



GWRRRA Rider Education



NATIONAL RIDER EDUCATION NEWSLETTER

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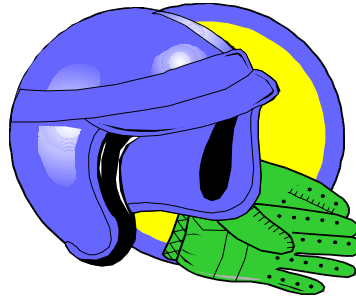
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CPR/First Aid Training and Helmet Removal

By

Bob Lorenz

National Director of Rider Education

During the course of the last month I have heard from a couple of sources that members are participating in CPR/First Aid training and some instructors are including a segment on accident scene helmet removal.

All instructors are required to present the core curriculum contained in the CPR/First Aid training programs. The certifying organizations do not permit instructors to vary from the curriculum and present their own opinions or add material. Instructors risk losing their certification if they vary from these requirements.

Helmet removal from accident victims has long been an issue. Most motorcyclists and motorcycling organizations have worked hard at informing the public about leaving helmets in place until appropriate medical support has arrived and can assess the situation. The exception to this is a life threatening circumstance that requires the use of CPR in order to maintain the victim until assistance arrives. Then and only then the helmet should be removed.

GWRRRA does not authorize or sanction instructing our members to remove helmets at the scene of an accident unless the situation is life threatening and requires the removal to administer CPR. This is always a hard decision to make and must be approached with appropriate caution while keeping the needs of the victim in mind.

It is not appropriate for CPR/First Aid instructors to include this “training” within the courses being taught. Although many may believe that this knowledge and skill is necessary it is not part of the core curriculum and instructors are going out on a limb in teaching this.

We request that any instructors teaching our members remain consistent with their training and the material provided by their respective certifying organization. Training members in helmet removal is not to be included in the basic CPR/First Aid courses.

Members wishing to learn more about proper helmet removal and the techniques to be used to do this are encouraged to take advanced First Responder Course or courses designed to teach this level of expertise.

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IMPORTANCE OF MOTORCYCLE TIRE INFLATION MAINTENANCE & LOAD RESTRICTIONS

Dunlop Tires

As the world leader in motorcycle tires, Dunlop continues to be concerned about the lack of attention paid by cyclists to proper use and maintenance of their tires, particularly when fitted to motorcycles intended for touring.

Dunlop technical personnel have attended touring rallies all over North America to collect vital data and give instructional seminars.

What we have observed at these rallies alarms us: many touring riders are not following proper tire maintenance procedures.

The requirements for proper tire usage are not complicated, but they do require consistent attention.

Owners and operators of motorcycles should closely monitor vehicle loadings to insure they are within the maximum loads and corresponding inflation pressures for their tires. This basic load and pressure information is clearly stamped on the tire sidewalls.

The tire does not support the load-the air pressure does. The manufacturer's ratings for the maximum load and inflation pressure are critical tire design elements. If not observed, the handling and performance of your motorcycle will be greatly affected.

We have checked inflation pressures at several touring rallies and found a high percentage of rear tires to be underinflated. In addition, weight checks of the rear axles of these motorcycles indicated a number of tires were loaded beyond maximum capacity.

Our inspections have not been limited to those cycles fitted with Dunlop tires; the situation exists for all brands of tires.

Regardless of the make of tire, this is a serious problem. Riders of motorcycles with significantly underinflated and overloaded tires will experience handling and steering difficulty. In addition, this abuse will result in disappointing premature tire wear and may cause catastrophic tire failure.

The addition of accessories, cargo, and dual riding to touring motorcycles aggravates the problems of overloading and underinflation. The excessive flexing that results from underinflation or overload causes buildup of internal heat, fatigue cracking and eventual carcass breakup resulting in complete failure. A consequence of such failure may be an accident with serious personal injury or death.

The appearance of stress cracks in the tread grooves is an indicator of overload and/or underinflation. If you find evidence of tread groove cracking, you should remove and replace the tire immediately. This damage is permanent and non-repairable.

Our inspection of tires of various styles & manufacture at rallies and our subsequent testing have confirmed that underinflation (and/or excessive load) causes tread groove cracking and can result in more serious damage within the tire body. Uneven wear may also accompany underinflated use. Failure to heed these visual warnings can result in tire failure or blowout.

The use of trailers can also contribute to tire damage and touring motorcycle instability. Although most motorcycle manufacturers recommend against their use, a percentage of the motorcycles we have inspected were so equipped. The trailer tongue weight added to an already heavily laden motorcycle can fail a rear tire. The percentage of overloaded motorcycle rear tires found during our inspection would have been higher if trailer tongue weight had been considered. The forces of rapid acceleration and deceleration may also multiply the effects of trailer tongue weight.

To get the maximum safe use out of your tires and maximum touring enjoyment you should:

1. Properly maintain all aspects of your vehicle in accordance

with the manufacturer's recommendations. Read and reread your motorcycle owner's manual.

2. Never exceed the loading and accessories restrictions found in your motorcycle owner's manual, or the maximum load displayed on the tire sidewalls. Know your loaded vehicle weight.
3. Check air pressure at frequent, regular intervals, particularly just before and during long trips. Always use an accurate tire gauge and check pressures only when the tires are cold. (i.e., wait an hour after running). We have found many cheap gauges to be off more than 5 psi, so be sure to use a top quality gauge and preferably one that retains the pressure reading until reset!
4. Inspect your tires as often as possible. Look for irregular wear, any signs of cracking in the sidewalls & tread, blisters, knots, cuts or punctures. Immediately remove and replace damaged tires.

If in doubt, ask your motorcycle tire dealer to check your loading, inflation and tires. Remember, your tires stand between you and a serious accident.

For touring motorcycle loading, follow these general guidelines:

- A. Light loads-single rider with some luggage (up to 200 lb. total)-minimum tire pressure of 32-psi front and 36 psi rear must be maintained.
- B. Heavier loads-dual riding and/or luggage (from 200 lb. total up to maximum motorcycle capacity stated in the owner's manual)-pressure of 36-psi front and 40 psi rear must be maintained.

Please note:

For any dual riding or fully loaded use, 40 psi must be maintained in all Dunlop rear tires fitted to touring motorcycles.

In addition to following these recommendations, notice what your tires are telling you while you're riding. If your steering response is slow or mushy, or if cornering and braking

(Dunlop tires cont.)
response is heavy, there's a good chance your tires are underinflated. Vibration or wobble may signal that actual tire damage has occurred and failure is imminent!

If you conscientiously follow our recommendations, you will enjoy better, longer, and safer tire performance and many, many miles of touring pleasures.



“On The Road Again”

I really like that song. Truth be known, I like to have some background songs while cruising. I like to play my radio on the outside speakers and the CB in the headset.

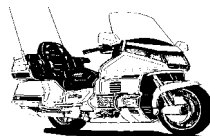
There are some riders whose preference is no radio. The back ground noise and traffic noise creates havoc and confusion. It is the same with CB transmission. The truckers channel has so much trash and static, there are times I only use it to check a problem on the highway.

We do use the CB's in Group Riding to our advantage for safety. Safety in numbers has its advantages. The more eyes and ears the more you see and hear. If we have too many talking on the CB at a time, the numbers can be against us.

The CB & Radio on outside speakers or in the headset becomes a matter of choice and what your preference is. That would be according to your Co-Rider, correct? We cannot forget them. They are part of the group ride also. You will have some chitchat in your intercom if you do. When you purchase a headset, look at the performance chart and see if it is for the type of radio use you want it for. Some headsets will work better for CB transmission and some are for AM/FM radio sounds. The

chart is listed on the back of the J& M headset box.

ARE YOU READY?????



For some, it is time to wash and spring clean our trusted ride. The stories we have heard about the first ride of the year have been humorous and some causing a long delay along side of the road.

I have heard more than one story of varmints chewing wiring or packing the air cleaner full of what ever. Last year we had a Wing in our drive complaining of poor running and bad fuel mileage (air box was full of insulation). Look at your brake hose and check spark plug wiring. The critters like this brand of diet.

Always wash your bike with low water pressure. High pressure tends to get into spots that can cause problems. Light switches, wheel bearings and so on.

As most of us do I am always looking for a good product for cleaning my windshield. I went to the folks who sell Lexan and learned some points. Never swirl you rag in circles. They also introduced me to a Lexan and plastic cleaner, “Brillianize”. This product helps remove scratches (it won't do miracles). Is good for my glasses, my shield and my windshield. Could even polish the Wing. There are many different uses, more than just your motorcycle accessories. After a year of using this product, I can say it has reduced static and reduces stars & streaks during night riding. For more information and uses you can search the Internet at: <http://www.brillianize.com/>

Always do the T-CLOCK inspection prior to each ride:

- T-Tires
- C-Controls
- L-Lights
- O-Oil
- C-Cable
- K-Kick stand

If you need a T-CLOCK inspection form, ask your Chapter Educator for one. They can get them from the District Educator or from a MSF Instructor. Have your Co- Rider help you perform the inspection once in a while. They will get in a habit of looking at things as they walk up to the bike. This will give another set of eyes looking over your Wing.



Motorcycle Awareness Month

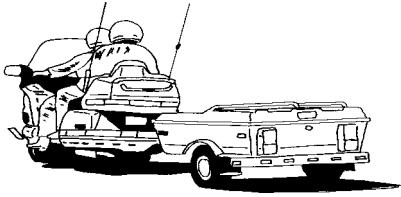
We have dandelions coming up in our yard faster than our side stands. As we move in to May, remember May is Motorcycle Awareness Month



The spring seasons also brings out a creature that we all must be aware of. “THE TAILGATER” The warm air makes folks want to go faster and get real close to the vehicle in front of them. With the dry roads they have a false pretense they can stop on a dime. If you don't get out of their way, then the second part takes effect, “ROAD RAGE”. This subject is a real problem. We as motorcyclists must be consistently aware of this hazard. It is important to get space from tailgaters. Start by creating space in front of you. Flash your brake light and last, move off the road if traffic allows.

When dealing with Road rage, you must let them get away from you by moving off the road or by slowing down and letting them pass. Keep in mind the road rage person has a problem, you do not want to become their solution.

Pulling Trailers



We hook up and haul all the Co-riders needs as requested. There are a few items on the trailer that require frequent attention.

Check the trailer coupler ball or pin hook up, make sure it is tight on the mount. Look for signs of wear in any one spot. This could be an early sign you need to lubricate. When you lubricate use the recommended grease. You need to use proper trailer ball lube. If you have a swivel hitch, be sure it is free to move 360 degrees. Check it for play in the swivel bearing. Check the shoe under the trailer connector for wear. Hook your trailer up and check for play, by lifting your trailer tongue up and down. There is usually a nut under the lock down lever to adjust the shoe. Feel the shoe with your finger very carefully. If it has a sharp edge it may need replacement due to wear.

Chains need to be proper length to be able to cross and form an X when they are attached. The hooks on the chains should be easy to remove, but not able to fall off while towing.

Your light plug and lights need to be checked often due to the pins and sockets will corrode. There are various products on the market to help stop corrosion.

Pack the wheel bearings with high speed water resistant grease. If a 16-inch motorcycle tire is moving 4 feet in one revolution then an 8-inch must make two revolutions to go 4 feet. The incorrect lubrication will cause premature bearing failure.

Check the trailer tire air pressure and tread before each trip.



COMMUNICATIONS

Sending the Newsletter by email or mail is great but you can also let the members know they can find the Newsletter on the Internet.

<http://www.gwrra.org> to Site Links

Select Rider Ed

Click on Newsletters (listed on right side of page)

We encourage all to send articles for the Newsletter. We want to send the news you want to hear: wenglish@aol.com

Questions concerning GWRRA Rider Education should be directed to ridered@gwrra.org.

This is a form you can use in any vehicle with important information you may need.

YOUR PERSONAL INFORMATION

Your Name _____

Address _____

City _____ State _____ Zip _____

Phone# _____

Drivers License _____ Expires _____

Vehicle; (Year, Make and Model) _____

Color _____

License Plate# _____

Registration# _____

Insurance Policy _____ Expires _____

Company _____

Agent _____

Phone# _____

In Case of Emergency, Contact: _____

Name _____

Relation _____

Address _____

City _____ State _____ Zip _____

Phone# _____

In Case of Emergency, Contact DR.: _____

Name _____ Phone _____