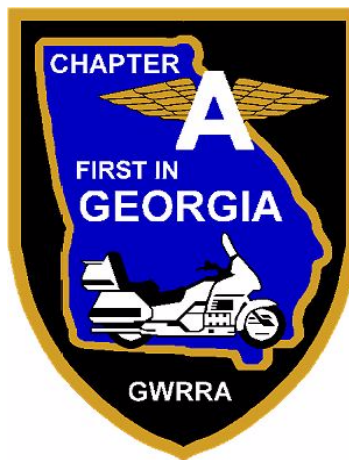




Gold Wing Road Riders Association
Region A – Georgia District



Chapter A
McDonough, GA

Participant's Guide

Revised December 22, 2009

WELCOME

We would like to welcome you to Chapter A. We hope this provides you with some information about the Gold Wing Road Riders Association and our particular Chapter.

First of all, when you join the GWRRRA, you join the entire network of GWRRRA chapters worldwide. There are over 30 chapters in the State of Georgia alone. We consider ourselves one big happy family and visit other chapters whenever we can.

Since you have already paid your annual dues to the National Organization, we don't ask for dues at the local level. One way that you can help support our chapter is by bringing in door prizes to the monthly meetings. At the meetings, we sell tickets for door prizes and 50/25/25 drawings to raise money to operate the chapter.

At the meetings, you will see our Chapter spirit by the shirts and vests that we wear. Vests can be purchased locally or at motorcycle rallies and events. Having or wearing a vest or chapter shirt is not a requirement.

A great amount of information can be found on our web site. Chapter A's web site can be found on the internet at: <http://www.gwrra-gaa.com>. Because the web site is updated quite often, this is one of our main communication channels. We use the web to keep everyone up-to-date.

Our monthly newsletter is another way we keep our members informed. The newsletter is posted on the web site and we email notices to our members when it is available for viewing. However, we would be happy to "snail" mail you a copy if you prefer. Just let us know which method you prefer.

Our "Phone Tree" is another tool the chapter members use when needing to contact fellow members by phone.

Table of Contents

WELCOME	2
Table of Contents	3
CHAPTER A STAFF DIRECTORY	4
INTRODUCTION	5
WHAT IS THE CHAPTER ALL ABOUT?	5
HOW TO I JOIN THE CHAPTER?	5
WHY AM I A GUEST AT THE FIRST MEETING?	6
DO I HAVE TO WAIT UNTIL THE SECOND MEETING	6
TO BECOME A CHAPTER PARTICIPANT?	6
WHAT ARE THE DIFFERENT CLASSES OF MEMBERSHIP	6
IN GWRRA?	6
WHAT DO I GET FOR MY MEMBERSHP IN GWRRA?	6
Wing World Magazine	6
Gold Book	7
Miscellaneous	7
WHAT IS THE STAFFING STRUCTURE IN GWRRA?	7
WHAT ARE THEY TALKING ABOUT?	7
50/50 (or 50/25/25) Tickets	7
Door Prizes	7
Chapter Rides	8
Meetings	8
Couple of the Year (COY).....	8
Kick-Off	8
Ride-In.....	8
WHAT ARE ALL THOSE PINS ON PEOPLE'S VEST?	8
HOW DO I GET A VEST OR A CHAPTER SHIRT?	9
DO I HAVE TO DO ANYTHING WHILE I AM A PARTICIPANT?	9
WHAT IS A POKER RUN?	9
WHAT IS A DISTRICT RALLY?	9
WHAT IS A REGIONAL RALLY?	10
WHAT IS A WING DING?	10
WHAT IS THE CHAPTER MONEY USED FOR?	10
REASONS FOR "RIDES"	10
Group Riding	10
HOW DO I RIDE IN A GROUP?	10
WHEN AND HOW TO USE MY CB?	12
What Channel?	12
CB Chatter	12
DEFENSIVE RIDING PRACTICES	12
SAFETY RIDING TECHNIQUES	12
General	12
Roadway Surface.....	13
Braking.....	13
Lane Changing and Passing.....	13
Curves	13
Intersections	14
THE GWRRA RIDER EDUCATION PROGRAM	14
Level I: Safety by Commitment - the first big step to success.....	14
Level II: Safety by Education	14
Level III: Safety by Preparedness	15
Level IV: Master Tour Rider, Safety by Enhanced Commitment and Preparedness	15
HAND SIGNALS	16
T-CLOCK FORM	17
Participants Information Sheet	20

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INTRODUCTION

This guide has been published to help the new or potential Gold Wing Road Rider Association (GWRRA) member become acquainted with GWRRA and Chapter operations. Even the seasoned GWRRA member should find something of interest here. Getting involved in GWRRA Chapter activities will allow you to enjoy GWRRA to the fullest.

If you have any questions, please feel free to ask the Chapter Directors, Assistant Chapter Directors or other staff members. They will gladly help you understand the functions of GWRRA and help you feel welcome into our family. Hopefully this guide will help answer most of your questions.

WHAT IS THE CHAPTER ALL ABOUT?

The Chapter is the single most important benefit of GWRRA.

A social/fraternal organization formed for the pleasure, recreation, safety, exchange of information, coordination of common motorcycle efforts, promotion of camaraderie and friendship of its members, and other GWRRA chapters, without political or religious affiliations.

We attempt to assist all motorcyclists in achieving and/or improving public acceptance of motorcyclists, member support of civic, local, police, charity and government organizations, education of non-motorcycling public concerning the motorcycling problems, dissemination of safety information relating to motorcycling and motorcyclists, and supporting the Motorcycle Safety Foundation (MSF). GWRRA and our Chapter are a family oriented organization.

FRIENDS FOR FUN, SAFETY AND KNOWLEDGE!

HOW TO I JOIN THE CHAPTER?

You don't join a Chapter, you join the Gold Wing Road Riders Association (GWRRA) and you participate in Chapters of your choice.

So the question might be "How Do I Become a Chapter Participant? You do nothing more than attend a Chapter meeting, a ride or another event. The first time you attend, you are a "Guest". The second time you come, you are part of our Chapter's family. A local Chapter is one of the main benefits to belonging to our international association.

There is no cost or formal application needed to participate in a GWRRA Chapter. GWRRA has a network of Chapters worldwide, so you are never far from “home” even when you are on the road.

WHY AM I A GUEST AT THE FIRST MEETING?

This allows us to recognize you as a new person. It’s our belief that nothing is worse than attending a meeting to have fun and seek out potential new friends, only to sit around ignored and bewildered. Sometimes in getting ready to conduct a meeting, the Chapter Director and/or Assistant Chapter Director might forget to introduce themselves. If this happens, please seek out and introduce yourself, as they truly want to meet you.

DO I HAVE TO WAIT UNTIL THE SECOND MEETING TO BECOME A CHAPTER PARTICIPANT?

No, you don’t. Just tell the Chapter Director or Assistance Chapter Director that you would like to participate and want to receive the Chapter Newsletter and the ride schedule for the Chapter. Schedules for other Chapters in the state are also available on request.

WHAT ARE THE DIFFERENT CLASSES OF MEMBERSHIP IN GWRRA?

For Gold Wing/Valkyrie owners there are Individual or Family Memberships.

Individual Membership is just what it says, an individual rider membership.

Family Membership is for two or more individuals within the same household to belong to GWRRA for a lower membership fee.

For non-Gold Wing owners there are Individual Associate Membership and Family Associate Membership.

Individual Associate Membership is for individuals who do not own a Gold Wing or a Valkyrie.

Family Associate Membership is for two or more individuals within the same household who desire membership within the Association.

WHAT DO I GET FOR MY MEMBERSHIP IN GWRRA?

Wing World Magazine

A unique member benefit is the *Wing World* magazine. This beautiful, glossy monthly publication is packed with Gold Wing touring stories, Honda and after market products, technical advice from Honda technicians and Gold Wing accessory advertisements. Every issue also includes reader classified, rider education information, and an up-to-date

listing of all national, regional and local GWRRA events, as well as a directory of our officers you can contact for information.

Gold Book

The Gold Book is the exclusive GWRRA service directory, which lists participating GWRRA members names, phone numbers and what they can share with you: help, information, tools, lodging, trip assistance, camping space and of course, fellowship.

If you find yourself needing help on a lonely highway, you will find a GWRRA friend nearby. Many members think the Gold Book is the best highway insurance of all (and it works best if you keep it in your motorcycle)!

Miscellaneous

A numbered key chain for safe return of lost keys, an enamel membership pin, an embroidered patch, safety decals, an embossed membership card – just to name a few.

WHAT IS THE STAFFING STRUCTURE IN GWRRA?

All officers are appointed. There is no voting or elections in GWRRA. The officers and communications are as follows:

National Operations Director
Regional Director
District Director
Chapter Director

Each Director then appoints his or her own staff or Assistants, Educators, Coordinators and other supporting staff. The Chapter Director has the operational responsibility for the Chapter and obtains input from his or her staff and Chapter participants in reaching decisions regarding Chapter activities.

WHAT ARE THEY TALKING ABOUT?

50/50 (or 50/25/25) Tickets

The Chapter receives no money from the National business office, so to help the Chapter pay its expenses, we sell tickets during the meeting. A ticket is drawn and we give away half of the money from the ticket sale proceeds, hence, 50/50 (or possibly two 25% prizes for 50/25/25). Participation is voluntary and you are not obligated to purchase tickets.

Door Prizes

As stated above, the Chapter receives no money from the National business office, so to help the Chapter pay its expenses. We sell tickets for door prizes during the meeting. Door prizes are various items brought to the meeting by the Chapter participants and/or

visitors. A ticket is drawn and the door prize is given to the ticket holder. Again, participation is voluntary and you are not obligated to purchase tickets.

Chapter Rides

Most chapters have scheduled rides. These rides leave from a designated location or ride point. The time of departure varies, so make sure to read your Chapter newsletter or ask the Chapter Director, who will be more than happy to assist you. If you have any special roads and parks that you would like to share, make sure and let the Chapter Director know. Many of these rides will start from early to mid-morning and run until early evening. Sometimes overnight trips might be a factor for a longer ride. All activities are discussed with the Chapter Staff so be ready with your input to the Chapter Director, Assistant Chapter Director or Staff.

Meetings

Once a month, we will have a Chapter meeting. This meeting can include speakers, presentations, videos, ride schedule planning and safety information and of course can include a meal with plenty of socializing. These meetings are not business meetings. GWRRA does not operate in a "club" format. There are no votes taken, meeting minutes or treasurer's report. The Chapter Director, who is appointed by the District Director, makes decisions regarding the Chapter. The Chapter Director does, however, get input from Chapter Staff and participants regarding events that are of interest to the Chapter.

Couple of the Year (COY)

Each year a couple is selected to represent the Chapter, District, Region and International Couples of the Year. These couples are selected for their dedication, accomplishments, participation, enthusiasm and commitment to GWRRA's ideals. They personify the GWRRA image and motto of "Friends for Fun, Safety and Knowledge."

Kick-Off

That is when a new Chapter is formed and is having a get together with others to celebrate this event. Games, food and friends abound.

Ride-In

A Ride-In is a one-day event where many Chapters get together and participate - more games, food, and friends.

WHAT ARE ALL THOSE PINS ON PEOPLE'S VEST?

Those are "ride" or "event" pins. Every time a Chapter puts on a Poker Run, a Fun Day, or other special event, like a District Rally, usually a ride pin is available, and is sometimes included in the cost of registration. The pins are basically souvenirs that are fun to look back on for the memories each represents.

Hint: lots of pins= an "old hand" you may want to ask questions.

HOW DO I GET A VEST OR A CHAPTER SHIRT?

See the Chapter Director or Assistant Director to find out the current arrangements. Usually they are a special order item. Vests are optional for participants, but many wear them to display their many pins and awards. Chapter patches, the 10" GWRRA logo and other patches can be purchased for your vest from your Chapter Director.

Chapter A shirts may also be purchased in Chapter A blue color from Elite Sports. They come in short sleeves, long sleeves, with a collar or without collar. They are available in S, M, L, XL, & 2 XL. Currently, the Chapter is not selling garments, however we are selling Chapter A front and rear patch kits. These are heat transfers that must use a special heat press. You can select a shirt or jacket style from our vendor or bring your own, preferably in Chapter A royal blue – and have these applied. Cost is \$12.00 per set. This price includes the heat transfer, applied by Elite Sports. They are located in the same building as our meeting place.

For these and other “Goodies”, contact the Chapter Store Keeper, Bonnie McCoskey, at 770-954-1924, or bmccroskey@sprintmail.com.

DO I HAVE TO DO ANYTHING WHILE I AM A PARTICIPANT?

Yes, have as much FUN as you can! That's why this Association and especially local Chapters exist: FRIENDS FOR FUN, SAFETY AND KNOWLEDGE! And, of course, you may have to eat a meal or two along the way!!!

WHAT IS A POKER RUN?

A poker run serves as a fund raising activity. There is usually a charge for each poker hand, which serves as a donation to the Chapter/District. Each poker run may differ in one way or another, but are basically as follows: we sign-in and get a set of directions to a "check point". When we arrive at the first "check point" we draw a playing card. We continue on to the second and subsequent "check points", until we reach the final point. The high hand will win a prize or share in the funds collected for the event. Some organizations have observation runs in which you may have questions to answer about sights along the route. If it all seems a little confusing, don't worry; we were all confused at first. Just ask some "old hand" for the help you need.

WHAT IS A DISTRICT RALLY?

Individual districts may have a two or three day event for the expressed purpose of providing a fun, social environment for the participants and provide funding for the GWRRA District Director's office. Bike judging, vendors, Rider Education seminars &

videos, 50/50's, motorcycle light show and much more is available at the rally. District rallies are usually held annually and may be located in different areas around the district.

WHAT IS A REGIONAL RALLY?

This is a gathering of GWRRA members from throughout the region. It is held once a year over a three-day period. There are many of the same events and attractions offered as at the District Rally, only on a larger scale. It is held at various places in the Region. It is the major fundraiser for the Regional office.

WHAT IS A WING DING?

This is our National Rally put on for all Gold Wing Road Rider Association members, Associate members and other interested motorcyclists. It is held at various locations throughout the country. This rally has all the events you would find at the Region Rally but on a much, much larger scale.

WHAT IS THE CHAPTER MONEY USED FOR?

The Chapter Director uses the Chapter funds to cover operation expenses of the Chapter. These expenses include the cost of the newsletter, staff and officer training meetings, postage, telephone calls, the Chapter chartering fee, supplies, etc. which are necessary to run the Chapter. Annually the Chapter Director submits a financial statement to the District Director. The Chapter is a not for profit organization and may choose to give monies to charities at the end of the year. Chapter officers are not paid; they volunteer their services. The same goes for the District Officers and so forth.

REASONS FOR "RIDES"

1. Obviously – to move our group from point "A" to point "B".
2. To expand our social contacts while retaining the camaraderie of our meetings.
3. Travel and sightseeing. And sometimes to eat!!!

Group Riding

As the name implies, it is riding in a group. Most of our organized chapter movements (rides) will be in this type.

HOW DO I RIDE IN A GROUP?

1. Please arrive at the meeting point with a full tank of gas.
2. We try to limit the group to 5 or 6 bikes – for better safety.

3. C.B. channels should be established prior to any movement. The group should not switch to a different channel until all members have been informed. We normally use channel 1.
4. Each bike should ride in staggered formation within a traffic lane: the leader rides in the left track: the next rider, the right tire track, etc. On curves, individual riders should pick their own track. Then reform the staggered formation after the curve.
5. When stopping at a traffic light or stop sign, all bikes pull up, two abreast, directly behind the bike they were following.
6. When starting, the leader moves out first, accelerating slowly enough for all bikes to move out in turn. No one should accelerate even with, or pass, another bike.
7. Under normal conditions, each bike should allow two seconds following distance between bikes in the same track. This should give approximately one second between each staggered bike in the group. You should try to not allow too much space to develop between bikes – this allows gaps that other vehicles will take and split up the group – a less safe condition for the group.
8. Don't just follow. Be sure to check the traffic before lane changes or other maneuvers. **RIDE YOUR OWN RIDE – YOU ARE RESPONSIBLE FOR YOURSELF, YOUR PASSENGER, AND YOUR BIKE.**
9. If someone in your group pulls to the shoulder of the road and stops, do not follow. The rear bike (“drag bike”) should be designated by the leader to stop and give assistance.
10. When passing other vehicles on a two-lane highway each bike should pass in order and in turn. The leader should accelerate far enough ahead for the rest of the group to pass, and the tail bike should inform the leader when the whole group has passed and is back in formation.
11. Each group should have a lead and rear bike equipped with CB radios when possible. The lead bike leads the group; the rear bike controls the group. Expect ride suggestions from the rear bike and accept suggestions to improve the groups' riding performance. Bikes without CB's should be in the middle of the group.
12. Typical Chapter A CB “Group Talk” to change lanes. The “Tail Gunner” or “Drag Bike” (last bike in group) controls lane changes:
 - a. Leader: “Joe, please secure the Left Lane”
 - b. Tail Gunner: “Stand-by”
 - c. Tail Gunner: “The Left Lane is Secure; Look Left: Move Left”
 - d. Ride Leader will call out road hazards, traffic (bogies), upcoming turns, etc.
 - e. Co-Riders should physically point out to road hazards for next bike.

- f. Memorize the hand signals (included at the end of this booklet) as not all riders have a CB.
13. All riders and co-riders should wear proper riding apparel. (i.e., helmets, eye protection, long sleeves or riding jackets, gloves, boots that cover your ankles, long denim pants or riding pants) This is not mandatory but is strongly recommended for your safety.
14. Each rider is responsible for his/her own ride and safety.
15. Relax and enjoy the ride, and remember, getting there is the FUN!!!

WHEN AND HOW TO USE MY CB?

What Channel?

We use a predetermined CB channel for communicating directions, turns, lane changes and other pertinent traffic information and potential dangers to the group. Ask the Chapter Director what CB channel the Chapter uses. (Channel 1 is the GWRRA established channel nationally, but may not necessarily be used by the local Chapter)

CB Chatter

Limiting idle chatter is particularly critical during departures and arrivals. There is a tendency for riders to be tense during take-off and somewhat lax during landings. Experience has shown that these are the times when unfortunate incidents tend to occur. Be Alert!

If you wish to converse with a fellow rider, call the rider by name. C.B. "handles" are fun, but unfortunately require other members to tax their memories. Why not try using real first names like "Hey Harry, this is Jack"?

DEFENSIVE RIDING PRACTICES

SAFETY RIDING TECHNIQUES

General

1. Headlights should be activated at all times during operation.
2. Never ride into a space that you cannot see your way clear to ride out of.
3. Never ride past your own or your motorcycle's limits.
4. Never be over confident.
5. Always wear leather gloves and safety glasses, or a face shield.
6. If (heaven forbid) you lose control of your motorcycle while halted and it begins to fall over, don't attempt to hold it up when it goes past center. It's better to hurt your machine than yourself. (There is a special technique to stand a Gold Wing back up)

Roadway Surface

1. Always look for grease, oil, water, sand etc, on the roadway.
2. Avoid center of lanes particularly at intersections and left turn pockets because of oil and water accumulation, no avenue of escape if in center of lane, and more possibility of being rear-ended.
3. Keep off lane lines as they are frequently made from a rubber- based paint and are slippery.
4. Avoid parking where vehicles have left oil/grease deposits.
5. If you encounter an object on the roadway that you cannot avoid, straighten the motorcycle up. Attempt to go over the object at a 90-degree angle and accelerate smoothly.

Braking

1. When following another driver, ride where you can see the driver in his/her rear view mirrors.
2. Practice using both hand and foot brakes. Even though the Wings are equipped with an integrated braking system, 70% of your stopping power is in your front brake.
3. Avoid braking sharply during turning movements – stop straight, don't turn the handlebar.
4. In case of a flat tire, decelerate gradually – avoid heavy braking and always clear the lane.
5. When forced to brake hard, always 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 will probably "high side" you!

Lane Changing and Passing

1. Use your mirrors consistently, but never rely on them. Glance over your shoulder to confirm what you think your mirror shows you.
2. After making your lane change, always resume the same position you occupy in the group. The same rule applies when you are passing.

Curves

1. Slow down prior to entering the curve or turn.
2. Enter the curve on it's outside, staying within your lane. Then, move into the center to allow room for correction if speed is too great or radius is misjudged. Be sure of the roadway's surface.
3. When not familiar with the road, slow down. Excessive speed and driver error are leading causes of motorcycle wrecks.

Intersections

When approaching one and if you observe a vehicle coming toward you and attempting to turn left, assume that driver does not see you and will turn directly into your path. Watch its front wheels even if the vehicle is halted. If the wheels start turning in your direction - Watch Out!!!

THE GWRRA RIDER EDUCATION PROGRAM

The basic purpose and goal in the REP is to make the motorcycle environment safer by reducing injuries and fatalities and to increase skills and awareness. In other words, **TO SAVE LIVES!**

There are four levels in the REP:

Level I: Safety by Commitment - the first big step to success

Safety is a state of mind, which can only be attained through total commitment. Every successful accomplishment began with commitment to reach the intended objective and a promise to learn for the sake of you, your Co-Rider, your friends and family and others on the road.

Level I is perhaps the most important part of the REP structure. Regardless of your training and skill level, it is basically worthless if you are not committed to utilize your training and skills to their fullest. The commitment not only affects you and your Co-rider but others on the road. You will be registered with the GWRRA across the country and your promise never has to be renewed, as it truly is a commitment for life.

To join, you must complete the GWRRA REP Level I form, have it validated by any GWRRA Officer, mail it to the address indicated, along with \$6.00 fee for each registrant. **No renewal is necessary as long as you are a paid GWRRA Member.**

Level II: Safety by Education

GWRRA has chosen several educational training programs for the operators and Co-Riders such as the Motorcycle Safety Foundation (MSF), the United Sidecar Association course, the Canadian Safety Council programs and the GWRRA's riding courses and parking lot programs.

We say, "Go see the experts" for your "On Bike Training". Completing these courses provided the foundation and skills for your quest to be a safe motorcycle rider. Qualified and nationally certified instructors teach all recognized programs.

For the Co-Rider, we have provided an excellent seminar and "Two Up" programs to assist in your role in the safety aspect of motorcycle riding.

Motorcycle education goes "Hand in Hand" with commitment, and the "On bike" education by MSF, USCA, CSC and GWRRA for the Rider and Co-Rider and the "Off Bike" education specifically for the Co-Rider provides a very effective approach to Motorcycle safety. This is truly when a Rider begins to understand what his or her Level I commitment means and sees the value in the program.

For Level II you must be enrolled in Level I, have a current motorcycle license and completed a MSF or GWRRA riding course or Canadian Safety Council course within the last two years, or for a Co-Rider, you must have attended a GWRRA Co- Rider Seminar within the past two years. **Level II has to be renewed yearly - \$5.00 fee.**

Level III: Safety by Preparedness

It would be great if we could achieve the coveted goal of zero accidents, however, we know realistically this is hard to attain. Since accidents will and do occur, it is important that we be fully prepared to lend aid to unfortunate accident victims. We should always be prepared to save a life.

The Level III of the Rider Education Program was developed to deal with such circumstances by recognizing and encouraging proper First Aid or CPR training. CPR (Cardiopulmonary Resuscitation), a Level III requirement has been used to save many lives. Being trained to render CPR or give First Aid is a tremendous asset.

For Level III you must be enrolled in Level I and current in Level II. Rider or Co- Rider must have a current CPR or First Aid Card. Rider or Co-Rider must wear protective riding apparel. Rider must carry a First Aid kit on the motorcycle. **Level III must be renewed yearly - \$4.00 fee.**

Level IV: Master Tour Rider, Safety by Enhanced Commitment and Preparedness

Level IV was designed for those special individuals who desire to "be all they can be" with regards to motorcycle safety. The requirements are more stringent than Level III and require a greater commitment on your part. These Riders and Co-Riders are caring, trained and prepared with the experience to back them up. We realize Level IV is not for everyone, but for those who desire to be of greater service to other people. It is the correct prescription. Why desire to be a Level IV? It's a worthy goal. Being prepared to save a life is a high calling indeed! You are shining examples to the rest of our membership. Others aspire to practice the same commitment as you have displayed. For that reason, because you are our ambassadors to the members at all levels, we provide a special gathering to celebrate your commitment each year at Wing Ding.

For Level IV you must have completed the Level III Certified Tour Rider/Co-Rider Program and have been current in Level III for one-year minimum. You must have driven, or ridden for Co-Riders at least 25,000 Safe Miles. You must have current CPR AND First Aid cards and have completed a riding course (Rider) or Co-Rider Seminar (Co-Rider) within the past two years. You must wear protective riding apparel and carry a First Aid kit on the motorcycle. **Level IV is renewed each year - \$35.00 fee.**

You only renew at the highest Level you hold.

GWRRR's Rider Education Program (REP) has continued to grow at a phenomenal rate, showing the commitment of Association members to be among the safest, best-prepared highway users in the nation. For a complete understanding of the requirements for qualification at each level, contact your Chapter educator.

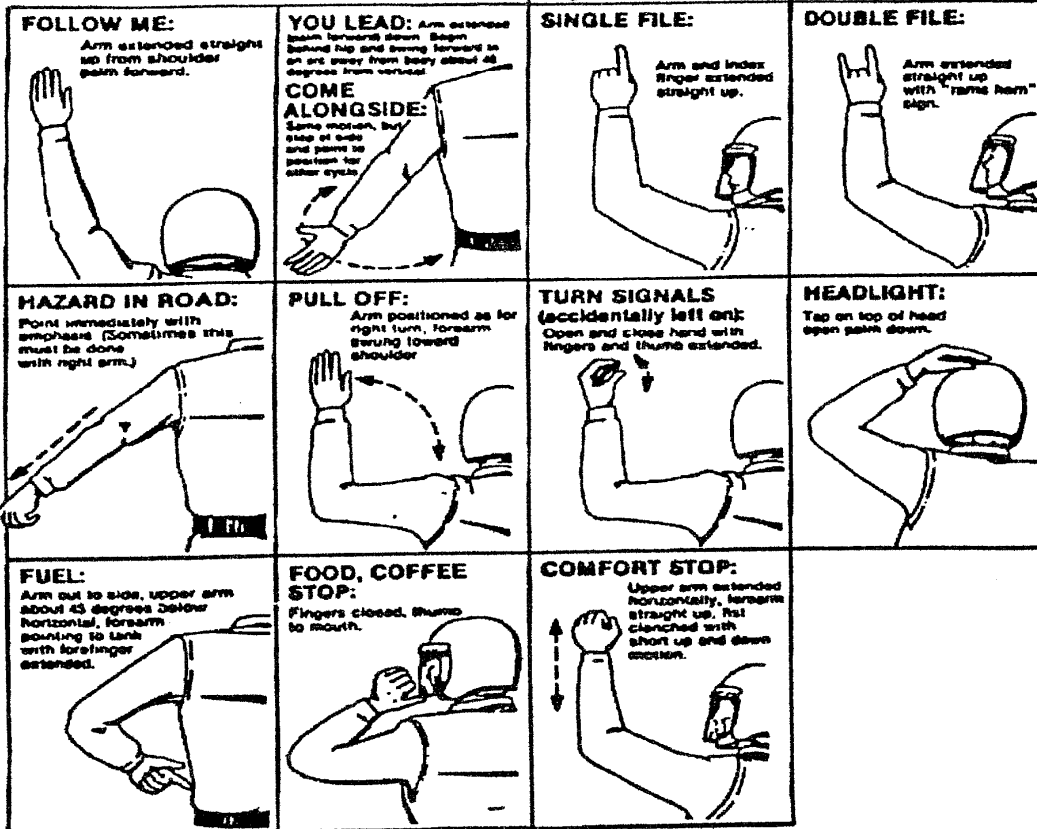
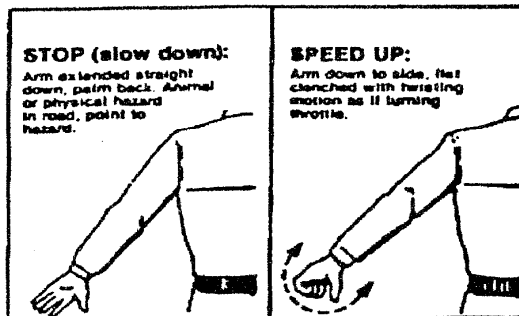
HAND SIGNALS

Hand Signals

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.



T-CLOCK FORM

T-Clock Item	What to Check	What to Look For	Check-Off	
T - Tires and 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” means OK – “thud”, means 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 the 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		
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. Note: Do not lubricate belts.	
	Sprockets	Teeth no 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	

**Gold Wing Road Riders Association
Georgia Chapter A
Participants Information Sheet**

In order to receive the Chapter Newsletter, special mailings for events and social functions, please complete the information listed below.

Name: _____ Birthday – month _____ day _____

Spouse or Partner:

Name: _____ Birthday – month _____ day _____

Membership Number: _____ Expires – month _____ year _____

If you are not a GWRRA member, see Dottie Fagan for more information.

Anniversary (if applicable): _____/_____/_____

Mailing Address: _____

City: _____ State: _____ Zip: _____

E-mail Address: _____

Would you like to be added to the Chapter A email list to receive ride and meeting information and updates by e-mail? _____ YES

Phone Number (home): _____ Fax Number: _____

Cell Phone (male): _____ Cell Phone (female): _____

Number of Children: _____ Number of years riding motorcycles _____

What type of bike do you ride now? _____

Comments (Favorite places, hobbies, locations you'd like to visit, etc)

Emergency Contact: _____ Phone: _____

Please circle any safety courses you'd be interested in attending:

Road Captain's Course (group riding)

Co-Riders Course

CPR – First Aid

Parking Lot Practice

**PLEASE RETURN THIS FORM WHEN COMPLETED TO:
DOTTIE FAGAN, CHAPTER MEMBERSHIP COORDINATOR**