



**January 2006 Gold Wing Road Riders Association**

<i>Friends for Fun, Safety, and Knowledge</i>		
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M A K E - A - D I F F E R E N C E

**From The Region Director**

On behalf of the Northeast Region, Happy New Year! Another busy holiday season is about to come to an end as we usher in 2006.

The rally season is about to get underway with Maryland's Winterthing January 12-14 in Ocean City. Linda & I are looking forward to seeing many of you who will be in attendance.

Your Region Staff is ready to support your efforts in the New Year and the Districts and Chapters have many exciting events already planned. I trust that your calendars are starting to fill up with bookings including the biggest and best Wing Ding that is about to take place in Nashville TN.

This will be a short article as the holiday season has kept us plenty busy! Have a wonderful New Year, see at Winterthing and be safe & well.

Sincerely,

*Jere & Linda Goodman  
Northeast Region  
Directors*

**BEEP! BEEP!**



## **Rider Education**

Happy New Year everyone

Well it didn't take long for me to get my annual cold / bronchitis. What fun it is to be sick during the Holidays

News from International

Effective immediately all renewal fees for Levels II & III are suspended. The renewal hangers and pins will be a purchased item through the Chapter Educator for \$2.00 each. All Level II & III renewal forms are requested to be completed annually per the REP program criteria and forwarded directly to Tony Van Schaick for inclusion in the REP database.

If there are any questions regarding this please contact me.

Respectfully,

**Bob Lorenz**

Senior International Director

## **Its Renewal Time Again.**

As many of you have heard by now, the cost of renewals is now Free! That should go a long way towards taking away the .excuse. of being into the Rider Ed Levels Program only for the money. If you want renewal

pins, the price of \$2.00 each still applies. These are available through your Chapter/District/Region educators.

Now that Level 4 renewal pins are also to be distributed via the normal chain (as opposed to out of the

International Headquarters) they can be ordered just like other renewal pins. For Level 4, the renewal pin is has the Year 2006 on it. They were ordered by Phoenix a short time ago and will be available soon, if not by the time you read this. We still need renewal forms submitted.

We use them to update the database and assist our front line Chapter Educators in helping to determine future training needs. Thus, they can do their best to arrange training for the Chapter participants. The due date for renewals is still January 1st. It is a great time to update the training you received in 2005, change addresses (remember that the Rider Ed database is independent of the Membership database in Phoenix), change the Riding or Co-Riding course expiration dates to reflect the three year versus two year expiration, etc.

Wishing you all the safest holiday season,  
Tony & Michelle Van Schaick-AIDRE

Northeast Region Educator  
Dick Norton



## **MAD-Motorist Awareness Division**

Here is some info out of the Motorist Awareness Division Play book that might open some Ideas and thoughts.

### **Findings from the Hurt Study**

#### **Motorcycle Accident Cause Factors and Identification of Countermeasures**

A motorcycle accident study offers you and your students a wealth of information about accidents and how to avoid them. The *Motorcycle Accident Cause Factors and Identification of Countermeasures*, is a study conducted by the University of Southern California (USC). With funds from the National Highway Traffic Safety Administration, researcher Harry Hurt investigated almost every aspect of 900 motorcycle accidents in the Los Angeles area. Additionally, Hurt and his staff analyzed 3,600 motorcycle traffic accident reports in the same geographic area. Reprinted here for your information and use are the findings. The final report is several hundred pages. If you choose to have this document in your resource library, the order information is: *Motorcycle Accident Cause Factors and Identification of Countermeasures*, Volume 1: Technical Report, Hurt, H.H., Ouellet, J.V. and Thom, D.R., Traffic Safety Center, University of Southern California, Los Angeles, California 90007, Contract No. DOT HS-5-01160, January 1981 (Final Report) This document is available through: National Technical Information Service 5285 Port Royal Road Springfield, Virginia 22161 (703)-487-4600 Vol.I (The Main Report and Summary) is PB81206443 (~400 pages) Vol.II (Appendix: Supplementary Data) is PB81206450 (~400 pages) Either document is \$42.95 plus \$3.00 shipping. (circa 1990).

#### **Motorcycle Accident Cause Factors and Identification of Countermeasures Findings**

Throughout the accident and exposure data there are special observations which relate to accident and injury causation and characteristics of the motorcycle accidents studied.

These findings are summarized as follows:

1. Approximately three-fourths of these motorcycle accidents involved collision with another vehicle, which was most often a passenger automobile.
2. Approximately one-fourth of these motorcycle accidents were single vehicle accidents involving the motorcycle colliding with the roadway or some fixed object in the environment.
3. Vehicle failure accounted for less than 3% of these motorcycle accidents, and most of those were single vehicle accidents where control was lost due to a puncture flat.
4. In single vehicle accidents, motorcycle rider error was present as the accident precipitating factor in about two-thirds of the cases, with the typical error being a slideout and fall due to overbraking or running wide on a curve due to excess speed or undercornering.
5. Roadway defects (pavement ridges, potholes, etc.) were the accident cause in 2% of the accidents; animal involvement was 1% of the accidents.

6. In multiple vehicle accidents, the driver of the other vehicle violated the motorcycle right-of-way and caused the accident in two-thirds of those accidents.
7. The failure of motorists to detect and recognize motorcycles in traffic is the predominating cause of motorcycle accidents. The driver of the other vehicle involved in collision with the motorcycle did not see the motorcycle before the collision, or did not see the motorcycle until too late to avoid the collision.
8. Deliberate hostile action by a motorist against a motorcycle rider is a rare accident cause. The most frequent accident configuration is the motorcycle proceeding straight then the automobile makes a left turn in front of the oncoming motorcycle.
10. Intersections are the most likely place for the motorcycle accident, with the other vehicle violating the motorcycle right-of-way, and often violating traffic controls.
11. Weather is not a factor in 98% of motorcycle accidents.
12. Most motorcycle accidents involve a short trip associated with shopping, errands, friends, entertainment or recreation, and the accident is likely to happen in a very short time close to the trip origin.
13. The view of the motorcycle or the other vehicle involved in the accident is limited by glare or obstructed by other vehicles in almost half of the multiple vehicle accidents.
14. Conspicuity of the motorcycle is a critical factor in the multiple vehicle accidents, and accident involvement is significantly reduced by the use of motorcycle headlamps (on in daylight) and the wearing of high visibility yellow, orange or bright red jackets.
15. Fuel system leaks and spills were present in 62% of the motorcycle accidents in the post-crash phase. This represents an undue hazard for fire.
16. The median pre-crash speed was 29.8 mph, and the median crash speed was 21.5 mph, and the one-in-a-thousand crash speed is approximately 86 mph.
17. The typical motorcycle pre-crash lines-of-sight to the traffic hazard portray no contribution of the limits of peripheral vision; more than three-fourths of all accident hazards are within 45deg of either side of straight ahead.
18. Conspicuity of the motorcycle is most critical for the frontal surfaces of the motorcycle and rider.
19. Vehicle defects related to accident causation are rare and likely to be due to deficient or defective maintenance.
20. Motorcycle riders between the ages of 16 and 24 are significantly overrepresented in accidents; motorcycle riders between the ages of 30 and 50 are significantly underrepresented. Although the majority of the accident-involved motorcycle riders are male (96%), the female motorcycles riders are significantly overrepresented in the accident data.
22. Craftsmen, laborers, and students comprise most of the accident-involved motorcycle riders. Professionals, sales workers, and craftsmen are underrepresented and laborers, students and unemployed are overrepresented in the accidents.
23. Motorcycle riders with previous recent traffic citations and accidents are overrepresented in the accident data.
24. The motorcycle riders involved in accidents are essentially without training; 92% were self-taught or learned from family or friends. Motorcycle rider training experience reduces accident involvement and is related to reduced injuries in the event of accidents.
25. More than half of the accident-involved motorcycle riders had less than 5 months experience on the accident motorcycle, although the total street riding experience was almost 3 years. Motorcycle riders with dirt bike experience are significantly underrepresented in the accident data.
26. Lack of attention to the driving task is a common factor for the motorcyclist in an accident.
27. Almost half of the fatal accidents show alcohol involvement.
28. Motorcycle riders in these accidents showed significant collision avoidance problems. Most riders would overbrake and skid the rear wheel, and underbrake the front wheel greatly reducing collision avoidance deceleration. The ability to countersteer and swerve was essentially absent.
29. The typical motorcycle accident allows the motorcyclist just less than 2 seconds to complete all collision avoidance action.
30. Passenger-carrying motorcycles are not overrepresented in the accident area. 31. The driver of the other vehicles involved in collision with the motorcycle are not distinguished from other accident populations except that the ages of 20 to 29, and beyond 65 are overrepresented. Also, these drivers are generally unfamiliar with motorcycles.
32. Large displacement motorcycles are underrepresented in accidents but they are associated with higher injury severity when involved in accidents.

33. Any effect of motorcycle color on accident involvement is not determinable from these data, but is expected to be insignificant because the frontal surfaces are most often presented to the other vehicle involved in the collision.
34. Motorcycles equipped with fairings and windshields are underrepresented in accidents, most likely because of the contribution to conspicuity and the association with more experienced and trained riders.
35. Motorcycle riders in these accidents were significantly without motorcycle license, without any license, or with license revoked.
36. Motorcycle modifications such as those associated with the semi-chopper or café racer are definitely overrepresented in accidents.
37. The likelihood of injury is extremely high in these motorcycle accidents-98% of the multiple vehicle collisions and 96% of the single vehicle accidents resulted in some kind of injury to the motorcycle rider; 45% resulted in more than a minor injury.
38. Half of the injuries to the somatic regions were to the ankle-foot, lower leg, knee, and thigh-upper leg.
39. Crash bars are not an effective injury countermeasure; the reduction of injury to the ankle-foot is balanced by increase of injury to the thigh-upper leg, knee, and lower leg.
40. The use of heavy boots, jacket, gloves, etc., is effective in preventing or reducing abrasions and lacerations, which are frequent but rarely severe injuries.
41. Groin injuries were sustained by the motorcyclist in at least 13% of the accidents, which typified by multiple vehicle collision in frontal impact at higher than average speed.
42. Injury severity increases with speed, alcohol involvement and motorcycle size.
43. Seventy-three percent of the accident-involved motorcycle riders used no eye protection, and it is likely that the wind on the unprotected eyes contributed in impairment of vision which delayed hazard detection.
44. Approximately 50% of the motorcycle riders in traffic were using safety helmets but only 40% of the accident-involved motorcycle riders were wearing helmets at the time of the accident.
45. Voluntary safety helmet use by those accident-involved motorcycle riders was lowest for untrained, uneducated, young motorcycle riders on hot days and short trips.
46. The most deadly injuries to the accident victims were injuries to the chest and head.
47. The use of the safety helmet is the single critical factor in the prevention of reduction of head injury; the safety helmet which complies with FMVSS 218 is a significantly effective injury countermeasure.
48. Safety helmet use caused no attenuation of critical traffic sounds, no limitation of precrash visual field, and no fatigue or loss of attention; no element of accident causation was related to helmet use.
49. FMVSS 218 provides a high level of protection in traffic accidents, and needs modification only to increase coverage at the back of the head and demonstrate impact protection of the front of full facial coverage helmets, and insure all adult sizes for traffic use are covered by the standard.
50. Helmeted riders and passengers showed significantly lower head and neck injury for all types of injury, at all levels of injury severity.
51. The increased coverage of the full facial coverage helmet increases protection, and significantly reduces face injuries.
52. There is no liability for neck injury by wearing a safety helmet; helmeted riders had less neck injuries than unhelmeted riders. Only four minor injuries were attributable to helmet use, and in each case the helmet prevented possible critical or fatal head injury.
53. Sixty percent of the motorcyclists were not wearing safety helmets at the time of the accident. Of this group, 26% said they did not wear helmets because they were uncomfortable and inconvenient, and 53% simply had no expectation of accident involvement.
54. Valid motorcycle exposure data can be obtained only from collection at the traffic site. Motor vehicle or driver license data presents information which is completely unrelated to actual use.
55. Less than 10% of the motorcycle riders involved in these accidents had insurance of any kind to provide medical care or replace property.

*Keith & Kathleen Eddy  
Northeast Motorist Awareness Division Coordinators*



## Public Relations

### Public Relations "DID YOU Know?"

For the past two years we have tried to get the Public Relations Program going strong in GWRRA. This is a very important endeavor to keep our Organization growing, not only in retention, but recruiting and helping to get the fun back into our Chapters. With a strong Public Relations Program we can get the word out to the public about GWRRA and can also educate our existing Members about our Organization. In the next few weeks you will be hearing a lot more about the Public Relations Program and where we are going with the Program at the National and local levels. So, you may say this is a heads up on the "DID YOU KNOW?" concept of the program and a time interval to enable you to give some serious thought as to who would best be suited to fill your Public Relation positions. Each Region, District and Chapter is being requested to appoint a Public Relations Coordinator. Due to the change over of officers at all levels at the end of the year I will set a date for the appointments as 01-31-2006. The coordinator should be someone who believes in GWRRA and is willing to expend their energy in educating the public and our existing Members about our Organization. A person who is willing to learn and share all their knowledge about GWRRA and Chapter life. If you do not have a person at this time that fits these criteria, then your Region, District or Chapter Couple of the Year will become your Public Relations Coordinator until such time you can fill the Public Relations Coordinator Position. In a case where there is no District or Chapter Couple of the Year, the Assistant District Director or Assistant Chapter Director will fill the position.

Responsibilities of the Public Relation Coordinators at all levels will be to promote GWRRA to the Public. This would be considered the EXTERNAL PROMOTION of GWRRA. They will need to deal with the different news media's. They can accomplish this by getting articles in the different news media's, TV Stations, Radio, etc. Setting up informational booths at different shows, (mall, cruise-ins, dealerships, etc.) is another great way to promote our organization to the Public.

INTERNAL PROMOTION would be accomplished by making presentations at each Chapter social about one of the benefits that GWRRA has to offer or explaining something about the structure of GWRRA or the Chapter. Getting an article in the Region, District or Chapter Newsletter about some aspect of GWRRA. You may want to ask "DID YOU KNOW?" and *then, for example*, explain "Chapter Directors are appointed and not voted into office?" The Chapter Public Relations Coordinator will meet, greet, sit and introduce all our new and potential new Members at the Chapter Social answering all their questions and explaining what is being talked about in the meeting. Explanations of the 50/50 and how they are used, what the ice cream and dinner rides are and when and where the Chapter meets to start the rides, that vests, patches, rockers and shirts are optional and not required. Make sure all new, potential and existing Members know everyone is welcome regardless of what brand of bike they ride. The Public Relations Coordinator will also be the front person in getting any changes that are being made at the National level out to all the Chapter Members.

Remember.... Simple things we take for granted are sometimes the reason for a new or potential new member to not stay with the Chapter or Organization.

June and Durrell Agee  
International Public Relations Coordinator- Member Enhancement Division  
Nprc@gwrra.org

This article was written for all Region, District and Chapter Directors to read. We hope this will give you a better understanding as to what International is trying to accomplish. Programs are here for the members, all are important in their own right. Please read and enjoy.

We hope you all had a Merry Christmas.

*Mort & Ruth Smith  
International PR Newsletter Editors; N.E., Northeast Region, PA. District PR Coordinators*



**NE Region & District Web Pages**

- Northeast Region B at ..... <http://www.gwrra-northeastregion.org>
- Connecticut at ..... <http://www.gwrra-ct.org>
- Maine at ..... <http://www.geocities.com/gwrramaine/index.html>
- Maryland at ..... <http://www.gwrra-md-district.org>
- Massachusetts at ..... <http://www.gwrrama.org>
- Delaware at ..... <http://www.homestead.com/gwrrade/index.html>
- New Jersey at ..... <http://www.gwrranj.org>
- Pennsylvania at ..... <http://www.gwrrapadist.org>
- New York at ..... <http://www.tier.net/~gwrra/district/nydistrict/htm>
- Rhode Island at ..... <http://www.gwrra-ri.org>
- Vermont at ..... <http://users.adelphia.net/~trikeinvt/index.html>

If yours isn't listed, drop a line to [JereGood@aol.com](mailto:JereGood@aol.com) and I will ensure it gets recognition!

**Northeast Region and Neighboring Region/District Events**

Remember the District Events in our Region count towards the Visit-A-District program for visitation bars.

**2006 Events:**

Jan. 12-14, Wintherthing 2006, Ocean City, MD  
Mar. 25, Northeast Region "Fun Shop NE",  
Binghamton, NY (LTD, Rider Ed, MAD)  
May 18-21, DE District Rally, Harrington, DE  
May 25-27, Nevada District Rally in Elko,  
Nevada

July 3-6, Wing Ding, Nashville, TN  
July 20-22, New England Districts Rally (ME,  
VT, NH, MA, RI, CT), Vernon, CT  
Aug. 24-27, PA District Rally, Lancaster, PA  
Sept. 7-9, NJ District Rally, Mt. Olive, NJ

LET US KNOW WHERE YOUR EVENT FITS IN FOR 2006