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GWRRA

Rider Education



NATIONAL RIDER EDUCATION NEWSLETTER

NATIONAL DIRECTORS

Bob & Sue Lorenz

Voice: 517-548-9028

Fax: 517-545-0776

E-mail: blorenz@ismin.net

Home Office

GWRRA Rider Education

PO Box 42450

Phoenix, AZ 85080

Voice: 800-843-9460 x211

Fax: 602-581-3844

E-mail:

customerservice@gwrro.org

Assistant

National Director

Joe & Dottie Allen

Voice: 615-449-3029

E-mail: jridered@bellsouth.net

Assistant

National Director

Bob & Althea Berry

Voice: (908) 730-8842

E-mail: bobberry1@earthlink.net

Assistant

National Director

Jim & Donna Cox

Voice: 253-952-8339

E-mail: jimdonnacox@attbi.com

Assistant

National Director Canada

Dave Hay

Voice: 250-923-8664

E-mail: hay@connected.bc.ca

Assistant

National Director Larry Stiles

Voice: 419-867-0335

E-mail: LarryStiles@msn.com

National Newsletter Editor

Bill & Linda English

Voice: (330) 799-8603

E-mail: Wenglish@aol.com



Welcome to 2002

With the changing of the calendars it brings changes on the National Rider Education Staff. I would like to thank those who have been helping and doubling their duties to help keep Rider Education moving ahead.

Bob & Althea Berry has moved into the position of Assistant National Director. Their new responsibilities will be coordinating GWRRA Rider Course Instructors and Rider Training Programs. Not an easy task. Welcome.

Linda & I will be putting together a newsletter with help from those who have more knowledge than us. Our goal is to help communications from National to our Chapter Educators in a timely manner.

Linda & I have been active members since 1986 and have made many achievements because we belong to GWRRA. Linda is Master Tour Rider 382.

Bill is Master Tour Rider 348. We are both MSF Basic Rider Course & Experienced Rider Course Instructors. We are also GWRRA Medic First Aid, Trike and Seminar Instructors.



We welcome your ideas and any safety information or articles you would like to have printed in the newsletter.

Please send articles by the 10th of each month to be placed in the newsletter for the month. You may send articles by email. We want to know what you want to hear.

We are looking forward to getting to know everyone and renew old friendships we have met through the years.

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Communications is very viable to the success of any program, group or association. A recent television commercial talked about bad communications. A Santa suit was ordered and a Panda suit came. It reminds me of how words can get changed between the beginning and the end. The meaning of what is being explained can be changed to something that could be damaging. As Rider Educators we need to make sure all information we are passing on to others is explained so all understand.

We teach in group riding to ride the trip at the level of the least experienced rider. We should also get the communications to our Chapter Educators at the level of our least experienced Educator. How many Chapter educators do we have with only a couple of years or less in the Association? Do we become complacent? Are we using acronyms too much? Do we explain what they mean? When we were all new members, did someone explain all this to you? It would have been nice. I know by now, you think I hit my head too hard in the accident I had. In my 16 years in GWRRA, yes I have heard these "how to" more than once. It doesn't hurt to re-enforce good information. We must remember to teach new Educators along with our long term Educators. Keep communications going for all to hear.

ARE WE DOING WHAT WE SAY??

I recently read an article about doing your

position or move on. I understood what the article was about but it is also important for Educators to be able to get the help they may need to do their positions. We all need to do our position correctly. Let them know they can contact the positions above them to get the help they may need. Help in writing articles, or give seminars. Ways to give a talk. How to seek out information. Explain you can use information from many places but remember to give credit to those when you use their information.

Although it is important to know how to give a Chapter talk, it is more important to be prepared. If you are not ready for your presentation you may lose the attention of the members. This is true of any position and at all levels. The audience will drift away as you fumble trying to get ready. To make excuses only compounds the problem. Be prepared!!

The position of an Educator is as important as an Instructor teaching a Motorcycle Safety Foundation course. You are passing good riding information for the members to use.

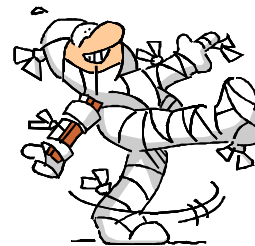


With the riding seasons at its low point, we tend to worry about the Gold Wings parked in a cold, dark space. We maintain them to the highest. Spark plugs, oil change, and sparkling clean. **BUT!!!** Did we clean the lining in the helmet? Look at the strap to see if it is frayed? Check the date inside and see when it was made. Could it be time for a new helmet? Did you check the pin connectors? Look to see if we can get rid of the scratches or do we need a new visor? Have we even emptied the pockets in our jackets? Clean the riding gear, maybe wash

and scotch guard? Where is that rain stuff? Frogg Toggs, are they ok? If you put them away damp, think again. Gloves, boots, eyewear, all riding equipment needs TLC just like the GOLD WING. If you are some of the luckier riders and don't have to stop riding through the winter months, you still need to check you equipment also.

Educators take this time to refresh the riders and co-riders. There are many FREE seminars and tapes to watch. We know how fast we can get to the Honda shop to see the new colors. Can we get our members to be that fast to come to a seminar. Make it a Chapter evening with food! How hard is it to get the Chapter to listen to a safety talk? Have food and a safety talk. That has always worked with GWRRA Members. Bring in a new face to speak. Ask your District Director to help or join in.

With all the resource's we have, at our fingertips, it is easy to keep our members number #1 in safety. Our Chapter Educators are the ones who make this happen and continue to keep GWRRA the best and safest Motorcycle Association. GWRRA is often copied and that makes me proud to be a member. To copy someone is a sincere form of flattery



Medic First Aid

What a great program. The classes move along very

swiftly with a lot of student participation. They are involved as they learn. Linda & I have had great reviews about the program from those who have taken the class. Notice I did not say teaches. Students will learn and coach each other as the class progresses.

I had to rely on my training three times last year and Linda performed her expertise two times. She was needed for a diabetic seizure, and then she was able to help me at the time of my accident. She was emotional and still did the routine for an accident site. Even to the point of using her 4 ways for traffic control until help arrived. You might need to use your training on someone you care about. You don't even have to think about how or what to do when you are a member in the Rider Education Program. This program keeps you current and so you will have the skill when you need them.

Our National Rider Education Director, Bob Lorenz, followed the proper steps for an accident when he and Sue had their accident. Bob was hurt but was able to secure the site and take care of Sue. Training works!

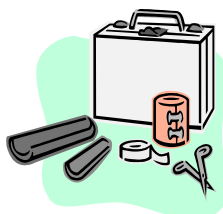


My last chat with Assistant National Director, Larry Stiles, he explained to me that he has been training a lot of Medic First Aid Instructors in many of the Regions. At \$20.00 per student plus the accessibility of instructors. Our members should be getting training close to home at a nominal cost.

Once you plant the seed of knowledge you must nourish it by refresher courses and updates. We know every time there is a recall on the Gold Wings or when a new accessory is available. Let us plan to do the same with Rider Education. If you hear of something new that pertains to motorcycle safety, let us know so we can spread the news to all.

First Aid Kits and Medical Forms

I know there is one of these in each and every Gold Wing, **RIGHT?**



The first aid kit! We check it all the time to replenish and make sure our protective gloves are not more than 3 months old. You may want to use the old rubber gloves when you change your oil and filter on your bike. Then replace with new gloves. There are many ways to replenish your First Aid kit. If you have to use it, you will be glad it is ready.

Did you know you could get rubber gloves that will allow you to feel the pulse thru the fingertips? A member of my local EMT unit explained this to me.



With the calendar change brings birthdays. With birthdays bring new or changes in medications. Have you downloaded from the National Rider Education Web

Site your new medical form? It may need updated. Linda and I have decided to give a filled out form to all our daughters also. With the convenience of the "Cell Phone" it is very quick to get medical information from different sources.

RIDER EDUCATION PROGRAM LEVELS

As the baby boomers are progressing (nice way to say aging) we need to keep alert of medical needs. This will happen with training, constant updating and communications.

Level I

Safety by Commitment

Level II

Safety by Education

Level III

Safety by Preparedness

Level IV

Safety by Enhanced Preparedness and Experience

We need to address the REP program volunteer helpers and some long over due recognition of the Chapter Educators. What are some of the ways to acknowledge their hard work? We need to do more than a hug & a handshake. Have any Regions or Districts thought of recognizing members who have been in the REP for 5 years, 10 years or more. Maybe a ball cap of different colors, a pin with an add on bar to be seen by all. These members have taken the time and money to keep the Rider Education Program going.

The senior rocker is great for the Educator who is in office, but what can we do for the behind the scene hard working member who gets you a place for your seminars, finds a projector, and will fill in at a moments notice. These are the dedicated members who are very supportive of the REP by

keeping their levels maintained for a lot of years.

Is there a spot in the Chapter meeting for presenting the REP patches? Is there a way the Chapter Educator can find out about a members status in an easy manner? We need to share how this is being done nationally.

Would it be possible for the REP members to be asked to stand up at Rallies? We ask for many other things to be recognized at rallies.



It is time for the members to be signing up for classes at Wing Ding. As these classes are filled, we do the search for Instructors. Get evolved and volunteer your time for at least one class. With all the great Educators and Instructors we have within GWRRA, we will be able to have enough classes setup for all. Pass the word for all Chapter Educators to take a minute and say hi or help those at the Rider Education booth. Do you think a suggestion box or a prewritten questionnaire for questions are needed? We may get some great ideas and hear what they need or want.

HELMETS

Recently I was asked about the safety of the new flip up style vs. a regular full-face

style helmets. Concerns were whether they are equal. I went to the Snell Memorial Foundation Web Site and found the following information.

Flip-Up Motorcycle Helmets

The Foundation has received a barrage of questions concerning a particular style of motorcycle helmet. This configuration looks like a standard full-face helmet but the front of the helmet is hinged to “flip-up” and away from the wearer’s face. Everyone, including our own staff, is impressed with the convenience of a full face helmet that facilitates drinking a cup of coffee, smoking a cigarette and conducting normal conversation all without removing one’s hat. The flip-up style is especially convenient for anyone who wears glasses.

So how come none of these flip-up helmets are Snell certified? The short answer is that none of the flip-up helmets are certified because none of their manufacturers has submitted them for testing. The Foundation is ready to accept submissions of flip-up style helmets and will hold them to all the same test requirements set for traditional full-face headgear. The chin bar will be tested for rigidity, the face shield must withstand the pellet penetration tests and, of course, the helmet must provide all the impact protection we demand of every full face and open face style motorcycle helmet. Drinking coffee and cleaning eyeglasses without removing a helmet is very appealing but the Foundation is not ready to give up any protective capability for the convenience.

How well will the flip-up

helmets do in Snell testing? We won’t know until we test them. My best guess is that the chin bar rigidity tests and the face shield penetration tests will not represent any particular problems. Since most of the current flip-up headgear use standard chin straps and buckles and can be removed without lifting the face piece, I do not anticipate any retention test problems either. Impact testing may pose unique difficulties for this flip-up configuration but Snell impact testing poses difficulties for all motorcycle helmet configurations.

The Foundation urges helmet manufacturers to design and build flip-up helmets to meet the M2000 standard and submit samples for Snell certification. We hope that interested motorcyclists everywhere will contact helmet dealers and distributors with the same encouragement.

[http://www.smf.org/headsu/heads-up30.html#Flip-Up Motorcycle Helmets](http://www.smf.org/headsu/heads-up30.html#Flip-Up%20Motorcycle%20Helmets)



I personally like the above logo. My helmet is off to the designer. To me, this represents Peace, Tranquility, Love, and Camaraderie with our Association.