



GWRRA Rider Education



NATIONAL RIDER EDUCATION NEWSLETTER

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Where has the time gone? I know there are still plenty of green leaves on the trees but in some areas, the change of color is starting.

Only a few more Rallies to attend and we will be planning for the year 2004. Now that I am getting a social security check, I do not think of dates, including my birthday. The only date I think about is the first of the month. At my age that may be good.



Senior Region Educator, Arnie and Janet Tucker, our friends from Region J will be stepping aside to take a break in the action. We will miss them and want to thank them for a job well done.

Phil & Margaret Craven will fill this position for Regional Educator. We would like to send a big group hug for accepting the position and we are looking forward to working with them. Plan a handshake and a real hug in the future when you have the pleasure of meeting them in person.



Reports are in from the Wing Ding seminars. Many thanks to presenters and Jim & Donna Cox for coordinating the seminars from start to finish. The total seminar attendance count was 4,520 attendees.

The numbers show that many members go to Wing Ding and attend seminars and riding courses to tune up their education and practicing good techniques. The range was warm and a big Thanks to everyone, who brought us the water.

INSIDE

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Senior National Director of Rider Education, Bob Lorenz along with Linda and I attended the State Motorcycle Safety Administrators (SMSA) conference in Columbus, Ohio. The meeting had a full schedule of seminars from which many MSF Instructors gained a lot of knowledge. If only now I can retain it.

The 1ST. day opened with a summary of what is going on through out the States with their Rider Education Programs. When they gave an overview of the conference's program schedule, I knew, at that point I would miss some of the seminars.

I did get to the new Experienced Rider Course Suite seminar. The change is refreshing and I am sold it will improve the students techniques. Many states have transitioned to the new course. Ohio is planning to transition in the spring. Linda and I are looking forward to this update. The course will be shorter than the previous ERC course.



[Ride Straight](#)

A joint effort of the AMA and the National Highway Traffic Safety Administration, Ride Straight is a national campaign to educate motorcyclists about the dangers of drinking and riding.

The steps that will be taken to stop so many motorcyclist fatalities have to be put in place. Many groups are pitching in to bring

down the fatalities numbers. The best example is no meetings at establishments that serve alcohol. GWRRA is best known for ice cream stops. We need to invite other groups to join us.

NDRE Bob Lorenz announced that the Gold Wing Road Rider Association is continuing support of SMSA. This allows SMSA to show they have support of the largest motorcycle marquee. GWRRA is also the first motorcycle association to support the SMSA.

There are many action groups in the lobbying halls of politicians who are against any type of motorcyclist. This is where the AMA is the motorcyclist supporter and guide. AMA is there to help stop some of the bills that are detrimental to the Rider Education programs. Too many States have attacked the Rider Education funds in the past. They have taken appropriated monies for rider education and ran, leaving the states with no funds for any programs. To find the latest and up to date AMA information go to the web site listed; <http://www.ama-cycle.com/>

RIDING THROUGH CURVES

I touched lightly on cornering in the August newsletter. Slow, look, press and roll. This article makes very good point to the first step of making a curve safely, Entry Speed. How you set your entry speed has many variables; Road conditions, weather, your ability, your motorcycle capabilities, other road users and more. The safe entry speed is one that you can roll on the throttle a little or maintain the same speed through the entire curve. Rolling off the throttle is the same as applying your rear brakes. Maintaining the motorcycles stability and suspension is very important to the comfort and control through the curve. This stability is maintained

by a steady or slight increase on throttle.

The Garmin® GPS explains how this rider found his cornering error.



The following is posted on the Garmin web site. <http://www.garmin.com/whatsNew/adventures/story12.html>

"I am a motorcycle enthusiast and I use my Garmin® GPS III Plus on long-distance motorcycle trips. In July of 2000, I organized a motorcycle rally in Mountain Home, Arkansas, and was out for a ride one evening when I came around a corner and was surprised by a deer. I woke up in the hospital the next day with a minor concussion (thank God for helmets), and found out the bike was totaled.

My wife went to the hotel room where I had been staying and collected all my belongings. I checked out of the hospital and flew home after a couple of days. When I got home, I was dismayed to find out my GPS was missing. My wife said she thought she packed it in the bag when she went to the hotel, and I assumed I lost it either at the hospital or on the flight home. I went out and bought a new Garmin eMap® and figured the III Plus was forever lost. Later, I recovered my wrecked motorcycle and rebuilt it over the following months.

In April of 2001 (nine months later), I decided to ride my rebuilt motorcycle back to the crash site in an effort to get some final

(Garmin® [GPS III Plus](#) continued)

closure on the whole episode. After several passes up and down the mountain road where I wrecked, I finally located the corner where I went down. I stopped and began combing the ditch for broken motorcycle bits. As I was preparing to leave, I stepped on something under a large weed, and when I looked down, there sat my GPS III® Plus, facedown and smashed into the dirt. I picked it up, turned it on and it started to work, but the batteries died and the screen went blank. After flying off the bike at full speed and impacting the ground, followed by nine months of exposure that included one of the worst summers on record and the Arkansas ice storms in the winter, the GPS still worked fine. It was just a bit scratched up from the impact.

However, the story gets better. I brought the GPS home, put in a fresh set of batteries and uploaded the active track log into the MapSource® Roads and Recreation software. Upon examining the track log from that fateful ride, I could reconstruct the entire journey right down to the exact second I left the hotel. The most interesting data in the log are the last two data points just prior to impact. The track log shows I traveled for 829 feet at 70.7 mph and then changed course for 43 feet at 49.9 mph. This tells me what I wanted to know. Even though there was a deer in the road, the real cause of the accident was that I entered a 30 mph turn at over double that speed. Then, when I spotted the deer and tried to brake, I lost control because of my speed. Thanks to the GPS, I feel like I have final closure on the accident and I know the true cause. I now pay closer attention to my corner entrance speeds when I ride so as not to repeat the mistake.”

Fred H.



The word has spread as fast a wind driven forest fire about the 1800 Gold Wing frame welds cracking. I am the owner of one built during the problem time span. May thru August of 2002 is the time span I read in a posting somewhere. My Gold Wing looks good according to my inspection. The critical words are MY INSPECTION. I am planning to take it to the Honda dealer for their inspection. I have been a wrench turner all my life. I trust my inspection but the Honda Dealer will be the proper people who know, by training, what to look for. It is better to have your bike checked then to be sorry later.



Having been wet all year and not a dry spell in site, we have used our rain gear a lot. Our bikes are constantly getting dirty from wet roads. I have noticed many do not clean their windshields properly. This can leave starbursts on your windshield especially at night. In addition, you will get non-removable scratches. The wash bucket at the filling station is not for lexan or Plexiglas windshields. The shields on helmets are made of the same products and should be treated with the same care. Pack a good spray bottle of clear water and a soft rag in your trunk. This will work if you do not have a cleaner made for cleaning lexan or Plexiglas. During the rain, vision can be better than wipers when you use proper or manufactured suggested products on your windshield.



Tire checking, I remember reading the story about the member who always checked his rear tire as he approached his gold Wing. To his dismay and surprise, the cords were showing on the side he could not see.

Linda and I went thru a similar experience. I had put a new rear tire on her bike in the spring. She has only 5,000 miles on it and informs me the bike has a wobble problem. I look at the front tire, I check the steer head bearing, and I do not need to check the rear tire because it is new. Wrong, when I checked the tire for tread it measures 6/32 rubber left. I spun both tires and to my surprise, the rear tire had a belt let go and was at one spot ¼ of an inch wider than the rest of the tire. Therefore, this is why the Gold Wing had a wobble. The wobble was only in a right turn. If there is a next time, I will remember also to check for a broken belt. I never doubt Linda telling me of a problem. With 30 years of riding experience, she can tell when the Gold Wing is not riding properly.

Over the hill and still in the wind

By [Bill Andrews](#)

Aug. 27 – Wednesday mornings in Venice, on the west coast of Florida, a "Posse" gathers for the hunt—for a place for lunch.

Some folks retire, move to Florida, and settle into an easy routine of golf, shuffleboard, and pinochle by the pool. However, this rather adventurous set of retirees would rather ride. Their trips are usually between 75 and 100 miles, and they do it more for the joy of riding than anything on any particular menu.



The average age? About 72.

The group is informally called "The Wednesday Posse" and AMA member Lloyd Cox (top), who at 66 years old is considered the "kid" of the group, organizes it weekly.

After coming up with the group's name, Cox said, "I gave everybody a sheriff's badge."

On this particular Wednesday, the "posse" rode up to a lodge in Bradenton for lunch. Round trip 140 miles.

Since Florida is known for its daily afternoon thunderstorms, the "posse" usually has just one request: "Just get us back dry." "That's really all these guys ask of me each week," Cox said.

The retiree from Blue Cross in Central Ohio has lived in Venice for 20 years, but said Columbus was his home for most of his life. "I used to ride enduros," he said. "But there's nothing to do with them here in Venice. They just sat in the garage."

Then one day, a few years back, he met up with his local pastor, who said he liked to go on street rides the first Saturday of every month.

"From that first Saturday ride, I learned of the Wednesday ride," Cox said.

The Wednesday ride has been going on for some 20 years now. It was started by AMA member Wehman Hiner a retired homicide detective from Indianapolis who also happened to settle in Venice.

"In 1978 three other fellows from Indianapolis and I just started riding on Wednesdays," said 83-year-old Hiner. "Then another

fellow joined us, and then another. Soon we just put out an open invitation. We've got something like 56 now, and still we get new riders every year." Morning meetings are quite and informal. "We gather at the Burger King in Venice each Wednesday morning, and then take a vote on where to go," Hiner said. "It's wide open to anybody that has a suggestion. The word has spread among the retirees who stop in at some of the local motorcycle shops in the area. When people walk in, and look to be of "posse" age, the salespeople usually let them in on the Wednesday rides, Cox and Hiner said

"You name it, all brands show up," Cox said. "We've got Yamaha Ventures, several Gold Wings, and many Harley-Davidsons, mostly Electra Glide Classics."



"When I first started, I had the energy to just take roads... and we didn't have any idea where we were going," Hiner said. "We'd often wind up on a dirt road and have to turn around. But often we'd ride through the orange groves, and during the orange blossom time, it's just like going through a perfume factory."

Last December, though, Hiner decided to hand over the reins of the posse to Cox. "He said he was too old to look up new roads, new rides and new routes," Cox said.

Most of these elderly motorcyclists do a lot more than just the Wednesday rides. "One of the fellows, Will Arel, who's 77 this year, went up to Alaska," Cox said. "The youngest of that group is about 55."

Last summer Cox said he rode the length of the Blue Ridge Parkway with Arel, Hiner and 84-year-old

George Amos. "Not a whimper from any of the three throughout the entire trip," he said.



Cox's 2002 Gold Wing already has 35,000 miles on it, and before Hiner sold his Wng, it had rolled past 217,000 miles.



"The Gold Wing was getting pretty top heavy for me," Hiner said. So a few years back he bought a Valkyrie, and has already logged 74,000 miles.

Not that high mileage means any of these bikes are ready for retirement. Like their owners, they're just getting experienced enough for "Wednesday Posse" duty.



Thanks to Bill Andrews, Lloyd Cox and Wehman Hiner for their good reading. © 2003, American Motorcyclist Association.