



# GWRRA Rider Education



January 2004  
NATIONAL RIDER EDUCATION NEWSLETTER

## INTERNATIONAL OPERATIONS

### Senior National Director Rider Education

Bob & Sue Lorenz  
Voice: 517-548-9028  
Fax: 517-545-0776  
E-mail: [blorenz@ameritech.net](mailto:blorenz@ameritech.net)

### Asst. National Director Rider Course Programs

Bob & Althea Berry  
Voice: (908) 730-8842  
E-mail: [bobberry1@earthlink.net](mailto:bobberry1@earthlink.net)

### Asst. National Director Newsletter Editor

REP & Seminar Certifications  
Bill & Linda English  
Voice: (330) 799-8603  
E-mail: [GWdatadoc@aol.com](mailto:GWdatadoc@aol.com)

### Asst. National Director Medic First Aid Program

Larry Stiles  
Voice: 508-567-1307  
E-mail: [LarryStiles@msn.com](mailto:LarryStiles@msn.com)

## CANADIAN OPERATIONS

### National Director – Canada Rider Education

Gordon & Elsie Murphy  
Voice: (709) 753-2318  
E-mail: [gmgwing@nf.sympatico.ca](mailto:gmgwing@nf.sympatico.ca)

### Asst. National Director Canada

Dave Hay  
Voice: 250-923-8664  
E-mail: [dhay@telus.net](mailto:dhay@telus.net)



Yes another year of memories is behind us. We wish you the best for 2004 and in making many more memories using the GWRRA logo, Friends for Fun, Safety and Knowledge. I know the logo of GWRRA has often been referred to as Going Where Restaurants Are Association. The amount of rides we plan to restaurants, we could us that slogan

The year of 2003 brought Linda and me a plate full of events not only in the Association but in our family and community. This included many MSF classes, organizing a Bike night at our County fair (The largest in the

country) and my involvement spreading the word of safe riding on Clear Channel radio.

Congratulations to Linda & Bill English for receiving an award from "Motorcycle Ohio", Ohio's MSF Coordinator, for out outstanding effort of promoting Rider Education in Ohio. We enjoy what we do and meet so many folks who are eager to learn about safe riding. Also Doug Powell whose is a long time GWRRA member has received Ohio's Instructor of the Year.

Send us information of any members receiving awards within in their areas. We would like to give congratulations to other members too.



## SNOW

## SUN



When we get a warm day now and then, I can hear my neighbors as they cruise up and down the street.

Many know us and they say hi by twisting their throttle grip as they pass the house. This should give you a hint as to what they are riding. The ones we can't hear will stop and say hi.

We caution all to watch the winter problems as these warm days pop up. I was talking with a rider who was in riding in Alabama, he ran into black ice so bad, he had to retire for the day at 4:30 pm. All we ask if you winter ride be very cautious of the many, many hazards,

## INSIDE

1. 2003 Memories, Congrats, Winter Riding
2. Gold Wing Recall Problems, AMA, Things I Wish For 2004, Levels
3. Levels cont., MSF & NHTSA,
4. MSF & NHTSA cont., Good Work NC, Best Wishes Canada, News-letters review, Tire Dates, New Year Wishes



## Things I wish for in 2004



The problems with the Gold Wings are being handled very quickly and to my happiness with good results. I previously owned a motorcycle of a different make that had a much larger recall problem than what we are experiencing with Honda. Their thought was to ride it until it quit. To my dismay, that was 250 miles from home. Having the two experiences to compare, I can appreciate Honda and their willingness to attack and fix the problems pronto.

When the 2004 spring riding season starts for most of us, it can be without the recall problems. Instead it will be a time of making good memories. Remember we need to have our thoughts on riding safety not, the machine.



I was reading an article in the AMA direct link site about new items being proposed in Congress. There is a bill in the works to allow motorcycles to be allowed anywhere 4 wheel vehicles can go. The stipulation, which does not affect us as much, is you must obey the law. Which can cover; noise, wheelies, brakies and so on.

I would like to see all motorcyclists riding with safe gear on.

I would like to see all vehicles that make left turns in front of motorcycles; their brakes would be applied automatically before the turn.

I would like to see debris removed from the road way and the "pull off strips" cleaned more often.

I would like to see all plastic cracks patching material sent to Iraq and Afghanistan.

I would like the National Highway Transportation Association enforce the law that road patching be no wider than 2 inches and no closer than 18 inches

I would like to see a web page on roads that are unfriendly to motorcycles and updated weekly on all US roads.

I would like to see a radar unit on my vehicle that will start flashing my hazards light when a tailgater gets to close and after 2 minutes takes a picture of their vehicle and plate number if possible.

I would like to see a web site I can report unsafe vehicles with no lights, bad tires, etc.

I would like to see the GWRRA Motorist Awareness Division be supported by all members and get some banners, stickers, ribbons, etc to make the link between the motorcyclist and the other road users.

I would like to see Motorcycle Awareness signs around the area of Motorcycle dealers, Bike Cruise In, Rallies, or where motorcyclist get together as a group.

I would like all RV manufactures explain the "NO ZONE" to RV operators.

I would like to see more Motorcycle Awareness spread into the Auto and Truck Driving Schools.

I would like to see all vehicles come with low tire warning indicators.

I would like to see more motorcycle clothing in colors other than black.

These are my ideas for 2004, do you have any? If you want to put them in print send them to us.

Make a new year's resolution to send us your articles.

## LEVELS I, II, III, & IV



Due to the large amount of new Rider Educators coming aboard, Linda and I would like to share some of the problems we have when we receive the level forms. We know many have already started to check and make needed changes and we thank you.

(Levels continued)

1. Old eyes are upon us and some times we are unable to read the information. Take time in completing the form or have someone complete it for you.
2. At the top of the levels page we need your correct member number. We cannot put any information into the data base without the member number. We also get #16540D for member number. NOT!!!! Some don't know what their number is.
3. The whole name of the city, you may know all the abbreviations for your local cities but it hard for us. (ea. Jax, Pns, NN)
4. **Level I** is self explanatory, \$6.00 to join. The \$2.00 is **only** if you want an update or a safe miles pin. We have seen forms showing \$8.00 collected for Level I.
5. **Level II** We need to know the expiration date of the course taken. What ever date is there is the expiration date for us to enter. Often we get 7/2003 for an update on 10/2003. We don't know if you took the course two years previous or this year. If it you took the course two years previous then you are not current to renew or move up.
6. **Level II** We need to know if the course was two up or rider. A Co-rider can change to be both Rider and Co-Rider.
7. **Level III** You can update your safe miles in Level I and move up to or renew level III. We again, must have the type of First Aid and CPR course you took. We can sometimes know the expirations date by the type of CPR or First Aid. Not all CPR courses have the same expiration time as the First Aid. For the type we get

Basic, or abbreviations. We need more info.

8. **Level IV** We get the same form you send to National. They do try and correct info where they can but they don't have the database to know.

At the bottom of the application were it states, Total Money Enclosed, Date Patches Issued, we need the date. With no date we enter the first day of the month we are working in. Now if you don't have the correct form, you will not have a place for a date. Then you need to put a date on that form and obtain the correct form for next time at [www.gwrra.org](http://www.gwrra.org)

We need the forms to be read for completion and correctness. Some Regions have all forms sent to the Regional Educator for review. We don't care who sends them to us, just have the last person responsible to audit the forms for correctness.

If you are moving up or renewing to another Level the only thing that belongs in Level I is updating safe miles and check the box for "Already enrolled in Level I".

The Chapter Educator or the first person who received a completed form have the best chance to make sure forms are correctly filled out or readable.

We would rather enter the data correct the first time and make Linda warm and fuzzy. Also when you receive your reports, you will have the correct information.



**Motorcycle Safety Foundation and the National Highway traffic Safety Administration will join funds to improve rider Education**

[http://www.msf-usa.org/index\\_new.cfm?pagename=News&action=display&content=D50CA1D8-3048-280F-E8F26883347C8104](http://www.msf-usa.org/index_new.cfm?pagename=News&action=display&content=D50CA1D8-3048-280F-E8F26883347C8104)

**Irvine, Calif., September 17, 2003 –**

The National Highway Traffic Safety Administration (NHTSA) and the Motorcycle Safety Foundation (MSF) will jointly fund a landmark multi-year rider education study. Named the "MSF RETS Discovery Project," the study provides a methodological framework for evaluating the processes developed under the MSF *Rider Education and Training System*<sup>SM</sup> (RETS). According to NHTSA's cooperative agreement award documentation, the program's objectives are to "...conduct a series of longitudinal studies and projects, through MSF RETS, designed to enhance crash avoidance skills and to improve rider education and training curricula based upon tested and evaluated skills, both cognitive and motor skills are essential to safely operating a motorcycle on the roadway."

The MSF RETS is a comprehensive education and training system that offers lifelong learning opportunities to motorcycle riders at a variety of skill levels, with integrated support systems for RiderCoaches<sup>SM</sup>, policy makers, vehicle licensing agencies, program administrators, and other members of the training community.

Both MSF and NHTSA will be making substantial investments in the MSF RETS Discovery Project. Total funding is estimated at nearly \$1 million, of which NHTSA will contribute nearly half over the course of the project.

"MSF values its long-term partnership with NHTSA in championing the safety of motorcyclists," said MSF President

(MSF and NHTSA continued)

Tim Buche. "NHTSA's continuing endorsement and funding of rider education and training research are crucial to furthering MSF's efforts to give riders the learning opportunities they need to enjoy a lifetime of motorcycling in a safe, responsible manner. The results of the MSF Discovery Project could very well chart the course of motorcycle rider education for decades, and most importantly, lead to further reductions in accident and fatality rates."



## Willy & Judy Hunt

District Educators

Reporting great advancement in North Carolina.

Below is a list that NC can be proud of:

Certified Seminars Presenters: 5  
Certified MFA Facilitators: 15  
MFA Classes attended: 253  
ERC Classes attended: 226  
MRC-RSS attended: 41  
Trike Class taught: 30  
Seminar Classes: 189  
Safety talks at meeting: 718  
Safety articles in newsletter: 338  
New Level IV Master Tour Riders: 51  
34 out of 44 chapters are at 100% in REP

AM I blowing our horn? .....you Bet  
As I have said before, "there is not an  
"I" in the word TEAM.



As the New Year starts so has the Canadian Rider Education program. Gordon Murphy is the

Director and a fine example for the Rider Educators to follow.

Best Wishes to the Canadian Rider Education Program from Senior National Director, Bob & Sue Lorenz, the National Rider Education Staff and speaking for all the Rider Educators around the world.



**2003**

These are some of the articles I choose to show. Remember all previous newsletters are available through the GWRRRA site. [www.gwrra.org](http://www.gwrra.org)

### January:

- ❖ Protect your head AMA

### February:

- ❖ How to write a newsletter article and where to find information.

### March:

- ❖ Getting the Gold Wing out of storage

### April:

- ❖ Preparing to ride Joe Allen
- ❖ First aid kits in review

### May:

- ❖ Motorcycle awareness
- ❖ Motorcycle Awareness Division

### June:

- ❖ Summer riding gear
- ❖ Volunteer and what it means

### July:

- ❖ Hypothermia in July?
- ❖ Levels program
- ❖ Learning the meaning of words (look, lean, press and roll)

### August:

- ❖ Senior National Director of Rider Education announced.
- ❖ Communication chain explained
- ❖ MFA Convention update

### September:

- ❖ State Motorcycle safety Administrator meeting.
- ❖ Riding Curves
- ❖ "Over the Hill" riding

### October:

- ❖ Fall riding
- ❖ Awake at the wheel

### November:

- ❖ Curves part II
- ❖ 1800's more power
- ❖ "Road Dirt"

### December:

- ❖ Good/Bad drivers
- ❖ Tire storage
- ❖ Battery information



## Changes in regulations for tire dates on tires.

From Bridgestone

The National Traffic Safety Administration has approved a change to the regulation that requires the date of manufacture in the tire identification number to change from 3 digits to 4 digits.

The new DOT serial Number Format: W2HLABCOFO1, broken down would read:

- ❖ W2 – Plant code
- ❖ HL – Size code
- ❖ ABC – Option code
- ❖ 0501 – Date Mfg.

In my quest looking for information on tire warranties, I came across the above information and thought it to be useful when purchasing a new tire.

I also had a phone conversation with Dunlap Customer Service about tires that are bought at rallies, discount order sites and in general where to get a bad tire warranted. The discount house or ordering on line tire must be return to the place it was ordered. If you bought from a Dunlop Dealer and the dealer can get the OK from Dunlop to replace it, you will pay the labor rate to have it changed.

Happy New Year  
Bill and Linda