve smoothly.

You'll find that this method makes curves something you welcome... something fun... something that is the essence of motorcycling... rather than something you sorta dread and don't feel too comfortable with.

And the last tip? Shucks, it's just our normal ol' five sign off words...

Ride safely... always ride safely...

ASA and LIBBY ROUSE, Chapter G Educators

Ya' Gotta be Seen



If the guy in the four or more wheeler doesn't see you, then, my friend, you are in a position of extreme peril.

Sounds simple and it is.

There are a thousand and one ways to be hurt or worse as we pursue our favorite, but very hazardous hobby... the hobby of motorcycling. But, if we are seen... at least, for heavens sake, SEEN... by the other traffic on the road, our riding risks are significantly reduced.

The good ol' Hurt Report spent a lot of words on the wisdom of CONSPICUITY and suggested three things: (a) motorcycle headlight on at all times; (b) high visibility color on motorcycle; and (c) high visibility clothing for rider and passenger.

Professor Hurt's conclusions in the late 1970s (and they're equally valid today) were that most bike accidents were caused by human factors, rather than environmental or bike factors; that, when a car or truck hits a bike, usually its driver is violating the rider's right-of-way; and that, therefore, increasing bike CONSPICUITY can decrease the risks of collision.

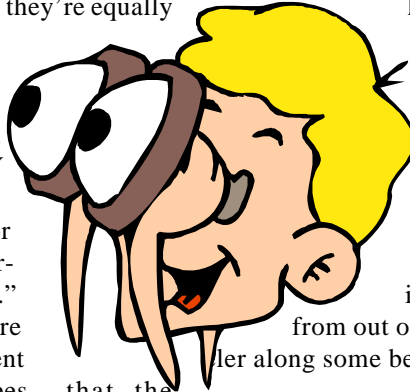
David Hough, the for-real expert who writes for MCN, further advocates, "... where you position yourself in traffic is just as important as what you wear." Don't, he says, expect drivers to see you when you're riding in their blind spots. He has sort of a different opinion than GWRRA regarding headlights. He agrees that the headlight should be on at all times, but he says it's just as safe, or more so, to have it on dim during the day as on bright. Me? I really respect Mr. Hough, but I'm gonna keep mine on bright during the day,

except, of course, when I'm in a line of bikes and not its lead bike.

The bottom line of all this is fairly clear. A dark colored bike, ridden by a rider with gorgeous black leathers and a matching black helmet, may look really awesome. But that cool biker dude is at much more risk than the equally skilled nerd who shows up like a circus clown and can be seen for half a mile.

It's kinda a matter of choice. Be virtually invisible like the cool biker dude on his stealth bike, or be in conspicuous colors that a vehicle driver can't miss seeing. Isn't being on the highway, especially the super slab, a little like being a deer hunter in a woods full of trigger happy hunters? I don't know about you, but when I go hunting I wear my "day-glow" hunting coat and hat and even then worry that someone may fire a shot in my direction because they didn't see me through the trees.

Incidentally, Bambi is safe from me. I've never even shot at a deer. Besides, I'd rather be riding my bike than on any hunting trip I've ever been on. Oh, it's okay by me if your freezer is full of venison. Truth is, I'd rather that deer be in your deep freeze than jumping in front of me from out of nowhere, when Libby and I are riding ol' Traveler along some beautiful back country road.



Dear friends, Ride Safely... always Ride Safely.

ASA and LIBBY ROUSE, Chapter G Educators

Word Search

- Chapter Director
- GWRRA
- Knowledge
- Corider
- Get Togethers
- Members
- Education
- Goldwing
- Newsletter
- Friends
- Helmet
- Pins and Patches
- Fun
- Honda
- Rallies
- Rides
- Safety

C U R S S F A N P N N R K G B
 A H K G E T T O G E T H E R S
 X U A N H O L I S W A K F Z D
 A K E P C T Y T K S W R M T S
 P Z Q Y T E F A S L I G R R E
 M T E V A E P C N E Z V E W Q
 V G I G P T R U N T D B A V G
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 U B R C N E S E I E O T L C U
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 D W O R I A E B L N S V T V L
 K V T Y P R N E K O K S T O B
 O J A D N O H H G I G G Z A R



Upcoming Events...

March

- 9 - Chapter N Get Together
- 31- Dinner at Perkins, Florence @ 5:30 p.m.

April

- 8 - Ride to Butler State Part Time TBA
- 13- Chapter N Get Together
- 27, 28- Spring Fling, Pigeon Forge, TN

May

- 11- Chapter N Get Together
- 26-28- Campout, Time TBA

Birthdays for this month!!!

- Bob O'Banion - 4th
- Noah Kidd - 6th
- Kelse Murphy - 7th
- Richard Knight - 12th
- Gerald Conrad - 27th
- Lloyd McGlasson - 30th

Anniversaries

RAY AND KATHY CONRAD - 31ST



The Historian

American, so they say, like everything “Big” with a capital “B”. Building, motor cars, open spaces... and motorcycles. So it’s not surprising that the largest production motorcycle in the world should be built in the United States. For many years Harley-Davidson produced the largest engine bike like until pipped to the post by successively bigger Japanese machines such as the Kawasaki Z1300, Honda Goldwing 1500 and Yamaha 1600cc Wild star. None of them, however, come anywhere near the Boss Hoss.

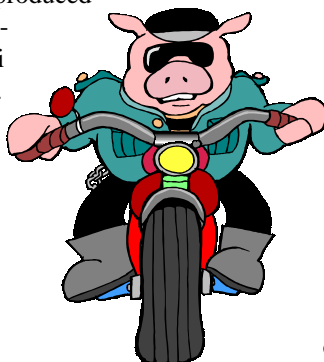
In 1990, Monte Warne had the idea of building a motorcycle powered by a Chevrolet V8 engine. He did so and there was so much interest in the bike at Daytona Speed week that year that he went into production. At the time of writing, a thousand of the two-wheeled monsters have been produced, so the Boss Hoss in far from being a one-off special.




Its basis is the well-know 5.7-liter Chevy engine that usually powers a large car of pick-up truck. Several different rates of

tune are on offer, ranging from 180 to 350 hp. The Boss Hoss weight by V8 standards, so flexible that one can ride it, clutch out, from tick over upwards, and accelerate way at a flick of the wrist. There is no neutral, though the bike does have a foot pedal, which locks the clutch in.

Boll Hoss decided to offer an automatic version most buyers opted for. Final-drive was by toothed belt to a huge 215-section car tire at the rear, which looked as if it would be incapable of leaning around corners, though in practice it could. Even in one-gear form, the makers claim 0 to 60 mph in 1.7 seconds.

Later they launched a small 4.3-liter V6 version, with 195 hp at 3500 rpm with four times the torque of a Harley. The V6 averages 30 mpg. Whether you consider the Boss Hoss to be a pointless excess of the ultimate motorcycle, it is the biggest.



March		2001				
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
KEY  Chapter N event				1 Chapter O’s Meeting	2	3 Chapter J’s Meeting
4 Bob O’Banion’s Birthday Chapter B’s Meeting	5	6 Noah Kidd’s Birthday	7 Kelse Murphy’s Birthday	8 Chapter I’s Meeting	9 Chapter N’s Meeting 	10
11 Chapter S’s Meeting Chapter P’s Meeting	12 Richard Knight’s Birthday Chapter R’s Meeting	13 Chapter G’s Meeting Chapter X’s Meeting	14	15 Chapter D’s Meeting	16	17 5 Chapter Mall Show C, P, R, V, W Chapter U’s Funday/ Meeting Chapter A’s Meeting
18 5 Chapter Mall Show cont.	19 Chapter V’s Meeting Chapter Q’s Meeting	20	21	22 Steve Rielly’s Birthday Chapter W’s Meeting	23	24 Chapter G’s Mall Show, Crestview Mall
25 Chapter G’s Mall Show cont.	26 Pam Rielly’s Birthday	27 Chapter C’s Meeting Gerald Conrad’s Birthday	28 Chapter T’s Meeting	29	30 Ray & Kathy Conrad’s Anniversary Lloyd McGlasson’s Birthday	31 Dinner at Perkins, Florence, KY @ 5:30 p.m. 

Keeping a Chapter *Alive*, the Story of G's Success

Knock on wood, but Chapter G seems to be the healthiest, funnest and fastest growing GWRRA Chapter in (dare we say it?) the entire state of Kentucky.

Why? Well, it's easy (and accurate) to say that the positive tradition fostered by Bert and Dreama, then Kelse and Joan, and then boosted beautifully by Norm and Carol, followed by beautiful boosters Matt and Jean, and followed now by perhaps the champion beautiful boosters of all, Charlie and Elaine... well, folks, that's a recipe for Chapter success if we ever heard of one.

Chapter G has been and is avoiding all the pitfalls mentioned in the fine article on page 58 of WING WORLD, September 2000 edition. You might remember it. Anyway, just to remind you of it, basically it said the following...

Why do Chapters falter and sometimes fail? The number one reason that causes member interaction to stop is the Chapter's failure to grow. Over time, the article says, some Chapters think that they have all the participants they need and they stop their recruiting efforts. This is a recipe for disaster. If a Chapter does not grow, it dies.

Failure to fill the needs of the members is probably the second greatest reason for a Chapter to fail. It's up to the coordinators to sense the needs and to provide the appropriate and fun (and safe!) activities that will encourage active participation. It's up to the membership to communicate their wishes and thoughts to the coordinators (mind-read-

ing coordinators are in short supply, don't you know).

Poor leadership, the article points out, probably comes in a distant third as the reason a Chapter falters or fails. Well, folks, the good news is that we sure don't have to worry about that at Chapter G.

So, what can we do to insure our Chapter stays healthy? First, encourage everyone's participation in an active recruiting program (remember... if the Chapter doesn't grow, it dies). Second, make changes where it makes sense to make them. Third, pump the membership for ideas that are helpful. Fourth, find a sister Chapter (hey... what better "sister" could we ask for than good ol' Chapter N?). and Fifth (and the one close to our heart), encourage participation in the Rider Education Program.

It's all family... warm, loving family... and the GWRRA part, as we know, relates to fun, safety and knowledge and all that. But, as we also know, the Chapter has to be what it should be for all that wonderful stuff to exist. So, we guess the only purpose of this article is to remind us all of what we know anyhow. Still, a reminder never hurt anything, did it? Naw!

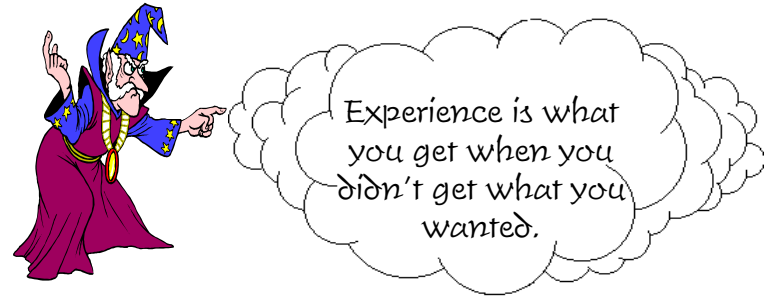
Ride safely, dear friends... always ride safely...

ASA and LIBBY ROUSE, Chapter G Educators

RIDER EDUCATION, NKU, 2001

NKU's class schedule. Dates for motorcycle RSS safety are listed as follows:

March 23 - 25	May 11 - 13
April 6 - 8	May 18 - 20
April 20 - 22	June 1 - 3
April 27 - 29	June 8 - 10



Gold Wing Road Riders Association

Chapter G

Proudly Presents Its Second Annual

SPRING

BIKE SHOW

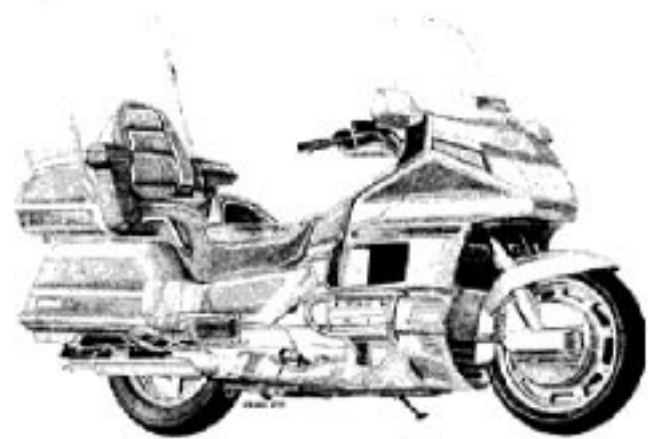
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March 24 - 25, 2001

Crestview Hills Mall, Crestview Hills, Kentucky

For information contact Dave Banks (859) 689-4476
Or John Harris (859) 727-8575 e-mail jharris@fuse.net

<http://home.fuse.net/chapterg>

If You Don't Quite Stop In Time

Article submitted by David Mowen

Source: www.msgr.org

By James R. Davis

It takes most people about 4.5 seconds to read this sentence. 4.5 seconds is not a lot of time - but it could be the rest of your life. 4.5 seconds is also (not really a coincidence) about how long it SHOULD take you to stop your motorcycle after applying your brakes at 60 MPH! Stopping a motorcycle as fast as possible requires that you master only a few fundamentals:

Alertness - No matter how fast your reflexes are or how skillful you are with your brakes, if you don't see the need to stop, you won't.

Reflexes - First you need time to recognize a threat and decide to react to it, then your fast reflexes take over and make the difference.

Skill - Under-utilizing your brakes is just as dangerous as over-doing it.

Let's get a feel for magnitudes.

It usually takes about .7 seconds to recognize a threat. A person with normal reflexes takes about .3 seconds to start braking from the moment he realizes he has to do so. Combined, that's about 1 full second from the time a threat presents itself to you and you begin to slow down.

At 60 MPH you travel **88 FEET** in 1 second!

That it takes you about .7 seconds to recognize the threat is a mental reality. But it does not necessarily take .3 seconds to react to it. The simple practice of always covering your front brake can shave a full tenth of a second (1/3!!) of that time away. That's almost **9 FEET!**

Assuming you have read the tips on braking methods earlier, you have a good idea about how to use those brakes. Now let me try to give you a sense of magnitude associated with the skill part of braking.

Traffic Engineers have some rules-of-thumb they developed over time. They, for example, have found that if the street surface is dry, the average person can safely decelerate an automobile at the rate of 15 feet per second per second (fpsps). That is, an average person can slow down at this rate without any real likelihood that they will lose control in the process.

If the surface is wet they assume a deceleration rate of 10 fpsps is safely attainable by almost anyone.

Let's assume a wet street surface and that you are moving at 60 MPH. At a 10 fps deceleration rate it will take you 8.8 seconds to stop after you begin applying your brakes. (A total of 9.8 seconds from the time the threat we earlier talked about presents itself.) The distance you would travel before coming to a complete stop is 475 feet.

If, however, the road is dry, it would take you only a total of 6.9 seconds to stop, (including the 1 second recognition/reaction delay.) and the distance traveled until you came to rest would be 346 feet.

Clearly the more effective your braking is, the less time it takes to stop, and the less distance traveled.

I think most of you know that your motorcycles can stop more quickly than can an automobile. Indeed, a professional motorcycle racer can obtain a 1g deceleration rate, or more, on his motorcycle. (1g deceleration is 32 fpsps.)

With practice, your braking skills should easily allow you to attain deceleration rates in excess of 20 fpsps. What would that mean in our example threat scenario?

It would mean that you could stop your motorcycle in a total of **5.4 seconds** (including the 1 second delay.) and your total stopping distance would be only 281.5 feet!

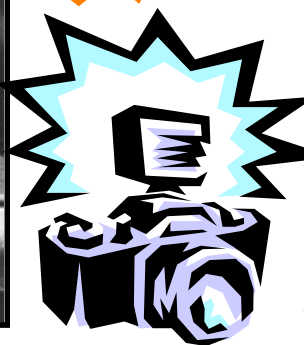
By enhancing your braking skills with practice you can shave **64.5 feet** and **1.5 seconds** off 'normal' results. And you could shave off another nearly **9 feet** just by covering your brakes. That brings the distance traveled before stopping down by about 73.5 feet.

73.5 feet is about four car-lengths!

The message is clear: You only hit that car if you don't quite stop in time. You might not hit it at all if you cover your brakes and practice your braking skills.



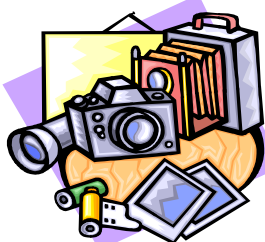
Bill and Barb heading for Golden Corral on February 10th.



Richard awaits a "BIG BREAKFAST".



Becky coming to meet the group before heading inside.



Barb having a time with her sandwich at Freeway Restaurant in January.

