

GOLD WING ROAD RIDERS ASSOCIATION

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

SAFETY IS FOR LIFE

May 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
Virginia District Educator**

Hi There Sport's Fan's,

Well, spring has been here for all of about 2-3 week's and we jumped right into summer! What with the 90-degree temperature and hot sun, plants and humans are crying for fall already. Which brings to mind—water. Take a look around at flower's and plants; yes they are blooming but for how long before they start to wilt? And how about the sun beating down on us riders and co-rider's? Oh it feels wonderful starting out in 60-70 degrees in the morning, but if we go riding for any length of time, the temperature is definitely on the rise into the mid to high 80's. And just think about that for a minute, 80-85 degree's ambient temperature, we sit on machines generating around 150-180 degrees, wearing helmet's that make even the most wonderful hair style appear as if they just got out of the shower, and let's not forget the reflective temperature coming back up to us from the nicely paved roadway.

We need to reinforce the issue of re-hydrating the body with the natural refreshment of "WATER". As we sweat, (or in women's cases they glisten), the air will evaporate and help cool us down while wearing long sleeves. This also means that while riding in hot temperature, we also need to schedule more breaks for water and cooling off. Make sure that these breaks are well timed for the weather, and distance traveling. Also, remind everyone to be on the look out for those that don't drink as much as they should, and start wandering about in their path of travel. We don't want to see any friends not say anything when the effects of heart stroke start to set in. Remind all riders and co-rider's that if they need a break, to speak up! The only

remarks that no one pays attention to are the ones nobody hears.

We just got back from the Region N Rally in Cherokee, N. C., and had a blast. First off, let us all congratulate Nathan and Rhonda Owen's from NC E-2 in Elizabeth City NC on winning the Region N Educator of the Year award, and as past winner's of this honor, we know the time and demands that any educator puts in for their chapter's. They have set a fine example for the rest of us educator's to follow, and Jackie and I know that we have a great group of educator's who will do just that.

Congratulations and thanks for a job well done go out to all Virginia Educator's who sold a tremendous amount of the Garmin Street Pilot GPS tickets for the Region N rally. You all did a great job getting the word out to the member's, and gave the opportunity to the Region to give more classes and seminar's at next year's rally. We all know that the space needed to give the classes and courses takes a little money, and we have given the region a great start for planning on next year's. Jackie and I really appreciate everyone's hard work and effort's to get this accomplished, and we are also sure that Cundiff and Ellen Simmons, (Region N Educator's), thank you as well.

Speaking of ticket's, we are going to be sending out the Fast Cash ticket's for the Virginia Rally in the Valley within the next few weeks, so be on the look out for those. Remember, at the Spring Officer's meeting this year, all of us agreed to sell the ticket's for \$10 each, in order to maybe sell them a little quicker since they are a lower price, however we will now need to sell 500 to meet our obligations for the prizes, and only 500 are going to be printed. We will have 4-½ month's to sell these tickets, so we have plenty of time to sell them. While we are on the subject of the Rally, we will need a lot of your help in manning the Rider Ed table for the 3 days while we are there. Please let Jackie or Teresa Knox know if you can help

them out, and they will get back to you. I am sure that they would appreciate all the help you can give. Remember, this is our Rally, so let's make sure that our guest's have the opportunity to spend as much of their money as they want. If you have any ideas or suggestions that you would like to see, drop us a line and we can talk about it.

Wing Ding is quickly approaching, and it is in Grapevine Texas this year. We all know how it is going to feel on the way to Texas in the middle of summer. That's right, hot, hot, and humid. For those of us planning on going to Wing Ding, Honda Hoot in Knoxville, or just riding around with the chapter or by themselves, take the extra precaution's mentioned earlier in the article, and be extra careful. Plan to take more breaks, and think about starting earlier in the day and stopping earlier in the afternoon to miss some of the heat. If you are planning on doing any riding, take those extra precautions, and have fun!!

Jackie and I would like to just say the we think you are the best bunch of educator's anyone could even think of asking for, and that we appreciate your effort's and time to get Rider Ed messages across to the members. Without all of your help, there would be no education of member's. There is a saying from MSF, "the more you know, the better it gets". And this is so true with all of you educator's.

So, with that I am going to close this newsletter. And to think, I didn't even need a prod from the newsletter editor this month!! It definitely feels better without her foot being stuck you know where!! At least for one month. Take care and enjoy the ride.

Until we meet again,

Ride Safe



Wing Ding – Educators Meeting

**- National Rider Education Newsletter –
May/June 2004
Bob Lorenz, Senior International Director**

The past couple of years we've hosted a national Rider Education meeting for all National Staff members and the Region Educators. We found this full day session very enlightening and enjoyable as we get to meet and greet so many members that we seldom get to meet with. The meetings have proven fruitful and informational and we all came away learning something regarding the program or the various issues or concerns facing the Rider Education Program.

Unfortunately we will not be able to host a full day session in Grapevine. The additional day added to Wing Ding and the necessary travel arrangements for everyone presented some difficulty in making this happen.

However, there will be two 3 hour meetings scheduled during the week. On Monday, July 5th, we will have a meeting of the Region Educators and the National Staff. Although this is not a "closed" meeting, we do ask that this be limited to the primary participants and spouses.

On Wednesday, July 7th we will have an open Educators meeting. All Educators, Region, District and Chapter are invited to attend and are highly encouraged to do so. This will provide an opportunity for you to present questions, issues or concerns, sharing these with many of your peers. It will provide an opportunity to learn (for all of us) and to gain a better understanding and

familiarization of the program. This meeting will be YOUR meeting and will not be structured by the National Staff although I will be facilitating the meeting.

We look forward to seeing and meeting many of you and hope that this will provide a “live” channel for for us to share information, experience and knowledge.

▲ Select Your Space

- Nick and Teresa Knox
Assistant District Educators

In last month’s article we talked about Eye Lead Time, looking far enough ahead to get the big picture. We talked about keeping your eyes moving, don’t get fixated on one object, scan ahead and scan your mirrors to know what is going on around you.

Seeing what is going on around you, gives you time to make decisions. Now you need space to be able to react. Too often we ride in clusters or groups of vehicles. You know what happens when riding in a group in traffic and all of a sudden there is an object in the road that you can’t avoid. We have all been there at least once.

If you had allowed better lead time and space you might have been able to avoid the object. Leaving space around your bike allows you a place to move to if required. Build that space by not following to close. If you are looking 15 seconds ahead then you should have good front space.

Keep the sides and rear space open by choosing a lane and a speed that puts the fewest objects in your space. Avoid traffic clusters when possible.

In heavy traffic try to keep the front and one side open. Avoid tailgaters by changing lanes. When stopped at a light stay back from the vehicle in front of you. This will leave you a way out if the vehicle behind you fails to stop.

Some will argue that you can’t leave space when riding in Virginia. I will respond that I try all the time, in the car and on the bike to leave space. Am I always successful in doing so? No, but I am always aware and working toward that goal. It is called situation awareness – knowing which way to go in a tight situation. Space is your way out. It is your escape route from the unknown. It allows you a place to react when faced with the unforeseen.

Ride safe!

Nick and Teresa Knox

▲ Do You Have Your Checksheet?

- Les and Diana Warren
Chapter Educators, VAR



I recently spoke about something that hopefully wouldn’t apply to any of us, but sad to say, it will happen that some of us will eventually find ourselves involved in a motor vehicle accident or two as time goes by. Let’s say you have taken all the courses and religiously try to put into practice all the defensive driving or riding techniques that you have learned, you do nothing wrong, but still find yourself involved. Maybe you are in a group where someone else is involved, maybe you just happen to be in a position to have witnessed the wreck. In any event, I would like to give a short list of things to keep in mind, maybe print off and use as a **checksheet**.

First off, are two things that must be done almost immediately at the scene of any motor vehicle crash. **Securing the scene** and **checking for injuries** both **need immediate attention**. I mention securing the scene first for the simple reason that a crash on a highway does not, by itself, stop traffic. Other motorist and bikers and even truckers are approaching the scene even as the dust starts to settle and they will be running at or near the speed limit when they

find out about the crash. We cannot afford to get so involved with checking on injured parties that we forget this important fact, those approaching the scene unawares need to be warned to slow or stop before we have second or third wrecks that may occur on top of the one that just happened. Send someone down the road to warn traffic before they get to the scene, and if you are one who is chosen for this chore ... pay attention to traffic. Check then for injuries, and practice your learned first aid until help arrives.

And while I'm mentioning help ... make sure rescue or police are notified so they can get in route, have some info on **injuries** available as well as info about **road blockages** when you contact them. " **911** " works well in most places (and it works on any operable cell phone weather or not there is a current call plan on that phone, even the bag phone you picked up at Goodwill for \$6.00, and be forewarned ... do **not** call 911 to just check it.), or in Va., " **# 77** " will get the State Police. Police will need some basics, including **how many people hurt, nature of injuries, how many vehicles, and any info on involved vehicles that fled** the scene as soon as possible.

Of course, drivers will need to **exchange information** like names, addresses, drivers license number and state, vehicle owner's name and address, and insurance company name and maybe policy number or at least the agent's contact number. If an accident is reported to police and they respond, they likely will take care of seeing to it that each driver gets the needed info from the other drivers. **Phone numbers** might also help at a later time.

One thing I mentioned was dealing with the subject of **witnesses**. Very often, when responding to a wreck I have found that there were witnesses to the crash but who no longer are present. For whatever reason, there simply is that "want to help" feeling

that gets witnesses to stop and assist victims in a crash, and often they have a story to tell, but before emergency responders or police arrive they leave. Perhaps they decide they don't want to get involved. Get their **name and some contact info** when they first approach offering help while you can, **record their vehicle's license number** if you can. It can make a big difference in a subsequent suit or to a police officer investigating the crash.

Lastly, let me add a few tips. **Never** say "it's all my fault" or otherwise admit liability at a crash, just tell the truth and let others draw conclusions. Try not to get in a shouting match with others involved, if they are irate or belligerent, just walk away and await police.

Take note of abnormalities in a driver like maybe the smell of an **alcoholic beverage** on their breath and don't be hesitant to mention it to police, discretely if you want ... but mention it. Think about maybe carrying a **disposable camera** in your vehicle and take some photos of the scene as soon as you can and **discretely include** people like other drivers, occupants, and witnesses in the photos without drawing attention to the fact, just for possible future use. When you get a chance, take a few minutes and collect your thoughts and **make some notes** about what you saw, what you heard, what you know on paper to aid future recollection of the events. **Draw a simple diagram** to help yourself in recall.

We hope that none of you need any of the information presented here, but we know that some will at one time or another. It looks like a lot to remember, and it is ... which is why I bolded some parts so that they will stand out on a printed copy if carried on the bike or in the car. Till next time, stay safe out there, watch out for the other guy, and "make courtesy your code of the road".

Les & Diana Warren

▲ Let's Stay Comfortable

- Ken Siadak
Chapter Educator, VAR

Let's Stay Comfortable

As those of us who ride a Wing know, it is one of the most comfortable motorcycles out there for extended trips. If there is a perceived fault with it, there is undoubtedly an accessory available to remedy this fault. Judging by the number of accessories available it would appear that the Goldwings have many faults. I'm not here to endorse specific accessories but to point out some general things that might make your ride a little more pleasant.

Let's start with grips. There is nothing especially wrong with the stock grips. They allow you to firmly grasp the handle bar and apply steering input to your machine. Their drawback is that their diameter is less than optimum. It has been written in numerous places that a larger diameter grip will contribute greatly to rider comfort. The diameter rather than the material the grip is constructed of makes the difference. I can personally say the changing the grip to a larger diameter has helped keep my hands from fatiguing over a long day on the road. I have been told that in cold weather heated grips are nice too.

The next area of hot debate is the seat or saddle. I can tell you that from my perspective that the soft, mushy, stock 1500 seat was not meant for my posterior. This must be an area of much discomfort as there are a gaggle of after market items available to keep your tushy happy. When you find something that works for you then that is the "best" seat. Keep in mind that no matter how good your saddle is that you should still stop periodically, get off of the bike, and move around to keep your circulation going. While still on the topic of saddles let's not forget a rider backrest. A properly installed backrest will go a long way toward supporting your back for proper

posture. Some folks have opted for a large support belt in lieu of a backrest.

The final item it I will touch on is "highway" boards or "road" pegs. These are generally mounted in front of the rider on the engine guards. I have read several items that suggest that these added areas to put your feet are a necessity rather than an option. The reasoning behind this is that by adding these devices you can reposition your legs while riding. By moving your legs you are promoting circulation in your legs. It also changes the pressure of your hind most parts on the seat. This is another way to help reduce fatigue while riding.

We have looked at some physical things we can change on the bike to make it more comfortable. One more area to mention is that of rider movement while riding. While soliciting input on grips I received some input regarding physical activity. It was suggested that the regular flexing of fingers, movement of arms, legs, and feet go a long way to keeping the rider and co-rider comfortable. Try it on a regular basis and see what you think.

Motorcycle Tip of the Day!

Approaching an intersection with a likely right-of-way violator in sight, I will silently talk myself through the intersection. It's sort of like Duck, Duck, Goose. As I approach, I'm aware of my speed and who's behind me, and I'm thinking, "Stop. Stop. Stop. Stop," meaning that if the other driver were to make a move, my instant reaction would be to bring the bike to a halt at a place shy of their likely path of travel. Once I get to the critical point where I would not be able to stop in time, I'm thinking, "Swerve. Swerve. Swerve. Swerve," and pick out the escape route that leaves the most space between me and them. Part of the trick here is consciously separating the braking from the swerving, and visualizing what you are going to do. (This works for athletes, or so I've heard.) - *Pat Hahn*



GPS Tickets – Region N Rally

A big THANK YOU to everyone who helped sell the GPS tickets for Region N Rider Education. Virginia did an outstanding job!

NEW Advanced Sidecar / Trike Course – Rally in the Valley

Hot off the press. An Advanced Sidecar/Trike Course will be offered this year at Rally in the Valley in Salem Virginia. The course will consist of a classroom portion in the evening and then the riding portion the following morning. The exact days for the course at the rally have not yet been determined. As soon as it is finalized, we will get that information out to you.

You will be using your own Trikes and Sidecars. The class is **LIMITED** to the first **12 PAID Sidecar and/or Trikes**. The cost is \$20 per Trike/Sidecar. This is on a first come, first paid basis.

If you are interested in signing up, please send your check or money order for \$20 per slot, made payable to GWRRA Virginia Rider Education, to the following address:

**Gary and Jackie Wall
Virginia District Educators
10 Sanlun Lakes Drive
Hampton, VA 23666**

Please send me your Email address. Once we receive payment, we will send you a confirmation of your class reservation.

Fast Cash Tickets

Coming Soon.... We will be selling **Fast Cash** Tickets to raise money for Virginia Rider Education. The prizes will be given away at Rally in the Valley. Be on the look out for those tickets.



New Rider Ed Manual – 8th Edition

I put this in last month's newsletter, but it is worth repeating.

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.