



GWRRRA Rider Education



NATIONAL RIDER EDUCATION NEWSLETTER

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What a party! Wing Ding 24 was one to remember. When Wing Ding is held in a city for the first time, there are always the concerns of what if and how about that. Wing Ding and the members were well received and hospitality was top on the Fort Wayne list.

Congratulations to Dave McElderry, Senior Region D Educator, for being awarded Rider Educator of the year. Dave has done some great accomplishments in Region D and for our members in Rider Education.

The seminars were well attended and as always taught by many great instructors. Thank you all. A super big THANKS for all the instructors who worked teaching the ranges. They sure had some hot days to work on the black top.

The list of National Rider Education Officers on the left in the first column, except the editor, deserve a large applause for coordinating all the Rider Ed Seminars, training classes and running of the shrinking Rider Education Booth.



REGION D Great Team Efforts by Dave McElderry

"I'm just so darned proud of all the folks on our Region D Rider Ed team! Statistics reporting is but one part of what we do, but it is an important task. The District Educators and their staffs have taken up the challenge of 100% reporting in Region D, and have accomplished this for 2 consecutive quarters. That's 6 months of getting reports from every single chapter in 3 Districts in Region D!

If I am counting correctly, this makes 7 consecutive quarters for Indiana reporting 100%.

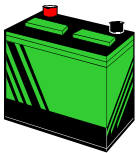
Great job once again, folks. Thanks so much for all of your hard work, and Congratulations!"

INSIDE

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2. T-CLOCK Campfire dangers Rider Ed. Level Program
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I would like to remind all the Educators to have the members to try and do a bike inspection on a schedule. Never let your Motorcycle go two or three weeks with out looking at all the necessary items. Do a T-CLOCK inspection. We, as Instructors, hear the stories about how the bikes can go all summer with little or no maintenance, not a good Idea.



It is true a battery will fail quicker in the heat than when it is cold. Why then, do we need to take such precautions when storing it for winter? We should take the same good precautions all year. Did I say a battery would hold a charge better in cold? Well then why does my bike crank slower when cold? Due to the cold everything is tighter, thicker and causes more friction, therefore harder to turn.



Tire wear has been a problem for a long time. Your riding style, air pressure and load has a lot to do with the mileage your tire will give you. Members came to the Rally with some really unsafe tires on their Gold Wings. When a tire is at the wear indicators that is an indication that you need to do something now. Don't wait to travel to the rally. The engineers spend many hours to tell us that after this wear point the tire is not safe.

KEEP THE AIR CLEAN



This time of the year the Chapters love to have camp out's and camp fires. Have you ever been to a campfire and watch folks throw in all kinds of stuff to burn? We don't stop and think - how toxic is the material being thrown in?

- Plastic = bad
- Styrofoam Coffee cups = bad
- Treated lumber = bad
- Filter tips from cigarettes = bad

The list is on going. We also need to keep in mind there are many members who have breathing problems. We need to respect the air quality; campfires should just be a wood fire with no additives.

RIDER EDUCATION LEVEL PROGRAM

By



Joe & Dottie Allen

Why should I join the Rider Education Program and purchase a Patch?

The Rider Education Program was implemented with the goal to reduce injuries and save lives. The main structure is based on three levels.

Level I is Safety by Commitment

We are challenging you to be at least Level I and for you to make a commitment to safely ride your motorcycle for the rest of your life. That's why there is no renewal. When you commit, it's for keeps.

LEVEL II is Safety by Education

This requires the rider to have an RSS or ERC course. This is the education part. The Co-Rider only needs a Co-Rider seminar to be eligible. Statistics show 92% of motorcycle accidents involved riders without professional training.

LEVEL III is Safety by Preparedness

A current CPR or First Aid card is required for this level. You are prepared to give someone assistance. Everyone wants to ride safely. By joining the Rider Education Program you are proclaiming that proudly.

The patches are your symbol. They symbolize that you belong to a fraternity. Fraternities have emblems, jewelry or other articles to symbolize that they have something in common with each other. The Rider Education Program is much the same way. Our patches represent to all that see them what we have accomplished to be qualified to proudly wear them.

A **Level I** patch let's me know that the person wearing it has made a commitment to ride his or her motorcycle as safely as possible.

Level II shows me that the person has had several hours of classroom and road course training.

Level III shows me that the person can come to someones assistance and render First Aid and/or CPR and possibly save a life.

Level IV is the climax of the program. He or She has reached the pinnacle of the ladder in Rider Education. They are proud of what they have accomplished and proudly display that honor.

So, what's in it for me?

Life, with a safer & more enjoyable ride. The Co-Rider will have more confidence in ones' personal ability to handle the motorcycle in a crisis situation.

(Level Program continued)

The Rider will have more riding confidence knowing the proper way to handle a situation, whether it is a normal ride or faced with a problem and need to make the correct split second maneuver.

Yes, I'm proud of my patches. I encourage everyone to make the commitment and to get the training, so you too will know and feel the pride of what the GWRRA Rider Education Program really means



MEDIC FIRST AID®

BY
Larry Stiles

What a wonderful Wing Ding. It was a great event as usual. I would like to thank all the Medic First Aid® Instructors for their time and effort to make our program a success at Wing Ding. Thanks to Region D, Region E, and Region N for helping out in getting their Medic First Aid® Instructors to come to Wing Ding to teach.

We have tried a new program at Wing Ding this year, Medic First Aid® Care Initiator, and will be using it at Wing Ding next year to reduce the time allowed at such a big rally. This program will only be used at Wing Ding.

We had 106 members go through Medic First Aid® courses and we now have 186 Medic First Aid® Instructors in GWRRA.

We still have a way to go, we have four out of eleven Regions participating in this wonderful program and hope soon that the other Regions will join in to help our members learn this life saving program.

May the rest of your riding season be as joyful and rewarding as the first half of this year?

I will soon have a new phone # and address. You can currently contact me at: P.O. Box 96, Assonet, MA 02702.

Ride Safe, Ride Smart



Seeing Red

From
ama-cycle.org
Bill Kresnak

For AMA member Mike Williams of Dallas, it was a decision time.

Late one night, he was stopped at a major intersection on his bike, waiting for a red light to turn green. And waiting. And waiting.

After 10 minutes, Williams had had enough. Obviously, the light was malfunctioning or the actuating sensors weren't picking up his motorcycle. So he checked for cross traffic and, seeing none, cautiously rode through the intersection.

Just as he got across the road, a police car lit up its lights and pulled Williams over for running a red light. Sound familiar?

You may not have gotten a ticket, but nearly everyone who rides on the road has sat in frustration at a red traffic signal that just won't turn green.

The problem we face is that many traffic signal sensors aren't geared to pick up motorcycles. They work fine when a car rolls up, but a motorcycle might as well be invisible.

Why? It has to do with mass. In most cases, traffic light sensors consist of wire loops embedded in

the pavement that detect metal-in-particular; ferrous metal, like steel. When a 2,500-pound car arrives, there's a lot of metal to detect. But if a motorcycle rolls up-especially a motorcycle with its wheels, frame and motor mostly made of aluminum and bodywork formed from plastic-the sensors may never know that a vehicle has arrived.

And then you're stuck, at least until a car rolls in behind you, or you get tired of waiting and run the light.

What's truly frustrating, though, is that it doesn't have to be like this. These types of sensors come with sensitivity adjustments that can make them work for motorcycles. It's just that many highway departments don't bother to fine-tune the settings.

What can you do if you face this situation? Here are some suggestions from Imre Szauter, AMA legislative affairs specialist:

- If you get to a light that won't change for you, look down and find the cuts in the pavement that can help you locate the sensor wire. Then position your bike directly over one corner, which should be the most sensitive part of the loop.
- If that doesn't work, make a legal right turn on red, then find someplace to turn around so you can make a second right turn that will put you back on the original road. In this case, two rights (with a turnaround in between) can make a straight.
- If this is an intersection you face regularly, find out if it's on a state, county or city road, and contact the appropriate traffic engineers. Explain your problem and offer to meet them at the stoplight so they can calibrate the sensors to detect motorcycles.

“From the Editor”

What makes a member want to be a Rider Education Officer? There are many reasons members step up to this position.

I personally have a desire to pass on safety information gained from reading, what I have learned from seminars, and my experience. My experience does not always apply for everyone but we do learn from doing.

When we read articles it is very important to watch for opinions of the editor. Facts or statistics are usually safe items to repeat. Opinions are just that. We must look at them and decide if they are valuable and is the article worthy of passing on to the members?

How old is this information? We still refer to the “Hurt Study”. This study is 20 years old but much of the “Hurt Study” still holds true. If we look at Medic First Aid®, we see CPR and First Aid have valuable updates and changes all the time.

I have not always been ready to adapt to changes. Some I still haven't totally accepted; Computers, Palms, Cell Phones (while driving), lane splitting, road rage and more. I have my opinion as all of us do. In these changing times with all the new tecknowledge and studies we need to adapt to keep up.

Reserve our opinions for tire kicking. Express facts, and statistics. Pass on articles of those Authors, who have done the many hours of research, creating worthy articles.

Repeating good information is important. We have new Educators starting out everyday. Think of it as practice, practice, and practice. That is what makes us better riders.

We are very fortunate to have the Officers who will dedicate time and sometimes-monetary expenses to keep our Association on top of change. Keep up the good work.

FACILITATING DISCUSSION

Your role during a group discussion is to facilitate the flow of comments from participants. Although it is not necessary to interject your comments after each participant speaks, periodically assisting the group with their contributions can be helpful. Here are ten-point facilitation menu to use as you lead group discussion.

1. Paraphrase what a participant has said so that he or she feels understood and so that the other participants can hear a concise summary of what has been said.

So, what you're saying is that you have to be very careful about asking applicants where they live during an interview because it might suggest some type of racial or ethnic affiliation.

2. Check your understanding of a participant's statement or ask the participant to clarify what he or she is saying.

Are you saying that this plan is not realistic? I'm not sure that I understand exactly what you meant. Could you please run it by us again?

3. Compliment an interesting or insightful comment.

That's a good point. I'm glad that you brought that to our attention.

4. Elaborate on a participant's contribution to the discussion with examples, or suggest a new way to view the problem.

Your comments provide an interesting point from the participant's perspective. It could also be useful to consider how an instructor would view the same situation.

5. Energize a discussion by quickening the pace, using humor, or if necessary, prodding

the group for more contributions.

Oh my, we have lots of humble people in this group! Here's a challenge for you. For the next two minutes, let's see how many ways you can think of increase cooperation within your group.

6. Disagree (gently) with a participant's comments to stimulate further discussion.

I can see where you are coming from, but I'm not sure what you are describing is always the case. Has anyone else had an experience that is different?

7. Mediate difference of opinion between participants and relieve any tensions that may be brewing.

I think that Susan and Mary are not really disagreeing with each other but are just bringing out two different sides of this issue.

8. Pull together ideas, showing their relationship to each other.

As you can see from Dan's and Jean's comments, personal goal setting is very much a part of this class. You need to be able to establish goals for yourself to be more successful.

9. Change the group process by altering the method for obtaining participation or by having the group evaluate ideas that have been presented.

Let's break into smaller groups and see if you can come up with some ways to intervene when a motorcyclist has had too much to drink.

10. Summarize (and record, if desired) the major views of the group.

I have noted three major reasons that have come from our discussion about problems student's face when taking this class. (1) Fear of Failure, (2) lack of confidence, and (3) outside pressure.