



"Insight"

GWRRA News & Information
from the International Team

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Don't hang out in the
NO-ZONETM



Check out pages 7 & 8 to learn more about the No-Zone



<http://www.gwrra.org>



<http://www.gwrra.org/oconnect/>

Rider Education Program



Working for Safety

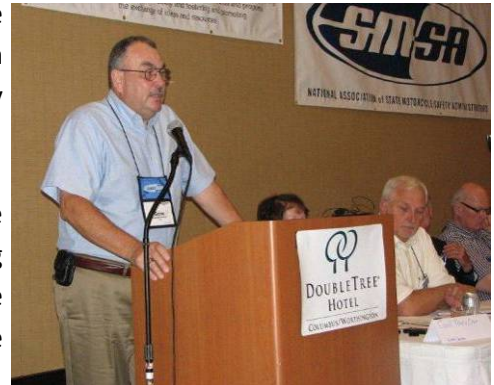
Rider Education is a work in progress and can only be successfully achieved through hard work and constant striving to educate the general public. GWRRRA has long been a supporter of Motorcycle Safety and is recognized by many as one of the leaders when it comes to classroom training, and on course recertification of riding skills.

Long ago, Paul Hildebrand recognized that only through a partnership with other Motorcycle Safety experts, could we grow as an association and benefit our Members by making our Rider Education Programs the best possible. One of the many activities that have led to GWRRRA being recognized in the Motorcycle Safety Industry is in the participation and support of SMSA (State Motorcycle Safety Administrators).

The SMSA consists of agencies that coordinate the safety programs at the state level working cooperatively with other individuals and organizations to promote safety in motorcycling.

Each year, the GWRRRA Director of Rider Education attends the SMSA conference to expand the involvement of our association with the various states and other motorcycle safety organizations.

It was my honor to represent GWRRRA at this year's conference which was held in Columbus, Ohio from August 19 - 23. During my attendance, many informational breakout sessions were attended and contacts made with agencies from across the country.



During one of the sessions, I was able to meet and discuss several topics at length with Lorenzo Daniels, the Deputy Director of the NHTSA (National Highway Transportation Safety Administration). Mr. Daniels expressed deep concern about the number of preventable fatalities that are occurring on the nation's roadways. The following are some very staggering statistics he provided relevant to motorcycle crashes:

- 43% of motorcycle riders who died in a single vehicle crash had a BAC level of .08 or higher.
- Per vehicle mile traveled, motorcyclists are 37 times more likely than passenger car occupants to die in a traffic crash.

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Rider Education Program

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- 1 out of 4 motorcyclists involved in fatal crashes were riding their own vehicles without a valid license.
- Out of every 100 fatal accidents (none helmeted) involving motorcycles, it was determined that 37% may have been saved by wearing a helmet.
- All of these statistics are available online through the NHTSA.

During the opening session of the conference, I was given an opportunity to speak to the membership of the SMSA concerning GWRRA and our efforts to promote safety.

One of the points brought to their attention was the fact that GWRRA has a very active Rider Education Levels Program in which we track members continuing training.

This program was well received and numerous questions were asked of me following the session by states that are concerned about training after licensing. It appears that most states at this time had concentrated on providing courses for the licensing of the citizenry, but had overlooked the necessity for training afterwards.

We are currently in discussions with several states as to providing a license with GWRRA and by which they can use our (copyrighted) riding courses as a retraining tool.

During the conference, it was apparent that GWRRA is doing plenty of things correctly when it comes to Rider Education. It was expressed to everyone our willingness to work as part of the TEAM to make riding safer.

Remember, Safety is No Accident!

Gene Knutson
International Director, Rider Education Program



Rider Education Program

Something to Think About

Whenever you are riding a motorcycle, safety should be one of your primary concerns. Proper riding techniques are important, whether you are a beginner or you've been riding for decades. Here are some tips that can make your ride as safe as it is enjoyable.

Get to Know Your Bike

Understanding the bike you are riding is important for even the most experienced rider. The time for figuring out the bike's controls is before you are riding down the highway. The owner's manual is the best place to start, as it will tell you everything you need to become acquainted with your bike. If you've recently acquired a new bike, take some time to sit on it and find all the controls that you will need. If something isn't within easy reach for you, see if it can be adjusted. Knowing where the important controls are, such as the turn signals, horn button, headlight dimmer switch and reserve fuel valve, will mean you won't have to look for them while you are riding.

Perform a Safety Check before You Ride

To avoid unexpected surprises when riding, you should always perform a safety check before you head out on the road. Make sure the tires are in good condition, and be sure that there are not any cuts or partial punctures in the tire. You certainly don't want to have a tire blow out or suddenly lose air while you're riding. You should also check the tire pressure. Make sure all of your lights and horn are functional, and adjust the mirrors if necessary. A quick check of the bike's controls should also be performed. All fluids should be at the proper level, and make sure the center stand and side stand are working properly. You'll also want to check your brakes as you start off for your ride.

Safety While Braking

For the sake of safety, you will usually want to apply the front and rear brakes at the same time whenever you need to stop. Your motorcycle's front can be responsible for over half of the vehicle's braking power. Be careful that you don't apply them so hard or suddenly that you end up locking up either the front or back wheel. Locked wheels will seriously impede your braking ability and could cause the bike to skid.

Always Be Prepared

It's a good idea to always have your owner's manual and a tool kit along for the ride. After all, you never know when you might have a flat tire or need to make an adjustment of some kind. You should also keep an eye on other motorists and be vigilant in regards to noticing any changing road conditions. Always leave enough space between you and the other vehicles on the road, and drive defensively at all times. Adhere to the speed limit, use your signals, and don't weave between lanes.

Ride Safe, Ride Often,

Gene Knutson
International Director, Rider Education Program

<http://www.gwrra.org/regional/ridered/index.html>

Don't hang out in the **NO-ZONE**



Getting a Handle On How to Safely Share the Road With Trucks

A Crash Course in Driving Around Trucks

There's good news and bad news about highway safety concerning cars and big trucks.

First the bad news:

- More than 250,000 crashes involving at least one passenger car and one large truck happen each year.
- In more than 70% of all fatal crashes involving autos and big trucks, police report that the auto driver rather than the truck driver contributed to the cause of the crash.
- Most crashes involving automobiles and trucks occur in daylight on straight and dry pavement under good weather conditions.
- Because trucks are so much bigger and heavier than cars, the driver of the car, not the truck, is killed in a fatal car-truck collision four out of five times.

Now, the good news:

Many of these crashes could be avoided if motorists knew about truck limitations and how to steer clear of unsafe situations involving trucks. That's exactly what this brochure is designed to do – help you understand the differences between cars and trucks so you can improve your road sharing skills and help reduce car-truck crashes.

Remember, Trucks Don't Drive Like Cars

Seems obvious, doesn't it? But the fact is that while most people realize that it's more difficult to drive a truck than a car, many don't know exactly what a truck's limitations are in terms of maneuverability, stopping distances, and blindspots. So here's a handy rule of thumb–

Generally speaking, the bigger they are:

- The bigger their blindspots.
- The more room they need to maneuver.
- The longer it takes them to stop.
- The longer it takes to pass them.
- The more likely you're going to be the loser in a collision.

Okay, now that we've covered some of the basics it's time to get down to some specific situations that come up when you're sharing the road with trucks. So read on and prepare to enter a new dimension in highway safety as we introduce you to...the *No-Zone*.



U.S. Department of Transportation
Federal Highway Administration

Help Promote **WRECK** Less Driving

The Key to Safer Highways: Know the No-Zone

The No-Zone represents danger areas around trucks where crashes are more likely to occur.

Passing

When cars cut in too soon after passing, then abruptly slow down, truck drivers are forced to compensate with little time or room to spare. Because it takes longer to pass a large vehicle, you should maintain a consistent speed when passing and be sure you can see the cab of the truck in your rear-view mirror before pulling in front.

Backing Up

When a truck is backing up, it sometimes must temporarily block the street to maneuver its trailer accurately. Never pass close behind a truck that is preparing to back up or is in the process of backing up. Remember, most trailers are 8 1/2 feet wide and can completely hide objects that suddenly come between them and a loading area. So if you try to pass behind the truck, you enter a (No-Zone) blindspot for you and the truck driver.

Rear Blindspots

Unlike cars, trucks have deep blindspots directly behind them. Avoid tailgating in this No-Zone. The truck driver can't see your car in this position and your own view of traffic flow is severely reduced. Following too closely greatly increases your chance of a rear-end collision with a truck.

Side Blindspots

Trucks have much larger blindspots on both sides of their vehicles than passenger vehicles (cars). When you drive in these blindspots (No-Zones) for any length of time, you can't be seen by truck drivers. If a commercial driver needs to change lanes quickly for any reason, a serious crash could occur with the vehicle in the No-Zone.

Wide Turns

Truck drivers sometimes need to swing wide to the left in order to safely negotiate a right turn. They cannot see cars directly behind or beside them. Cutting in between the commercial vehicle and the curb or shoulder to the right increases the possibility of a crash.



Don't hang out in the **NO-ZONE**

Membership Enhancement Program



It's All About You!

Have you ever attended the Leadership Training Seminar “How to Have Fun at a Rally”? I recall the time I attended this Seminar at the Virginia District Rally/Convention. Not knowing what the Seminar was all about, I attended with the thought that I was going to learn something I had been missing. Was I ever right!

It seems like we all want someone else to make our FUN happen. This is actually impossible. Others can only plan events, they cannot make you, or me, have FUN. We must contribute something or there will be no FUN for anyone. I often hear Members say, “Been there, done that”. What does this tell me? They want something new but are not willing to step up and volunteer to assist in planning new activities. They want someone to furnish the FUN. Won't happen! We all need to step forward, volunteer, get involved, and participate. Each one of us can contribute something and we must make our own FUN.

We also need to remember that FUN is contagious. If we are having FUN, others around us will have FUN also. Do you really like to associate with anyone who is just a “Drag” or seems unhappy at whatever they are doing? Is this the way others see you? We need to plan on having FUN before we leave home. If not, we probably won't have much. We control our own FUN unless we catch it from someone else. Let's all set our goal to be the one who has the FUN and let others catch it from us.

Don't let others control the FUN you can have. If improvements need to be made, step forward, get involved, and participate. See what you can do to create more FUN for yourself and pass it on to other Members.

Oh! By the way, don't forget to attend the Seminar. You may be as surprised as I was. HAVE FUN.

Ed & Linda Johnson
International Director, Membership Enhancement Program

<http://med.gwrra.org/>

Membership Enhancement Program

“They are Listening”

Recruiting and Retention, what’s it all about? Our hope would be that each time you are out and about, you have a GWRRA Membership application with you. Especially if you are on your Motorcycle! People who ride motorcycles like to talk about and compare their motorcycles. These conversations usually lead to a discussion about the ride they are on or where the group is headed. Then, when you mention the “FUN” your Chapter has socializing at Gatherings, eating, and riding, “they are listening”. They’re probably thinking, “How do I get involved in or join this “FUN” group”? That is why you should carry a GWRRA Membership application with you at all times. You are now prepared to explain the benefits of GWRRA and what it is all about. That is the beginning of Recruiting a new Member.

Once that Member is recruited, they need to know about Chapter Gatherings, rides, and events that are scheduled. As soon as you recruit a new Member, the Retention starts. There is so much to know about GWRRA. Not only about the District, Region, and National levels, but also about the Rider Education and Leadership Training that is available within GWRRA. Now, not only do we have a new Member in GWRRA, but you have a new friend. In order for that friendship to last and for the Member to remain in GWRRA, you will need to help them get involved with Chapter Life. If that Member is from another District, get some contact information from them and follow up with them to be sure they are contacted by a local Chapter Member. Let them know there are many Chapters and they can participate in any or all of them. You join GWRRA not a Chapter.

New Members who join GWRRA at a Rally/Convention or at Wing Ding are at a disadvantage unless someone follows through with them and helps them to understand the Programs within GWRRA. But we have to start at the beginning, with a GWRRA Membership application. Don’t leave home without it!

Ed & Linda Johnson
International Director, Membership Enhancement Program

Go to the following link to download a Membership Application

<http://www.gwrra.org/downloads/GWRRApplication.pdf>

or

Call the GWRRA Main Office at 800-843-9460 and ask them to send you a Recruiting package with Membership Applications.



Leadership Training Program

Leadership in GWRRA What is it?

Many books and papers have been written on the subject of Leadership. Corporations spend billions of dollars annually training their management in the art of Leadership. Our military trains men and women to be leaders and how to lead our soldiers. At every level, our government appoints leaders for countless jobs and project teams. Leadership is valued and sought after by organizations because everyone recognizes that success comes from the vision and perseverance of successful leaders. The opposite is also true. Failure usually comes from poor or bad Leadership. There are many intangibles in Leadership because Leadership involves people. People come in every possible combination of personalities, each with their individual wants and needs. Successful leaders have the ability to recognize the attributes of these personalities and use them effectively to accomplish common goals.

In GWRRA, the art of Leadership is different than most forms of Leadership present in our society today. Let us examine the Leadership models that are generally ineffective in our Association.

The first Leadership model, most new leaders in GWRRA attempt to follow is the “Supervisor” model. When many of our Officers are first appointed to their positions, their first thoughts center on telling others what to do and how to do it. This thought process comes from either their career experience or their personal concept of how Leadership should be executed. They might think, “if I set the direction, everyone will follow me.” Or, they have the expectation that as the leader, those serving on their team are to do as they are told without consultation or question. The people our leaders have responsibility for are volunteers. The reason most of us join GWRRA is to have FUN, ride our motorcycles, and get to know new friends. As Members, when we pay to be a part of something FUN, and then are expected to follow someone’s orders, it is usually is a path for failure. People will resist Leadership that is not inclusive and is not approachable.

The second most common model is the “Club” model of Leadership. In this model the leader is convinced their role is to be a voting tabulator. They listen to everyone and make decisions based on what the majority want to do. They are usually identified by their constantly asking, “What do you think?” or “What do you (the group) want to do?” This Leadership model usually fails because of one basic reason; a voting tabulator is not the same as true Leadership. Members expect our leaders to know what to do and how to do it, so that we accomplish our primary objective for joining GWRRA, which is to have FUN.

You might be thinking, “Wait a minute, on the one hand you say to lead by telling others what to do is incorrect, and then in the next paragraph you say that inquiring about the Members’ wants and needs is also wrong.” So what is a leader of volunteers to do in order to be successful? It may sound complicated, but blending both of these Leadership models, along with a few additional considerations, will foster the success of a good leader. Let’s examine how to make this work.

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Leadership Training Program

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First and foremost, as leaders we should practice the often under used gift of listening. The first mark of a good leader is the ability to listen effectively. That is, really listening, not only to those who come to you with a specific issue to discuss, but to the conversations that surround you. How many of us are listening at Rides, Dinners, Gatherings, and other social events? Are we taking note of comments like, "I wish we could go to another type of restaurant for a meal" or, "I would like to ride some straighter or less busy roads for our ride today". Or maybe, "I have some ideas for a good route to see the leaves this fall." The best ideas for what our Members want comes out in conversations as they talk among themselves. As a leader, are you actively listening to the ideas that come up in conversations around you? Do you personally have a pulse on the health of your Chapter, District, or Region? Or have you insulated yourself from the Members you serve? As Leaders, it is a question we should periodically ask ourselves if we are going to be successful reaching our common goal of having FUN.

The second mark is fairness. Everyone wants to be recognized impartially and treated fairly. As a leader, do you usually ride with the same Members? Do you usually sit with the same people at every event? An effective leader treats everyone as equally as possible. Make a point to spend time with the Members you serve. Treat each person kindly and let them know they are valued and necessary to the overall success of your Chapter, District, or Region. Fairness is an absolute necessity for an effective leader.

Of course there will be times when a good leader will have to direct others. Circumstances vary and situations have different elements to consider. There are times when a good leader should not direct, yet simply allow a Member to be heard, sound off, or vent. However, when a situation occurs and sensible direction is needed, be thoughtful and prudent. Often the direction is accepted and there is little or no disagreement. Yet some situations require an attentive leader to step up and show the way so that we stay the course. Listen to concerns; be clear in your communication and fair-minded in decision making. Early on, look further and deeper and be mindful of consequences of your decisions. Exercising these simple precepts will be more effective in the present and will result in fewer obstacles to deal with later.

Leaders empower those they lead. Leadership also requires a sense of humor and the ability to get along with people. An effective leader is a facilitator who sets an example, that builds trust and protects integrity. It is the ability to cope with change and command the respect of those we lead when there is a call to action for the good of the whole. We must listen; offer words of encouragement mildly and reprove only when absolutely necessary. Good leaders give direction sparingly after getting a good feel as to what the Members want. Be an encourager and someone who uplifts those around you, and a caring and loyal friend to everyone in your area of responsibility.

David & Kathy Orr
International Directors, Leadership Training

<http://www.gwrra.org/regional/Training/Training.htm>

Leadership Training Program

"To say that a person feels listened to means a lot more than just their ideas get heard. It's a sign of respect. It makes people feel valued."

~ Deborah Tannen, Author and Professor of Linguistics Georgetown University ~

THE BRIDGE BUILDER ~ Will Allen Dromgoole ~

An old man, going a lone highway,
Came at the evening, cold and gray,
To a chasm, vast and deep and wide,
Through which was flowing a sullen tide.
The old man crossed in the twilight dim --
That sullen stream had no fears for him;
But he turned, when he reached the other side,
And built a bridge to span the tide.
"Old man," said a fellow pilgrim near,
"You are wasting strength in building here.
Your journey will end with the ending day;
You never again must pass this way.
You have crossed the chasm, deep and wide,
Why build you the bridge at the eventide?"
The builder lifted his old gray head.
"Good friend, in the path I have come," he said,
"There followeth after me today
A youth whose feet must pass this way.
This chasm that has been naught to me
To that fair-haired youth may a pitfall be.
He, too, must cross in the twilight dim;
Good friend, I am building the bridge for him."

"If there is anything I would like to be remembered for it is that I helped people understand that leadership is helping other people grow and succeed. To repeat myself, leadership is not just about you. It's about them."

~ Jack Welch, Chairman and CEO of General Electric ~

Gold Book

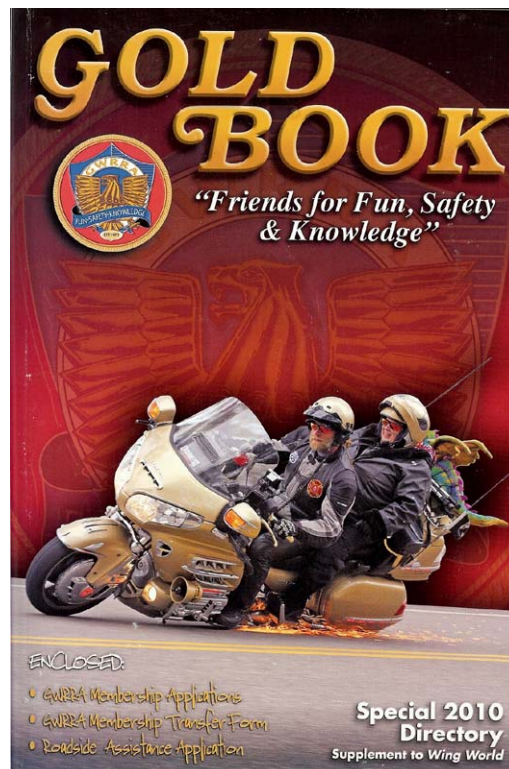
It's That Time Again.....

Time to update the Gold Book Service Directory. The following is a list of the codes with the services you may be willing to provide:

- A. Truck or trailer available to transport a disabled bike
- B. Will accept phone calls (No collect calls, please!)
- C. Tent space available
- D. Sheltered sleeping space or lodging available
- E. Tools available
- F. Tour guide (local area)


Please make sure you're not left out of the Gold Book by checking the codes you have listed in your membership record. You must have at least one code checked and the letter B, (Will accept phone calls), to be listed. You can check your membership record at www.gwrra.org, and then click on Manage Your Membership. Or if you prefer, you can contact Member Services at 800-843-9460, Mon. - Thurs., 6:30 a.m. - 5:00 p.m. MST, and they will be happy to assist you. The deadline to register or make changes to your selections for the Gold Book Service Directory is October 31, 2010.

The 2011 Gold Book will be delivered with the March 2011 issue of *Wing World* magazine.



2010 Events

Virginia District
22nd Rally in the Valley
 October 7-9, 2010



"Wingin Across the USA"

Virginia District
 October 7 - 9




Mississippi District
 October 14 - 16

ARIZONA DISTRICT
CONVENTION/RALLY
"DESERT DREAMS"
 Oct 29-31, 2010
 Tucson, AZ



Arizona District
 October 29 - 31

2011 Events



Wing Ding 33
"Rollin on Rocky Top"

July 6 - 9, 2011

<http://www.wing-ding.org/>

Region H	March 24 - 26th
Region A	September 15 - 17
Region D	September 15 - 17

Florida District	March 17 - 19
Alabama District	March 31 - April 2
Louisiana District	April 7 - 9
South Carolina District	April 28 - 30
Texas District	May 12 - 14
Arkansas District	May 26 - 28
Georgia District	June 16 - 18

Don't see your Region or District event listed?

Contact the Insight Newsletter Editors
 Rick & Madalena Buck

Email: Rmbuck@tampabay.rr.com