WHAT THE “GL” IS THAT??

NEW WING DING PARKING POLICY

BATTERY STORAGE MYTH
NO LONGER TRUE
ASK MR. BATTERY

THIS IS WHY YOU CRASH YOUR MOTORCYCLE
ACCORDING TO SCIENCE

TRAVEL: THINGS TO DO

OHIO EGGFEST
SATURDAY AUGUST 12TH, 2017
TREMONT CENTER, UPPER ARLINGTON

JUNE 15TH - 17TH 2017
RICHLAND COUNTY FAIRGROUNDS
750 NORTH HOME RD.
MANSFIELD, OHIO

THE OHIO TRAVELING PLAQUE: HAS MOVED:
SEE INSIDE FOR WHERE
Motorcycle Awareness Yes
May is motorcycle awareness month. During the month of May the Gold Wing Road Riders of Ohio will be flying yellow ribbons on antennas, as a reminder to all motorists to be aware of motorcyclists. We invite all other motorcyclists to join in on this program. We have always liked the following saying:

*I Don’t Try to Explain Why I Ride a Motorcycle
For those who understand, no explanation is necessary.*

May will find Ohio busy with many activities. The first weekend of May is the rider courses at Wilmington, Ohio. Saturday May 6th is the ARC and on Sunday May 7th is the TRC. The next weekend will find us at the Tipton County Fairgrounds in Tipton, Indiana for the Spring Wing Warm Up. We are looking forward to visiting and camping at the new venue. The north central section under the guidance of Dave and Sally Slonaker is hosting the first section picnic on May 20th in Mt. Vernon. We also know many chapters have rides or weekend camping outings planned on Memorial Day Weekend. So enjoy your month of May and let the public be aware of motorcyclists.

The district team of Ohio has been extremely busy finalizing the plans for the Buckeye Rally that will be held on June 15th - 17th 2017 at the Richland County Fairgrounds in Mansfield, Ohio. The theme is “Mayberry RFD.” We recently attended Chapter B’s April gathering. They are the host chapter and they are working hard for the rally. They have some nice guided and unguided rides planned. On Friday evening anyone that is preregistered will receive a country time dinner. It includes hamburgers or hotdogs, baked beans, and macaroni or potato salad. They have also found a company to sponsor the storyteller Mark Jordan. He will bring the tales of the famous Mansfield ghosts to life in an hour long program. He will tell about Ceely Rose and Phoebe Wise. Registrations have been slow coming in. This Buckeye Rally has many more things to offer also. Don’t miss out on a fantastic rally. Early bird passport registration must be postmarked on or before May 16th to qualify. Other registrations should be mailed to us by May 30th, 2017. The address is: Rudy and Linda Copeland, 5278 St. Rt. 29 E., Sidney, Ohio 45365. Shirts may not be ordered after June 1st, 2017. Don’t miss out on a FUN FILLED RALLY. We look forward to seeing you there.
To have a safe ride and trouble free trip, a good TCLOCS inspection is required to make sure your motorcycle is in top condition. As you already know, T-CLOCS is a simple acronym used to remember motorcycle components that should be examined during a pre-ride inspection. The components are Tires and wheels; Controls, such as levers, throttle and switches; Lights and other electrics; Oils and other fluids; Chassis, suspension and other driveline components and finally, Stands. Since we have a T-CLOCS for our motorcycles, let’s have a check-off for the rider too and we can call it; T-CARE

T – Training.
Develop the knowledge and skills to ride safely and handle unexpected situations through class room training and supervised practice sessions. Fortunately, we have many experienced and trained riders in GWRRA to help us develop safe riding skills. The GWRRA Levels program is a good way to be recognized and be acknowledged for being a trained, safe rider.

C – Conditioning.
Fatigue is a major factor for your safety during a ride. It’s hard to stay alert and focused to what’s going on around you to make quick and correct decisions when fatigue sets in. It's easy to say “get some exercise and lose that weight”, but reality usually dictates otherwise. We all know our limits so take a break if you find yourself getting fatigued. When riding in a group, if you’re tired, call for a break. I guarantee that someone else in the group is tired also and will be grateful for a rest stop. As we grow older, we may find that we are no longer bullet proof and may require medications to stay in a healthy condition. If you find yourself losing focus and becoming fatigued due to a medical condition, take a break or call for a break to medicate and recover.

A – Attitude.
The gray matter between your ears is another major factor for safe riding. Don’t ride when you find yourself distracted from the job at hand. If you’re angry or otherwise distracted, stop, collect your thoughts and get in a good place mentally. Stay focused and use the SEE (Search, Evaluate, Execute) method to stay aware of any situations around you so you can react quickly and safely. If you have a co-rider or are in a group, think of the others around you to keep them safe also.

R – Riding Risks.
There are many factors that add to the risks of riding a motorcycle. Traffic, weather, road conditions, directionally challenged (lost), fatigue, experience, skill, attitude, etc. are all part of conditions that can affect safe riding conditions. When planning a trip, keep in mind a plan to reduce risks as much as possible. Even when just riding to the store, wear a helmet, boots, gloves, layered riding clothing, gloves and a carry a first aid kit, tools and a cell phone.

E – Expectations.
The GWRRA motto is Friends for Fun, Safety and Knowledge. We have a lot of fun riding with our friends and welcome all who want to ride with us. We want everyone to enjoy handle bar therapy with us and to arrive safely to the end of the ride. This just doesn’t happen; it takes a lot of hard work by a lot of volunteers in GWRRA to live up to this motto. So, commit to riding safe, keep enhancing your skills and knowledge and someday, you too can be a volunteer to help others to have safe riding fun with us.

Spring is definitely in the air and bikes are everywhere. Watch out for Motorcycles has become our mantra again as we gear up for day rides. Or in our case we need to also watch out for 4 wheelers while we ride because we all know they aren’t watching out for us.

A great day ride for May 13th will be Chapter T’s Spaghetti dinner and Silent Auction. This will be held at the Randolph Community Center 1639 State Route 44, Atwater, OH. Cost is $7.00. Starting time is 4:30pm. Chapter T always puts on a great dinner/ Fund raiser so come on out and support them.

Don’t forget to get registered for Buckeye Rally. Electronic registration is up and running so you don’t even need a stamp or a stop at the post office. While you’re at it get registered for a riding class. If you think you don’t need one then you do.

Last month we talked about different ways to get the word out that GWRRA exists and to hopefully bring some new members to our Chapters and Organization. Now the big question is how do we keep them?

An involved member is usually a happy member so get the new members involved. Ask them what their favorite restaurant is, and their favorite ice cream place, pizza place. Share your favorites with them and plan a ride to one of their favorite, it just might become your new favorite. Most of all be careful not to overwhelm them with the Chapter’s needs. Share your ride schedule and let them know that they are welcome on any ride, dinner, or event, but also assure them that in GWRRA there are no requirements for joining; no time commitment requirements as there are in so many other organizations. People shy away from making commitments so let them get their feet wet and get to know how the organization works. Share the benefits of involvement friendship, loads of fun, safe riding tips and where to buy the best and coolest gear.

Northeast Chapters-what is your favorite day ride? Let us know we are interested in where you like to ride and what you like to do.

Northeast Picnic will be held on July 8th at Mill Creek Day Use area at Berlin Lake. We will meet at noon and eat about 1pm. There will be games and prizes and lots of fun. Hot dogs and hamburgers will be provided, please bring a covered dish to share. We will have an ice cream ride after the picnic. Hope to see all of you there.
Happy May Ohio District,

Riding weather has finally made her appearance – FINALLY!!!! It’s time for all of GWRRA members to get all of their activities on their calendars – you definitely need a calendar because we are SOOOoooo busy. We don’t let the grass grow under the bikes.

Final plans are being made for a fantastic Buckeye Rally. Make sure you get your reservations in so you don’t miss out on the fun.

It’s time to start the planning for all the picnics and outings for the summer. This is one of my favorite recipes for this time of year.

- Chicken Ranch Macaroni Salad
- Cooked elbow macaroni – 16 ounce box
- Cooked chicken (canned, cooked, grilled or shredded from a roasted chicken from the store) desired amount around 1 ½ cups.
- 1 cup shredded sharp cheddar cheese
- 1 package dry ranch dressing
- Desired amount of mayo or additional ranch dressing (bottled)

Combine and let set 4 hours or overnight. Keep refrigerated until serving and then make sure you keep it cold in a thermal bowl with ice under for safety.

This month is also Memorial Day. In a tribute to all of our Military, please take a moment to read the original Order from May 5, 1868. I think you will find it very interesting.

Me·mo·ri·al Day
məˈmôrēəl ˌdā/
noun: Memorial Day
a day on which those who died in active military service are remembered, traditionally observed on May 30 but now officially observed on the last Monday in May.

HEADQUARTERS GRAND ARMY OF THE REPUBLIC
General Orders No.11, WASHINGTON, D.C., May 5, 1868

1. The 30th day of May, 1868, is designated for the purpose of strewing with flowers or otherwise decorating the graves of comrades who died in defense of their country during the late rebellion, and whose bodies now lie in almost every city, village, and hamlet church-yard in the land. In this observance no form of ceremony is prescribed, but posts and comrades will in their own way arrange such fitting services and testimonials of respect as circumstances may permit.

2. It is the purpose of the Commander-in-Chief to inaugurate this observance with the hope that it will be kept up from year to year, while a survivor of the war remains to honor the memory of his departed comrades. He earnestly desires the public press to lend its friendly aid in bringing to the notice of comrades in all parts of the country in time for simultaneous compliance therewith.

3. Department commanders will use efforts to make this order effective.

   By order of
   JOHN A. LOGAN,
   Commander-in-Chief

   N.P. CHIPMAN,
   Adjutant General

   Official:
   WM. T. COLLINS, A.A.G.
Greetings to all GWRRA Members! Please read the following information for important details regarding parking and pets at the Gaylord Texan!

**PARKING:**
If you are staying at the Gaylord Texan, there is a $10 parking fee in addition to your room cost. That parking fee has been negotiated down from $18.50/day to $10.00/day. This is a great deal! As you likely know, this caliber of a resort is usually well over $300/day plus resort fee plus parking fee, etc., but your Wing Ding rate is just $159 plus the discounted $10 parking rate.

You will simply use your room key to gain access to the parking areas!

For those who are not staying on the property (perhaps staying at another hotel or camping nearby), the current Gaylord Texan parking fee structure states that you would pay $10.00 each time you entered the lot. According to this structure, you would be charged $10.00 every time you returned to the lot from a ride, re-entered the lot after taking your bike into the building for service, etc.

We, GWRRA, felt this was unfair to those choosing to stay at another location, and negotiated an option for you to purchase a parking pass for $50.00, good for the duration of the event. This parking pass will allow you to enter and exit the lot as many times as you’d like throughout the event, August 29 - September 2. This parking pass, and price, was negotiated with our Members’ best interest in mind, giving you the best possible option under the circumstances.

These parking passes ($50.00) can be purchased at the Valet Desk inside the Lobby of the Gaylord Texan.

All parking fees are imposed by the Hotel Parking Management, not GWRRA.

**PET POLICY**
We love our fur babies as much as anyone, however, the Gaylord Texan also has a strict "No Pets" policy. Service animals will be permitted, but proper documentation will be required. Please plan for this accordingly.

Are you ready to ride? Is your Wing all checked out & prepped for the trips you have planned this year? Have you prepared yourself for the riding season? Are you armed with your recruiting materials and knowledge of GWRRA and its benefits?

When you run across a potential member, you can tell them all of the fun things they are missing out on? Remember, someone probably talked to you once upon a time and got you to join - are you trying to do the same so others can join in the fun?

The Rally season is upon us; Indiana in May, Ohio in June, Region D/Michigan in August and of course Wing Ding August 29th thru September 2nd, plus others you may travel to in other Districts and Regions. Always have the recruiting mindset. You never know if you’re talking to a potential member or not unless you ask. Enjoy the Summer!

**Mother’s Day Facts**
Mother’s Day originated in the United States in the early 1900s. Although there are older traditions that celebrate similar holidays, they are not considered to be the origins of Mother’s Day.

Mother’s Day is meant to honor mothers and their influence in society, maternal bonds and motherhood itself. In the United States and Canada it is celebrated on the second Sunday in May, but in other parts of the world it is sometimes celebrated in March, as well as in other months.

Mother’s Day became a recognized holiday in 1914 in the United States.

Approximately 122 million phone calls are made to moms on Mother’s Day in the United States. In most countries and languages, the word for mother begins with ‘m’.

Of all the flowers bought for holidays, one quarter are purchased for Mother’s Day. Common gifts on Mother’s Day include: flowers, dinner or lunch in a restaurant, jewelry, gift cards, clothing and treats such as a trip to a spa. Books, CDs, housewares and gardening tools are popular gifts as well.

The amount of money spent on Mother’s Day in the U.S. is approximately $14 billion.
If you are a presenter and were not at the officers meeting to hear what is new, I am going to talk about a couple of things this month.

The first thing is that if you are presenter in ride education some of the seminars/modules require you to be in the level program and at a certain level and current. National is thinking of how the district trainers are going to be able to check this. The answer right now is to ask Kathleen Heibel and she will check. I can check for Ohio district as of right now. If you are giving a seminar/modules please pass along all sign in sheets thru the district trainer and we will pass it along to the right program. If it is a ride education seminar, you can send it to district ride educator and district trainer also. If the module is listed on the University webpage than it must go thru district trainer because we have to put it on the quarterly report.

TRAINER TALK
Doug & Lynn Kerst
Ohio District Trainer
OhioTrainer@ohiogwrra.org

If you're wondering whether setting your automotive battery on concrete will cause it to discharge, wonder no longer. Today, the type of plastic (polypropylene) used in battery cases is a great electrical insulator. Also, tremendous technological improvements have been made in the seals around the battery posts and vent systems, which have virtually eliminated electrolyte seepage and migration. So, it's OK to set or store your battery on concrete.

A battery’s rate of discharge is only affected by its age, the temperature outside and the way the inside of the battery is made.

History of the myth
The myth that concrete drains batteries has some historical basis. Many, many years ago, wooden battery cases encased a glass jar with the battery inside. Any moisture on the floor could cause the wood to swell and possibly fracture the glass, causing it to leak. Later came the introduction of the hard rubber battery cases, which were somewhat porous and had a high-carbon content. An electrical current could be conducted through this container if the moist concrete floor permitted the current to find an electrical ground.

The wise advice of the old days to "keep batteries off concrete" has been passed down to us today, but it no longer applies because of the advanced technology of today's batteries.

LET ME INTRODUCE YOU TO OUR NEW GWARRA DIRECTOR EMERITUS!
ANITA ALKIRE
President GWARRA
president@gwrra-h.org

It is with a great deal of appreciation that GWRRRA announces the retirement of Ray and Sandi Garris as Your Directors of GWRRRA.

Ray and Sandi have dedicated many, many years to the Association and their love runs deep for all that GWRRRA means to them and so many others.

Ray and Sandi will be the first TEAM GWARRA Directors to retire to the title of Director Emeritus. This is a position of honor and is given to TEAM GWARRA’s Director after years of service. It also means we can call on them!

We took the opportunity to honor them at 40 to Phoenix on Wednesday with the presentation of a beautiful WoodWing Art plaque and a heartfelt thank you.

As they have been holding 2 roles, Ray and Sandi will continue to work with the TEAM GWARRA as the Deputy Directors for the West. As you can see, retirement didn't last very long! Their willingness to serve cannot and will not be stopped and we are very happy to have them continue on with TEAM GWRRRA!

Please congratulate and thank Ray and Sandi for a fantastic job, done so very well, and on their newest position with GWRRRA. Ray and Sandi, from my heart I thank you and look forward to continuing to work together on our new endeavors!

Note: At the present time, we are not replacing the Director position. If you have questions please contact Anita at President@gwrra.org
On June 3rd the Southeast Section picnic will be held at Rising Park in Lancaster, Ohio. It is on Rt. 37 across from the fairgrounds in Lancaster. You can hike to the top of the mountain and get a great view of Lancaster. Be warned though, it is a very steep climb. There will be some games and other great stuff going on. Don’t forget, this is a brown bag lunch. We have the shelter house from 11:00 am to 4:00 pm. Eat at noon.

If anyone would like, we can have a ride to Mott’s Military Museum, or the AMA Museum. Mott’s Military Museum has a wide variety of exhibits and also includes a uniform of a GWRRA member. If you would like to participate in either one of these rides, please contact John Geslak at jges44@att.net or 614-837-3556 for more info. Also it will help him get a count for the museums. A big thanks to Chapter F3 for being the host chapter.

See ya around the next curve,
Due to popular demand, starting next month the district newsletter will now accept for sale adds.

Each add will run for 2 consecutive months and then be removed, you can then resubmit the add for the next 2 months (2 months on - 1 month off - 2 months on).

The format for the add is shown below. Please provide the pertinent information as required below.

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- The Ohio district and GWRRA its heirs, assigns, or successors
- Assume NO responsibility or liability for the accuracy of the advertisement, typographical entry or submission errors, or fitness of the item for sale, or its suitability for any given purpose. Let the buyer beware.

- Any submitted advertisement will be reviewed by the Ohio district for suitability.
- Ohio GWRRA will be the SOLE arbiter.
- All decisions regarding the suitability for each advertisement rest with the Ohio district, and adds may be removed, for any reason, at any time at the discretion OF the Ohio District.
- All decisions are final.

- Any advertisement submission MUST be made by and received from a Current membership active member of The GWRRA Ohio District.
- There will be a maximum of 1 ONE advertisement per person / chapter / entity per issue.
- There will be a one item per advertisement unless it is a single lot of many pieces for a single price.
- Any advertisement may be submitted by the email Webmaster@ohiogwrra.org
The MSF 100 Naturalistic Crash Study reveals why mishaps happen.

I know that talking about crashing can harsh your mellow. But, I’m betting you’ll want to know how to avoid the expense and embarrassment of an avoidable mishap. One way to increase your chances of arriving home unscathed is to learn from other riders’ mistakes. That’s where the Motorcycle Safety Foundation (MSF) and the Virginia Tech Transportation Institute (VTTI) come in.

These two organizations teamed up to create an updated study identifying factors that increase the risk of crashing. This is good news, because the last comprehensive study was published way back in 1981. That’s when USC professor Harry Hurt published his findings of 900 investigated accidents and 3,600 police reports of crashes in and around Los Angeles. The problem is that the results of The Hurt Report were based on eyewitness accounts, rider interviews and police reports, which are often unreliable and inaccurate.

What’s different about the new study is that it uses a “naturalistic” approach, recording the actions of 100 participating riders and then documenting factors that resulted in crashes and near-crashes as they happen. Data is captured by GPS, accelerometers, gyros, lane trackers, forward radar and five unobtrusive video cameras connected to the bikes. This technology dutifully observed and chronicled every move in actual riding conditions over the course of 366,000 miles in and around California, Florida, Virginia and Arizona. The average length of rider participation was one year.

The ages of the volunteer riders ranged from 21 to 79 years of age with roughly one-quarter being female. 41 riders owned a cruiser, 38 had a touring bike and 21 piloted sport bikes. Riding experience ranged from 1 month to over 50 years with pre-study annual mileage ranging from 40 to 40,000 miles. 65% attended and passed at least one rider course. For reference, the national average of formally trained riders in 2014 was only 44%.

Over the course of the study, 30 of the 100 riders crashed. That’s a rather big percentage, but it makes more sense when you consider that over half of the crashes (17) were low speed falls. Past studies didn’t include mundane tipovers, because nobody reported them.

The study doesn’t include conclusions about why riders crash or how to prevent a crash, so I will share my thoughts as we go on. First, let’s list the 30 crash scenarios:

⇒ Low speed ground impact (17 crashes)
⇒ Leaving the road (3 crashes)
⇒ Colliding with a vehicle turning left at an intersection (3 crashes)
⇒ Rider striking the back of another vehicle (2 crashes)
⇒ Vehicle crossing the rider’s path (1 crash)
⇒ Being rear-ended (1 crash)
⇒ Getting cut-off by a driver travelling in the same direction (1 crash)
⇒ Poor curve negotiation (1 crash)
⇒ Falling once underway (1 crash)

The descriptions of the crashes are a bit vague, but you get the idea. Besides crashes, the naturalistic approach allowed the researchers to “witness” and record 122 near misses. This information helps the researchers identify factors leading up to the mishap.

(Continued on page 10 - THIS IS WHY)
Many of the study’s tables combine both crashes and near-crashes to identify the most common situations that increase risk. I went ahead and paraphrased the report’s most significant findings to save you from having to decipher the data yourself. You’re welcome.

Slow speed maneuvers are a problem. “Low speed ground impacts” account for over half of the recorded crashes. Whether you consider a slow speed tipover a “crash” or not, these pesky drops are quite common and can cause significant misery. Most are due to insufficient speed, mainly when starting, stopping or making a U-turn.

Curves are dangerous. 55% of the recorded single-vehicle mishaps happened in curves, mostly in right-hand turns and are usually the result of weak cornering skill and/or a too fast entry speed. We can also include poor visual skills as a common contributor to cornering mishaps.

Intersections are hazardous. No surprise here. Careless drivers surely can be blamed for not double-checking before proceeding, but too often a big load of responsibility lands squarely on the rider. You must remember that because of your bike’s relative small size it is difficult for drivers to see you or judge your approach speed and closing distance. Slowing down and selecting a lane position that allows others to see you can avoid the majority of mishaps at intersections. You also want to watch for signs of vehicle movement and cover your brakes just in case.

Rear-ending other vehicles is more common than you think. The number of riders running into the back of another vehicle is surprising. Typically, insufficient following distance, inattention, and a failure to recognize and respond to stopping traffic are likely causes. You can also count on target fixation and weak emergency braking skills as factors.

Beware of blind Spots. The study recorded several incidents where a vehicle traveling in the same direction nearly sideswiped the rider. This frequently happens when a driver fails to check twice before changing lanes, but is also caused by riders surfing in drivers’ blind spots. Don’t blame the driver if you are hiding.

Lack of knowledge, inattention, and weak control skills increase risk by 9 times. This combo can result in a multitude of problems like running a red traffic light, failing to recognize a crash as it unfolds, failing to negotiate a corner, dropping the bike during a slow speed maneuver, or running into the back of a stopped vehicle.

Excessive speed and aggressive riding are particularly perilous. The study concludes that riding too fast and passing, particularly on the right, increases the risk of crashing by 18 times.

Aggressive riding combined with a lack of skill is very bad news. The risk of a mishap increases by a whopping 30 times if you mix squidly behavior with lack of knowledge, skill, and attention—30 times, people!

Tricky road conditions are challenging. Participating riders had issues with sloped surfaces and gravel or dirt roads. Uphill starts present problems for many riders as does maintaining control when riding downhill. Riders also have problems managing balance and traction on gravelly surfaces.

Swerving may not be the best choice. Swerving to avoid an object often causes the bike to leave the roadway. This is likely if the rider has weak swerving skills. Many times it’s better to focus on stopping rather than swerving.

Animals, pedestrians and bicyclists need to be watched. People and animals can be unpredictable, so keep an eye out and cover your brakes!

The VTTI/MSF study confirms much of what we already know: that intersections and curves are dangerous and that aggressive riding is just plain foolish. It also reminds us of the importance of rider judgment, attitude, attention and knowledge so we can avoid situations that call for evasive action. And of course, it reinforces the need for excellent bike control.

You’d be smart to identify your own risky behaviors and then get to work to bolster your survival strategies and improve your control skills. And please don’t think that reducing risk comes at the expense of fun. It just isn’t true. The best riders know that a serious attitude, in partnership with well-developed mental and physical skills, makes riding both safer and more fun.
Road Knowledge for the new and experienced CO RIDER

A motorcycle passenger can't contribute much to the stability of the motorcycle, because any bike is easier to ride without a passenger. This is true no matter how skilled the passenger. Motorcycles are, by their basic principles, a single-person vehicle. Even the giant road bikes are safer, more stable, and more comfortable without a passenger.

So, the passenger's primary job is to destabilize the vehicle as little as possible. The best way to do that is to mirror the actions of the rider as smoothly as possible. The easiest way to do what the rider does is to be attached to the rider. Women riding with me seem to automatically know this and keep a firm hold on the rider's waist or hips. Men, on the other hand....?

The secondary job of a rider is to act as a second set of eyes and ears connected to a second brain. If two minds are better than one anywhere, it's even truer on a motorcycle. There are obstacles and hazards coming toward you from every direction on a motorcycle. A good rider can cover about 180 degrees of hazard observation. A good rider with a good passenger can almost double that.

Motorcycles are poor places for daydreaming, even as a passenger. You should be watching, listening, and smelling for hazards and changes in the riding environment any time the vehicle is in motion. If you keep in mind that you're traveling on a "life-support mechanism" that needs constant attention, you may save your own life.

Before you go into motion, you should have a basic communication system in place. Don't count on being able to talk over the wind noise, unless you have a headset communication system. Headsets fail and you may need to quickly get the rider's attention in an emergency, so, you still need a basic manual system. If an intercom is not used, the co-rider and rider need to establish communication signals.

Suggested signals could be:
1. Right turn – squeeze or tap the right arm
2. Left turn – squeeze of tap the left arm
3. Stop or slow down – squeeze or tap with both arms
4. Other (bathroom break, I’m hungry/thirsty, cut that out etc.) come up with a jointly agreed to signal
5. For rider-to-co-rider signals, it’s easier to tap the right or left leg for turns and to lean back slightly as a signal for stopping or slowing down.

MOUNTING AND DISMOUNTING THE MOTORCYCLE

MOUNTING
1. Prior to mounting the motorcycle, the co-rider should be properly attired in protective gear (helmet, gloves, jacket or long sleeved shirt, eye protection, pants, and over the-ankle footgear).
2. When the rider is mounting the motorcycle, the co-rider should stand away from traffic and 5-6 feet away from the motorcycle in case it falls.
3. After the rider has started the motorcycle, made all the necessary adjustments, and the motorcycle is pointed toward a clear path, the co-rider should be instructed to mount the motorcycle.
4. The co-rider should mount the motorcycle from the left side. This is a hold-over from our humans-on-horseback past, but it still applies. The co-rider should place the left hand on the shoulder of the rider, step on the foot peg (or foot board) and then swing the leg over the seat.
5. Co-riders who have difficulty mounting the motorcycle may need assistance from another person. You may be able to use an object to step on to make it easier to get a leg over the saddle.
6. The co-rider should inform the rider when he or she is ready to go.

DISMOUNTING
1. The rider should communicate when ready for the co-rider to dismount.
2. The co-rider must make sure that any wires (communication, electric vests etc.) will not interfere with the dismounting procedure.
3. The co-rider should place his or her hand on the rider’s shoulder and then carefully swing her leg over the seat and dismount on the left side of the motorcycle. Ideally, the dismount will be on the non-traffic side of the motorcycle.
4. After dismounting, the co-rider should stand 5-6 feet away from the motorcycle and stay clear of traffic while the rider dismounts.

(Continued on page 12 - Road knowledge)
MANEUVERING THE MOTORCYCLE FOR THE CO-RIDER

LOW-SPEED, STRAIGHT-LINE RIDING
To get out of the parking lot and into the flow of traffic, you first have to get the bike rolling. Usually, that means moving at low speeds in a straight line. Motorcycles are unstable at low speeds. Two primary forces, inertia and gyroscopic force, contribute to stabilizing the bike (the forward-moving inertia of the overall vehicle and the gyroscopic forces produced by the rotation of the wheels), and are reduced with the vehicle's speed.

The role of the co-rider in low-speed, straight-line riding. At low speeds the co-rider should remain stationary and as vertical as possible. Sudden moves by the co-rider can cause instability. The co-rider should keep their feet on the pegs, knees against the seat and hands on the rider's waist.

HIGH-SPEED, STRAIGHT-LINE RIDING
This is the easiest riding situation for both the rider and co-rider. The vehicle is reasonably stable because physics is on our side. We're moving and the wheels are gyroscopic, so the bike tends to stay upright and moving straight ahead. Balancing at higher speeds is easier for the rider. In fact, the bike practically balances itself at speed. The force of inertia and the gyroscopic force produced by the rotation of the wheels increases with speed and aid in stabilizing the motorcycle. The motorcycle is more resistant to change and it takes more effort to change the balance and direction of the motorcycle.

THE ROLE OF THE CO-RIDER IN STRAIGHT-LINE RIDING
Minor shifts in weight will not seriously affect the handling of the motorcycle. However, quick movements can be distracting and even dangerous. Changing the center of gravity will cause the bike to turn, sometimes quickly. Keep your hands, arms, and legs close to the motorcycle. Movement that creates wind drag or lateral shifts in weight can alter the path of travel and make controlling the motorcycle more difficult. If you need to stretch or alter your position, inform the rider to help him/her prepare and be ready to compensate.

SURMOUNTING (RIDING OVER) AN OBSTACLE
Surmounting is necessary when the rider is unable to stop or cannot swerve to avoid an obstacle. This happens more often than you'd like to believe. On warm spring days, the road may heave dramatically, creating one of "nature's speed bumps" in the highway. Something may fall from a vehicle and there won't be time to avoid it. I once had the thrill of riding over a spare tire that came loose from its mounting at highway speeds. (Motorcycling is a never-ending source of exciting experiences!) Ideally, the rider should forewarn the co-rider prior to surmounting an obstacle to prevent being catapulted from the seat. More often, the rider is doing everything he or she can just to stay on the bike, and there is practically no time for a warning or evasive maneuver.

ROLE OF THE CO-RIDER WHEN SURMOUNTING AN OBSTACLE
Rise slightly off of the seat, placing your weight on the foot pegs. Bend your knees and squeeze them against the seat. This assists the motorcycle's suspension, a little, and prepares you for the shock. Hold on firmly to the rider's waist. If there was any time to exactly mirror the rider's position, this is it. Try not to transfer your weight to the rider.

SWERVING
Swerving is accomplished by steering the motorcycle quickly. The timing of this maneuver will depend on when the obstacle is identified by the rider. This is one of the many reasons it's important for the passenger to pay attention to road conditions. If the passenger interferes with the lean of the bike, the maneuver will be less effective and may cause a crash.

ROLE OF THE CO-RIDER WHEN SWERVING
Both the rider and co-rider will need to remain seated in a vertical position while the swerving maneuver is occurring. Do not attempt to lean in any direction. Simply keep your body upright and allow the motorcycle to move freely underneath you.

CORNERING AND BRAKING FOR THE CO-RIDER

LOW-SPEED TURNS
This is often the hardest riding situation for both the rider and co-rider. The vehicle is not stable because we're intentionally unbalancing the bike for the turn and physics -inertia- is not on our side. We're barely moving, so we have almost no gyroscopic stability, and an object beginning to lean tends to keep increasing that lean. It takes concentration and skill to manage a low speed turn with a passenger. Motorcycles with a higher center of gravity, such as dual-sport machines and sport bikes, will require more effort to keep the motorcycle balanced and maintain control. A bike with the additional load of a passenger and luggage may have a considerably higher center of gravity than the vehicle's designers considered. This is often a critical maneuver.
THE ROLE OF THE CO-RIDER IN LOW-SPEED TURNS
Keep your hands, arms, and legs close to the motorcycle. Do not shift your weight or make any sudden movements. Lean with the rider.

HIGH-SPEED TURNS
The stability of the motorcycle increases as speed increases. Highway-speed turns are not only much easier than low speed maneuvering, but they can also be a lot of fun. This is where you get to feel the power of the earth's gravity and centrifugal force acting against the motion of the vehicle. A well-executed corner is arguably the most entertaining thing you can do on a motorcycle.

THE ROLE OF THE CO-RIDER IN HIGH-SPEED TURNS
Look over the inside shoulder of the rider and lean with the motorcycle. Do not lean in the opposite direction. This is important because: Leaning to the outside will make it more difficult for the rider to achieve and maintain the desired lean angle. Leaning to the outside will cause the motorcycle's lean-angle to increase. Parts of the motorcycle could scrape the ground or the tires traction limits could be exceeded, resulting in a loss of control. Don't Panic! The motorcycle must lean to turn. It may feel unnatural and somewhat scary at first, but you'll get used to it.

BREAKING IN A STRAIGHT LINE
The co-rider's weight adds to the energy of motion that is generated when the motorcycle is moving. This means that the braking force needed to stop the motorcycle will be noticeably greater than what is required for a solo rider. Depending on your bike, your weight, your passenger's weight, and the weather, you may be very surprised (shocked, even) at the change in your motorcycle's braking capacity. Practice a few stops before setting out on your adventure.

THE ROLE OF THE CO-RIDER IN STRAIGHT-LINE BRAKING
The co-rider must be careful to sit upright while braking. If the co-rider leans to one side, the motorcycle will also lean and the amount of traction available for braking will be reduced. The co-rider must also be in control of the shifting of his/her body weight to the front when the brakes are applied: Slamming into the back of the rider could affect the rider's ability to maintain grip on the handlebars and apply pressure to the front brake lever. Sudden weight shifts toward the front will also lighten the weight on the rear wheel and could contribute to a rear wheel skid. To prevent this from occurring, the co-rider should be alert for conditions that may arise requiring hard braking. The co-rider should place his/her hands on the waist of the rider to help brace him/herself from slamming into the rider. It is also helpful to lean rearward from the shoulders. This will help prevent "head butting." A final technique is to use the footpegs as a brace and exert pressure on them while squeezing your knees against the seat. Keep your feet on the footpegs. Do everything you can to keep from transferring your weight to the rider's arms.

BRAKING IN A CURVE
When braking in a curve, traction normally available for braking is also being used for cornering. The rider must balance out braking and cornering forces to stop smoothly and safely.

THE ROLE OF THE CO-RIDER WHEN BRAKING IN A CURVE (NORMAL STOP)
Mirror the actions of the rider. Lean with the motorcycle through the curve. Use the same techniques for posture mentioned in straight line braking. As the motorcycle slows and is almost at the stopping point, the rider will straighten the motorcycle. The co-rider should sit upright and not lean into the turn at this point. Again, mirror the position of the rider.

THE ROLE OF THE CO-RIDER WHEN BRAKING IN A CURVE IN AN EMERGENCY
There may come a time when the rider is going through a turn and will need to come to a rapid stop. In this type of situation the rider should attempt to straighten the motorcycle quickly and then apply the brakes.

PRACTICAL ASSISTANCE THE CO-RIDER CAN PROVIDE

NAVIGATION
It's almost impossible to control a motorcycle and read a map at the same time. Co-riders can be a great help reading maps and locating critical information. A co-rider who can read a map and provide directions is a wonderful thing. The co-rider can also use traditional hand signals to communicate to other motorists: Left (left arm pointing left) and Right (left arm bent and pointing up) turn signals; Stop signal (left arm pointing down)
IDENTIFYING HAZARDS IN THE ROAD

The co-rider can act as a second set of eyes to identify hazards. The location of the hazard i.e. right side, left side, center; should be calmly communicated to the rider.

PACKING AND LOADING GEAR FOR TWO

Place critical gear where it can be readily accessed. Evenly distribute the stored weight in the saddlebags and trunk. Store heavy items as low as possible and toward the center of the motorcycle. Properly secure the gear. If you don't, you won't even know when it's gone until you stop for lunch. The other possibility is that you'll find out something has come loose when it tangles itself in a wheel and brings your vacation trip to a quick stop.

TIME SAVERS AND COMMON COURTESY

The co-rider should have proper change available to pay for tollbooth fees. A co-rider can reserve restaurant seats while the rider parks motorcycle or refuels. The typical co-rider will insist the rider stops to ask for directions when lost!!

Co-Rider Level I Knowledge Test (Courtesy of Chapter Winchester - Virginia)

This is a self test, read each question and put a check mark on the true or false questions.

1. Co-Riders should help the Rider balance the motorcycle at stops by putting their feet on the ground.
   True: __ False: __

2. Co-Riders should keep their feet slightly forward on their floorboards or pegs to keep from being forced forward when stopping
   True: __ False: __

3. The Co-Rider should mount the motorcycle and be ready to go, even before the Rider gets to the motorcycle
   True: __ False: __

4. While riding through a turn or a curve, look over the Riders shoulder in the direction of the turn
   True: __ False: __

5. The Co-Rider should have the same level of safety clothing as the Rider does
   True: __ False: __

6. Your helmet should be at least DOT approved
   True: __ False: __

7. If your Rider has passed an Experienced Rider Course you can count on a safe ride
   True: __ False: __

8. The Co-Rider should inform the Rider before mounting or dismounting the motorcycle
   True: __ False: __

9. It's not important for the Co-Rider to be looking through a turn, as long as the Rider does
   True: __ False: __

10. If the motorcycle starts to fall over while not moving, the Co-Rider should put their foot down to help the Rider stabilize the bike
    True: __ False: __

11. If the Rider becomes disabled during a ride, the Co-Rider should grab the brakes
    True: __ False: __

12. If the Rider becomes disabled during a ride, the Co-Rider should push the Rider off the motorcycle, so that you can at least save yourself
    True: __ False: __

13. The engine cut-off switch will immediately stop the motorcycle
    True: __ False: __

14. Don’t expose any skin that you’re not willing to lose
    True: __ False: __

15. The C.B.’s main purpose is to communicate with the other Co-Riders
    True: __ False: __

16. Your Rider would probably appreciate while you’re pointing things out, that you include descriptive locations
    True: __ False: __

17. Moving around during a ride has no affect on the Riders control of the motorcycle
    True: __ False: __

18. The added weight of the Co-Rider will affect turning and stopping of the motorcycle
    True: __ False: __

19. The speed of the motorcycle and body movement have no bearing on each other
    True: __ False: __

20. Wait until just after you and your Rider are moving to tell him that you have to go to the bathroom
    True: __ False: __
HOW TO BE A MOTORCYCLE PASSENGER
When you climb on the back of a motorcycle, you are literally putting your life in the rider's hands. Here's what you should know and consider before taking that step. By Art Friedman.

By Art Friedman
4/24/2009
http://www.motorcyclecruiser.com/how-to-be-motorcycle-passenger

When you climb on the back of a motorcycle, you are literally putting your life in the rider's hands. Here's what you should know and consider before taking that step. By Art Friedman.
February 24, 2009

WEB EXCLUSIVE.
Learning how to ride a motorcycle is tricky, but learning how to ride as a passenger is ever harder. There aren't any schools for it (though some rider-training classes are set up for riders with passengers). In most cases, the only person who you can ask for advice is the rider (i.e., the driver), who may never have done it, and may be the biggest issue you encounter. We decided to run this story on our website instead of in the magazine, because we believed that would make it available to more prospective passengers in time to be of some assistance.

WHAT TO EXPECT
If you are going to accept a motorcyclist's invitation to ride along behind him or her, you should expect that person to have some experience both riding motorcycles and carrying passengers. You should expect the rider to make sure you have protective gear and are using it properly. The rider should explain how to mount, sit on, and dismount the motorcycle, what to do when you corner, brake and stop, and how to communicate essentials like "stop," "slow down," or "I have a problem." The person you are entrusting your safety to should display a concern for your welfare and enjoyment of the ride.

Let's examine each of those points in detail, so you know what to expect.

RIDER EXPERIENCE
Riding with a passenger requires a bit more skill than riding solo. The bike is heavier and won't steer as nimbly or brake in as short a distance. It will be more difficult to balance at a stop. A new rider won't have experience, and these issues may present a challenge to him. So your first question, when invited to ride with someone, should be "How long have you been riding?" If it was my daughter, the answer would have to be at least a year.

Other questions I'd follow-up with are:
✓ "How long have you been riding this bike?" I'd like to hear at least three months.
✓ "How did you learn to ride?" If he has been riding for years or graduated from a dirt bike, those are both acceptable answers. But for a recent rider, I'd want to hear that he took a state or Motorcycle Safety Foundation (MSF) rider-training course.
✓ "How much riding have you done with passengers?" If he needs to practice, tell him to practice with his mom.
✓ "Do you have a motorcycle endorsement on your license?" This is a very important. A rider who has not obtained a motorcycle endorsement on his driver's license is either not serious about motorcycling or doesn't believe he's skilled enough to pass the simple rider's test. Riders without motorcycle licenses are way over-represented in the accident statistics. I'd even ask to see it. No endorsement, no go.
✓ "Are you insured?" This is a simple test of responsibility and attitude. If he is serious about it, he'll have insurance, though it probably won't cover you.
✓ "Had any crashes?" Besides the fact that his crash demonstrates a past problem, riders who crash often have crashed in the recent past.
✓ "Do you ever drink and ride?" If he says, "Well. If I've just had one beer..." I'd say "Uh-oh."

Next, I'd find out what he proposes for your first ride. If it is a day-long ride somewhere, I'd suggest a one or two shorter rides first on the same motorcycle. You will want a short ride to see if you feel comfortable with his riding and the motorcycle itself.

(Continued on page 16 - Passenger)
There should be some conditions established for this first ride or two. The rider should agree to end the ride on your terms—turn around and go back, or wait while you are picked up by a friend or a taxi. If you are frightened by the experience, for whatever reason, this provides you a ready out.

RIDING GEAR

Ask about what riding gear you’ll be provided or have to supply. At the minimum, you will need a helmet that meets the DOT (Department of Transportation) standard, and the rider should automatically expect that you will wear one. No matter whether it's required by law, if something goes wrong, it is all that stands between you and death or life as something akin to a fungus. If the rider tells you that he doesn't wear one, I’d view that as a sign that he has not really considered the risks of motorcycling or simply has not paid attention to the realities and risks of motorcycling. His attitude is either dangerous or unrealistic. I wouldn't ride with him or let my family ride with him.

Helmet fit is a tricky issue with a passenger. A rider isn’t likely to buy a helmet to fit you on the first ride. However, a helmet that is too small can be uncomfortable or even painful. One that is too big can come off in mid-crash. I’d find it acceptable if the fit is a bit sloppy but it passes the roll-off test. That test goes like this. Fasten the chin strap snugly, then grab the rear of the helmet, pull up and forward forcefully and try to roll it forward and off your chin. If it comes off, it fails, and you need a different (and probably smaller) helmet. For detailed information on helmet fit and selection, see our helmet-buying story.

Some passengers balk when a rider presents them with a full-coverage helmet—one that has a section over the mouth with an ejeport covered by the face shield. They shouldn’t; the rider has spent more money to get them superior protection. In most cases, this sort of helmet also includes good eye-protection, but if there is no faceshield, you should wear glasses or goggles.

A helmet really is essential. It will protect you from a real life-destroying event. Someone who tells you otherwise is either uninformed or being dishonest. The rest of the recommended riding gear will most likely just prevent pain and suffering. You should wear long pants. Even a minor tip-over can leave uncovered legs scarred for life. Jeans do an acceptable job of protection, though heavier clothing is better. Don't ride in shorts or accept a ride from a rider who does (who once again has failed the test about whether he has realistically assessed the risks).

If you don't have gloves, the rider should supply some. Even a pair of heavy leather work gloves will suffice if they fit properly. A snug fit is important, so they don't come off if things go wrong. Fingerless gloves are another sign of thoughtlessness. Gloves should cover your entire hand.

Motorcycle jackets offer features designed to make them more comfortable while riding and to provide better protection in a fall, but if one isn't available, a jacket made of solid textile is better than nothing. A denim jacket is better than a garment made of lightweight fabric.

Real motorcycle boots are nice, but any solid shoe that covers your foot and ankle will give useful protection. If you don't have shoes that come over your ankle, then choose solid shoes that completely cover your feet. Make sure any laces won't get blown loose and flap where they could get caught in the rear wheel or drive belt or chain, which could injure you or cause a crash.

BEFORE YOU RIDE

If you have never or rarely ridden before, the rider should go through a number of details with you. He should show you how to get on and off the motorcycle. This should include whether he wants you to get on first (usually not, but more common on big bikes with passenger backrests), whether he expects you use the passenger peg as a step or simply throw your leg over the seat (let him know if you can't do this), which side you will approach from, whether you can use his shoulders or arm to steady yourself, and most importantly, how to confirm that he is ready for you to mount. If you catch him by surprise, you could cause the bike to fall over. When the ride is over, will you get off first or will he?

Which side and will you use the footrest as a step? He should warn you about any hot parts, normally the exhaust system, to avoid touching.

He should show you where to put your feet while riding, which should be on your own footrests. If they can fold up, he should demonstrate this and make sure they are folded down. He should warn you to keep your feet clear of the wheel and drive system, even though problems are rare. At a stop, he should be able to support the bike without your help, so he should tell you to keep your feet on the pegs when stopped. If he can't do this, I’d be reluctant to ride with him. You should warn him if you want to put your foot down at a...
You should establish what you will hold on to. This will not be much of an issue on a motorcycle with a large passenger backrest, but on other bikes you should hold on to the rider at the waist with at least one hand. If there is a large grab rail around your seat, you can hold onto this with your second hand if it's comfortable to so. Otherwise hold onto the rider's waist with both hands. There are belts available with handholds to make this easier, though they are rare. Do not hold on to his shoulders or arms, which can interfere with control, and do not bother trying to use any strap attached to the seat, which provides an unsteady anchor and will affect the motorcycle's stability.

LEANING FOR CORNERS
The rider should explain what he wants you to do when leaning into corners. Your body position will influence steering and lean angle, so what you do will affect the rider's control of the bike. I normally tell the passenger to stay neutral—that is, to lean neither with or against the motorcycle—and to look over my inside shoulder. It is important to not shift your weight suddenly in the corner. You should also know that if you are uncomfortable about how far the bike is leaning, that leaning out of the corner and trying to straighten the motorcycle up will probably have just the opposite effect. The rider will have to lean the motorcycle even deeper into the corner to maintain his arc.

On some bikes, such as the big wide cruisers, some parts will drag rather easily in corners. The rider should inform you of this and perhaps even demonstrate in a parking lot. He should also be sufficiently familiar with his bike that he can warn you when it's about to happen for the first time. Though it may make an alarming noise, particularly if you aren't ready for it, but it doesn't actually signal anything dangerous.

BRAKING AND ACCELERATION
During heavy braking, you may be pressed against the rider. If you have a grab rail and can take up some of the pressure, that's fine, but the rider, who has an easier time of supporting himself, should be able to support your weight against him, even under very heavy braking. You may want to hold yourself off the rider's back with your hands of simply lean into his back. Some riders (usually male) with passengers (usually female) who are trying for cheap intimacy may brake harder or more frequently than they need to. This practice is known as the "boob jam," and if you feel you are being subjected to it, feel free to confront him.

Motorcycles can accelerate more forcefully than cars, which may cause problems if there is no passenger backrest. It may not be possible to get a firm handhold on the rider for a variety of reasons, and you can hold on only so tight by gripping with your legs. If this is a concern, be sure you tell the rider about it so he accelerates more gently or provides a secure hold point. He should also transition from steady speed or slowing to acceleration somewhat gradually, so you have time to react. However, you should pay attention to the traffic situation too, so you can anticipate what might happen.

It's not uncommon for your helmets to bump when accelerating or decelerating. Don't apologize. This is not causing a problem, and it's normally the rider's fault because he isn't riding as smoothly as he should.

COMMUNICATION AND THE FIRST RIDE
Before you leave on a ride that's longer than around the block, you should set a few basic signals to communicate your needs. One tap on the right shoulder, for example, might mean "I want to stop when it's convenient." Two might mean, "It's kind of urgent." And three means, "Stop right now!" A tap on the left shoulder might mean "Look at this" or what you are pointing at. Tapping both might mean "I have a problem." A thumbs-up means "I'm having fun," thumbs down the opposite, and sideways means the jury is out. You may be able to communicate vocally at low speeds or when stopped but the wind will probably prevent it at speed. A patting motion in front of the rider might mean "Please slow down."

You should plan to stop a few minutes into that first ride to discuss things and every 20 or 30 minutes thereafter. You should also have established how long and far the ride is going to be.

As I mentioned before, the first ride should be short with a provision to opt out of any further riding if you don't like it. It should also be just your motorcycle, since riding in a group of motorcycles puts pressure on rider to do what the rest are. Other riders and bikes also create distractions. Ideally it should be where there isn't much traffic, though a stint at highway speeds is probably a good idea if you are contemplating longer rides in the future.

You should assert yourself any time you aren't comfortable or enjoying the experience, even before you get on. If the rider or the bike make you feel uncomfortable, it's best to stop things before they get worse.

THE MOTORCYCLE
A woman recently told me about being invited to ride on a motorcycle for the first time and being surprised that there was no backrest.
Certainly there are aspects of a motorcycle that can make it more suitable or pleasant for a passenger or make it unpleasant or even unsafe. Backrests are the most desired feature for a passenger, and the bigger the better. However, only a minority of motorcycles come with any passenger backrest at all, so don't expect one. Normally the biggest passenger backrests are those that are part of a trunk assembly, which may include armrests and speakers (with controls for the stereo). However, there are setups, like those from Custom World International (www.cw-intl.com), for cruisers that offer the same large backrest and arm supports. These permit the passenger to relax and feel secure without holding onto the rider. Smaller backrest may simply provide a barrier to sliding off the seat and not actually be a place to rest your back.

The seat itself is the next most important item. The ideal saddle is deep and comfortable, wide enough to support you and roomy enough front to rear to give you room to adjust your position without crowding against the rider. A narrow seat is not only uncomfortable, but it makes you feel less secure. It should not slope rearward (as a few, such as that on the Harley V-Rod, do), and any slope to the front should be very small so that you don't tend to slide into the rider. Many cruisers and touring bikes provide a raised passenger saddle, which permits the passenger to easily see over the rider. The passenger’s section of the saddle is something you should consider on any preliminary check-out ride. If you are developing a long-term riding relationship with somebody with an uncomfortable passenger seat, ask if it might be changed. Virtually any motorcycle can be equipped with a more comfortable accessory saddle or just a nicer passenger section.

Footrest position can be an issue, if it bends your legs in an uncomfortable way or doesn't allow you to support yourself on your legs (which can be important over bumps). Floorboards, wide flat plates that provide a roomier perch for your feet, offer more flexibility and are available for many cruisers and touring bikes.

Normally the rider will adjust the suspension to accommodate the added weight of a passenger, but even this will do little to improve a poorly calibrated suspension or one with limited travel. Motorcycles don’t ride as smoothly as cars, for a variety of reasons, but some are plain bad. In some cases, the suspension can be improved with aftermarket parts. Vibration, on the other hand, is forever. If it buzzes uncomfortably, there is nothing to be done except get off, though the rider might be able to avoid operating the engine uncomfortable rpm if you mention it.

Any of these aspects of the motorcycle that concern you should be mentioned to the rider, who might be able to make an adjustment or at least change it before his next outing with a passenger.

Child passengers require special considerations addressed in another article in the Street Survival section of MotorcycleCruiser.com

FURTHER ADVENTURES

If your early experiences as a motorcycle passenger make you want to do more, there are number of avenues you can pursue. If you'd like to learn to become a motorcycle rider yourself, the Motorcycle Safety Foundation can hook you up with one of the courses that have trained millions of riders in safe locations, with motorcycles supplied and professional, trained instructors. This is a much safer and easier way to learn to ride than from a friend. You can get info and find a facility in your area in MSF’s rider-training section or by calling the MSF at (800) 446-9227. The MSF also offers an off-road rider training course.

If you are planning on remaining a passenger, you and your rider may be able to find one of the courses that address this partnership. If you plan to ride regularly, either as a rider or passenger, you will want to acquire your own gear. A comfortable helmet is the biggest item, in terms of cost, safety and comfort. You can find advice on buying one in the “Accessories and Gear section of MotorcycleCruiser.com. A jacket or full suit is the other major purchase, but gloves should be one of your first purchases too. If you ride frequently or travel on a motorcycle, you will also want a rainsuit. One that is built for motorcycling will work better on a motorcycle and hold up longer than a generic style. If you ride frequently, you will want additional gear that lets you adapt to weather changes.

The biggest step to enjoying the back seat of a motorcycle is finding an experienced and thoughtful rider. With his or her help, you can address the safety and ergonomic issues and open up a new world that you never would have known in a car.

(Continued on page 19 - Passenger)
Art Friedman is the founding Editor of Motorcycle Cruiser and past editor of Motorcyclist Magazine. He was also the Principal Investigator for the National Agenda for Motorcycle Safety.

He occasionally rides as passenger but more often with one. If you have comments on this article, he would enjoy receiving email from you at Art.Friedman@primedia.com or ArtoftheMotorcycle@hotmail.com.

(Continued from page 18 - Passenger)
With Eggfests popping up all over the country, Columbus’ own Specialty Gas House is excited to host the 3rd Annual Ohio Eggfest, on August 12, 2017 at Tremont Center, in Upper Arlington Ohio!

A Central Ohio based celebration of family, food and everything Big Green Egg! This event will serve up bragging rights for the cook & team that takes home the Popular Vote Award. The award assures legendary status for the cook team that takes home the Very Prestigious Award, Award. It’s a day full of family, friends, and food that would make celebrity chefs reconsider their collective lives’ work!

The tradition began when The Mothership, Big Green Egg, hosted the first annual EGGtoberfest in 1998. The fest originated as a way for Big Green Egg to say “Thank You” to loyal customers that regularly logged on to the Forum to chat and share recipes and experiences and found themselves becoming fast friends. Many were eager to meet their online “family” and EGGtoberfest provided the opportunity to get together and cook their favorite recipes on the EGG. The first year, about 100 Big Green Egg pioneers attended the cookout at the American Legion Hall in Atlanta, with 15 cooks firing up an EGG. The meet, greet and eat event turned into the First Annual EGGtoberfest, which was considered a big success. The 17th iteration of the event, just last year, boasted over 3000 attendees and spectacular fare ranging from moose-kabobs to brisket, and fresh caught Atlantic Salmon to Rum Soaked Apple Cake!*

The purpose of this event?
A family friendly gathering of “foodies,” coming together to celebrate the greatest charcoal-based invention in culinary history – The Big Green Egg! We call ourselves Eggheads, and we sure would be glad to call you one, too! Big Green Egg aside, just come for the smorgasbord of food as a vast array of cooks from various parts of the world compete for the coveted “People’s Choice Award,” and the professionally judged “Very Prestigious Award!” Think you’ve got what it takes? Register as a cook yourself (it’s free!).

Proceeds from every ticket purchase, every personal and corporate donation, and proceeds generated otherwise through this event will benefit the OSUCCC – The James Cancer Hospital. The James is known the world over for changing the way we detect, treat and even cure cancer. We are proud to say that 100% of the profit of EVERY Egg sale and 100% of EVERY donation, beverage & ticket sale at The Ohio Eggfest goes directly to Cancer Research.

(Continued on page 21 - Eggfest)
What is better than sharing recipes and food, spreading the culture of culinary cuisine and offering our children a day of fun activities? Doing so for the advancement of cancer research and giving back to the future of the community that was so gracious as to host our event!

It’s also a great opportunity to purchase a once-cooked-on Big Green Egg for a discount otherwise unheard of, while contributing to the future of cancer research and the community so gracious as to host the third annual, The Ohio Eggfest.

Who knew that a day of BBQ, fun, and friends could do so much good!

This is also your opportunity to purchase a once-used (day of the event) Big Green Egg with Nest and “ConvEGGtor” (plate setter) at a substantial discount!

Tickets are $25 for tasters. Tickets can be purchased at the Event.

Cheers, and Happy Egging!
WHAT THE “GL” IS THAT??
WHAT THE "GL" IS THAT??
On a cool morning April 15, 2017 five members of chapter F ventured out to chapter Y of Mt. Vernon to capture the district plaque. Those involved in successfully capturing the plaque include Lloyd Glydewell, Rudy and Linda Copeland, Darrin Ebright, and J.J. Hooker.
ENJOY GRAPEVINE IN STYLE

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May 11th - 13th, 2017
Tipton Co. 4H Fairgrounds
“Fun in the Sun”

SOUTHEAST SECTION PICNIC
June 3rd, 2017
Location TBA

NORTHEAST SECTION PICNIC
July 8th, 2017
Mill Creek Day Use

OHIO BUCKEYE RALLY
June 15th - 17th, 2017
Richland Co. Fairgrounds
Mansfield, OH
“Mayberry RFD”

SOUTHWEST SECTION PICNIC
August 5th, 2017
TBA

MICHIGAN / REGION “D” RALLY
August 10th -12th, 2017
Osceola County Fairgrounds,
Evart, MI
“1920s Beach Party”

WING DING
Aug 29th - Sept 2nd, 2017
Gaylord Texan Resort & Convention Center,
Grapevine, TX

BUCKEYE TIME-OUT
September 15th - 16th, 2017
Pastime Park

MICHIGAN FALL OFFICERS MEETING
October 12th.2017 / 9am – 3pm
VFW Hall, Clare, MI

INDIANA FALL OFFICERS MEETING
November 10, 2017 / 10am – 3pm
Brady Lane Church
Lafayette, IN

OHIO FALL OFFICERS MEETING
November 11th, 2017
Obetz Community Center
Obetz, Ohio

GREAT LAKES REGION D & MICHIGAN DISTRICT
INVITE YOU TO THE FIRST EVER!!!!

Region D/Michigan District 2017 Rally
“1920s BEACH PARTY”
(We haven’t been there, done this before in Region D.)
August 10 – 12, 2017
Osceola County Fairgrounds
101 Recreation Ave., Evart, Michigan 49631

Everyone welcome! You don’t need to be a GWRRA member.
Ohio Buckeye Rally
“Mayberry RFD”
June 15 - 17, 2017
Richland County Fairgrounds, 750 Home Rd N, Mansfield, Ohio

Complete this page in its entirety and mail with fees before May 30, 2017. Event Pins for first 400 registered.

**Ohio Chapter Directors, Current & Former District & Region Directors, Current District & Region Teams, Gold & Life members’ registration will be half price**

Early Bird Passport Plus Registration must be postmarked on or before May 16 to qualify.
Make check or money order payable to: GWRRA of Ohio
Mail to: Rudy and Linda Copeland, 5278 St. RT 29E, Sidney, Ohio, 45365.

**Full registration** – participation in ALL activities and events at the Rally
On-site Full Registration Member $35x = $_________ Non Member $40x = $_________
One Day Admission (on-site): $15 members, $20 non-members – Admits one person to grounds only.

**Arm Bands will be checked at each event**

DON’T MISS THIS!!!! Chapter food challenge. Bring in non-perishables for local Food Pantry and out-do your fellow chapters. The one who donates the most will win a $50 Dairy Queen Gift Card!!
Friday Night - County Fair Picnic provided to full registration.
Friday Night entertainment Live Band (to be Announced)

**PREREGISTRATION:**
Member $28 x _________ = $_________
Non Member $33 x _________ = $_________
Ages 13 to 16 $5 x _________ = $_________ (Under 12 free with paying adult)

Master Tour Rider Saturday Breakfast – Level 4 Only (Pre-registered only) $10 x _________ = $_________
Master Tour Rider Saturday Breakfast – Guest of Master Tour Rider (Pre-registered only) $10 x _________ = $_________

**Camping per Unit**
Motorcycle transported campers, including tents for the entire Rally (June 15-17) $30.00 Per Tent $_________
There will be a maximum of 2 tents or 2 motorcycle campers PER Fairground designated campsite.
All RV’s: $20.00 Per Day
Day’s _________ x $20.00 = $_______
Camping & RV fees cover Thursday, Friday, and Saturday nights ONLY. Campers that want to camp prior to Thursday will need to check in with the Richland County Fairgrounds. GWRRA reserves the right to remove any marking, roping, or barricading of the camp deemed excessive or inappropriate to the best interest of all.

Host Motel: LA QUINTA INN MANSFIELD, 120 STANDER AVENUE, MANSFIELD, OH 44903, Phone: 419-774-0005

**T-Shirts (Short Sleeve)**
Small _______ Medium _______ Large _______ X Large _______ $16 Each $_________
2XL _______ 3XL _______ 4XL _______ 5XL _______ $18 Each $_________

**T-Shirts (Long Sleeve)**
Small _______ Medium _______ Large _______ X Large _______ $18 Each $_________
2XL _______ 3XL _______ 4XL _______ 5XL _______ $20 Each $_________

**T-Shirts with Pocket (Short Sleeve)**
Small _______ Medium _______ Large _______ X Large _______ $16 Each $_________
2XL _______ 3XL _______ 4XL _______ 5XL _______ $18 Each $_________

Youth T-Shirt
yxs (2-4) $12 Each $_________
yS(6-8) $12 Each $_________
ym(10-12) $12 Each $_________
yxL (18-20) _________ equal to an adult small just a little shorter $12 Each $_________

No shirts may be ordered after June 1, 2016, but can be purchased on site for a higher cost

**Total Enclosed $_________

Note: All refunds are subject to $15 handling fee. No refunds after June 1, 2016 without DD approval.

Rider ___________________________ GWRRA # _____________ Exp. __________ Chapter __________
Address ____________________________________________________________
City, State, Zip ___________________________ Phone ____________________________
Rider/Co-rider ___________________________ GWRRA # _____________ Exp. __________ Chapter __________
Email Address _________________________________________________________

I/We do agree to conform and comply with the ideals governing this rally, and I/We further agree to hold harmless GWRRA, co-sponsoring organizations or any property owner(s) for any loss or injury to self or property in which I/We may become involved by reason or participation in this Rally. I/We also agree to assume responsibility for any property which I/We knowingly damage. I/We have read this entire form.
Rider Signature: ___________________________ Date: ___________________________
Rider/Co-rider Signature: ___________________________ Date: ___________________________
Gold Wing Road Riders Association  
Region D/Michigan District Combined Rally  
August 10th - 12th, 2017  
Osceola County Fairgrounds  
101 Recreation Ave., Evart, MI 49631  
*50th Anniversary*  
**Rally Pin To First 400 Pre-Registered ONLY!**  

Advance Registration Form (Please Print Clearly)

<table>
<thead>
<tr>
<th>Rider:</th>
<th>GWRRA #</th>
<th>Exp Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Co-Rider:</td>
<td>GWRRA #</td>
<td>Exp Date</td>
</tr>
<tr>
<td>Address:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>City:</td>
<td>State or Prov.</td>
<td>Zip Code</td>
</tr>
<tr>
<td>Telephone #:</td>
<td></td>
<td>Chapter</td>
</tr>
</tbody>
</table>

**"PRICE BREAK" EARLY BIRD REGISTRATIONS MUST BE POSTMARKED BY JUNE 24th, 2017**  

***SPECIAL EARLY BIRD DRAWING - Prize $100.00! Drawing At Opening Ceremony***

<table>
<thead>
<tr>
<th># Members:</th>
<th>$25.00</th>
<th>#Life/Gold Members, Current CDs, Former Region &amp; District Directors (Half Price)</th>
<th>$12.50</th>
<th>Total: $</th>
</tr>
</thead>
<tbody>
<tr>
<td># Members:</td>
<td>$30.00</td>
<td># Former Reg/Dist. Directors</td>
<td>$15.00</td>
<td># Non-Members</td>
</tr>
<tr>
<td># Life/Gold Members</td>
<td>$15.00</td>
<td># Current Chapter Director</td>
<td>$15.00</td>
<td>(Children 12 &amp; Under Get In Free.)</td>
</tr>
</tbody>
</table>

**PRE-REGISTRATION: POSTMARKED BETWEEN JUNE 25th and JULY 28th, 2017! SAVE! Get Registered Early!!**

**ON-SITE FULL REGISTRATION:** Member: $35.00  Non-Member $40.00  (Children 12 & Under Get In Free.)

**DAILY PASS:** $20

**RIDER COURSES:** Friday August 11th TBC-R 8a – 12p, ABC R 1p – 6p. $35.00 Donation per bike. Each class is limited to 12 bikes, and Rally attendees will have priority. To register for one of these classes go to: http://www.gwrra-mi.org/2017%20Flyers/2017_Rider_Course_Registration%20Form.pdf

**MASTERS’ BREAKFAST** (Breakfast Limited to 300 people) $15.00 PER MASTER (Pre-Paid Only): 

# _____ X $15.00  

**ON-SITE: at the Fairgrounds Saturday 7:30 A.M. All You Can Eat**

**CAMPING FEES:**  

<table>
<thead>
<tr>
<th>Arrival Date:</th>
<th>Departure Date:</th>
<th>All Sites: $20/Unit</th>
<th>Per Night</th>
<th>[ ] ( Nights)</th>
<th>Total: $</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tent campers may share sites but each unit pays $20 per night.</td>
<td>(Fairgrounds Policy.) NO ADVANCE SITE SELECTIONS</td>
<td>GWRRA Region D/Michigan District reserve the right to remove any marking/roping/harassing of sites deemed excessive/inappropriate to all.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**MOTELS:**  

- Osceola Grand Hotel, Evart, MI  
- Lone Pine Motel, Clare, MI  
- Surrey Motel (20 mi), (989)-588-9106, 2114 Ludington Dr., Farwell, MI  

**Rally Shirts MUST Be Ordered Before July 28, 2017. No On-Site Sales!**

<table>
<thead>
<tr>
<th>Short Sleeve TEE Shirt/Logo:</th>
<th>$15.00 Each for Small to X Large</th>
<th>$18.00 Each for 2X Large or 3X Large</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Small: ____) (Medium: ____) (Large: ____) (X Large: ____)</td>
<td>(2X Large: ____) (3X Large: ____)</td>
<td>Shirt Total: $</td>
</tr>
</tbody>
</table>

**Payment Method:** Check or Money Order  

Mark "A" in box:  

<table>
<thead>
<tr>
<th>CHECK</th>
<th>MONEY ORDER</th>
</tr>
</thead>
</table>

Make Check or Money Order Payable to: **GWRRA REGION D**  
Mail Registration and Payment To: Lloyd & Becky Glydewell, 555 West Possum Road, Springfield, Ohio 45506  
Questions, Please Call Lloyd or Becky 937-322-7156, 937-360-3191, 937-631-4045

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***We agree to conform & comply with the rules governing this event and further agree to hold harmless GWRRA, co-sponsoring organizations, or any property owners for any loss or injury to self or property in which we may become involved by reason of participation in this event. We agree to assume all responsibilities for any property damage and have read this entire waiver. ***Registrant(s) Must sign below.***

**Rider Signature:**  

**Co-Rider Signature:**  

Refunds After July 28th By Region or District Director’s Authorization Only. Please Do Not Reduce Or Alter This Form