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GWRRA Rider Education



NATIONAL RIDER EDUCATION NEWSLETTER

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Happy
Easter

Everything is new and growing which helps to make spring a beautiful time of the year. We all have a lot on our minds at this time, but we want to wish everyone at home and our military personnel a happy and safe holiday.

As the white stuff is slowly disappearing in some of the districts, we are starting to see more Gold Wings are out. While in the southern Districts, they are riding with summer gear on.



We want to wish Richard Ores and Joe Rogers a speedy recovery. Our thoughts and prayers are with you. These two fine gentlemen devote a lot of time to our Association.



Thanks to the efforts of Bob Berry and Bob Kekeis, the GWRRA Rider Ed web page has been updated to now include all relevant GWRRA Rider Course Training Instructor forms and information. This information is available to all members and should be referenced if need. If there, are any questions regarding this

program or processes contact Bob Lorenz, Bob Berry, or Bob Kekeis?

The rider Course Training Material (i.e. Trike Riders Course & Trailing Course) will not be made available on the web page and access will remain restricted to certified GWRRA Rider Course Instructors and Instructor update candidates. This remains restricted for liability reasons.

Many thanks again for both Bobs for all of their work and assistance.

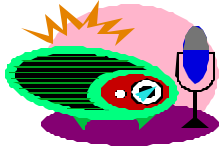
Region N newsletter reported 28 Chapters at 100 % in the Rider Education Program. This shows reporting and education is at work. To the Educators, "Thank You".



"Welcome aboard" Region F Educators, Cary & Sherri Burris, and in South Carolina Paul DiMascio & Donna Melcher as District Educators. Paul and Donna have held many different GWRRA Offices in more than one District. We know they all will do a great job.

INSIDE

1. Greetings, Get Well, Thanks, Welcome Aboard
2. Communications, Updating Info, Preparing for the Ride
3. Preparing for the Ride cont., MFA@,
4. MFA@ cont., First Aid Kits, Announcements



If you have new Educators coming on board and we missed them, please communicate new changes so we can welcome them also.

While on the topic of communications, we have talked to many Chapter Educators who want to receive the newsletter and do not. The newsletter is sent relating information that is current and timely. It isn't helpful to the members or educators to receive this information some months afterward. For example, Wing Ding information needs to get out before Wing Ding. We know mailing is costly but newsletters can be sent by email. That would save on the cost of the postal route.

In case you are wondering, I have discussed this with many Chapter Educators, from many different Districts and from five different Regions.

We are open to ideas on improving the communication flow. We currently send only to National Staff and Regional Educators. Should we include the Districts? I would like to refrain from doing that so the Regional Educators can add to the newsletter and forward to the District Educator, who can add their information before sending it on to the Chapter Educator. The important point is that the newsletter should be made available in its entirety to our educators and members.

Use the web page access for distribution if necessary. Visiting the GWRRA Home Page and Rider Ed. Home Page can help in many ways. Just an example of information: Safety Links, Rider Ed forms, Rider Ed duties, Reference materials, Articles, Newsletters (current & past), Patches & Pins, Seminar information, Rider Course instructor information. Many

members work hard to make this available, use it to your advantage.

We have explained in the past how to go to the GWRRA home page and how get to the Rider Education site to download the newsletter. This is of no value if the Chapter Educator does not receive the newsletter. If your Chapter Educators do not receive this communication, they may be missing a lot of important information.



UP TO DATE INFORMATION

BY

BOB LORENZ
NATIONAL RIDER EDUCATION
DIRECTOR

We appear to have a problem with the officers listing as it currently exists. It would appear that the list is incorrect and has not been updated to status.

This appears to be due to the fact that the GWRRA Officer Change/Appointment Worksheets have not been forwarded to the Phoenix office.

When reviewing and approving new Educators at the District and Chapter level, it is the responsibility of the Region to forward this form to the Phoenix office and a copy to Joe Allen, Asst. National Director, Rider Education. If this form is not forwarded to Phoenix, the database cannot be updated and appropriate changes made.

I have forwarded to each region a copy of the list, as it currently exists. I ask that you review this form, note in the column marked "Current Y/N" whether or not the member is currently active as an Educator, and note in the Officer Code (change) column. Please do not worry if they are serving as an assistant, use the code for the

primary office. Send the revised file back to me.

This needs to be completed as soon as possible. Some communications from the Phoenix office are not getting to our Educators as a result.

Thank you for your help and assistance

(Editor Note: We have talked to a Chapter Educator who has served with two Chapter Directors, same Chapter, and never filled out paper work! Please help in getting the database corrected.)

Preparing for the Ride

By

Joe & Dottie Allen
Assistant National Rider
Education Director

By the Time you are reading this, weather in our part of the country should be in great shape for enjoying what we all look forward to at the end of winter, riding our motorcycles. Yes, some of us find it just too cool to be out in the in climate weather and put our steeds up for the winter and prepare them for the upcoming season.

Hey, that brings us to this title of "Preparing for the Ride". Just what do we do to get ready for the onslaught of sunshine and warm temperatures? Well, first off, we need to prepare our bikes. Oil, filters, tires, etc. However, most importantly, prepare us for the riding season. Therefore, how do we do this, you ask? Take a rider course and get a mini tune up of the body and mind. Yes, we do get complacent and since riding is 90% mental, it is wise to become re-adjusted with the realms of street riding on a closed course, rather than just jumping on the bike and hitting the open highways and by-ways of our great country. I hear riders saying all the time, I do not need that course again, and I have already taken it three or 4 times. Trust me, you cannot take it

enough. I am a big skier and really enjoy the sport, but I take a lesson each year, since I have gone 8 or

(Preparing for the Ride cont.)

9 months without a pair of skies on and feel that I need a tune-up to be re-acquainted with the feel of having those things locked to my feet. The same goes for riding your motorcycle. You need to be re-acquainted with the feel of the bike and get your mind back in the tune with the other users out there you will be dealing with on day-to-day bases. And, do not forget your most prized possession, your Co-Rider. He/She needs to get back into the feel of things as well. Remember also, that we are all 1 year older and with that comes glasses, slower reaction times, sometimes a little more weight and other ailments that can affect your riding judgment and decisions one has to make in split second increments. Also, do not forget the prescription drugs and the fact that there are other users out there who are in the same boat as us. Cell phones, pagers, pda's, newspapers, makeup mirrors are all devices that we see other users using each and everyday. These preoccupy them and we must be aware of those and other hazards out there. What happened to our great roads? A lot of potholes out there, rough shoulders and gouges in the pavement from the harsh winter we have just gone through. This is where your swerving techniques and looking ahead 12 seconds come in very handy.

Prior to getting back on the bike, practice the "what if" game in your four-wheeler. If you use it now, it will be second nature once back on the bike. For instance, coming up on an on-ramp and you are in the far right lane, consider the following: Driver coming down just wants to get to work. Figures that someone will get out of his or her way. Allow yourself time to react and if possible, move to the next lane over, or speed up or slow down to allow that user access onto the interstate. They are

coming anyway, so you might as well be prepared. I would rather be pleasantly surprised, than have a life or death situation looking me in the eye when one could have prevented this encounter with the "what if" game. Remember one thing, they cannot see you. If you think that you are seen because you have a bright colored bike, many lights, chrome or your styling apparel that you have on, think again. You are smaller than they are and they really are not looking for a motorcycle. Heck, they do not see 18-wheelers, so what makes you think that they can see you! Do not be lulled into that thinking.

Work as a team! You do get your Co-Rider involved, don't you? Ask if he/she can stand behind the bike and check the lights, etc. Go over the bike with them and have them become more familiar with the controls incase something should happen to you while riding. Once on the ride, use them for your second set of eyes. Their input makes for a more enjoyable ride and they feel part of the adventure you both are sharing.

Last by not least, have a good frame of mind before leaving on a ride. This is really important, since we can all go back to the beginning of this article and see where this sport is 90% mental. That is the one great thing about motorcycling. Leaving your troubles behind and enjoying the ride with someone you love and care for. Even if you ride solo, there are those out there that really care for you and don't want to see anything happen. So, sign up for a class, get your motorcycling legs back under you again and in the proper frame of mind. Dress for the fall, no not cooler weather, but the chance something is going to happen at some time, eventually, the longer we ride. If it doesn't, great, but don't think it can't happen, cause it does. Minimum protection is better than none. Long sleeves, long pants; over the ankle boots, full finger gloves and full-face protection go a long way

in protecting the body from the fall. Yes, I know it is warm or even hot out there and a pair of shorts would be great, but you really are not cooler, since your body is whisking away the moisture you need to help cool your body from the elements. Next time you are in farming country, look and see what the farmers are wearing. It is long sleeves and pants and when asked why, they will explain that it is cooler. Moisture is trapped under the shirt, which allows the air to cool the body properly.

If nothing else, just think how uncomfortable you will be when you are in an emergency room and they are picking asphalt out of your hide. Not a pleasant picture and very painful. Okay, enough of that, but you get the picture. Just don't believe that it can't happen, cause it does each and everyday. If you are prepared, you will be pleasantly surprised and enjoy this great sport to the fullest.

"Safety is for Life"



MEDIC FIRST AID®

By

Larry Stiles

**Asst. National Rider Ed. Director
Medic First Aid® Program**

I think the weather has finally decided to get warmer. We all can get ready to get our Wings ready for riding. Please be careful out there. Around here, there is a lot of sand and gravel that was use for traction when the weather was bad. It is raining now, so hopefully we can clear the streets and we can ride.

The past few days, I have received numerous calls on what is going on with Medic First Aid®. Recently, Medic First Aid® headquarters sent out a publication, MEDIC NEWS, explaining a new change

in renewals. It addressed the Facilitators that are soon to renew and those currently required to renew their certifications.

**MEDIC FIRST AID®
CONTINUED**

I spoke with Judy Hill, to get a better understanding on what they were trying to explain. The letters sent were confusing to many of the instructors. The headquarters is trying to place everyone on a set time to renew his or her certifications. I hope I can make it easier to understand. We all went through this when GWRRA changed their policy a few years ago to make it easier to keep track of the members. Facilitators that are due for their renewals that were certified in 2001 are due on their anniversary in 2003. They will be getting renewal paperwork. The change is the same as we have done here in GWRRA and Rider Education, going to the January date for renewal. MFA® has done the same. MEDIC FIRST AID® is also trying to make it easier for all Facilitators to renew. Some Facilitators have more than one program they are certified in which gives them different anniversary dates. Like myself, I am certified in six programs, had I taken them at different times, I would be renewing at each anniversary date. MFA® has made it easier by going to a January due date for all certifications no matter how many programs the facilitator has been trained and certified.

So, those who were trained in 2001 and are due for renewal this year on their anniversary date will receive paperwork to fill out in 2003 on their 2-year anniversary date. The next time they renew will be in December of 2004. They will receive paperwork to fill out for renewal, which will be due in January of 2005. All renewals will be good for two years from then on. Those who were trained in 2002 will receive their paperwork in December of 2003 to be due in January of 2004. All renewals will be due in January of your respectful two years.

Some have questioned the \$25.00 fee. The fee is for administrative work and your renewal cards. This is a normal cost, even though I have been told by some instructors, American Red Cross this does not happen. I have called ARC, there is no fee for renewal but there is a charge for the cards, which is a lot higher than MFA® renewal fee.

I strongly suggest that the Region, District, or Chapters help find a way to cover this cost for their facilitators. Remember, they are taking their time to help members get the classes they need in CPR and First Aid. Yes, they have volunteered to be certified as a MFA Facilitator. They go to Chapter's, District's, and Region's functions to ensure our members get the training, at a very low cost. This would be an excellent time to show our support to these members by taking care of their renewal fees. This could be an incentive for the Facilitator to teach the two classes a year they need and with the fees collected for these classes a percentage could be set aside to help pay for the renewal fees. This can be a big help in getting some of your Facilitators, which have not made an effort, to teach a class, to start teaching. The main point is to reward those Facilitators who have worked hard and are doing the job for GWRRA members.

At this time in some areas, we are only into the Basic Training of our Facilitators. We will soon unveil more training programs for our Facilitators. They will then have the opportunity to get these classes to the members. I will be starting out with AED training, which some Facilitators are already trained. We would like all MFA instructors to be trained in this in the near future. Also, we will be doing Pediatric CPR training. This program has been highly requested by our members.

When our Facilitators are trained with the various programs, they will

understand why it is important to have only one renewal date. Having all the different programs to offer to the members will make it worth renewing the Facilitators.

I hope this helps to explain the new procedure for renewals. If anyone has more questions, please feel free to call me or email me.



First-Aid Kits

By
Elaine Anthony
Chapter L-2 Ohio

Does yours need a check-up? Do you carry a First Aid kit on your bike? If so, when is the last time you took a look inside? Many riders probably carry kits which were purchased to meet a perceived safety requirement (or to qualify for a safe-riding badge), but if you do not know what your First Aid kit contains, you may be unpleasantly surprised if you ever need to use it.

What passes for a First Aid kit from sources such as discount stores and auto supply shops (and sometimes given away as Poker Run prizes) may be woefully short of what is needed for our sport. In case of a motorcycle accident, I hate to say it, but band-aids are not going to help much, folks.

ANNOUNCEMENTS

Region D newsletter is reporting there will be a sidecar course in Grand Rapids, Michigan on July 18, 2003 if any one would care to partake. Contact Mark Zingery 989-386-3391 or mzingery@chartermi.net

Ohio will offer its Trike Rider Course for the first time. For information call Dave Taylor at

513-863-6850 or email
cdavetay@peoplepc.com