

November 2003



GWRRA Rider Education



NATIONAL RIDER EDUCATION NEWSLETTER

INTERNATIONAL OPERATIONS

Senior National Director – Rider Education

Bob & Sue Lorenz

Voice: 517-548-9028

Fax: 517-545-0776

E-mail: blorenz@ameritech.net

Asst. National Director Rider Course Programs

Bob & Althea Berry

Voice: (908) 730-8842

E-mail: bobberry1@earthlink.net

Newsletter Editor REP & Seminar Certifications

Bill & Linda English

Voice: (330) 799-8603

E-mail: GWdatadoc@aol.com

Asst. National Director Medic First Aid Program

Larry Stiles

Voice: 508-567-1307

E-mail: LarryStiles@msn.com

CANADIAN OPERATIONS

National Director – Canada Rider Education

Gordon & Elsie Murphy

Voice: (709) 753-2318

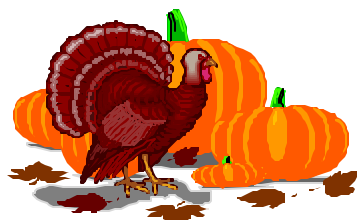
E-mail: gmwing@nf.sympatico.ca

Asst. National Director Canada

Dave Hay

Voice: 250-923-8664

E-mail: dhay@telus.net



**REJOICE AND GIVE
THANKS FOR A
LOVING FAMILY,
GOOD FRIENDS, OUR
ARMED FORCES AND
THE FRUITS OF THE
YEAR'S HARVEST**

Transitions are cooling the season to cold. That is mostly in the northern parts. At this writing, we have not had a 90-degree day and I do not think we will see one. Speaking with other parts of the Nation, they explain how great the riding season still is. This is usually followed by a "come on down" and then some laughter.

Asst. National Director



We have many Officers stepping aside and moving up. Joe & Dottie Allen, our dear long time friends and co-staffers whom we have had many memories with, have removed their names from the National Rider Education list. Joe and Dottie have been involved in many ways within

the Association. They have been an officer almost from the first day they became a member. They have been very instrumental in helping create many of the programs we use today. (I will be nice Joe) In addition, Joe has been a check and balance of the application of many new programs. Dottie has been right there, working hard, helping us grow and become the best. Joe & Dottie enjoy your motor coach and stop by anytime. (We know it will be in the warmer months!)

Also from Tennessee is another long

time friend, John and Louise Koty, Region N Director. They have also been here for many years helping us grow to become the best Association in the world. Speaking for all, we will miss you.

There are more changes coming but we will have to wait for further information. See next months issue for the complete list.

Best wishes to all who are stepping aside and thanks for your devotion and time to the Association. Those who have been before us are the pillars we now can build on.

INSIDE

1. Thanksgiving wishes, Thanks and Best Wishes
2. Appreciation of Staff, Healthy Eating, Riding Through Curves II, Medic First Aid®
3. Medic First Aid®, Road Dirt, Practice, Fast With Power
4. Fast With Power, MC & Accessories Storage, Thoughts & Prayers, Thank You Alicia



APPRECIATION

We all try to do the best we can in the office position we have. We must lead by example. Using an example such as proper group riding, we ride at the pace of the least experienced rider. We do this even if we can ride faster because of our skills. With this in mind, we also must think about the experience of our staff members. Utilize their expertise where you can and help others to learn and grow. Do not be critical how they complete their job, even if it is not your way. Appreciate what they give and add where needed. The work we do is for all to reap the riches. We can all take a hint from a famous quote (I have no idea where it came from), "If you see an idea you like, go ahead borrow it." Ideas from others help to keep us fresh and alive.

Remember the officers who are stepping down or have stepped down are now out of the information loop. They will be sitting around in a rocking chair wondering what is going on. Include them when you can for Field Events, Chapter Parking Lot Practice, or wherever you could use a hand. They are members too.

Give them big pats on the back. As my grandmother said, "You get a lot more bees with honey".



On the subject of the season, we all have been practicing how to "stuff ourselves. Now it is time to eat the stuffed turkey. This is also the time to be extra careful of the extra helpings. Eat a lot of the good stuff but smaller amounts. (Now there is a sentence to

figure out.) Another year has gone and the body is not using up the food supplies as it once did. Cholesterol, high blood pressure, diabetes and many other factors can cut into our eating habits.

While at a rally this year, we saw a friend of 20 years. When we went to greet him, he did not know who we were. Linda and I, Medic First Aid® Instructors, saw the problem. Linda got her blood testing machine and found his blood level to be dangerously low, even after a piece of candy. We helped him to breakfast and his blood level elevated back to normal.

We used our training once again. If you think you are not getting your monies worth belonging to this Association, ask some one who has received help from the gold book or another member. The hidden asset is something money cannot buy. PRICELESS!

RIDING THROUGH CURVES #2

In a previous Newsletter, I wrote on how to corner. I hope you are passing on this information. Talk about it. Cornering is now at the top of the list of motorcycle accidents.

I was in touch with a rider who told me he missed a corner about 4 weeks ago, on his way to an Experienced Rider Course class. I asked him if he learned how to corner. He thought the class was not "hard enough" as he put it. Last week he missed another corner, but his luck was good, the rider missed the guardrail and went into a driveway. (Perhaps the class helped after all he did miss the guardrail.) I ask the rider, what he thought caused him to run wide in the two curves. He said, "Riding too fast". Other riders who were riding with him thought it was due to the lack of attention and not looking through the curve. I asked the rider where he was looking. All he could describe was the gravel and how close he was to the

edge of the road. We discussed the speed. The other riders admitted to being about 10mph over the limit. The rider who went off the road was riding third in the group. If he had been watching the riders in front and looking through the curve, he might have made the turn.

You must look through the curve. This means to look and keep looking for your hazards that might show up. You need to focus on the exit of the curve, or you will drift and it may be off the road.

The countersteering part of the riding is so important in maneuvering a motorcycle. It is necessary to practice and practice until you are able to do it the same as you breathe. It must become a part of your riding. Learn to press the handgrip in the direction of the turn and this is for ALL turns.

Have I whipped this horse enough? No, I will continue as long as improper riding through a corner is the number one problem in riding.



MEDIC FIRST AID®

By
Larry Stiles

Asst. National Director
Medic First Aid Program

As I sit here in Portland, Oregon, enjoying a grand MEDIC FIRST AID® 2003 Conference, I look out the window of my room, at the third straight day of rain. Inside at the conference, many new and very interesting things are happening in MEDIC FIRST AID® that will enhance and make our training more enjoyable.

I will have an update coming out soon. This update will be in the GWRRA MEDIC FIRST AID® Version 3

(MFA® continued)

book. Our instructors will enjoy these new methods and trainers will have a completely overhauled Trainers manual. There will be information for the new Instructors for teaching skills and proper completion of paperwork. This will make it all easier and quicker to complete.

Region Educators please be sure your MEDIC FIRST AID® Trainers/ Coordinators get this information and they pass it on to the MFA® Instructors:

MEDIC FIRST AID® is now in 140 countries and we have over 80,000 Instructors worldwide. GWRRA is one of the top 20 corporations in MEDIC FIRST AID®. MEDIC FIRST AID has trained over 9 million students worldwide.

In GWRRA, we have 9 Trainers, 192 MFA® Instructors. They have trained in the last three years over 2,500 members. We have over 285 CPR/First Aid Instructors including ARC and AHA. With your hard work and training, we have one of the best motorcycle organizations in the world.

We have fine outstanding Instructors in American Red Cross and American Heart Association. We will never forget them; they are a very important part of our organization. Even though we have MEDIC FIRST AID® as our primary program, these fine Instructors do a great job in giving our members the training they need.

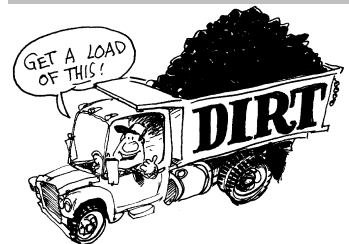
We take great pride in the members who have taken their time to learn our MEDIC FIRST AID® Program. Our future in the department of First Aid and CPR is going to grow and be more involved in seeing that our members get everything they need.

We hope for a great union or cooperative partnership of MEDIC FIRST AID®, American Red Cross and the American Heart Association Instructors. This will help make the organization the best program ever offered within any motorcycle association. We must work together as a whole to make the life saving program available to all our members

no matter where they are. We work to keep the cost at a level that all can afford and enjoy. We will make it fun, enjoyable, and something our members will always remember.

Winter is near, now is the time we can work and get the classes ready for our members. If you have, any questions feel free to email me at larrystiles@msn.com stiles8456@comcast.net.

ROAD DIRT



Hidden hazards from road users. On the other hand, are they really hidden from us? While at a Chapter meeting, the Chapter Educator was talking about an incident he saw another rider have. A group was riding through a small town preparing to make a left turn. With oncoming traffic, they had to come to a stop and wait. The rider in the lead could not stop. He was a believer of "do not use the front brake, your front wheel will slide." When he finally did get to the front brake lever, it was too late; the rear wheel had slid out and the bike went down. Speed was maybe 5 or 8 miles per hour. Embarrassment very high. What caused this problem? Improper braking and a hidden leftover piece of a turtle shell. It was the bottom of the shell, which is flat, and about the same size of your tire's contact patch.

Remember to scan the entire roadway, and look for color changes. The different color will tell you to take a fast look again. People believe the trash they throw out their car window

will evaporate. These items can be the size of your tire's contact patch. When you cross the debris, do not change speed or direction.

PRACTICE PRACTICE PRACTICE

Do you practice your motorcycle skills while driving in the "CAGE"? That is the expression my friend, Katie uses whenever they have to ride in the car. Good riding plans are useful in cars also. Head turns - find that blind spot where a small vehicle can disappear in. Turn signals - when changing lanes, a big plus. Head lights - before daylight, at dawn and during rain. I really would like to see a positive "get back" gesture for the tailgater who is trying to pick my wallet at 65 miles per hour.

All the above will become automatic when riding your bike if you practice a good riding plan all the time.

FAST WITH POWER



Now that we have a horsepower race on in the motorcycle industry, who can hold up their hand and say "I can control my throttle". Over 2,000 cc engines. Over one hundred horse power. I hope many are holding up their hand.

The engine size is nice for power to pass and to pull trailers. The speed must still be maintained and a smooth

(Fast with Power continued)

roll-on will keep the co-rider in a better frame of mind. I have had the opportunity to switch from the 1500 Goldwing to the 1800 Goldwing and the difference is there. The power can be used but it should be done with respect and control. The power can and will get you into situations you cannot control by not planning for the consequence of using more than you need.



At this time, this will probably not apply south of the Mason Dixon line. I know, get your laughs out now.



When placing your motorcycle and accessories away for the winter, all clothing should be clean and put on hangers.

Do you have a reflective vest? Do not fold them, but hang them on your jackets on hangers. Do not hang two reflective vests side by side. The material can stick together.



Helmet lining may be cleaned with a mild soap and place in a warm place to dry. Check the strap for fraying. If in doubt, due to the fact you have dropped it a couple of times, replace it. Some helmets may be made from petroleum based products. They may deteriorate with time. Some newer helmets are made of composite materials and will be around a lot longer. To get the information about your helmet contact the manufacture or Snell Foundation, if it is Snell approved.



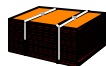
Drain your engine and remove old contaminated oil. Even if you only have 100 miles since you latest change, oil is contaminated with acids and combustion blow by. This is not good for the aluminum case.



In your gas tank add fuel stabilizer and fill the gas to the top so condensation cannot form when there are warm days to cold days.



Do you fill the air in your tires from a (so-called filling station) tire pressure stand? Ever notice how much moisture is in the air line? We have a lot of humidity in our area and the air pump station has a lot in their lines. This results in water inside the tires and no way out. Not a good thing for any wheel made of steel or aluminum. Have a tire dealer fill your tires or your motorcycle dealer. They have water filters on their lines to prevent their air tools from getting water in them.



You can make blocking to bring your tires off the ground. The block needs to be about 12 ¼ inches tall. Place it under the motor while the Gold Wing is on the center stand. Both tires will be off the floor and no flat spot will occur.



Cover the Wing with a breathable material. With temperature, rising and falling, condensation occurs and that brings moisture. With a light cloth or cotton sheet, the moisture can evaporate and leave the Wing dry.



Battery tender or equivalent helps to keep the battery charged during the storage time. Check the cells and fill

to the full level. Check periodically to make certain they stay filled.

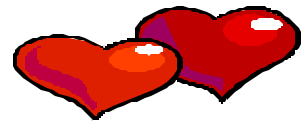


Critters - remember to protect everything from those little varmints. I know of a few friends who have had to replace the entire wiring for their motorcycles.



Last but not least, remember the first aid kit. Check for items you may have used and replace them. Latex (or non-latex) gloves should be replaced in the spring when you bring the bike back out of storage.

The old saying, "An ounce of prevention is worth a pound of cure". These are some tips on tucking in the Gold Wing, which will help when you are ready to go next year.



Our hearts, thoughts and prayers go to all the families and friends, who have lost so much due to the terrible fires, in California.

Thank You!

Bill and I had the pleasure of attending the Virginia District Rally in October. The hospitality was great, the vendors were plentiful, the food was outstanding and the friendships fantastic.

Special Thank You to Alicia Gilliam, from Chapter A-1 VA. She was very generous in giving me her door prize just because I thought it was nice.

RIDE SAFE