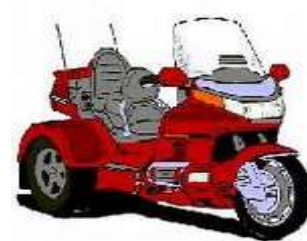


# CHAPTER K NEWSLETTER



FEBRUARY 2016

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**Ed & Mary Jackson**  
**John & Bonnie Rogers**

**Sunshine Coordinator**

## CD CORNER

Well, the New Year has begun and we are off to a great start. We started 2016 with our annual New Year's Day ride to Mud Cat Charlie's. We had 14 participating for a noon meal but the weather wasn't too cooperative so most of us 4 wheeled the event.

The next day we had our first Saturday Dinner Ride and had 12 show up and we proceeded to McClenny, FL. I found out that my GPS can locate a location in Florida a lot easier when you change the state. We headed for 6<sup>th</sup> Street Steakhouse and the address wasn't on 6<sup>th</sup> Street at all. The meal was great. I actually could not eat all the shrimp that was on my platter. The fellowship was great and Danny kept us in stitches.

We held our first chapter meeting for the year at Denny's and had a good turnout with 20 showing up. It was good to have Floyd Burdett attend the meeting after his knee surgery. He is recuperating nicely. We discussed old business, new business, and the upcoming Coffee Break for Daytona Bike Week.

The next big event was the Chilly Willie at Buckner's with 6 participating. We all decided to take our RV's and camp at Indian Springs State Park. The temperature was in the low 30's so we kept the campfire burning. We left for Buckner's the next morning for lunch. They brought out the food and placed it on the lazy Susan. Danny was the first to grab the food and the lazy Susan looked like a roulette wheel going around. I believe everyone got their fill, as Danny and I both had thirds on our plates.

Before the business meeting drawings were held for door prizes and 25/25/50. Danny and Allyson won part of the 25/25/50! They treated us all to DQ after the meeting. We then entered into the business part of the meeting that was informative and one of the shortest I've been too.

There were a lot of new Chapter Directors taking over this year. That is good, as change brings in new ideas.

I have talked with a prospective new member on the phone and he was interested in visiting the Chapter so please make Joey Trey welcome when he joins us. It looks like we are starting the New Year on the right foot

In researching some safety articles recently, I came across a subject written by Noble McIntyre for "The Motorcycle Safety News". He writes about the various changes that have taken place over the years pertaining to motorcycle safety, especially motorcycle riding gear and safety laws.

### **Helmets**

Interest in developing motorcycle helmets began in 1935, when T.E. Lawrence (better known as Lawrence of Arabia) suffered a fatal motorcycle crash. His neurosurgeon, Hugh Cairns, began the research that would eventually lead to the development of the motorcycle crash helmet. The first patent for a motorcycle helmet was submitted in 1935 by Professor C.F. "Red" Lombard. The earliest helmets were made of leather, which didn't do much in the way of impact protection, but did prevent abrasions and "road rash." Later helmets changed radically in design and materials-in the 1960s, safety helmets had exteriors made of fiberglass, and interiors lined with polyurethane foam or cork. Most modern helmets are made from plastic, carbon fiber or Kevlar, and are designed to be impact and puncture resistant.

### **Protective Gear**

The right gear is considered one of the most important aspects of motorcycle safety, next to awareness, and rider training. The earliest motorcycle "gear" grew out of the use of motorcycles in the military during World War 1. Short coats replaced dusters so they wouldn't get caught in the motorcycle spokes; heavy boots and pegged breeches protected the legs. While these might have been functional, they weren't terribly stylish.

The most recognizable motorcycle gear is probably the leather jacket, first made famous by Marlon Brando in the film *The Wild One*. While a simple leather jacket can help protect from abrasions, modern protective gear may be made of sufficiently thick leather or with ballistic nylon or Kevlar, and some have carbon fiber armor on major impact points, such as shoulders, elbows and the knees. Some high-end motorcycle jackets and race suits even have a built-in airbag system, which inflates to protect the neck and torso. There are also street oriented airbag vests that inflate when a rider has a sudden get-off from his/her machine.

Believed by some to be even more durable-but with limited actual lab tests to back up assertions-is motorcycle armor, which is usually constructed of foam or hard plastic with foam laminate on the inside, or hard foam plates designed to protect the shoulders, elbows, and knees. Motorcycle armor was specifically designed to increase the chances of survival in an accident.

### **The Evolution of Safety Laws**

In 1966, the Highway Safety Act required states to pass mandatory helmet laws in order to receive federal highway funding. In that same year, The American National Safety Standard for Motorcycle Helmets was introduced, which set obligatory performance standards that manufacturers were required to meet. However, Congress withdrew the requirement in 1975, and as a result, many states repealed their mandatory helmet laws. Now mandatory helmet laws vary from state to state. The Hurt Report, published in 1981, showed most accidents involving a motorcycle occurred as a result of car drivers failing to see motorcycles. The report also showed that helmets significantly reduced the chance of death or debilitating brain injury. The MAIDS (Motorcycle Accidents in Depth Study) Report, published in 2000, showed that motorcycles were "over represented" in traffic accidents, and that most motorcycle accidents involved collisions with a passenger vehicle. These studies have left organizations like The Governors Highway Safety Association to encourage the implementation of helmet laws and motorcycle operating training.

### **The Future of Motorcycle Safety**

Motorcycle safety gear has grown dramatically in sophistication over the last century-full airbag suits, durable materials, even virtual heads-up displays are being developed to increase the safety and survivability of the motorcycle enthusiast. But technology can only go so far. Just as important as gear is training, awareness, and skill needed to stay safe on a motorcycle.



FEBRUARY

2 Feb – Bonnie Rogers  
4 Feb – Mary Ann Moody



FEBRUARY

UPCOMING EVENTS

6 Feb – Dinner Ride  
11 Feb – Chapter Meeting  
5 March – Coffee Break  
21 April – GA Wing Fling, Dalton GA

CLASSIFIEDS

2008 Goldwing Trike, 25,000 miles, airbag model, garage kept. \$25,000. Contact Ron Wilbur 912-673-6952

