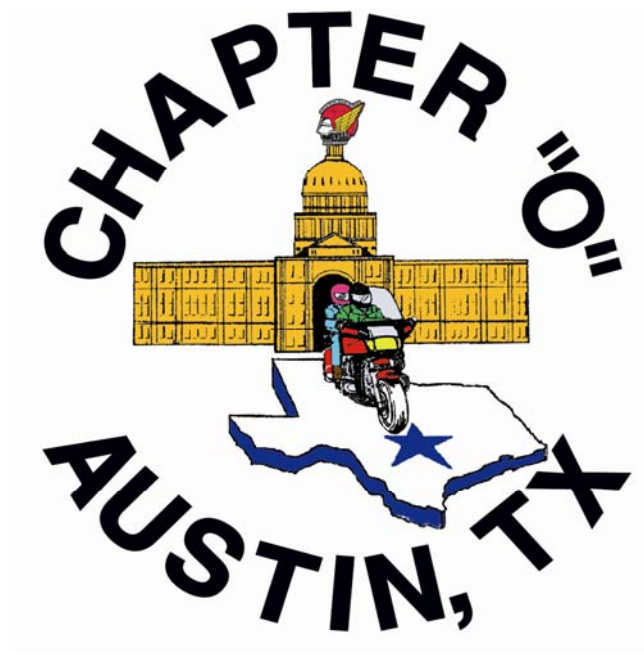


GWRRA
Capitol Wings



Membership
Handbook

Capitol Wings
Texas Chapter O
South Central Region H
Gold Wing Road Riders Association

Tom & Dawn Sprague
Chapter Directors
512-301-3092
Email: director@goldwingaustin.org

See Chapter Newsletter or website for
other Chapter Officers and Staff.

Meetings: 3rd Tuesday of each month,
7 PM, come earlier to eat, IHOP,
11654 Research at Duval Rd, Austin, Texas.

Web Sites

Chapter O	www.goldwingaustin.org
Texas District:	www.gwrra-tx.org
Region H:	www.region-h.org
National:	www.gwrra.org

We hope that this information
is useful to you. It is our intention
to let you know more about Chapter O and
GWRRA. Come participate with us often.

Updated January 2011

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WELCOME TO TEXAS CHAPTER O

Chapter O welcomes you as a participant and we are glad that you have chosen to ride with our chapter. Chapter O is one of hundreds of Gold Wing Road Riders Association (GWRRA) chapters in the US and Internationally.

This handbook will tell you about Chapter O and GWRRA. While you do not have to be a GWRRA member to participate with Chapter O, we encourage you to join GWRRA due to its membership benefits. Membership applications may be obtained from Chapter officers.

Chapter O is a Gold Wing organization, but we know that many fine riders ride other make of bikes. Regardless of your bike of choice, you are welcome to ride with Chapter O. Non-Gold Wing owners may be Associate Members of GWRRA.

We now introduce you to GWRRA and later, to Chapter O.

WELCOME TO GWRRA

Welcome to our GWRRA family. We realize that you may have questions about GWRRA and Chapter activities. Please take a few minutes to read this handbook for some answers.

This ***“Chapter Information Handbook”*** is published by Chapter O to help our participants become acquainted with GWRRA and Chapter operation. The best way to enjoy GWRRA and your Chapter to the fullest is to get involved and participate in as many activities as you can.

IF YOU HAVE QUESTIONS, PLEASE ASK ANY STAFF MEMBER OR CHAPTER PARTICIPANT. THEY WILL HELP EXPLAIN THE FUNCTIONS AND ACTIVITIES OF CHAPTER O AND GWRRA.

WHAT IS GWRRA?

The Gold Wing Road Riders Association (GWRRA) is the largest single-marquee motorcycle organization for owners/operators and riders of Honda Gold Wing and Valkyrie motorcycles—and some would say—the world’s largest family. GWRRA members enjoy the freedom of a social/fraternal organization created for the pleasure, recreation, safety, exchange of information, coordination of common motorcycle efforts, promotion of camaraderie and friendship of its members, without political or religious affiliation.

Founded in 1977, GWRRA has grown to over 80,000 U. S., Canadian, and international members in over 50 foreign countries. GWRRA is dedicated to the motto ***“Friends for Fun, Safety and Knowledge.”***

HOW IS GWRRA ORGANIZED?

GWRRA's International Office is located in Phoenix, Arizona and takes care of the day-to-day business of the Association. This is where your initial and renewal memberships are processed, where *Wing World* magazine and the *Gold Book* are published, and where the GWRRA Wear House ("goodie store") fills orders for clothing and other items displaying the GWRRA name and/or logo. The Executive Director is in charge of making the day-to-day decisions regarding the operations of the Association. Reporting to the Executive Director are Region Directors. A Region can be comprised of three to nine states or provinces (Canada). Region H is composed of Arkansas, Louisiana, Kansas, Oklahoma and Texas. Each individual state or province is considered a District. Each District has a District Director that reports to the Region Director. Each District is composed of Chapters. A Chapter is a group of GWRRA members in a geographical area that wish to participate together. The Chapter Director reports to the District Director.

WHAT ARE THE DIFFERENT CLASSES OF MEMBERSHIP?

You may register as an individual "Full Member," which is the owner/operator of a Gold Wing or Valkyrie motorcycle. A "Family Membership" includes the owner/operator of a Gold Wing or Valkyrie motorcycle and all the individuals that reside in the same household as the "Full Member." This generally includes your spouse/co-rider and any children or parent still living in your household. An "Associate Member" is the owner/operator of a non-Gold Wing/Valkyrie motorcycle. A "Family Associate Membership" includes the non-Gold Wing/Valkyrie motorcycle owner/operator and all those individuals still living in the same household. Associate Members enjoy most of the same benefits as the "Full Member."

WHAT DO I GET FOR MY MEMBERSHIP IN GWRRA?

WING WORLD MAGAZINE

A unique member benefit is the *Wing World*. This beautiful, glossy monthly publication is packed with touring stories, Chapter activities, Honda and after market products, technical advice from Honda technicians, and Gold Wing/Valkyrie accessory advertisements. Every issue also includes reader classifieds, rider education information, and an up-to-date listing of national, regional, and local GWRRA events, as well as a directory of GWRRA officers you can contact for information.

GOLD BOOK DIRECTORY

The Gold Book is the exclusive GWRRA directory, which list participating GWRRA member's names, phone numbers and what they can share with you if you are in need of assistance or just passing through: a trailer, help, information, tools, lodging, trip assistance, camping space, and, of course, fellowship. If you find yourself needing help on a lonely highway, you'll find a GWRRA friend nearby. Many members think the Gold Book is the best highway insurance of all! And, it works best if kept in your motorcycle.

RESCUE/RESCUE PLUS ROADSIDE ASSISTANCE

The Rescue/Rescue Plus Roadside Assistance provides emergency towing service if your motorcycle is disabled, tire service if a flat can be repaired, battery service to jump start your vehicle, delivery service of an emergency supply of gasoline, oil, or water. In addition, the program provides trip interruption coverage, rental reimbursement, locksmith service, up to \$25, map service for trip planning and a theft reward for information regarding the theft of a member's covered vehicle.

IS THERE MORE?

Yes, A cloisonné enamel membership pin; an embroidered patch for your jacket; reflective safety decals; an embossed plastic membership card for discounts at many Honda dealers; free courtesy cards; our own "Wearhouse" store; information on all GWRRA rallies and events; travel discounts and credit card programs; Plus a 100% satisfaction guarantee with a full refund with no questions asked.

HOW IS A CHAPTER ORGANIZED?

Each Chapter has a Chapter Director who is responsible for organizing activities and conducting an informative meeting each month for the participants. The Chapter Director appoints other participants to staff positions to assist in Chapter activities.

Other positions can include Assistant Chapter Director (to assist the Chapter Director or fill-in in their absence), Chapter Educator (promote motorcycle safety and the Rider Education Program), Treasurer (maintain the financial records for the Chapter), Activities or Ride Coordinator (plan and organize activities or rides for the Chapter) and Newsletter Editor (to publish the activities of the chapter, district and region as a communication tool to its participants).

The Chapter Director may appoint other staff positions as useful to help coordinate Chapter life.

Chapter O electronically publishes its newsletter on its web page and mails its newsletter to active participants upon request.

WHAT IS THE CHAPTER ABOUT?

The Chapter is the single most important benefit of GWRRA participants because:

- We make friends
- We ride our motorcycles with our Friends
- We promote safe riding to enhance our motorcycle experience
- We learn skills and safety techniques for riding
- Gold Wingers love to eat—We Live to Ride, We Ride to Eat
- To provide an atmosphere for people to socialize and develop camaraderie between participants
- Is family oriented

HISTORY OF TEXAS CHAPTER O

The Gold Wing Road Riders Association Texas Chapter O was chartered in April 1987. While the Chapter uses the name of Austin, Texas as a location identifier, Chapter O's participants come from many cities, towns and communities in Central Texas. The riders of Chapter O are chapter participants, as only GWRRA has members and GWRRA members may choose to ride with any chapter they wish. Therefore, Chapter O considers it an honor that you chose to ride with it.

Hayne and Mary Searcy, of the Bastrop area, started Chapter O and became its Area Representative (AR). Hayne soon became Texas State Director and Bill Berry became Area Representative with Bill Findley & Mike Turner as the Ass't Area Representatives (AAR).

On May 6, 7, 8, 1988, Chapter O had its first Dam Camp Out at Royal Vacation Center on Lake Buchanan, Buchanan Dam, Texas. The location gave the camp out its name. The AR reported 12-15 and once 17 bikes were showing up for the rides leaving from Shoneys on 183. At the March 1988 meeting, 2 representatives from Woods Honda spoke and Jack Miller won the door prize furnished by Woods.

In January 1989, Michael (Mike) and Dee Turner took over as Area Representative. Bill Findley became an AAR. Later in 1989, Gene Thomas also became an AAR. The monthly meeting was moved to Sirloin Stockade on N. Lamar.

In 1989, the Chapter O Logo was conceived with Gene Thomas suggesting a Wing riding out of the Capitol. Larry Broom, of Chicago, Illinois, turned a preliminary drawing of the concept into the computer graphic Chapter O still uses as its logo.

In early 1989, Chapter O adopted 2 miles of FM 1826 and continued this service until March, 2003 when the Transportation Department changed its requirements on clean-ups.

In March, 1989, Bill Berhorst became the first Editor of the chapter's newsletter assisted by Gene Thomas. In late 1990, Gene Thomas be-

came the newsletter editor.

The second Dam Camp out was April 28-30, 1989, the third one April 6-8, 1990.

In 1990, the first Chapter O banner using the new logo and other designs was made by Gayle Thomas. This banner was used to identify Chapter O at rallies and parades until 2000 when a new banner was designed by Gene Thomas. The Chapter has won awards for best chapter banner at District and Regional rallies.

By September 1990, Bill Findley became an Assistant State Director. Bill and Shirley Berhorst became an AAR. The October newsletter spoke of Chapter O winning largest chapter attendance at rallies.

On April 5-7, 1991 Chapter O had its 4th Annual Chapter O Dam Camp out. On July 12, 1991, 12 Chapter O bikes left on a ride to Glacier National Park, Montana and crossed the border into Canada

In September 1991, Mike and Dee Turner stepped down as AR. In October 1991, AAR Bill and Shirley Berhorst became Area Representative. Gene Thomas remained as AAR and Bud Barton became an AAR.

On April 3-5, 1992, the 5th Annual Chapter O Dam Camp Out was renamed the Dam "O" Camp out with the theme of "The Best Little Carnival by a Dam Site." The carnival midway type games were very popular. On May 16, 1992, 40 people showed up for a ride in rain to New Dodge City Steakhouse in Pflugerville.

In December 1992, Gene Thomas resigned as AAR to focus on Editor. Danny and Nancy Dopson became an AAR.

On March 26-28, 1993, the chapter had its 6th Annual Dam O'ld Fashion Camp Out with over 250 attendees.

In April 1993, Bud Barton stepped down as AAR to become part of State Rider Education. Dick Jones became an AAR.

In May 1993, the monthly meeting was moved from the Sirloin Stockade to McCleskey's Hamburgers on N. Lamar.

In September 1993, Bill Berhorst stepped down as AR. In November 1993 Dick Jones became AR. In December 1993, Jack King became an AAR.

On April 8-10, 1994, the chapter had its 7th Annual Dam "O" Camp Out. It was moved from Lake Buchanan to Inks Lake State Park near Burnet. The theme was the Dam "O" Opry, a country western show. Miss Piggy made her first appearance.

AR Dick Jones resigned to travel full time and on April 10, 1994, Danny and Nancy Dopson became the Chapter Directors (CD). At this time, GWRRA had renamed the Area Representatives to Chapter Directors. Jeff Hunter was named an Assistance Chapter Director (ACD) along with ACD Jack King. In November 1994, the monthly meetings returned to the Sirloin Stockade on N. Lamar.

On April 7-9, 1995, the chapter had its 8th Annual Dam "O" Camp Out at Inks Lake State Park with a live variety show and a theme of the Lazy "O" Camp Out.

In June 1995 Jack King stepped down as ACD. In August 1995, the monthly meeting was moved to the Lone Star Café. In September 1995, Tim Driscoll became an ACD.

Danny and Nancy Dopson stepped down as CD and in November 1995, Jeff & Nancy Hunter became Chapter Director. John Paulson became ACD.

In February 1996, the monthly meeting was moved to Furr's Cafeteria inside Northcross Mall.

On April 12-14, 1996, the chapter had its 9th Annual Chapter O Camp Out at Inks Lake State Park. Its theme was the Rockin' "O" Camp Out, featuring live rocking entertainment including the Leader of the Pack and Miss Wiggly, sister of Miss Piggy, Elvis and many more. One of O's charter members, Mike Turner missed his first every O Camp Out and died on April 28, 1996. Mike had contributed greatly to the success of Chapter O in the early years.

By May 1996, GWRRA had renamed the Chapter Director to Chapter Volunteer Jeff & Nancy Hunter and Assistant Chapter Volunteer John and Evelyn Paulson.

In June 1996, Jonathan & Rene Marschall became an Assistant Chapter Volunteer. In September 1996, John Paulson stepped down as ACD.

On April 11-13, 1997, the chapter had its 10th Annual Chapter O Camp Out. The camp out was moved to Lady Bird Johnson Municipal Park in Fredericksburg, Texas and renamed the US "O" Camp Out. The musical theme was from the USO period of WWII.

In 1997, the GWRRA title for chapter officers returned to Chapter Director. In April 1997, Ed and Sandra Schilling became Assistant Chapter Director. In August 1997, 20 "O" members rode to Sturgis for a unique experience.

While Chapter O had had a telephone ride line with recorded ride information for years, in September 1996, Mark Steitle designed O's first hi-tech internet web site. O has had a total of 3 web sites with the 2004 web site being maintained by Don Bonner.

On April 17-19, 1998, the chapter had its 11th Annual Dam O Camp Out and Show, again in Fredericksburg. It was called the "Planet O Show" with a theme of space related acts and songs. A highlight, at 10:47 AM, April 18th, 1998, the Russian Space Station, Mir, orbited over Planet O in a salute.

In May 1998 the Marschalls stepped down as ACD to move to Arizona. On May 31, 1998, the Hunters stepped down as Chapter Director. On June 1, 1998, Ed and Sandra Schilling became Chapter Director. In September 1998, Bob and Alice Huard became ACD. The 1998 Annual Chapter O November charity auction raised \$1346 (\$1325 in 1997). The beneficiaries were "Brown Santa and "Center for Battered Women." Previously, for several years, O's charity event was a Christmas party and gifts for a nursing home housing low income elderly.

On April 9-11, 1999, the chapter had its 12th Annual O Camp Out in Fredericksburg. The theme was the "Golden "O" Rush Show and Casino." The afternoon featured a casino using Golden O money with various gaming tables and at night, the live Golden O Rush show. The winners used Golden O money to bid on items selling for up to \$290,000.

On April 14-16, 2000, the chapter had its 13th Annual Chapter O Camp Out in Fredericksburg. The theme was the "Y2KasinO," featuring another casino and live show. In May, 1998, the Huard's stepped down as ACD. In January 2001, the Schillings stepped down as CD.

On January 6, 2001, Tim Hood took over as CD. Bill and Nancy Lea became an ACD. In January 2001, the monthly meeting was moved to Ryan's Family Steak House on W. Palmer Lane. In March 2001, Tim Hood abruptly resigned as CD due to his job, and Bill and Nancy Lea accepted the CD.

On May 4-6, 2001, the chapter had its 14th Annual O Camp Out. It was renamed the Bluebonnet Camp Out and again held in Fredericksburg. This was O's first rally without live entertainment.

On April 19-20, 2002, the chapter had its 15th Annual Rally. It was called Bluebonnet Camp Out and Talent Show and in Fredericksburg, featuring a live talent show including acts from other chapters.

On April 11-13, 2003, the chapter had its 16th Annual Rally again called the Bluebonnet Camp Out and Show and in Fredericksburg. The theme was a "Sweet 16 Sock Hop." Frankie Schulze and the Bakers Half Dozen Band presented the entire show.

In May 2003, due to the need for a larger room, the monthly meeting was moved to IHOP on Hwy 183. In early 2004, Richard and Mary Seay and Ronny Meuth became ACD's.

On April 16-18, 2004, O had its 17th Annual Camp Out, the Bluebonnet Camp Out in Fredericksburg.

Bill and Nancy Lea served as CD and Senior CD until August, 2004, when Richard and Mary Seay became CD. Mark and Lynn Heene became ACD and Ronny Meuth continued as ACD until he resigned some months later.

On April 15-16, 2005, O had its 18th Annual Camp Out, the Bluebonnet Camp Out in Fredericksburg.

On April 7-8, 2006, O had its 19th Annual Camp out, the Bluebonnet Camp Out in Fredericksburg.

In January 2007, Richard and Mary Seay stepped down as CD and Mary and Lynn Heene became CD. In January 2007 Randy and Kathy Reese became ACD.

On April 13-14, 2007, O had its 20th Annual Camp out, the Bluebonnet Rally in Fredericksburg. We also celebrated our 20th anniversary as a chapter with a cake at the rally and a memorabilia display.

On April 11-12, 2008, O had its 21st Annual Camp out, the Bluebonnet Rally in Fredericksburg.

2008 was a year of accomplishments for Chapter O. We were

named the 2007 Texas Chapter of the Year. We were later named Region H Chapter of the Yeas and became eligible to compete at the National level. At the 2008 Wing Ding in Greenville South Caroline, Chapter O was named the **International Chapter of the Year!**

We continued our history of excellence at the 2009 Mid Winter Roundup in Kerrville by being named the Texas Chapter of the Year for the 2nd year in a row.

Mark and Lynn Heene became very involved in Leadership Training and were named to the State Staff in 2008. They stepped down as Chapter Directors and Randy and Kathy Reese assumed the position in January 2009. Dexter and Lynn Poullard were named ACDs. In 2010 Tom & Dawn Sprague were named ACDs.

On April 3-4, 2009, O had its 22nd Annual Camp out, the Bluebonnet Rally in Fredericksburg. The next year the Bluebonnet rally was on April 9-10, 2010. One of the best Rally's yet.

Tom & Dawn took leadership of the Chapter in Jan 2011.

CHAPTER O'S ANNUAL RALLY AND CAMP OUT

In 1987, Chapter O decided to put on a camp out for its participants and invited other Chapters to join in on the fun. The camp out was a success and it became an annual camp out and rally. It is O's big event of the year and provides operating funds.

What makes it fun? You make it fun—by being there and participating in the fun events and by being part of the work/play force. The more you put into the event, the more you get out of it.

The annual camp out usually includes a Poker Run through the beautiful Hill Country, Off-Bike games, a show in some years, food, camping, socializing, sight-seeing and just relaxing.

The annual rally and camp out has had several names. It is currently called the Bluebonnet Rally and Campout.

HOW DO I JOIN THE CHAPTER?

You don't join a Chapter, you join the Gold Wing Road Riders Association (GWRRA), which is the international organization, and you participate with a Chapter or any number of chapters of your choice. You pay annual dues only to the international organization. So the question could be asked "How do I become a Chapter Participant?" You do nothing more than attend a Chapter meeting, ride, or event. The first time you attend, you are a "guest." The second time you come to a meeting you're a part of our Chapter's family. A local Chapter is one of the main benefits of belonging to our international association. There is no cost or formal application needed to participate in a Chapter. The Gold Wing Road Riders Association has a network of Chapters worldwide, so

you're never far from "home," even when you're on the road.

WHY AM I A "GUEST" AT THE FIRST MEETING?

We like to honor potential new participants as a "Guest" at your first meeting for two reasons. First, it allows us to recognize you and introduce you to the other members of the Chapter, and secondly, it gives you a chance to look at us and our activities to decide if you want to become a part of our family. We hope you are, for we truly want you to participate with us.

DO I HAVE TO WAIT TO BECOME A PARTICIPANT?

No, you don't! Just tell the Chapter Director or Assistant that you want to receive the Chapter newsletter and the ride schedule email and begin participating. Activities may also be found on the Web Page.

Provide your mail and email address on the sign-in sheet or give this information to the Chapter Director. You will be added to the newsletter mail and the email notification of activities. If you later decide you do not want the newsletter or email; notify the Chapter Director and you will be removed from one or both lists upon request.

WHY DOES THE SIGN-IN SHEET ASK FOR MY DOB, ETC.?

We use the data to recognize your birthday and your anniversary (month and day only) in our newsletter and at our meetings. This information is strictly optional and omit it if you do not want your special days to be recognized. All personal member information is confidential and will not be released.

WHAT ARE 50/50 TICKETS?

Individual Chapters receive no money from the International Office in Phoenix, AZ. To help the Chapter pay its expenses, we sell tickets during monthly meetings and events. The total amount collected is split 50/50 or 50/30/20. 50% of the money is deposited in the Chapter treasury and 50% of the money goes the person/s whose ticket/s are drawn. The Chapter's share is used to pay for printing and mailing of Chapter Newsletters and to support Chapter activities. This is a voluntary donation—you are not obligated to purchase tickets.

CHAPTER RIDES

Chapter O schedules various types of rides. The time and location of departure varies and some may include an overnight stay, so read

your Chapter Newsletter, email, web calendar or ask the Chapter Director or Ride Coordinator. If you have routes, restaurants or activities that you would like to share with the Chapter, inform the Chapter Director or Ride Coordinator. Input and ideas for new rides are always welcome.

MONTHLY MEETINGS

Chapter O has a monthly meeting to keep Chapter participants informed of activities, to receive input and to provide an opportunity to socialize. The meeting may also include speakers, videos, ride schedule planning and safety information. These meetings are more social than business, for GWRRA does not operate in a “club” format. There is no formal voting, minutes, or Treasurer’s report, however, input and opinions from participants about chapter affairs is encouraged.

WHAT ARE ALL THOSE PINS ON PEOPLE’S VESTS?

The pins represent a variety of things. One may be a GWRRA membership pin with a year bar for each year of membership. Others may be for safety training courses. A majority of the pins are likely for attending motorcycle rallies such as the Wing Ding, a Regional, District or Chapter Rally or non-GWRRA rallies—souvenirs for your memories.

HOW DO I GET A VEST?

Ask the Chapter Director or one of the Staff. Chapter O has an individual who makes the vest for its participants at their expense, or one may chose to purchase their own vest. The price includes the material, inside pockets, patch, rockers, labor and is custom made. Vests are optional, but many wear their vest to proudly display their association with GWRRA and Chapter O. Vests also provide a means to display your pins and patches and to educate the community about GWRRA.

WHERE DO I GET THE PATCHES?

The 10” GWRRA logo, Chapter, City and State rockers are purchased from your Chapter Director or a designated person. You receive a 4” GWRRA logo patch with your membership that many want sewed on the front of the vest. Other patches can be purchased upon successful completion of requirements, such as the Rider Education Program.

WHAT IS A CHAPTER RALLY AND FUN RUN?

A chapter rally is a fund raising activity for that chapter, usually one

per year. There is a registration fee. Rallies includes a fun run of which there are many types. Generally, one will sign-in and get a map and/or directions for a route. The fun run may be self-paced with no check-points in-route or may have manned check-points in-route where one stops to determine points/scores. If the check-points are manned, stop at each check-point until the final point. For self-paced fun runs, one usually determines points/scores at one time. Other fun runs may be observation rides where you answer questions about sights along the route. The highest 1-2-3 points/scores usually wins a trophy, prize or a share in the prizes if there is a separate fee for the fun run. The winners may be determined by drawing cards from a sack or may involve games or acts of skill to determine the winners

Many rallies provide a meal, off-bike and on-bike games, bike shows, entertainment, etc. Most give out awards. Most rallies are open to anyone that wishes to register.

WHAT IS A DISTRICT RALLY?

A "District" has the same boundaries as a "State" and may hold a two or three day rally to offer a fun, social environment for the participants and to raise funds for the District Director's office. There is a registration fee. Bike show judging, vendors, Rider Education videos and courses, 50/50's, motorcycle light show, on and off-bike games, poker runs and more is available at the rally. District rallies are open to all GWRRA members and guests, are usually annual and are located in different areas around the district.

WHAT IS A REGION RALLY?

Regions are comprised of several States and may hold a 3 day rally once a year. The events are similar to the District Rally, only on a larger scale. There is a registration fee. The rally provides funds for the Region Director's office. Region rallies are open to all GWRRA members and guests. It is usually held in different states in the Region.

WHAT IS WING DING?

Wing Ding is a four-day GWRRA's International Rally for all Gold Wing Road Rider Association members and other interested motorcyclists and guests. It is held at various locations throughout the United States, usually in July. There is a registration fee. It has all the events and activities you would find at Region and District Rallies but on a MUCH, MUCH larger scale, at times 12-13,000 participants.

DO I HAVE TO DO ANYTHING AS A PARTICIPANT?

YES, have **FUN** while enjoying your hobby of motorcycling! That's why this association and especially the local chapters exist. Our motto is: **FRIENDS FOR FUN, SAFETY AND KNOWLEDGE!** And, you may get to ride a new road and visit a new restaurant.

WHAT IS CHAPTER MONEY USED FOR?

The Chapter uses its funds to cover its operational expenses such as printing and mailing the newsletter, staff and officer training meetings, postage, telephone calls, the chartering fee, supplies, etc. If a Chapter has the money, it may pay for certain events for its participants or make a contribution to a charity. Annually, the Chapter must submit a financial statement to the District who reviews the Chapter's finances.

REASONS TO "RIDE"

Do most motorcyclists need a reason to ride? Not really! One can have a great solo ride with no purpose. However, that same ride may be greatly enhanced in a group of other motorcyclists. Therefore, Chapter O has regular organized group rides and planned activities. The Chapter strives to diversify its activities so that there is something for everyone. We encourage participant's input to the Ride Coordinator or Chapter Director for different and new activities. While participation is voluntary; we hope that you will participate as often as you can.

Most importantly, the reason we ride is to enjoy the friendship of our fellow GWRRA participants and to enjoy our pastime of motorcycling.

WHAT IS THE RIDER EDUCATION PROGRAM ABOUT?

One of GWRRA's core beliefs is the promotion of safe motorcycle riding. GWRRA has four Rider Education Programs (Levels I-IV) to encourage members to improve riding skills and increase preparedness. This is done by participation in classes such as Motorcycle Safety Riding courses, CPR and First Aid, etc., at various levels. The Rider Ed commitment helps our members to be among the safest, best-prepared highway users in the nation. Information on Rider Ed Levels I-IV are found at the end of this handbook. You may enroll in the Rider Education Program through the Chapter Educator.

GENERAL DEFENSIVE /SAFE RIDING TECHNIQUES

Participate in a Motorcycle Safety Foundation Basic or Advanced course and/or the various GWRRA courses (Two Up, Trailer, Trike). Chapter O owns DVD/VCR tapes on these courses you can view. Ask the Chapter Director or Educator for more information. Generally;

- Never ride into a space where you cannot see a way to ride out
- Never over ride your own or your motorcycle's limits
- Never be over confident
- We encourage the wearing of gloves, long sleeves and pants, safety glasses or a face shield and a helmet, but it is your choice.

ROADWAY SURFACE

- Avoid roadway grease, oil, water, loose sand and gravel, etc.
- Avoid the center of lanes, particularly at intersections and left turn pockets, because of oil and water, dirt, gravel accumulation
- Keep off slippery rubber based paint lane stripes and tar snakes
- Avoid parking where vehicles have left oil/grease deposits
- If you cannot avoid an object on the road, straighten up the motorcycle and try to hit the object at a 90 degree angle and accelerate.

BRAKING

- When following a vehicle, ride where you can see the driver in his rear view mirrors. This keeps you out of the vehicle's blind spot
- Practice using both hand and foot brake even though Gold Wings and Valkyries are equipped with an integrated braking system. 70% of your stopping power is in your front brake
- Avoid braking hard during non-emergency turning movements, especially with the front brake on slow sharp turns.
- In case of a flat tire, decelerate gradually, avoid braking and clear the lane to safety as soon as safe to do so.
- When forced to brake hard, keep the front wheel straight. If the rear tire locks and begins to slide, don't release your foot brake. Your rear wheel will follow your front wheel. However, if you release your rear brake and the rear wheel is off center, your motorcycle will attempt to correct itself and may "high side" you!

DON'T RELY ON MIRRORS

Use your mirrors constantly but never rely on them. Look over your shoulder to confirm that the lane and the mirror's "blind spot" is clear.

INTERSECTIONS

When approaching an intersection, if an approaching vehicle appears to want to turn left in front of you, assume that the driver does not see you and will turn across your path. If the vehicle is halted, watch its

INTRODUCTION TO GROUP RIDING

The GWRRA motto is “Friends for Fun, Safety, and Knowledge.” This handbook promotes all three aspects of the motto. The biggest problem motorcyclists face on the roadway is the lack of visibility—being seen by other motorists. As large as a Gold Wing is, other motorists anticipate seeing two headlights and the image of a car or truck. By riding in a group, we present a more eye-catching appearance to other motorists. Several headlights and motorcycles moving back and forth attracts a motorist’s eye. Riding in groups improves our safety.

Group riding is fun. It should be a pleasant experience. To enhance the safety of the riders in a group, we have established group riding guidelines. Please learn these guidelines and remember it is everyone’s responsibility to abide by these guidelines and enhance the safety of the entire group. Don’t be a hazard.

PRE-RIDE ACTIVITIES

MEETING LOCATION

Choose a meeting location with enough room for the bikes to park where they will not interfere with traffic or block the access or exit. The surface area should not be a hazard to the riders. When possible, choose a location on the same side of the street that the group will head out—to avoid crossing over lanes of traffic. When possible, enter the street when traffic allows the entire group to pull out together.

GROUP SIZE

Generally, a group should consist of **no more than seven** bikes (5 are ideal), especially in city traffic. With the eighth bike, divide the group into two groups. It is difficult to maneuver a large group of bikes through city traffic and traffic lights or pass vehicles. A long line of bikes hinders other vehicles entering or exiting the roadway. Trikes generally travel in the back of the group because of their better braking capability.

LEAD BIKE

The “Lead Bike” must be a capable group leader. The Lead Bike should conduct a pre-ride briefing to inform the group of riding guidelines, the planned route, positioning of bikes in the group if there are inexperienced riders or bikes without CB’s, and the appointment of the “Drag Bike.” While riding, the “Lead Bike” notifies the group of lane changes, passing maneuvers, road and traffic hazards, etc. The Lead and Drag bikes should have CB’s.

The “Lead Bike” should acknowledge all communications from the “Drag Bike” so the “Drag Bike” knows the communication was heard

and understood .

When the "Lead Bike" starts off from a stop and quickly gains highway speed, be aware that the tail end of the group may just be getting onto the roadway. To avoid the tail having to drive at a high-rate of speed to catch up, the Lead Bike should quickly gain a mid-level speed to allow space for the group to pull onto the roadway; but a speed slow enough for the group to quickly catch up. When the group is in line, the Drag Bike notifies the Lead Bike who then goes to the desired speed.

The "Lead Bike" of Group Two or Three, etc., should allow safe and sufficient distance between each group to provide other vehicles exit or entrance space. However, the following groups should not allow excessive distance to accumulate that requires driving fast to catch up. When safe, each group should stay in visual distance of each and definitely maintain CB range. When one group gets too far behind, out of sight and do not respond to CB inquires, the other group/s tend to focus on the missing group instead of their group's safety. Therefore, the lead group should slow down or stop until contact is again made.

DRAG BIKE

The "Drag Bike" is the last bike in a group and has several responsibilities. The most important one is to observe the riding technique of the group and immediately advise a person if their actions present a danger to the group. The "Drag Bike" announces when a lane is clear for the group to make a lane change and notifies the "Lead Bike" when the group has cleared a stop sign, traffic light, or has pulled onto a highway. The "Drag Bike" should keep the "Lead Bike" informed if the group gets separated or if a vehicle pulls into the group. The "Drag Bike" should inform the group of 18 wheelers and cars traveling at dangerous rates of speed approaching the group from the rear and/or right side. If the group is riding in the right lane of an interstate and a car entering on a on-ramp will intersect with the group, the "Drag Bike" should advise the group to either allow the car to merge into the group or to insure the left lane is clear and call for a lane change. If a rider must pull out of the group due to an emergency, the "Drag Bike" pulls off with the troubled bike and notifies the group of the situation.

When there is another group behind the Drag Bike, the Drag Bike should notify the Lead Bike if the following group is out of sight or CB range. In case of turns, etc., and the following group is out of sight or not responding to the CB, the Drag Bike should wait at the turn to make sure the other group knows where to turn or, at least, until they respond to the CB. The Drag Bike notifies the Lead Bike that the Drag is waiting for the following group. The Lead Bike slows the group to allow the Drag to rejoin the group and the missing group to close the distance.

GROUP MEMBERS

Group members have responsibilities. **Group members are responsible to ride within their ability.** If a group member does not feel comfortable or capable of riding with the group, they should signal their intention and safely leave the formation. No one is required to ride in the group and if you feel uncomfortable, it would be better for you and the group to ride separately. You may choose to ride ahead of the group, behind the group, or travel at your own speed and meet the group at the destination.

Group members are responsible for verifying the lane next to them is clear whenever a lane change is called for. This is especially important for riders without CB radios that will not hear about the one lone car still beside the group. Group members should maintain an appropriate and consistent distance behind the bike ahead and the one to the side. If you allow large gaps to develop in the middle of the group, other vehicles will attempt to pull into the group. Also, when you speed up to close the gap, it causes the riders in back to run faster to catch up and reestablish the proper interval for the group formation.

While there may be a “Lead and Drag” bike; ultimately, each group member is responsible for their own safety and must ride accordingly.

PRE-RIDE PREPARATION (BIKE AND RIDER)

Bikes should arrive with a full tank of gas (or adequate gas for the ride), riders have an empty bladder and have eaten prior to an early AM departure—unless a breakfast stop is part of the ride. It disrupts the ride to stop 10 miles down the road because someone needs gas, etc.

PRE-RIDE BRIEFING

If there is more than one group, the Lead Bike assign numbers to each group, who is Lead Bike and Drag Bike for each group, announces how to form up in each group, announces the CB channel (1), position bikes without CB radios, and discusses the route.

CB COMMUNICATIONS—CHANNEL TO USE

The CB radio is a valuable asset in group riding. Chapter O uses Channel One (1) for communicating directions, turns, lane changes, and other pertinent traffic information and potential dangers to the group. In the event of excessive traffic on Channel 1, the Lead Bike may advise the group to go to an alternate channel such as 11. If a channel change is called for during the ride, notify the Lead Bike after you have changed to the new channel.

Bikes without a CB radio should be nearer the front and staggered in the group. Do not have two bikes without CB's next to each other.

Bikes with CB's should know if the bike behind them does not have a CB and if the bike behind you does not, you should use hand signals to signal the bike without the CB the CB instructions, i. e., right or left turn, slow down, single lane, object in the road, passing, etc.

Check to make sure your CB is working and settings are correct, especially the squelch. Improper squelch may prevent efficient receiving and transmission.

CB CHATTER

CB's enhances the enjoyment of group riding. Group banter and local information is fun and keeps everyone alert. However, there are times when idle chatter should be kept to a minimum. Limiting idle chatter is particularly critical during departures, in heavy traffic and arrival at the destination so that the group leader has a clear channel to transmit instructions the group can hear and follow.

RIDING PROCEDURES

GROUP FORMATION

Chapter O rides in a staggered formation. The first bike rides in the left portion of the lane. The second bike rides in the right portion of the lane approximately one second behind the first bike. The third bike rides in the left portion of the lane approximately two seconds behind the first bike. The fourth bike rides in the right portion of the lane approximately two seconds behind the second bike, etc. The interval between each bike can be influenced by the weather and road condition. At all times, the proper interval between bikes allows each rider sufficient time and distance to react in the event of an emergency. Unless leading the ride, trikes should ride in the rear, but before the drag bike.

Some think it "looks cool" to have the group ride in a very "tight" formation. That is fine for a drill team, but not for safe group riding. A group may include individuals with skills varying from novice to expert. Those with CBs hear warnings and instructions that those without CB's do not hear. Some individuals have slower reflexes than others. To determine if you have the proper distance between the bike directly in front and staggered side of you, ask yourself this question. *"If the bike in front of me or in the stagger next to me has an emergency, (flat tire or engine losses power) and suddenly decelerates, slams on their brakes, makes an emergency stop, or attempts to make a sudden turn for the shoulder of the road, do I have enough time and distance to evaluate what is happening, react to the situation, and take evasive action without hitting them or someone else hitting me?"* If you don't, increase your interval.

Group members should feel comfortable while riding in the group.

Never force someone to ride beyond their skills. Remember, the purpose of group riding is to move a group of motorcycles from one point to another in the safest possible manner.

On very narrow highways, hilly terrain, and roads with frequent curves, the Lead Bike should instruct bikes to ride in single file. Bikes may do so if not instructed by notifying the bike behind them. The position of each bike in the lane is dependent on each rider and the line the rider takes in the curve. Each bike maintains at least a two second interval behind the bike in front of them. The interval between each bike can be longer depending on the weather and road condition.

SIGNAL YOUR INTENTIONS

An important element of group riding is that others in the group know your intentions well in advance of your movement. At one time, hand signals was the way intentions were made known. Today, vehicle lights and the CB are the main signals used by motorcyclists and are generally adequate. However, hand signals by the rider or the co-rider increases safety and is an additional method of notifying the riders behind you that you intend to turn, slow down, stop, pull off, whatever. A rider riding close to your side and watching the scenery or listening to the radio may not notice your turn signal almost on his side; but that rider will see that hand go out and grab that rider's attention. Consider hand signals when they are appropriate for extra safety or you are not positive the rider behind you knows what you are about to do. This is important if you make movements the rest of the group do not make.

Hand signals are very important when the rider behind you does not have a CB. Some hand signs illustrations are in this handbook..

TRAFFIC LIGHTS AND STOP SIGNS

When stopping at a traffic light or a stop sign, bikes/trikes should stop two abreast when there is room to safely do so. The bikes should pull out one at a time and reestablish the original staggered formation.

The Lead Bike should announce if traffic is approaching from the right or left, and following bikes may continue the traffic announcement. Yet, each rider must also verify the road is safe before pulling out.

When making turns at traffic lights or signs, be aware of the following bike and maintain the same riding track when safe to do so. Avoid cutting corners in front of the following rider unless you have clearly signaled your intent to do so.

When the Drag Bike clears a traffic light or stop sign, the Drag Bike notifies the Lead Bike so the Lead Bike knows whether to resume speed or slow down until the group has caught up.

If a traffic light changes to red after part of the group has entered the intersection, when there is sufficient and safe time, the later bikes must stop for the red light. Do not endanger life by running a red light

just to stay up with the group. The Drag Bike notifies the Lead Bike of the stop at the red light and when they leave the red light. Depending on traffic, the Lead Bike should ride slower or pull over waiting for the group to reunite. The bikes catching up notifies the Lead Bike that they are approaching the lead group—to now speed up or pull back into traffic. Generally, riding slower is sufficient to allow the group to reunite.

SPEED

The Lead Bike sets the speed for the group. Maximum speed limits are adhered to. Consider the experience and ability of the riders when setting the speed. Depending on traffic, weather, and road conditions, the Lead Bike may need to adjust speed to keep the group together.

During adverse conditions, any member of the group that feels the group speed is too fast for the road conditions should contact the Lead Bike and request the group speed be reduced.

If the group's speed is too slow for traffic or traffic is building behind the group, the Drag Bike advises the Lead Bike. The Lead Bike can increase the group speed, move the group to the right lane if on a multi-lane highway, move to the shoulder to allow the vehicles to pass, or pull the group off the road until the traffic clears.

WHICH RIDING LANE TO USE?

Opinions vary on the safest riding lane on multi-lane roads. The safest lane is the obvious choice and is decided by the Lead Bike after considering all the circumstances.

Generally, on a four-lane road (two lanes your direction), the group should ride in the right lane except when passing or when preparing to make a left turn or when traffic is so heavy all lanes are equally full. Riding in the right lane allows faster traffic to pass on your left instead of your right and helps avoid agitating drivers who resent a slower group in the fast lane, as well as allowing a safety exit to the shoulder in case of emergency.

In three or more multi-lanes in your direction, consider using the middle lane or lane next to the right lane. This avoids being in the lane of merging on and off-ramp traffic. Three or more lanes are generally in cities with heavy traffic; therefore the dangers of on and off-ramp traffic out weighs the rare need for an emergency exit.

PASSING ON MULTI-LANE HIGHWAYS

When passing a vehicle on a multi-lane highway, the Lead Bike asks the Drag Bike to secure a particular lane. When the Drag Bike determines that it is safe to move into the new lane, the Drag Bike moves into that lane first and announces over the CB that the "**Lane is secure.**" After hearing this, the Lead Bike makes the appropriate turn sig-

nal. This is the signal for the remainder of the group to move to the new lane, beginning with the rear bike up to the lead bike.

If traffic is heavy, sometimes the Drag Bike cannot wait until the entire lane is clear before securing the lane. If a vehicle is along side of the group when the Drag Bike secures the lane, the Drag Bike should announce "**Lane is secure after the red car.**" The Drag Bike uses the color of the car because many people may not know the make or model of vehicles. Also, there may be more than one vehicle. Group members should change lanes as the vehicle clears them. **Never change lanes without a head check to make sure your lane is clear.**

Circumstances such as heavy traffic or an immediate unexpected turn may prevent changing lanes as a group. In this case the Lead Bike advises the group to change lanes when each rider can safely do so.

After the lead bike passes the vehicle, the lead bike may chose to signal and move back into the right lane, allowing each rider to move right as the rider passes the vehicle; or, the lead bike may wait until the entire group passes the vehicle and then ask the drag bike to secure the right lane and the group changes lane from the rear to the front. In either case, the lead bike allows sufficient space between the lead bike and the passed vehicle for all of the group.

APPROACHING AN ON-RAMP WHILE ON AN INTERSTATE

When the group is riding in the right hand lane on an interstate or limited access multi-lane highway and approaching an on-ramp entrance, the Lead Bike may see a vehicle approaching on the on-ramp. The Lead Bike should announce to the group "**There is a vehicle on the on-ramp.**" If the Lead Bike then determines that the vehicle will pass the group before it enters the highway, the Lead Bike should announce to the group "**The Group should clear the vehicle.**" If the vehicle will reach the entrance about the same time as the first bike, the lead bike may chose to slowdown slightly and motion the vehicle in front of the lead bike; to prevent the vehicle merging dangerous into the middle of the group.

Or, if there is a vehicle on the on-ramp, the Lead Bike should announce to the group "**There is a vehicle on the on-ramp.**" If the Lead Bike is too far ahead of the vehicle to judge when the vehicle will enter the roadway, the Lead Bike announces to the Drag Bike "**It is the Drag Bike's call.**" The Drag Bike should be in a better position to determine what action the group takes. The Drag Bike may determine that the group will pass the vehicle before it enters the highway and should so inform the group. Or that the vehicle is slowing and appears to be yielding to the group, but be alert. If the group is unable to pass the on-ramp before the vehicle arrives, the Drag Bike may check to see if the lane to the left is clear and move over to that lane and advise the group that the "**Left lane is secure.**" If there are vehicles in the left lane that may en-

danger a lane change, the Drag Bike should call for the group to **“Open up and let the vehicle in,”** especially when the vehicle is not slowing and has no place to go. Group members should watch the vehicle closely and begin allowing room between bikes for the vehicle. Never refuse to provide a vehicle a safe place to go.

Ultimately, each rider is responsible to ensure that the on-ramp is clear and that no vehicle endangers their bike. Announcements from the lead and drag bike are intended to aid and warn each rider, not to replace the riders own vision, judgment and responsibility for their own safety.

PASSING ON TWO-LANE HIGHWAY

Passing vehicles on a two-lane road presents a greater hazard to a group as riders often cannot see the road ahead due to hills and curves. When the Lead Bike determines that the group will pass a vehicle on a two-lane road, the Lead Bike passes the vehicle after announcing on the CB to **“Pass one at a time when it is safe.”** All other bikes should stay behind the vehicle until the road is clear of traffic. The Lead Bike should continue to advise if there is oncoming traffic or if it is safe to pass. When there is no oncoming traffic, the next bike passes and this continues until all bikes have passed. As each bike passes, they should allow sufficient room for the remainder of the bikes to pull back into the right lane. When all bikes have passed the vehicle, the Drag Bike advises the Lead Bike.

Do not become impatient when trying to pass a vehicle or take reckless risks. After you pass the vehicle, close the distance and pull back into group formation.

PASSING AN 18-WHEELER

To pass an 18-wheeler on a multi-lane highway, the group should pass in a single file in the far side of the lane away from the 18-wheeler. 18-Wheelers can create turbulent wind effecting a motorcycle; distance reduces the turbulence. Do not linger on the side of an 18-wheeler. It can throw heavy tread from tires that can seriously injure you or damage your bike. Pass the 18-wheeler quickly and pull far enough ahead so there is room for the entire group to clear the truck.

VEHICLES PASSING THE GROUP

When a vehicle wants to pass the group on a two-lane road, the Drag Bike notifies the Lead Bike that a vehicle wants to pass or is riding his tail. The Lead Bike checks for traffic and lets the Drag Bike know when the road is clear. The Lead Bike may ask the group to form a single file along the right side of the lane or shoulder to give better visibility and space management. The Drag Bike then hand signals the vehicle

to pass the group. The group should maintain its speed so the bikes do not bunch up. If oncoming traffic appears as the vehicle is passing the group, the group should create space between bikes to allow the vehicle room to pull back into our lane. Do not get upset about a vehicle being in the group. When the road is clear, the Lead Bike will tell you to waive the vehicle around to finish passing the group.

When an 18-wheeler passes the group either from the front or the rear, the Lead or Drag Bike should advise the group of the "Big Boy." The group should form a single file to the far side of the lane to avoid as much of the wind blast from the truck as possible.

MERGING FROM TWO LANES TO ONE

If the group is on a multi-lane highway and the lane the group occupies is ending, the Lead Bike announces that "**the lane is ending**" and asks for a lane change into a lane that does not end.

If the ending lane merges into the group's lane, the Lead Bike notifies the group that the lane on the left (or right) merges into our lane. The Lead Bike should ask the Drag Bike if the ending lane is clear of traffic. The Drag Bike checks to see if a vehicle is in the lane next to the group or if a vehicle is rapidly approaching in the ending lane. The Drag Bike notifies the group if a vehicle may get trapped in the ending lane and force its way into the group. Riders should identify the location of the vehicle and make room for the merging vehicle. Warn other riders of your movement by CB or hand signals. Don't be stubborn. The vehicle is coming into your lane one way or another, when their lane ends.

To prevent vehicles from driving into the lane beside the group when one lane is soon ending, when it is safe to do so, the Drag Bike should move over into the other lane to block vehicles from pulling along side the group. However, the group continues in its lane to prevent vehicles from attempting to pass until the lane ends and then the group pulls over in front of the drag bike that has the lane blocked. As the lanes merge into one, the Drag Bike resumes its normal position. The Drag Bike must insure that there is safe distance from approaching vehicles in the lane he intends to block before blocking the lane.

NARROW CURVY ROADS

When traveling on narrow curvy roads, the group should ride single file and leave a bigger than normal interval between bikes. When entering a curve, each bike should seek the safest path in the curve. There are many factors that affects the path taken in a curve, your speed, the sharpness of the curve, ability to see through the curve, weather conditions, and gravel or obstacles in the roadway.

Do not ride beyond your abilities just to stay up with the bike ahead of you. When the group reaches a straight section of road, the group resumes a normal riding formation.

CITY TRAFFIC

In heavy traffic, safety is of the utmost importance. During these times, stop idle chatter on the CB. Communications and instructions between the Lead Bike, Drag Bike, and Group Members are critical. It is important to maintain a minimum safe distance between bikes to avoid encouraging vehicles to pull between bikes.

If the group is separated by traffic or a traffic light, do not take unsafe risks to get back into formation quickly. The Drag Bike or the person in the lead of the separated bikes should maintain CB contact with the Lead Bike and notify the Lead Bike of their location. The Lead Bike should slow down, when safe to do so, to allow the second section to catch up. Do not become alarmed—you will eventually catch up.

If the first bike of the second section of bikes does not have a CB radio, any bike with a CB can handle CB communications until the group is back in formation.

BREAKDOWNS/EMERGENCIES

If a bike experiences a mechanical problem or becomes disabled, when there is time and it can be done safely, the bike with the emergency warns the following bikes he is pulling over. The group allows room for the bike to safely move out of the formation and pull to the side of the road. The Drag Bike drops out of the formation and stops with the troubled bike.

The remainder of the group continues on to a safe area to stop and not be a hazard to traffic. The Drag Bike maintains CB communications with the group to advise them of the problem. If more assistance is needed, the Drag Bike asks the group for assistance.

When the Lead Bike pulls to the shoulder of the road or into a parking area, the Lead Bike must make his intentions known and leave sufficient room behind the lead bike for the following bikes before he stops. A leader who pulls over and stops quickly on the shoulder, etc., creates a dangerous situation for the following bikes who do not have room to get safely off the roadway.

LAST-SECOND TURNS, MISSED TURNS

Occasionally, the Lead Bike may discover an immediate and unexpected need to turn at an intersection or fork. The Lead Bike decides if there is time to make the turn safely and, if so, indicates the turn. If the unexpected turn can not be safely made by all riders, the leader continues on and finds a safe way to return to the missed turn. Bikes back in the group, depending on safety, may follow the Lead Bike to a turn around place or may make the correct turn, then ride slow or pull over to wait for the group turning around.

U-TURNS

U-turns can be difficult and dangerous, especially on narrow roads. If the group has to make a U-turn it is preferable to continue on to an area where the entire group can pull off the road and make the U-turn without being a hazard to traffic or jeopardizing the safety of the group.

LEAVING THE GROUP

Each rider must ride within the limits of their ability, experience, weather, and road conditions. In the event you choose to exit the group formation, use your CB radio or hand signals to announce your intention. Other riders should allow enough clearance for that rider to safely pull out of the formation.

At an event, if you will not be riding back with the group you came with, let someone in the group know. If not, the group may be searching for or waiting on someone who has already left.

ARRIVING AT THE DESTINATION

When the group reaches its destination, the Lead Bike should locate a large enough area for the group to park and get off the road as soon as possible.

Bikes can be parked faster by pulling into parking spots “nose” first other than waiting for each bike to back into a spot. More importantly, the direction that bikes park should depend upon the slope of the parking lot. Try to park with the front wheel facing uphill so the bike will not roll off its kickstand. Be aware of side slopes so the bikes will have enough lean angle for their side stands.

If the Lead Bike locates sufficient parking places together for all the bikes, the Lead Bike should park sufficiently forward to allow space for the following bikes; instead of making the following bikes pass the Lead Bike to park. In crowded parking lots, there may be insufficient parking, so each bike locates a parking space wherever they can.

Space between parked bikes, especially in soft substances, must be sufficient should a bike fall, the adjacent bike will not be damaged.

POST-RIDE MEETING

After reaching the destination, the leader may hold a brief post-ride meeting to let the group know how long the stop will be, what time the group will leave, etc. Other items can be discussed such as speed of the group, communications, improvements in individual or group riding techniques, and any item that is a cause of concern. We encourage everyone to honestly discuss things of concern to them. If there is a concern with one individual's riding technique, the Lead and Drag Bike should speak with the individual on the side where no one will be em-

barrassed. The post-ride meeting is a good tool to improve our group riding and individual techniques. We can make improvements better if we receive feedback from all members of the group.

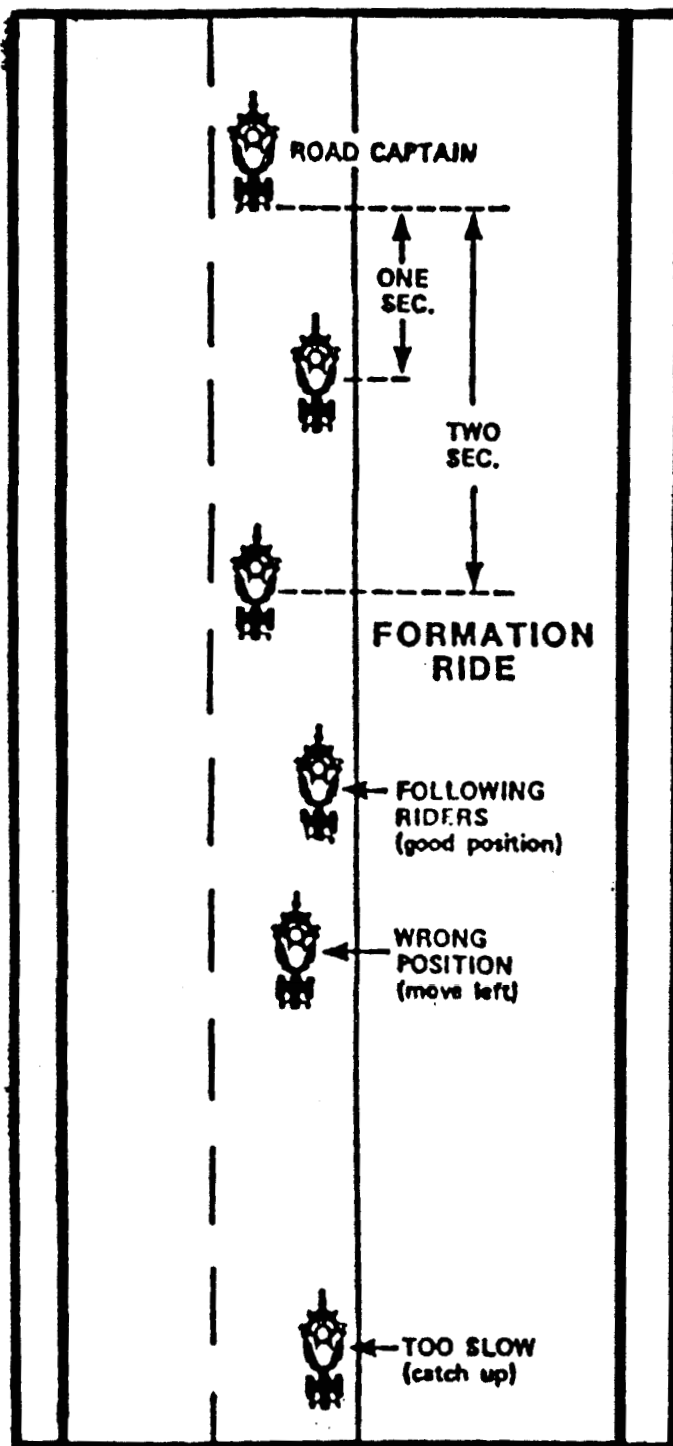
SUMMARY

These guidelines were developed for the safety, protection, and enjoyment of everyone riding in a group. As participants with Chapter "O", we ask for everyone's cooperation in following these guidelines. It will make our group rides fun and safer.

If anyone has any suggestions regarding the content of this handbook, please contact the Chapter Director, Assistant Chapter Director, Chapter Educator, Ride Coordinator or other Staff. Your comments are welcomed.

GROUP FORMATION RIDING DIAGRAM

The following diagram is included for your benefit. Please ask questions if you have any. As the riding experience of our participants vary greatly, from new to 30-40 years, we have included all types of information for both the experienced and inexperienced rider. Safety is important to our Chapter and we encourage participants to consider basic and advanced riding courses.

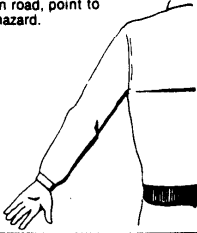
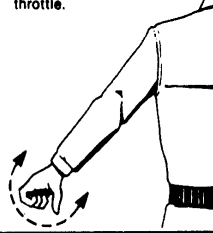


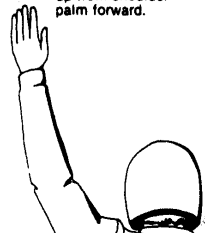

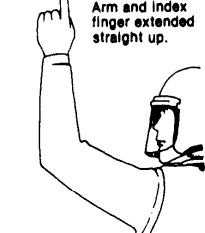

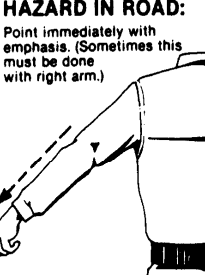
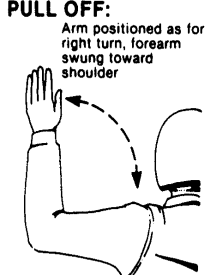
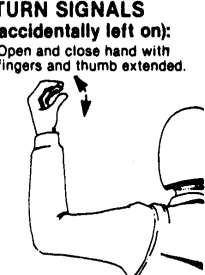
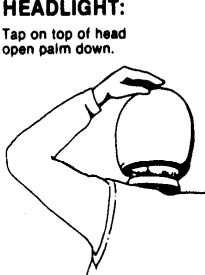
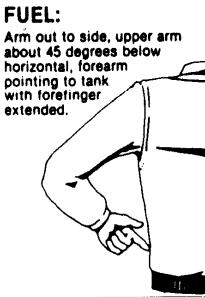

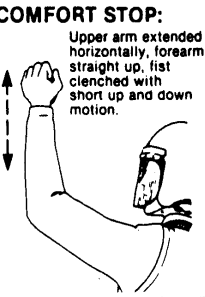
HAND SIGNALS FOR COMMUNICATING WHILE RIDING

These signals will not cover every communication need, but they should fill in a lot of gaps. Remember, these signals must be seen to be understood. Acknowledge comprehension with a nod of the head or a flick of the dimmer switch.

The rider in the rear can turn off or flick the headlight to attract the attention of the forward rider; the forward rider acknowledges with a nod or "come alongside" signal, then rear rider makes signal.

These signals have been purposely kept left-handed to keep the right hand on the throttle-brake controls for safety's sake.

<p>STOP (slow down): Arm extended straight down, palm back. Animal or physical hazard in road, point to hazard.</p> 	<p>SPEED UP: Arm down to side, fist clenched with twisting motion as if turning throttle.</p> 
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<p>FOLLOW ME: Arm extended straight up from shoulder palm forward.</p> 	<p>YOU LEAD: Arm extended (palm forward) down. Begin behind hip and swing forward in an arc away from body about 45 degrees from vertical. COME ALONGSIDE: Same motion, but stop at side and point to position for other cycle.</p> 	<p>SINGLE FILE: Arm and index finger extended straight up.</p> 	<p>DOUBLE FILE: Arm extended straight up with "rams horn" sign.</p> 
<p>HAZARD IN ROAD: Point immediately with emphasis. (Sometimes this must be done with right arm.)</p> 	<p>PULL OFF: Arm positioned as for right turn, forearm swung toward shoulder.</p> 	<p>TURN SIGNALS (accidentally left on): Open and close hand with fingers and thumb extended.</p> 	<p>HEADLIGHT: Tap on top of head open palm down.</p> 
<p>FUEL: Arm out to side, upper arm about 45 degrees below horizontal, forearm pointing to tank with forefinger extended.</p> 	<p>FOOD, COFFEE STOP: Fingers closed, thumb to mouth.</p> 	<p>COMFORT STOP: Upper arm extended horizontally, forearm straight up, fist clenched with short up and down motion.</p> 	

EMERGENCY INFORMATION FORM (SAMPLE)

Blank copies of this form is available from the Chapter Director. It is suggested that you fill the form out and keep copies in your bike in your unlocked side pocket (or multiple places) and other vehicles. This information is better to have and never use than to need and not have.

EMERGENCY INFORMATION FORM

PERSONAL INFORMATION:	
Your Name: _____	
Phone #: () _____	Birthdate: _____ Sex: <input type="checkbox"/> M <input type="checkbox"/> F
Address: _____	
City: _____	State: _____ Zip: _____
Drivers License #: _____	Social Security #: _____
EMERGENCY CONTACT:	
Name: _____	
Phone #: () _____	Relation: _____
Address: _____	
City: _____	State: _____ Zip: _____
Name: _____	
Phone #: () _____	Relation: _____
Address: _____	
City: _____	State: _____ Zip: _____
HEALTH INSURANCE:	
Company Name: _____	VEHICLE INSURANCE: ID #: _____
City: _____ State: _____	Company Name: _____
Policy #: _____	City: _____ State: _____
	Policy #: _____
Blood Type: _____ Contacts: Yes <input type="checkbox"/> No <input type="checkbox"/> Dentures: Yes <input type="checkbox"/> No <input type="checkbox"/>	
Medicine Allergic To:	
1. _____	Medicine Now Taking:
2. _____	1. _____
3. _____	2. _____
4. _____	3. _____
5. _____	4. _____
	5. _____
PERSONAL PHYSICIAN:	
Name: _____	SPECIAL NOTES:
Address: _____	_____
City: _____	_____
State: _____ Zip: _____	_____
Phone: () _____	_____
NOTE: No one must leave an Emergency Message on an answering machine. Contact must be made to person directly.	
NOTE: Deposit this information in an envelope marked on front "EMERGENCY INFORMATION - TO WHOM IT MAY CONCERN".	
EMPLOYMENT: Company Name: _____	
Contact Person: _____ Phone #: () _____	
EMERGENCY MEDICAL HELP/CARE MAY BE GIVEN AS DEEMED NECESSARY.	
SIGNATURE: _____	

T-CLOCK INSPECTION

T-CLOCK ITEM	WHAT TO CHECK	WHAT TO LOOK FOR	CHECK-OFF	
T — TIRES & WHEELS				
Tires	Condition	Tread depth, wear, weathering, evenly seated, bulges, imbedded objects.	Front	Rear
	Air Pressure	Check when cold, adjust to load/speed.	Front	Rear
Wheels	Spokes	Bent, broken, missing, tension, check at top of wheel "ring" OK — "thud," loose spoke.	Front	Rear
	Cast	Cracks, dents.	Front	Rear
	Rims	Out of round/true = 5mm. Spin wheel, index against stationary pointer.	Front	Rear
	Bearings	Grab top and bottom of tire and flex: No freeplay (click) between hub and axle, no growl when spinning.	Front	Rear
	Seals	Cracked, cut or torn, excessive grease on outside, reddish-brown around outside.	Front	Rear
C — CONTROLS				
Levers	Condition	Broken, bent, cracked, mounts tight, ball ends on handlebar lever.	Front	Rear
	Pivots	Lubricated		
Cables	Condition	Fraying, kinks, lubrication: ends and length.		
	Routing	No interference or pulling at steering head, suspension, no sharp angles, wire looms in place.		
Hoses	Condition	Cuts, cracks, leaks, bulges, chafing, deterioration.		
	Routing	No interference or pulling at steering head, suspension, no sharp angles, wire looms in place.		
Throttle	Operation	Moves freely, snaps closed, no revving.		
L — LIGHTS				
Battery	Condition	Terminals, clean and tight, electrolyte level, held down securely.		
	Vent Tube	Not kinked, routed properly, not plugged.		
Lenses	Condition	Cracked, broken, securely mounted, excessive condensation.		
Reflectors	Condition	Cracked, broken, securely mounted.		
Wiring	Condition	Fraying, chafing, insulation.		
	Routing	Pinched, no interference or pulling at steering head or suspension, wire looms and ties in place, connectors tight, clean.		

T-CLOCK INSPECTION

T-CLOCK ITEM	WHAT TO CHECK	WHAT TO LOOK FOR	CHECK-OFF	
Headlamp	Condition	Cracks, reflector, mounting and adjustment system.		
	Aim	Height and right/left.		
O — OIL				
Levels	Engine Oil	Check warm on centerstand, dipstick, sight glass		
	Hypoid Gear Oil	Transmission, rear driver, shaft.		
	Hydraulic Fluid	Brakes, clutch, reservoir or sight glass.		
	Coolant	Reservoir and/or coolant recovery tank — cool only.		
	Fuel	Tank or gauge.		
Leaks	Engine Oil	Gaskets, housings, seals.		
	Hypoid Gear	Gaskets, seals, breathers.		
	Hydraulic Fluid	Hoses, master cylinders, calipers.		
	Coolant	Radiator, hoses, tanks, fittings, pipes.		
	Fuel	Lines, fuel taps, carbs.		
C — CHASSIS				
Frame	Condition	Cracks at gussets, accessory mounts, look for paint lifting.		
	Steering-Head Bearings	No detent or tight spots through full travel, raise front wheel, check for play by pulling/pushing forks.		
	Swingarm Bushings/ Bearings	Raise rear wheel, check for play by pushing/pulling swingarm.		
Suspension	Forks	Smooth travel, equal air pressure/damping anti-dive settings.	Left	Right
	Shock(s)	Smooth travel, equal pre-load/air pressure/damping settings, linkage moves freely and is lubricated.	Left	Right
Chain or Belt	Tension	Check at tightest point.		
	Lubrication	Side plates when hot. <i>Note: Do not lubricate belts.</i>		
	Sprockets	Teeth not hooked, securely mounted.		
Fasteners	Threaded	Tight, missing bolts, nuts.		
	Clips	Broken, missing.		
	Cotter Pins	Broken, missing.		
K — KICKSTAND				
Centerstand	Condition	Cracks, bent.		
	Retention	Springs in place, tension to hold position.		
Sidestand	Condition	Cracks, bent (safety cut-out switch or pad if equipped).		
	Retention	Springs in place, tension to hold position.		

GWRRA and Chapter O promotes motorcycle safety through education. Participants are encouraged to get involved in the Rider Education Program. Talk to our Chapter Educator about the Four Levels:

LEVEL I: SAFE MILES—SAFETY BY COMMITMENT

A. A One Time Join Level: After joining, you will be a Level I participant as long as you are a paid up GWRRA Member or Booster Supporter. No renewal for Level I is necessary.

B. Level I requires no action on your part except to commit yourself to being a Safe Rider or Co-Rider and to display the patch as an outward sign of your commitment to the safe operation of your motorcycle.

C. To join, you must complete the GWRRA REP Level I form, have it validated by any GWRRA Officer, and mail it to the address indicated on the form with the \$6.00 fee.

D. You will receive a "Safe Miles" Patch Rider (Co-Rider) Rocker, and mileage pin indicating how many safe miles you have ridden since joining GWRRA, or since your last accident. If you have an accident of any type, whether you are at fault or not, your safe miles pin should begin at zero and count forward from that time. You may receive additional Safe Mileage Pins as you accumulate safe miles by having your miles validated by a GWRRA Officer. Complete the Level I form again and send it with \$2.00 to the address shown on the form. You will receive your new mileage pin to display on your Safe Miles Patch.

E. Aside from the obvious benefit of being committed to safe operation of your motorcycle, you can receive a possible premium reduction in your GWRRA endorsed motorcycle insurance. Other insurance carriers may give similar reductions.

LEVEL II: RIDER/CO-RIDER EDUCATION—SAFETY BY EDUCATION.

To become A Level II participant, the qualifications are:

A. Rider or Co-Rider must be a current GWRRA member.

B. Rider or Co-Rider must be enrolled in Level I of the Rider Education Program.

C. Rider must have a current Motorcycle License endorsement (if required in your state).

D. Rider must have completed a Motorcycle Safety Foundation Course (Experienced Course (ERC) or Novice Course (MRC/RSS) USCC or GWRRA Two-Up or Trailing Course) within the last two years.

E. Co-Rider must have completed a Motorcycle Safety Foundation Course (ERC or MRC-RSS) or GWRRA Two-Up or Trailing Course within last (2) years, or, as an option, must have attended a GWRRA

Co-Rider Seminar within last two years. (This is in lieu of the Riding Course the rider must complete)

F. Complete the GWRRA REP Level II form, have it validated by a GWRRA Officer and mail, along with \$5.00 for each participant, to address indicated on the form.

G. Participant will receive a red triangle patch signifying a Level II participant.

H. Participant has now achieved a greater potential for safety due to the successful completion of a Riding Course and /or Co-Rider Seminar. They may also be eligible for an additional Ins. Premium reduction depending on the carrier.

Level II has to be renewed yearly. To renew Level II status, participant must have maintained all the same original requirements that were necessary to originally enroll in Level II. To renew, complete the form, have it validated and send it along with \$2.00 to address shown.

LEVEL III: RIDER AND CO-RIDER—SAFETY BY PREPAREDNESS

To become a Level III participant, the qualifications are:

A. Rider or Co-Rider must be current GWRRA member.

B. Rider or Co-Rider must be enrolled in Level I and current in Level II.

C. Rider or Co-Rider must have a current CPR or First Aid card. First Aid certifications are normally current for three years. CPR for one year. (Check card's expiration date.) A copy of this card must accompany application.

D. Rider or Co-Rider must wear protective riding apparel.

E. Rider must carry a First Aid Kit on the Motorcycle.

F. Complete the Level III form, have it validated by any GWRRA Officer and mail with \$4.00 for each participant, to address indicated on the form.

G. Participant will receive a Certified Tour Rider (or Co-rider) patch to display above the Level II triangle patch.

H. Level III must be renewed yearly. To renew participant must meet all the original qualifications of level III and send validated form along with \$2.00, for each participant, to the address shown on the form.

I. Participant has now completed the three Basic Levels of GWRRA's Rider Education Program: LEVEL I—Safety by Commitment, LEVEL II—Safety Education. LEVEL III—Safety by Preparedness.

LEVEL IV: SAFETY BY ENHANCED PREPAREDNESS AND EXPERIENCE

To become a Level IV participant, the qualifications are:

- A. Rider or Co-Rider must be current GWRRA member.
- B. Completed Level III Certified Tour Rider/Co-Rider Program and have been current in Level III for one year minimum.
- C. Must have driven (ridden for Co-Rider) at 25,000 Safe miles.
- D. Must have a current CPR and First Aid card.
- E. Must have completed a Riding Course (Rider) or Co-Rider Seminar (Co-Rider) within past year. (Either MSF-ERC or MSF-MRC-RSS, USCC or GWRRA Two-Up or Trailering Courses are acceptable.)
- F. Must wear protective riding apparel
- G. Must carry First Aid Kit on motorcycle.
- H. Obtain signatures on Level IV application form from three of the five officers listed:

- 1. Regional Operations Officer
- 2. Regional Rider Education Office
- 3. District Operations Director
- 4. District Rider Education Officer
- 5. Any National Officer

- I. Send copies of current cards with Level IV application as below:
 - 1. CPR and First Aid
 - 2. Riding-Course (Rider) (Co-Rider)
 - 3. Co-Rider Seminar (Co-Rider)
 - 4. Drivers license with motorcycle endorsement (if required)
 - 5. Signed agreement certificate

J. Mail above documentation & check for \$35.00 for each participant to GWRRA Master's Program, P.O. Box 42450, Phoenix AZ. 85080.

The Rider Education Programs are optional for Chapter O participants, but we encourage you to get involved.

GWRRRA Texas Chapter "O"
Texas Chapter of the Year 2007
Region H Chapter of the Year 2007
International Chapter of the Year 2007
Texas Chapter of the Year 2008
Texas Honorable Mention 2009