



GWRRRA Rider Education



NATIONAL RIDER EDUCATION NEWSLETTER

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The Fall colors are some of the most beholding scenery. Although it has its beauty, I prefer spring green.

We are now into a riding season that we must be very cautious. Some areas there are new hazards on the roadway. It is common to find wet leaves on the road especially in the am. Then the warm sun comes out and before you know, you can get all warm and fuzzy to the point of wanting to take a snooze. Do not forget the driving into the fall sunset it is a real treat. Where did I put my sunglasses?

Do not get caught up with looking at the colors and not the road. In addition, the other vehicles may be looking at the scenery. Do they see you? Will a black leather jacket be seen readily? Will the new orange Gold Wing blend into the fall colors? I hope not. My wife talks of the changing of the seasons and how she enjoys it happening. My enjoyable changes are shorts & swimsuit, shorts & swimsuit. Every one has their preferences.



CONGRATULATIONS

We on the National Rider Education Staff along with all the members are proud to hear of the announcement of Mike and Judy Wright to the office of President. We give them our sincere congratulations and continued success in running the Association.

The right members in the right places makes things grow. Mike and Judy we thank you for all your hard work. We will continue to give all the support needed. We are sure you can kick back now!!!

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MORE ANNOUNCEMENTS

Congratulation to Larry & Donna Marsh, Region H Educators and Gene & Martha Davis, Region N Educators on their new Senior Region Rider Education status. These members are hard working and always there to help the fast pace of GWRRA Rider Education. They are certainly positive members in positive places.

GET WELL WISHES

We are praying for Ron Whitehead, former Region L Educator from Canada. We wish for a speedy recovery. Ron was injured in a motorcycle accident when a vehicle cut him off. Please keep Ron in your thoughts.



Paper Work

Paper Work

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Paper Work

Where would we be without it? You certainly would not have the information you need.

We would like to give a quick reminder from Jim & Donna Cox, Assistant National Rider Educators. If you are not signed-up to be a seminar presenter, you need to get your information to them ASAP and please fill it out correctly. Their phone number and email is listed on the first page.

We have started to set the schedules for Wing Ding. We acquire seminar presenter from our records. Help us keep our records updated.



INSTRUCTORS

Assistant National Rider Educators, Bob & Althea Berry, are looking for Rider Trainers to help with training at "Wing Ding 25".

We need to know how many classes we can plan by knowing how many instructors are available. "THANKS"

Bob & Althea's email and phone number is listed on page one of the newsletter.

RIDER EDUCATION PROGRAM

WELCOME BACK

by
Bob Lorenz

Do you know any members who have expired in the Rider Education Program? Have you heard they can renew their level? Any of our expired REP participants may bring their status to current and active by submitting a completed renewal form along with copies of the appropriate support documentation (current CPR/FA completion cards & Rider Training completion cards) that meet the requirements.

The fee for doing so will be the annual renewal fee for each year they have been inactive up to the amount of the original application fee. In a case of a Master level who is being shown inactive for the past 4 years the fee will not exceed \$35.00. The same would apply for Levels II (up to \$5.00) and Level III (up to 4.00) to bring the member current in the REP.

When a member renews their level it will be at the highest level, they achieved and will not revert to a lower level. All levels must have the requirements needed to obtain that level.

January 1, 2003 is closing in fast. Now is the time to begin thinking about renewing your levels. Submit

your information accordingly. Give a friendly reminder to the members at your next Chapter gathering.

WHAT TO DO NEXT???



The white stuff is falling in some areas (here) as I am writing. The time change has passed from Eastern Standard to Daylight Savings. I only know of one who came an hour early for Church. We now need to get into the saddlebags, the trunk, and front and rear pockets. Remove the melted candy and left over 50/50 tickets.



We need to check the first aid kit for items used and then replace. When we replace the needed items we should think about changing the gloves also.



If you have a fire extinguisher, have it check at your local fire station. If the fire station cannot, they can inform you of a fire extinguisher dealer who may help you.

Most fire extinguishers are only good for 20 to 30 seconds. These seconds can be very important. Make sure you aim precisely where you need. This also applies in your home.

Pointers on using an extinguisher properly can be a good topic for a speaker. You could have a Fireman give a talk at a Chapter meeting or even have them give a demo.



Now that you have cleaned the bike and all your gloves, glasses, and other safety gear out of the side bags and trunk, it is time to start making a Christmas list.

You can put the page number of the vendor from Wing World who has the item you would like to see under the tree.

It sometimes helps to leave small suggestions. The December Issue of Wing World has a special edition on Christmas items.



The Gold Wings will be in less demand now so there is time to do a very good inspection. You could also take it in to your dealer to get a **T-CLOCK** inspection.

Tires may need replaced. Now would be better, before spring green when you know all the shops will be busy.

Clutch and brake reservoirs may be low. Has the fluid color turned black? Now is time to change it?

Lubricants, how long has your anti-freeze been working hard to keep the engine cool and to lubricate your water pump? Remember that not all types of antifreeze work in Gold Wings.

Oil, some wait until spring to change oil so they start with a fresh change. I do not believe it is good to leave the old oil in the engine. Old oil contains acids. Oil tends to turn to

sludge as it sets; the dirt sinks to the bottom of the engine case.

Cables and **Controls**, the throttle cable needs checked for smooth operation so that it returns with a snap and to an idle when released. The choke cable, if equipped, also needs to work smoothly and to return to the open position.

Kickstand must have free movement and a good spring to pull it up. Look at the switches. Check operation with the key on. Check the center stand's return spring for smooth operation.

T-CLOCK along with routine maintenance will help to eliminate the unplanned roadside stops. This makes a more enjoyable ride and you arrive home safe.

COMMUNICATIONS



I am seeking suggestions for how to inform the Chapter Educators where to get or how to receive information from the National Rider Ed. Newsletter.

In our travels in the past few months, we ask Chapter Educator if they receive information from the newsletter. Some answer "what newsletter".

The most questions we receive from the Chapter Educators are; where can we find the newsletters. Perhaps, start in your chain of communications with how to find the web address for the National Rider Ed newsletter. Go to www/GWRRRA.org; find Rider Education links, then go to Newsletter link.

We also were happy to find some Districts send some or all of the National Newsletter to each Chapter Educator. Thank you, the Chapter Educators are using articles at meetings and in their Chapter newsletter.

If you have room in your newsletter, and currently not forwarding the newsletter, we would appreciate some of the articles be forward to the Chapter Educator. We know there are articles that seem to be repetitive and old hat. We must remember our new members may not have heard of our Rider Education Program or article of interest. Repeating for our long term members help to keep info fresh in their mind and bad habits from forming.

As we have requested in the past, if you have articles you would like in the newsletter, please send them to us.

HAVE YOU BEEN ON A ROAD LIKE THIS?



The following article is a tribute to all who have or are still helping members with Rider Education. This and other articles like this are one of the rewards for the volunteer hours given.

Written by Bill Wilson
Assistant Chapter Director

"My Co-rider/riding partner and I decided on a late October ride into the Great Smokey Mountains to end the season. After talking with Paul and Cindy Wilson, from our Chapter and looking at maps, we left on a Tuesday promptly at 3:00 P.M. (how did that happen) We rode to the Virginia-Tennessee border before midnight.

A good night sleep, breakfast, and a full tank of gas, we were on our way

to "Deals Gap". This was a three-hour ride with a comfort stop in Knoxville. I ask the attendant if we were on US 129 and he replied we were. He asks if our destination was the Dragon. I acknowledged it was which brought a warning about the amount of accidents this month on that stretch of road.

US 129 start as a four-lane road out of Knoxville, Tennessee, and then it turns into a two lane curvy road. As we turned into the country, our destination was about an hour away. We rode through the Tennessee foothills enjoying the mid fall weather. Soon we came to the reservoir and parkway near the Gap.

Purists say the run begins in Tennessee where the last public road turns off. As we approached the point we talked about the Gold Wing Riders we met last year from Cleveland, I moved over to the right track and slowed to make a conservative apex line into the first turn. Then the dragon reared its head! A chopper came down the turn and was taking it wide. No problem, I left plenty of room until he straightened his bike. I had to straighten our motorcycle and looked at a point that would take me past him.

A flash of chrome, the familiar potato, potato sound, followed by a gasp in the head set made me aware we had missed! I looked into the turn, turned the throttle and away we went, stopping at the overlook to get our wits back.

How did we make such a narrow escape? Were we lucky? Yes, because we could not control his bike. Was it the bike? It gets some credit because it performed exactly as I asked it to. Mostly I think it had to do with the voices in my head! The same voices I heard at my ERC course and the parking lot practice. That constant reinforcement that made me react and ride away.

Before we left the Cross Roads of Time, we looked one last time into the Gap. We reluctantly left but, with

a new respect for the Dragon and the GWRRA members who gave their time to help us ride more safely."



Is the following something you have had happen to you? The old saying "happened to me".

I had my oil changed prior to leaving for the Tennessee District Rally. The dealer put in different oil than I had been using. I hit the starter button as Linda reached for the trunk handle. I had fully disengaged the clutch. It was a cool 32 degrees and as I pressed the starter button, the bike gave such a jerk, even though the clutch was still disengaged. I cannot print her words.

Because you have a wet clutch, cold weather causes your oil to thicken and your clutch/flywheel tend to stick together after sitting for several hours with the engine off. Merely holding your clutch lever fully disengaged is no assurance that when you drop into gear, the bike will not jump forward unless you are firmly holding the front brake. If you start your Wing in gear, remember to hold the front brake tight also. Avoiding this unwanted leap will stop all that morning chitchat and you will be back to "where is the breakfast stop?"



AMA HIGHLIGHTS

The American Motorcyclist Association has been reporting information from the EPA and the implementation of the revised national emission standards for road

motorcycles beginning with the 2006 models. The second phase will go into effect 2010. Some of the laws, thanks to the AMA, have been pushed up a couple of years to allow manufactures time to re-engineer their engine and motorcycles to accept fuel injection and catalytic converters.

The law will prohibit 2-cycle engines except for competition; well there goes my lawn mower. I guess I could enter it in a neighborhood lawn-mowing race.

The Representatives and Senators have also been busy with the Federal Parks and Land. There will be a fee for usage when bill S.2607 is in effect. This will before maintenance and upkeep. They also put in that a "special permit for motorized recreation can be charge". This is an open statement. No standard charge? Do you own a dirt bike, snowmobile or ATV?

The much-used "Hurt Study" has been a base line for safety training for 21+ years. A key house committee has taken the first step toward updating by ear marking \$2 million for a safety research into motorcycles and other vehicles.

For more information about these subjects or add your comments to your Representatives go to www.AMADirectlink.com



This time of the year has been set aside for us to give thanks for many things we tend to take for granted.

We have always thought as GWRRA as our extended family. Enjoy your holiday with family. We wish everyone to have a wonderful Thanksgiving and a bountiful year.

Be Safe
GOD BLESS