



GWRRRA Rider Education



NATIONAL RIDER EDUCATION NEWSLETTER

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READY FOR RIDING



We are in the 6th month of the year. As I get older I must be slowing down a lot. Just can't keep up with the calendar. It used to be the clock I couldn't keep up with.

With the weather around the country we have had a chance to try all of our safety gear. From electric vest, gloves, chaps and so on, to riding with our summer outfits. There has been a real vast variety of weather to ride in.

We have had to test our skills with wind, rain, fog, sun (?), heat and cold. It is very important to take the proper gear you will need for your ride. Dress in layers to be able to stay comfortable. The main secret to a good ride is co-rider comfort.

You can handle your controls better when your mind is on your driving and not how hot, wet or cold you are. Listening to your co-rider chat about their discomfort can also cause you discomfort.

Some of our gear may go through closet shrinkage during the months we may not ride. That has happened to a few of my friends. With the rallies in progress, Wing Ding and special trips around the corner, make a list of your much-needed gear to replace. The Vendors will gladly help you out. Remember to allow for that closet shrinkage when you purchase new items.



FUTURE WINGERS

Thanks for the District E 's Newsletter, which gave me this idea.

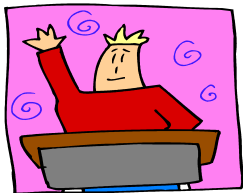
To preserve our future in Rider Education, as responsible riders and motorcycle enthusiast, we need to get the youth involved in rider education programs. Tell them about Motorcycle Safety Courses. Let them know of the GREAT Rider Education Program with in GWRRRA. Show them how mixing fun and knowledge can end up with good safety tips. With safety tips comes safe riding. Whether our children ride motorcycles or cars they need proper education.

CONGRATULATIONS

Congratulations to South Carolina District Educator Harold Breuninger for his success in the increase in the REP levels program. That is a fantastic increase from 14% to 47 %.

INSIDE

1. Clothes – Future Wingers Congratulations
2. Speaking out Road Cautions
3. Medic First Aid* Quick Clips Hypo & Hyper Conditions Accident Information
4. Accident Checklist
AMA



SPEAKING OUT

There shouldn't be a gathering or meeting that an Educator attends and say there is nothing to speak about. A one liner may save someone's life. If nothing else, we can always remind members to think about the weather, before leaving for rides.

Please greet all new members on the way in and on the way out. Meeting new members may give you needed ideas for the next article or seminar. Meeting new members is part of the fun in education.

Educators, there are many articles on the Regional and District sites which sometimes include Newsletters for Rider Education. South Carolina District Educator, Harold Breuninger, has articles on their Web site, hfb2@mindspring.com, you can use for Seminars or at your meeting. You also can find them very easy from the GWRRA home page.

We want our Association to remain at the top of the list as the best. Promote safe riding always. Other groups notice GWRRA members in a great way.



CAUTION = ROAD WORK

Ok what are the crews doing? What repairs - putting down a new surface or guardrails? This sign can mean many things. Construction signs really turns on our radar screen to see what is in store. Heavy equipment is usually

around and they cause dirt on the roadway. The steel plates that cover holes are always attention getters. When they groove the road for re-surfacing, it's a good test for a tight grip. Remember don't fight the wobble but keep a firm grip on the handlebars.

CAUTION = MOWERS AHEAD

Where are they? In the median, on the side? Why should I worry, its just grass? The vehicle manufacturers have failed us by not putting trashcans in our vehicles. Due to their overlooking this, the traveler must deposit along side the roadways excess hamburger bags, pop cans and other items. These items cannot be put in the trash at home. The results of this are objects coming from a rotary mower at a speed of 100 mph + onto the highway. Makes for a very high-speed impact.

CAUTION = ROUGH ROAD

There are not enough of these signs in place in the northeast. This part of the United States is known for it's bad roads. The trucker journal lists the roads from 1 to 10. The US northeast roads are always listed on the bottom. Results, potholes that can eat up tires, wheels and even cause a spill. The area around the pothole is material from the pothole. It is now loose stone or large pieces of roadway. Can we swerve to miss the hole? We can if we don't hit the loose material. What about the big pieces? Time to put our training in action. Scan and separate the problems. Decide which action to take that will get you through the area. Then execute your decision, take the action you have decided to use. If you are scanning ahead enough the problems may not happen.

CAUTION = LANE CHANGE

The lanes will swerve left or right together. You must continue in the lane you are in. There may be many levels of patching, new surface coating and the old surface. You must be searching aggressively to watch for uneven pavement. If you cross these levels, do it as close as possible at a 90 degrees angle. To get the best angle move as far as you can from the different level. You don't want to cross parallel on uneven pavement.

CAUTION = BRIDGE WORK

All the previous problems apply. Scan aggressively. There will be dirt, dust, saws, running water, different levels, grooves, heavy equipment and sometimes you will have a cross over in the median. The cross over is expected to be rough and bumpy. I believe they are made that way to slow down traffic. If you happen to be in a windy area the dust will act like a fog. Traffic will brake when wind blows up a cloud of dirt and dust. Be prepared! You will be glad you have on your proper eye protection.

These are just a few of the information signs we will be looking at during the riding season. Always take time to read the signs. A lot is depending on your understanding of what is ahead of you.

There are roadway problems that don't have warning signs. Patching of the roadway cracks with sealer is one. The road repair crews just fill in cracks, as they feel necessary. Road repair crews that seal the cracks are contracted to anyone who bids the lowest.

I checked with Ohio Dept. of Transportation to get the specifications. A maximum patch of 4 inch's wide and 3/16 of an inch thick is the amount of patch that should be applied. If a different type of sealer is used the maximum may drop to 2 inches wide. I don't believe the Gold Wing tire contact patch is 4 inches wide. The next question is how close can these 4 inches wide repairs be? I don't like the answer, as long as there is one inch between them.

The next problem I ask about was the fact the patching product softens with heat and becomes slippery with rain. I was told they put sand on the top of the patching material to prevent it from softening and becoming slippery, when the specification's call for it. I know when the product gets warm the sand sinks to the bottom. Plan for it!

We must be very cautious with the crack patching on the road. Make no speed or steering changes abruptly.

MEDIC FIRST AID®



Larry Stiles
Master Trainer

Hello everyone. Looks like we are now ready to ride. The weather is getting warmer and Wings are crying for us to let them out.

Short note this month, I am in the process of moving and trying to get everything ready and getting setup. I am still available if needed.

Just returned from Eugene, OR. I am now a Master Trainer for MEDIC FIRST AID®. I am now able to train the Instructor Trainers, which takes our program to another level.

I will be setting up some guidelines for identifying and selecting Instructor Trainers. Each Region could then select and interview an MFA Instructor that they think would do well as their Regional MFA Instructor Trainer. All Instructor Trainers must have been an MFA Instructor for two years and have taught at least 5 classes. This way we know that they are aware of the program and will represent the Region well. They will need to be able to maintain a schedule for each Region And help to keep this program growing. I would like to identify at least one Instructor Trainer in each Region.

We have experienced much growth and success with the MFA program. Many Regions have adopted this program and are seeing a growth in the numbers of our members participating in the training. If your Region has not yet adopted this you are strongly encouraged to learn more about the program and what it will take to establish this within your Region. It is hoped that all Regions will get on board with the GWRRA MFA program.

I am still looking for MFA Instructors for Wing Ding. Tuesday July 2nd I need 3 more Instructors for the classes. Wednesday and Thursday are covered. Friday July 5th I need 4 Instructors for the Recertification classes as these

classes have full registration. The Friday classes should take no more than 4 hour. Please contact me if you know of any Instructors that would like to take part in this. Some Instructors have not taught a class yet and this would be a good opportunity for them to get their class in for the year. They can email me at larrystiles@msn.com, phone me at 419-699-1845 or send a letter to let me know at P.O. Box 538, Tiverton, RI 02878.

The MEDIC FIRST AID® Program is going well. Thanks to the members that have taken their own time to become an Instructor. They have made this program what it is today. I thank all of you for your effort in giving the members the life saving program we can call our own. Also, thanks to all our members that have taken their time to register and participate in the classes.

Anytime we use the title of MEDIC FIRST AID® in our newsletters, fliers, etc., please put an (*) or the copyright R® next to the name. This is required to show that it is a copyrighted name. Thanks You.

Enjoy your summer and wonderful riding season, be safe and see you all on the road.

QUICK RELEASE CLIPS

The question of quick release clips has been around for a while. In an effort to shed some light on this I ask Snell testing if they had any records of doing either a helmet with a quick release or just a quick release.

From Snell

“Thanks for your query on buckles. We actually don’t certify quick release buckles but instead we test and, if warranted, recommend whole helmet assemblies which may happen to incorporate quick release buckles. The difference is we can say with some confidence that not only is the buckle appropriate but that it was installed correctly. I checked through our files and found that we’ve tested quick release equipped helmets from AGV, Bieffe and Strategic Sports.”

Hypothermia

This is a condition of subnormal body temperature.

Hyperthermia

This is a condition of above normal body temperature.

These two conditions do not have to happen. If proper riding gear is worn the wind can be avoided and you wont get too cold (hypo) or you wont get blown dry (hyper) and dehydrate. As an example, on a warm day 65 degrees, you are traveling at 45 – 55 mph, the wind chill is equivalent to 33 degrees. You as a driver are moving consistently and working your hands and feet, which will help you to stay warm. Your passenger is just setting there getting colder and colder.

I always ask those who love to ride in the summer time unprotected, how many folks have you seen in the desert wearing a short sleeve shirt and shorts?

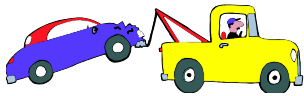
It may take a minute or two to dress proper but the miles it can add to your riding enjoyment are sure worth a few minutes.



Thanks to Iowa Rider Education

What to do if you have an Accident

- Stop immediately at the scene of the accident or as close as possible. Stay safe. Limit the obstruction of traffic as much as possible.
- Contact and wait for law enforcement officials to reach the scene of the accident.
- Render assistance to any injured person.
- Give your name, address and registration number of the vehicle, and upon request, exhibit your drivers license to law enforcement personnel and the other person(s) involved.
- DO NOT admit fault or disclose your insurance policy limits.



Accident Checklist

TIME & PLACE OF THE ACCIDENT

Time & Date _____
Location _____

OTHER PARTY (S) INVOLVED

Name of owner _____
Address of Owner _____

Owner's Phone # _____
Name of Driver _____
Address of Driver _____

Driver's Phone # _____
Driver's age _____
Driver's DR License # _____
Driver's DR License State _____

OTHER PARTY'S INSURANCE INFORMATION

Carrier's Name _____
Carrier's Address _____

Carrier's Phone # _____
Policy # _____
Carrier's Agent _____
Agent's Address _____

Agent's Phone # _____

OTHER PARTY'S VEHICLE

Make _____
Model _____
Year _____
License Plate # _____

INFORMATION ON PERSONS INJURED

Name _____
Address _____

Phone # _____
Description of Injuries _____

OCCUPANTS OF YOU VEHICLE AND OTHER VEHICLE

Name _____
Address _____

Phone # _____
Name _____
Address _____

Phone # _____

Name _____
Address _____

Phone # _____

WITNESS (OTHER THAN VEHICLE OCCUPANTS)

Name _____
Address _____

Phone # _____
Name _____
Address _____

Phone # _____

OTHER INFORMATION

Was a police report done? _____
Were any citations issued? _____
If so, to whom _____
If so, what for _____

NAME, BADGE # AND PHONE # OF THE POLICE OFFICER MAKING THE REPORT

DESCRIBE THE ACCIDENT & DAMAGE TO VEHICLES

SKETCH THE ACCIDENT

Awareness from AMA

The American Motorcyclist Association has asked the National Highway Traffic Safety Administration to do a comprehensive study into motorcycle accidents. The last study was done in 1980 in southern California. There have been too many changes to list since then. This study is needed to improve the training of motorcyclist and to teach them how to avoid the cause.

GWRRR
RIDER EDUCATION PROGRAM

TAKE THE PATH OF LEAST RISK

JOIN

RIDE SAFE