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# GWRRRA Rider Education



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## SPRING CAN'T WAIT!!

As I set and watch the changing of the season, it can not come fast enough. Then I think of all that needs done after the white stuff leaves and the green stuff starts to grow.

First I need to road test the Gold Wings, carefully as the roads have every thing from soup to nuts on them. Then there is the lawn equipment to get ready, road test the Gold Wing again. Uncover the pool and clean up that mess, test the wing twice, lot's of work getting that pool ready. Think I heard a noise in the wing better take another ride. Time for a Chapter meeting, fill up the wing and go. Grass is growing like a bad weed, because mine is. I watch my neighbors weed and feed their lawn to make it grown green and free of weeds. I just let my weeds grow. You have to cut both.



## LIST

What were you able to get accomplished during winter?

- Did you take or give a seminar?
- Did you up date your levels and get your paperwork sent to Tony & Michelle?
- Did you send in your renewals, including Level IV's?
- Did you check you CPR/ First Aid and take a class if needed?
- Check your riding course dates, do you need to get a class scheduled?
- Write an article for your newsletter or Wing World? Do you or your co-rider have an idea to share with the membership? Then write about it. Many changes and ideas are from members who write articles. Sometimes your ideas prompt Officers to make needed changes. Do not hold back, write your ideas/suggestions and send them in.

### INSIDE

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# EDUCATION

A lot of education is available in our Association and most of it is FREE. If you do not know how to get classes and courses. Start with you Chapter Educator or Chapter Director; if they don't know ask them to contact the District. If that is unsuccessful you contact the District Educator. Keep asking till you get an answer. If you really are interested in a class or course, they are available. One problem that I have found is telling members, "you may have to travel 60 to 80 miles to get that class or riding course". I can not believe the whining I hear. I know how far most of us would ride for ice cream. I guess that is for camaraderie, and you can't get that in a class? I can only say ice cream is great but not as good for our body as a class or course may be saving the whole body.

## **Membership Image of Rider Education**

**"How we directly impact this"**

By Mike and Lori Stiger  
Region D Educators  
**Rider Education Program**



## **Helping them to achieve their highest potential!**

Last month's article addressed the need for "Chapter Leadership Unity". The need for the Chapter Director and the Chapter Educator to work as a team is an essential element for a strong and prosperous Chapter. This month I would like to talk about how as Educators we directly impact the image that our members have of the Rider Education Program. This was a difficult article to write but I believe it brings up points we all need to consider in our role as Educators. So please consider this article in the positive spirit it is intended.

As you drive through your local community and you pass one of the local schools, what is your impression? In a general sense it is looked upon as an Educational Institution. It is a place where our children and the grandchildren go to learn and develop, preparing them for their adult life.

On the other hand as you pass by the local police department, what is your impression? We see it as an institution of Law Enforcement. Their job is to correct and sometimes penalize the local citizens for breaking the community laws.

So what kind of impression do we want our membership to have of the Rider Education Program? Is it as an Educational Institution or an Enforcer of Rules and Laws? I hope your answer is one of an Educational Program because that is what we are.

Even though we understand our role as an Educator, can we through our actions and words inadvertently leave a negative impression of the Rider Education Program? Absolutely, and this is one of the biggest challenges we are faced with. One negative comment or action can leave a negative image for years to come. As Chapter Educators you have a tough job when it comes to the Public Relations of the Rider Education Program. At times we all may say or do things that others may not like. It is important for us to be consciously aware that in the member's eyes we represent not only ourselves; we represent the entire GWRRA Rider Education program. This will give us cause to step back from a situation and think things through before responding. Remember, that you can be right about a topic and still lose the discussion. How you say it and when you say it can leave a negative impression, even if what you said was correct.

One personal example is my role as a MSF Instructor. I feel that I have a greater obligation to my students than just good instruction and

demonstrations. I feel obligated to both GWRRA and MSF to ensure that my student's impression of the course is a positive and enjoyable learning experience. I want them to leave the class with a positive impression and a desire to want to learn more and continue their Rider Education involvement.

I know of State sponsored BRC Programs and Instructors that don't feel this way or at least don't appear to run the program this way. Their program runs more like a "Boot Camp" and their Instructors' act like "Drill Sergeants". Instead of reinforcing with praise they criticize and intimidate their students. They go on to boast about their 30 - 40% failure rate. So even though the program gave proper instruction their delivery has the students walking away with the feeling that they merely survived the class and state, "Boy, I'll never do that again". This is so unfortunate. Because of their negative experience in their first rider class, they will probably never take another rider class again.

I am so proud to be associated with fellow GWRRA MSF Instructors who share the same obligation about the program that I do. They always put the emphasis on making the program a fun and educational experience for our membership. We are fortunate to have such a great group of Instructors in our Association.

We live in a free society and cherish our freedom to make our own choices. Sometimes our beliefs as Educators can cause us to be over zealous and we forget our role is to educate not to demand certain things. As Educators, our responsibility is to present the material and be the best example for them to follow. For example, activities like ERC's, "Parking Lot Practices", and other rider classes require the use of proper riding apparel. However, outside these activities you may find that they choose not to use proper rider apparel. You may disagree with a member's choice of proper riding apparel, or the lack there of, but we

## **(Membership Image of Rider Education continued)**

should never look down upon them and inadvertently exclude them from our normal activities or somehow make them feel left out. After all, if they choose not to wear proper riding apparel then they are willing to accept more risk than we are. So let us encourage them to be involved in the Rider Education Program because since they have chosen to ride with more risk, they are the ones that need to have the most training to improve their mental and riding skills.

There are many ways through activities with your Chapter you can reinforce a positive image of the Rider Education Program. Two of my favorite “spring” functions are a “Chapter Workshop” and a “Parking Lot Practice”. For those that are unfamiliar with a “Chapter Workshop” allow me to explain. A “Chapter Workshop” is where you make arrangements where the Chapter can get together and work as a team to change oil, add accessories and perform other general maintenance items on their motorcycles. The fellowship is always great and it gives the experienced owners a chance to help the newer owners perform basic maintenance on their motorcycles. It is always a great time to include a T-CLOCS inspection form to use as a guide for looking over their machines and to ask questions. This will give them a better understanding of the purpose of the form and how to use it. This give you an opportunity to point out how to look for tire wear, brake shoe wear and other safety items, which they might not totally understand how to check for. One of my GWRRA highlights was the first “Chapter Workshop” that I attended. I learned a great deal about my machine and how to care for it.

Don't forget about the Co-riders. Make sure to include them in your event. Have a potluck and make it a social event for the whole Chapter. While the others are playing out back with their motorcycles, plan to

have a Co-rider seminar. Invite a local seminar instructor to give the presentation or use the Co-rider video. Then top the day off with your favorite dessert by having a group ride down to the local ice cream parlor. It is always a great time and a positive experience for all participants.

So let us all strive to be the best representatives of the GWRRA Rider Education Program we can be. You are a special person. You are an “Educator”. You provide the knowledge that saves lives. Take pride in this and our great association.



Although GWRRA or it's officers don't endorse any certain products, I found this article on line at Web Bike World and thought it was interesting. Many members who use the flashing brake lights, which are illegal in all states; to my knowledge, do feel it makes them more visible from behind when stopping.

### **MOTORCYCLE BRAKE LIGHT FLASHER**

We noted that we receive many emails related to the topic of improving motorcycle visibility. These emails, questions and suggestions cover a broad range of topics: headlight modulators, brake light flashers, LED auxiliary brake light bars, brighter or more durable brake light bulbs and more.

These same issues are debated continuously in just about every motorcycle related email group in cyberspace. So there's obviously a concern among motorcyclists that they're not being seen or aren't visible enough to other vehicles.

Although there are U.S. and Canadian regulations governing the use of headlight modulators which are legal in all 50 states and Canada, there are no similar

regulations governing the use of brake light flashers, output of their brake lights, or from installing additional lighting in the hopes of improving their visibility.

Unfortunately, there are no studies that we're aware of that have compared features like type, quantity, area or brightness of motorcycle brake lights to determine the best or safest ways to notify following vehicles that you're coming to a stop. MSF suggest you lightly apply you brakes a few times to flash your brake light. I agree, if you have time to do so. But one of the most common motorcycle brake light modifications is the addition of some type of LED lighting that will temporarily flash when the brakes are applied.

The theory is that the flashing (and the brightness and extra surface area of the auxiliary lighting) will attract attention to the rear of the bike and hopefully to your intention to stop or slow down. LED lights are popular because of their brightness, low wattage, resistance to water incursion and vibration, low weight and ease of installation.

The VisiStop flasher consists of a small, sealed electronic unit that can be located either in the brake light shell or somewhere on the bike's frame. The electronics are self-contained in a potting compound that I've seen used on many devices that will face “heavy duty usage in severe weather.

The unit can flash either one or all brake lights, and has 115 watts maximum power rating, which should be ample for most combinations of brake lights and/or auxiliary units. When installed, the VisiStop will cause the brake light that's attached to the unit to flash for about 4-5 seconds and then stay on.

The difference in the VisiStop is that it has some “intelligence” – if you release the brake but then apply them again, the flashing cycle will repeat, but will be a shorter duration, depending upon

## (Light Up continued)

how long the brake was off. A complete reset of the system takes about 30 seconds. This is a nice feature designed to help prevent following drivers from getting annoyed by the constant flashing if you're in stop-and-go traffic. If the control circuit fails for some reason, the brake lights will continue to work as normal.

Comagination VisiStop Company recommends that you use the bike's installed brake light as is, and only use the VisiStop to flash auxiliary brake lights.

For the complete article and more information:

<http://www.webbikeworld.com/Motorcycle-Safety/safetypage.htm>.

## PLANES VS BIKES

Would you feel safe flying on a plane if you heard this conversation between the pilot and copilot, "Let's skip on the checklist today, the plane looks good enough.

- ✓ Tires – "They don't look flat so the pressure is probably OK"
- ✓ Lights – "The ones I can see from here work"
- ✓ Oil – "It was fine last week"
- ✓ Brakes – "We have two-I'm sure at least one works"
- ✓ Windshield – "Its not all that dirty"
- ✓ "I slept only four hours last night so let's not waste any more time here. Let's fly this baby"!

You might think twice about going on the trip at all if your pilot were not interested enough in safety to do a proper checklist.

Is piloting a bike that's carrying you spouse any less important? You know the answer.

Tires need the correct pressure to prevent overheating and excessive wear.

Lights are something we don't think about until one goes out that we can see from the rider's seat. Yet the taillight is what lets the car

behind you see you before they run over you. The co-rider can easily check the brake lights, use the brake pedal switch and brake lever switch, tail lights and turn signals while you sit on the bike and push a few buttons.

How important is your oil? No, you don't check the oil by looking at the engine oil gauge. There is a convenient dipstick made just for that purpose. Don't be a dipstick; check the one on the bike.

Always using both brakes to stop or slow is the proper way to use brakes but the wrong way to check them. If one of three brakes starts getting weak, the other two will hide this fact. Try using only the brake lever to check the one front brake that the lever operates. (for those motorcycle who do not have linked brakes) Then you will have an idea how that brake is working. Using only the brake pedal with an integrated braking system uses two brakes-one front and the rear. Testing the brake pedal this way makes it easier to know whether one of these two brakes is not up to par. Of course the best way to check out all three brakes is during the bike's regular service.

Perhaps the windshield is the easiest of all to check. You can look at it as you are walking up to the bike. Are those bug spots you see? It takes only a minute or so to clean them off. They may be only an annoyance in the daytime, but you need all the visibility you can get at night. Another time a dirty windshield really shows up is when you head directly into the sun. That's when you'll really wish you'd taken an extra minute or two to clean your windshield. When you have your cleaner out to clean your windshield, you might also clean your face shield and your glasses. Then you will be able to see clearly now. I think there is a song like that.

Your bike checklist should be something you use before every ride, just as a pilot uses his before every flight.

Where are we the most likely to skip a lot of our checks? Traveling and at rallies. It all worked yesterday why check it today? This is the time you need to inspect your bike closer than usual.



Wing Ding is fast approaching about 12 weeks away, and if you are interested in doing a riding course or seminar, you need to get that registration in very soon.

Fort Wayne provided us with some great areas to take a riding course. The class rooms were great and the ranges were out standing. The weather was hot, but it was dry. How accommodating was that!

The seminar rooms were all in a cluster and very easy to find. You walked out of the vendor area and the classrooms were very close. You will find all of the activities at Wing Ding in Fort Wayne close and easy to find. Almost like they have an "Easy Button".

I would like to keep the great eating and ice cream establishment out of the newsletter for my own reasons. But if you have been to Fort Wayne for the last Wing Ding you already know where they are and I guess I will just have to wait in line when I get there. There are more places to eat then you will have time to visit. I doubt we will be able to fill all the Hotels that are available, but wouldn't that be great if we did. I know we won't run out of parking area at the Coliseum this year.

On our last visit we could not believe how friendly the people from the area were to us. The City even put up traffic safety precautions, just for us.

Stop at the Rider Education table and say Hello. If you have time I am sure Mark and Mary could use you help.