

Gold Wing Road Riders Association



Rider Education Program

National Newsletter...



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Seminars Anyone? Wing Ding Volunteers Sought...

Wing Ding 2008 is just around the corner. By now, many of us have made their plans to be at the largest Gold Wing riders' event in the world. If you are a GWRRA certified Seminar presenter, or in the process of becoming certified, here is a chance to present a core seminar (or more!). Do you need a field evaluation to complete your Seminar Presenter development program and become a certified GWRRA Rider Ed Seminar Presenter? We have opportunities to present a number of core Rider Ed Seminars.

We are asking for volunteers to present Rider Ed Seminars at this year's Wing Ding. Topic and date/time are included below. If you can't present a seminar, we would appreciate help at the Rider Ed booth to free up a Certified Seminar Presenter to teach or provide the evaluation for a presenter in training.

As a reminder, all Seminar Presenters must submit a renewal application every two years indicating the seminars presented during the course of those years. Presenters must conduct a minimum of two (2) seminars in that time. This would be a great opportunity to present for the benefit of the Membership. Interested in becoming a Seminar Presenter? We have a seminar on the process to do that too. (Time and room scheduling constraints prevent conducting a full Seminar Presenter Development Program at the Rally.)

What if you have been thinking about putting on a Parking Lot Practice? There is a seminar to discuss how to set one up. These are going to be the hot ticket in the near future. Our PLP Facilitator Program is up and running, and there is even a seminar to certify PLP Facilitators at Wing Ding. Regions Educators will be responsible for decisions on sanctioning a PLP for Rider Education Levels Program Credit. This is a must see for Region and District Educators or their designees who will administer these programs at the local level. Do you have Members that cannot obtain riding training for Level II advancement because their ride is not two wheels or doesn't qualify as a three wheeled vehicle for the trike program? The PLP is made to fill the gap.

Wing Ding 2008 Rider Ed Seminar Schedule:

Thursday, July 3rd

10:00 – 11:00 Team Riding
10:30 – 12:00 Motorcycle Crash Scene Response
11:00 – 12:00 Trailing (Seminar)
11:00 – 12:00 Co-Rider
1:00 – 2:00 How to Become a Riding Course Instructor
2:00 – 3:00 Setting up a Parking Lot Practice
3:00 – 4:00 Helmet Myths (Bruce McMahill)

Friday, July 4th

- 9:00 – 10:00 Co-Rider
- 10:00 – 11:00 Road Captain (Classroom Only)
- 11:00 – 12:00 Motorcycling for the Mature Rider
- 11:00 – 12:00 Motorist Awareness
- 1:00 – 2:00 So You want to become a Rider Ed Seminar Presenter
- 1:00 – 4:00 Parking Lot Practice Facilitator Training (Mike Stiger)
- 2:30 – 3:00 Motorcycle Crash Scene Response
- 3:00 – 4:00 Riding with New and/or Inexperienced Riders

Saturday, July 5th

- 9:00 – 10:00 Co-Rider
- 10:00 – 11:00 Trailering (Seminar)
- 11:00 – 12:00 Team Riding
- 11:00 – 12:00 Motorist Awareness
- 2:00 – 4:00 Rider Education Forum Meet with the National RE Staff to discuss topics of interest (RE Staff)
- 3:00 – 4:00 Tailgating - Aggressive Drivers or Road Rage? (Bruce McMahill)

Sunday, July 6th

- 9:00 – 10:00 Co-Rider
- 10:00 – 11:00 Team Riding
- 11:00 – 12:00 Motorcycling for the Mature Rider

We have lots of new updated Seminar materials coming out with the forthcoming release of the new Rider Ed webpage. Most of our seminars are an hour in length. Do you have an hour to spend to improve the safety of the Membership? Are you interested in the future of Rider Education Seminars in GWRRA? Perhaps you just want to see what the whole thing is about. If you are interested in presenting one of the scheduled seminars, please contact Tony Van Schaick at avansch1@twcny.rr.com or (315) 342-7438.

You must be a currently certified GWRRA Rider Ed Seminar Presenter or in a formal training program with an available "field" evaluator providing oversight to present at Wing Ding. If you were previously certified and have not yet submitted your renewal application, you still have time to do so. Send it to Tony Van Schaick at 94 Edwards Circle, Oswego, NY 13126-6068. If you meet the renewal requirements (2 seminars in 2 years), you can have a new Seminar Presenter card by Wing Ding, or have it available at the event for pickup. Seminar Presenters will be filled on a first come first served basis. Don't miss out, reserve your seminar early!

RIDE SMARTER II...

*Ace H. Peterson
Region F Educator*

In the first article with this heading, we discussed some methods of riding conflicts regarding items such as training, decision making, and cross training. In this article, we will take our "old dog" philosophy a little further down the road.

One of the major decisions we need to address is namely, to ride or not to ride! It does not matter what the reason, if you are not prepared physically or mentally, DO NOT RIDE! Being under the weather so to speak, missing medications or having just started new medications, worries about other life issues, are all reasons to "call the ride". I realize many of us are not in the best of physical condition due to life style; however, those things which affect our mental outlook are vital to whether or not we should be on a motorcycle. In other words, we need to feel "right" to be able to stay on top of our riding game; anything less brings potential problems.

Having said that, this is the time we should be preparing for those long motorcycle tours. Many of our membership are preparing for Wing Ding, which can be a far piece of road for some riders and co-riders. The idea for many of us is to climb on the motorcycle and head off down the road for distant destinations without having done any or little riding. Talk about all sorts of problems associated with the first paragraph! The "old dog" says to start easy with shorter rides lasting only an hour or two, a hundred miles or so, and then start stretching time and distance out. Remember, we just ain't as young as most of us once were, so to speak. Ease into the riding season rather than pushing the limits without the warm up.

Let's discuss riding length both in distance and time as mentioned above. The question we need to address to ourselves is, how far is too far, and how long is too long? Both of these questions are interrelated. Again, consider the age, health, riding time, and physical attributes of both the rider and co-rider. Most of us don't have "iron butts", and so have no business attempting all day rides covering hundreds of miles. It takes the joy out of riding if either the rider or co-rider becomes tired, uncomfortable; and some more issues that the reader can factor in here. And these symptoms lead to mental breakdowns as far as riding skills and decision making during these long days. Therefore, address length and time whether riding alone or with a group. Set markers of how long to ride, how far that will be, where the stops occur, and so forth. Pick out the factors which make the ride enjoyable, safe, and reasonable. For instance, for my wife Penny and myself, 350 miles plus or minus is a good day, leaving us rested, and able to enjoy the days ride. Sure, there are days we ride longer, and some days less in distance and time, so the 350 are an average.

Speaking of time, how long then does it take to cover those 350 miles plus or minus? It depends. Now our objective, and yours, is to start early and finish early. So we are on the road at 7am and off the motorcycle cooling our heels in the pool around 1:30 or 2:00 pm. And voila, we have covered the miles needed for the days run! This way we can relax, rest up, have a great dinner, and be refreshed to start over the next day. And the time frame given includes fuel and snack stops including taking an hour for lunch to cool off physically and rest ourselves mentally as well.

Last, lets factor weather into all this riding smarter business. Heat and cold affect us as riders and co-riders dramatically, and it does not matter which we are; if our internal thermostat dictates either item, the ride becomes an endurance ride rather than a joy. Without going into a lengthy dissertation on these subjects, the rider and co-rider need to ascertain just what conditions make riding a chore, and what conditions are tolerable. I am not going to address storms, other than to say that here again the decision to ride or not may dictate whether you start or stop.

We all recognize that parts of the country we ride in during the riding season get hot. We can use many methods and types of clothing to combat the heat factor, but remember, even these items are only temporary measures. If it is not imperative to make a certain destination before the day ends, who says we have to

“march on”? Take refuge in a movie theatre, shopping mall, or similar facility during the hottest part of the day, and then continue after it cools down enough to be comfortable and SAFE to finish the ride. Who said Dairy Queen was only for ice cream? If we notice our “old dog”, where is it? Laying up in the shade, you betcha! Chasing rabbits can wait till it cools down a tad. That is a great philosophy for us riders and co-riders as well. Ride smart by not pressing on when temperatures become unbearable and make us unsafe to be on the road.

Just a message on cold weather, which fits into the above, but bears being given a little space of its own. Just as heat stroke disables or kills, so does hypothermia. Of the two, hypothermia is more insidious and therefore less recognizable when it occurs. It is summer you say? Riding at any elevation when it has rained or hailed and at highway speeds lowers the air temperature dramatically. The body may be damp or wet and therefore gives off body heat rapidly causing the blood to thicken, which then causes the mind and body to slow down in functioning. Which again leads to physical and mental break downs which leads to, you guessed it. Using our analogy, use the above paragraph as places of refuge, or if possible, call it a day and get a motel room then and there. Especially if you are wet and cold together, as you need to get out of those cold wet clothes and warm up before hypothermia sets in. And get to know the signals and signs for hypothermia so the rider and the co-rider can monitor each other for safety.

Remember, you the rider, and your co-rider are the only ones who can make the decisions necessary to ride smarter and thusly safer. You can fill in the blanks of this article using it as a thought process to develop your own strategies for riding throughout the season.

Our head is to be used for something other than to carry our helmet on, so use our decision-making ability to make our riding season the best season yet.

Ride with Pride and Confidence.

MEDIC FIRST AID Instructors for Wing Ding...

Great job in training our membership through out the year. This year we again are down in students at Wing Ding, however we still have a few being trained and I need more MEDIC FIRST AID Instructors. I have requested the Region MEDIC FIRST AID Trainers to see who would be willing to teach for a few hours. I need at least (7) seven Instructors and at this time I have commitments from (3) three. Please let your Region Trainer know if you are coming to Wing Ding and can help out.

Thanks,

Larry & Rhonda Stiles
Director - CPR/First Aid

Editors Note: The July Newsletter will be later in the month due to our wonderful Wing Ding get together. Please ride safe and have fun See you all at the party. Stop by the Rider Education Booth and say hi.