



# GOLD WING ROAD RIDERS ASSOCIATION

## RIDER EDUCATION NATIONAL NEWSLETTER

*Bob Lorenz, Jim & Donna Cox, Joe Allen, Larry Stiles, David Hay*



*National Rider Education Newsletter*

**GWRRA**

*January 2002*



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*Joe Allen*  
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### *In this issue*

- ◆ A Note from Region D!
- ◆ Shared stories from other Regions!
- ◆ Greenbar explained! Jim & Donna
- ◆ Fun, Facts and Field events!

### NEW YEARS RESOLUTION

What a time to suggest one to a chapter member, to a District or Region. What're your goals for 2002? This old tradition may be an opportunity to promote ones ability to see 2003! Ed Brennan

**When I die, I want to die like my grandmother: who died peacefully in her sleep. Not screaming like all the passengers in her car. Unknown**

The **Revised GWRRA Top Gun Competition Handbook** is now complete and is available for downloading on the GWRRA Rider Education website. There have been several changes to the handbook including instructions, exercises and scoring.

**WING DING NOTICE – MASTER'S BREAKFAST** – The Masters Breakfast will be held on 6:30 to 8:00 am, Wednesday, July 3<sup>rd</sup> in Ft. Wayne. Notices regarding this will be mailed out shortly to current Masters. Please note that you must RSVP to the Home Office prior to Wing Ding. The space is limited to 400 attendees so tickets will be issued for anyone that RSVPs. **There will be no admittance without the ticket.**

The **Revised REP Levels Application/Renewal Form** is available from your District or Region Educator. Members wishing to access the form can do so at the GWRRA Rider Education website. Please remember to mail the form in to your District Educator.

Reminder to All – Past issues of the **National Rider Education Newsletter** are available on the GWRRA Rider Education website. Issues will be posted there 30 days after initial distribution.

Members wishing to download a copy should be directed to the website.

acknowledged for doing so. It was and remains a small group of committed members.

### **REP Level III - Proper Riding Gear**

from Bob Lorenz

After polling the RD's, RE's and the National Rider Ed Staff many months ago regarding this issue, I presented my reasoning for reversing the change on the application that now requires the commitment to wear proper riding gear at Level III (It was always included in the REP Handbook but not on the application forms.) The following is a re-edit of my reasoning originally communicated. Please copy and use this as you discuss this with your educators.

It is my personal belief that all riders/co-riders should wear appropriate riding apparel at any time they are on motorcycle. As an instructor it is my sincere hope that we educate and convince motorcyclists of the sensibility of this aspect of preparation.

However, we all know that motorcyclists tend to be a little on the independent side meaning that they ride because they choose to and that it is an extension of their individualistic freedom. This extends to riding gear as well.

### **Effective immediately the Level III application will be changed deleting the requirement for proper riding gear at that level.**

It is my belief that the original levels were developed to focus on educating and training as many members as possible. It was intended to enhance motorcycling with a structured tier of progression that members could be proud of and aspire to complete. And I believe that it has worked well. I do not believe that Level III's intent is to enforce the wearing of proper riding gear. I believe that this is a personal commitment at level IV and is accepted as such.

"The Levels Program was first established with only three levels. Level IV had never existed and was added to the program later on. Level III has always had the riding gear requirement in the Rider Ed Manual but it was never on the application. Only Level IV presented this to the members as a requirement. It was never obvious to any member that this was a part of Level III unless some very knowledgeable educator mentioned it.

I believe that by trying to enforce this at Level III we fall short of the mark and purpose of Level III, preparing the member for the unexpected and equipping them with CPR/FA. Because of the riding gear issue we are now seeing members who are dropping out of Level III and are not taking the CPR/FA course that we believe to be so necessary and potentially life saving. I believe our focus must be on the education and training aspect and not the enforcement aspect.

The purposes of the levels are well known but let me review these again. Level I was to obtain and reward a conscious commitment on the part of the rider/co-rider to work toward enhancing their riding experience by striving for reduced risk and therefore a greater level of safety. Level II was to encourage the rider/co-rider to get as much education as they could through formal training. Level III was to prepare riders/co-riders for the unexpected incident by training them in CPR/FA. These are, in my opinion, the key and critical points of each of these levels.

Therefore, I am changing the REP application by deleting the "Wear Proper Riding Gear" requirement for Level III but including at all levels the statement "**Participants are STRONGLY URGED to wear proper riding gear while riding**".

Level IV then took the total package and allowed a member to consciously decide to set an example by combining the entire package including proper riding gear and to publicly acknowledge and be

If a member is committed to reducing risk and enhancing safety, they will wear the gear at Level I. If they choose not to, they won't for any reason we

present. It is our mission to educate and inform but it is not our duty or mission to enforce. Let's commit to focus on getting the educational and training opportunities out to the members and put this issue aside and behind us."

### Road Captains Course

from Bob Lorenz

Several members have raised questions concerning the Road Captains course and this needs to be clarified. Please cascade this to all educators throughout our organization. We will also include this notice in the next issue of the National Newsletter.

The Road Captains Course has been written to provide training for members who desire to participate in leading group rides. The program is comprised of two elements - the "lecture" or seminar element, where the concepts and ideas are communicated, and the "practical" or road ride segment, where the concepts and ideas can be put into practice.

In order for the participants to receive a completion certificate (or completion card as these become available) they must complete both elements of the program.

There has been question about coverage from our insurance underwriters. This program has been reviewed by our underwriters and is covered under our blanket liability insurance. Having said that, the road portion of this is a practical application element and is not an instructional element. Participants involved in the road portion participate with full responsibility for the ride and their actions. Road Captains course presenters must insure that every precaution has been taken to provide as safe an environment for this element as would be provided for any chapter or group ride.

There is currently an indoor, non-riding exercise being evaluated for applicability but this has yet to be approved. If it is approved it will added as an

option to the program but may not replace the road element.

If there are any questions regarding this please contact me.

**Sometimes I think war is God's way of teaching us geography." Paul Rodriguez**

### *A shared word from Region D*

Hello Friends,

Rider Ed is always an important part of the agenda at the National Operations meeting. Bob Lorenz, National Director Rider Education, will be bringing everyone up to date on our successes, our disappointments, and our short and long term goals. We like to bask in the glow of our successes, and hopefully we learn from our failures, but it's the goals that are most important. Goals focus our attention where it should be – on making our program better by serving the needs of the members.

Sometimes it's tough to see the big picture. Like the guy who's so intent on the trees that he can't see the forest, we often get so hung up in details that we lose sight of what it was that we started out to do. For those involved in Rider Ed, what we started out to do can pretty well be summed up in three statements:

- 1) Provide our members with the mental and physical skills that they need to reduce their risk, and the severity of injuries, while riding their motorcycles.
- 2) Provide our members with the mental and physical skills that they need to handle emergency situations that may arise while riding their motorcycles.
- 3) Present this education in an atmosphere of caring, friendship, and FUN.

Rather oversimplified, isn't it? But, that's really what we're all about, in a nutshell.

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I hate losing good Rider Educators. Over the years I've seen several outstanding Rider Ed officers resign under circumstances where they felt unappreciated, frustrated, and discouraged. Somewhere along the line they had been separated from those things that had originally enticed them into the world of Rider Education.

Have you ever experienced "burnout" while serving in a particular position? Symptoms of burnout may include inability to come up with new ideas, dreading the normal duties associated with a position, or frustration with those who don't see things your way and don't seem to want subscribe to your philosophies. Burnout in any officer position can happen for many possible reasons, but sometimes it happens when people get too far away from the core of what it was they were originally supposed to be doing. Are you a Rider Education officer who's experiencing burnout, or believes that you aren't making a difference in your chapter? If so, try asking yourself these questions:

- Have I lost sight of one or more of the above goals? (*Did I have these goals to begin with?*)
- Are my **own** expectations unrealistically high, thus setting **myself** up for failure?
- Are my expectations of **others** unrealistically high, thus setting **them** up for failure?
- Am I allowing people to express their own ideas, even when I may not agree?
- As an educator, am I recognizing that different people learn in different ways, and it may be necessary to present the same information using different methods?
- Do I accept the idea that success isn't always easily measurable, and that the results I'm looking for may not be as immediately apparent as I would like?

If the answers to one or more of these questions lead you to believe that some changes might be helpful, here are some tips to help get you pointed in the right direction. If you or someone you know holds a different position but is having similar problems, some of these may be useful to you, too.

- Get back to basics. Make sure that everything you do in Rider Ed meets the requirements of one or more of those three statements.
- Set goals that are reasonable, obtainable, and measurable – both for what you want to accomplish, and for what you would like to see others accomplish.
- Be slow to disagree. Give others a chance to fully explain their way of thinking. Often, apparently major differences of opinion turn out to be minor differences expressed another way.
- When repeating a presentation to a group (such as your chapter), find a way to communicate the same information in a slightly different way. You may help someone understand an idea that didn't make sense before, and everyone will be grateful for the variation.
- Recognize that not everyone will always follow the ideas and guidelines that you put forth, no matter how convincing you are or how right you may be. If you avoid taking it personally when this happens, you'll remain optimistic about future successes.

Commitment to Rider Education is lifelong, and although your tenure as an officer may not be quite so lengthy, the useful, happy, and constructive time can be lengthened almost indefinitely by keeping these points in mind.

Until next time, Ride Safe... Dave & Helen

**CONGRATS! Region N Educators of the Year 2001– 2002: Pat/Shelia McMahan Sr. Educators VA-C (Newport News, VA)**

**WHEN RIDING, COVER ONLY THOSE PARTS YOU INTEND TO USE LATER IN LIFE**

**WHEN IS THE LAST TIME YOU SAW AN  
ARAB RIDING HIS CAMEL IN SHORT  
SLEEVES?**

.....

**If a woman has to choose between catching a fly ball and saving infant's life, she will choose to save the infant's life without even considering if there is a man on base. Dave Barry**

**"The problem with the designated driver program, it's not a desirable job. But if you ever get sucked into doing it, have fun with it. At the end of the night, drop them off at the wrong house." Jeff Foxworthy**

**CHANGES:**

In briefly reviewing the listing on the GWRRA website it would appear that information regarding the appointment of Ron Whitehead as the Region L Educator was not communicated. My apologies to Ron and to the rest of you for missing this.

Anyway, Ron's appointment was effective in May 2001. We wish him good luck and I know you'll join me in offering any of our new RE's a hand and information as needed.

**Welcome back aboard to an old friend and great Educator! It's a pleasure to see you back!**

Former Region L Director and now:  
Region L Educator!  
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We want to take this opportunity to thank **Frank & Barb Murphy** for all that they have done for Rider Education in Region K. It is only because of their efforts that the Rider Education program has advanced this far. Frank & barb are stepping down at the end of this year and will definitely be missed.

We wish you both well in your new endeavors.

It also gives me great pleasure in announcing that **Gary Ptolemy** has accepted the Challenge of Region K Rider Education Officer and we look forward to working with Gary in the future as we know that Rider Education in Region K is again in very capable hands Thank you Gary for accepting this very important position.

**Important news.** HEADLIGHT MODULATORS ARE LEGAL IN CANADA IN EVERY PROVINCE...AND IN EVERY STATE IN THE U.S. In Canada your local Law Enforcement agencies may not be quite up to date on this legislation. In Canada you can refer them to Transport Canada Standards...in particular Canadian Motor Vehicle Standard # 108. This spells out in detail the technical requirements. What this means is that any Modulator conforming to the US Federal Standards will comply with the Canadian standards...because Transport Canada adopted the US standards. KISAN, KRISS & others meet the standards...I use a KISAN myself & swear by them. One thing to keep in mind when using a modulator is how effective they really are! That may sound a little strange unless you consider that you are operating your high beams as you ride or stop behind vehicles in traffic. Many cage drivers are not used to them and will tend to treat you as if you were an Emergency Vehicle at times, especially if you ride a white Wing. To avoid annoying other drivers I do the following: Turn the modulator off while riding under normal Hwy traffic conditions (where there is no real need to "warn" oncoming vehicles); when stopped behind a car at traffic lights or facing one who has already "seen" you; while riding in a group of other motorcycles unless you're the front bike. Turn the modulator on: when I would normally honk at an emerging or turning car; in heavy traffic downtown or on Freeways; in poor visibility like fog or rainy days. I have found that the modulator, combined with my Air Horns, can command and demand respect from other road users...HOWEVER...DO NOT DEPEND ON IT TO GUARANTEE YOUR SAFETY. Your entire

defensive riding skills are the ONLY way to make it as safe as possible when you ride. Don't bet your life they saw you...you can't afford them odds!

If you would like a FREE copy of the Transport Canada Standards specifications and the BC Provincial Motor Vehicle Act Regulations and Compliance Circular, send me a stamped, self-addressed envelope at 1483 Leed Road, Campbell River, B.C. Canada, V9W 5R3 & I'll mail it back to you.

**DAVID HAY, ASST. NATIONAL DIRECTOR**

### **Safe Passing**

*Think about what the other driver might do and what you should do when you pass.*

When you must pass another vehicle, Motorcycle operators offer these safety tips:

Look well ahead, especially on a two-lane highway.

Leave enough room to pass safely and don't assume that oncoming traffic will slow down for you.

Make sure that you are in a legal passing zone and above all else, check the yellow center lines and look for "No-Passing" signs.

Be certain that you have enough distance between you and any on-coming traffic to safely pass the vehicle in front of you. You will have to exercise caution here and briefly ignore the two-second rule as you move your vehicle into a passing posture. Although you will not be using the two-second rule, weather conditions, road surfaces, terrain and traffic will play an important part in determining your safe following distance as you begin your passing maneuver.

Communicate with other road users. Use your turn signals to alert others of your intentions.

Check your blind spots! More often than not, other road users (vehicles) have a tendency to linger along side motorcycles.

Look in both mirrors and make a head check before you move to avoid cutting off another vehicle or running it off the road.

Make you pass quickly, but do not exceed the speed limit. If you must travel over the speed limit, the pass is illegal and unnecessary.

Once the passing maneuver is complete, signal your return to the right lane and don't slow down! Give the vehicle behind you plenty of room. If you have to slow down, this could irritate the driver behind you and may also be another sign that you passed illegally.

***The number 1 rule: Stay focused at all times. A safety minded rider will always find a safe, Legal way to pass. Slow down and Maintain a safe following distance.*** Ride Safe and Keep the Shiny Side Up.

[Larry & Donna Marsh](#)

Region "H" Educator

### **EXPLANATION OF GREENBAR**

*By Jim & Donna Cox*

*Asst. National Rider Ed.*

We have been asked several times about what some of the columns mean that appear on the greenbar that we send out. The following is a detailed explanation of each column.

**EXPIRED** – This may not always show up on the greenbar, but occasionally it does. It means that the

home office has indicated to us that a member's GWRRA membership is expired. We leave the members in because someone may have just forgotten to renew their membership, were late in renewing or may have renewed since we got our last report from the home office. Not a column to worry about. If a member is deceased, or is known to have actually "dropped out" of GWRRA, it would be nice

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for the educator to let us know and we will take that person off the report.

**INVALID** - we mark this column if there is something that makes the member invalid for the level they are at. Maybe there are not enough safe miles recorded for the level they are at, a course has expired, etc. This can be used by the Educator to see how many members they have that may need a CPR class, for example, so that the Educator can set one up. It can also be used to let an individual member know that they have expired in a course and help them get into a class.

Next, is usually the member's GWRRA member number, name, address, region, district and chapter, pretty self-explanatory. It is very helpful when the **CHAPTER** is given on the application so we can enter it. This helps the District Educator split up the report for the chapters, instead of trying to guess who is in what chapter.

**LEVEL** is the most current level we show for that member. **LEVEL DATE** is the date we entered that member into that level. For example, a member signs up in Aug. 2001 for level 2, the **LEVEL** column will show 2, and the **LEVEL DATE** will show Aug. 2001.

**MASTER #** - the member's master number

**LAST RENEW** is the date the member last renewed his level. Levels 2-4 need to be renewed the first of the year (this doesn't always happen). **LAST RENEW** shows the Educator those who may not have renewed for the current year and gives them the opportunity to find out why, they can use this column to estimate how many renewal pins they may need to order by how many members are actually renewing, etc. If a member renews their level 3 on 1/4/01, that is what will show in the **LAST RENEW** column.

**R/C/B - Rider, Co-rider, Both.** Some co-riders also occasionally ride, but not all the time, and therefore want to keep both a co-rider and rider status.

**SAFE MILES** - the amount of safe miles a member has reported to us since joining GWRRA. This is indicated in segments of 5,000 miles. 5 = 5,000; 10 = 10,000; 15 = 15,000 etc.

**COURSE TITLE** - the riding course taken to satisfy level 2 in the program. ERC=Experienced Rider Course, MRC=Motorcycle Riding Course (basic course), CRS= Co-Rider Seminar, TRIK=Trike Course, TRLR= Trailering course, PLP= Parking Lot Practice, 2-UP=any of the courses done 2-up, ???= no course title was indicated on application. I think I got them all. Some courses that are not valid for satisfying level 2 are the Road Captain Course and the Co-Rider Course taken by the actual rider (unless they want to put 5,000 miles on the *back* of the bike, which is one of the requirements).

**COURSE EXPIRED** - the date the riding course expires for a member. This is a good tool for the Educators to use. If a large amount of co-rider seminars are about to expire, they can then set up a course, for example.

**FA (First Aid) and CPR** columns list what type of course was taken. ARC=American Red Cross, AHA=American Heart Assoc., MFA= Medic First Aid, NSC=National Safety Council, CRC=Canadian Red Cross, SJA=St. John's Ambulance. I know that there are others listed. If ??? is present for a member it can mean one of two things, either a course title was not indicated on the form, or the course was one that is not nationally recognized, like from a local fire dept., school, work place etc. These are ok; we just can't keep track of all the smaller organizations.

**FA EXPIRED and CPR EXPIRED** indicates when that member's first aid and/or CPR cards expire.

**HIGH MILEAGE** - the amount of high miles a member indicates to us. This is from the member's entire time of riding, even before GWRRA. This is

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indicated in segments of 50,000 miles. 50 = 50,000; 100 = 100,000; etc.

**GWRRA INSTRUCTOR** - if someone indicates that they are a GWRRA instructor, you will see their instructor number in this column. This ties in with the columns titled TRIKE, TRAILER, SIDECAR and SEMINAR, which would indicate what kind of GWRRA instructor that member is. This is helpful to the Educator in that he/she can see whom they may have that is a trained instructor to help out at a rally or some other function, for example.

**CPR/FA INSTRUCTOR** - if someone has indicated that they are a first aid and/or CPR instructor, you will see which type of instructor they are in this column...ARC=American Red Cross instructor, MFA=Medic First Aid instructor, etc. The Educator can use this information. If a number of members need a first aid and/or CPR course, the Educator can see whom they may have as an instructor and set up a course.

**MSF INSTRUCTOR** - if someone has indicated to us that they are an MSF instructor, it will be shown in this column.

**LAST UPDATE** shows the date we were last into a particular member's files. This can be used by the Educator to determine how active a member is in REP. If no date is listed, then we haven't been in that member's records since taking over the database in July of '99. An Educator can maybe find out why someone has signed up for REP and then has not been active in it.



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