

July 2003



GWRRRA Rider Education



NATIONAL RIDER EDUCATION NEWSLETTER

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July, the month we, from the United States, celebrate our independence. Red, White and Blue for the land of the free and home of the brave, three great colors. I cannot say, in enough words, how wonderful it is to see our armed forces respected, as they should be. They are out there fighting for freedom everywhere.



We, here at home, are proud to be celebrating the Bi-Centennial year of Ohio becoming a part of the union of states.



Summer Riding

We are into the great time of the year for some hot summer riding. There are many areas that have not been as fortunate to have good riding conditions. All the adversities of riding have been out there. Some of the unfortunate have had the high winds, floods, tornados and cold weather. Make sure you look at the weather forecast for the entire area you will be riding into before leaving. Even for short day trips. More than once I have seen it rain on one side of the street and not the other.

PACKING LIST ENCLOSED

Who would think hypothermia would be a problem in June. In Ohio and surrounding states, the temperatures have been running 10 to 20 degrees colder than average. This makes it difficult when packing for a trip. We leave from a cold area and ride into temperatures that we have not seen since last year. Dressing in layers is the best advice for these conditions.

When we pack, we need to be ready for the different conditions. I know when Linda and I go for any Rally or weekend trips she will pack it all. More often than not, we come home with half of what we hauled for 2,000 plus miles, not touched. Her statement is "it is there if we need it". I think she is still using the Girl Scout motto "Be Prepared".

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WHAT TO CHECK

With the large amounts of moisture, we have had this season; there may be a few parts on the Gold Wing that will need attention. We have drain tubes to be emptied, cables to check for lubrication. Side stands and center stands that have run in water for many miles may need some lubrication.

If you pull a trailer, take a look at your electrical connection. If the connector is green and gritty inside from the road wash, repaired it or replaced it. The road wash will affect the trailer ball and ball mount. Grit will attach to them as I can a "Snickers" bar. If you have a receiver style hitch the ball mount and receiver hole will also need cleaned.



While I am on the subject of water, remember your body requires a lot of water on hot days as we ride. I was one who loved to stop for a thirst quencher. I was under the opinion that my desired drink relieved my thirst problem while adding my electrolytes back to my body. I found out that the drink I like so well was mostly sugar. Not all drinks are helping. Check the ingredients. Some more of the "too late smart" – "too soon old".

Lead by Example

I recently read an article in the Motorcycle Safety Foundation summer 2003 newsletter, Safe Cycling. The article I read was written by editor, Amy Holland. Amy told the story about two prominent coaches from state colleges were fired for extra-curricular activities that their respective colleges felt were out of line with their coaching positions. Although both were successful coaches, certain behaviors away from their jobs were not considered acceptable. You may or may not agree

with what happened to those coaches, but it is hard to deny that sports figures often are viewed as role models whether or not they want to be. The article went on to RiderCoaches and their behavior. I want to relate it to GWRRA Members.

Do you think your self as a role model? To a new GWRRA member you very well can be. Your actions in a Chapter meeting or riding with the Chapter can be setting an example. Is that a good example or a bad example?

What do you hear from other members? Your ego may be lifted by hearing that a member likes the way you ride. It seems the biggest problem is communications. Do you tell that to those who conduct a meeting with enthusiasm and fun? We usually hear the other side.

It is the same with riding on the road. I think we should have each Chapter do a group ride with instruction and reviewing every year. As the saying goes, "Action speaks louder than words". Do your actions communicate safety and responsibility?

Prior to becoming an Instructor and a Master IV, I would hang my helmet on my bike mirror, now I always place it on the ground or inside my trunk. I also would ride a lot less protected than I do now.

Other potential ways to influence others is to have the stickers or clothing that can be offensive to others.

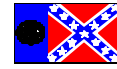
If you chose to lead by example, make it one you would want your children and grandchildren to be following. People tell their friends about how your actions are. The ripple effect can help us all.

STATE MOTORCYCLE SAFETY PROGRAMS

MSF SAFE CYCLING
2003

This is the latest update on some of the states who have motorcycle safety

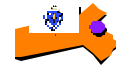
programs. So far this year, it has been a roller coaster ride for the motorcycle safety in state houses across the country. Nearly half of the states have experienced severe budget deficits, necessitating spending cuts.



Georgia's just-passed budget will necessitate an increase in safety course fees since it slashes motorcycle program funding drastically.



Maine is supporting a bill that would require a motorcycle awareness component to be incorporated in driver education programs.



The House version of the Massachusetts budget eliminates all trust funds, including the motorcycle safety fund. Although money is provided in the House's proposed budget for the motorcycle safety program for next year (albeit a large decrease from 2003 levels), elimination of the trust fund will jeopardize funding in future years and make it much more difficult to retain a sufficient annual appropriation.



Michigan's Governor proposed executive budget eliminates both the Motorcycle Safety Education Program and the Off Road Vehicle Safety Education Program "in an effort to focus limited resources on the core mission of educational services to children" and repeals the fees supporting these programs, noting that interested individuals can purchase safety training directly from private providers.



New York is supporting a bill that would establish motorcycle safety advisory councils throughout the state. These councils would be composed of licensed motorcyclists who would study and report on road conditions and recommend improvements in the highway system.

(State Safety Programs continued)

(New York cont.)

A toll-free hotline would also be established to report hazardous road conditions.



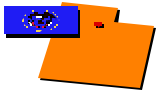
In Ohio MSF is working on a major initiative to amend the current statutes to repeal the mandated rider education course tuition cap and to accommodate private entity course delivery. Current law limits tuition to \$25. Raising this to a more reasonable level could have a significant impact on the ability to train more riders. They have secured the support of the Department of Public Safety for the concept and the effort is moving forward.



South Carolina Governor has indicated that he intends to veto funding for the rider education program, even though the House appropriations budget bill already cut program funding 9.5% from 2003.



Texas already-proposed budget cuts include a 20% cut in its motorcycle program.



Utah Earlier this year, Utah faced elimination of its program when a state Senator recommended diversion of monies in the Motorcycle Rider Education Fund to the state's general fund. This crisis was averted after legislators received numerous letters in support of the motorcycle rider education program, and Utah ultimately discovered it would not be in the red for the coming fiscal year.

I have heard from a member who is a Truck Driver, the New England States have put a Motorcycle Awareness program in action. Road signs warning motorcyclist of hazards and bulletin boards that tell other motorists be on the look out for motorcycles. A big GWRRA hug for those states.

As you can read, we have many states cutting their budgets that include motorcycle safety programs. Due to this, we may see an increase in the cost of courses within many of the States.

GWRRA LEVEL PROGRAM I, II, III & IV

Pathway to Friends, Safety and Education, it is not as difficult as it seems. Neither is maintaining your levels. You may not have access at you finger tips but if you look around and are willing to ride your Gold Wing, you can get to a point where the required updates are possible.

Do we wish to do this to maintain levels? It is a choice you have to make. I have had the opportunity to meet many members that have not forgotten my name and I am sorry I cannot remember all of them. I have met them at their updates and at various types of training. So along with receiving their required training they are having fun meeting with old and new friends. What choice is there? Who needs to make a choice?

I wish to keep my thoughts on safe riding and updating to the new techniques that the Motorcycle Safety Foundation, Medic First Aid and many other safety councils find to be helpful to my safety.

As I went thru the Instructor Prep class to learn the Basic Riding course, I was on the fence as to would I like it or not. I decided to accept the change and give my full attention to the course. I came to this decision on the fact that if it is worth doing then do it right. If you attempt to learn a subject and have a negative start toward it prior to the starting, that makes things difficult to learn. The new BRC program is great and my thoughts are, easier to coach and better for the students to learn by doing.



Congratulations, to the GWRRA Members to the north on the long awaited Advanced Rider Course. Dave Hay, Assistant National Director Rider Education-Canada, has the entire article, in his newsletter (April/May issue); on the obstacles, they had to overcome to get Instructors trained. Shear determination and willingness to accomplish a course that had to be planned, tested, and re-tested. Many non-accountable hours of labor spent by Gord Murphy and Gary Horwood.

We complain about wet conditions, they did this training in snow. My ability to convert centimeters to feet is not that good, but 65 to 70 cm of snow is more than I want to shovel.



Many of us have seen a slight increase in our rates. We take it as reality, that is life, and except it. If we look at our policy, as we should, compare it to the previous policy, you may find a change or two. I was curious about why I lost my no smoking deduction on my homeowner's policy. I just phoned my agent, whom I have much trust in, to get the facts. The Insurance Company can and will drop benefits, such as a no smoking credit, as a way of giving your policy a slight increase with out the Insurance Company having to prove they need to increase your rate to the Insurance Institute Council. I believe that is who controls the rate increases.

Now for a real kick, I found my Motorcycle Safety Instructor deduction has also been removed from my motorcycle policy. I am usually to busy during this time of year (Wing Ding) to look at what has went on with my policy. I forget and just pay it. This year a student, I had in a class recently showed me where he did not get a deduction for taking a rider class. I was curious and checked my policy.

(Insurance continued)

To all, keep a check on your rates, as you may not know what was removed if you do not read and compare each police with the last.

“WHAT IS RIDER EDUCATION TO YOU”

BY
BRAD LINDSAY
MO DISTRICT EDUCATOR

This article is from in the Region “E” Rider Education Newsletter, June issue.

As we head into a new year, I reflect on what we all have done in the past year and look ahead to next year. I would like to take a moment to tell you all what we think the Rider Education program is about. I have discussed with many of you the rules and regulations of the Rider Education program, and I have spoken to and cajoled a number of you about late monthly reports. It is so easy to become embroiled in the bureaucracy and administration of the program that we overlook and/or take for granted the important issues. As we come down to the end of the year I would ask that each of you take a moment and think about what you’ve accomplished in the last year for your Chapter as well as what you wish for the future of your Chapter. How does the Rider Education program figure into your Chapter goals?

TEAM WORK

It is the Chapter Educators that make this program work, but what is the goal of your programs? Ask yourselves what accomplishments you want for the Rider Education program within your Chapter in the coming year. I would ask this question to all the officers of each Chapter, as this is not simply limited to the Chapter Educators. Each of us has stepped forward as officers to take responsibility for our Chapter, the

team of CD, ACD and CE is what makes the difference and success of this program across the state and nation. What does Rider Education really mean to you and your Chapter?



I look on the Rider Education program as a tremendously powerful tool to protect my friends and loved ones as we ride down the road. This tool is useful in helping people develop their riding skills and can easily save a life. Whether it is selling the Rider Education program or trying to help someone develop their riding skills through a Parking Lot Practice (PLP) or a one on one conversation over a cup of coffee, this tool is not easily used. As with any difficult task, practice is needed and experience develops over time. It is often difficult to speak to someone about their riding skills; it does not matter if it is a new acquaintance or a life long friend. We all have a lot of pride tied up in our rides and our riding skills and it is often difficult or uncomfortable to bring up such a topic. The bottom line for the Rider Education program is promoting safety and helping people to learn proper riding techniques and/or UN-learn bad habits. The former is easier than the latter; it is much easier to help someone learn from scratch than to convince a rider of 30 years that counter steering exists.



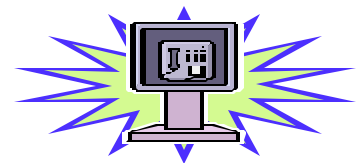
So, how do we approach someone about changing their riding style in the interest of safe group riding? There is no right answer and each person will approach it in a different way, based on the people involved. It often takes a lot of tact and diplomacy to approach someone to offer help that is not asked for. Keep offering, as you could easily save someone’s life. It is often hard to break through the shell of mutually protected egos and face saving, but the

end result is well worth the effort. Some will be offended, but ego bruises heal much faster and less painfully than real physical injuries and smashed plastic and chrome.



So, as we ride into the New Year, take a moment and think about what you want to do with it. What have you accomplished in the past year and what do you want to do differently or the same in the coming year? Let us each set a goal of zero accidents for the coming year and elevate the safe riding skills of our Chapters through an emphasis and promotion of the Rider Education Program. Let us start 2003 off right!

The above article was meant for the New Year, starting 2003 but it is a very good one for any time.



SOMEONE LISTEN PLEASE!!!!

We so often hear press, lean, and/or countersteer for techniques to do certain types of turns. May times you do not understand the engineering facts of how something works so your mind will not let you try these techniques? We may not know exactly how fuel injection works or ABS brakes function but we still use it. So why not try countersteering or slow, look, press and roll.

The members of many Safety Organizations have proven these techniques to benefit you while riding. We are at an all time high, 72% of single bike accidents are motorcycles running wide in a turn. If you get a chance to talk to an MSF instructor, you can learn the proper way to avoid doing this. They are out there to help you to “Enjoy the Ride”.