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# GWRRRA Rider Education



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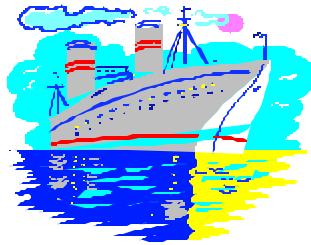
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## Congratulations

### ASST. INTERNATIONAL DIRECTOR RIDER EDUCATION MEDIC FIRST AID®

We wish to extend our congratulations to Larry and Rhonda on their wedding. They were married on October 28<sup>th</sup> and are on a cruise some where that is warm. We wish you all the luck and have fun.



We have many Officers taking a new position with in GWRRRA and would like to welcome them all. (In Texas we learned to say "all you all". The transition for many is old hat and I am sure will be flawless. The "if you need help" is there for all. The Staff is here to help as you can see the phone numbers and email listings are to the left.



This is the time of the year to discuss the lay up time for the Gold Wings. Some do not tuck them in. I happen to keep mine handy for the occasional day that the roads allow

me to enjoy a cool cruise. With the price of fuel now, I like to get 40 miles per gallon vs. the 15 on my diesel truck.

The road ways can be very hazardous with many States using sand and gravel to remove ice and snow. Your attention has to be on top of all the problems that appear as you ride. The other road users will not be looking to see a motorcycle during the cooler months. I don't think they do much of that all year.

Remember you really must dress for the colder riding. Electric outfits if you have them or wear layers to allow the air space between the layers to insulate. When you bundle up keep you layers loose so you are not restricted in your movements. If you get cold it is time to get off the Wing. Your ability to think will be affected when you get cold. As your discomfort becomes increased you loose your thoughts about the many hazards that in the foreground.

The owner's manual has a lot of information on storage.

## INSIDE

1. Congratulations, Welcome, Wing Storage
2. Batteries, Riding in Fog, Headlights, NHTSA
3. Statements, Trailers & Trailering, MFA®
4. MFA® Continued, Renewals, Other Drivers, Storing Riding Gear



## BATTERIES

I believe the most misconceived information is that of the battery. It helps a lot to keep the charger hooked up to maintain a full charge. You must use an automatic charger to allow this. The talk is "the battery will freeze". It sure will if you have a battery with zero charge

The information below is from the Yuasa Technical Manual. You can find the manual at:

<http://www.yuasabatteries.com/pdfs/TechMan.pdf>

Points to Remember:

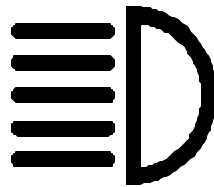
- > Deep discharge or prolonged discharge leads to harmful sulfation.
- >A discharged battery freezes much faster than a charged battery.
- >Charging can reverse discharging.
- >Charging gives off hydrogen and oxygen, which are explosive
- >A new battery after activation is approximately 80% charged.
- >Initial charge is always recommended.
- >NEVER quick charge.
- >Charge a new battery at a rate equal to 1/10 of its rate capacity.

The Yuasa Manual is 40 pages long and contains more information on motorcycle batteries, cold and hot storage, heat hurts a battery and can result in faster battery life, the difference between sealed and conventional batteries, and shelf life of a battery with the electrolyte added and much more information.



Have you been riding in the fall and notice a bridge ahead and it is covered in a mild but small cloud

hanging over the river or creek you are approaching? The scenario is common in the northeast. The majority of folks pay little or no attention to this. They admire the scenery and the warmth of the cloud as they ride thru. This can be potential serious hazard. The cloud is moisture and as it comes in contact with the bridge and the road surface become wet. Now do we have an asphalt road, concrete or the wonderful steel decking? What ever the surface is, you need to plan for all. If the fog area is bad, then you must slow down prior to the bridge. What do we check first? See if the vehicle behind you will allow you to slow at your pace or theirs.



## Headlights

A real problem I have is drivers who don't turn on their headlight at dusk, dawn or when it is raining. Are they trying to conserve energy? Do they have a meter on their vehicles that measures the amount of electric that they use to operate their lights? I know you can get a ticket if you ride with your high beam on during the night time. (Car or Bike) I have never received a ticket, as of this writing, for using my lights. I know the newer cars do have daylight lights and the night time lights come on automatic. There are many vehicles out there that the lights are still manual.

For those who serve and protect, I would like it very much if you pulled over the ones who will not run lights in the rain, dusk and dawn and on a low visibility/rain days. I know there are many laws on the books to allow this to happen. In Pennsylvania you will get a ticket if you don't turn on your headlights while in a construction area day or night. I would think a warning or two should be sufficient. This can bring us back to the wet bridge. Visibility is also a hazard when approaching the fogged in bridge. What is

awaiting you on the other side? Do you want high beams, low beams, driving lights? Every situation is different, you make the evaluation.

## NHTSA

### Illegal lighting crackdown

Nuisance/attractive lighting are a favorite thing among Gold Wingers. One Officer told me "Nuisance lighting attracts and distracts other divers which can cause accidents." Then you are at his discretion as to a warning or ticket.

The following was published October 19, 2004 from NHTSA.

Continuing its crackdown against manufacturers and suppliers of illegal lighting equipment, the National Highway Traffic Safety Administration (NHTSA) today announced its decision that high intensity discharge (HID) conversion kits produced by a Texas company do not comply with federal safety standards.

The owner of ASTEX USA, a supplier of aftermarket HID kits, was ordered to conduct a recall campaign and provide a no-cost solution to the customer. The company is based in Dayton, TX. When installed in a motor vehicle, the HID kits "can be expected to produce excessive glare to oncoming motorist and others," NHTSA said in its decision.

To date, NHTSA has investigated 24 HID conversion kit suppliers; all investigations have resulted in recalls or termination of sales.

"These illegal lights are a potential hazard to those who share the road," said NHTSA Administrator Jeffrey Runge, MD. "And we will continue to pursue those offering them for sale and violating the law."

Companies that sell, import or manufacture non-compliant equipment could face substantial civil penalties, NHTSA said.

## Statement of the Year

Recently I ask a student why they were having trouble with using their turn signal during an exercise. The student retorted "I only use my turn signals when it is really important because on my bike I don't have anyone to change the bulb if the bulb goes bad."

Remember you need to communicate to the other drivers around you ALL THE TIME

### LAST MONTHS ARTICLE

The following is a reply to the trailering article in last months National Rider Education Newsletter. The Rider Education staff will print member's opinion. Please keep in mind the article is that of the member and not the Rider Education staff.



### Trailers & Trailering

Ron & Kathy, Chapter Educators  
FL1-M

While researching some Rider Education material I read an article giving a reason to cross your safety chains. This article explained how he spoke to an individual at a Honda dealership about trailers and noticed that his safety chains were not crossed. He proceeded to explain that the chains are crossed to make a cradle to catch the tongue in case the trailer becomes unhitched. I have heard this story before (and it is only a story) and thought I should take the time to correct this misconception.

I measured the distance from my hitch to the ground and this is 10". The distance from the safety chain connection at the hitch to the point where the safety chains are connected to the tongue is 14". This means that there is 4" of safety chains left when the hitch is on the ground, excluding the skid bar, which will contact the road first

and that does not include any slack! The safety chains on my trailer are longer than a lot because we have the 360° swivel, however I have attempted to catch the tongue with other trailers and it doesn't work. There is no fixed point where the chains cross; therefore if the trailer comes loose the cross can move all the way to the tongue connection or conversely toward the rear of the bike. This depends on whether the trailer is approaching to bike or not. This does not keep the chain cradle in position that some individuals tell you.

The original idea for crossing the safety chains was designed when the safety chains were placed on both sides of the tongue and this was a way to keep the chains at an even length when going around turns. The safety chains can become very tight on one side and conversely very long on the opposite during sharp turns. This can cause a chain to break if it was too short.

Your safety chains need to be securely attached to your bike. "S" type hooks are not good, they can disconnect from the bike on rough roads. The best connection is a screw type connection that will not separate from the bike.

Let's talk about your trailer and properly loading your co-rider's shoes so that the tongue weight is proper. You should always have a minimum tongue weight of 25-pounds or 10% of the net weight of your co-rider's shoes plus whatever you are permitted to take, if any room remains. You must remember to account for the cooler that you place on the tongue, if you have this. The increased tongue weight must be balanced with weight placed behind the wheels. We carry two coolers, one on the tongue and the other inside the trailer. The coolers are typically some of the heavier loads, therefore I place the one as far back as possible to counterbalance the one on the tongue.

It is also very important to load the trailer evenly from side to side. You don't want to put all of the heavy bags on one side as this can also make the trailer tow incorrectly. The tire pressure

should be amount specified by the manufacturer for the amount of load carried. You should not go with the maximum pressure that is imprinted on the tire as this might be too much for a light load and this can cause bad handling. It is also important to have the correct amount of air in the shocks, if your trailer is equipped with air shocks.

Lastly you should check that all of your lights are working. This is much easier if you have a co-rider to assist, if not, then you will need to use the ever-useful bungee cord (or some other method to hold the brakes on) to check the brake lights.

This is all that is needed with the trailer, however you should check that the bike is sitting level with the additional load. This should be done on a flat surface and someone needs to look at your bike while you (and co-rider) are sitting on the bike with the bike not on the side or center stand. The bikes with air shocks can easily be adjusted by adding additional air. The 1800 have a mechanical adjustment and this can be changed with the press of a button.

Trailers can make life a lot easier for carrying the clothes (and SHOES) that we want to have with us. They are not that difficult to pull, especially with the proper loading. They do require the riders to be extra careful. We hope that you will enjoy the added space that these conveniences afford you.



**ASST.  
INTERNATIONAL DIRECTOR  
MEDIC FIRST AID®**

Larry & Rhonda Stiles

I guess we have to get ready for what they call old man winter. It is 45 degrees here in Massachusetts, but it is hot in Boston as the Red Sox and Cardinals fight it out in the World Series.



( Medic First Aid® continued)

I am glad to see most of the Districts are reminding the Chapters it is time to get their CPR and First Aid classes' ready. Most of us will have to put our Wings to bed for the winter, so we should now teach this life saving program.

We also have Infant/child Care in most Regions so when the membership asks for it, we have instructors that can now teach this program. Your Region Trainers have been working hard to get their certifications in several programs so they can offer it to their region when the time comes.

We have come a long way since 2001. Since I started this program in Sept of 2001, we trained 695 students. In 2002 we doubled to 1523 students. And then in 2003 we did 1660. So far in 2004 we have trained 1680 students and we are just coming into our winter classes. We could very well reach 1800 members taught in 2004. This is because of the hard work and the backing from our Region & District Directors. They have allowed us to move forward with our GWRRA MEDIC FIRST AID Program. By doing so, it gives the Region & District Educators the movement they need to get Members certified as Instructors, and then choose the Instructor they feel was best to become their Region Trainer.

With this team work and the great organization of the Gold Wing Road Riders Association, we have the best trainers and instructors in any organization. One thing we cannot forget and never will is the hard work of the other CPR/First aid Instructors from the great operations of the American Red Cross and American Heart. These Instructors have also worked hard to give the Membership the training they need. I am trying to get the information for these classes to see the true total of members trained.

It is unbelievable than when we started in 2001 we had one trainer

and 3 instructors in MEDIC FIRST AID. With all the hard work, thanks to the Regions, we now have in 2004; 1 Master trainer, 1 Trainer in the National level and 12 Trainers in the Regions, which means we have at least one Trainer per Region. We have 166 Instructors throughout GWRRA.



A reminder to all that renewals will be coming up in December, due first of January 2005. It is in the best interest that the Regions and Districts work to see if the fees could be covered for the Instructors that have worked hard in their regions and Districts. Most Instructor only work with GWRRA students.

May your winter be warm and your family and friends be safe. Enjoy and be safe.



## RENEWALS

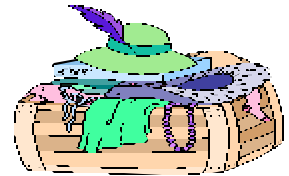
In Larry's article he was discussing MFA® renewals; there are other renewals to think about. The levels program has many renewals coming due and during the winter months you can get the needed seminars you may need. Also on the list is "Rescue Plus" which is part of your membership. If you do not have "Rescue Plus" or haven't used it you probably don't know the value of it. I have saved more money than I could have ever guessed by having "Rescue Plus" covering all my vehicles.

## OTHER DRIVERS & HAZARDS

Since Linda and I are Instructors for Motorcycle Safety Foundation and GWRRA, we have had many talks as we drive our cage (car) around talking about the drivers around us. These drivers are not

only in cars & trucks but also on motorcycles. We see the aggressiveness of others, not using turn signals, tailgating and the list goes on. As I scan and she will also tell me of approaching hazards. Some times it upsets me but then I have to respect her training and her ability to scan and see hazards. Another set of eyes are always a plus.

As the busy time is upon us, I heard there was foot of snow in the west; we can still practice the SEE (Search, Evaluate, and Execute) strategy that is used in training. The more you practice SEE the quicker your practice becomes a habit. A good habit. Then if you need to use your good habit it will become a natural thing to do and your habit can help avoid hazards.



As you tuck in your favorite ride, think of your proper gear and the proper way to store it.



Use mild soap and water to clean the liner in your helmet.



Clean your riding gear, per instructions. Our jackets have to be hand washed and air dried. Please read the labels prior to just putting them in the washing machine.



How about your boots? Good on top, need a new rubber sole? Take time to inspect it all and have them neat and ready for the first ride.



Reflective vest need to be on a hanger. If you fold them they tend to stick together, not a good idea. I usually hand wash mine and hang it over my jacket once it is dry.



GIVE THANKS