

SEPTEMBER 2005

GWRRA



INTERNATIONAL Rider Education Newsletter

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We have all heard of the "Hurts Study". Many years ago this was done to find out what happened at motorcycle accidents and these studies help improve motorcycle safety. Here is an article that is similar to ours in Europe.

MAIDS - Motorcycle Accidents In Depth Study

Why wait years for the recently funded next US study to replace the Hurt Report? If you had the mistakes of others to learn from now, perhaps it would prevent having to learn it the hard way. If you have never heard of it before, MAIDS is a document being called "the most comprehensive in-depth data currently available for Powered Two Wheelers (PTWs) accidents in Europe". The report is based on investigations of 921 motorcycle accidents (including 103 fatality accidents) from crashes during 1999 and 2000 in France, Germany, Italy, the Netherlands, and Spain.

The MAIDS researchers also collected data about 923 riders who did not crash in similar locations and situations. Although there are significant differences in the roadway structures, cultures, cars, bikes/scooters, and other factors between the European countries where the study was conducted and the United States or other places, there still seem to be many findings in the MAIDS report that are useful and probably relevant to American riders.

A list of some of the topics follows to wet your appetite for new Rider Education material and statistics. Included is one statement from each area that may also pique your interest.

Didn't See Him - A recent study in New Zealand found that simply wearing a white helmet significantly reduces the likelihood of a crash.

Solo Crashes - In rural areas, over half the accidents studied happened without the involvement of another vehicle.

Mistakes Riders Make - Both riders and drivers "failed to account for visual obstructions" in as many as a third of the accidents.

Fewer Drinkers, But They Still Crash More - US Information as well as around the world have shown that as many as half of the crashers and motorcycle fatalities involved riders who had been drinking. In the MAIDS research, only 5 percent of the crashers had been drinking. However, drinkers were still determined to crash 2.7 times more frequently than sober riders. Crashing motorcyclists were also more likely to have been drinking than the drivers they collided with.

You Need a License - Getting the proper license to ride what you're astride means that you are less likely to crash.

Training, Experience and Familiarity Work for You - Riding experience—both total and on the bike being ridden—worked in the rider's favor, in terms of fewer crashes.

Skills Aren't Always Enough, However - The accident scenarios often presented situations that, once encountered, were beyond the avoidance skills of the vast majority of street riders.

So Dress for the Crash - Since this was Europe, 90 percent of the crashers were wearing helmets,

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How Hard Do You Hit? - "There were relatively few cases in which excess speed was an issue related to accident causation," but notes that a speed differential—going either faster or slower than nearby traffic—was a contributing factor in 18 percent of the crashes.



Danger Zones - The study found that 90 percent of all threats were in front of the riders who crashed as a result of them. This correlates with other studies, including Hurt.

What Kind of Bikes Crash Most? - The only type of bike that was over-represented in the MAIDS data was "modified conventional street motorcycles."

How About Old Guys? - Good news for typical cruiser riders: Riders aged 41 to 55 crashed less frequently than the exposure data said they should, but as with previous studies, youth and enthusiasm were dangerous.

But Watch That Passenger - In 9 percent of the accidents where a passenger was being carried, the passenger shifted his or her weight and thereby contributed to the accident.

Check Your Tires and Brakes - Tire failure was the only technical failure that made a real blip in the MAIDS data, at 3.6%. Brake problems were cited in 1.2% of the accidents.

Accident Causation - Human error is still the primary cause of motorcycle crashes. In 37 percent of cases, the primary accident contributing factor was a human error on the part of the motorcyclist.

The complete 173-page report can be downloaded as a PDF file. You must go through a free registration and confirmation process (including giving your email) for access to it. The full study is available online at <http://maids.acembike.org>

Bob Lorenz & Tony Van Schaick

Don't gamble, take this advice from the New York Safety Tips.

- Learn** More than 90% of riders involved in accidents had no formal training. Take a Motorcycle RiderCourse® to develop good basic riding techniques.
- Get Licensed** Nearly half of all motorcycle riders involved in accidents are unlicensed or improperly licensed
- Prepare** Wear appropriate gear for comfort and protection.
- Be Seen** Stand out. Wear bright clothing and use [retro reflective](#) material.
- Be Awake** Fatigue and drowsiness can impair a motorcyclist's ability to react.
- Plan** When riding in a group, determine your route in advance and coordinate it with the other riders.
- Inspect** Conduct a safety inspection of your motorcycle before each ride.
- Ride Sober** Alcohol and other drugs affect judgment and do not mix with motorcycling.
- Obey the Law** Don't speed; know the local traffic laws and rules of the road.
- Be Courteous** Be considerate on the road; show courtesy and respect to other drivers.
- Improve** Take an Experienced RiderCourse® to sharpen your street-riding strategies and accident-avoidance skills.



Braking Distance

Slowing down a little can reduce braking distance a lot.

Motorcycles that stop really well are capable of braking to a stop from 60 mph in a distance of about 110 feet. So how long would it take the same bike to brake from 30 mph to zero? It's half the speed... so it must take half the distance, right? Actually, NO. Through the magic of physics, the braking distance from half the speed would be about one-fourth the distance, or 28 feet. It turns out that slowing down by only 18 mph (to 42) is all that is required in this case to halve your stopping distance. So how can we use this information to enhance our safety while riding? When you find yourself in one of those all-too-common situations where you might need to stop suddenly, like urban streets with lots of intersections or when approaching a potential left-turner, keep in mind that even a relatively moderate reduction in speed will allow you to reduce your stopping distance considerably.

Speaking of stopping. Rather than my motorcycles ability, it's the guy behind me I have more concern about. It's not unusual to develop tunnel vision driving behind a motorcycle, or actually viewing past the motorcycle to the point they may actually ignore it. They are accustomed to getting in sync with the larger vehicle ahead. However, when it's a motorcycle and they develop simulation patterns subconsciously with a motorcycle ahead. The motorcyclist should be aware of this and utilize precautions such as not braking too quickly or allowing more room from vehicle ahead. In essence, compensating for the vehicle (behinds lack of safety margin of error in their braking.

An old saying: Sometimes a motorcyclist needs the skill of a sheep farmer or cow rancher to keep the herd at bay.



We need your help. This is the third month we have been doing the National Newsletter and love doing it. The only ones that have sent me any articles to use are the National Staff. This is your National Rider Education Newsletter. We need your input to keep everyone a breath in what your Regions are doing. Please email us or send us your newsletters so I can use some of your information so we can share in very important information. Chapter Educators look to us to give them information they need and can use to inform their members. Our mail address is Larry & Rhonda Stiles 32 Wellesley Drive, Somerset, MA 02726 or email us at

larrystiles@msn.com.

Thank you in advance for your help.

Anyone read the Wing World? Nick had an excellent article "Two for the road." As an old timer I agree that we are changing and we need to be aware. We have made a big difference in the public view of what motorcycling is all about. Be proud that you can make a difference. Here in New England we almost lost our right to ride in Massachusetts because of the complaints of loud motorcycles. Some have seen our GWRRA chapters riding and also let others know that it is not everyone. We do make a difference and by keeping our values as they have always been we set a good example to others. We are the best organization in the World, let us keep it that way.

MCSR

Anyone that is having trouble getting the PowerPoint Seminar for Motorcycle Crash Scene Response please email me and we will get one out to you. Bob Lorenz will be putting it on the Website soon. Remember, there is to be no changes to this seminar without Bob's approval.

THE SURE PATH TO FAILURE IS TO GIVE UP! IT IS OFTEN THROUGH FAILURE THAT FUTURE SUCCESS COMES ——— KEEP TRYING!

Why have this program?

Due to the alarming increase of motorcycle accidents GWRRA, saw the need to create an outreach program in our organization to become proactive in our communities in educating the public on "Motorcycle Awareness". Stated in June 2003 article when announcing "A New Division in GWRRA."

"Few of us could have foreseen the increased hazards imposed on motorcyclists in the past five years. Competition for road space is often fierce, especially during rush hours or on busy interstates and streets. Vehicle operators are more distracted than any of us could have imagined with cellular telephones, concentration on talk radio shows, and stereo systems so loud, outside noise is completely shut out of the inner sanctum within their vehicle. In our judgment, we have crossed into a new era that will need the cooperation of all highway users to cope with our modern-day traffic congestion. It is time to expand our focus beyond just our own Member/Riders and Co-Riders. It is time to take an active role in helping to educate other highway users that motorcycles and Trikes share the road with them every day."

The main purpose is to have representatives from the Region, District and Chapter levels out there visiting community organizations like student drivers education classes, Elk, Kiwanis or Lion's clubs. Possibly even retirement communities or your local church group. Through the distribution of literature and conducting short seminars they will demonstrate the vulnerable position motorcyclists are in when sharing the road with the typical motorist. The goal is to leave them with a new attitude and awareness of our fellow motorcyclist.

Fall is approaching and we need to be aware of many things on the road way that could give us a wake up call. Sand, gravel, leaves and other material 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 us without notice. We know big trucks and motor homes can be a problem when passing or coming upon us. What about the wind that may be there when we pass a building or bridge. we need to keep our minds open to all situations and ride within our means.

Do not try to ride over our ability, ride within it. Don't let your ego take over. Riding within your limits will let you ride another day.

I have been made aware of my instructor ability to teach others to ride correctly and ride within their knowledge now that my wife Rhonda is a new rider. It has made me aware of how a lot of new riders can get confused while trying to understand what they have learned. It has made me a better motorcycle instructor because I now can see the "other side". Sometimes we take things for granted and not always think of what the student or new riders are going through. As riders in this great organization, we need to help those new members understand what we are all about. The programs we have and what they mean to them and our membership. Take nothing for granted. . Your knowledge and training will go a long way if you allow yourself to stop and use that knowledge to better yourself and the members you are helping.

Larry Stiles