

July 2005



GWRRA

Rider Education



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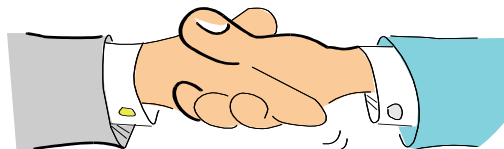
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A Sad Farewell

Effective with the close of Wing Ding, Bill and Linda English have chosen to step down and return to member status leaving the International Staff after 4 years of hard work and dedication. Bill and Linda have been involved in many aspects of GWRRA both in operations and the rider education program. They have always been an exemplary example of what our motto represents and will be very sorely missed on this staff. They have over the years provided great support and advice and have always been focused on the members. They are very hard working individuals and have given much of their personal lives to better the organization and especially rider education. Their hard work and effort has been the driving force behind the Rider Education National Newsletter and they leave a large hole for us to try to fill. We wish them many years of great riding and a much deserved period of relaxation and fun. Bill and Linda, you are and will be missed here and by all those you've impacted and affected over the years. Good luck and good roads ahead!



Filling in on the International Newsletter for the next few months will be Larry & Rhonda Stiles. Please welcome them to an additional responsibility. I know that they will do a great job and will do all that they can to provide you with timely and pertinent information through the newsletter. Thank you for taking this on!"

Bob & Sue Lorenz



This months newsletter has several

hot-weather articles for a very important reason—the unusually hot summer—which we haven't seen for a few years. It is important we take care of ourselves and be prepared. This is the time to be sure we are covered properly while riding and forget about getting a tan or burn as the sun beats down on bare skin. Take action to protect yourselves and your loved ones to be sure everyone stays healthy.

Warm to very hot weather can sometimes be wonderful, however, sometimes you can overdo it when being active or exercising. There are two problems we can encounter in hot weather. These conditions are largely brought on by heat and dehydration. With proper care, it is possible to prevent them.

HEAT CRAMPS

Heat cramps are muscle contractions, usually in the gastrocnemius or hamstring muscles (muscles at the back of the calves). These contractions are forceful and painful. These cramps seem to be connected to heat, dehydration, and poor conditioning, rather than to lack of salt or other mineral imbalances. They usually improve with rest, water intake and a cool environment.



HEAT EXHAUSTION

Although partly due to exhaustion—and feeling like exhaustion, as the name implies—heat exhaustion is also a result of excessive heat and dehydration. The signs of heat exhaustion include paleness, dizziness, nausea, vomiting, fainting, and a moderately increased temperature (101–102 degrees F) which, in this case, is not truly a *fever* but caused by the heat. Rest and water may help in mild heat exhaustion; ice packs and cool environment (with a fan blowing at the person) may also help. More severely exhausted patients may need IV fluids, especially if vomiting keeps them from drinking enough.

Dehydration

Dehydration is a condition that occurs when a person loses more fluids than he or she takes in. Dehydration is a serious problem for adults as it can be ignored when you are thirsty. When someone gets dehydrated, it means the amount of water in his or her body has dropped below its adequate level (our bodies are about two thirds water.)

Small decreases don't cause problems, and in most cases, they go completely unnoticed. But losing larger amounts of water can sometimes make a person feel quite sick.

How do people get Dehydrated?

One common cause of dehydration is from a lot of physical activity if you don't replace fluid as you go. Another way of quickly becoming dehydrated is riding the Wing without long sleeves where the sun is beating down on the exposed skin and taking away the fluids in the body. Shorts may look and feel cool but are very dangerous when sun starts to burn the skin and takes away the fluids the body needs. Dieting can sap a person's water reserves as well. Beware of diets that emphasize shedding "water weight" as a quick way to lose weight.



Dealing With Dehydration

To counter dehydration, you need to restore the proper balance of water in your body. First, though, you have to recognize the problem. Thirst is the best, and earliest, indicator of potential dehydration. Although thirst is one indicator, it is not an early warning sign. By the time you feel thirsty, you might already be dehydrated. Other symptoms of dehydration include:

- feeling dizzy and light-headed
- having a dry or sticky mouth
- producing less urine and darker urine

As the condition progresses, a person will start to feel much sicker as more body systems are affected by the dehydration.

The easiest way to avoid dehydration is to drink lots of fluids, especially on hot, dry, windy days. This might mean as many as 6 to 8 cups (1.4 to 1.9 liters) a day for some people, depending on factors like how much water they're getting from foods and other liquids and how much they're sweating from physical exertion.

Remember that drinking water adds no calories to your diet and can be great for your health.

When you're going to be outside on a warm day, dress appropriately for your activity. Wear loose-fitting clothes and a hat. This will keep you cooler and cut down on sweating. If you find yourself feeling parched or dizzy, take a break for a few minutes, stop riding if you are on a motorcycle. Sit in the shade or someplace cool and drink water. Cool collars can help or wet towels around the neck.

If you're participating in sports or strenuous activities you should drink some fluids before the activity begins. You should also drink at regular intervals (every 20 minutes or so) during the course of the activity and after the activity ends. The best time to train or play sports is in the early morning or late afternoon to avoid the hottest part of the day.

Staying away from caffeine in coffee, sodas, and tea can also help you avoid dehydration. Caffeine is a diuretic.

When to see a Doctor:

Dehydration can usually be treated by drinking fluids. But if you faint or feel faint every time you stand up (even after a couple of hours) or if you have very little urine output, you should call or visit your doctor. If you're more dehydrated than you realize, you may need to receive IV fluids to speed up the rehydration process. In general, dehydration is preventable. So, just keep guzzling that H₂O for healthy hydration.

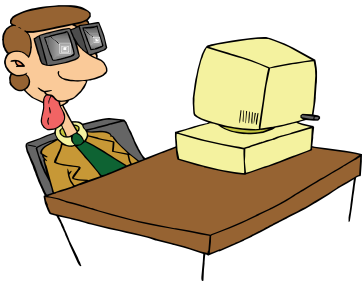
THANK YOU

Wing Ding was great and we'd like to thank all the instructors who came forward to help train the membership in CPR/ FIRST AID.

Thank you to Region D for all their support, most of the classes were taught by Region D instructors. Also, Dee from Region E came forward to help us again this year. Without you we could not have gotten the job done.

The MCSR Motorcycle Crash Scene Response program was very well received and should be coming to the organization soon. This is only a seminar presentation at this time and most members were very happy to see it and had many good questions and comments.

Larry & Rhonda Stiles



THE ROLLING STOP

You know, even with all of the hype about “being aware of motorcycles” those \$#@!! 4-wheelers still don’t pay attention. We’ve all seen them. They’ll roll up to a stop sign, pause (not stop) for a second, and gun it. You’ve just about got enough time to apply all of those great ERC skills and maybe add your own touches, like the horn and a string of expletives that must have come from somebody else. (I didn’t know I knew all those nasty words!).

And if the skills don’t help, what’s the first thing those drivers tell the cop? “I didn’t see the bike.” No s--- Sherlock. You didn’t give yourself time to look. I used to spend a lot of time berating 4-wheelers for that most inconsiderate, and dangerous practice until one day I was faced with an awful truth. I, and quite a few of my fellow riders, do exactly the same thing.

We roll up to a stop sign and if the wheels stop turning at all, its only for a second. The feet never hit the ground. Maybe there are times when keeping the tires moving is the safest way to go, but most of the time I have to ask myself if I’m just being lazy.

As I gain “As I gain “maturity” I also have to look at reaction time, eyesight maturity” I also have to look at reaction time, eye, and powers of observation. Why folks don’t “see the bike” is that they never really observe the roadway. They look but they don’t see. “Seeing” is a slow reaction. It takes those little cells and neurons some time to process what we thought we saw, and interpret it correctly. Could I really pick out from the background the speeding sport bike with no headlight in the nanosecond I glance to my left while checking my rearview mirror, balancing my Wing at 2 mph, and trying to figure out if this is really the right turn to the closest Dairy Queen? I don’t think so. So I stop. Put my feet down. Collect myself, and go. So far, I’ve never had to say “I didn’t see the bike.”

Bob Berry

ATTENTION!!

There is a request from Bob and Althea Berry that all correspondence be mailed to their ARIZONA address. Mail going to NJ will no longer be forwarded to them after July 30th.

Their address is:

Bob & Althea Berry

5272 West Sunrise Canyon Place

Marana, AZ 85653

10 WAYS TO BE SAFE ON A MOTORCYCLE

1. ASSUME DRIVERS CAN'T SEE YOU:

Ride assuming that you and your motorcycle are totally invisible to motorists. Never assume that drivers can see you. The odds are they can't, so believe it yourself and always have an "out" for dangerous traffic situations.

2. MAINTAIN SAFE SPACING:

Leave plenty of space in front and back and to the sides from all other vehicles. This gives you more time to react to situations.

3. ANTICIPATE TROUBLE:

Anticipate situations and know what to do when you see them. Analyze what vehicles are doing and try to predict the outcome. Make sure you are ready to avoid a bad situation.

4. BEWARE OF ONCOMING LEFT TURNERS:

Oncoming motorists turning left in front of you at intersections is the leading cause of death of motorcycle riders. Slow down before you enter an intersection, don't travel too close to cars in front of you. Position your bike so it can be seen by the left turner.

5. RIDE YOUR OWN RIDE:

Don't try to keep up with your friends who may be more experienced. Know your personal limits, ride your own ride.

6. WATCH OUT FOR CURVES:

Beware of taking curves that you can't see around. A parked truck or patch of sand may be waiting.

7. DON'T GIVE IN TO ROAD RAGE:

Do not try to "get even" with another rider or motorist. It is better to calm down, slow down and collect your thoughts first then continue on and enjoy the ride.

8. DON'T ALLOW TAILGATING:

If someone is tailgating you, either speed up to open more space or pull over and let them pass. You don't want a truck on your tail when you find yourself trying to brake to avoid an accident with the vehicle in front of you.

9. AVOID SUNGLARE:

Face shields help somewhat. Slow down, pull over, shield your eyes and look for a way to change direction.

10. AVOID RIDING VERY LATE AT NIGHT:

Especially weekends when drunken drivers may be on the road. Keep alert.

THE BEST WAY TO BE SAFE IS TO TAKE A MSF COURSE AND TO LEARN HOW TO RECOGNIZE TRAFFIC SITUATIONS. ALWAYS WEAR PROTECTIVE CLOTHING AND A HELMET. MAINTAIN YOUR BIKE SO IT IS SAFE ALSO.



July 20, 2005

Rider Education Division Announcement

Re: Updating of the REP Master Tour Rider (Level IV) Program

In our ongoing effort to improve and enhance the Rider Education Program (REP) and the resulting benefits and recognition for our membership, the Master Tour Rider (Level IV) program will be undergoing a complete review and analysis. This process and content improvement effort will require that we temporarily suspend the Master Tour Rider Program effective July 20, 2005 until these improvements and enhancements are completed and published to the membership.

It is not anticipated that these improvements and enhancements will affect current Master Tour Riders or the Master Recognition Program (Senior, Grand or Life Grand Masters).

The primary focus of this effort is to review the value (benefit analysis) of the program, the criteria associated with the program and the overall administration of the program in an effort to provide a more beneficial, skills-based approach and a more streamlined administrative process to support the program.

We look forward to providing an enhanced and valued added program for the benefit of our members in our efforts to provide and support continued rider education for our members and the ongoing efforts to reduce the numbers of motorcycle accidents, injuries and fatalities by better preparing and training of our membership.

Ride Safe,

Bob Lorenz
Senior International Director
Rider Education Division

Don Brock
International Executive Director
Gold Wing Road Riders Association