

Chapter W2 – Memphis Gold

Region N

Friends for Fun, Safety and Knowledge

August 2012



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Meeting Time – 3rd Saturday of each month
Eat at 6:00 PM – Meet at 7:00 PM
Perkins – 1340 S Germantown Rd.
Germantown, TN

From the Chapter Director By: Richard Hutson

The hot weather is still with us, so if you are riding drink plenty of water.

Alan Keough is now planning rides on the weekends. All have been a success so far. Thanks Alan.

The MS bicycle ride for September 8th and 9th, I need to know who will be willing to work this event and what days you can work. For those that can we will get together and ride the routes, there are 2 courses each day a short (45 miles) and long (75 miles) course. Food, water and rest rooms are

provided at each stop. All that is required is for you to sit at turns so the bicycle riders do not miss a turn. MS Y will not be able to assist this year, as there is some function-taking place in Jackson, MS on Saturday.

Having read a post on Face Book from Tony Douglas the TN N function was a big success in Jackson, TN.

Ride Safe

Richard



RIDER EDUCATION

By Ed Johnson

I recently ran across this website that has some interesting statistics and information on motorcycle safety. Check it out when you get a chance. <http://www.cdc.gov/Motorvehiclesafety/mc/index.html>. The following are excerpts from the site.

Today, more people are riding motorcycles than ever before. Motorcycle riders represent almost every demographic group in the country. Riders now tend to be more affluent than 30 years ago. The average age of riders has increased, and more women are riding than ever before. The profile of who crashes and who dies has changed too:

Age: Young people are not the only ones dying in motorcycle crashes. In 2010, more than half the people killed in motorcycle crashes were 40 or older, up from 25% in 1995.

Sex: While only 10% of riders killed in motorcycle crashes in 2010 were women, almost all passengers (89%) killed in motorcycle crashes were women.

Helmets: Forty-one percent of motorcycle operators and 50% of motorcycle passengers who died in 2010 were not wearing a helmet.

Location: More people are killed in motorcycle crashes on rural roads now than 20 years ago. Roughly half of all crashes take place on rural roads.

Alcohol: When people drink and ride, they are at much greater risk of crashing

and dying. Twenty-eight percent of motorcycle riders who died in 2010 had a blood alcohol concentration that was at or above the legal limit of .08 g/dL.

Motorcycle Type: The majority of people who die in crashes are riding sport motorcycles with mid-size engines designed to maximize speed and agility.

The only safety measure that costs little to initiate and reaches all riders is a state universal motorcycle helmet law. It is also the only measure proven to improve motorcycle safety.

Two key factors influence the public's financial burden from motorcycle crashes: helmet use and hospital and rehabilitation costs.

Unhelmeted motorcycle riders injured in a crash and admitted to hospitals face substantially higher healthcare costs than do helmeted riders. Unhelmeted riders also use more of a hospital's critical resources.

Unhelmeted motorcycle riders are twice as likely to suffer traumatic brain injuries from crashes. The median hospital charges for motorcycle riders hospitalized with severe traumatic brain injuries were 13 times higher than the charges for those who did not have a traumatic brain injury.

Unhelmeted motorcycle riders are less likely to have health insurance and are therefore more likely to have their medical expenses paid by government-funded healthcare.

August 2012

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4 N Meeting
5	6 Ed Bell B-Day	7	8	9 MS Y Meeting	10	11
12	13	14	15	16	17	18 W2 Meeting
19	20	21	22	23	24	25 Chapter N Fun Day
26	27	28	29	30	31	



The W2 gang at The Hut in Somerville.



When a car just won't do

GWRRRA Memphis Gold - W2
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