

Gold Wing Road Riders Association



Rider Education Program

National Newsletter...



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"Positioning" ...

Ace H. Peterson
Region F Educator

During a ride recently while watching traffic around me, a portion of an article I had wrote some years earlier came to mind as I watched four wheeler interaction in traffic. That article applied to an experience that occurred during a run to the hardware store at that time. Riding the main thoroughfare to my destination, I came up behind a SUV pulling a trailer that was almost the same height as the top of my windshield. Keeping the proper distance for braking or other necessary maneuvers, we approached a stop light and had to stop for the red light. Making a left turn we both then pulled into the hardware store. As I parked, the vehicle driver came over and discussed the incident with me. He said, " I was able to see your helmet until we stopped at the light, and you disappeared. When we pulled through the light and I could see you again and was I ever relieved. I just did not know where you went as I could not see you in any of my mirrors". There was more to this friendly conversation, but what is here gives the gist of our topic for this newsletter.

Over the years there have been many philosophies and motorcycle training on just where to ride in your traffic lane given various circumstances. Should a motorcycle be in the left, right, or middle portion of the lane? The old theory was ride in either the left or right side of the lane due to oil and/or other fluids leaking out of other vehicles onto the center portion of the lane. Given that newer vehicles are not prone to such leakage, it appears that the whole lane is ours to ride as we please. We could also state that where one rides in the lane "depends"; traffic and other circumstances and so forth. This last thought is really not as true as it may seem even given the old adage that circumstances dictate the positioning of the motorcycle in the lane while riding. Is there one best lane position?

We must acknowledge that this question has two parts; there is highway riding and there is street riding, and the two may or may not incur the same circumstances during the ride. When riding down the highway, we as riders seem to feel the whole lane belongs to us as we unconsciously weave back and forth into different areas of the lane. Also, curves play a part as many riders use apex riding skills to utilize the best cornering aspect. However, this article involves traffic more than corners, so we will stick to that part of the equation.

The key words here are "traffic" and "position". The whole decision made on where to be in the lane regards us being seen. Now then, where should we be in relationship to other vehicles in relationship to time and space? The obvious answer is "where we can be seen". Right so far. Now factor into the equation that many vehicle operators do not use either the rear view mirror or side mirrors effectively or sometimes not at all. This changes the perspective a little bit once we realize that traffic conditions plus driver intentions or inattention make a large difference in our placement decisions. Many of us have most likely seen signs on

the "big rigs" stating that "if you cannot see my mirrors, I cannot see you". That is a very true statement regardless of the size of the vehicle you are riding behind or alongside if on the interstate.

Think about the right side of the lane for a moment. The rider is far enough back that the vehicle driver should be able to see the motorcycle. However, remembering the "may not use mirrors" rule, a vehicle making a right hand turn places the motorcyclist in jeopardy, especially if the motorcycle is close enough to encroach into the blind spot of the vehicle. Now look at the left hand portion of the lane. The same rule applies as just stated, except many times the left hand turn requires a stop before turning making the lane position perhaps a little more tenable. Last, the center portion of the traffic lane gives us one more piece of the puzzle. As in my little experience introduction, this may be the best place for the motorcycle and rider as long as, once again, the rider does not encroach into the blind spot of the vehicle ahead. Does this make the center lane portion of the roadway the best at all times place to be while riding in traffic or following vehicles on the highway? Only you can make that decision as it is the rider given time and circumstance who has to make the correct decision.

I believe I need to readdress one portion of this article, and that applies to semi-tractor rigs. It is **most critical** to recognize where a motorcycle can be seen by the driver. In essence, the rule of thumb (as an ex-big rig driver) is to stay in the left portion of the lane placed far enough back so the driver can see the motorcycle and rider. **Do not** ride alongside the front of the trailer or next to the cab portion of this type of vehicle. **Do not** ride just behind or barely ahead of this type of vehicle, and **never loiter** on the right side of this type of vehicle at any time! These areas are called the "**death zones**" for good reason. Even on inter-state highways, the right hand lane is not the place to be **except** when circumstances dictate a quick pass presuming the driver is riding the left hand lane for some unknown reason. Even then it is much safer to drop back, flash the headlight beams to attract attention and give the driver time and space to move over. If you are on or go to channel 19 on the CB, the rider could give the driver a quick call and ascertain just what his/her intentions may be given traffic conditions.

The key element in this whole article is to "**Ride to be seen!**" This includes vehicle spacing, weather conditions, clothing and riding apparel, motorcycle lighting, lane positions, perceived driver intentions, and much more. Remember, just because you think the driver can see you, **don't assume** the driver is even looking in the rear view mirrors. Motorcyclists must be riding in "riding position" (another whole article) and at full attention to make **the correct decision and not the most seemingly obvious decision** to keep the motorcycle and riders in the safest place within time and space relationships with traffic. And as always, **Ride With Pride and Confidence.**

Trike/Sidecar Rig with Trailer Games – Educational and Fun...

Introduction

Many GWRRA Trike/Sidecar Rig riders have asked for help in backing up their rigs with a trailer attached. Here's a way to get some practice and have fun doing it. Trike/Sidecar Rig games can be set up in a parking lot and the point values and scoring suggested here are only guidelines. Feel free to make changes to meet the member needs of your Chapter/District/Region. The only criteria for rules are:

1. That a Chapter Officer or above assume responsibility for the course set up and appoint course safety personnel.
2. Participants must be appropriately attired according to GW Rider Education standards.
 - DOT approved helmet
 - Eye protection
 - Long sleeved jacket or shirt
 - Full fingered gloves
 - Long pants
 - Over-the-ankle footwear

*Applies also to co-riders.
3. Participants sign the GWRRA Field Event Games waiver and Emergency Contact form (included).
4. No instructional coaching of a Rider participant is permitted on the course. A "Helpful Tip" is included for Riders to review off of the course.
5. Everyone participating has fun and learns a bit about backing up a Trike/Sidecar Rig with a trailer attached.

The following pages contain suggested rules, scoring, layout, and form suite for this event.
Have Fun,

Bob Berry
Director - Rider Course Programs

GWRRA Trike/Sidecar Rig with Trailer Games...



The Trike/Sidecar Rig Games are designed as a combination of fun, skill development, and low key competition. Riders should indicate to the course safety personnel, whether they are making a practice run, or a run to be scored. Riders must be appropriately attired according to GWRRA Rider Education standards.

At no time will any persons on the course offer any instruction to the participants. Helpers may time and score the stations.

Instructions to riders

Tell the course personnel whether you are performing a practice run, or a timed run for competition.

Practice run

When signaled to begin, ride your rig to Station #1 backing chute and back the rig into the chute without touching any cones. Indicate when you are finished by raising your right arm. When signaled, ride to station #2 and parallel park the rig, again, without touching any cones.

When finished, ride to the end of the course, turn around, and repeat the process for Station #3 and #4. Wait until the course is clear of other rigs.

Timed run for competition

Riders begin with zero points and accumulate fault points through the course. Riders ending the course with zero points will be further judged by accumulated time for each station. The timer begins when the rider crosses the approach line at each gate and stops after one minute (maximum) or when the rider signals he/she is finished. Lowest points wins. In the case of a tie, Lowest points and fastest time is the winner. If we still have a tie, we'll have a sudden death "back-off."

You will not be timed between stations.

Upon signal from the course personnel, begin your run to station #2 again raising your right arm when finished. When signaled to do so, ride to the end of the course and repeat the process for Station #3 and #4.

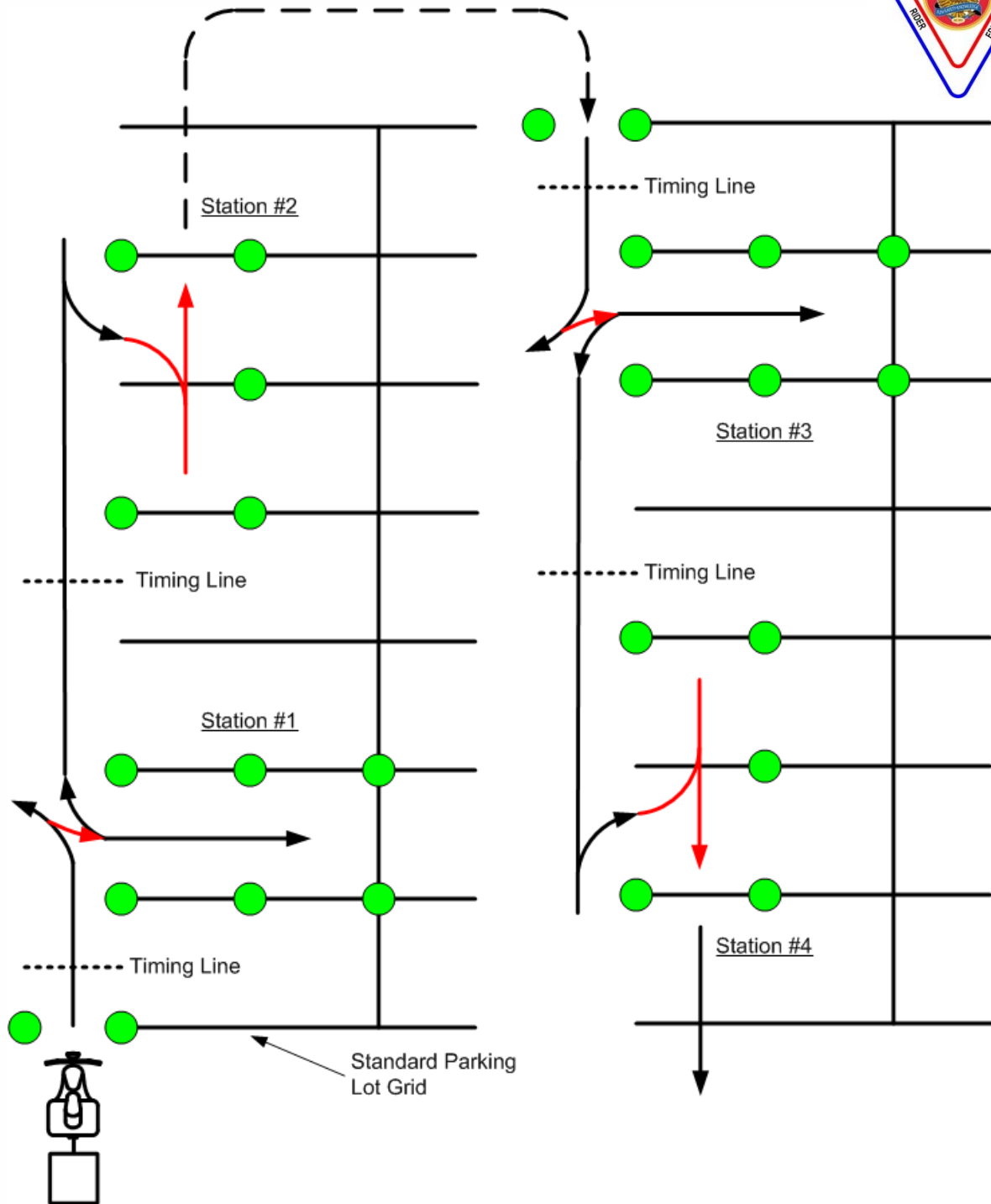
Point values – low score wins


Points

- Hits cone5 points each time
- Crosses boundary line (line outside line of cones).....5 points each wheel
- Uses extra space beyond standard box (20 feet).....1 point for each foot
- Pulls forward to adjust position.....3 points each time
- Fails to smile.....1/2 point for each warning

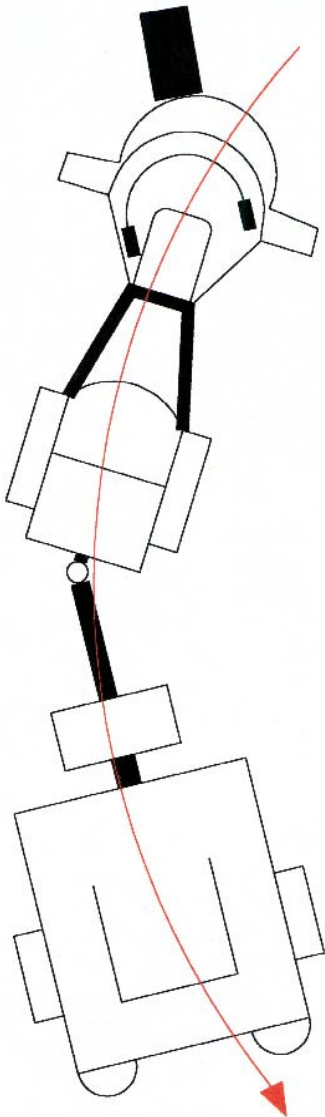


GWRRA Trike/Sidecar Rig with Trailer Games Layout...



GWRRA Trike/Sidecar Rig with Trailer Games Scoring Sheet 	Participants Names																				
		Station 1																			
		Hits Cone(s)(x 5 points each)																			
		Crosses boundary line x 5 points each tire																			
		Moves forward # times x 3 points																			
		Extra space x 1 point/foot																			
		Fail to smile during mistake x ½ point/warning																			
		Time to complete																			
		Station 2																			
		Hits Cone(s)(x 5 points each)																			
Crosses boundary line x 5 points each tire																					
Moves forward # times x 3 points																					
Extra space x 1 point/foot																					
Fail to smile during mistake x ½ point/warning																					
Time to complete																					
Station 3																					
Hits Cone(s)(x 5 points each)																					
Crosses boundary line x 5 points each tire																					
Moves forward # times x 3 points																					
Extra space x 1 point/foot																					
Fail to smile during mistake x ½ point/warning																					
Time to complete																					
Station 4																					
Hits Cone(s)(x 5 points each)																					
Crosses boundary line x 5 points each tire																					
Moves forward # times x 3 points																					
Extra space x 1 point/foot																					
Fail to smile during mistake x ½ point/warning																					
Time to complete																					
Totals																					
Total Points																					
Total Time																					

GWRRA Trike/Sidecar Rig with Trailer Games Helpful Tip...



Backing Up

When backing, push right and the trailer will go right. Push harder to begin the turn, then match the angle of the front wheel with the desired angle of the trailer. Too much push can jackknife the trailer and require the rider to pull forward to straighten.



GOLD WING ROAD RIDERS ASSOCIATION



RIDER EDUCATION PROGRAM Field Event Games Waiver

Agreement and Release of Liability

I, _____ (Print Name)

HEREBY ACKNOWLEDGE: that I have voluntarily applied to the Gold Wing Road Riders Association (hereinafter referred to as GWRRA), for participation in motorcycle/Trike/Sidecar Rig, Field Event Games riding at:

Location: _____
Type of Course: Field Event Games

I AM AWARE THAT MOTORCYCLE/TRIKE/SIDECAR RIG, RIDING IS HAZARDOUS ACTIVITIES AND I AM VOLUNTARILY PARTICIPATING IN THIS ACTIVITY WITH THE KNOWLEDGE OF THE DANGER INVOLVED AND HEREBY AGREE TO ACCEPT ANY AND ALL RISKS OF PERSONAL INJURY, PROPERTY DAMAGE OR DEATH.

Please Initial Here: _____

AS LAWFUL CONSIDERATION, for being permitted by GWRRA, to participate in these activities and use the facilities at:

Location: _____

I hereby agree that I, my heirs, distributees, guardians, legal representatives and assigns will not make a claim against, sue, attach the property of or prosecute GWRRA, or one of its affiliated organizations, employees, agents, officers, directors, shareholders, owners, successors, or assigns, or participants for injury, damages or death resulting from the negligence or other actions or inactions, howsoever caused by any of the above named or the facility where this activity is held, as a result of my participation in motorcycle/Trike/Sidecar Rig activities. In addition, I hereby release and discharge GWRRA, and its affiliated organizations, employees, agents, officers, directors, shareholders, successors or assigns, and participants from all actions, claims or demands, I, my heirs, distributees, guardians, legal representatives, successors or assigns, now have or hereafter have for injury, property damage or death resulting from my participation in motorcycle/Trike/Sidecar Rig activities.

I HAVE CAREFULLY READ THIS AGREEMENT AND FULLY UNDERSTAND ITS CONTENTS. I AM AWARE THAT THIS IS A RELEASE OF LIABILITY AND CONTRACT BETWEEN MYSELF AND GWRRA AND /OR ITS AFFILIATED ORGANIZATIONS, EMPLOYEES, AGENTS, OFFICERS, OWNERS, DIRECTORS, SHAREHOLDERS, SUCCESSORS OR ASSIGNS, AND SIGN IT OF MY OWN FREE WILL.

Dated: _____

Dated: _____

Witness: _____
Signature

Participant: _____
Signature

Print Name

Print Name



GOLD WING ROAD RIDERS ASSOCIATION



RIDER EDUCATION PROGRAM Field Event Games Accident/Incident Report

Officer note: Complete this report for each accident/incident occurring during your event regardless of the severity of injury or damage. Apply similar standards to those set by MSF, GWRRA RCICP, and/or the convening Motorcycle Safety Administration in your local area.

Field Event Games Site: _____ Date: _____ Time: _____

Rider Name: _____ Phone Number: _____

Address: _____

Male Female Age: _____ GWRRA Member Number: _____

Co-Rider Name: (2-up only) _____

Note: Fill out a separate form if the Co-rider sustained injuries

Range Specific Information

Course: Field Event Games Task being performed: _____

Course Location: _____ Injuries Sustained Yes No

Student Accepted Declined Medical attention

First aid administered? No Yes

Emergency Personnel Information

Ambulance/emergency unit called? No Yes

ID of squad/service & destination of medical facility to which student was transported:

Police report? No Yes If yes what is the Case # _____

Accident/Incident Description

License # of damaged motorcycle _____ Make, Model, Year _____

Describe damage to motorcycle: _____

Coordinator description of accident/incident - _____

Participant description of accident/incident - _____

Event GWRRA Officer Name: _____

Officer: _____ Signature Participant: _____ Signature



GOLD WING ROAD RIDERS ASSOCIATION



RIDER EDUCATION PROGRAM EMERGENCY NOTIFICATION DATA SHEET

This form is used for the Field Event Games coordinator to be able to contact an offsite member of your family in the case of an emergency.

Type of Course: Field Event Games

Date: __/__/__

Location: _____

Event: (Rally, Region/District/Chapter Event, etc.) _____

Your Name	Contact Person	Telephone Number	Relationship
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