

April 2004



GWRRRA Rider Education



INTERNATIONAL OPERATIONS

SENIOR INTERNATIONAL DIRECTOR RIDER EDUCATION

Bob & Sue Lorenz

Voice: (517) 548-9028

E-mail: blorenz@ameritech.net

ASST. NATIONAL DIRECTOR RIDERS COURSE PROGRAMS

Bob & Althea Berry

Voice: (908) 730-8842

E-mail: bobberry1@earthlink.net

ASST. NATIONAL DIRECTOR NEWSLETTER / LEVEL DATA

Bill & Linda English

Voice: (330) 799-8603

E-mail: gwdatadoc@aol.com

ASST. NATIONAL DIRECTOR MEDIC FIRST AID® PROGRAM

Larry Stiles

Voice: (508) 567-1307

E-mail: LarryStiles@msn.com

ASST. NATIONAL DIRECTOR Administrative Functions

Mark & Mary Zingery

Voice: (989) 386-3391

E-mail: mzingery@chartermi.net

CANADIAN OPERATIONS

NATIONAL DIRECTOR CANADA RIDER EDUCATION

Gordon & Elsie Murphy

Voice: (709) 753-2318

E-mail: gmwing@nf.sympatico.ca

ASST. NATIONAL DIRECTOR RIDERS EDUCATION CANADA

Dave Hay

Voice: (250) 923-8664

E-mail: dhay@telus.net

Our Apologies go to everyone for not having the March newsletter. Some unexpected personal problems came around and we had to put things on hold at the last minute.



This is an e-mail I received from Senior International Director of Rider Education, Bob Lorenz. I have great excitement to share.

"It is my pleasure to announce that Mark and Mary Zingery have accepted a position on the National Rider Education Staff as Assistant National Director Rider Education. They have been extremely active in the Association for many years and most recently served as the Senior District Educators for Michigan. They bring with them a solid knowledge of the program, a very constructive & positive attitude and a willingness to provide top notch support and service for our members.

Mark and Mary will be assuming responsibilities for the Rider Education Administrative functions such as the quarterly statistical reporting, the Senior Educator Program, the Seminar Certification & Training Program, the REP Handbook administration and will assist with the development of the Educator Training Program.

I have had the pleasure of working with this couple for many years and have found their approach and attitude to be exemplary. They have been very active with background logistical support for Wing Ding for many years and have given much of their time and effort in assisting us with the development and growth of the Rider Education Program."

Linda and I would also like to express our good fortune for previously working closely with Mark and Mary in the past. We welcome them to the staff and we are all here to assist you with your new duties at anytime.

We also welcome the many new Educators that are joining the many different staffs helping to promote Rider Education. These new Educators include Region, District and Chapter Educators who are eager with new ideas and the desire for information to help our members.

INSIDE

1. Welcome Mark & Mary and new Educators.
2. Stepping down, Preparation to Ride, Drive Defensively, Check Yourself and Accessories
3. NHTSA Facts, Taking classes, Beware of Wind
4. Breakdown Safety Tips, Level Data & Changes, Thoughts for Armed Forces

GONE BUT NOT FORGOTTEN

As new Educators come on there are Educators that are stepping down, we would like to thank all who have given so much. It is with the foundation that you have helped to build we will grow.

Hopefully our seasoned Educators will assist our new Educators in anyway possible.

GOOD PLANNING



Spring is in the air. Good planning can be like good planting. You reap the riches of safe riding as you reap the riches of pretty flowers. The members are getting anxious to try out those side stands. The winter has been hard in many Districts and most of us have suffered Cabin Fever.

We have aged a year and our Gold Wings have also. Except for a few, who may have purchased new wings recently? The preparation to ride, at the beginning of the year is very critical to both you and your bike.

Why can we ride cross country in June and not loose tire air pressure? But, if we let the bike set for a few days the air pressure drops, especially during the cold nights of spring. Where did it go? You may find it in the mysteries of expansion and contraction.

I know I need to boost my shock air pressure up, on my older model Gold Wing after a winter lay up.

The winter lay up has also caused some shrinkage in my wardrobe again.

Have you had the trickle charge on the battery?

After a good pre-check on the Gold Wing & safety gear, replace what is needed, then it is time to run out that winter fuel and get some fresh fuel.

RIDERS BEWARE

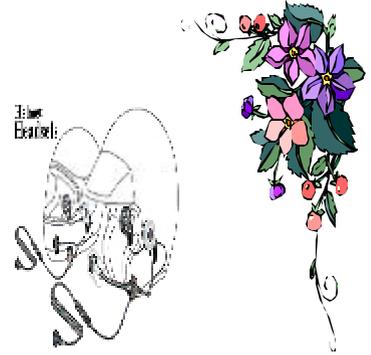
The drivers of other vehicles have not had to share the road with motorcycles for a few months and the famous words "I didn't see it" will appear.

We must take to the defense and use the Search, Identify, Predict, Decide and Execute. The search is a 360 degree search; look all around and to the rear every few seconds. Do your searching aggressively.

We used to say "watch for wheels starting to move, at intersections but now, with spinners on the wheels they keep turning after the vehicle is stopped. Operators of the "cage" complain they can not judge our speed; therefore they pull out in front of us.

Next on the list is we are too small and hard to see. In reality, I think, they are bigger and the "cage" operators feel they can bully us. I often hear they do not like motorcycles and they want to get away from us as quick as they can.

What ever the reason we need to use the famous expression "Be Careful Out There".



Spring gatherings bring out the new Gold Wings and new accessories that have been added during the parked syndrome.

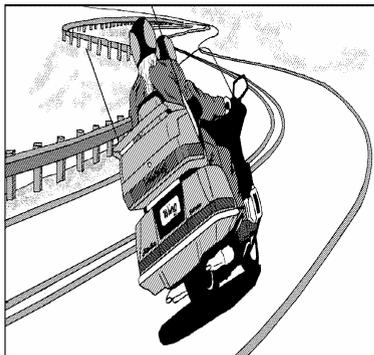
As we take to the roadways and byways start with short trips at first and increase your riding stamina with each trip there after. Remember to dress in layers to be able to remove some as the day warms up and put some back on as the evening approaches.

If you forget your rain gear and get caught without it, I am sure the co-rider will remind you to check the saddle bags better next time. If you do use the rain gear and hang it out to dry remember to repack it for the next trip.

You need to refresh you First Aid pouch. Check to see if you need to replace anything that may have been used last year. You might recall there is something else you wanted to add.

Carrying hard candy on the bike could help a chapter member that is a diabetic and may need a boost. The candy does not take much space.

As you are preparing to leave for your ride, ask if there is any member, with medical problems that may need to stop, for what ever reason. Remember it is the trip, not the destination that every one remembers the most.



I found this site to be very helpful for information and Motorcycle safety. www.nhtsa.dot.gov

The National Highway Traffic Safety Administration along with the Motorcycle Safety Foundation have put together some great facts and reading on how to protect your self while riding.

This is some of the highlights from the pamphlet on Motorcycle safety:

- How safe is motorcycling?
- How dose it compare to driving an automobile?
- Are there any special precautions to be observed?
- What are the causes of motorcycle crashes and how can crashes be reduced?

Causes of motorcycle accidents can be attributed to:

- lack of basic riding skills
- Failure to appreciate the inherent operating characteristics
- Failure to appreciate the limitations of the motorcycle
- Failure to use special precautions while riding.
- Failure to use defensive driving techniques
- Lack of specific braking and cornering skills
- Failure to follow speed limit

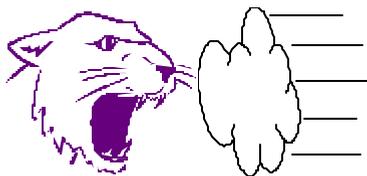
Driving tips:

- Be courteous, weaving in and out, riding on the shoulder are offensive to other motorist and causes a negative image
- Avoid tailgating
- Avoid riding between lanes of slow moving or stopped traffic
- Know and obey the traffic laws
- Avoid making excessive noise.
- Use signals when appropriate.

If the causes of motorcycle accidents sound familiar, you probably have taken a Motorcycle Safety Foundation Class. If they do not sound familiar, you need to take a class.



Talk to your Chapter Educator about classes in your area. You can also call the Motorcycle Safety Foundation for the location of a Rider Course near you call (800) 446-9227.



Spring brings the March winds that roar like a lion. March is not the only thing that brings wind blasts. We must be careful to be on the look out for wind blast.

How do you look for wind? It is invisible. True you can't see it; you can only see the effects from the wind gusts.

Check your weather forecast so you can be 50/50 on what may happen. That's what I have

found to be a good rule of thumb. Usually the weather reports correctly when it will be windy.

If you get caught in a windy condition, here are a few tips to be prepared for and tips to help make your ride safer.

1. Strong winds can blow you off your path of travel.
2. Wind gust can cause you to loose balance and stability.
3. Try to determine which way the wind is hitting you from. If you are being blasted from the right side, then allow a space cushion on the left for you to adjust when the wind gust appear.
4. Remember to counter steer into the wind gust.
5. Watch going under bridges, by wooded areas and large buildings. These items will block the wind and after you pass be prepared to press the hand grip into the direction of the wind to maintain stability and balance.
6. Passing trucks, RV's, buses and such can also be a problem. The wind tends to stop or slow up while passing these vehicles. Then once you are about to complete your pass be prepared for the wind to return.
7. Always be on the look out for debris from the wind to be blown into your path of travel.
8. Practice good posture. A good grip on the handle bars, feet firm on the pegs and keeping you arms and shoulders flexible will help you maintain control and balance.

Knowing what to expect can help to win the battle. If conditions worsen, then stop and wait until the wind slows down.

BREAKDOWNS



Breakdowns, not a nice thing to think about. Don't get caught hitch hiking. It will happen and when it dose there are some important safety measures to remember.

Nearly 3,000 people die in accidents on the shoulder or median of the road. Many of these fatalities are from a disabled vehicle.

The one thing most members already do is to keep the Gold Wing well maintained. Good maintance will lower your odds of having to pull to the side of the road.

If you do feel something unusual or see a gauge that is not normal then quickly look for a safe place to pull over and make sure you are far away from traffic. If you are in a group and can radio them, let them know what is happening and have them go to the next pull off, restaurant, fuel stop, some place where it is safe and there is room for the entire group. Only one bike should stop with the person who is having trouble. Usually that is the drag bike or tail gunner. Turn on your four way flashers to alert other vehicles. After a quick assessment then all should get behind a guard rail or away from the bike if possible and discuss a plan. Then carry out the plan.

If you need Tow-Busters give them the best description of your location you can. Plan on being on hold for awhile when you call, they have to find the tow company who will cover the

area you are in. They will tell you who is coming and when they should arrive. When I have used my Tow Buster the tow company has always called me to let me know how soon they will arrive. This is one reason I carry a cell phone. I have never had to call from a pay phone so I can not give you that scenario. Tow Buster has also called back to see if the tow company arrived and if we were satisfied.

Once you have your plan working, there may be others who stop to help, have them move on soon. While waiting, do not stay too close to the vehicle. Drivers of other vehicles often look at what is going on. We refer to them as "Rubber Neckers". They will slow down to look for the action and then the action starts behind them. I have seen more traffic jams created for this reason more than the actual vehicle stopped itself. Rubber Neckers are the number one cause of accidents on our highways.

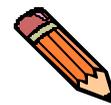
LEVEL PROGRAM DATA



The applications and renewals are pouring in. Our mailman tells us we get more mail than any of our neighbors. Keep them coming! We were expecting to have the Level 4 renewals at this time of the year. But we are also getting many new applications for the other 3 Levels. This shows you are out there both promoting Education and participating.



We will be sending a new report in April 2004. At the beginning of March we had all the data entered that we had received. Since we returned from Florida we have received thousands of renewals and applications. We are trying to enter all that we have to give you the best report for your needs. If you have any application and are waiting for more to come, please send them promptly so they can be in the April report. We are looking at the end of April to send the report.



CHANGES

Also if you have corrections to be made to the database, please send them as soon as possible. We have received some and are in the process of making changes.

You can notify us about members you think have dropped or moved. We will check with the home office before we remove anyone from the database.

We try to make address, names, and rider/co rider changes as you send them. It is helpful when you highlight some of the changes on your forms.

Remember to check gwrra.org – Sites, Rider Education, Forms for the correct form to use.

Keep in your hearts and prayers the Service men and women who are overseas fighting and helping to free other countries and keep them out of harms way.