



# GWRRRA Rider Education



## NATIONAL RIDER EDUCATION NEWSLETTER

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Most all newsletters start out this time of year with “Where has the summer gone?” I wouldn’t want to be any different. Please hold your comments on me being different. We hope you got out to see some of the great places to visit.



Some changes in the Rider Education Program this year have been well received. The addition of the Grand and Senior Masters to the Level Program gives great recognition for members who maintain their levels with continued classroom and range training education.

Rider Course Instructors can obtain the requirements and/or apply for becoming a certified GWRRRA Instructor by contacting Bob Berry, National Assistant Director Rider Trainer.

If you want to become a certified Seminar Instructor, please contact Jim Cox, Assistant National Director REP & Seminar Training.

## CHAPTERS, DISTRICTS, REGIONS

### HELP!

By Jim & Donna Cox  
Asst. National Rider Ed.

We need your help! There are 3 major things that are reducing the quality of the Rider Ed. Database. This is a tool for ALL Educators. With reduced quality, it makes for a lesser tool.

The following are items you can help us with to make the database (greenbar) a complete and up-to-date tool for you:

❖ **Mailings** – This year there seems to be an epidemic of “old” paperwork coming through. We receive, many times, paperwork that is 3-6 month old; some have even been as old as one year.

At that rate, the database will never be current and will greatly

#### INSIDE

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4. **AMA, Avoiding Accidents, Sun Glare and Trailers.**

reduce the quality of information you can retrieve from it.

- ❖ **Solution** – Please make sure you mail the paperwork in on a regular basis, at least once a month. If you are not hearing from a Chapter or District for a while, check out why. They may be having a problem you can help them with.
- ❖ **Complete information** – We are not tied to the national database in Phoenix. Therefore, we cannot simply fill in information from your membership files. If we do not receive complete information, we either have to contact Phoenix or the Region Educator to find out the information. This can delay an entry into the database, sometimes by quite a while. Also, if there is an address or name change, both Phoenix and us need to be notified for all your records to be updated.
- ❖ **Solution** – Completely fill out the information on the level applications at all times.
- ❖ **Legibility** – The legibility of the REP applications has improved dramatically over the years. However, it still needs improvement. Whatever we get, or guess, on the applications is what goes into the database. If something is very illegible, we will ask for help from Phoenix, delaying entry into the database. We do not know what the abbreviations for your towns are. These all reduce the quality of information.
- ❖ **Solution** – Write clearly and completely each time you fill out or update a levels application.

The solutions to these three problems lie in your hands. They only take a few extra moments to do. The result will be a complete, up-to-date, informative tool for you to use. EVERYONE will be happy with that.

## MEDIC FIRST AID®



By  
Bill English

While teaching Medic First Aid®, I have often been asked, mostly by co-riders, how can I do a Heimlich maneuver on a person that is too large to reach around? There are a few methods. One method is over the back of a chair allowing the chair to push on the abdomen of the person choking. But, if the person is too large, you won't be able to pick them up to allow pushing on the back of the chair to happen again.

I wrote to Medic First Aid® International about the probability of backing the choking person to a fixed object. A wall, post, gas pump, vehicle, even a Gold Wing. While standing to the side (to avoid a face full) use upwards thrust with the palm of your hand to the abdomen. Another reason for this type of Heimlich on a larger person is if the person goes unconscious, they will slide down the fixed object rather than falling on you, creating a new problem.

This is the reply I received from Medic first Aid®.

Bill,

What you are saying is a fine alternative to abdominal thrusts or chest thrusts, if a person cannot get their arms around the choking patient's abdomen or chest. The rescuer should provide as many thrusts as necessary to relieve the object or the patient becomes unresponsive no matter the delivery method.

Best regards,  
Corey Abraham, EMT-B  
Training Coordinator  
MEDIC/FIRSTAID® International  
[coreya@medicfirstaid.com](mailto:coreya@medicfirstaid.com)  
(800) 800-7099  
[www.medicfirstaid.com](http://www.medicfirstaid.com)

Please remember this is for large persons you cannot reach around, not physical impaired or pregnant women. You would do the chest compressions as you have been taught to do on them.



Linda and I became certified, at Wing Ding, along with other Instructors, for Automated External Defibrillator (AED). This is more "on going" training that I hope we never have to use but I do have a hunger for any safety knowledge. Our circle of life brings us to many large groups. You never know when you may need this knowledge. Linda and I have had to put to use some of our acquired knowledge.

Is ongoing training worth the effort? I recently overheard someone say something about MFA updating from Mark IV to Mark V. "How soon will the next one happen?" What is wrong with keeping up with new and improved methods? We just reduced the MSF Basic Riding Course by 4 hours. Next year, MSF will be changing the Experience Rider Course to 5 hours. Don't be afraid or upset with changes, we always have room for improvements.

### New Items:

(No new items reported on are endorsed or affiliated with GWRRA.)

Gold Wing with air bags

From  
The Motorcyclist Reporter



Motorcycle manufacture  
Honda and BMW have bike-

mounted air bag systems under development.

Honda has been developing an air bag system for years on its range of Advanced Safety vehicle demonstration machines, pictured above.

BMW has patented a new air bag system and is planning to fit it to its motorcycles. It uses ultrasound to build up a picture of where and how the rider is sitting on the bike. If he or she is flung forward too quickly, or to one side, the patent claims the new system can fire an air bag in a way to catch the rider safely. If air bags work, how long before they become standard equipment? Air bags are now common on cars despite a dubious safety record.



## Tire monitoring System

Did you ever see the valve stem pressure checks? Good idea. I like knowing I can be lazy and safe. Didn't have to put a gauge to them just look at the valve stem and if it was not green, you needed air. All well and good if you didn't under tighten or over tighten the tire check on the stem. If you under tighten you could have a slow leak or over tighten and you could sometimes cut the o-ring seal.

I knew my car had a tire pressure sensor on it and wanted to know how to get one for my Motorcycle. I was off to the Internet and found nothing. Went to my car dealer, nothing. Tire manufactures, nothing. Finally one day when I was checking out web sites I found the motorcycle German trade show and there it was. **Smar Tire unveils innovative tire monitoring system for motorcycles!**

"There is a great demand in the motorcycle industry for safety-focused products and "Smar Tire is achieving another corporate milestone by offering the first monitoring solution to this market place", said Robert Rudman, President and Chief Executive Officer of Smar Tire Systems Inc.

With this innovative motorcycle safety system, each tire is equipped with a lightweight Smar Tire sensor that constantly monitors tire pressure and temperature. The sensors transmit signals to a concealed receiver connected to an ultra-bright LED display in easy view of the rider. If there is a change in tire pressure, the rider will immediately be alerted by a warning light on the display. If the tire pressure continues to decrease, the light will begin to flash, indicating that the pressure loss is at a serious level and the rider should take corrective measures. By identifying problems early, riders can take precautions to avoid accidents and the risk of being stranded along the road. The system can be fitted to all standard motorcycles and is scheduled for commercial release by year-end 2002.

With the new requirements from the Transportation Recall Enhancement Accountability & Documentation Act (TREAD), safety standards will require tire pressure warning systems on all new passenger cars and light trucks sold in the U.S. after 2003. For additional information Smar Tire Systems Inc.

[www.smartire.com](http://www.smartire.com)



How do you sound when you speak to members?

**Which of the following may apply to you or may need to apply.**

**Pitch:** Does your voice sound squeaky? Is there a mumbling sound when you get nervous?

**Tone:** Dose your voice sound bright, upbeat, and friendly? Do you sound rushed in a hurry to get your thoughts out before you forget them? Do you come across as patient, slow, and thoughtful?

**Modulation:** Is you voice monotone or do you vary from high and lows to emphasize key points?

**Volume:** Do you sound very loud when under pressure? Do you talk softly that others find it difficult to hear you?

**Intensity:** Do you come across as a under a great deal of stress and pressure or as a timid person?

**Quality:** is your voice unique enough so that when you are heard from a distance people automatically know you?

**Nasality:** Do you sound like you are talking through your nose?

**Pauses:** Are you good at managing the silence (or lack of it) in you speech?

**Extra Words:** Be careful not to use and ah, and ah and the um word.

The impact of your message delivery is as important as the subject you are talking about.

This is something you can use to improve your speaking. Think about it when speaking at a meeting, during a seminar or when talking one on one to members.



## AMA UPDATES

By  
Bill English

Did you know if your exhaust system is not stamped from the original manufacture, you could get a ticket? This happened to 25 riders in New Hampshire. It doesn't matter how loud or quiet your motorcycle exhaust system may be. The law stated original equipment only.

With the new environmental laws, which will soon be in place, this can happen in other areas. We as Gold Wing riders use Honda original equipment wont have a problem. Just some FYI

Seams like the International Institute for Insurance made a mistake on their figures when they stated in writing that older riders, 50 and above, were the most involved in accidents. When the facts where retracted, the article showed ages 35 to 43 year old riders are more accident-prone. I feel that many factors can change these percentages by what age group is buying motorcycles.

The figures also show a lesser percentage of motorcycle accidents than other vehicles when comparing the growth from new motorcycle sales. Motorcycle sales have more than double in the last two years. Using the Institute's numbers it actually shows motorcycle accidents are down for the number of motorcycles added to the roadways.



## SWERVING, BRAKING & AVOIDING ACCIDENTS

I read an article in the AMA magazine about an MSF Instructor admitting to swerving and braking at the same time. It caused a low side accident. I congratulate him on his honesty. I am sure when he teaches now he will be putting more emphases on the exercise that explains not to brake while swerving.

Hearing about his honesty I thought about my accident to see how it could have been avoided. The problem was driver error. I became too sure of the curve after driving it daily for 32 years. I saw a dead carcass, which I have seen many of them in this area before. I ignored this one. I leaned slightly to miss the carcass, but I didn't look at the area around the carcass. This one was fresh and the area around was like ice. You have no traction. I know now to take a closer look at items on the road. I do discuss this with my students to make sure your "path of least risk" is clean. Scan aggressively and try to never get complacent.

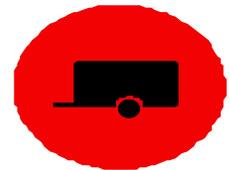


## SUN GLARE

Darn, I can't see...not the best situation while tooling down your favorite road early in the morning or late in the afternoon.

Sun glare is a problem all year early morning and evening. Sun glare is a problem for all road users.

With the fall seasons approaching we have the fall sun looking us in the eye. There is a new product I read about in the Motorcycle Consumer News, the Super-Visor. I am a full helmet user 90% of the time especially in cooler weather. In the fall I have had a problem with the evening sun. For some reason all our ice cream rides seem to travel west. Most dinner rides are also around sundown during that time of the year. The sun blinds your view of the road in front of you. I have tried the plastic strips that attach to the shield of your full-face helmet. They have helped a little but don't always stay on. The Super-Visor clips to your full-face shield and looks like a ball cap visor. It is designed with a top flap, which looks as if the top flap will put wind pressure downward to make the visor stay in place. It comes in smoke tint or black tint. It is priced at \$7.95. For information or ordering at [supervisor@sedona.net](mailto:supervisor@sedona.net). Or you can call 928-248-2010 in Sedona, AZ.



## MORTORCYCLE TRAILERS

Have you been informed of the laws concerning trailers? DOT has required a VIN number to be attached permanently to the trailer. If you buy a partial assembled trailer, you will be responsible to make sure the trailer meets the DOT requirements. If you care to download the "Requirements for Trailer Manufactures" go to [www.nhtsa.dot.gov/cars/rules/maninfol](http://www.nhtsa.dot.gov/cars/rules/maninfol).

It could be possible after spending all winter doing a fantastic project on building a trailer; you may not be able to get a license or insurance for it. This will depend on the laws in your jurisdiction.