

GOLD WING ROAD RIDERS ASSOCIATION

**Virginia Educator News
Region N
“Communications & Cooperation”**

SAFETY IS FOR LIFE

April 2004



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***Virginia is the proud home of six out of eight
Region “N” Educators of the Year***

***Gary & Jackie Wall, VA-C, 2003-2004
Doug & Ann Hardy, VA-M, 2002-2003
Pat & Shelia McMahan, VA-C, 2001-2002
Kathy & Chris Hooper, VA-D, 1999-2000
Cundiff & Ellen Simmons, VA-C, 1998-1999
Marty & Leslie Cash, VA-U, 1996-1997***

From the Desk of the District Educator

-Gary Wall

Hi There Educator's,

It is time for the monthly newsletter article, (late again, but the editor hasn't said a word so I thought I would try and sneak it in before she does get angry) ! Just a couple of items for this month. Riding and Rally season is just around the corner. In fact, as I sit and ponder, the Region N Rally is only 2 weeks away in Cherokee N.C. My how time flies when there is so much to do, and not enough time to do it all. There are bike clinic's to put on, Chapter seminar's to attend, Road Captain's courses to participate in, and then of course, there is all the planning needed to still take place to see if we can attend as many Rallies as we could. Can everyone afford to attend all the Rallies in the Region? Of course not, so while doing the planning portion of your monthly duties, pick and choose what you would like to attend, and job's permitting, can afford to attend. And then, there is the "real" boss, deciding where and what you can attend!! That is ok also. Hope to see a lot of you at this year's rallies.

Speaking of Rallies, Region N is just around the corner, and we need to get those unsold Garmin Street Pilot ticket's turned back in so that we can try and sell them at Cherokee. Send them back to Jackie and I as soon as possible so that we can account for all that were given out. We are sure that Region N appreciates all the effort that Virginia has done.

We will also be sending out Virginia's "Fast Cash" tickets as soon as Region N has taken place. As all of the Educator's agreed at the Officer's meeting last month, we will now have to sell 500 tickets instead of the 250 we have in the past. The voice that we heard was that it would be easier to sell the tickets for \$10 instead of the \$20 we had in the past. So, we will give it a try. All Educators' will be sent the tickets after the Rally.

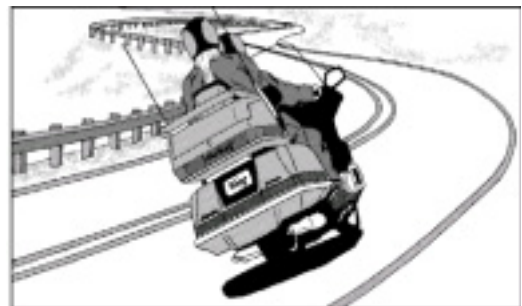
How are you doing keeping the Chapter informed of possibilities of riding? Have we

scheduled any classes or seminar's for the member's to attend? How about the chapter bike clinics as mentioned above? Coordinate with the Chapter Director any classes you might know of that could be of interest to the chapter member's. There are a number of MSF instructor's in the District and Chapter Levels, get with them and the local community college about having an ERC to get their level's current and or updated. If you have any problems locating a local college, let us know and we will try and get with MSLVI, (Motorcycle League of Virginia), and see what we can come up with!

Riding season is fast approaching. Remind member's to do a thorough T-Cloc before any riding is done. We have too many friends we would like to have around longer. Remind them that after sitting around all winter, our skills have a tendency to become a little rusty and not as sharp after the thousand's of miles of riding we did last year. Inform them to go for a short ride by themselves just to bring the skill's up to operating temperature and get use to our Wing's dynamics and handling. The cars, trucks, etc. haven't seen the motorcycles like they are going to start seeing in the near future, as far as number, back out on the road. Be extra cautious, as they haven't been aware of motorcycles for the last couple of months.

That is about all that we can think of for the time being. And the editor hasn't even noticed the smell of burning going on in the computer room. Is life great or what? A month of knowing next month's article is taking care of!!!

Until we meet again,
Ride Safe and have fun!



From the Desk of the Assistant District Educators

Eye Lead Time

Eye Lead Time is defined as the distance ahead that your eyes lead your motorcycle, as measured in seconds. I have found myself riding along on the interstate and next thing I know I'm on top of the car in front of me. **Big mistake!**

The average rider looks only three to six seconds ahead. This does not allow the time needed to acquire information, make decisions and act safely to avoid hazards. The results are last minute lane changes, excessive braking and tailgating. Obviously tailgating prevents the rider from seeing far enough ahead to avoid objects in the road.

The answer is to look ahead to where you will be in 15 seconds. At 50 miles per hour you should be looking almost a quarter of a mile ahead. If possible 30 seconds is even better, allowing you to see a half-mile ahead on the highway. I know it is not always possible to keep your eye lead time at 15 seconds or better, but every effort should be made to give yourself as much lead time as possible.

Looking this far ahead allows you to see potential road hazards, traffic situations and traffic layouts. It allows you to pace yourself to avoid unnecessary stops and starts. Improving your eye lead-time, gives you an additional margin of safety.

You can obtain additional information for your eye lead-time by constantly scanning the road ahead, the area beside you and checking your mirrors to see what is behind you. Your eyes should be in motion all the time. Do not get in the habit of staring or becoming fixated on one object. You want to acquire all the information you can to make smart decisions.

Now that you have the information you must perform a selection and rejection process. Decide what is important and relevant or

hazardous. The house with the pretty flowerbeds is nice to see, but the boy chasing the ball into the street is the hazard. Watch for traffic signs, pedestrians, animals or parked cars getting ready to make a move.

Don't get boxed in behind a vehicle that reduces your vision. Establish a following distance of at least four seconds. Allow yourself to see everything around you. This will allow more time to see the hazard and react. Maximize the information input and allow for more decision-making time. Remember if you are the lead bike in a group, share information about hazards with the other riders.

Ride Safe
Nick and Teresa Knox
Assistant District Educators

Region N News

Region N Rally is May 6-8 in Cherokee, NC. Here are some of the highlights:



New this year will be a **Master's Breakfast** on Saturday morning. The Master's Breakfast is open to **ALL EDUCATORS** as well as the **Level IV Master Tour Riders**.

Garmin Street Pilot III GPS will be given away. Tickets are \$5 each. Stop by the Rider Ed table if you are interested in purchasing any tickets.

Virginia is responsible for ½ day at **the Rider Ed table** – Saturday afternoon – noon until closing. Please stop by and help out.

Trike Course – A GWRRA Trike Course will be offered at the Rally and will be open to the first 12 biker trikes. Cost is \$20 per bike. This class is **Class Full**. If you are interested in taking the class, please contact Cundiff Simmons IMMEDIATELY.

National News

“It is my pleasure to announce that Mark and Mary Zingery have accepted a position on the National Rider Educator Staff as



Assistant National Directors Rider Education. They have been extremely active in the Association for many years and most recently served as the Senior District Educators for Michigan. They bring with them a solid knowledge of the program, a very constructive and positive attitude and a willingness to provide top-notch support and service for our members.

Mark and Mary will be assuming responsibilities for the Rider Education Administrative functions such as the quarterly statistical reporting. The Senior Educator Program, the Seminar Certification & Training Program, the REP Handbook administration and will assist with the development of the Educator Training Program.

I have had the pleasure of working with this couple for many years and have found their approach and attitude to be exemplary. They have been very active with background logistical support for Wing Ding for many years and have given much of their time and effort in assisting us with the development and growth of the Rider Education Program.”

Senior International Director of Rider Education,
Bob Lorenz

Rider Ed Manual

It is with great pleasure that I am announcing the release of the completely revised Rider Education Program Handbook, Revision 8. It has taken a tremendous amount of work on the part of many people to get this completed but we feel it has been well worth the effort. The Revised REP Handbook has been restructured, rewritten in large part and now contains more information than ever before. The file is large but is entirely relevant and appropriate to

support the finest Rider Education Program in motorcycling.

Some highlights of the changes and additions:

- Roles and responsibilities for Educators have been revised to include all appropriate program elements.
- The Medic First Aid program is now included.
- The Seminar Instructor Program is now included.
- The Rider Course Instructor Program is now included. Requirements for conducting Rider Course events is included.
- The Master Recognition Program is now included.
- The National Rider Education Educator Awards program is included.
- There is reference to the new GWRRA Rider Education Instructor patch and appropriate rockers.
- The REP Levels program requirements have been revised extending the training renewal requirements to 3 years from the previously required 2 years. (This has been done in recognition of the decreasing funding and availability of training courses and the increasing expense associated with taking these.).
- All forms have been revised and are included.
- Many of the REP Program patches, rockers and hanger bars are now graphically depicted within the handbook for easy reference.
- The KLE has been rewritten and revised.
- The Officers Appointment process has been included and revised.

Many thanks go to Tony & Michelle Van Schaick who assisted so greatly in getting this completed as well as all of the National Rider Education Staff. Mike Wright and the Phoenix Office staff have been tremendous help in reviewing this and providing the pdf format for distribution. The completely revised REP Handbook has been posted to the Rider Ed web page. Educators and members can download it from the REP Handbook page.

The current text refers to the 2000 edition but this will be changed shortly to read 2004. Please make certain the only version used is the edition marked “March 2004”. The 8th Edition

Handbook replaces all previous editions and revisions and it effective immediately.

Respectfully,
Bob Lorenz, Senior International Director, RE

Level Data Reports

The applications and renewals are pouring in. Our mailman tells us we get more mail than any of our neighbors. Keep them coming! We were expecting to have the Level IV renewals at this time of the year. But we are also getting many new applications for the other three Levels. This shows you are out there both promoting Education and participating.

We will be sending a new report in April 2004. At the beginning of March we had all the data entered that we had received. Since we returned from Florida, we have received thousands of renewals and applications. We are trying to enter all that we have to give you the best report for your needs. If you have any application are waiting for more to come, please send them promptly so they can be in the report. We are looking at the end of April to send the report.

Changes

Also if you have any corrections to be made to the database, please send them to us as soon as possible. We have received some and are in the process of making changes.

You can notify us about members you think have dropped or moved. We will check with the home office before we remove anyone from the database.

We try to make address, names, and rider/co-rider changes as you send them. It is helpful when you highlight some of the changes on your forms. Remember to check gwrra.org – Sites, Rider Education, Forms for the correct form to send to us.

We also welcome the many new Educators that are joining the many different staffs helping to promote Rider Education. These new Educators include Region, District and Chapter Educators

who are eager with new ideas and the desire for information to help our members.

Bill and Linda English, ANDRE

Ride Safe

- Marty Link, Assistant Chapter Educator, VAD

Ride Safe. How many times have we heard that? Most likely, more times than you can remember. But what does that really mean?

First, it should mean that you have checked your motorcycle over good. Tires properly inflated, oil and other fluids at the proper level, all hardware firmly attached, controls working smoothly, etc. (T-CLOC).

Next, it should mean that all of your riding gear is in good shape. Helmet lining and straps are intact and not frayed or split, visor, glasses or goggles clean and free of pits and scratches (windshield too), gloves are in good shape and protect your whole hand and fingers. Shoes or boots cover the ankle and have good non-slip soles. Other clothing provide warmth or cooling as the weather dictates and you have considered the need to shed layers as it warms up, or layer up as the evening hours approach.

Now the most important part, are you ready to ride? We all know that riding is 10% physical and 90% mental.

The physical part is the effort required to get the motorcycle upright and hold it up when we have to stop, as well as working the handlebars to steer. This part is more pronounced on a Trike or at very low speeds on 2 wheels. All of this is made a little more physical and important when a co-rider is aboard.

The mental portion starts before you climb aboard. While we all know that riding is a great stress reliever, too much stress can keep us from doing the mental things we need to do every minute of every ride. We need to be able to constantly scan the

roadway and surrounding area hazards, be able to predict, based on our scanning, what possible actions we may have to take to avoid those hazards and react accordingly. If we have a co-rider, they are an extra pair of eyes that can help us do this.

Most of us try to prepare ourselves by taking Rider Education courses, do some parking lot practice, reading magazine or newspaper article and discussing riding situations with other riders. A lot of times we recall situations we have encountered and how we handled them and try to visualize what other actions we might have taken.

Having considered everything above, there are still a lot of circumstances we have little or no control of. We can not control the actions of others on the road, including our fellow motorcyclists. I was told that people will pull out in front of other vehicles, regardless of size, but brake for a squirrel or rabbit. We can not control the malfunctioning traffic signals or missing signs. We can not control the animals that run out in our path. All we can do is rely on our training and experience and react to these circumstances. Some times, these are not enough and serious consequences occur.

Do we stop riding? My answer is NO. I enjoy the ride. I know that riding a motorcycle (Trike in my case) is more dangerous than riding in a car or truck, but the freedom and peace of mind that I get from riding I can not get any other way.

Over the years, we have lost a number of friends due to other people's actions on the road. I feel that, since they too found enjoyment in the ride, the best way to honor their memory is to continue to ride. I feel that not only am I riding, but in spirit I have them riding with me.

Marty Link



Helmet Exemption Program

- William Lee, Chapter Educator, VAO

Hello GWRRA Friends. Hopefully you have performed your spring checkup of your motorcycle.

A friend, fellow rider (former District Educator of Hawaii) and I were discussing the recent considerations by the Virginia Legislature concerning whether or not to wear a helmet. He said we could conduct our own test and showed me an article telling me how to test the need. Allow me to share it with you.

The Program

Subject: Motorcycle Helmet Exemption Program Levels III and IV

This month we would like to pass along some interesting information that our Mr. Rider Education, Mr. Brennen our National Educator has blessed us with. It really hits home on the subject of helmets and what they really mean to our health and well being. Be sure to read this carefully before you swallow your tongue. In our continuing effort to encourage a progressive motorcycle safety program, we hereby announce a unique policy to benefit all riders. It is a motorcycle helmet exemption program. If you are one of those "hard headed individuals" that wants to let your hair blow in the Breeze, who feels a helmet shortens his/her neck, and that in general it is just a pain in the you know what, this program is for you.

Benefit

Every rider is required to wear a helmet while riding. But, if you earn a Certificate of Exemption, you will be excused from this requirement.

Details

The program works like this: basically, if your head meets the standards for head protection, you don't need a helmet. Contact the Chapter Educator to be tested at the earliest possible date. Upon success for completion of testing, you will receive a beautiful embossed certificate, suitable for framing, identifying your head as conforming to American National Standards

Institute (ANSI Z89 and Z89.2, Classes A, B, and D) and Department of Transportation (DOT). You will also receive a wallet sized card and test results that you must carry on the motorcycle. The test includes the following:

1. You will undergo a 24-hour water immersion test. The maximum permitted absorption is 0.5% by weight. The chapter, at no charge, will furnish air.
2. Passing that, an impact test will be conducted. While lying horizontally, with your head resting on a steel plate, an 8 - pound steel ball will be dropped on it several times from a height of five feet without damaging your hair.
3. Next, your head will be subjected to the application of a variety of acids, solvents, oils and road surfaces. It must pass without damage or deficiencies.
4. Then, a propane torch will be used to determine if your head is fire resistant. If only slow burning, you may achieve a Class A or B rating. If there are any holes in your head, it will restrict you from a Class A rating.
5. On the final test, you must sustain 2,200 volts AC, 60 Hz, for three minutes with leakage currents not to exceed 9 milliamperes. Breakdown has been established at 30,000 volts.
6. All tests must be conducted at a variety of temperatures ranging from -20 degrees to 140 degrees Fahrenheit.

Your Helmet Met Them

If you don't feel you can qualify, don't despair. Although not as pretty as your hairdo, your motorcycle helmet does provide protection for your head from all the above.

No Certificate - No Exemption

Remember, unless you can receive an Exemption Certificate, you must continue wearing your motorcycle helmet. Not wearing one is a privilege that will be granted only to those who are properly certified and designated as a genuine HARD HEAD!

(Kansas GWRRA Rider Education Bulletin Board)

Continue to Ride Safe

Motorcycle Tip of the Day!

You know those AOL disks for free Internet time you get in the mail every couple of weeks? Don't throw them away. I always keep a couple in my tank bag to put under my kickstand when I park on warm asphalt. Keeps your sidestand from sinking in, and beats looking for a rock or coke can to crush to do the same job. - *Tim Frederick*



[Rider Ed Table - Region N Rally](#)

Educators – Don't forget that Virginia is responsible for the Rider Ed table for ½ day on Saturday, from noon until closing (around 4pm). Please stop by and volunteer an hour or more!!

[GPS Tickets – Region N Rally](#)

Reminder, if you have any GPS tickets still outstanding, please make sure they are returned to me before May 1st. If you are planning on attending the Region N Rally, you may return them to me at the Rally. ALL sold and unsold tickets MUST be returned. Thanks for your help in selling these tickets.

[Trike Course – Region N Rally](#)

FYI – The Trike Course that is being offered at the Region N Rally is FULL. This class was limited to the first 12 PAID bikes. At this time, this class is full. If you are interested in this class but did not get registered in time, feel free to stop by the Rider Ed table and see if there have been any cancellations.

[Master's Breakfast – Region N Rally](#)

Educators, are you planning on attending the Region N Rally? If so, you are invited to attend the Masters Breakfast on Saturday morning. This is open to all Level IV riders and co-riders as well as ANY Educators. This is the first year the Region has offered the Masters Breakfast. Come on by and enjoy!!

[New Rider Ed Manual – 8th Edition](#)

The new 8th Edition of the Rider Ed Manual is complete. Please see the article in this newsletter from National on the new handbook. Please take time to go to the National website and download your copy. Effective IMMEDIATELY, please start using the new forms that are in this handbook.

[Monthly Activity Reports](#)

Monthly reports should now be sent to:
Nick & Teresa Knox
9 Sol Thorpe Lane
Chesapeake, VA 23325

Nknox3951@aol.com

EDUCATORS – please take a few minutes after each meeting to complete the Monthly Activity Report and send it to Nick and Teresa immediately.

CHAPTER DIRECTORS – if you do not have an Educator or if your Educator did not make the meeting, please help out by completing the Monthly Activity Report for them. It MUST be completed each month.

[Need Forms, Brochures, Information?](#)

Check out the National Highway Traffic Safety Administration website for safety materials like flyers, videos, posters and fact sheets. All this information is FREE.

www.nhtsa.dot.gov