



GWRRRA Rider Education



NATIONAL RIDER EDUCATION NEWSLETTER

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(Bill English)

The busy corner of Rider Education is in high gear preparing for the spring season with seminars, MFA classes, planning and signing up for rider course classes. As more members' head on out to those ice cream and dinner rides, they will be mentally ready to avoid any problems.

Thanks to all who have sent me a newsletter, keeps me busy and out of some trouble.

I have been noticing a sizeable increase of numbers from all participating in the Rider Education Program. Good work from the Chapter Educators. It shows that the programs are working and the members are interested in having a safe ride by getting involved in REP. It is very important that we maintain the records and get the reports in on time. The REP numbers are more than just entered into a computer somewhere. The numbers show the Region and District activities. You can be proud when you know you are part of an Association which is #1 in teaching the members all aspects of safe riding and can prove it. Keep the numbers coming.

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THOUGHTS FOR MORE FATALITIES AFTER 40

(USA Today 1/10/2002)



We hear about baby boomers every day and this article is a result of the ageing process.

There are more motorcycle riders above 40 now than there was in 1990. Also there are more riders over 40 being killed in a crash now than before. The director of corporate communications for Harley Davison, says it isn't age that causing the increase in fatalities for the over 40 group, it's inexperience.

About 92% of bikers involved in accidents in 1999 where self taught or learned how to ride from someone else not in a class, according to the Motorcycle Safety Foundation.

The Insurance Institute for Highway Safety data DO NOT show that older bikers are more dangerous than others, says Elisabeth Piper director of corporate communications for that foundation. But the stats do show "that training is more important than ever, and there is certainly more room for states to increase training".

Many states offer training classes, but because Students who finish can get their license, the classes are booked more than a year ahead.

MSF CLASSES

In some states, when you call and find a class filled you may still get

in as a walk-in student. There are many classes that have students that don't show up. My advice is to show up for the class and try to get into the class as a "Walk In". You will need the proper paper work to get into the class. License or permit which ever your area requires. I have seen as many as five walk-ins in a single class. We sometimes have no shows at Wing Ding too. Do not give up on getting into a class just because it shows filled.

"THE MORE YOU KNOW THE BETTER IT GETS"

The Gold Wing Road Rider Association has in place the best Rider Education Program of any motorcycle Group

RESEARCH



Research your articles and always remember to include where you found your information. Always check to see if it is allowed to be reprinted. If you want to find out about a topic and cannot locate it, ask any Educator, they will be glad to help you. There are many sites on the computer to research and also there is a lot of knowledge and experience in the Association that you can rely on. Please watch the dates of your articles. I recently read a Chapter newsletter article that had re-printed an article that was twelve years old.

NO ZONE

By
(U.S. Department of Transportation)

Thanks to the many trucking companies that display this on their trucks and bring the trucks to our rallies. With these displays we can see what they don't see.

The NO-ZONE represents danger areas around large vehicles where crashes are more likely to occur. This area around the large vehicle is

where you are hiding from the operators view.

The NO-ZONE is not just applied to large 18 wheel trucks. Recreational vehicles, pickup's pulling trailers, large vans & busses and vehicles of size and no rear windows. The professional drivers have to have their vehicles ready for inspection at all times. How many RV's that are used one or two times a year has a professional inspection? The pick-up truck hauling a camper? The horse trailer? I'm sure our members, because of good Rider Education, are checking their vehicles before riding down the highway.

The blind spots are many along side these vehicles and to the front of these vehicles. A Gold Wing must be many feet in front of large truck before the Drivers are able to see. The Rider should be able to see in his mirror the windshield on the truck in order for the Driver to be able to see the Rider. The "No Zone" on the Drivers side is the area from the last set of tires on the tractor to just pass the mirrors. The right side of the vehicle "No Zone" encompasses a large area. It is "pie shaped" from the front tire to an area pass the rear of the vehicle, extending over many lanes. The rear "No Zone" has a deep blind spot directly behind them. The truck driver can't see you in this position and your own view of traffic flow is severely reduced. The only way they can see you is if you can see their eyes in the mirrors. That does not mean they are looking at you but they could see you.

PASSING

When vehicles cut in too soon after passing, then abruptly slow down, truck drivers are forced to compensate with little time or room to spare. Because it takes longer to pass a large vehicle, you should maintain a consistent speed when passing and be sure you can see the cab of the truck in your mirror before pulling in front.

"Remember, Trucks Don't Drive like Cars" Generally speaking, the bigger they are:

- The bigger their blind spots.
- The more room they need to maneuver.
- The longer it takes them to stop.
- The longer it takes to pass them.
- The more likely you're going to be the loser in a collision.

We must share the road with other users who use the highway for their work.

Brake Fluid Tech Tip

(This article from the Ford Motor Company)

Brake fluid is a driver's connection from brake pedal to the brake pad. The fluid is the critical item responsible for making sure the pressure you exert on the brake pedal equates to a short stopping distance. Important factors surrounding brake fluid are:

- **Age** – fluid should be changed every 24 months to ensure purity and effectiveness.
- **Moisture content** - Brake fluid attracts water. Water corrodes other brake components and can cause brake failure. Furthermore, it decreases efficiency by lowering the boiling point, which is critical in preventing brake fading.
- **DOT requirements** – Department of Transportation is an international reference for defining ratings and characteristics. Most brake fluids used today are DOT 3 and DOT 4. See the owners' manual for the specific fluid to be used in your vehicle.



MEDIC FIRST AID

(Larry Stiles)
(Assistant National Rider Ed. Director)

"2001" – A year to remember! Thanks to the efforts of Region, District and those members that took the time and effort to take a day and be trained in MEDIC FIRST AID BASIC 5.0 and for giving the members of GWRRA one of the best programs we have in Rider Education. We have trained over 700 members in 2001 and now have 145 MFA Instructors in our great organization.

As I sit here in a warm hotel room in Wisconsin, I look forward to the new exciting year that GWRRA has in store for the members in Rider Education.

The first MEDIC FIRST AID BASIC 5.0 Class of 2002 was held in Appleton, Wisconsin. We now have 24 members newly certified in MEDIC FIRST AID BASIC AND AED. As all the other Instructors I have trained, their enthusiasm is overwhelming and is sure to affect the members that will be taking this great program. There is one thing I would like to make clear and hope everyone understands. This program is not taking over the other great programs that our members can receive. American Red Cross and American Heart Association are great organizations that our members can still take. We have outstanding members that are Instructors in these organizations and we want them to feel free to train our members as they have in the past. MEDIC FIRST AID is an organization that we feel gives our members the best in CPR and First Aid at a cost that our members can appreciate and afford. We have Region B, Region D, Region E and Region N fully supporting the program with several members that are Instructors. We have other Regions that have Instructors but are not into the program fully. We hope we can encourage these Regions this year to take more of an active roll in this in-house program. We have a Trainer in Region N, Gene Davis, who has helped me in keeping his Region up to date and is doing an outstanding job. I have my letter in to MFA to become a Master Trainer. This will allow myself to go to Regions that have this program and train one of their MEDIC FIRST AID Instructors to become a trainer for their Region. This process will begin once I become a Master Trainer.

Wing Ding – please pass this to all your MFA Instructors, we are looking for Instructors to help teach at Wing Ding. I need your help.

- Tuesday 7/2/02 (4 Instructors)
 - Thursday 7/4/02 (2 Instructors)
 - Friday 7/5/02 (4 Instructors)
- Friday's class will be for re-certification. We are using two training room for this, so that means each day we are training 48 members, 24 to each classroom. Please inform your Instructors that we need them to help out. Your help is greatly appreciated and we thank you. Best Wishes for a safe and happy 2002. Any question contact me at my email address listed on the front page.

PROTECTIVE GEAR

(Amy Holland)
(Editor Friction Zone Magazine)

Although street bike riders don't ride as fast or hard as racers, why do so many of them wear a minimum of protective gear? By a minimum of protective gear I mean a helmet and clothes (you can't walk around nude in public). I have seen riders wear as little as a pair of shorts, tennis shoes, and a helmet. I use to be one of those riders! (except I wore a t-shirt) Now days I wear a minimum of boots that cover the ankles, jeans, motorcycle jacket with padding, full finger gloves, and helmet.

Be prepared for the worst. One way to prepare is to wear good protective gear. No, it's not guaranteed to save you life but it may help to lessen injuries you get if you crash. You can bet when I crashed in 1994, wearing shorts, I wished I had been wearing something that provided more protection. I've never heard of anyone crashing and then complaining afterwards that they were wearing too much protective gear. Another way to prepare is to enroll in Motorcycle Skill Classes and keep practicing what you learn long after the class has ended.

What is the Jacket or Pant made of?

(Cycleport Magazine)
(www.motorport.com)

The most versatile MC apparel is made with Nylon or Nylon/Lycra/Kevlar woven material. The minimum standard for tear and abrasion strength is 500 Denier Cordura Nylon. Hundreds of nylon materials exist. In a single layer outer shell, less than 500 Denier Cordura will not offer enough protection in a tumble. Stay away from apparel where the material is not described.

- ❖ **Aero-Tex** - a thin light weight membrane, mounted between the face fabric and the lining. It is Waterproof/Windproof/Breathable. Cycleport has been manufacturing garments with this membrane for over 20 years.
- ❖ **Ballistic Nylon** – a specific nylon developed by Dupont for the U.S. Department of Defense for use in flak jackets. Later Kevlar replaced it. The basket weave construction

helps add abrasion resistance as opposed to a plain weave. The name is used as a marketing tool with ballistic sounding like something that is “bulletproof”, therefore really tough. Many motorcycle apparel companies use the word “Ballistic” when describing material. In many cases the materials tear and abrasion strength does not meet a minimum standard for MC apparel and the word is used only as a sales gimmick.

- ❖ **Breathability** – Humans control body warmth by perspiring and thus prevent the body from overheating. When riding it is necessary to transport at least two pints of perspiration (water vapor) through clothes every hour. When apparel does not breathe, water vapor turns into sweat and in cold weather we heat loss is 23 times greater than dry heat loss. Suits that do not breathe and use vents will only be somewhat comfortable in perfect weather.
- ❖ **Cordura** – A high tenacity, air textured nylon fiber, made exclusively by Dupont. Superior abrasion resistance over any other fabric/fabric on a head to head comparison, i.e., fabric is same weight, same construction, same amount of back coating, etc. Hundreds of nylon materials exist. 500 Denier Cordura is a MC industry minimum standard for apparel material abrasion and tear strength. (Be cautious when other companies do not use Cordura in nylon apparel or use less than 500 Denier.)
- ❖ **Denier** – A unit of measurement used for nylon. Simply, the bigger the number the bigger the yarn.
- ❖ **Gore-Tex** – Thin lightweight membrane mounted between the face fabric and the lining. It is Waterproof/Windproof/Breathable. This membrane has nine billion microscopic pores per square inch. These pores are much smaller than a droplet of liquid water, but much larger than a molecule of water vapor. Water in a liquid form cannot penetrate the membrane, but both moisture vapor from perspiration and heat can easily escape. The membrane works when the outside temperature is colder than you body temperature. The

membrane actually sucks the heat out of the apparel as long as the outside temperature is lower than 98°F.

- ❖ **Insulation** – The other MC apparel companies usually don't tell you what the insulation is or they make up a name. A few of the more expensive jackets use Thinsulate. Thinsulate was an improvement over Down insulation because it performed two times better and it didn't separate and breakdown as easily. Thinsulate can lose up to 20% of its insulation capability with each wash. Cycleport uses either Thermolite or Thermoloft. Thermolite performs four times better than Thinsulate and can only lose up to 2% when washed. Thermoloft performs two times better than Thermolite, six times better than Thinsulate and no breakdown of insulation occurs when washed.
- ❖ **Kevlar** – Kevlar is the strongest fiber known to man. Kevlar is made by Dupont and for apparel use comes in a thread form. In a pure weave Kevlar does not stretch and is not suitable for use in MC apparel where abrasion is important. Cycleport makes suits from a Kevlar / Cordura / Lycra weave. This specially blended Kevlar material meets and surpasses all requirements for motorcycle apparel. Cycleport's Kevlar suits are the only synthetic apparel approved by the F.I.M., A.M.A., W.E.R.A. and many other racing organizations.
- ❖ **Polyurethane** – Is a coating that has a rubber texture. This is applied to the inside shell of most nylon. It is used primarily to seal nylon threads when woven into fabric. The majority of all nylon motorcycle apparel is 100% polyurethane-coated and does not breathe properly. Polyurethane can also melt into your skin during abrasion. Polyurethane can also trap water after a rain for hours. Even the most expensive apparel has 20% or more Polyurethane coating. If you are looking for greater performance avoid apparel that has more than 20% polyurethane coating.
- ❖ **PVC (Poly Vinyl Chloride)** – Nylon alone is not waterproof. In rain suit and waterproof garment

descriptions you'll notice the acronym PVC. This is a rubberized coating that is laminated to the nylon to make in waterproof.

- ❖ **Safety Lock Stitching** – Cycleport uses a sewing machine that weaves five threads on the inside seam of a garment. We then sew a double needle thread over the outside top of the inner Safety Lock Seam. The result is a seam 17 times stronger than a single needle stitched seam.
- ❖ **Scotchlite Reflective Material** – Can help to avoid an accident in low visibility or nighttime situations. When light from approaching headlights hits the garment, the material reflects back to the oncoming vehicle a brilliant light which is more than 300 times brighter than white fabric. Scotchlite material is more wash durable and substantially brighter than other reflective materials.
- ❖ **Seam Sealed** – When garments are sewn the needle creates holes that will allow water to pass through. Seam sealing tape is applied to a stitched seam using heat to bond the tape to the material making the seam waterproof.
- ❖ **Taffeta** – Taffeta is a strong lightweight, breathable nylon that is used primarily for suit linings. Taffeta linings offer the wearer a greater level of comfort. Taffeta also allows the suit to be put on and then off with greater ease.
- ❖ **Taslan** – Another Dupont invention. A means of bulking the fiber to give it better abrasion resistance. Taslan that is blended for Cycleport is lighter than Cordura yet strong and thin.
- ❖ **Tri-Armor** – Is armor comprised of a plastic membrane sandwiched between dual density closed cell memory armor. Tri-Armor was developed from the results of a four-year crash study in Germany. The goal of this study was to develop the most protective MC suit. Construction and placement of the Tri-Armor was designed to provide the best impact and abrasion resistance. Cycleport's Kevlar suits with Tri-Armor exceed the current "CE" approved standards.
- ❖ **Ultra Cordura 1000 Denier** – This is the strongest nylon material ever used in a motorcycle suit. It has greater abrasion and tear

strength than 1050 Ballistic Cordura. Made by Dupont this is the first nylon material used in MC apparel, made without a polyurethane coating. Without the coating the Ultra II Series breathes better than any other motorcycle nylon or leather suit ever made.

- ❖ **Why remove the Gore-Tex / Aero-TEX Liner** –
 1. When the outside temperature gets into the mid 70's, low 80F you'll notice a little sweat inside the jacket or pant. (The membrane cannot suck the heat out quick enough.) Once into the 90F range it will feel like your wearing a plastic bag.
 2. Pollution, dirt in the air and oils in your sweat, will all plug the membrane. In some cases this can happen in a very short period of time. This causes the membrane to either breathe poorly or not at all.
 3. Removing the membrane when it gets over 75F allows you to ride in comfort. With a 3% or less polyurethane coated garment, you're actually more comfortable than wearing a T-shirt in hot weather. If you're moving on the bike at even over 100f you should not sweat at all.
 4. The only way to properly clean a waterproof/windproof/breathable membrane is to wash it separately in a machine with warm water and powder detergent. This will keep the liner clean and breathable for the life of the garment. Washing the whole jacket/pant in warm water will ruin it very quickly. Colors will fade and many materials will be ruined sometimes after just the second or third machine wash.
 5. Other waterproof apparel even when it breathes will start getting uncomfortable when temperatures reach 75%. Adding vents will help but this also causes problems. Vents are difficult to waterproof and cause a loss of protection in a crash when opened in warm weather. To match the breathability of our outer shell the vents would need to cover the entire body of the suit.
 6. After the rain stops while riding the outer shell will dry in minutes.

RIDE SAFE