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GWRRRA Rider Education



INTERNATIONAL OPERATIONS

SENIOR INTERNATIONAL DIRECTOR

Bob & Sue Lorenz
Voice: (517) 548-9028
E-mail: blorenz@ameritech.net

ASST. INTERNATIONAL DIRECTOR RIDER COURSE PROGRAMS

Bob & Althea Berry
Voice: (520)744-2025
E-mail: berryconsulting@comcast.net

ASST. INTERNATIONAL DIRECTOR NEWSLETTER / TOP GUN

Bill & Linda English
Voice (330) 799 8603
E-mail: GWdatadoc@aol.com

ASST. INTERNATIONAL DIRECTOR MEDIC FIRST AID®

Larry & Rhonda Stiles
Voice: (508) 567-1307
E-mail: LarryStiles@msn.com

ASST. INTERNATIONAL DIRECTOR REP LEVELS DATABASE

**Tony & Michelle
Van Schaick**
Voice: (315) 342-7438
E-mail: avansch1@twcny.rr.com

ASST. INTERNATIONAL DIRECTOR ADMINISTRATION

Mark & Mary Zingery
Voice: (231) 845-0382
E-mail: mzingery@chartermi.net

CANADIAN OPERATIONS

NATIONAL DIRECTOR RIDER EDUCATION CANADA

Gordon & Elsie Murphy
Voice: (709) 753-2318
E-mail: gmwing@nf.sympatico.ca

ASST. NATIONAL DIRECTOR RIDER EDUCATION CANADA

Dave Hay
Voice: (250) 923-8664
E-mail: dhay@telus.net



The riding season has been wet and cool for us. This requires the wearing of layers and rain suits. For the members who have saddle bags and trunks, hauling this is not a problem. But the members without saddle bags or trunks, it can be. Yes, we do have members who do not have that option. My 1975 Gold wing I have is bare. Where and how do they load their extras? We can also pose this question for members with saddle bags and trunks. How to properly load their extras? There are many seminars giving instructions for packing your bike. Ask your Chapter Educator?

Now as to loading a bike with no bags or trunks, your local motorcycle store also has great bags that are water proof and have straps or eyelet rings to allow proper fastening to the bike. Always keep the bags and straps away from exhaust pipes and moving parts of the bike. The heavy items must be packed low to help maintain stability in curves. The more you pack the more you will notice how it affects the handling while riding.

If you have the bags and a trunk, maybe a trunk rack, loading is important to your stability also. All motorcycles have a load limit. The bags and trunk have limits also. I really doubt if any one pays attention to these. Load the heavier

things low and pack the lighter items high. The more weight you put on the motorcycle the slower you have to take curves and remember that the weight will affect your stopping also.



Dressing in Layers

Why are layers important? They help you maintain comfort and protection while riding. The comfort will allow you to keep your mind clear to think about your riding, looking for hazards, and enjoy the ride. If you are too cool or too hot then your thinking is on your discomfort and not your defensive riding. Protection from the cool and heat will require you to wear items of clothing that afford warmth or cooling. The motorcycle dealers have many items to help you keep warm or cool.

INSIDE

1. How to Pack, Dressing in layers
2. Dressing in layers continued,



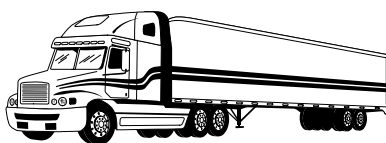
Dressing in Layers

(Continued)

The clothing manufacturers in the last few years have addressed the problems and have designed some great riding apparel. There are great jackets, helmets with vents, gloves with ventilation or liners, pants and chaps with removable liners, boots to keep you dry, warm and cool.

When looking to purchase these items the size you always wear may feel good in the show room, but set down in a chair or even better find a bike to mount up. This will allow you to see if the pants are tight as you put your leg over the seat or too short in the riding position, or the jackets are not long enough to cover your lumbar area, and the sleeves are exposing your wrist or arms.

I have seen many types of gloves that look good till I put them on. They tend to have pinch points and the fingers have seams on the palm side. This will cause your hands much discomfort and could cause them to cut off blood circulation. Do not worry about looks when buying your apparel. Comfort for 300 or 400 miles is so important to a safe and pleasant ride.



Having the opportunity to talk to a truck driving Instructor from a local truck training school, I was informed of some good points of interest for us.

Don't believe everything you hear or read, like "If you can see my mirrors I can see you" You seeing the mirrors will not mean the driver can see you. The driver must be looking for you, to see you. Yes he may look in his mirrors every few seconds but there is a lot going on in front and the driver may miss

you before you are in the "No Zone". The driver is looking for the same items a Gold Wing rider; upcoming hazards and how to avoid them, scan for paths that will allow you the least problems. Maintain a space cushion, do not tail gate, and allow time to stop. A lot of similarities? Truck drivers are as busy as a motorcyclist to avoid the road problems.

When you follow a large vehicle there is a lot of assumption that the driver can see you. If you are about ¼ mile to the rear they may see your headlight. If you are closer the blind spot grows to where you must be in another lane for them to see you. The right side of the vehicle is the worst side for blind spots. If you decide to pass a vehicle on the right side remember to move far right and pass with speed and hopefully your eyes will make contact with the drivers. Large vehicles start with SUV's and grow. Even cars have blind spots.

MAKING A PASS

Passing a truck is something I think I have been doing OK. Have you ever started to pass a truck and he comes into your lane in a hurry? You get upset and hopefully you have time to avoid the collision or having to take to the berm of the road. The truck is loaded 30,000 to maybe 60,000 (30 ton). Trucks are on the move as the job usually has a time frame for delivery. They don't see you as well as you may think. Remember we ride defensively not offensively.

- Move to the left lane after checking the lane with your mirror and doing a head check.
- Next watch to see if the vehicle you are passing may be closes the vehicle in front of them which they may be also getting ready to pass.
- Move as far left, of the vehicle you are passing, as you can.

- If you are in a staggered formation, form a single file as you pass.
- If you are the lead bike, pick up the speed and go far enough to allow the entire group to pass the vehicle. As the lead bike increases speed, the gap between each motorcycle will increase have reaction time, just remember to re-adjust your spacing when you get back to the staggered formation.
- Once the rear bike is at least 400 feet in front of the vehicle you just passed, and it is safe, move back to the right lane. Again the no-zone 400 feet in front of the vehicle also.

I have mentioned speed and the reason to speed up is to get rid of the hazard as soon as you can. You must speed up to a comfortable and desirable legal speed. The drivers also like for us to get out of their problem areas quickly also. Six or eight bikes passing on cruise control can create a hazard for all. If you get to the point you are not passing the vehicle and just hanging beside it, either speed up to pass or slow to drop back behind the vehicle, if it is safe to do. Check the mirrors and head check for a fellow winger or unwanted tail gater.

WHO IS MSF?

Many times you hear someone talk about MSF and many only know MSF as a training organization. This is true but there is a lot of activity behind the scene to keep the training "up to date" in our ever changing world.

Since March 1973, the Motorcycle Safety Foundation (MSF) has set international recognized standards of excellence in Motorcycle Rider Education and Training. MSF works to improve Motorcycle Education, Training and Operator Licensing with the National Highway Traffic Safety

Administration (NHTSA), State governments, Military and other Organizations.

The MSF is a National, "Not-For-Profit" organization sponsored by U.S. Manufacturers and Distributors of BMW, Ducati, Harley-Davidson, Honda, Kawasaki, KTM, Piaggio/Vespa, Suzuki, Vengeance, Victory and Yamaha motorcycles.

Objectives and Strategies

The Motorcycle Safety Foundation is the leader in championing the safety of motorcyclists by:

- Developing and maintaining a high quality, comprehensive, research-based Rider Education and Training SystemSM (MSF RETS) and its individual curriculum products.
- Establishing national trainer and site certification standards and providing technical assistance for training and licensing programs.
- Promoting model or enabling legislation to create state-funded rider training programs.
- Actively participating in government relations, research and public awareness
- Partnering with other motorcycling and public organizations to make the nation's streets and highways safer for motorcyclists.

MSF does not deal with motorcycle design or manufacture; its programs focus on the motorcycle operator.

250,000 novice and experienced motorcyclist enrolled in the MSF course last year. Since 1974

3,203,631 students have graduated from MSF *Rider Courses*.

HELMETS



Helmets are one of the items that I am proud to say that most all members of GWRRA agree to use as part of their riding apparel. It is great to hear that we, members of GWRRA, are known to wear proper apparel.

The wind noise has had some effect on my ears ringing; many others state my ringing is for other reasons. Working behind jets in the Air Force may have had some contribution to this ringing. I found this article to be helpful and I now ride with foam ear plugs and the change for me is great and to the best of my knowledge I am not missing out hearing sounds around me.

Noise levels under motorcycle helmets can be very high

SVR Consulting Web site
http://www.isvr.co.uk/at_work/m_cycle.htm

About 65 km/h or 40 mph the wind noise generated by the airflow over a motorcycle and rider exceeds the noise from the motorcycle itself. Daily noise exposures of working motorcyclists may regularly exceed 90 dB (A).

We have measured noise levels at the ears of police motorcyclists in a wind tunnel and on the road, with several different helmets and motorcycles. Noise levels in the wind tunnel were similar to those on the road.

The measurements in the wind tunnel showed the main source of noise to be the turbulence at the edge of the windshield's wake acting on the helmet.

The rank ordering of helmets by the noise level depended upon the motorcycle and in particular the windshield's height - a helmet which is relatively quiet on one motorcycle can be relatively noisy on another and vice-versa. Low windshields direct the turbulence to the base of the helmet, and modifications to improve the helmet seal around the neck can reduce noise levels on motorcycles with low windscreens. High windshields direct the turbulence to the helmet visor and forehead, and modifications to improve the sealing of the visor to the helmet shell are then effective.

Such simple modifications to helmets can reduce noise levels by 5 to 8 dB at the ear. Wind tunnel tests with a flying helmet containing active noise reduction earmuffs demonstrated that noise levels as low as 70 dB(A) at 80 km/h and 80 dB(A) at 115 km/h were achievable at the ear. Similar systems within a motorcyclist's helmet suggest that this potential will not be realized unless the earmuffs are well isolated from the helmet shell and liner. Another method of achieving similarly low levels is to wear good earplugs. Many Police Forces in the UK are now providing these for their motorcyclists.

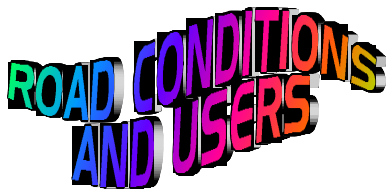
If you ride a motorcycle and your hearing sounds muffled afterwards, or if your ears ring, then you are suffering temporary hearing damage, which, if repeated regularly, may become permanent hearing damage. We recommend you consider wearing earplugs under the helmet. Because the earplugs reduce the noise, you may seem to be traveling more slowly, so take extra care to check your speed until you get used to the earplugs.

Noise levels under motorcycle helmets can be very high (CONTINUED)

This project was carried out for the Home Office by ISVR Consulting, the Department of Aeronautics and Astronautics, the Wolfson Unit for Marine Technology and Industrial

Dynamics and Hampshire Constabulary.

We have also measured the noise exposures of motorcycle patrols for one of the motorist breakdown rescue services. The measurements were carried out during the motorcyclists' normal duties to determine whether their full-day noise exposures were below the limits of the UK Noise at Work Regulations.



We have some sour grapes to report or should I say a few bad apples that ruin the basket.

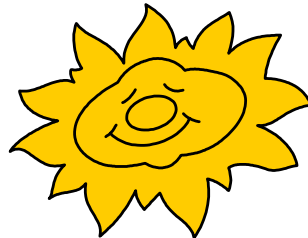
The Professional football player watches the stunt riders put on a show of wheel stands and brakies and thinks he will go try it. Now he is out of a job. Worst part of the story is the contract he signed stated motorcycle riding was a dangerous sport. Well if I was to jump up out of the stands at a Professional football game run on the field of play, I would be in a dangerous sport also. I disagree with the statement motorcycling is a dangerous sport. As an Instructor and rider of many miles the sport of motorcycling is not dangerous. It is a challenge to me to avoid the hazards by using my training and experience. Road rage, who trained those drivers?

I had a road rage person on my tailpipe three feet away, I finally pulled to the right when I could, the vehicle when by and I noticed the police emblem on the license plate. The road rage problem is in an epidemic stage. It affects all.

More sour grapes. Some person or persons has decided that Rt. 129 or what is referred to as the "Dragon" on the Tennessee / North Carolina state line, has had five spots of oil put on it purposely. Then the department of transportation applied sand to soak it up. It will be a while before the road gets washed off by rain. In Ohio a day or two would do it.

When we have persons who are willing to ruin the fun for others is one thing. This action was of malicious desire to hurt or cause the death of someone.

Just be careful out there you never know what can take away that reserve traction you should be stowing away as you ride.



Preventing Heat-Related Illnesses

[Dr. Reddy's Pediatric Office on the Web™](#)

You can prevent heat-related illnesses. The important thing is to stay well-hydrated, to make sure that your body can get rid of extra heat, and to be sensible about exertion in hot, humid weather.

Your sweat is your body's main system for getting rid of extra heat. When you sweat, and the water evaporates from your skin, the heat that evaporates the sweat comes mainly from your skin. As long as blood is flowing properly to your skin, extra heat from the core of

your body is "pumped" to the skin and removed by sweat evaporation. If you do not sweat enough, you cannot get rid of extra heat well, and you also can't get rid of heat as well if blood is not flowing to the skin. Dehydration will make it harder for you to cool of in two ways: if you are dehydrated you won't sweat as much, and your body will try to keep blood away from the skin to keep your blood pressure at the right level in the core of your body. But, since you lose water when you sweat, you must make up that water to keep from becoming dehydrated. If the air is humid, it's harder for your sweat to evaporate -- this means that your body cannot get rid of extra heat as well when it's muggy as it can when it's relatively dry.

The best fluid to drink when you are sweating is water. Although there is a little salt in your sweat, you don't really lose that much salt with your sweat, except in special circumstances; taking salt tablets may raise your body's sodium level to hazardous levels. (Your doctor can tell you whether or not you need extra salt.) "Sport drinks" such as Gatorade® will also work, but water is usually easier to obtain.

It's also important to be sensible about how much you exert yourself in hot weather. The hotter and more humid it is, the harder it will be for you to get rid of excess heat. The clothing you wear makes a difference, too: the less clothing you have on, and the lighter that clothing is, the easier you can cool off. Football players are notoriously prone to heat illness, since football uniforms cover nearly the whole body, and since football practice usually begins in late summer when the temperature outside is highest. Therefore, football players should pay extra attention to the fluids they drink and lose: teams should consider limiting practice and wearing light clothing for practice on very hot days, and athletes should be able to drink all the water they want during practice