

# Gold Wing Road Riders Association



## Rider Education Program

*National Newsletter...*



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August 2008

VOL. 8/08



Wing Ding 30, in 2008, is now a great memory. 11,264 Members participated in the festivities. We all had a wonderful time. This event was a huge success in many ways. It had the fewest complaints for all previous Wing Dings from the perspective of the Member and vendors alike. There are a number of other factors that measure the success of an event this size. We can share a few that we can all be quite proud of.

25 Rider Ed Seminars were offered using recently updated/revised presentation materials, and we had in excess of 1000 attending them. We had been hearing requests for more modern PowerPoint-based seminars for the last few years and they are all now revised in a common format. Now there is no need for individual local versions of our seminars and their use should be discontinued. Remember that teaching non-approved curriculum places the presenter outside of GWRRA third party insurance protection and potentially exposes the Members to unsafe practices. If there are improvements you wish to see in the "official" versions of the core material in the future, contact us with your suggested changes.

All of the "core" Rider Ed seminars were offered in Greenville, SC, including Co-Rider, Road Captain (classroom portion only), Trailering, Motorcycle Crash Scene Response, Team Riding, and Motorcycling for the Mature Rider. New non-core seminars such as "Night Riding", "Riding with New and/or Inexperienced Riders", "Helmet Myths", and "Tailgating – Aggressive Drivers or Road Rage" were offered and well attended. We received a lot of great feedback on these. Informational, how-to seminars were offered such as "How to Become a Riding Course Instructor", "Setting Up a Parking Lot Practice", and "So You Want to Become a Rider Ed Seminar Presenter" were conducted. These were provided to show the Membership the process for becoming a volunteer presenter/instructor or how to set up a PLP for some fun at the Chapter level.

GWRRA has been listening to the Membership concerning the format of the Rider Ed videos. The VHS tapes that have been available including Co-Rider, Touring and Braking, Trailering, and Slow Speed Riding are now available in a DVD version. These were a big sale item at the Rider Ed booth. They were offered at \$15 a piece, 3 for \$40 and the set for \$50.

72 Members took advantage of our Medic First Aid® Courses. Both Initial and Renewal courses were offered. We trained 7 new Facilitator (Instructors) and 4 new Instructor Trainers. A new program was presented where other First Aid/CPR/AED instructors besides Medic First Aid® would be recognized for their contribution to the Membership.

Together we offered 23 Riding Courses and had over 400 attend them. We had the Motorcycle Safety Foundation's (MSF's) Experienced Rider Courses (ERCs – both 1-up and 2-up), GWRRA's Trike Rider Courses (TRCs), Trailing Courses (TCs), Sidecar Rider Course (SRC) and the Advanced Rider Course (ARC).

For those who needed help with forms, information on Riding Courses or locations, Rider Education Level Program information and advancements, Rider Ed Pins and Patches, course rebates, Motorist Awareness information, and general Rider Ed information, there were plenty of volunteers to support both an information booth the day before the event officially opened, as well as the regular Rider Ed booth in the vendor area.

For the first time in GWRRA history, we offered the new Parking Lot Practice Facilitator Training course at Wing Ding where we began the training of 33 new PLP Facilitator candidates. New guidance is now available on PLPs. There is a version for two-wheeled vehicles and one for everything else (Trike, add-on kits that can't participate in Trike Rider Courses, etc.). Region Educator sanctioned PLP courses can count toward REP Level's advancement and maintenance in certain circumstances. Brand new is the requirement that proper riding gear be a part of GWRRA sanctioned PLPs.

Speaking of new instructors, we trained 2 new SRC instructors and 3 new ARC instructors. A new Riding Course Master Instructor (instructor trainer) was also qualified at the event.

We took the opportunity to unveil the brand NEW Rider Ed website. New Rider Ed material on the GWRRA Rider Ed Website includes updated Rider Ed Forms and information, PLP information, a separate password protected area for Rider Ed Seminars, and a separate password protected area for GWRRA Riding Courses.

We encourage all Educators and Operations officers to take a look at the new material and purge their stock of now outdated forms. Include this message in all Region and District newsletters. This will assist the Membership by reducing delays caused when forms are sent to the wrong address on the outdated forms.

As a courtesy, those still receiving material sent to the wrong address have been forwarding or returning the incorrectly addressed older versions of forms with funds out of their own pocket. We cannot continue to ask this of them now that the new forms are available. At some point in the near future, those individuals will no longer return or forward the items. Please communicate this message to all officers at all levels. A complete purge of all old forms, as well as computer-based files containing old form versions should be performed. Only the most recent forms should be used – those presently on the Rider Ed website.

We want to thank all the volunteers who presented GWRRA Rider Ed Seminars, taught riding courses, set up the ranges for the riding courses and Top Gunn, Amazing Team Challenge, and Field Events, the Educators and staff that helped our Members in the Rider Ed booth, and everyone who pulled together as a Rider Ed Team to live the GWRRA Rider Ed motto – "Safety is for Life" by accomplishing our mission "To Save Lives Through Quality, World Class Education."

It takes a large number of people to provide the training that can potentially save a life and improve safety margins while riding. Without all these wonderful people pulling together, we could not have accomplished so much in just four short days. A special *Thanks* to the Educators in Regions A (Southeast) and N (Appalachian) for their support of the outdoor events in addition to the Riding Courses and Seminars.

Our sponsors were also a big part in making things happen. Hannigan Motorsports donated a brand new, color of choice decked out Sierra trailer for a raffle. Looking at the quantity of tickets in the ticket bin, it was a big success in generating continued financial support for GWRRA Rider Education. Markel American Insurance sponsored the Top Gun awards, and Traxion Dynamics sponsored the Amazing Team Challenge.

The Masters breakfast was only interrupted by a momentary power outage at the Carolina First Center, but backup systems quickly responded. The food stayed warm and plentiful. We spoke of integrity of the Master Tour Riders and Co-Riders, and a renewed commitment by our Masters. We celebrated the accomplishments in the Program and by our individual educators making a difference. Our new Educator of the Year is Mike Stiger from Michigan. He was instrumental in the development of the New Rider Ed website and consistently provides support for Rider Ed and the Membership. Others nominated for the annual honor that received Merit Awards included: Fred Partridge (CE in Alberta, Region J), John Garrett (DE in California, Region F), Ted Molchan (CE in Region N), Milt Sorenson (Assistant Educator, Rider Ed), Fred & Toni Ringel (CE in Wisconsin, Region E), Ray Deglar (CE in Georgia, Region A), Steve & Lori Fretts (RE for Region I), Chuck & Anne Reed (DE in Georgia, Region A), Dave & Karen Peters (CE in Nebraska, Region E), and Larry Brown (DE in Missouri, Region E). Congratulations to all of them!

Lastly, we want to thank all the National staff members, EMG staff, and of course Missy, Paul and Shirley – without their support and/or flexibility to fill in where needed, we couldn't have done it all. With few exceptions, we all accomplished this as volunteers. Our instructor or presenter's time was voluntary and uncompensated, per our standards. Some took vacation and traveled to Wing Ding for the sole purpose of training others.

The resultant knowledge and skills these people developed in our Members was through the efforts and training of caring individuals interested in reducing injuries and saving lives of people they had never met before. What a great program and association. Don't forget to thank a volunteer when you see them. The biggest reward we can receive is the complements and information that we made a difference in saving lives and reducing injuries.



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### **RIDING SMARTER III**

**Ace H. Peterson**

**Region F Educator**

In the two previous segments pertaining to safe and smarter riding, the articles pertained to the rider and co-riders. In this final segment, we will discuss a few items relating to the motorcycle itself so as not to leave out the final aspect of this subject.

Of course by now everyone who can ride is riding; to Wing Ding, district rallies, vacations, or just for enjoyment. So at this time the "big question" must be asked; what condition was your motorcycle in before take off? When was the last time it was T-Clocked, oil and filter changed, clutch and brake fluids changed, tire pressures checked, tire tread checked, coolant changed or checked, and brake pads checked or replaced?

You see all too often motorcyclists leave home without having performed even the most basic of checks regarding the motorcycle pieces and parts. This can lead to some difficulties along the road, or even major problems resulting in accident and/or injury. So let's look at just some basic items that should be addressed before a person rides.

First of all, as many of us reside in areas where we may not be able to ride during those cold and dark months, why not make this the time to complete all those “check items” we find on a T-Clock sheet? At least even if we can’t ride, we are still involved with the motorcycle in some aspect. Now is the time (presuming we are somewhat mechanically inclined) to change those fluids we mentioned, and don’t forget the final drive fluid as well. Check out the brake pads and if these appear to need changing in the near future, why not now? Got some electrical problems? Now is the time to correct these issues also while adding some of that safety chrome you ordered for Christmas. Might as well replace the battery if it has been in service for quite some time, and of course place it on a trickle charge with that battery tender you won or purchased. And amidst all this activity, give your motorcycle a through going over for loose widgets, bolts, or anything else that appears out of the normal.

See where this article is heading? You can use various lists including that very expensive book you happen to carry called the operators manual to do various checks and procedures. A shop manual for your particular motorcycle is available through your motorcycle dealer to assist in the maintenance performed. “Wait you say”! “I can’t do all this stuff and besides, there is too much snow, sleet, ice, it is too cold to take it to a shop”! Well, you have two very smart options; one is have someone you know and trust (and is known to be reliable) assist you with all these items mentioned in this article. Second, do you or someone you know have a trailer to tow the motorcycle into a shop? This is the slow time for them, and I bet they would be most happy to get some additional work into the business.

Now the last point (which I bet you thought I had forgotten) is tires. Tires tend to be one of the most neglected, least checked items on a motorcycle. How many times do you check your tire pressures and tread before any rides? The average motorcyclist does not even know how much air pressure should be in the tires let alone check for same before taking off on some motorcycle journey. Nor rotated the tires to check for foreign objects imbedded in the tire, cracks, bubbles, or cuts which may cause a loss of air pressure or a blow out while riding. And tread? “Looks good from here” is too often the remark made for a tire check.

I am harping on this subject for a reason; your life and safety are riding on two very small patches of rubber, and you only have two wheels and tires to keep you off the ground. The smart rider checks the air pressures, tread, and overall tire conditions before each ride. One of the real reasons to rotate the tire is tread depth, and one must realize that tires do not wear uniformly. There are soft spots in the rubber, which wear more quickly than the rest of the tire, and rotating the tire can only spot these. Of course wear bars are also an indicator of tread wear as is severe cupping. If either of these two conditions exists, get new tires. And while you are having this done, insist on new valve stems too.

I am sometimes asked, when is the best time to change tires. Let me put it this way, if you notice any defects in the tire, change tires. If you notice bald spots, or wear bars showing, change tires. In other words, if you have any doubts about whether or not to do this task, at least take it to a dealer/shop and have someone there help you with the decision. The price of a new tire or tires is a small price to pay for piece of mind and the safety of you and your co-rider. Please, please do not use the excuse we in rider education hear so often to not change a tire or tires at a particular time; “I can get these cheaper at a rally or Wing Ding”. Don’t bet your life or your co-riders life on making it to these destinations with badly worn tires. The second worse decision regarding tires is getting caught up in the “mileage” game! You know, overheard how many times is the comment “I get (some outlandish figure) miles on my tires”! Don’t get caught up in this scenario, as it will only get you and your co-rider hurt. Tire wear depends on many factors; softness of tread, tread design, motorcycle combined weight, air pressures, style of riding and type of roads to name a few. The best solution is to perform your correct tire check procedures and get new tires when the “tire facts” tell you it is time.

Finally, the gist of these three articles is not to answer every question or situation, but to raise awareness in you the motorcycle operator in taking perhaps a different perspective on motorcycling. To raise awareness that we, while not infallible, can by due diligence raise the safety bar much higher in our pursuit of this “sport”. The time taken to analyze what has been discussed and what you have learned via other rider education courses will be

“value added” as the catch phrase states. And added value of this form cannot be totally measured in dollars and cents. Only we can set the price on the safety and well being of ourselves and loved ones.

Oh, and that old dog? Well, last seen he was just heading off down the road after having done all this neat stuff in the articles; tongue hanging out, ears blowing in the wind, and enjoying the road ahead!

**As always, Ride with Pride and Confidence!**

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I want to thank all the MEDIC FIRST AID Instructors who volunteered their help to train our members in the life saving program of CPR/AED. I want to thank Gary & Marge Hanson, Robin Koontz, Jodi Hughes, Jerry & Sue Allhands, and Jack & Doris Schoeck for taking time off from their fun at Wing Ding to do the training. Their help was greatly appreciated.

I also want to congratulate the following MEDIC FIRST AID Instructors who were certified as Instructor Trainers. Tim Grimes - Region B, Ace Peterson - Region F, Jodi Hughes - Region A, John Kuehl - Region D, and Jack & Doris Schoeck - Region H. These new Instructor Trainers will improve the program in their region.

I would also like to congratulate the following Trainers and Instructors for being certified in Child/Infant Care CPR/AED.

Jerry & Sue Allhands - Region E, Robert & Angela Williams - Region D, Ruth Ann Rosamond - Region A, and Jack & Doris Schoeck - Region F

The Guidelines for the CPR/First Aid Programs have been completed and will be on the website soon. I want to thank all the Trainers in MEDIC FIRST AID for their help and input in redefining this program. We also have just been informed that their will be a new way of ordering all supplies through MEDIC FIRST AID, and I will be informing all Region Trainer/Coordinators how this will be done. There are a few minor details to work out before we can begin.

To all CPR/First Aid Instructors who are not MEDIC FIRST AID Instructors. For the first time we are presenting something that has been ongoing since I took this position and that is to recognize those who have taught and are teaching our membership the life saving program of CPR/First Aid. You need to be a current certified instructor in American Red Cross, American Heart Association, ASHI or other approved Programs that GWRRA recognizes and the National Safety Council of the United States and Canada. A form will be on the website shortly that will need to be filled out and given to either your Region Educator or the Region Trainer/MFA Coordinator. Along with this form I will need a copy of the current certification card that shows when your certification will expire. Your GWRRA CPR/First Aid card will be good for as long as your certification is good. Once your card has expired you need to fill out another form and I will be happy to send you another updated card. The only requirement is that I receive a copy of your class roster when you have taught a class. All MEDIC FIRST AID Instructors in good standing will receive this card automatically. I will need a count from all Region Trainer/MFA Coordinators on the number of cards they will need for their instructors. This GWRRA CPR/First Aid card is to show you are one of many fine outstanding members that have come forward to help train our members to become safer and more knowledgeable members in the GOLD WING ROAD RIDERS ASSOCIATION.

Be Safe, Ride Safe  
Take a CPR/First Aid Course

**Larry & Rhonda Stiles**