



GWRRRA RIDER EDUCATION NEWSLETTER



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The article below is something we can all be proud of. If you know of any member who has done a good deed by helping others, please let your Region Educator know. We have had the honor on several occasions to write up awards honoring members who went beyond their duty to help others. It is important that these members be recognized. All we need is a write up of what the person has done and we will forward a framed certificate to the Region Educator to present at their Chapter meeting or to make it more rewarding at a District or Region Function. The articles here will be in the Wing World in a few months.

MEDIC FIRST AID TRAINING TO THE RESCUE

**Earl Hobbs
Region E MFA Coordinator**

Through the years, GWRRRA has offered many fine rider Education classes. We stress rider safety in every edition of Wing World. Members send in articles about their riding adventures and we have a very fine section on how to fix problems with our machines. We seem to avoid the adverse things that can happen when we mingle with other vehicles during the riding season.

Every meeting I go to, every opportunity I get, I stress MEDIC FIRST AID® training as a method of preparedness for the unexpected. Statistics show we are more likely to use our skills on a family member before a stranger. But the key is being prepared. Here is one recent reason why.....

“You may or may not know that Boomer Franklin is a truck driver. Boomer travels several thousand miles yearly in his big rig. On January 11th Boomer was at work driving the big rig down the road. He was following a couple of vehicles on a two-lane highway. The Chevy Impala directly in front of Boomer became impatient of the vehicle in front of him so he pulled out to pass. Boomer had the advantage of being on the

high ground and saw the accident that was about to happen before it happened. There was a Buick Lucerne coming up the other lane. Before the impact of the head on collision, Boomer was applying the air brakes to the big rig. Boomer dialed 911 as he got out of the rig and started towards the wreckage. He got off the phone and then thought now what do I do? He looked into the vehicle and saw the driver was bleeding profusely from a head wound. Boomer then told me that all of a sudden everything just started clicking. He recalled the MFA training that Char and I had taught him. He put on gloves and started down his checklist. He was stabilizing the patient and keeping him calm. Another bystander came to offer help and Boomer had them help keep the patient’s head still. During his treatment he found a large piece of glass sticking out of the patients arm and he was bleeding badly. He remembered not to remove the glass and he dressed the wound to stop the bleeding. The ambulance arrived and came to Boomer’s patient first. Seeing how Boomer was treating this person they told Boomer that he was doing an outstanding job and left him to continue giving treatment to the person as they went to the next victim. After the victims were transported to the hospital, one of the police officers at the scene asked Boomer if he had received his medical training from his trucking company. Boomer advised the Officer that it was the Goldwing Road Riders Association that got the credit for his training.

I used to be a paramedic. I know first hand what it is like to save lives. It is a good feeling knowing you can give aid and comfort to others. But when Boomer was telling me this story he wanted to thank me for giving him the MFA class. What a great feeling this is for me. I could never ask for anything more. I love this organization more than words can say. They have done more for me than I could ever do for them. What a satisfying “job” this is!”

This article was sent to me by Kenton Cole, CD Iowa Chapter E and the MFA Facilitator who instructed Boomer in his MFA class. As he stated, Kenton was a paramedic and experienced many of these types of accidents. Would you know what to do?

The following article shows that many of our members do enjoy what we bring to them. We want to congratulate every instructor in CPR/First Aid. It doesn't matter if it is with our GWRRA MFA program, or American Red Cross, American Heart Association or ASHI, every CPR/First Aid Instructor teaching our members should be proud of what you do. This article goes to show you YOU DO make a difference. We know sometimes you think you don't matter but case in point, you are respected for your knowledge and helping our membership learn the life saving programs we give them. Enjoy this and remember you are important.

Just read Kenton's article regarding my "testing" of the MFA skills which I have received over the past 3 years. While I appreciate what Kenton had to say, I would like to clarify that even though we appreciate Kenton and Char's dedication to training our members in MFA, I feel that the preverbal "pat on the back" doesn't go to Kenton alone but to all MFA instructors who donate their time to help educate those of us willing to learn. Connie & I had taken first aide and CPR courses but it was years, I mean years, ago. However, within the last 3 years, we have gotten involved in MFA through the associations Rider Ed program. What I was able to do that day is a true testament to all MFA instructors. I do thank Kenton & Char for their efforts in making the MFA classes convenient for as many of us as possible or first timers and well as the "refresher" people such as Connie & I and NO I don't think that the instructors get told enough just how important a job their contributions are. They all deserve a big "PAT ON THE BACK."

Boomer & Connie Franklin
Assistant Chapter Directors
Assistant Chapter Educator
Iowa E

Changing lifestyles in the United States are clearly identified in the changing population on the highways. Although the automobile remains the king of the road, many other highway vehicles are taking their place in traffic.

According to the Motorcycle Safety Foundation, the growing use of different

modes of transportation for commuting, business, and recreation has led to a complex traffic mix on the nation's streets and highways. Private motor vehicles have been joined by many commercial vehicles, buses, bicycles, mopeds, scooters, and motorcycles. In 1995 the number of motorcycles registered for street use was 3.9 million; the number increased to 5 million by 2002.

The challenge presented with the increasing number of motorcycles is the large number of new motorcycle riders and even more automobile drivers who do not understand how to mix in traffic. The lack of knowledge and skill sets on how to share the roadway was pointed out in a University of Southern California (USC) in-depth research study of 900 motorcycle crashes, with analysis on an additional 3,600 crashes. Approximately three-quarters of the crashes studied involved a motorcycle colliding with another vehicle. In two-thirds of the crashes, the other vehicle violated the motorcyclist's right-of-way. Considering the crash statistics and the increasing number of motorcyclists, the key to a safer traffic mix is understanding and learning to share the roadway.

The Hurt Study conducted many years ago, noted that the majority of motorcycle accidents (crashes) involved riders that did not take any defensive action when faced with a crash situation. If a car pulled out in front of a rider, the rider neither braked nor swerved. Riders entering corners at speeds that were apparently too fast for the corner and went off the side, did not perform any corrective action. (Note: The speeds, in many cases, weren't necessarily too fast for the corner or conditions, but the rider failed to lean more into the corner.) The major part of the ERC training programs and emphasis of the material is to prepare riders to react and deal effectively and successfully with the unexpected. The focus is on teaching the correct and full skill techniques and then repetitively practicing those so that the skill becomes second nature. The intent is to train riders to be able to react rather than to have to analyze situations, select options, and then decide to execute a maneuver that will avoid the crash. Even though our thought processes are normally quick, they still take time and, given the circumstances, time is most precious and needed to be utilized effectively. Any delay in action may bring one to the brink of no option and no chance to avoid the crash.

Understand the difference between driving and riding. Be sure to always wear protective gear; helmet manufactured to meet DOT standards, eye protection, over-the-ankle boots, full-finger gloves, long-sleeved shirt, and long pants, preferably with protective body armor. Always use turn signals, check to ensure lights are functional, allow a safe distance when following fellow riders and drivers, understand driver's blind spots and be aware of your own potential blind spots, be aware of the potential road hazards, understanding that minor hazards for four-wheeled vehicles can be major problems for two-wheeled motorcycles. Perfecting the necessary skills is critical for survival and spending 5 hours on the range (ERC course time) to ensure one's safety is by no means an imposition to a day that would have been devoted to riding, anyway.

As your summer fun transcends into scheduled rally trips, this motorcycle season, ask if an ERC course is being offered and spend the discounted fee (generally speaking the rate has been discounted) to secure some well spent time on the riding range of safety, thus ensuring one has not become rusty or slow in reaction time.

Have a great trip and as always, keep both wheels on the road.

R. Chester Roby
Chapter T News Letter -
Chapter Rider Educator
Texas District

