

RIDER EDUCATION

By Robert and Angela Williams



Congrats to: Paul & Nyki McWilliams our newest Level IV Master Tour Riders.

Levels program update: We now have 42 members participating in the GWRRA Levels Program. This brings us to a total of 26 Level I Riders, 3 Level II Riders, 5 Level III Riders and 8 Level IV Master Tour Riders. Levels Cup was presented to our Newest Level III and Level IV riders. **Ride On!**

Riding Topic: I was given a copy of a magazine called "our Ohio" which is distributed by Ohio Farm Bureau Federation. I would like to share this article in hope that you will also share it with others.

Things you should know about motorcycles.

- When a motorcycle is in motion, don't think of it as motorcycle—think of it as a person.
- There are a lot more cars and trucks than motorcycles on the road, and some drivers don't "recognize" a motorcycle. Stay alert for motorcycles, especially when checking traffic at an intersection.
- Because of its small size, a motorcycle can be easily hidden in a car's blind spots (door/roof/pillars) or masked by objects or backgrounds outside a car (bush, fences, bridges). Take an extra moment to thoroughly check traffic, whether you're changing lanes or turning at intersections.
- Motorcyclists often slow by downshifting or merely rolling off the throttle, thus not activation the brake light. Allow more following distance, at least three or four seconds. At intersections, predict a motorcyclist may slow down without visual warning.
- Turn signals on a motorcycle usually are not self-canceling. Some riders occasionally forget to turn off signals after a turn or lane change. Make sure a motorcycle's signal is for real.
- Motorcyclists often adjust position within a lane to be seen more easily and to minimize the effects of road debris, passing vehicles and wind. Be aware that motorcyclists often adjust lane position for a purpose, not to be reckless.
- Maneuverability is one of a motorcycle's better characteristics, especially at slower speeds and with good road conditions, but don't expect a motorcyclist to always be able to dodge out of the way. Stopping distance for motorcycles is nearly the same as for cars but slippery pavement makes stopping quickly difficult. Allow more following distance behind a motorcycle.

Source: Motorcycle Safety foundation.

As you can see, our four wheel friends have a lot of adjusting to do as we enter our riding season. Be sure to help them at any opportunity. The Riding Topic above is high lighted by the next article.

Angela's Saga: Angela had her maiden voyage Saturday when she rode her Suzuki over to Andrews Honda for it first maintenance visit. I followed right behind her in my vehicle be very protective as I should. Following her I noticed that every time she needed to turn, her four ways would come on. When we got to the service center I asked Angela to turn on the right signal and she used her right hand to hit the switch and said that sometimes it would not work. Well some of you already know that the turn signal is on the left side. Angela was activating the 4way hazard switch. Wednesday Angela and I drove over to pick up her Suzuki and since it was not only raining but as well cold I got the opportunity to ride the Suzuki home. While I used the correct signal switch, I failed to cancel the turn signal on some of my turns. The point, we as motorcyclists sometimes cause our four wheel friend to make faulty judgments. In the article above you should see that we as motorcyclist can do some things to help communicate our intentions. When slowing and you know there is traffic behind you, go ahead and squeeze the brake to alert drivers behind you. Before you begin a ride, make sure that your signals work and ensure you know where they are (oops). We all WANT to get from where we started our trip to where we WANT to end our trip and this includes our four wheel friends that we share the roadway.

Let's have another safe riding season in 2007.

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