



# GWRRA Rider Education



## NATIONAL RIDER EDUCATION NEWSLETTER

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The first frost is due, bah humbug. When I hear the weather forecast, I do not get warm and fuzzy. I am not a cold weather person. I was thinking of how much chrome I could get if I sold my snow blower. I could sell my tractor and get a trailer way down south. Linda is not in total agreement with me, so I need some of you folks from the South to help her change her mind. Please, Please, Please.

As you can see above, our little witch plans to do some good riding this month. We can too but keep in mind the hazards with fall riding. The leaves are everywhere and that good old fall sun is bright riding towards the west in late afternoon.



While on the topic of help, there is a desire to prepare a list of laws pertaining to cargo trailers. This would include our tow behind cargo and campers that we pull to every part

of the world. I could really use some help from each District. Please send me the laws of the area. When you send the information please list where you found the law or the state law number covering trailers. The information we are looking for is; do they require safety chains, are chains required to be crossed, what lights are required, are license plates required, do you pay tolls for trailers on motorcycles, do hitches require safety locks, etc. Perhaps there are law I have not listed, please add them to the list you send. I plan to combine the information into a handout for all. I have applied to numerous Department of Transportation from many states and received nothing. I greatly appreciate you help since this will fulfill one of the projects our Senior National Director of Rider Education has asked me to compile.

### Inside

1. Fall riding, Help for Trailering Laws
2. Awake at the Wheel, Scheduling training
3. REP Levels and Paper Work, Seminar Instructor Certification, Learn, Practice, Update
4. AMA Action Alert, 2 by 4 Side by Side

## AWAKE AT THE WHEEL

### From the U.S. DEPARTMENT OF TRANSPORTATION

Sleeping and driving do not mix. Driving while sleepy is dangerous. Sleepiness slows reaction time, decreases awareness, and impairs judgment. Sleepiness can contribute to a crash.

What is your biological time? Everybody has a biological clock. It tells you when you are hungry, when you're most energetic, and when you are tired. It causes fluctuations in body temperature. Although there are individual differences, most people's clock run on a daily rhythm of approximately 24 hours.

There are two times of the day when most people's biological clocks make them especially likely to feel sleepy. One is the "afternoon lull" from 2 to 5 PM and the other is 2 to 6 AM. To be a safe driver, become aware of your own clock. What times of the day are you most alert? When are you the drowsiest? Become aware of your own body cycle.

How safe a sleeper are you?

TRUE OR FALSE;

1. Coffee over comes the effect of drowsiness while driving.
2. I can tell when I am going to fall asleep.
3. I am a safe driver so it does not matter if I am sleepy.
4. I cannot take naps.
5. I get plenty of sleep.
6. Young people need less sleep.
7. Being sleepy makes you misperceive things.

ANSWERS;

1. FALSE – Stimulants are no substitutes for sleep. Drinks containing caffeine, such as coffee or cola, can help you feel more alert, but the effects last for only for a short time. If you are seriously, sleep

deprive, even if you drink coffee, you are still likely to have micro sleeps – brief laps that last 4 to 5 seconds. At 55 mph, that is 100 yards or more.

2. FALSE – Do not be embarrassed if you said true. If you are like most people, you believe you can control your sleep. In a test nearly four-fifths of people said they could predict when they were about to fall asleep. They were wrong.
3. FALSE – The only safe driver is an alert driver. Even the safest drivers confuse and use poor judgment when they are sleepy. In order to be a safe driver you must have your eyes open – and that means staying off the road when you are sleepy.
4. FALSE – Many people insist they cannot nap. Yet even people who say they are not tired will quickly fall asleep in a darkened room if they have not been getting enough sleep. If you think you cannot nap, pull over and relax for 15 or so minutes. You may find you took a power nap. There is good scientific evidence that naps can help promote alertness.
5. FALSE – Chances are you really are not getting all the sleep you need. If you said true ask yourself, "Do I wake up rested?" The average person needs seven or eight hours of sleep a night. If it takes an alarm clock to awake you, do you wake up tired? You are probably adding up a sleep debt and need to pay it off soon. You may have a sleep disorder that can cause you a problem in not being able to get enough sleep no matter how long you are in bed. (I can relate to this problem. It is such a great feeling to wake up rested.)
6. FALSE – Males under 25 are at the greatest risk of falling asleep at the wheel. Half of the victims of fatigue related

crashes are drivers under 25. In one study, 24% of the people asked said they had fallen asleep while driving 32% men and 13% of the women.

7. TRUE – Have you ever driven at night and seen something you thought was an animal but turned out to be a paper bag or a leaf blowing across the road? That is only one of the many ways sleepy drivers misjudge their surroundings. A drowsy driver does not think as fast or an accurately as an alert driver, and is less able to react quickly enough to avoid a crash.

Suggestions to avoid driving tired.

1. Start any trip by getting enough sleep before hand.
2. Be alert for drowsiness in the afternoon or later in the evening.
3. If riding solo, listen to the CB (if you have one) play a popular radio station. Listen to talk radio and above all if you start to weave, do not run cruise control and get to a rest stop. Riding two up give your passenger the facts you are sleepy. Never hide anything physical from you passenger. Their well-being is riding on your health also.



While the frost is preparing to form on the pumpkin, we should be thinking of updating levels and scheduling seminars for the members during our not so great riding season. There are new videos and new Instructors in the Medic First Aid® program. At your next Chapter staff meeting start your planning for a pizza party or potluck dinner along with a training seminar. Good food and good training is always a success.

# REP LEVELS AND PAPER WORK



By  
Linda English

I have been doing the Level Program data for about three months, although I have trained Bill, I haven't turned over the keyboard as of yet. The reports will be sent soon if they haven't been already by the time you read this newsletter. All mistakes will be mine.

I hope you will send us needed corrections. We want to fix anything you find unacceptable or for changes that have taken place.

On the other side of the spectrum, I am having a few problems also. I hope that we can fix them as we go. Some of the problems I have found are:

1. Make sure the writing is readable. We enter your data by what we think it reads or return to sender.
2. Member's GWRRA number. We cannot enter any data without a GWRRA number.
3. Region and Chapter designation. This helps when we send the reports to you.
4. Date the form was completed. This will help for future needs.
5. TYPE of First Aid, CPR and Rider Course is required. This also helps to know if your expirations dates are correct.
6. Show completion card expiration date. If listing when taken also list expiration date of card.

I know when members complete the information they don't feel some of it is important, but I can't complete the data fields without all the information that is required.

We are doing a great job getting members to join and keeping their levels updated. The job you are doing is so good I am working everyday

entering information. I would help if you would send the forms in as quickly as you receive them. I cannot speak for the postal worker but I don't mind getting mail everyday. Please don't wait until you have a large amount to send to us.

I have received forms dated as late as September 2002. This doesn't present a problem for me but it does for the members wanting to check the reports for their information. Also for the Educators who are trying to keep their records updated for expiration dates. I am not placing any blame on any one person. It sometimes falls back to the members themselves. I would like to help in any way that I can.



Congratulation are in order for the new Seminar Instructors who have become certified GWRRA Seminar Instructors. We currently have 332 Seminar Instructors in our Data Base.

Certifications cards have been sent to all the members that we have received their Seminar Instructor Application form. This includes all Instructors who have updated their certification also.

Your certification is required to be renewed yearly. Instructors that need to be updated must complete the Seminar Instructor Application fom and send it to their perspective Educator. Instructors that have not received their certification cards, please notify us, your District or Regional Educator. The form to be completed is accessible on the web page for Rider Education.

When Momma is not happy, nobody is happy. Soon I will be allowed to touch the computer. Then the problems will begin. I saw one application with a city of PLS. I did a zip code search and found a city close to the zip so that is where we listed it. This is just an illustration of some of the things on

the application. Donna and Jim Cox have to be grinning from ear to ear.



Training, why do we continue to take seminars and courses? The best answer is self-survival. If you learn how to react to hazards and the surprise happenings, then you already have the execute step logged into your thinking. With out training you have to do a "thought process" you have developed on your own. When action time is critical, you will wish you had prior knowledge of how to react and what execution to take.

Many of us have been self-taught or taught by those who where self taught. To look at the big picture, how many drivers take any training and next how many update their training?

Not many baby boomers ever heard of driver's education as a requirement. Commercial drivers are required to receive some type of training to get their commercial drivers licenses.

We as GWRRA members, have the opportunity to continue to get education and learn new "execute steps" that will be logged in our memory. Then we can react to any situation faster.

The next phase of training and retraining is "practice". Practice to rid yourself of bad riding habits. At times, I have even caught myself reverting to an old habit. This is not all bad, if I can notice that is happening. I can remember it is a bad habit, this is step one. Step two is not to do it again. Step 3 is to practice the correct way so my memory bank will have deleted the bad habit and replaced it with the proper sequence that I should be using.

(Learn, Practice, Update continued)

Sequence of events is what leads into an accident. Practicing can help you avoid the chain of events that can keep you from having an accident or reduce your injuries.

In these changing times, it is important to keep updated on new and better ways. Many just aim a vehicle down the highway. These drivers have zero consideration for the other road users. With practice, you can learn to find them before they find you and learn to adjust your path to avoid their shortcomings as an operator.



## AMA ACTION ALERT

The following can be found at <http://www.ama-cycle.org/index.asp>

**TELL YOUR CONGRESSMAN TO SEND A LETTER TO CHAIRMAN YOUNG AND SUPPORT A MOTORCYCLE CRASH STUDY!**

March 27, 2003 Representative, Mark Green (R-WI-8), distributed a "Dear Colleague" letter regarding the inclusion of an in-depth motorcycle crash causation study within the framework of the upcoming Transportation Equity Act of the 21<sup>st</sup> Century (TEA -21) reauthorization.

Sixty-three member Members of Congress signed the letter. The letter was sent to Chairman Don Young (R-AK-AL) of the House Transportation and Infrastructure Committee for his consideration.

The letter stated that this new study must be in accordance with the Organization for Economic Cooperation and Development (OECD) Common Methodology,

which will provide detailed knowledge about all aspects of motorcycle crashes.

The genesis of the OECD Common Methodology was a report entitled, "Motorcycle Accident Factors and Identification of Countermeasures," initiated in 1976 and completed in 1981. Also known as the "Hurt Report," it remains the benchmark of motorcycle crash research, and sadly the last such comprehensive study ever undertaken. Now that information is dangerously dated.

In addition, the number one recommendation of The National Agenda on Motorcycle Safety (NAMS), completed jointly by the National Highway Traffic Safety Administration (NHTSA) and the Motorcycle Safety Foundation (MSF), was to complete such research. Indeed, over 25 years have passed since the initial data collection of the "Hurt Report."

Additionally, we recommend designating the National Highway Traffic Safety Administration (NHTSA) as the administrating agency for the project, while mandating that an independent educational institution or research institute actually conduct the research, to ensure impartiality.

The research is very much in need. Please take the few minutes and let the Congress know that you as a voter are in favor of their passing a bill to help our sport continue to be safe for our children and our grandchildren.



**RIDE SAFE**



**2 BY 4  
SIDE BY SIDE  
SHARING  
THE ROAD  
SIDE BY SIDE**

Motorist Awareness program is also another site to get good information; [www.driveaware.org](http://www.driveaware.org). The program is in two parts, to reduce motorcycle accidents by increasing motorist awareness of motorcycles as well as increasing the motorcyclist awareness of motorist. The mission of Motorist Awareness Division (MAD) will be accomplished through public speaking engagements, media releases and through out the activities of 85,000 Members and its network of 950 Gold Wing Road Rider Chapters located world wide. Much of the groundwork has been complete. The campaign name, Logo and message are "2 by 4 – Side by Side".

Motorist awareness is also supported by many other groups. As GWRRA Members, we have an opportunity to speak to the other road users and make them aware of our happenings on the roadway along with what we need to do to help the motorist become aware we are on the road also.

With MAD in place, we can communicate between the motorcyclist and the motorist before meeting on the road.

Check the web site; see how you can help to promote MAD. It is a tremendous task to inform other road users about motorcyclist. It can only be done if many pitch in and help.