



GWRRA Rider Education



NATIONAL RIDER EDUCATION NEWSLETTER

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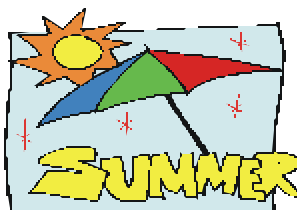
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We have been to Madison twice before and looking forward to another great Rally. It is hard to believe this will be our 25th year. Time flies when you are having fun.

Have you made your plans and reservations to go to Wing Ding? The opportunities to enhance your skills and education are unlimited. We know sometimes where you live you may not have the opportunities to take rider courses or seminars such as CPR or First Aid. So take this time and get the classes or skills you may need. We try to plan courses and classes so you can still enjoy Wing Ding.



Summer is on the way. Sick days (meaning rain days) are mounting up and I am anxious to take a SUN filled day off. This is bad since I am retired. We have had plenty of water and wind, in the northeast, to test your skills.

DISTRICT/STATE RIDER EDUCATION RIDER PROGRAMS



Dave McElderry announced in his May newsletter that Ohio is about to become one more District that will be conducting a Rider Education Rider Program (RERP). Ohio will be setting up Rider classes along with the Seminars that have been in place.

This is great news for many members, in Ohio, who have not had a chance to advance to the Experience Rider Class, Trike Training and the Trailer Course.

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(Ohio Rider Training Classes continued.)

There are many riders who are converting from two to three wheels. The knowledge learned from a Trike training class will be a great help. This will also be an opportunity for those riders who pull a trailer but have not gone to a Trailing Course.

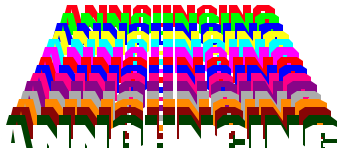
To obtain Dave's newsletter and his other great articles, go to http://www.geocities.com/regiond/GLE_MAY_03.pdf.

Our thanks to: National Rider Education Director, Bob Lorenz, Dave McElderry & Region D Staff Members, Tom Taggart & District of Ohio Staff Members, and Motorcycle Ohio, who put together the efforts toward the start of the RERP in Ohio.

VOLUNTEER



Wing Ding is fast approaching and Volunteers are as always the key to making the party a success. If you can relinquish an hour or two, please let the Rider Education Staff know.



One of our National Rider Education Officers who will accept your pledge is Assistant National Director Administrative Support, Joe and Dotty Allen. Their phone numbers have changed and they would appreciate you adding these new numbers to your list: Joe **615-351-8850** & Dotty **615-351-5814**. Their previous phone number is now a business phone number for someone else.



MEDIC FIRST AID®

By
Larry Stiles

**Asst. National Director
Medic First Aid Program**

It looks like we are all having a fun time setting and watching the rainfall. Here in Massachusetts the rain has fallen for the last 6 days and cold, it was nice being on a range teaching motorcycle safety with the water dripping off the helmet. However, low and behold, the sun has finally come out and we can see the roads drying.

What can we expect as we ride? Expect the unexpected and be prepared to help those in trouble. A few weeks ago, I was almost involved in an accident. A young woman traveling at a high rate of speed hit a curb and slid sideways coming at me. My reaction was to move hard right, as far as I could go and hope. She missed me by inches but she still skidded sideways until she hit a curb on my side of the road. She then went airborne for 30 feet and hit a steel sign pole that wrapped the vehicle around it and put the car down hard blowing out all the windows.

Lucky for the airbag she is alive today because she was not wearing a set belt. Why I am telling you this? When you do the "SETUP" as were shown in the MEDIC FIRST AID® class, you may have to deal with things that are not on video. In this case, this person had to be in trouble, with the force and speed she was traveling and the impact so hard, I knew she needed help. When I arrived on the scene, no one was helping her, bystanders just stood there looking. I ordered one person to go call 911; I assessed the scene, and then tried to talk to the young woman to see where she was hurting. The airbag as I said saved her. The right side of the car

side was only 8" from her side. The next problem was she could not speak English. With the communication problem, we had to use sign language. The biggest problem was trying to keep her from moving she was hurting badly. She complained of neck injuries so I had to hold her back and tried to keep her head and neck still.

It is important that when you arrive that you let them know you are trained and will help. She relaxed somewhat when I announced I was a Medic First Aid® responder, except she would not stop moving in her seat. This was do to shock and the trauma of the accident. The EMT's were there within five minutes, which saved her.

The meaning of this story is when you come upon an accident you never know what to expect. This time there was a language problem. Remember you must be sure the scene is safe and do what you can to stabilize the person. If sign language is the only way, then that is what you have to do to keep the person as still as you can.

I am pleased to say MEDIC FIRST AID® Instructors are doing an outstanding job this year in teaching our membership CPR and First Aid. We are above what we trained last year at this time. In 2002, we trained 1632 students in CPR/First Aid. So far, this year we have trained 1002 and we are only into our mid-season.

Our biggest concern is the renewal of instructors. I hope the Regions and Districts would be willing to help these instructors in covering their renewal cost. They volunteer their time and only instruct for GWRRA. After Wing Ding, we will have 8 Trainers and 194 MFA® Instructors. We may have some drop out because the Regions or Districts are not able to help cover the cost of their renewals.

We have five regions in our GWRRA Medic First Aid® program. Within three other

regions we do Districts that have started GWRRA Medic First Aid® programs for their members. We are here to help our membership get the programs they want. If we all get involved, then we can get this done together.

Some questions have arisen on how many classes an Instructor must teach a year. I felt that two a year was not too difficult. They would have the availability to teach at Wing Ding, Region and District Rallies and the chapters. I have found that this is a problem in some areas. Therefore, we will be going by the guidelines of MEDIC FIRST AID® International. All instructors must teach at least one class per year to keep their certification current. This should not be a problem. Instructors, RE's, DE's need to work together to make this happen. There will be a discussion at our National Rider Education meeting at Wing Ding. I am open for suggestions and your ideas to keep this GWRRA program going in the right direction for the good of the membership and GWRRA Rider Education Program.

Please have a safe and enjoyable summer, and ride safe, see you all at Wing Ding.

TRAINING CENTER

Linda and I having finished an entire Memorial Day weekend of training ERC to our GWRRA friends and we found some bad habits.

First on the list is braking. It is very important to use both brakes and to use all four fingers on the front brake lever. Why do I need four fingers if I am strong enough to pull the brakes on with one finger? Yep, you sure can. If you happen to need emergency maximum hard braking (application of both brakes without skidding), your fingers that are wrapped around the throttle

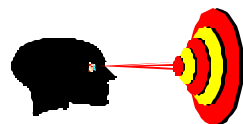
grip, will impede that from happening. Your adrenalin will cause you to apply more brakes than ever and guess what is in the way, FINGERS.



I stated stopping with out skidding either tire is maximum hard braking. The panic "stop" may be necessary to avoid a collision or to reduce speed quickly before impact. That is why you need to practice good techniques all the time so you have the proper technique when you have an emergency stop. Gold Wings will skid tires. Always release and reapply if needed when the front wheel skids. The front tire in a skid is a sure way to end up in a down side slide.



I mentioned a squeeze of the front brake. We can compare it to how you squeeze an orange to get your morning juice. First take ½ of an orange; just apply a squeeze as hard and as quickly as you can to get the juice. Did you get all the juice out of the orange? Did the juice fly all over? Now try slowly and increase the squeeze of the other half of the orange. Did you get a better result? This is how to relate to a squeeze of the front brake lever. "Proper technique" is a smooth and steady squeeze, of the front brake lever with all four fingers. If you are not stopping, fast enough apply a little more squeeze. Your entire grip is in place to perform the squeeze amount you may need.



The next problem that was absent in many riders is looking where they want to go. Most riders think "it is not me their talking about". Well yes, riders tend to make a quick glance to where the want to go but then look back to where they are. You have a 4-second immediate path you are watching

and a 12-second path you are scanning looking for potential hazards. You are cruising at 60 mph (88 feet per second) your 4 second scan is $4 \times 88 = 352$ feet. That is a little more than a football field. A 12 second over all scan is 1056 feet at 60 mph. This is close to ¼ of a mile (1320 feet). If you pull your scan step back to where you are looking at your hood ornament, your scan seconds have been lost. You have probably gone 4 second and your immediate path is already gone. Your looking for potential hazards is reduced from 12 seconds, to eight or less seconds. Will this produce a problem? Yes, it can. The "Proper technique" is to keep you eyes up and look to the path you want to take. If you have done your homework with the 4-second scan and the 12-second scan there is no need to look at where you are. You have all ready put that information in memory and are already executing what you are doing.



Head and eyes up in curves, look as far as you can thru a curve, check for hazards. Head and eyes up on straight roads, looking for hazards, head and eyes up constantly in traffic, looking for the vehicles pulling into your lane, changing lanes and brake lights of other vehicles.

While riding in traffic you can reduce your reaction time by covering the clutch and brake levers with all four fingers.



The first reaction to any problem is to brake. This is not always the correct answer when riding a motorcycle. This is a habit carried over from driving four wheels. Many riders run wide in a turn. There are many reasons why: too (Looking continued) fast an entry speed, applying the brakes while in the turn, or not looking to the exit.

Your eyes will pull you thru a turn, if you continue to look where you want to go. If you look back to see how close you are to the guardrail, you will get closer, maybe too close.



The helmets have flow thru vents and of course, a lighter color helmet helps too.



CONSTRUCTION AREAS

You must be ever alert for the ORANGE barrels or cones that are like dandelions that pop up in the Spring. We had an encounter with one of these barrels. When a large truck passed the orange barrel, the vacuum from behind the vehicle caused the barrel to be pulled in behind the truck, into our path. Prior to this our two-second following distance had been increased to three or four knowing the dangers in a construction area. By increasing the following distance, it allowed us to brake then swerve around the barrel. Why did we elect to brake and swerve? Time was available to do so. The point is you never; never apply brakes or roll of the throttle in a swerve. If we had chosen to swerve then brake, it would have presented a new problem. The sand they used to hold the barrel in place was all over the roadway and could have resulted in a low side skid. How did we know this in advance? Looking ahead to where we were going.

RIDING GEAR

The warm summer season make you think what would be the proper riding attire. What should we wear when there is hot weather? We have found many solutions to the problem. The clothing manufactures have been addressing the problem and there is good summer protective gear on the market that will keep you cool. Some suggestions are:



Gloves that are designed to allow air flow. They do work and will protect you. They have all leather or have leather palms and knit tops.



Jackets are of many varieties and color. I wear a summer jacket that has airflow thru mesh material. I have ridden in very hot and humid weather; my jacket works to keep me cool. If the air temperature drops below 70 degrees, I am looking for a sweatshirt to put on under it. The jacket also has a good built-in protection. I have not tried to see if it works, so I cannot report on this.

The subject usually comes up that I already have a good leather jacket, why buy a new jacket. Sometimes it is not in the best interest of your budget to purchase a new item. Remember that leather can dry out and crack. You then loose some protection. Look at the automobiles dash tops in the hot climate areas. You need to treat leather with proper protective materials. The newer types of nylons and Kevlar materials are good for riding jackets. Both should have air vents you can open for riding in warm weather.



Boots are also on the list of things that manufactures are working to get good protection and keep your feet cool. Tennis shoes are not always a good protective type of footwear. White is cooler to ride in

and comfortable to walk in but they offer little, if any protection when riding. One small piece of a shredded tire on an expressway, you will wish you had boots over your ankles. You never know what will jump up from the road and connect with your lower leg.



DANGERS

Do you have your SPF cream ready and on? Remember that if you use a full-face helmet allow some drying time before closing the visor tightly. The creams create vapors from the sun and heat. Allow for some airflow into the helmet that will keep the vapors from getting in your eyes. Do not forget your chap stick.

COMMUNICATE

Ask riders in your group to let you know of any health problems they have before to leave for a ride. You may need to stop more often. Eat more often. What ever the reason, let it be known. This will ensure all to have a safe and fun filled ride. The destination is not the only place for fun and making memories of your journey.

RIDE SAFE

Ride respectful, well protected and enjoy motorcycling. We are the image the others are trying to copy.

From our founder's **Paul & Shirley** the great motto **"Friends for FUN, SAFETY and KNOWLEDGE"**

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**While at Wing Ding, stop at the Rider Education both and say hello to us. If we have not met before, then we will there.**