

December 2007



GWRRRA RIDER EDUCATION NEWSLETTER



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The Rider Education Division Staff want to wish all of you a **Merry Christmas** and a **Wonderful New Year**.

All the Rider Education Officers in the Region, District, and Chapter have done an outstanding job to help their members receive the best education that any organization can get. You can be proud of your outstanding contributions to GWRRRA. The following article has come out of the Region D area of Ohio. We can relate to this and we can sit here and laugh but agree we all have been in this situation more than once.

Motorcyclist Offers Apology and Restitution to Members of DUMB

Guest Column Larry Supina

An apology is in order, so, please, forgive me. It was not until this morning on my ride to work that I fully understood I was in error. Yes, I've noticed that there are many very busy and important people on the roads. You all are hard to miss with the cell phones, laptops, breakfast bars, coffee, cigarettes and all, but until now, I didn't realize I was causing so much trouble for you busy, multitasking drivers.

I figured it out this morning, thanks to the nice lady working on the laptop who needed the lane I was in.. First, ma'am, let me say that when I honked at you from the shoulder, I didn't mean to startle you. My intent was just to give you a little beep to let you know the lane was all yours. But I was braking so hard, I couldn't lift my thumb off the horn button. My bad. I didn't mean to cause you to nearly hit the guy talking on the cell phone. You know, he was smoking and talking as he moved his SUV right into the space you had just left. Anyway, the good news is, that's when I realized all of you multitasking drivers

must be texting each other about intended lane changes and running traffic lights and stop signs and such. I'm sorry, I'm still using old-fashioned blinkers. I didn't realize you needed some time to e-notify that guy that you needed the lane back. I really messed it up for both of you!

I can only say that the guard rail was a little distracting and I was only thinking about myself. I'll try harder next time.

Like I said, I didn't know that was how you multitasking drivers were communicating. It must have been in an e-mail, but my laptop fell off my tank and I haven't replaced it.

However, I have a solution. I know many of you are so busy and important that you have no choice— you have to eat, work, talk, read, and do lots of other really important things as you drive. Those of us who use the road only for traveling would be happy to stay out of your way; we just need to know you're coming.

A little visual clue would help—I was thinking of a bumper sticker. That way, everyone could identify you as Drivers Utilizing Multiple Behaviors.

Of course, that's a little long, so we'd cut it down to an acronym—DUMB.

If you'd place stickers on the front, back and maybe the sides of your car, the rest of us would know not to interfere with you on the road.

I think it's such a good idea, I'll pay for the bumper stickers and even put them on for you.

Deal???

Again, I'm sorry I got in your way. I'll try harder to see you coming from now on. I promise!

Larry Supina is an Amarillo resident. He works as a safety manager at Pantex.

Larry Oberholtzer





From our great partner of the North.—
Canada.

A matter was brought to my attention and rather than get into specifics let's take a look at the situation as described to me and what we should be doing about this type of event. In other words, let's treat it as a learning experience.

The suggestion was that Level 4 Master Tour Riders were teaching an ARC in short sleeves and pants. If the Instructors were not actually riding at that time then nobody has any problem with that. I have worn short sleeves while teaching on a hot day. The moment I decided to go riding, even to move the bike across the range I put on helmet, gloves, boots and a jacket. In our Master Tour application we agree in writing to... "by riding at all times in proper riding gear". This is a commitment we must keep as an example, if nothing else, let alone the consequences of injury in a crash. In our application to become an Instructor we also agree in writing to "always ride in proper riding gear".

I agree that riding in hot weather in boots, long sleeves, gloves, long pants etc can be hot. Lord knows that riding this past summer in June & July brought me more heat than I have ever experienced. I have also ridden in the Australian Outback, for days on end, at temps at least as high as Billings. The one thing I found was that having bare skin did not cool me down any more than wearing proper. The secret was water and wind (movement). I won't even go into thoughts of what the human body looks like after being dragged down the highway. If it is so hot that you absolutely MUST take gear off then maybe you should NOT be riding in those circumstances? Remember what we teach...dress for the fall, not for the ride. One final thing to remember, to quote a former National Educator, we are NOT the Rider Education Police. We ARE a group of intelligent, caring adults who have chosen to teach by rider course and by proper example. One small thing like not wearing proper gear can put your credibility

For everything else you do at risk. If you think people are not watching, you are surely mistaken. We've got to not just talk the talk, we MUST also walk the walk too.

Dave Hay



There has been a major change in the guidelines of MEDIC FIRST AID® starting January 1, 2008. We will be redoing the GWRRA guidelines for these changes and they will be done soon. All guidelines had been updated and were ready to be sent to Tony for his input in putting them in the REP, but now since we have this major change it has been delayed.

As soon as we have finished the new guidelines for GWRRA per MEDIC FIRST AID® guidelines we will have a copy emailed to all GWRRA MFA Trainer/Coordinators. The nice thing about the new guidelines is that they are a mirror to what we have in GWRRA. We just have to reword some of their system to make it flow with ours. One thing that will be different is that all renewals for 2008 will have until the end of January to renew. Plus MFA is going back to the date you were certified. So many things in this area will be taken care of and put into our guidelines. Once we send out the new guidelines to all the Trainer/Coordinators we would like some feed back. We want to be sure everything we have in our guidelines is understandable and there will be no problems that can not be handled by working together and making it simple.

Larry & Rhonda Stiles

A Body in Motion

There are enough laws written to fill a million courthouses. "Don't do this. Don't ride there, Don't do that..." But there are certain laws that a good rider knows should never be violated. The laws are: Friction, momentum, Centrifugal Force, and Gravity. A rider won't get a ticket for breaking these laws, but they will end up in a ditch.

Friction, or traction, is the one that keeps you stuck to the road. The first step in maintaining traction is a good set of tires with proper inflation. If the pressure is too low or high, the tire will start to lose traction. A bike with poor traction will start to go sideways in a curve, take longer to stop, and tend to swerve during a hard braking maneuver. Sounds like some kind of a carnival ride, doesn't it?

When you approach a curve, is your speed low enough coming in? how far can you see into the curve? Is there gravel on the road or a stopped car just around the bend? Is there some dope coming toward you, passing or hanging over the yellow line? Does the curve get tighter halfway? Is it an older road that is not banked, or worse yet, banked the wrong way? Hit your brakes in there, and it's adios traction and hello centrifugal force! If you need to brake hard in a curve, you need to brake through it in a straight line. If you must brake hard, and your rear wheel locks up, LEAVE IT LOCKED! If you release a skidding rear tire, you will create a severe change of balance, which will cause a sudden loss of control, and a high— side crash. This will flip you off the bike, and wherever you land, your bike will land there a moment later.

When on slippery roads, anything that changes the smooth flow of your forward momentum can cause the bike to head off in a direction you did not intend. Easy acceleration and smooth steering are necessary here. Braking is negative acceleration, and acceleration is the square of your velocity. If you double your speed., you'll need almost four times the distance to stop. Triple your speed, and you'll need almost NINE TIMES the braking distance. Following distance is like money; you'll never have too much, but if you have a little less than you need, you're in trouble.

Isaac Newton said it first, "Gravity Sucks!" Respect the laws of Physics, and you will go a long way toward keeping the shiny side up.

John Del Santo

