

GOLD WING ROAD RIDERS ASSOCIATION

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

SAFETY IS FOR LIFE



June 2003



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

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

THE **D**ISTRICT **E**ducator's **N**ews

- Cundiff Simmons, Senior District Educator

Rider Education Support – WING DING RESPONSIBILITIES

Rider Education needs **YOUR** support at Wing Ding 2003! We need help on Friday at the *Rider Education Table*. Our job is from 8:00am to 1:00pm so we can be out of there by closing. Please let me now if you will be able to donate any time at the table. Rider Education is also in charge of the *Bike Safety Inspection* both Tuesday and Wednesday 10:00am - 2:00pm. The Inspection is for bikes in the bike show. We need help with this. All the paperwork and 'how to' will be given to each person who helps so we are on the same sheet of music.

Please let me know ASAP if you will be attending Wing Ding and will be able to help out for an hour or two. We need Chapter Educator's for the table but ANYONE can help with the Bike Show inspections.

Remember if everyone pitches in, it will make easier on all to support Rider Education for this great event. Please take time and help support Rider Education!!

MOTORCYCLE SEASON IS HERE!

Jim Sharkey, Assistant Virginia District Educator

June is here and so is the motorcycle-touring season and about DANG time too!!

For those of you that know me you know that I take several motorcycle trips a year ranging from weekend outings to at least 2 1-week long rides every year. Last year I had a special treat for one of my rides. Of my three beautiful daughters only the middle one (Cassidy) has shown any interest in my Gold Wing so on a lark I asked her if she wanted to go with me on a week long tour of New England. To my surprise and delight she said yes. Things went so well she asked where we were going to go this year so Saturday the 31st of May we will head out with 7 other Wings for a week long ride down to Pigeon Forge, Tennessee and back. We will make sure to hit Deal's Gap while we are in the area.



Why do I bring this up you ask? Well, for a couple of reasons. The first is I am excited about going on the trip and getting to share this special time with my daughter and the other is to remind you all that we want to make sure our equipment is in tip top shape so that we can have our fun and keep ourselves and loved ones safe.

By now I am sure most of us have gotten the Wings out and dusted them off and have performed all the maintenance required longer trips, some of it as well. Some of the adjust wheel bearings, some tension when pressure, tread wear

to get them safely on the road. When it comes to some of the you may be pulling a trailer so please do your maintenance on things you may want to do and check are: (1) pack and (2) adjust receiver hitch coupler – remember you want to feel you push down on the release lever, (3) check your tires for air and general condition, (4) hook up the trailer and make sure all of your lights are functioning properly. There may be more things to check so let common sense be your guide.



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I want to thank John Newbauer, CD, VA-C for the following input to my April newsletter article:

"As always, I enjoyed your newsletter article for May. You mention, at the end, that "practice makes perfect" and I believe this is a misconception... practice makes permanent and this is only good if you are practicing the proper techniques. In all the BRC & ERC classes I teach, I tell the students "the exercises we worked on during this class have shown you where your weak points are and what you need to do to correct them -- practice the techniques we've shown you and they will become part of you. In an emergency you will do what you know, and what you know is what you have practiced".

My first reaction was, "WOW, someone actually read my article". My second reaction was John is absolutely right so I wanted to share his wisdom with you all.

Thanks for the input John!

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Now I would like to extend congratulations to Virginia's very own Gary and Jackie Wall of VA-C who were recently selected as Region N's 2003-2004 Educators of the Year – Way to GO!!!

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Ride Safe!

Jim "The Shark" Sharkey
Assistant District Educator

VA-R MAY 2003 NEWSLETTER
- Les & Diane Warren, Chapter Educators VAR



Last year was a dry year as you all probably recall, and if you rode in the rain, it was just "dumb luck" and not the norm. This year is proving to be a different year already. Many of you have already been caught in the rain, and many more will be at the current rate. That's not bad as we need water to make it, and rain riding is good practice for ... riding in the rain. Whether we are out and get caught in the rain, or whether we leave home expecting rain, we should remind ourselves of a few things.

Roadways aren't smooth, they consist of little islands of pavement surrounded by cracks or grooves & gullies. Normally the oil and other crud that accumulates on the roadway finds it's way into these cracks, grooves & gullies and our tires tend to ride on top of these clean islands of pavement. When it rains, oil and other crud is brought to the surface and as water runs across the pavement, this oil and stuff are carried with it ... across those islands of pavement and between our tires and the pavement, making it very slick until this oil and trash is washed from the roadway. Painted roadway markings are also very slick, and remain so while wet. We must also keep in mind that the brake disc and pads are wet (and water is a lubricant after all) and until the surface is wiped clear, the brakes will not work with the same efficiency as when dry.

When it rains, our vision is also hampered as the atmosphere is packed with water vapor in the form of fog, mist, rain, snow, sleet and humidity (after a rain) and the sun is usually obscured by the very clouds responsible for the wet stuff. So we have less light, and more molecules of water absorbing what we do have, so vision is greatly

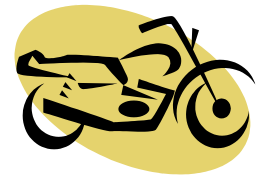
reduced. We have to realize that we see less than normal because there is simply less light reaching the eyes, and things lose contrast as everything seemingly gets a "gray" look to it.

Wow ... sounds bad doesn't it. It can be if we aren't prepared for it mentally or physically. We have to adjust our attitudes in the wet stuff by slowing down, allowing longer following distances, making gentler starts and stops, and being a bit slower on the turns. We should inspect our tires frequently, and when they start to show a shallow tread ... replace them with new ones ASAP (very cheap insurance). We should watch our mirrors and watch those side roads and entrances for the other guy as "what affects our vision affects his as well". We can make sure we have some clear (not tinted) eye wear to wear in the rain to keep the rain out of our eyes, even if we do have a windshield. The wet stuff is cutting available light, no need to cut it even more with dark visors and sunglasses. (Note: There is some nice "high visibility" eye wear available that increase contrast in the wet stuff in the form of yellow shooting glasses and some helmet manufacturers have high visibility face shields for their full face helmets ... they do work, but **do not wear them in the sun or at night.**) We can wear bright colors that don't blend in too well with the grays and blues and blacks, YELLOW, WHITE, ORANGE, BRIGHT GREEN, VIVID RED, and even HOT PINK are good colors that are easily distinguished from the background when it gets wet out. Reflectorized strips on our clothing or rain suits and gloves and boots and helmets help other users identify us as Human, and hopefully they will try harder to avoid running us down.

Speaking of rain suits many people don't put a lot of thought into them, thinking they are something to just keep one dry. Well ... they do keep you dry, but more importantly, **by keeping you warm and dry and comfortable, they relieve you of the significant distraction of being cold and wet and miserable** and thus allow you to devote more attention to the task of riding safely, a significant task in the rain.

We hope to see you all soon, but until then Take Care and Ride Safe. Les & Diana Warren

THE CORPUS ITSELF (PART 2) - Steve Mead, Chapter Educator, VA-I



Hopefully you remember April's Notes and haven't forgotten that we were discussing tire pressure and how and when to check your tire pressure (on a regular basis), using a proper and accurate tire gauge – **BUT WAIT, THERE'S MORE!**

Now we all have a "brag" factor ingrained in us – "I get" x number of miles out of a set of tires is very commonly heard. Yes, you can get a significant number of miles from tires if you care for them, inspect them, keep them at the right pressures and treat them as if your life depends on them (and it does). But, there comes a time when you are going to have to replace them from just plain normal wear. That's why the manufacturer of tires makes them with built in "wear indicators" or "wear bars." My Owner's Manual indicates that I **"should replace a tire before the tread depth at the center reaches the following limits:**

Front: 0.06 in (1.5mm)

Rear: 0.08 in (2.0mm)

If the wear indicators are visible, replace the tire immediately as it is no longer safe." (Emphasis added).

Simply put, "...To safely operate your motorcycle, your tires must be the proper type and size, in good condition with adequate tread, *and correctly inflated for the load you are carrying.*"¹

While you're down there on your hands and knees after struggling to get the end of the gauge on to the valve stem, take a look for bubbles in the sidewall (a sure sign of a defective or damaged tire); look for cuts, slits or cracks in the tires; abnormal wear or cupping (a sure sign of an air pressure problem); look for the obvious nail or

screw in the tire; and, REPLACE THE TIRE IMMEDIATELY if you ever see fabric or cord exposed. Hey, while your looking at the tire, don't forget to check the valve and rims for damage. As an example, and particularly if you have installed some kind of pressure visualization device or custom valve stem cover on you bike, centrifugal force can make a valve stem "vibrate" or "wiggle" at highway speeds and, seeing as how they are made of rubber, can cut them because of wearing against the rim.

Look at the rims – both where they meet the tire itself and also from the tire edge to the hub. Check for cracks, nicks, any kind of damage that could (would) reduce the structural integrity of the wheel itself. You could have run over a small piece of wood, rubber or even hit a small pothole that you feel "makes absolutely no difference" but that did, in fact, chip or crack the rim. If you can see the defect, you can (and are) bet[ting] your life that the physical exertions and forces placed on the wheel rim when operating your motorcycle, will sooner or later cause the wheel to fail. Let's face it, sudden pressure loss from a valve that breaks or a rim that cracks while you're doing 65mph might create a situation that your better judgment now would indicate you don't want to be in later.

Keep in mind that I am not trying to scare anyone but you must not finish this article without knowing in your heart that *the catastrophic failure of a tire or wheel can kill you and/or those you love and care for!* I do know some people who take more time choosing a T-shirt or lipstick than they do checking their tires.

I've already mentioned getting new tires mounted on your bike; tire pressures; checking the condition of your tires and wheels and even what constitutes normal wear on your tires (wear indicators and tread depth).

Lastly, and I am going out on a limb here because everyone has a different "faith" level. However, as per American Honda and Dunlop and my personnel recommendation, **replace** any tire that is repaired, either temporarily or "permanently" (see your Owner's Manual for a definition of these terms) or damaged.

It's pretty simple; a tire that has been repaired is certainly not in original condition and by extrapolation is certainly not in optimum operating condition. It has been weakened somewhat. Accordingly, it "will have lower speed and performance limits than a new or undamaged tire." Temporary repairs can be made in an emergency to get you from the side of the road to a place where the tire can be replaced or permanently repaired. However, since the temporary repair may not hold, you must ride slowly, preferably without cargo or passenger, and keep very alert to the handling of your bike.

Though my Owner's Manual recommends the replacement of a damaged tire it does go on to say that a "permanent repair," such as an internal plug patch can be made if a tire has only a small puncture in the tread area, it goes on to say that with such a repair you should not exceed 50 mph for the first 24-hours, or 80 mph at any time thereafter. Also, you may not be able to safely carry as much weight. Besides what I hope is the obvious safety issue, why would anyone wish to ride their bike at less than optimum performance levels and without the peace of mind that comes with knowing that your tires are safe? I know that it can potentially be expensive to replace a tire that has been punctured (I replaced a rear tire after only 4,000 miles when I ran over a roofing nail a few years ago) but when have you seen a tombstone that said, "I'm glad I saved the money!"

There are Educator's that will take exception to this Note because I seem to have used "negative" references instead of being openly positive. But, I believe I have. Positive knowledge and confidence in your bike's condition makes for peace of mind. Peace of mind leads to a positive attitude and more alert riding so, until next month – *ride safe and keep the rubber on the road.*

¹ SE Aspencade Owner's Manual, 1999, Honda GL1500 © Honda Motor Co., Ltd. 1998

GWRRA RIDER EDUCATION HIGHLIGHTS FROM THE NATIONAL RIDER EDUCATION MAY 2003 NEWSLETTER

Conduct of Training & Skill Events, Revised April 23, 2003

- **by Bob Lorenz, National Director Rider Education**

We sometimes assume consistent and common safety practices are employed when conducting various GWRRA training and skill events. Based upon information received recently, however, exceptions have occurred.

In the interests of safety, adequate and consistent safety standards must be maintained when conducting National, Region, District, or Chapter motorcycle or trike training and/or skill events for the good of all participants as well as to eliminate unnecessary liability for the Association.

Effective immediately, the following requirements must be adhered to by all participants in GWRRA Region, District and Chapter rider training and skill events. (Including, but not limited to the GWRRA Advanced Rider Course, Trike Rider Course, Field Events or Top Gun competitions, Parking Lot Practice sessions or any other MSF, CSC, GWRRA or ESC-sponsored instruction or riding practice).

- ***Rider Licensing*** – All riders must hold a valid driver's license with motorcycle endorsement or, at minimum, a motorcycle operator / learner's permit. Riders who do not hold a valid license will not be permitted to participate.
- ***Proper Riding Attire*** – All Riders and Co-Riders must wear "proper" riding gear while riding. This will include, at a minimum, a DOT approved helmet, eye protection, full-fingered gloves, over-the-ankle foot protection (boots preferred), with the balance of the body fully covered (leather or abrasion-resistant attire preferred; denim accepted). Jackets or shirts should be a single piece of apparel and not modular (i.e. "riding sleeves").
- ***GWRRA-Sponsored Rider Education Event*** - These requirements shall apply at any GWRRA-sponsored rider education or competitive riding event. They do not apply to any "non-educational" or "non-competitive" riding activity, such as a Chapter ride, parade, fun/poker run, etc.

SAFETY TIPS

Time Things A good pass on a two-lane road takes no more than six seconds. How long does it take to cross an intersection? To accelerate to freeway speed?

Estimate Times How far away is that oncoming car or that blind crest? Knowing could save your butt.

Don't Tailgate When the preceding vehicle passes a fixed object count off: "one thousand one... one thousand two..." If you get there before "two" you're following too closely.

Pack Lightly It's hard to be smooth on an overloaded bike. Stay warm. Stay dry. Compromise on everything else.



HIGHLIGHTS FROM THE REGION N RIDER EDUCATION MAY 2003 NEWSLETTER

- by Gene & Martha Davis, Region N Educators

Seminar Presenter's Program

There has been some question about the Seminars Presenter's cards. All who took the eight-hour courses and submitted an application should have received a letter with a card attached from Jim and Donna Cox, Asst National Rider Education Directors. If you didn't receive this please contact Gene Davis for follow up.

Please remember to become a Certified Seminar Presenter, you are required to, not only attend the class, you have to present a Seminar for Evaluation. We still have many events scheduled, which present an opportunity to complete your qualifications.

First Aid/CPR – Jim and Donna Cox

There are a lot of correction forms coming in requesting that we enter First Aid/CPR information members that are Level's I and II. Remember, just because a member takes a class does not advance or automatically make them Level II or III. They still need to fill out the appropriate paperwork and pay the fee to be at that level and have the data entered.

Letter Sent to Each District Educator and Seminar Presenter

Hello Folks,

Wow!! What a terrific program.

We wish to thank Cundiff and Ellen Simmons, Gary and Jackie Wall and Keith Lindgren for their input and effort. We feel that the disks as well as the program material are most professional accomplishments.

The purpose of this program is to make available to members the needed, now readily available, seminars that will be presented by competent and certified Seminar Presenters. We feel that this program also goes a long way towards getting us all on the same page of music.

Each District Educator now has a set of the material so is encouraged to finish the Certified Seminar Presenters in their District a disk and program material for the seminar the person is going to present.

We would suggest that copies of the disk and accompanying material be made and the originals be retained by the District Educator. This will reduce the problem of a disk being damaged or the material becoming lost.

All District Educators are invited to not only use the Certified Seminar Presenters in their District but feel free to use others in our Region for your Rallies and other activities.

It should be noted, the seminars are the property of GWRRA Region "N" Rider Education. The seminar material, as well as the GWRRA Rider Education Program Manual, is to be passed on to any new District Educator that may be appointed.

Again, our most sincere thanks to all who have made the effort to, not only develop the pgrgram, but have stepped forward to become Certified Presenters.

Gene Davis,
SR Region "N" Educator



Monthly Activity Reports

Don't forget that Monthly Activity Reports are due **BEFORE** the end of each month to Jim Sharkey. Make your life and the life of the Assistant District Educator easier and take a blank report to your chapter meetings. Just fill it out there and then send it in!

Medic First Program

Interested in putting on a Medic First / CPR Program? The class is \$20 per person. Contact Pat & Shelia McMahon (757-867-9323) for more information.

Rider Application & Renewal Forms - REMINDERS

EDUCATORS!!! Please be sure to include the "years at current level" when completing your Rider Application & Renewal Forms. Also, make sure the checks that are sent in with the forms are made out to **Virginia Rider Education**.

Level IV will need to still be a separate check and should be mailed directly to National.

Thanks!

Email Address

If you have any questions, comments or input for the newsletter, please contact me at gdw-jlw@juno.com.

Stay connected!!!



Take a look at some of the other GWRRA newsletters that are available.

- ➔ **National** Rider Ed newsletter: www.GWRRA.org - find Rider Education links, then go to Newsletter link.
- ➔ **Region N** Rider Ed newsletter: www.region-n.org – click on Rider Education
- ➔ **District** newsletter: www2.firstsaga.com/goldwing – click on Rider Education