

December 2005



**GWRRRA**



# **INTERNATIONAL Rider Education Newsletter**

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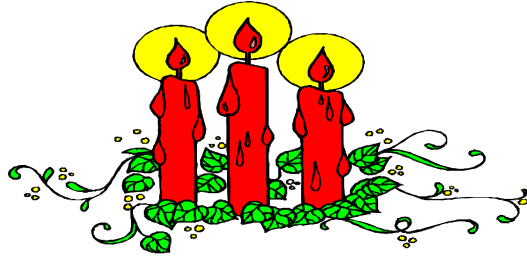
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**The National Rider Education  
Staff wish all of you a very  
Merry Christmas and a Happy  
and Safe New Year.**

#### **Rider Education Division Announcement**

#### **Level IV – Master Tour Rider Program**

As announced in July 2005, the Master Tour Rider Program will be providing enhancements and revisions in the short-term future. This process and the recommendations for enhancement are currently being finalized to provide long-term enhancement to not only the Level IV aspect of the Program but to all of the Rider Education Program (REP) levels and content

The initial enhancement is the removal of the renewal fee for the Level IV Program. Effective with the 2006 annual renewal, no renewal fee will be charged to any Master that is continuing their participation in the Program. Master Tour Riders will still be required to provide renewal information annually. The annual renewal hanger bars will be made available for purchase (\$2.00 each) through the Region/District/Chapter channels as other Rider Education Program patches and pins are currently.



For those Masters who have already sent in their renewal fee, a refund will be sent from the GWRRRA Home Office. Annual renewal forms for the Master Tour Riders are to be forwarded directly to Tony & Michelle Van Schaick, Rider Education Database, via the Rider Education Officers chain of communications for processing and inclusion in the REP database Administrators and not to the Home Office.

One immediate impact to the renewal fee removal will be the Wing Ding Masters Breakfast Event. Those Masters that wish to attend this event will need to purchase tickets with their Wing Ding registration. Tickets will not be available until early 2006 to allow for completion of event planning.

Sincerely,

**Bob Lorenz**

Senior International Director

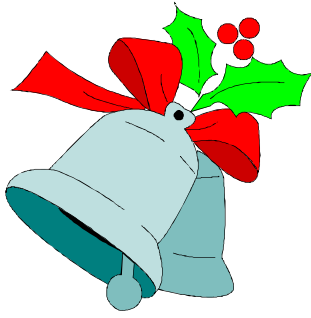
**Don Brock**

Executive Director  
Rider Education Division Gold Wing  
Road Riders Association



#### **WHAT'S INSIDE**

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- **Level II & III**
- **Winter Riding**
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### Levels II & III

Effective Immediately all renewal fees for Levels II & III are suspended. The renewal hangers and pins will be a purchased item through the Chapter Educator for \$2.00 each. All Level II & III renewal forms are requested to be completed annually per the REP program criteria and forwarded directly to Tony Van Schaick for inclusion in the REP database.

If there are any questions regarding this please contact me.

Respectfully,  
**Bob Lorenz**  
Senior International Director

### Its Renewal Time Again.

As many of you have heard by now, the cost of renewals is now Free! That should go a long way towards taking away the "excuse" of being into the Rider Ed Levels Program only for the money. If you want renewal pins, the price of \$2.00 each still applies. These are available through your Chapter/District/Region Educators. Now that Level 4 renewal pins are also to be distributed via the normal chain (as opposed to out of the International Headquarters) they can be ordered just like other renewal pins. For Level 4, the renewal pin is has the Year 2006 on it. They were ordered by Phoenix a short time ago and will be available soon, if not by the time you read this. We still need renewal forms submitted. We use them to update the database and assist our front line Chapter Educators in helping to determine future training needs. Thus, they can do their best to arrange training for the Chapter participants. The due date for renewals is still January 1<sup>st</sup>. It is a great time to update the training you received in 2005, change addresses (remember that the Rider Ed database is independent of the Membership database in Phoenix), change the Riding or

Co-Riding course expiration dates to reflect the three year versus two year expiration, etc.  
Wishing you all the safest holiday season,

**Tony & Michelle Van Schaick**



### Winter Riding for Those Lucky enough to Ride

As winter approaches, falling temperatures will ground a lot of motorcycles till spring. But plummeting mercury doesn't have to confine you to four wheels. When we ride we're exposed to the elements. When it's colder or rain threatens, we can't switch on the heater or turn on the windshield wipers. Jumping into the car or truck is an easy solution, but there goes our chance to ride. Some of the best rides have been in cooler weather when there is less traffic on the road, the air is crisp and clean and there are fewer bugs.

Riding in cooler weather means recognizing first and foremost it is the wind that causes your body to become chilled. It is the flow of wind or "wind chill factor" that removes the heat from the body, so a rider's first line of defense is a layer of warm clothing underneath an outer layer that does a good job at blocking the wind. Keep in mind that our bodies are all different, so what works for one person may not work the same for you.

Holding onto your body heat is difficult if you can't block the wind. A windshield greatly reduces the airflow to your torso, so you stay warmer longer. The next essential is proper-fitting riding gear, protective garments that are neither too tight nor too loose. Leather is one of the better choices,

but not just any leather will do. True riding garments are tightly stitched for riding, unlike fashion leather which may allow heat loss through stitching holes. Along with your leather riding boots and jacket, consider leather chaps or pants to keep cold away from your legs. Always dress in layers so as the day warms up you don't overheat.

Next, keeping the hands warm can be challenging. When we ride we place our hands in the full force of the wind and keeping them warm is not easy. But it's a lot easier today than, say twenty years ago. There are excellent riding gloves and gauntleted models which keep wind out of the sleeves and are recommended for cooler and winter riding. Another solution to keeping hands warm during winter rides is installing heated grips. There's no doubt that correct gear can enjoyably extend your riding season. Riding in colder temperatures means being constantly aware of how your body is handling changing temperatures. Let the cold weather get the better of you, and your ability to handle your motorcycle can be seriously impaired. When out on a late season group ride, it's a good idea to keep in mind how much protective winter gear your fellow riders have. When cold becomes intolerable due to lack of proper protection, reaction times will be seriously compromised. Talk to members of your group about cold weather riding gear that will enhance their experiences as well.

Winter safety does not end with personal gear. Any discussion of cold weather riding must include amps and viscosity. Cold weather impairs a battery's ability to turn over an engine. Most internal motorcycle charging systems are marginal at best-and usually will not fully charge a drained battery very well. Some charging systems can't recharge a battery once it falls below the 70% charge level.

When caring for your battery, double check all the connections to be sure they are corrosion-free and tight. And for preventive maintenance, clean each connection and place a dab of electro-static grease on each one to help prevent corrosion and oxidation.

The next consideration is oil viscosity or "weight". Engine oil comes in different weights and the rating system of oil viscosity measures how it flows at ambient or running temperatures. Take a look at your owner's manual and you'll find which viscosity to use at which operating temperature. An oil that is formulated for the higher temperatures of summer cruising may run like refrigerated honey in winter thereby denying your moving internal parts the lubrication they need when you start your bike.

Still not interested in extending your riding season? That's perfectly OK. Just don't forget to hook up your battery to a Battery Tender and pour some fuel stabilizer in the gas tank before you cover your bike for the winter. These two simple steps will help insure that your bike will be ready to go next spring when you are. So if you are one of those who prefer your car in the winter, please keep an eye out for those of us who enjoy a little cold-weather riding. Or gear up and join us!

Larry & Rhonda Stiles



Several Instructors in CPR have heard of a new procedure that has been seen on TV and in newspapers throughout the country.

These new procedures are forth coming and will be taught to our members as soon as the new procedures have been approved by the National Safety Council, MEDIC FIRST AID®, American Red Cross, and the American Heart Association will inform all instructors when these new procedures can be instituted. Until we hear otherwise, all instructors are to teach the same procedures we have been teaching. As soon as we hear anything we will inform all Trainers and they will proceed to tell all instructors.

## Oxymoron's....

1. Is it good if a vacuum really sucks?
2. Why is the third hand on the watch called the second hand?
3. If a word is misspelled in the dictionary, how would we ever know?
4. If Webster wrote the first dictionary, where did he find the words?
5. Why do we say something is out of whack? What is a whack?
6. Why do "slow down" and "slow up" mean the same thing?
7. Why do "fat chance" and "slim chance" mean the same thing?
8. Why do "tug" boats push their barges?
9. Why do we sing "Take me out to the ball game" when we are already there?
10. Why are they called "stands" when they are made for sitting?
11. Why is it called "after dark" when it really is "after light"?
12. Doesn't "expecting the unexpected" make the unexpected expected?
13. Why are a "wise man" and a "wise guy" opposites?
14. Why do "overlook" and "oversee" mean opposite things?
15. Why is "phonics" not spelled the way it sounds?
16. If work is so terrific, why do they have to pay you to do it?

17. If all the world is a stage, where is the audience sitting?
18. If love is blind, why is lingerie so popular?
19. Why do you press harder on the buttons of a remote control when you know the batteries are dead?
20. Why do we put suits in garment bags and garments in a suitcase?
21. How come abbreviated is such a long word?
22. Why do we wash bath towels? Aren't we clean when we use them?
23. Why doesn't glue stick to the inside of the bottle?
24. Why do they call it a TV set when you only have one?
25. Christmas oxymoron: What other time of the year do you sit in front of a dead tree and eat candy out of your socks?

