

March 2004



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



As we are impatiently awaiting riding weather, many updates for the members can be accomplished via St. Paddy's party, pizza party, casserole dinners or maybe you could get a friend from Florida to ship you some fresh strawberries for an ice cream social.

Strawberries and Ice Cream, top on my priority list, brings up another very important topic. When you do updates for members and have them renew their level data, also remind them to bring along the co-rider.

Another step in helping to remember when to renew your levels is when your membership renewal is due renewal your level also. Linda and I are Master Tour Riders and I send our renewal in when we do Christmas cards. I have tied my Tow Busters renewal to Wing Ding each year. I believe this would help the Chapter Educators. You would remember to send your level renewal in yearly and reduce the amount on the expired list for the Chapter Educators to be checking and following up.

Remembering to renew your requirements for your levels is very important to you but equally important for our Association. The Association has been first in the foreground for education among

motorcycle groups. We, the members, pride ourselves by having the largest enrollment in Rider Education. Many are copying what we do, which will create more educated riders on the road.

Do not be afraid to share what you know and do with other riders. The Rider Education staff has always and will continue to listen and share knowledge with our members continuing to do our best to provide you with new training while having fun. Please check your level information, it may be time to renew or update some requirements. Keeping members updated and passing on new techniques is not a fund raiser for Rider Education; it is for you, the members, and your safety.

INSIDE

1. Remember to Renew and Update
2. Effects of Weather, How To Use The REP Database Report, Presenting
3. Presenting continued, Reflective Colors, Habits, Trailers Care, Trailering Experiences
4. Trailering Experiences Cont.,

EFFECTS OF WEATHER



The weather has had a hard punch in on our highways. Hurricanes in south east last fall; they are still cleaning up and haven't heard when they will get the Blue Ridge Parkway open. Flooding now in the south west; creating much devastation. The north east continues to have snow and ice. When the time comes the road crews will be working overtime to do repairs. Do your best to protect yourself first, then your tires and wheels. The flying objects from other vehicles tires can cause some serious pain and damage.

Tony & Michelle Van Schaick

*Assistant International Directors
REP Levels Database
Administrators*

How do I use the Rider Education Levels Database Report?

We often are asked how to use the tool once known as the Rider Ed green bar to benefit the Member and make the Educator's task easier. For this article, we will look at a few of the many reasons why it is important to you and the Member.

As an Educator and any other officer in the Association, this should be the first place you look when the Member hands you a Levels Application for validation. We see far too many people signing up for a level they already have attained years earlier. There are also cases where people are not signed up at a lower level and are applying for a higher level. This

could be the result of misinterpretation or unreported data that hasn't been integrated into the Rider Ed Levels Database yet for some reason. At the Chapter level, the Educator and Operations Officers need to know or have a ready resource that tells them the current status of the participants. This is spelled out in the Handbook as a function of the Educator – bring a copy of the latest report with you to the Chapter Gathering so it is a ready resource for Officers as well as interested Chapter participants. Make the information visible (while protecting Member information confidentiality) to each individual – you can read it off to them, remind them when their courses need renewal, suggest a class date for the Chapter that will take care of renewals and initial training alike. Generally just make it a part of normal Chapter business. If the participants know you care and are looking at the information, they are likely to be more interested as well.

As a Member, the report can save time and money by reminding you when you are due for recertification on one of your courses. Approved rider and co-rider courses are good for three years now. As evidenced by a majority of levels applications we receive, many still have not gotten the word that these count for three (3) years in the Rider Ed levels program, in spite of the expiration date on some of the completion cards.

Communicate! Communicate! We have also seen a limited number of cases where people are at Level 1 and are renewing. Remember that there is no renewal at Level 1. If you have questions on what information is in the database report, the Region Educators have been provided a help file that breaks each column down by the expected type of information in it. One correction we would like to communicate is that date formats are in the MM/DD/YYYY form instead of the DD/MM/YYYY originally included in that document. Thanks to those Educators who caught that one!

Many Members will be wondering how the column entitled "Current" figures out the YES or NO answer in if for each person. We have programmed the spreadsheet to compare all the Level requirements: applicable expiration dates for courses, current renewal information, safe mileage totals, etc. to arrive at the proper YES/NO status. The Member may ask for help from an Officer/Educator to determine what is holding them up from a YES. Remember to compare what they think they have done to what is listed in the Levels Database Report. Any discrepancies should be corrected using Form N.10 in the GWRRA Rider Education Program (REP) Handbook. Once it is sent to us, (not Bill & Linda English) the change need only be entered once, as opposed to some Chapters that choose to update their version locally every month.

Enjoy your new tool!

Ride with Less Risk & B+



Communications is very important to the survival and success of any program, group or association. A prior TV commercial made a point about communications. The item ordered was a Santa suit and a Panda suit was received. This is a common thing that words get changed and can change the entire meaning of the statement.

As presenters we must make sure this is not a problem as the end result could be damaging or have a member get upset. If you are presenting a seminar and there is chatter going on, stop your presentation till the chatter stops. This helps you gain control and all will hear your words and not mix in words from the other conversation.

Presenting continued

We teach in group riding to ride at the least skill level of all those riding in the group. We must present our seminars somewhat the same way. If you see a member not paying attention or trying to understand what you are saying but looking like they are in a state of confusion, work to keep them interested. Explain the acronyms and their meaning. Always use the question and answer method. If you involve your audience then they will listen more attentively thinking they may be asked a question.

Do we explain the obvious, explain too much? Do not under estimate the knowledge and experience of your listeners. I like to use the approach "if you have had a similar experience then you are more knowledgeable than I" because you have had this occurrence happen to you.

In a recent article I read, the author (who will remain nameless) stated "as Officers if we are not doing our work properly we should move on." I personally really do not like this type of negative talking. We are to be a Family and help each other. We all need to try to do our position correctly keeping our motto in mind; have **Fun** in your position, **Educate** and update yourself, and be **Safe** in all you do.

The computer a big part of many of our lives but there are still many who do not use them. It can help you in finding information, articles matching what you might be using or presenting or planning a seminar. Remember not everyone has a computer; you must include those who are not on the WWW wave. It is good to have information printed for handouts, instead of only giving websites.

In your presentation always have your talk prepared; try to think of questions that may be asked. If you can not give a correct answer, do not guess, instead say "I will have to get back to you," then make sure you do.



What Color Would You Like?

Do you like the reflective items? Do you use them? To be seen is very important to you. It can save you from having an occurrence.

There are a lot of items on the market to use to add to your Gold Wing. Lights are always at the rallies if that is your preference.

To the disliking of the radio folks we have added 1/8th inch wide reflective tape to our antennas. Radio still works, CB still works but I hear it would work better without this. I have been to the rear of the group at night and to see 12 antennas waving in the wind is a site that any driver approaching from the rear can easily see. The white tape blends in with the chrome and its hard to see during the daylight. We know of a site that has many colors and some good looking decals at a reasonable price.

WWW.reflectivedecals.com



HABITS

As the GWRRA Association has more birthdays, the public and other groups are noticing our habits. Yes, the association has habits. Some habits are good. When we are traveling the Great USA meeting up with other members, there is not a doubt as to their riding habits; helmets, clothing, staggered riding, discussing where we are going and keeping chatter low on the CB. When you pull up to a non riding person it is nice to be told you do the right things as you ride your Gold Wing.



We park our Gold Wing with TLC for storage, how did you park the cargo/camper trailer? Washed and covered it. Well that's the way most do. Trailer tires are not the same as cars or motorcycles? Many have the statement on them for trailers only. It would help the tires from getting flat spots if you block the trailer up with the wheels off the ground. The flat spots will run off after some miles down the road, but it would be better to start with nice round tire. To get the tires round again it takes heat and centrifugal force. So keeping them off the ground it could add life to the tire. While the trailer wheels are up; you could check the wheel bearings or repack them if necessary. While the tires are off look over the body bolts and suspension bolts. Also check your trailer tongue bolts and hitch shoe for wear.

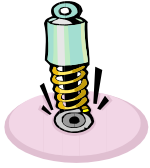
A Trailing Experience

By
Dick (Mac) McKechnie
Chapter M Educator Ohio

Honey, I can't get all these crafts in the saddlebag and still carry my clothes!!! Dose that phrase ring true? Well there is a cure for this, and it isn't to leave her home.

Soon after the Gold Wing hit the streets, alternative loading (that's the buzzword for trailers) became quite popular. I am sure the Gold Wing crowd was not the first to pull a trailer with a motorcycle, but the majority of motorcycles I see with a tail are Gold Wings.

Trailing Experience continued



Back in the early days the fancy color matched streamlined beauties of today did not exist. You made your own from kits available at various retail stores and put a cargo top from Sears on top of it for protection for your goodies. These trailers had leaf springs for suspension and were very harsh riding for anything delicate. I bought enough lantern mantels to open a shop, because every time I broke camp and set up again, my mantels in my Coleman lantern where powder. As entrepreneurs looked into the motorcycle trailer business, sophisticated suspensions started cropping up and today there are many good trailers on the market. I am not going into the ones I think are good, bad or other wise.

I am however going to talk about loads and tongue weight. Tongue weight is very important when pulling a trailer. What is tongue weight? It is the weight of the tongue that the trailer puts on the ball/link of the hitch. How much should it be? All the experts say 7% to 12% of the total weight of the trailer. Well, how do I know what my trailer weights? The manufacture supplies that information with the bill of sale. You can take it to a truck scale but some will not read under 1,000 lbs.



When you load the trailer, weigh each bag or item you place into you trailer and add it to the empty weight of your trailer. If the tongue weight is too light, it can push up when stopping. If your shoe on a ball coupler is not adjusted correctly and is too loose, it is possible to decouple from the hitch. If the tongue weight is too much the trailer will add weight to your rear suspension of your motorcycle

with a down force and thereby unloading weight from the front wheel, causing longer stopping distances. As we know, 70% of our stopping power is the front brake.



Where you place items in the trailer is also important. The heavy seldom used items put to the bottom and over the axle and wheels. The items used more frequently put in the front of the trailer and behind the low heavy items to the rear. Some trailers have a cooler rack in front, load it so when you weight the tongue weight you get a true weight. To measure your tongue weight you can use a bathroom scale or fish scale. Which ever method set on your bike, side stand up, measure the tongue at the hitch in inches off the ground with the trailer connected. Then unhitch the trailer and cut a piece of PVC pipe to fill in between your bathroom scale and your tongue to get the height you measured while setting on the bike, place the trailer tongue on the bathroom scale.. With the fish scale pick up the tongue with the scale till you get to the same height you measured while setting on your bike. Add your weights up, the trailer empty and the items you added and hope you are in the 7% to 12% range with your tongue weight. If you are not in that range, re-adjust your items.



If you are going to pull a trailer, you need a hitch of some kind. There are many on the market, and if you read the message boards, you can really get confused as to who makes the best. I will not make a recommendation to any of them. As far as I am concerned, each of the reputable vendors has a viable product and they are usually covered for liability. However, when you do install a hitch on your motorcycle, purchase a trailer and start to travel with a trailer, you probably won't leave home with out it again.



Now that you have that baby loaded and put the tongue on the ball, and the trailer axis is level with the bike axles, you have to hook up the safety chains. Yes, most states require safety chains on ALL trailers. These chains must be strong enough to hold the weight of anyone stepping on them when connected to the bike and trailer. They should be long enough to allow the trailer to turn without binding and short enough so they do not drag on the ground. They must be crossed under the tongue in the event the trailer becomes uncoupled from the ball. The chains will catch the tongue and keep it from gouging into the pavement as well as keep it connected the bike. A simple way to shorten a chain that may be too long is to twist it a few turns. Remember most insurance companies include the trailer under the bike's liability coverage. If they become separated, the trailer may no longer be covered and the damage it does while it is coming to rest is your responsibility, not the insurance company.

When pulling a trailer, you will find you acceleration and stopping are effected. The more the trailer weighs, the more noticeable it becomes. You will have to learn just how much this affects your riding style. The old do-it-yourself models bounced a lot on bumps. The lighter the trailer, the more it will move around on the ruts from the big trucks. You will have to make wider turns and take a longer distance to pass other slower road users. Without going into the specific dynamics of a trailer, you will have to select slower speeds when negotiating curves. Most trailers do not have brakes, so if the trailer and bike get out of alignment when stopping, the trailer will push the back of the bike even more.

