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GWRRA INTERNATIONAL Rider Education Newsletter



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GWRRA LEVEL IV AWARD

During our July monthly meeting, a very prestigious award was presented to Chapter M members, Bill and Donna Knight. In presenting the award, Rider Educator, Richard Olaszewski, said this award exemplifies the highest level of commitment toward safety. It is earned because the rider and co-rider have shown commitment and preparedness for safety. The award honors 125,000 safe driving miles!

This award is also recognized every year at Wing Ding. A letter from National GWRRA Executive Director, Don Brock, who is a former Chapter Director and Safety Educator, is presented to riders who earn this high award. Bill and Donna actually have over 140,000 safe driving miles

The Knights have been married for 43 years. They were high school sweethearts in Pendleton, Oregon and graduated in 1959. Bill earned flying lessons during high school when he worked for Woody Clark of Wood Pecker Trucking. He carried blocks for Woody to make a hanger.

Bill then became a smoke jumper for 4 years to put himself through college where he majored in Business Administration. He and Donna were married in 1963. Their first son, Patrick was born in 1964 and their second son, Dan, was born in 1967. Bill's first job after college was in

Pasco, Washington working for GE Credit Corporation

Two years later Bill joined the Navy because, as he put it, that "...was my best opportunity to complete my flying lessons." He learned to pilot helicopters, fixed wing planes and multi engine planes while stationed at Pensacola, Florida. During the Viet Nam War he flew helicopters. He ferried supplies from a supply ship to other ships and to bases in South Viet Nam.

After flight training, Bill and Donna moved to San Diego and then to the Philippines. While Bill was stationed in the Philippines, they adopted their daughter, Shawna, in 1972. And it was there that they began riding motorcycles. Their first bike was a 350 Honda, and Donna said she was often the only Caucasian, female rider.

Bill left active duty in 1978 and they moved back to San Diego. They developed their advertising business "Fly by Knight." Donna did the ground work - which included making 5 foot tall letters from rip-stop nylon, and Bill did the flying - pulling the advertising banners behind the plane in the sky. The business was paid for in just 18 months

Next, they bought into a beer distributorship with a brother and an uncle and moved to La Grande, Oregon. After selling out, they moved to Yakima in 1984 and bought a helicopter spray service. Very quickly, their insurance rates went up by 70%. Then a big freeze hit in 1985 so there was no work. It was too late to get an SBA loan, and they were happy they got out with their health.



We thank Chapter M WA for this inspiring article. If any Chapter, District, or Region has something you would like to share, contact your Region Educator or District Educator and submit an article so we can review it and put it in "YOUR" National Rider Education Newsletter.

Larry & Rhonda Stiles

Safe Riding Tips

by Gordon Murphy – National Director –
Rider Education – Canada

As indicated in the previous Newsletter, in future Newsletters I will be presenting a couple of safe riding tips, based on riding principles we teach in our Advanced Rider Course and other GWRRA riding courses. I hope these tips will be of some help. To get more information regarding these tips and to practice them under controlled conditions, enroll in an ARC or ERC course at your next available opportunity.

Cornering. Cornering or turning the motorcycle is something in which many riders have some difficulty. There are four main principles involved in cornering:

Slow – reduce speed appropriately for the upcoming turn and, if necessary, downshift before entering the turn;

Look – turn your head and eyes in the direction of the turn and to its endpoint. This endpoint keeps moving as you move around the turn;

Lean (or push) – Use push or counter steering to develop a lean angle appropriate to the turn. Remember: the motorcycle has to lean to turn effectively;

Roll – Gently roll on the throttle as you pass the apex (midpoint) of the turn and accelerate smoothly out and on your way.

Posture. Riders often don't realize how important proper posture is to safer riding. For a safer and more enjoyable ride, the following should apply:

Riders should be seated comfortably, with arms slightly bent but not locked;
Both feet should be on the foot pegs (except when stopped, of course);
The rider should have his/her head up, looking ahead;
Knees should be tucked against the tank (or faux tank);
All actions and input should be smooth and deliberate;
Relax! Nervousness is transmitted to the motorcycle, leading to abrupt and jerky handling and a much less safe ride.

Relax and enjoy the ride!

Look for more safe riding tips in future Newsletters

Survivor!

Michelle & I had an eye opener on the way to the New England Districts Rally. Imagine you and your significant other riding down the road at 65 mph towing a trailer on the way to a rally, then "uh-oh!" It was not so surprising that all the years of training and teaching motorcycle safety immediately took over. Perhaps by sharing the experience, we can make a difference if the unbelievable/unthinkable ever happens. We can now say it doesn't only happen to someone else...

Tuesday night after a Chapter ride we checked the tires – down on the ground, hand over hand, plus a pressure check – in anticipation for an early morning departure on Thursday. It wasn't the same as the 1800 mile round trip made two weeks earlier to Nashville, but at 300 miles, it was worth an "extra" look. A normal spin and visual check had not previously caught what we found by rubbing a hand over the entire surface. Significant cupping was noted, and a mental note made to replace the tires earlier than the projected need at the end of the season.

Yes, we had been experiencing an ever increasing low speed (30-40 mph) wobble recently discussed in the GWRRA trade magazine *Wing World*. In fact it was getting much harder to control. Cupping of the front tire had already been noted, and we had even purchased the tapered roller bearings for the steering head – but not installed them yet. We had been waiting until a front tire change to change out the bearing. It was a tough decision, considering the cost of changing "sneakers" on the 2002 GL1800. There was plenty of tread left, but an accelerated replacement schedule was warranted considering the cupping issue.

So there we were, enjoying a beautiful day, in the fast lane of a divided 4 lane when we smelled rubber burning. A short time later came what sounded and felt like riding over rumble strips, but in the middle of the highway! Michelle asked "What is that?". It could only be one thing, and I quickly replied "Tire!". Michelle's Co-Rider as well as Rider experience showed then. She locked her grip on the passenger handrails and stayed quiet and motionless for the duration of "the ride".

The Knights began motorcycling again in 1994. They rode a 1981 Honda 1100 Aspencade. In 1996 they bought a Gold Wing 1500 SE.

Donna is experiencing post polio syndrome just like many Americans in their 50's and 60's. In order to accommodate her needs, Bill bungeed her crutches to the Aspencade light bar when they were riding that bike. Next, they had a crutch carrier adapted for their 1500 receiver hitch. It was an upright pole to which they could bungee the crutches.

Ten years ago a tray was made that could carry the crutches and later a wheelchair as Donna's needs increased. The wheelchair was used on long trips and the crutches used while at work.

In 2001 Tom Yeager of Firecreek, Inc. built the present basket that goes into the receiver hitch. This basket carries Donna's folding wheelchair. Their pick up truck has a carrier that is for the bike, and it was adapted to carry Donna's electric wheelchair, too. Tom Yeager also built the eleva-tor that lifts the electric wheelchair onto their RV travel trailer.

Oh yes.. what other interests does this amazing couple have? Donna enjoys painting (her teacher is Chapter M member, Mavis Willson), gardening, and RV travel Trailing. And, she said she is a "bedroom guitar listener." Bill still enjoys flying as well as RV trailer traveling. And, he says he is a "bedroom guitar player."

After becoming members of GWRRA in 1995 the Knights fulfilled responsibilities for GWRRA as follows: served as Chapter Director, WA-M, for 2 years, 1998-99, and Chapter Educator 2000, 2001. Bill is also a Certified MSF Instructor.

Jean LaFortune Chap. M WA

Which tire was it? Training dictated that we immediately cancel the cruise control and NOT apply the breaks on the tire affected. It didn't "feel" like the front tire (like there was a point of reference for *that* experience!). With the GL1500, we had the option of independently operating the front brake only. (Only the rear brake on the 1500 was linked to the front.) On the GL 1800 (non-ABS) Honda's Linked Braking System (LBS) presents a unique challenge to conventional wisdom while slowing a bike with a blown tire.

Training is widely available for separated systems – where the front lever applies only the front brake and the rear pedal the rear brake only. The Motorcycle Safety Foundation (MSF®) teaches us to apply the brake on the good tire only. Gold Wings have had linked systems for around two decades. On the GL1800, using the front brake lever activates the outer two pistons of the front right-side caliper and the center piston of the front left-side caliper and the outer two pistons of the rear caliper. The rear brake pedal operates the center piston of the rear brake caliper, the center piston of the front right-side brake caliper and the outer two pistons of the front left-side caliper.

So braking with the unaffected tire was no longer an option. The obvious choice was to just coast to a stop, checking for a clear spot to exit to the side of the road. Then, the rear end started to fishtail in an increasing fashion. Perhaps it was a trailer tire? It was getting worse. I decided to try a little braking in case it was a trailer issue. It helped!

Now to negotiate to the side of the road amidst fast moving 18 wheelers and other "cagers" that couldn't care less as long as they weren't affected. We waited for an opening and began the shift to the right, except – the slight handgrip pressure produced NO affect. Was it the front tire then? More and more pressure was added to no avail. Eventually, through trial and error it was learned that only body lean was going to make a difference.

It was time again to focus on the safety training received. Looking well ahead, we spied a smooth level grassy section off the right of the highway if needed. With the trouble getting to the right that we encountered, we had to be ready if

there was an issue straightening back up when the right shoulder was reached. The bad news was that this quickly gave way to a 10 foot ravine lined with sharp rocks. We were determined not to lose the battle at the end after wrestling the Wing, riders and trailer for control with a blown tire.

After what seemed an eternity, the bike eventually stopped on the shoulder. A massive sigh of relief was rewarded with a hard pat on the shoulder and an exclamation of "Good Boy!" from my Co-Rider, now willing to risk movement and a distracting sound again. The side stand would not go down at that point. Was it the frame? We had already had the recall re-weld done. Michelle dismounted and checked. The rear tire was shredded. There we were along the side of the Thruway about 30 miles south of Albany and 20 miles out of Massachusetts. What next?

After use of the Gold Book and a call to our friend Pete ST-Amour we had a list of nearby Honda Dealers. A few calls later, we found that the Albany dealer would take us with a two day wait (Ya right!), but the Cossackie dealer could take us right away. We called GWRRA's Rescue program and had up to a two hour wait on our hands. About that time some NYS Thruway employees stopped and let us know that only a few tow companies had access to the Thruway and called one of them for us. I found out that the soft ties that were purchased for exactly that occasion were not packed in the bike anymore??? Fortunately the tow truck operator was good and well equipped with a flatbed. After an expensive 21 mile tow (which we had to eat since the fine print stated that pre-approval was needed for using out of system companies) and a tire change we were back on our way with only a three hour delay.

The lessons learned include replacing a tire that is cupping sooner rather than later. The amount of tread left was not the determining factor in our case. Place your hand on the surface of the tire when rotating it to check for surface irregularities, especially under the bike on the rear tire. Visual checking alone is NOT sufficient. Oh, the low speed wobble? – greatly diminished with a new Dunlop Elite 3 on the rear. Who would have thought the rear would have that affect on steering. If you are concerned about how much tire changes will cost if replacing them early, here is some real data to think about.

On the road we were lucky to not have to spend a few days waiting for repair when a mechanic was available. We were also lucky to find a dealer with tires in stock. Add the price of a nights stay at a motel (and meals) plus having to accept whatever the dealer charges for parts and labor, plus towing (out of system) and you can quickly add up a bill to well over 2-3 times what you could do it for at home – on your terms. Finances and steep prices limited us to only a rear tire replacement on the road, taking a calculated risk that the front tire would not repeat the lesson. A new tire is on order and we will do our own removal once it arrives. Savings of \$100 per tire is worth the wait using the internet (limiting riding until the new tire is installed). Had this been done before the eventful trip, a \$500+ rear tire would not be a reality.

(Ride with Less Risk & B+)

Tony & Michelle Van Schaick



ATTENTION!!!!

An email was sent out to all Region Educators and MEDIC FIRST AID® Trainers to start using Version 6 when they are ready. All instructors MUST be certified online in Version 6 and all certificates should be sent to the MFA Trainer for their files. If the instructor is new and was certified in version 6 by the trainer then they do not have to go through the online certification. No instructor may teach version 6 if they have not been certified.

I should have all instructor certifications in my files. If I receive a class roster with an instructor I do not have on file I will be calling both the Region Educator and MFA Trainer. All Regions and MFA Trainers have been given plenty of time to get these certifications to me and this is of the utmost importance.

There is an issue in NY which I am still working on with MEDIC FIRST AID®.

and hope to have it taken care of soon.

We must now move forward and allow our members the best training we can give them, and have fun doing so. Enjoy the rest of your summer and look forward to the fall season ahead.

Larry & Rhonda Stiles



"Start SEEING Motorcycles!"

"Police Crackdown on loud motorcycles" read the headlines. The stories that followed covered Police responses to public complaints about loud and illegal exhaust systems on motorcycles in different areas across B.C. It also documented responses from motorcycle riders who operated bikes with the systems that annoyed others. The riders of these loud machines touted the "loud pipes save lives" myth as their explanation for breaking the laws and annoying the public.

As an experienced Member of the RCMP Vancouver Island Traffic Services, Police Motorcycle Operator, a Licensed Driving Instructor, A Senior Instructor of the RCMP Police Motorcycle Course, The Assistant National Director of Rider Education for the Gold Wing Road Riders Assn and a recreational and competition rider for 43 years, I have some insight to offer on this subject.

Analysis of thousands of motorcycle crashes, including the "Hurt Report" and our own ICBC data continues to show the recurring factors that cause car vs. motorcycle crashes. The major cause is "the driver of the other vehicle violates the motorcyclists right of way". They do this by "making a left turn in front of the oncoming motorcycle". "More than 3/4ths of all accident hazards are within 45 degrees of either side of straight ahead".

"The driver of the other vehicle did not SEE the motorcycle".

Another fact that these reports show is that 92% of the riders had no "professional" rider training experience. The ICBC books "Road Sense for Riders and Tuning Up for Riders" discuss a process called "hazard perception" and suggest riders "see-think-do" (it has also been called "SIPDE"). It involves a process where the rider actively scans the road ahead looking for anything that could cause problems, recognizes the problem, plans a way around it and leaves themselves an "out" if needed. Take a course and give yourself all the options you can get when you ride.

A safe, trained rider realizing that dark clothing and helmets makes them blend into other traffic, wears brighter colors. Why not install a headlight modulator and replace your "Road Runner meep meep" horn with a louder air horn? Don't replace your turn signals and brake lights with aftermarket ones that are hard to see and expect car drivers to see them. Use hand signals in addition to the signals so that your turning and braking is really obvious.

All that removing the legal exhaust system from a motorcycle does is annoy others. The single biggest complaint Police get about bikes is for noise. A system that is facing to the rear of a machine will have no effect on alerting the oncoming traffic that is "within 45 degrees of straight ahead" but a headlight modulator, a set of air horns and bright clothing can. As a matter of note, only 1.2% of motorcycles were hit from behind while stopped.- the direction the pipes are pointing. If a vehicle is encroaching into your lane, move away and give them a blast of horn instead. If you are only relying on loud pipes pointing to the rear to save you, you have thrown away all the most effective tools.

The motorcycle awareness bumper sticker says it all..."Start SEEING Motorcycles". I have never heard of any crash where the driver of the offending car said.."but Constable I didn't HEAR the motorcycle".

Dave Hay, Cst.

It says only 55 people can read this correctly.

Try to read this.....very interesting

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We would like to thank all who sent in an article this month for our newsletter. It makes this job a lot easier when others get involved. Please keep the pictures to a minimum so we can be sure to have room for the article. Keep them coming!