

Kansas Winger

Kansas District News

MAY 2022

Welcome to the Kansas Winger, a monthly publication comprised of articles from Chapter Editors and our District Team.

Check out what Chapter members have been up to and see what fun events are coming up. GWRRA members are members of all Chapters and are encouraged to attend any Chapter gathering and participate in any Chapter events. Gold Wing Road Riders Association is all about



“FUN, SAFETY AND KNOWLEDGE”



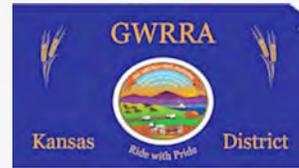
Contributing Editors:
KSA Michelle Grooms
KSB Paula Aiken
KSF Brenda Kistler
KSH Ann Whithorn
KSQ Theresa Kistler



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From your Kansas District Directors Kathy & Denny Chesnut



Well as predicted last month, the wind has blown, the grass has started to grow. But very few storms have roamed the plains. Some good rain would sure be nice, but in this drought-stricken land, the pattern for moisture is not there. However, we will still get to mow grass. We did get the Wing out of hibernation and brought it home, cleaned it up and she's ready to go, just need to decide when and where.

Kathy and I will head down to the Texas Rally the end of April. We have attended a bunch of out-of-state rallies over the years and it's always interesting to see how others do it. As change is in the air on our state activities, it's needed to pick up new ideas.

Probably Wing Ding is next as our District is task with the light show. We will need help if you happen to be there.

As I said last time, Welcome spring with a smile, a deep breath, and the plan to enjoy yourself. It's a big world out there, but sometimes your best adventures can be in your own small part of that world.

*Kathy and Denny Chesnut
Kansas Directors*



2022 KANSAS DISTRICT TEAM



DISTRICT DIRECTORS

Kathy & Denny Chestnut

SENIOR DISTRICT ADVISORS

Jack & Doris Schoeck

ASS'T DISTRICT DIRECTORS

Gary & Reba Ohler

ASS'T DISTRICT EDUCATORS

Bob & Barb Brown

TREASURER

Carolyn Stevens

UNIVERSITY TRAINER

Doris Schoeck

DISTRICT EDUCATORS

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MEC

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DISTRICT RIDE COORDINATORS

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Kathy & Dennis Chesnut

COY COORDINATORS

David & Theresa McDonald

PATCH LADY

Theresa McDonald

WEBMASTER

Chris Roberts

NEWSLETTER EDITOR

Ann Whithorn

KANSAS DIRECTORY OF CHAPTER DIRECTORS AND CHAPTER GATHERINGS TIMES AND PLACES

Everyone is welcome to attend any Chapter gathering and introduce yourself
Call the Chapter Director if you have questions about a Chapter activity

If you live in an area where there is no Chapter close by
and would be interested in starting one,
contact the District Directors for assistance

CHAPTER A

Steve & Terri Bockhaus CD
316-772-5941
bockhaus@cox.net
3rd Thursday, 7pm
Pizza Ranch
2121 N Tyler Rd, Wichita KS

CHAPTER B

Gary & Reba Ohler CD
913-845-3946
3rd Thursday, 7pm
JT's Grill
33255 Lexington Ave, DeSoto KS

CHAPTER F

Rick & Brenda Kistler CD
316-200-0726
4th Tuesday, 6pm (brown bag)
Circle Oil Hill Elementary School,
2700 W 6th, El Dorado KS

CHAPTER H

Don & Jan Schroeder CD
kansaschapterh@gmail.com
3rd Monday - 6 pm
Blue Dragon Room in HCC Student Union
Corner of 14th and Plum
Hutchinson KS

CHAPTER Q

Jack & Teresa Kistler CD
316-651-7423
actionjackson@wheatstate.com
1st Thursday - 7pm
Boss Hog BBQ,
314 W 8th Street, Winfield KS



2022 COUPLES / INDIVIDUALS OF THE YEAR

2022 DISTRICT COY
Terri & Steve Bockhaus



2022 CHAPTER KS-A COY
Mary & Larry Mazur

2022 CHAPTER KS-B IOY
Paula Aiken

2022 CHAPTER KS-H COY
Nita & Daryl Regier



RIDER EDUCATION BULLETIN BOARD

District Educators

Rick & Carolyn Stevens
316-213-4630
Senior Master IV #8249
Senior Master IV #8248



Asst District Educators

Bob & Barb Brown
316-217-5909
Master Tour Rider #10240
Master Tour Rider #10699

A WORD FROM YOUR DISTRICT RIDER EDUCATORS

CHAPTER RIDE COORD.

Larry Mazur KSA
Gary Ohler KSB
Jack Schoeck KSF
Daryl Regier KSH
Chuck Schmidt KSH
Bill Tucker KSQ

MFA INSTRUCTORS

Steve & Terri Bockhaus

RIDER COACHES

Rick Stevens
Bob Brown
Don Schroeder

SEMINAR PRESENTERS

Rick Stevens
Bob Brown
Joe Magnant

RANGE AIDES

Carolyn Stevens
Barb Brown
Rick Kistler

SECURITY

Rick Kistler
Barb Brown

It was a cold and blustery Saturday morning when four brave trike riders ventured north to Hesston to take the Trike Rider Course.

I would like to thank the riders for taking the time to take some training to improve or sharpen their riding skills.

I would also like to thank Don Schroeder for helping me coach this class so we could give Bob and Barb Brown the chance to celebrate their anniversary with their family in Colorado.

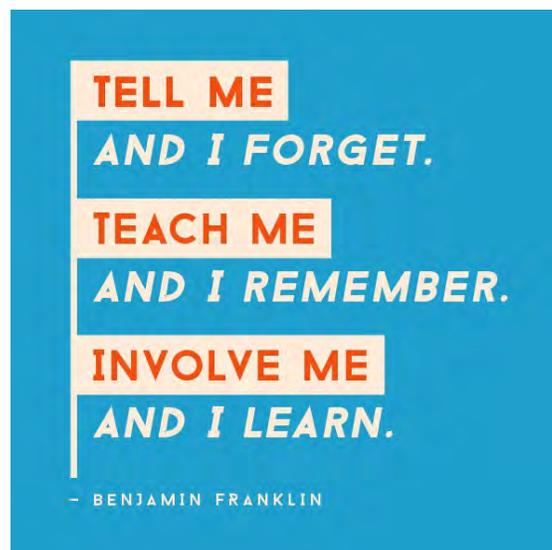
I would also like to thank Jan Schroeder for providing us with very tasty pulled pork sandwiches for lunch.



We still have 2 more rider courses scheduled for this Spring. Please consider taking one of these courses.

- 1. Trailering Course** - Cost: \$25 per bike.
Saturday May 7, 2022 Registration at 7:30 a.m.
King Park Shelter - 200 N. Ridge Rd., Hesston, KS
Range: Following classroom and lunch
Newton High School (we will ride down together)
- 2. Trike Trailering Class** Cost: \$25 per trike
Class room: Friday June 17, 2022 at 7:00 p.m.
King Park Shelter - 200 N. Ridge Rd., Hesston, KS
Range: Saturday June 18, 2022
Hesston High School parking lot at 7:30 a.m.

Reserve your spot in one of these classes.
Either call or email me (Rick Stevens) at
stevensrf@cox.net Or 316-213-4630



Motorcycle Accident Statistics Updated to 2022



It's early in the riding season, or perhaps just on the cusp, and you're itching to get out there and ride. For new potential riders, it may be just that initial [yearning to take a riding class](#) and purchase their first motorcycle. For whatever your reason is to ride, safety is paramount to a long career on two wheels. The question is, what influences safety and motorcycle accidents? Before you're a few rides into the riding season, do you know what influences motorcycle accidents the most?

What Happened Over the Last Few Years?

According to the [National Highway Transportation and Safety Administration \(NHTSA\)](#), motorcycle riders continue to be overrepresented in fatal traffic crashes. In 2019, 5,014 motorcyclists died, and 29% of motorcycle riders who died were drunk.

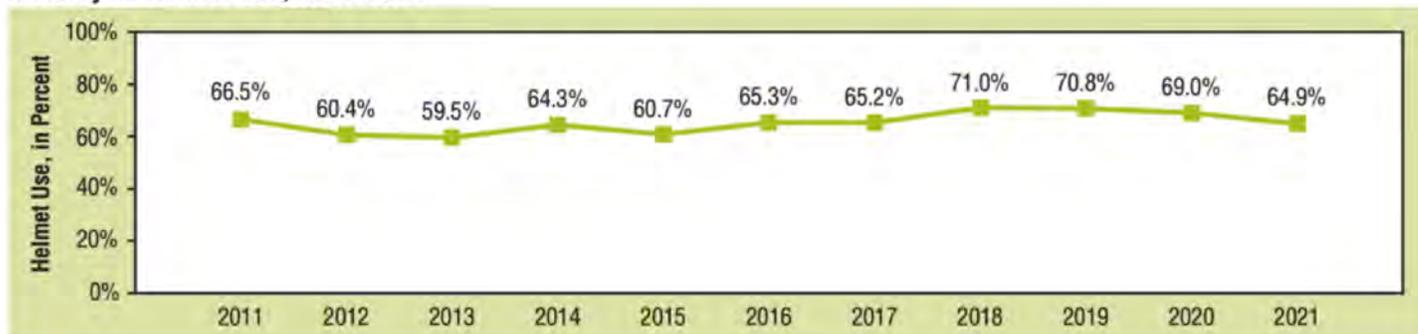
To keep everyone safe, it is important to share the road and be alert, and we're reminding motorcyclists to make themselves visible, to use DOT-compliant motorcycle helmets, and to always ride sober. We want to share a breakdown of the statistics and give you some tips on avoiding becoming an addition in 2022 and beyond.

Most Relevant Motorcycle Accident Stats

- 30 % of the motorcycle riders involved in fatal crashes were riding without valid motorcycle licenses
- Per vehicle miles traveled in 2019, motorcyclists were about 29 times more likely than passenger vehicle occupants to die in a motor vehicle crash and were 4 times more likely to be injured
- Use of DOT-compliant motorcycle helmets was 64.9 percent¹ in 2021, not statistically different

at the 0.05 level from 69.0 percent in 2020

Motorcycle Helmet Use, 2011–2021



Source: [NHTSA](#)

Knowing the general number, and how it compares to recent years, is only the beginning. Numbers don't tell the real story behind the scenes. Are the causes of the accidents the same year over year, or are new contributions being added? Let's look at what the major causes are before we share some tips:

What Contributes to Most Motorcycle Accidents?

There are many factors that lead to a higher chance of having or being in an accident on a motorcycle. Before you mention gender, age, time of day, alcohol, or weather, one should first consider the [education and skill of the rider](#). A rider with more skill and more education should be less likely to be involved in an accident, whether it's a single vehicle or multiple vehicle accident. Beyond skill and education, these factors contribute most to motorcycle accidents:

Age

Twenty years ago, thankfully all four age ranges in the statistics were under 40% of the total motorcycle fatalities. That meant that riders under the age of 30 had reached a new low contribution level and have continued to stay on a lower trend. Over the last 15 years, riders from 30-50 years old have stayed consistent with a slow decline. While the younger riders have continued to decrease in fatality numbers every year, another age range had to increase over the same time. Since the early 1990s, riders over the age of 50 have continued to increase in fatalities every year and stayed above 1,500 lives lost in all of the last 8 years.

Gender

This is clearly more prominent with one gender of rider based on the statistics. Males are killed roughly 9 out of 10 times life is lost motorcycling. This doesn't really change when age is also considered unless the participant is under 16 years old. Most likely those riders are on a scooter, and it only lowered the percentage to 79% in 2017. Less than 1% of males lose their life as a passenger, but females lose their lives 59% of the time as a passenger.

Time of Day

Based on the numbers, the time of day you ride can have a significant contribution to your likelihood of being involved in an accident. During the weekdays, you would expect that rush hour traffic is heaviest and would potentially have a big contribution to fatalities. More vehicles on the road should indicate a higher potential, and the statistics correlate in that regard. From 12 pm to 12 am, there is a clear distinction in the number of fatalities on the roads.

Roughly 7 out of 10 fatalities occur after 12 pm on a weekday, and the 3 pm – 6 pm hours account for 24%. If you plan to ride on the weekends, be aware that the same trend continues. The afternoon hours up until midnight account for 3 out of 4 fatalities on the weekends with the [6 pm – 9 pm hours](#) accounting for almost 1 in every 4 fatalities.

Drinking and Riding

Alcohol involvement doesn't always equate to having or being involved in an accident, but based on the statistics, having a blood alcohol level of 0.08 or more can be a factor leading to a fatality. Of the riders lost in 2017, roughly 1 in 3 had a BAC of 0.08 or more. A BAC of 0.08 is usually the legal limit before it becomes a crime in most states. Of those riders, about 60% had a BAC of 0.15 or more. That's almost double the legal limit allowed. Time of day does also have a contribution to the statistics surrounding alcohol. Nearly half of the riders with a BAC of 0.08 or more lost their lives between 9 pm and 6 am, which is when daylight is gone, animals may be out on the roadside the most, and weather can play more of a factor with fog, ice, or rain. Alcohol and riding are a poor mixture, especially when other factors can pile on the danger.

Single vs. Multiple Vehicle Crashes

Motorcycle fatalities on the road don't always require other vehicles involved. For every 5 fatalities on a motorcycle, 2 only involved the motorcyclist. They are listed as single-vehicle accidents. There are many factors that can contribute to a single-vehicle accident on a motorcycle, but the main contributor is always the motorcyclist. Out of those 5 fatalities, the other 3 involve one or more other vehicles. They don't have to be in motion to be involved, but most likely it's another vehicle being driven on the road. These accidents can again have similar causes, but other contributions can be offered when other vehicles share the roadway. The one main factor, in either case, is the rider themselves. Their actions while riding have the best chance to keep them out of an accident, whether they are sharing the roadway with other vehicles or riding alone.

Engine Size

Engine size is a tricky subject because it doesn't always equate well to the risk of an accident or fatality while riding. Engine size is broken down into three categories: 1,000cc and under, 1,001 – 1,400cc, and 1,400cc and over. What you typically see is newer riders generally buy motorcycles in the 1,000cc or less category. They are fresh from a training class with a minimal amount of experience and have a high risk of an accident. Over the last 20 years, the 1,400cc and over category has trended higher and higher year after year. There aren't many motorcycles that fit into this category, and those that do are most likely a touring motorcycle that sees a lot of seat time over the course of a year. More time on the road would offer more chances for an accident to occur, which makes sense.

Time of Year

The time of year definitely shows a trend leading to motorcycle accidents and fatalities. When it's cold, fewer riders are on the road. January to March shows only a single-digit incident rate of fatalities. October through December show a similar trend. That leaves the warmest months of the year where the most riding fatalities occur.

April through September have double-digit fatality rates each month with July as the single highest month at 14% from 2017. July is usually one of the warmest months during the summer, and with the 4th of July holiday usually offering an extended weekend, riders are out on the roads heavily enjoying great weather. Expect higher rates in warmer weather and also expect lower rates when weather is inclement or poor for riding.

What body part experiences the most injuries?

This one is hard to quantify as only head injuries are classified and recorded. In most accidents, there will be bruises, scrapes, and cuts. The rider may not have a head injury from an accident, and that is usually not recorded in any statistics. The usual body parts outside of the head that incur injury are the hands (riders usually try to catch themselves with their hands), their feet and ankles (they are already close to the ground and could be trapped under the motorcycle in a fall), and the shoulders and arms. That's not to say that knees, hips, and backs won't be injured, but the highest likelihood comes from the extremities.

Does Location Matter?

Looking over the statistics, location in the United States appears to make a difference. By looking through the numbers for every state, you can see a large correlation between coastal states, warmer climates, and the number of registered riders. California, Florida, and Texas are the top three states in the U.S. for fatalities. You can also say that the warmer climates and longer riding seasons in those states could make the chances of having a fatal accident more likely. More riding time could potentially mean more accidents occurring throughout the year. Conversely, you have states like Vermont, Wyoming, Delaware, and Utah that may not offer the same riding weather during the year and have a shorter riding season. That could contribute to their low fatality numbers compared to those higher in the rankings. [2]

If you look at metrics inside the states instead of what state it is, you can find that there is a clear distinction between urban (city) and rural (country) sections of each state. Urban and rural areas can both contain interstates/freeways, major roads, and minor roads. In urban areas, you may think that the highways and freeways would have the highest fatality rates because they should have the highest speed of the three options. The statistics show that only 1 in 10 fatalities occur on a highway or freeway in an urban area. Shockingly, major roads not considered an interstate claimed three times more lives in 2017. Rural areas of each state show that major roads and minor roads are equally dangerous, both claiming 18% of the fatalities in 2017. The rural highway sections claim a significantly smaller amount at just 2%.

The Addition of Automobiles

We previously mentioned that motorcycles can be included in multiple vehicle crashes. The majority of those will involve automobiles or light trucks on shared roadways. One question that comes up is accountability for causing the crash. Is there a trend showing that motorcycles or automobiles are causing accidents more often than not?

The FARS data for 2017 is inconclusive. You can determine the number of accidents involving multiple vehicles, if the automobile driver was listed as distracted by anything, or if the motorcyclist was distracted. The numbers don't conclusively point at either, but the fact that multiple options for distractions are available in the statistics indicate it is a problem on shared roads.

By sharing roadways between automobiles and motorcycles, one could ask if automobiles have the same fatality rate as motorcycles. The simple answer is no. Passenger vehicle occupants show a fatality rate of 23,708 for 2017 while motorcycle fatalities added up to 5,172. With approximately 8 million motorcycles registered and more than 254 million registered vehicles sharing the road [4], the motorcycles riders show a fatality rate of almost seven times more likely to be killed on the roads. That's a staggering number of riders lost every year and a big risk to take when riding.

Of those that lost their lives in 2017, 91% of them were males and those males were 99.5% likely to be the driver of the motorcycle. The remaining 9% of motorcyclists were females, and 60% of them were passengers. That means that just 5% of the fatalities were passengers, regardless if they were male or female. Could you think that motorcycling is mostly as driver activity with passengers less often joining in? Maybe, but it could also indicate that drivers ride differently when a passenger is aboard. It's inconclusive without further study, but passengers shouldn't be worried that they are taking more risk than the driver.

Conclusion

With all those numbers listed, that is a lot of data to take in. You could make a case that if you're in a certain age group, a certain gender, or ride in certain areas, that you may open yourself up to more risk as a motorcyclist. Safety gear (remember ATGATT), safety in situations, and safety in your decisions. If that is first and foremost your concern while riding, you'll put thousands of miles on your motorcycle every year with minimal risk. Be safe out there!

NHTSA Database:

<https://www.nhtsa.gov/research-data/fatality-analysis-reporting-system-fars>

References:

<https://www.iihs.org/iihs/topics/t/motorcycles/fatalityfacts/motorcycles/2017> [1]

https://www.ghsa.org/sites/default/files/2018-05/ghsa_motorcyclists18.pdf [2]

<https://www.iii.org/article/background-on-motorcycle-crashes> [3]

https://en.wikipedia.org/wiki/Passenger_vehicles_in_the_United_States [4]

REMEMBER THAT PRACTICE MAKES PERMANENT.

Rick & Carolyn Stevens

Kansas District Educators



Chapter A – Wichita

Meet 2nd Thursday in Wichita at Spears Restaurant 7:00pm– Eat 6:00pm

Chapter Directors
Steve & Terri Bockhaus

Assistant Directors
Bob & Barb Brown

Treasurer
Barb Brown

Ride Coordinator
Larry Mazur

Newsletter Editor
Michelle Grooms

Couple of the Year
Mary & Larry Mazur

MEC
Chris & Margo Roberts

Well, let's hope that the cold weather is gone and it is finally spring! This month, the newsletter has been written by Mary Mazur. Please take time to read it, as it has an interesting outlook to group riding.....

Hello everyone!

I don't know how many of you ride with different groups of bikers (other than GWRRA people), but have you ever noticed how different it is when you ride with a group from GWRRA and when you ride with other groups?

Larry and I rode up to Cassoday on April 3rd with Larry's Legion group and there were some things they did that surprised me.... but there were some things they did that made me a little nervous.

The plan was to meet at the Quik Trip in Park City @ 8:45. My guess is what they do is plan when & where to meet but not say anything about "helmet time" because @ 8:45 Larry asked the person that was in charge of the ride what time we were going to leave, and the answer was "oh in 10-15 minutes". Funny thing is 15 minutes later when asked again "when are we going to be leaving" we got the same answer "in 10-15 minutes". (I guess when you are used to knowing when the ride is going to start it's hard to do things differently)



While Larry talks to the leader of the group...here I am waiting by my bike thinking we're going to be leaving any minute.

And while we waited for the other riders to show up, I kept counting the bikes that pulled up wondering just how many we were going to be riding with. I counted 21 bikes and I'm thinking "are we all going to ride in one group" which, of course, I know what the answer was because, of course, they weren't going to split us up. So, I'm talking to Larry about how I wasn't going to be happy riding in the middle of a group this size because I didn't think it would be very safe (not to mention how noisy it was with all the Harleys) when the answer to my prayer was answered. It seems there was a total of 3 people in this group that were riding Gold Wings. Larry, myself and the person who was going to lead the pack...and he decided that it would be wise to have Larry be tail gunner since as far as we could tell we were the only ones with a CB.

While we're waiting, three of the riders decided not to wait for everyone else and left. So now we're down to 18 bikes. But I'm still thinking it would be nice if they would split up into at least 2 groups but I knew it wasn't going to happen. I also knew that I was going to be at the back of the pack so if something did happen, I would be able to see it and hopefully be able to avoid it. (Did I mention that there were a whole lot of Harleys) now it's a little after 9:00 and finally they call us all together so they can give us a few details about the route we were going to take and to let them know who was leading the ride and who the tail gunner was...it wasn't as much information as we do but I was very happy to find that we were told something. Even when we know the route, we are going to travel it's still good for everyone to hear the instructions just incase you have someone who doesn't know what is going on. Oh...and it's at this time that another bike shows up, so we are now up to 19 bikes.

After we get our instructions, a rider says a prayer and I thinking great it's time to leave...nope we are again told we would be leaving in 10-15 minutes.

Finally, we are told to "gear up" and we head out of the parking lot. We are finally on our way to Cassoday, but it seems one of the riders wasn't really going on the ride he was just there for support so we are back down to 18 bikes (not that it really makes a difference)

One of the first things I noticed is that this group didn't speed (which really surprised me) they stayed as close to the speed limit as they could. It was cool to see all these bikes moving down the road together but when we changed lanes it wasn't as impressive as it is when all the GW riders move together. Trying to get 18 bikes to move in sync when all you have is hand signals just isn't the same.

We traveled on HWY 254 up to El Dorado where the plan is to ride over to get on the road beside the Dam (because that's where most of the curves are). I think I pissed someone off because when we got to the left turn to get on Bowyer Road the light changed to red before everyone could make it though and I counted at least 3 and maybe 4 bikes that ran the red light just so they could stay with the group. I got on the radio and told Larry that I wasn't going to run the light just to keep up. When we were able to get through the next light, I noticed the group had slowed down until Larry and I got behind them (remember the guy in front of the group has a CB so he probably heard me).

So now we've ridden through the town and past the Dam and we make it to the intersection of where the access road we are on meets HWY 177 and I'm guessing someone has learned the lesson about not trying to keep up with the pack because 3 of us had to wait for a small group of 4 bikes to pass by before we can get on the HWY. And you know what this means...yep, we are now a group of 22 bikes because no one wants to pass anyone. And sure, enough what I was afraid was going to happen, happens. We get a few miles outside of Cassoday and one of the bikes that has joined us ends up having an issue with his bike and for some reason instead of pulling over to the right shoulder of the road he drifts over to the left into the oncoming lane (thank goodness no one was in that lane at the time). We all managed to get around him, but we had no way of knowing what was going on. Larry said the guy had a flat tire but still don't understand why he pulled over the way he did.

We made it to Cassoday safe and sound and although the group wanted everyone to stick around so we could take a picture together, Larry and I went on and pulled into the old Chapter F front yard and was happy to see people I knew there.

Don't get me wrong, I've ridden with groups that are not with GWRRA but never a group this large. Now you ask would I do it again if the opportunity arose...yes, as long as I can ride in the back of the pack (remember...lots and lots of Harleys) like I did this time. Because even though I have no idea what type of training these other riders have (if any) I know that Larry and I (and almost all of you) have attend lots of classes and what we have learned will help us be safe.

Oh well...

Please remember to always ride safe

Mary Mazur

(By the way, Larry has achieved the Grand Master patch for the levels program.)

---UPCOMING EVENT FOR MAY ---

May 7 is the 2 wheel trailering class in Hesston. Contact Rick Stevens

May 16 is the KSH meeting

May 19 is the KSA meeting, The Arkansas Rally is May 19, 20. 21

May 24 is the KSF meeting

Chris Grooms will be leading a chapter ride to a mystery destination

BIRTHDAYS

Chris Roberts	May 3
Rick Stevens	May 15
Robbie Welleneyer	May 28



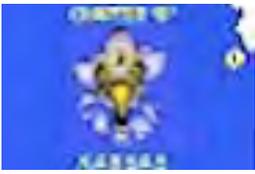
ANNIVERSARIES

Joe and Janet Gonsalves	May 7
Dan & Tammy Vickers	May 28

Have a Good and Safe Riding month this May! Remember May is Motorcycle Awareness Month

Steve & Terri Bockhaus
KSA Chapter Directors





Chapter B – DeSoto

Meet 3rd Thursday every month in DeSoto at JT's Grill 7:00 PM - Eat 6:00 PM

Chapter Directors

Gary & Reba Ohler
913-845-3946

Asst Chapter Director

Paula Aiken
785-766-8676

Chapter Treasurer

Mick Shurer

Chapter Ride Coordinator

Gary Ohler
913-845-3946

Newsletter

Editor
Paula Aiken

Chapter Individual of the Year

Paula Aiken

It's time for tea! Chapter B's monthly meeting on April 21st was also Queen Elizabeth's birthday. In 2016 to honor her and to promote the drinking of tea and provide an opportunity for tea drinkers to learn more about tea and its history, National Tea Day was established in the United Kingdom. To help in this learning process the trivia at the meeting was about tea.

Tea is not native to England but was popularized there by a Portuguese woman named Catherine of Braganza when she married King Charles II in 1662. Her dowry included several crates of loose-leaf tea, which she drank daily. Aristocrats and the royal court soon adopted the tea-drinking process.

Anna Russell, the Duchess of Bedford, introduced afternoon tea during the late 1840's when she could no longer deal with her hunger pains between the two daily meals at the time. She shared this tea with friends. Though it is termed "afternoon tea", it is generally served between 5:30 and 6:30 p.m.

There are numerous blends of tea, but they usually fall into three main categories, black, green, and white. All three types come from the same plant, but differences in how the leaves are processed, as well as the conditions and geography of where the plant is grown, create the varieties. Herbal teas are basically the addition of other plants, such as peppermint or chamomile, into the tea.

The perfect cup of tea in the United Kingdom is a variety of black tea with boiling water and a little milk. Adding milk to a hot cup of tea began during the 17th century when it was added to cool the liquid to avoid cracking the delicate china cups in which tea was served at the time.

Iced tea was first introduced in the United States in 1904 and has remained popular ever since. Maybe the next time you are drinking a cup of hot tea, or a glass of iced tea, you will remember some tidbit of the history of the drink you are enjoying.

Chapter B events for May:

May 5 - Dinner Ride

May 26 - Chapter Meeting - Fourth Thursday in May instead of third Thursday

May 28 - Breakfast Ride

Safe travels,
Paula Aiken





Chapter F – El Dorado

Meet 4th Tuesdays at Circle Oil Hill Elementary School, 2700 W 6th, El Dorado, KS
Brown Bag at 6:00 pm - Meet at 7:00 pm

Chapter Directors

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316-200-0726

MEC

Sharon Webster
316-259-3352

Treasurer

James Mabrey
316-371-8454

Newsletter Editor

Brenda Kistler

Another month of gathering. Another month of Mother nature playing with us. I'll be glad when the winds die down and the temperature levels out. We need to ride!!

Chapter F's gathering on April 26th was a lot of fun with a lot of our friends from other Chapters joining us. It was so nice to have so many at our gathering! The ones that were not there, just know we miss you!!

We had a scavenger hunt. We were divided into 2 teams, which had to see who could find the most items on my list. Let me tell you Carolyn Stevens carries as much stuff in her purse as I do, and most of it in a little pouch!

Sharon Webster and Kathy Chesnut won the 50/50.

Some of our members had some sad stories to tell. Denny Chesnut lost his nephew when someone pulled out in front of his bike. Also Jack and Teresa Kistler's daughter was involved in an accident when a lady pulled out in front of them. They both survived but have a long road to recovery. Our prayers go out to both families. Also keep Jack and Doris in your prayers, Jack hasn't been doing well for some time. The new treatment he is taking doesn't agree with his stomach. We miss them!!

From Chapter F, I hope everyone gets a chance to get out and ride, but please be careful! People have forgotten to watch out for motorcycles, so we need to watch out for them.

Until next time, have a great month of May. Can't wait to see you all again!!

Rick and Brenda Kistler
Chapter Directors





CHAPTER DIRECTORS

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kansaschapterh@gmail.com

ASSISTANT CHAPTER DIRECTORS

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CHAPTER MAC

Jeff Whithorn

**CHAPTER NEWSLETTER
& HISTORIAN**

Ann Whithorn

SUNSHINE LADY

Sherry O'Brien

RIDE COORDINATORS

Daryl & Nita Regier
Chuck & Kathy Schmidt

EVENT COORDINATOR

Sharry Thompson

CHAPTER COY

Daryl & Nita Regier

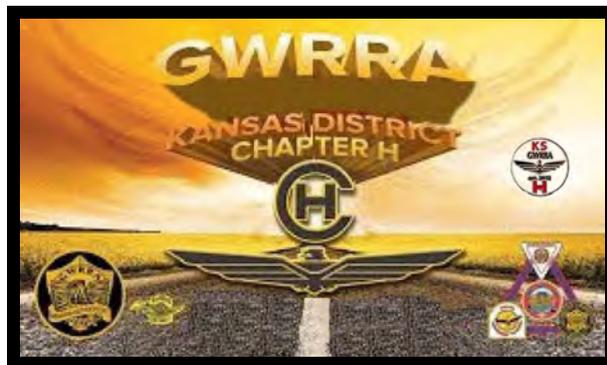
KS DISTRICT DIRECTORS

Kathy & Dennis Chesnut

KS-H Newsletter

**Our next gathering is
May 16, 2022
at our NEW location:**

**Blue Dragon Room
HCC Student Union
corner of 14th and Plum
Hutchinson, Kansas**



BEE HAPPY

It has been an interesting spring so far. High winds with only few good days for riding. We also need rain as the wheat is nearing the heading stage, when it uses the largest amount of moisture. It could be an interesting year if the trend continues.

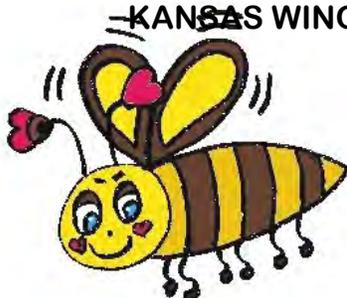
We have had some good times with member appreciation and our regular meetings. The participation of Chapter H members is always appreciated. It's good to see conversation before and after meetings.

Spring and summer bring the rallies in various places. Arkansas and Missouri are near and Wing Ding in Shreveport is not far behind. Jan and I plan to attend the three mentioned. If you have intentions of attending Wing Ding, please let Kathy Chesnut know as Kansas is again in charge of the light show. It would be appreciated if Kansas attendees could help with that event.

As always, keep your eyes open for emails and hang onto the events page. Thanks again to all for participating. That makes Chapter H a fun group!

Don & Jan Schroeder
KS-H Chapter Directors





Pierson's Report



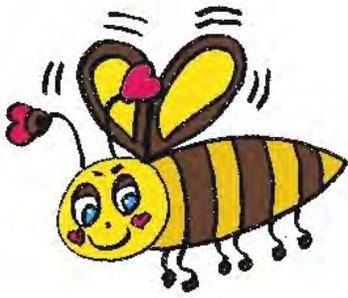
KS-H had a good turnout for our monthly gathering in Hutchinson although it was still a bit chilly for riding.



We were happy to see Joe and Deb Gattenby present and Joe was probably real happy to be there after he won the 50/50 drawing!



Don Schroeder discussed getting our motorcycles ready to ride, showed a short video of what to check and Jeff Whithorn handed out laminated TCLOC cards to keep on your bike.



Jan Schroeder showed slides of the Statue of Liberty statues found around Kansas and had map handouts so you could find your way to each one if you wanted a ride to somewhere new.



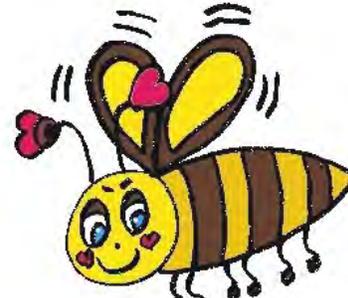
She also discussed The Boy Scouts Freedom Ride. So many rides! This weather need to start cooperating so we have time to do them all!



Jeff Whithorn reminded everyone about The Garage in Salina, KS which will be changing their display in May from the old carriage cars to muscle cars.



So that's the Buzzzz!
Dennis Pierson - KS-H Asst Chapter Director



MAY

GWRRA Anniversaries

**Congratulations to this month's
Chapter H members
celebrating their membership
anniversary with GWRRA!!**

CHAPTER H MEMBER	YEARS WITH GWRRA
Robert Huelsman	15
Janice Huelsman	15
Daryl Regehr	14
Nita Regehr	14
Don Schroeder	13
Jan Schroeder	13
Marcie Putnam	5



Congratulations!



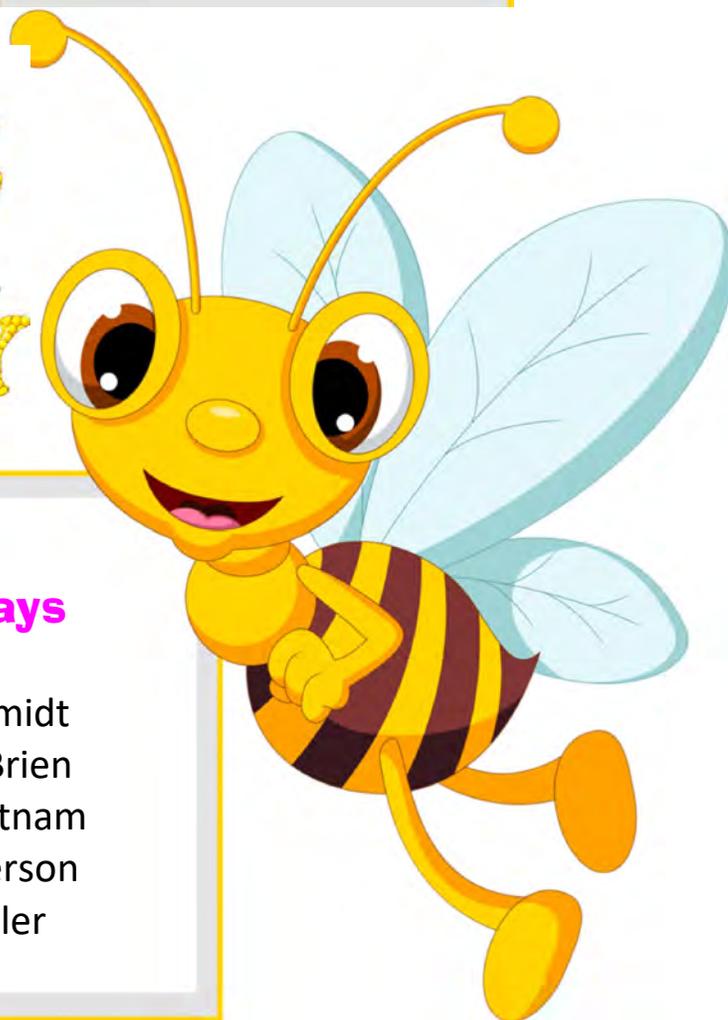
**May
Anniversaries**

- 7 Jeff &
Ann Whithorn
- 27 Dennis &
Edith Pierson



**May
Birthdays**

- 3 Kathy Schmidt
- 9 Sherry O'Brien
- 17 Marcie Putnam
- 28 Dennis Pierson
- 31 Sharon Eisler





Upcoming

EVENTS

MAY - JUNE 2022



May 6 –1st Friday –TABLE GAMES NITE!! King Park Shelter House, 500 N. Ridge Rd, Hesston. 7 p.m. \$5 Bunco, Farkle, etc. Prizes awarded! Bring a light snack (bag of candy, chips, cookies, etc) BYOB (Bring Your Own Beverage). Coffee and water available. Dinner option= 5:30 dinner El Cerito Mexican Restaurant 606 E Lincoln, Hesston.
RSVP May 5 to kansaschapterh@gmail.com or 620-727-7789.

May 7 – **Bike Trailing Course** - \$25 **7:30 am** registration at King Park shelter house, 500 N. Ridge Rd, Hesston. A light breakfast and lunch provided for a donation, then range practice after lunch.
RSVP to Rick Stevens ASAP at stevensrf@cox.net

May 14 - **5 State Poker Run** - Guyman, OK www.fivestaterun.com

May 16 - **KS-H Chapter meeting**, Blue Dragon Room, Student Union on HCC campus, SE corner of 14th & Plum. Cafeteria/Bufferet across from the Dragon room from 5-7 pm.

May 19-21- **Arkansas District Rally**, Harrison, Arkansas

June 3 – 1st Friday dinner ride **TBD – need a volunteer to host this. (call 620-728-9812)**

June 2-5 – **Missouri District Rally**, Branson, MO

June 11 – **KS-F Spring Fling** - 9:30-2:30 Towanda Park, 501 N 6th. Lunch furnished for a donation.

June 17-18 – **Trike** - trailing course. \$25 - Class on the 17th at 7 pm King Park shelter house, 500 N. Ridge Rd, (do not need your trike for this portion). Then on the 18th at 7:30 a.m. the range portion will be at the Hesston High School south Parking Lot.
RSVP to Rick Stevens ASAP at stevensrf@cox.net

June 18 - **Smackdab Ride**, Lebanon KS, to Rugby ND <https://smackdab281.org/>

June 23-26 – **Cody-Cade Ride** - Cody, Wyoming (for more info Google Cody-Cade 2022)

June 29-July 2 – **Wing Ding 43**, Shreveport, Louisiana, <https://wing-ding.org/>

Sept 9-10- **Kansas District Rally**, Independence, KS <https://gwrraks.com/kansas-district-rally>

Watch your email for short notice rides, including some to the Mini Statue of Liberty locations!!!!

NEED SOMEWHERE TO RIDE? - VISIT OTHER KANSAS CHAPTERS WHEN THEY GATHER!

1st Thursday – Chapter Q, Boss Hog 3114 W. 8th, Winfield.

3rd Thursday – Chapter A Pizza Ranch 2121 N Tyler Rd, Wichita (21st & Tyler)

3rd Thursday – Chapter B JT's Grill, 33255 Lexington Ave, DeSoto, Ks

4th Tuesday – Chapter F Circle Oil Hill School, 2700 W. 6th Ave, El Dorado (brown bag)





1st Friday Ride (April 1, 2022) took us to The Lumber Yard in Zenda, Kansas, where we were fed well and had a **crazy** fun time as we always do



2! 4! 6! 8!

Who Do We Appreciate...**YOU!!!!** our fantastic members!

We threw a party just to show how much we appreciate our GWRRA members on April 2, 2022 at Carey Park in Hutchinson, Kansas!
We appreciate your participation, your ideas and your friendship!



Cornhole Fun!

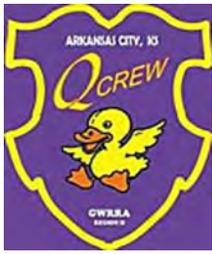
Left-Center-Right Winners!



Farkle with Friends!

Time to Eat! This way to the chow line! 





Chapter Q – Winfield

Meet 1st Thursday at Boss Hogs BBQ in Winfield - 6:00 pm to eat 7:00 pm to meet

Chapter Directors

Jack & Teresa Kistler

316-651-7423

jackkistler@gwrraks.com

Asst Directors

Duane & Vickie Kalous

Treasurer

Sheila Tucker

Ride Coordinator

Bill & Sheila Tucker

billtucker@gwrraks.com

MEC

Judy Eggleston

Happy May everyone!! Hope this finds all of you in good health and ready to ride. The winds in April definitely made riding more of an adventure but at least there were a few days that we could ride.

Our maintenance day was a huge success; we had a total of 18 people and 10 bikes. We went for lunch at Boudreux Burger Barn at Peck and Rick Stevens joined us for lunch. Thank you Vickie Kalous for the cinnamon rolls, monkey bread and for the use of your coffee pot, we really appreciated it. Jack and I really enjoy being able to host maintenance day, besides we it makes us give the shop a good cleaning!

As many of you already know our daughter Tami and her boyfriend Fred were in a motorcycle accident in Derby on April 14th. A young lady decided to fly through and intersection and hit them. Tami has had one surgery on her leg and heel so far but will need another on her knee once the foot has healed enough that she can use it. Fred has an injured ankle, shoulder and knee; we are still waiting on an MRI to find out what he will need to do next. Please continue to keep them in your thoughts and prayers.

Happy Birthday and Anniversary to Duane Kalous on the 17th, Vickie Kalous on the 25th and to the both of you on the 12th!

Until the next time,
Teresa Kistler



APRIL 9, 2022 - UDALL, KS MAINTENANCE DAY



Join Chapter A on August 12, 13, 14, 2022

In Tahlequah Oklahoma

for some good rides, float trips & good company!

We will be staying at the Fin and Feather Resort

Housing will be an 8 bedroom, 8 bath house.

(There are smaller cabins available if you wish)

Cost per couple will be \$90.00 per night

if we fill the house, higher if not

There are also a few full hookup campsites

Campsites are \$35.00 per night (only 5 are available)

There is a restaurant on site plus others in the area.

There are several hotels in the area (if you wish)

Costs range from \$70.00 - \$125.00 per night

There are several float trips in the area.

Cost ranges from \$25.00 - \$35.00 per person.

We will be near Tenkiller for good riding.

We will be leaving Friday morning and return on Sunday afternoon.

Contact Steve Bockhaus to get on the list at

bockhaus@cox.net or 316-772-6603



ALOHA from Kansas !

*2022 Kansas District Rally
September 9 - 10, 2022*



*Join us at the
Independence Civic Center
410 North Penn Ave,
Independence, Kansas*

HOTEL INFORMATION:

APPLETREE INN PHONE: (620) 331-5500
201 N.8TH - INDEPENDENCE, KS 67301

KING BED ROOM \$65 + TAX - 2 QUEEN BED ROOM \$75 +TAX
(HOTEL HAS AN ELEVATOR)

RESERVE NOW ! ROOMS BLOCKED UNTIL AUGUST 27TH

Information may be subject to change and
we will do our best to keep you advised

Gold Wing Road Riders Association
2022 KANSAS DISTRICT RALLY

“Aloha from Kansas”

September 9 - 10, 2022

Independence, Kansas

Host Motel:

Appletree Inn
201 N. 8th Street
Independence, KS 67301

Rooms blocked until August 27, 2022

Room Rate: King \$65 + tax 2 Queen Beds \$75+ tax

Call for Reservations: (620) 331-5500

Please Print

Rider: _____ GWRRA # _____ Age _____ (optional)

Co-Rider: _____ GWRRA # _____ Age _____ (optional)

Address: _____ City _____ State: _____ Zip _____

Email: _____ Phone: _____

Your Chapter _____ Your District _____ Miles to Rally (if riding) _____

Grand Prize drawings will be Saturday evening during the closing ceremony

50/50 Drawings on Friday and Saturday evening

	QTY	PRICE	TOTAL
GWRRRA Life Member	_____	\$25.00	_____
GWRRRA Member	_____	\$30.00	_____
Non GWRRRA Member	_____	\$35.00	_____
One Day Pass Member	_____	\$15.00	_____
One Day Pass Non Member	_____	\$20.00	_____
District Director	_____	Free	_____
District COY/IOY	_____	\$15.00	_____

Master Level IV # _____ # _____

Are you an Officer in GWRRRA (any level)? Your title _____

Are you a current “Couple of the Year”? Chapter _____ District _____

I/we agree to hold harmless GWRRRA, Kansas District GWRRRA, any co-sponsoring organizations and any property owners for any loss or injury to self or property by reason of participation in this event. I/we agree to assume responsibility for any property that I/we damage.

Rider Signature: _____ Date: _____

Co-Rider Signature: _____ Date: _____

Make checks payable to **GWRRRA Kansas** and mail with registration to:
Carolyn Stevens, District Treasurer, 6410 Aberdeen Street, Wichita, KS 67206.

For additional information contact Kathy or Denny Chesnut at culkath@gmail.com or flitcrew@aol.com

KANSAS DISTRICT PATCH/PIN PRICE LIST

Kansas Order Form

Chapter _____

DESCRIPTION	QTY	PRICE B & G	QTY	PRICE B & W	QTY	PRICE B & G	TOTAL
TOP BACK ROCKERS (Over 10" Patch)		\$9.75		\$9.75		\$9.75	
CHAPTER DIRECTOR							
ASSISTANT CHAPTER DIRECTOR							
CHAPTER							
FORMER							
CHAPTER COUPLE							
BOTTOM BACK ROCKERS (Under 10" Patch)							
KANSAS							

TOP FRONT ROCKERS (Over 4" patch)		\$3.75		\$3.75		\$3.75	
OPERATIONS							
FORMER							
NAME ROCKERS (from below)							
BOTTOM FRONT ROCKER (Under 4" patch)							
CHAPTER DIRECTOR							
ASSISTANT CHAPTER DIRECTOR							

PATCHES		\$7.00				\$7.00	
4" GWRRA MEMBER (Gold Trim)							
BACK PATCHES		\$12.00				\$12.00	
10" GWRRA BACK PATCH							

PINS & HANGERS							
COUPLE OF THE YEAR PIN @\$5.00 each							
CHAPTER COY HANGER @\$3.00 each							

SPECIAL ORDERS - GIVE DETAILS TOP BACK ROCKERS (Over 10" Patch)	QTY	PRICE B & G	QTY	PRICE B & W	QTY	PRICE B & G	TOTAL
		\$9.75		\$9.75		\$9.75	
TOTAL DUE:							

**Please enclose order form with check made payable to
Theresa McDonald - 421 East 3rd Street, Douglass, KS 67039**

Ordered By:		Any Comments Below
Ship to:		
Address:		
City:		
State:		
Zip:		
Phone:		
Email:		

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Why should you call Law Tigers?

We get it. Most people don't want to involve a lawyer when they get hit on the road. Maybe the damage wasn't that bad, and you feel fine.

Here's the reality...

Without representation, there are no guarantees that you'll get a fair shake.

Hospitals, medical providers, and insurance companies fight to make a profit from the worst day of your life. Without the right motorcycle lawyer on your side you will be the only loser in that fight.

What Law Tigers Motorcycle Accident Attorneys do for their Clients

At Law Tigers, our main focus is to assist in the prevention of motorcycle accidents, and to promote motorcycle safety. However, when accidents do occur, a Law Tigers motorcycle accident attorney is there to assist you. Available for free consultations (at our office, hospital, or your home), we provide clients with aggressive, experienced representation. As motorcyclists ourselves, we understand the challenges that you are going through and are prepared to assist you every step of the way. Because we are committed to helping our fellow motorcycle riders, we work on a contingency basis. There are no up-front charges, and our motorcycle accident attorney will only receive legal fees upon conclusion of your motorcycle accident case.

Motorcycle Accident Representation: It's the only thing we do

If you have been injured as the result of another motorist's reckless, negligent, or careless driving, you may be entitled to compensation for any damages you suffer. A Law Tigers motorcycle accident attorney can help you get your life back on track and help you obtain the maximum settlement possible.

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We set out to change that. First we worked with the suspension and developed an adjustable air suspension that does not bounce. Second we worked on the price point. Our approach allowed us to save money but also allows you to build your trailer buying the options you want as you go. Our experience on the road combined with our engineering and machining specialties allowed us to make a trailer far superior to any on the market today. We are confident that our trailer rises far to the top among the competition.

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