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**GWRRRA**



# **INTERNATIONAL Rider Education Newsletter**

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We thank those of you who have sent us articles for this month, it is much appreciated. Here is an article from Paul Zamitis from our North East Region, Chapter E.

#### NH E CHAPTER EDUCATOR'S CORNER

Fall is approaching and we need to be aware of many things on the roadway that could give us a wake up call. Sand, gravel, leaves and other materials that could give us a slide we did not plan on. Be aware when riding and cornering. You need all your traction to be able to ride safely. Keep alert of what is in front of you. If you turn that corner, what will you find? Wind can be a problem also and we need to be alert to gusts that come on without notice. We know that big trucks and motor homes can be a problem when passing or coming upon us. What about the wind that might be there when we pass a building or bridge? We need to keep our minds open to all solutions and ride within our means.

Also, remember this is the time of year to observe the falling leaves every minute of every ride.

Take care and ride safe for the rest of the quickly passing riding weather.

YOUR CHAPTER "E" EDUCATOR

#### **Paul Zamitis**

Here is another outstanding article that Rider Education feels we should be alert and aware of what may happen. Bob Lorenz received this and thanks to Charles and Louise Schultz for allowing us to share their situation.

**Charles & Louise Schultz**  
Region "K" Central Canada Region  
E d u c a t o r s

Hi Folks

I had a car cut me off over the weekend in Quebec on the way home from the Trailing Course and I had to do a panic braking. The person did not signal so it cut down on my reaction time. We were running 110 Km at the time and Stuart Malcolm was following me. I had to move to the left to avoid being hit while I was braking and this could have put some side force on the bike. Stuart said he could see the trailer swaying behind me as I was braking, I had no feeling of this action on bike. After slowing considerably I let off on the brakes thinking the bike and trailer was straight, but it was raining so the roads were wet. When I let off the brakes the bike shook under me then straightened up. So I think this ABS article is very important.

The following article is a reply from the American Honda Continuing Training Center. We thank them for the ABS article.

**Bob Lorenz**

**WHAT'S INSIDE**

## Proper ABS Use

Anti-lock brake systems are sophisticated yet highly reliable, and have perhaps become the single most widely used and effective safety device ever introduced into the automotive and power sport markets. As invaluable as ABS is, however, it can be rendered ineffective by improper use. ABS is designed to take control of a vehicle's brake system whenever a wheel (or wheels) lock-up in a braking situation. Anti-lock brake systems are designed to work without any further input from the rider or driver once the brakes have been applied.

Prior to the introduction of ABS everyone knew that in a heavy or emergency braking situation if a vehicle's wheels locked up you were supposed to pump (release and reapply) the brakes. Actually, this was good advice because it did in effect allow the wheels to resume rolling and helped the tires to regain traction before the brakes were reapplied. When it comes to ABS equipped vehicles, however, pumping the brake is the last thing you want to do. Here's why.

An anti-lock brake system becomes active the moment you apply the brakes. It doesn't actually do anything though, unless and until the system senses that one or more wheels has or is about to lose traction. Only then does the system activate one or more of its actuator/modulator valves. Once the system is active, and you will know it's active by way of

the feedback coming through the brake lever or pedal, you should simply hold the brakes on as hard as you can. The ABS will in turn modulate the brake application at each wheel to maintain maximum traction. **DO NOT PUMP THE BRAKES.** Doing so will actually deactivate the ABS. As soon as you release the brakes the ABS system assumes that you no longer want to stop. Only when you reapply the brakes, and a wheel locks up again, will the system go active again. Aside from the system having to reinitialize itself, you will have lost what may be precious braking time. So, for best results, particularly in an emergency braking situation, apply the brakes fast and hard, and leave them applied until you no longer need to brake.

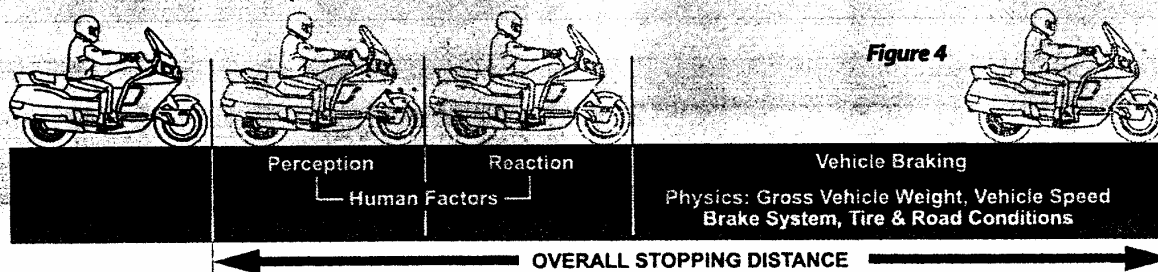
## Don't Just Sit There!

So, you're in an emergency-braking situation and you've applied the brakes as fast and as hard as you can – and the ABS is doing its thing. Great! Now what? Well don't just sit there! Remember what ABS is really for – to allow you to control the vehicle under adverse conditions. So, **steer**, preferable around whatever it is you'd rather not hit. In the auto industry they call this '**STOMP, STAY & STEER**' – stomp on the brakes, stay on the brakes and steer to avoid.

## What's Next

In our next HTW column we'll continue our discussion of anti-lock brake systems with an overall look at how an entire basic ABS system functions.

# Did You Know – Vehicle Stopping Distances



Although vehicle-stopping distances are not generally a matter of serious interest in the Power Sports Industry, they have always been part of automotive television and magazine road test articles. That's not to say that stopping distances aren't important to power sport industry manufacturers. They are, as evidenced by the state-of-the-art ABS systems now common to many Honda motorcycles. The problem with motorcycle stopping distances is that they are far more variable than automobile stopping distances. Varying rider weights influence motorcycle-stopping distances much more than various driver weights do in automobiles.

There are, however, a number of factors that influence overall stopping distances in both motorcycles and automobiles. Gross vehicle weight (the total weight of a vehicle including rider/driver, passengers, luggage, fuel, etc.) and vehicle speed will obviously affect stopping distances. Perhaps more important though is the human factor, the rider or driver.

## The 3 Stages of Braking

In order to understand the human factors of vehicle braking you need to first know that vehicle braking is not all about how capable a motorcycle's brake system is or isn't. There are factors, human factors, that influence a vehicle's overall stopping distance long before the brakes are even applied. In fact, braking a vehicle is a 3-stage process, involving 2 human factors and a bunch of physics that, combined, make up the 3rd factor. These factors are Perception, Reaction and Braking.

### Perception (Human Factor)

In order to begin the braking process the rider/driver must first perceive (recognize) the need to apply the brakes. Under ideal conditions, where

the rider/driver is fully alert and paying close attention to his or her surroundings, the perception process will, on average, take 3/4 of a second. At 100 Km/h (approximately 62 mph) the vehicle will travel 20.8 metres or about 66 feet during the perception stage.

### Reaction (Human Factor)

Once the rider/driver has fully perceived the need to brake, he or she will, of course, proceed to apply the brakes. On average this takes another 3/4 of a second. During this time, again at 100 Km/h (remember the brakes aren't applied yet) the vehicle will travel another 20.8 metres or 66 feet. So, at this point the vehicle has traveled 41.6 metres or 132 feet and the brakes have just engaged.

### Vehicle Braking (The Physics)

Once the brakes are applied, the physics of braking and deceleration come into play. The distance the vehicle will require to come to a stop will depend on numerous factors, such as brake system condition, the temperature of the brakes, the gross weight of the vehicle, initial vehicle speed, tire inflation and condition and road surface conditions.

### The Bottom Line

When it comes to braking, you must always be thinking ahead and paying close and careful attention to what you are doing and what's going on around you. Remember the 3 stages of braking, and keep in mind that no matter how effective your vehicle's brake system your overall stopping distance will include the time and distance consumed while you perceive the need to brake and actually react and apply the brakes.

## Back to Basics

Previously we recommended a back to basics approach to the experienced as well as the new Rider Educator. A quick review on a routine basis of the responsibilities and qualifications of the Educator at all levels should be completed. This serves to remind us of what we can do to improve our assistance to the Membership.

It is that time again to remind folks that renewals are due in January. Members who earn their latest Level on or after October 1<sup>st</sup> are good through the following year. Renewals at their highest Level are coming due in January. We are hearing of Members turned Educators that had never before heard that the Rider Education Levels program had a renewal process. We encourage everyone to assess what experienced Educators may be taking for granted as far as the Member's knowledge is about the Rider Ed Program (REP). Remember that as new Members are introduced to the REP or previous participants renew their interest in the REP, they may need a refresher.

## Riding Tips

Members in GWRRA are always exposed to loss of traction, for various reasons in various climates. Perhaps the current season presents the greatest risk. Depending on geographic location, the cause of the phenomenon might be rain, fallen leaves, sand, oil, or even ice forming on bridges or in dark/shaded areas. We have all heard the routine warnings. Here is one that isn't so well known.

What do you predict would be the response of an engaged cruise control system on two (or even four wheels) to a hydroplaning situation? Chances are that it would worsen the situation. Actual road speed may be 10-15 mph (or more!) greater than the speed being maintained by the cruise control system.

Even the best intention to use a relative constant lower speed for the observed conditions with your cruise control could spell trouble. The unsuspecting rider or driver finds out too late that the brakes are far less capable than expected as the vehicle hydroplanes well beyond the predicted stopping distance. Even though most cruise control systems won't operate at very low speeds, this rider can personally attest to surviving a trip though a busy intersection against a red light at only 5 mph! This all assumes you have not low-sided from the loss of traction on the front tire.

How do you avoid it? The natural response to slow down in low traction situations is a start. Common sense should tell us that turning the cruise control off is the best way to manage this particular risk. Save it for better road conditions. Pass it on!

Web-based resources for newsletter articles and Chapter presentations.

Here are a few places you may not have seen before, plus a few standards you may not have visited in the recent past. Use a little common sense and select those resources that offer sound advice or cause you to think.

Sound *Rider!* at <http://www.soundrider.com> Under Riding Skills link, check out the article on "Give 'em the Finger" – it is not what you think.

Ronnie Cramer's Motorcycle Web Index – Safety / Education / Training link at <http://sepnet.com/cycle/safety.htm#Safety>

Master Strategy Group's Tips & Techniques – over 180 articles <http://www.msgroup.org/DISCUSS.asp>

Here is a treat to see how you would do in the United Kingdom. Try the Driving Standards Agency practice theory exams at <http://www.dsa.gov.uk/Category.asp?cat=303#>

Snell Memorial Foundation at <http://www.smf.org> Check out the Helmet Testing link to find answers to how Snell tests helmets.

Did your helmet make the list? See if your helmet passed the test at <http://www.nhtsa.dot.gov/cars/testing/comply/fmvss218/>

Check out the Grand Driver program from Nebraska at <http://www.dmv.state.ne.us/highwaysafety/granddriver.html#AboutGD>

Do you have a good site or other resource to share? Let us know so we can pass it on to others.

**Tony & Michelle Van Schaick**

## MEDIC FIRST AID®

Coming this Spring or early Summer is a new version update of the Basic CPR/ First Aid. The following article is from the National Headquarters of MEDIC FIRST AID®. We will soon have a survey coming out to all Region Educators and trainers to ask what you are looking for in your region for further training in CPR and First Aid. We may be starting a new program in First Aid at Rallies. Your feed back on this will be very important to the future of helping our members at Rallies.

Version 6 is in Development for the near future.

Everything will be new on this upcoming Version 6. New updates will be released in early December to be used as soon as possible. New updates will be sent out in early January 2006. Also, new guidelines will be updated.

Responding to eye injuries is now available. The cost is \$15.00. Any District interested should contact your MEDIC FIRST AID® Trainer.

More to come this spring on how we are going to improve our program with the help of all of you.

Ride Safe, Ride Smart.

**Larry & Rhonda Stiles**