



GOLD WING ROAD RIDES ASSOCIATION

**Friends for Fun,
Safety and Knowledge**



CHAPTER ORIENTATION HANDBOOK

**Region 'H'
Texas District**

**Fifth Edition
August, 2011**



I. Letter from the Chapter “W” Directors

Welcome to Gold Wing Road Riders (GWRRA) Texas Chapter “W”. In this packet you’ll find information on GWRRA, how it’s organized, the GWRRA Education Program, and some history of Chapter “W”. What you won’t find is the heart and soul of Chapter “W”—the participants. Chapter “W” takes pride in being a Family, not just a group of people that ride together from time to time.

GWRRA’s motto is “Friends for Fun, Safety, and Knowledge” and Chapter “W” personifies this motto. We are blessed with a Motorcycle Safety Foundation (MSF) instructor that we can call on to help increase our ability to ride safely and keep us up-to-date on the latest safety information. We’re proud of the fact that in 2008, Chapter “W” was 100% enrolled in the Rider Education Program displaying a commitment on the part of all participants to ride utilizing their training and skill to the fullest and to manage the risks inherent to our chosen sport. We are committed to continuing this goal in the upcoming years.

Please feel free to participate in all our Chapter activities and get involved. Our Chapter only grows if we have people willing to dive-in and add their special talents. The Chapter “W” website is www.gwr-ra-txw.org, will keep you informed about past activities and upcoming events.

If you have any questions about GWRRA or Chapter “W”, please grab the nearest Chapter participant and ask. We’re all available to help.

Steve & Kathy Wilkening

Chapter Directors
Texas Chapter “W”



TEXAS CHAPTER 'W' OFFICERS

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**Chapter 'W' website:
www.gwrra-txw.org**



II. A Brief History of Chapter “W”

It is said that a Phoenix will rise out of the ashes. In this case, the Phoenix is a dynamic Chapter that grew out of a defunct group of riders. In May of 1986, the original Texas Chapter “F” disbanded and returned its Charter to GWRRA. There was, however, a small band of die-hard riders in the Katy area that still enjoyed riding together. They called themselves the “West Side Tour Association”. They had no affiliation with any organized group or any by-laws or rules.

In July of 1988, with much discussion and a little prodding, the decision was made to join GWRRA as Chapter “W”. Charter members included Glen & Pat Disheroon, Mike & Kathy Gwin, Mike & Elaine Hicks, Dieter & Pam Meyer, and Jim Vardaman.

The Chapter has met in a variety of places in the West Houston/Katy area. The original meeting place was the restaurant Skooters in Katy (since closed). The Chapter later moved to the Peppermill in Katy. Larger quarters required a move to K-Bob’s on Highway 6, but not being convenient another move was made to Ryan’s on Dairy Ashford. Circumstances soon dictated yet another change and the Chapter landed at Charlie’s, to the Denny’s on Fry Road. When Denny’s made the room “Smoking”, we moved to Ryan’s on Highway 6. Denny’s changed it back to a meeting room, so current meetings are held the first Thursday of each month at Denny’s, Fry Rd.. Planning meetings are sometimes held in the same location, but always on the third Thursday of each month. All are welcome to join in the planning of the Chapter’s upcoming rides and events.

The Chapter “W” motto, “Flexing Our Wings”, was bestowed upon the Chapter by Glen Disheroon back during the Chapter “F” days. They were looking for a motto that started with the letter F and the phrase came from “A Gathering of Eagles” by Alister McClain. Somehow, it seems just as appropriate now as it did back then.

Chapter “W” supports many events and charities of the other Chapters and organizations. This is done with a full schedule of weekend rides and social events. Over the years, the Chapter has received awards, both individually and as a group, at the many rallies they attend each year.

Overall, Chapter “W” is a very active, involved group of dedicated riders that truly live up to the GWRRA motto “Friends for Fun, Safety, and Knowledge”. New members are always welcome and quickly become friends. The old saying “You are never a stranger but once”, has never held more meaning.



III. Welcome to GWRRA

First, we would like to welcome you to our GWRRA family. We realize that there are many things you would like to know about GWRRA and Chapter activities. We hope that you will take a few minutes to read this pamphlet. It will provide answers to many of your questions.

This “Chapter Orientation Handbook” is published to help the new or potential GWRRA member become acquainted with GWRRA and Chapter operations. Even the seasoned GWRRA member can find something of interest here. From experience, we have found 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 any questions, please feel free to ask the Chapter Director, Assistant Chapter Directors or any staff member. They will gladly help explain the functions and activities of the Chapter and of GWRRA. They will also be glad to welcome you into the GWRRA family. Hopefully, this handbook will answer most of your questions.

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 say, the world’s largest family. GWRRA members enjoy the freedom of belonging to a non-profit, non-religious and non-political organization. Founded in 1977, GWRRA has grown to over 70,000 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 National Office is located in Phoenix, AZ. 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 Regional Directors. A region can be comprised of three to nine states or provinces (Canada). Region “H” is composed of Arkansas, Louisiana, 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 several Chapters. A Chapter is a group of GWRRA members in a close geographical area that wish to participate together.



What are the different classes of membership in GWRRA?

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 who reside in the same household as the “Full Member”. This generally includes your spouse and any children or parent still living in your household. An “Associate Member” is the owner/operator of a non/Gold Wing or Valkyrie motorcycle. A “Family Associate Membership” includes the owner/operator of a non-Gold Wing or Valkyrie motorcycle and all the individuals who reside in the same household. Associate Members enjoy most of the same benefits as the Full Members.

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

Gold Book

The Gold Book is the exclusive GWRRA directory, which lists participating GWRRA members 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 fellowship. (Maybe even a good meal) 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 on your motorcycle.



IV. 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 several other members to Chapter staff positions to assist in Chapter activities. Other positions can include

Assistant Chapter Director (to assist the Chapter Director and fill-in when the Chapter Director is absent), 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 for the Chapter). In addition, Chapters may have several other staff positions to help coordinate Chapter life.

What is the Chapter all about?

The Chapter is the single most important benefit of GWRRA 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.**
- We provide an atmosphere for people to socialize and develop camaraderie between participants.**
- We are family oriented.**
- ***Gold Wings love to eat*****

FRIENDS FOR FUN, SAFETY AND KNOWLEDGE

How do I join a Chapter?

You don't join a Chapter, you join Gold Wing Road Riders Association (GWRRA). GWRRA is the international organization and you participate with a Chapter or any number of Chapters of your choice. You only pay annual dues 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 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 GWRRA 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 a chance to recognize you and introduce you to the other members of the Chapter; secondly, it gives you a chance to take a look at us. This allows the potential new participant a chance to decide if they are interested in becoming part of our family. 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 considering if anyone is interested in you as participant. Sometimes, in getting ready to conduct a meeting, the Chapter Director and/or Assistant Chapter Director might become busy and forget to introduce themselves. If this happens, please seek them out and introduce yourself to them. They are truly interested in meeting 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 Assistant Chapter Director that you would like to participate and want to receive the Chapter Newsletter and the ride schedule for the Chapter.

What are they talking about?

50/50 Tickets

Individual Chapters do not receive money from the home office in Phoenix, AZ. In order to pay Chapter expenses, we sell tickets during monthly meetings and events. After the tickets are sold and totaled (the pot), a winning ticket is drawn and the winner and Chapter split the pot 50/50. The Chapter's 50% is deposited in the Chapter treasury. The Chapter pays for printing and mailing of the Chapter Newsletters and to support other Chapter activities. Buying 50/50 tickets 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 happy to assist you. If you have special roads, parks or restaurants that you would like to share with the Chapter, make sure and let the Chapter Director or one of the Chapter Staff members know.



Many of these rides will start from early to mid-morning and run until early evening. Sometimes Chapters schedule trips that may include an overnight stay during a weekend. Chapters are always looking for new ride ideas. So, be ready with your input to the Chapter Director and/or Assistant Chapter Director and/or staff member.

Monthly Meetings

Once a month, Chapters hold a monthly meeting. The purpose of the meeting is to keep the Chapter members informed of upcoming activities and events and to provide an atmosphere for members to socialize with each other. The meeting can also include speakers, videos, ride schedule planning, safety information and plenty of socializing. These meetings are not business meetings. GWRRA does not operate in a “Club” format. Therefore, there is no voting, minutes or Treasurer’s report. The Chapter Director, who is a volunteer leader and is appointed by the District Director, makes all decisions regarding the Chapter activities. The Chapter Director may, however, utilize input from the Chapter staff and Chapter participants in scheduling events, which are of interest to the Chapter participants.

What are all those pins on people’s vest?

The pins represent a variety of things. One is the GWRRA Membership pin along with a year bar for each year the individual has been a member. Others may be for completion of safety training courses. A majority of the pins are for other events. Every time a Chapter puts on a poker run or you attend other special events 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 them lots of questions!

How do I get a vest?

You need to ask the Chapter Director or one of the Chapter Staff to find out the current arrangements for your Chapter. Usually, vests are purchased by the individual member at a rally, through mail order or at a store. Some Chapters prefer to have a special color for their vests and arrange for an individual to make the vests for the Chapter Participant. The participant pays a preset price for the vest. Vests are optional for participants, but many wear their vest to proudly display their many pins and awards.



Where do I get the patches?

The 10” GWRRA logo and other rocker designations, such as Chapter and state rockers, can be purchased for your vest from your Chapter Director or a designated person who handles patches in the Chapter. Ask the Chapter Director and they will be glad to assist you in ordering patches.

You will receive the small 4” GWRRA logo that you see on the front of member’s vest free with your membership. Other patches can be purchased upon successful completion of requirements, such as the Rider Education Program.

What is a Poker Run?

A poker run serves as a fund raising activity for a Chapter. There is usually a registration fee for each attendee, which serves as a donation to the Chapter or District. Each poker run may differ in one way or another, but are basically as follows: you sign-in and get a set of directions to a “check point”. When you arrive at the first “check-point”, you draw a playing card. You continue on to the second and subsequent “check-point”, until you reach the final point. The highest poker hand wins 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. Some poker runs have off-bike and on-bike games. Some provide a lunch. Many give out awards for the largest Chapter in attendance and several other categories. If it seems a little confusing, don’t worry. We were all confused at first. Just ask some of the “old hands” and they will be more than glad to help.

What is a District Rally?

First of all, you must understand GWRRA is an international organization. As such, a title was needed to define specific geographical locations. Therefore, in the United States, a “District” is the same as a “State”. In Canada, a “District” is the same as “Province”. 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 a fundraising event for the GWRRA District Director’s office. There is a registration fee for each attendee. Bike show judging, vendors, Rider Education videos and courses, 50/50’s, motorcycle light show, on-bike and off-bike games and much more is available at the rally. District rallies are open to all GWRRA members and guests.



What is a Regional Rally?

GWRRRA has divided geographical areas up into regions comprised of several States or Provinces. It is held once a year generally 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. There is also a registration fee for GWRRRA members and guests. It is held at various places in the Region to give members a chance to visit and ride to various areas of the Region. The Region Rally is the major fundraiser for the Region Director's office. Funds from the rally must support the Region's expenses for the next year. Region rallies are open to all GWRRRA members and guests.

What is Wing Ding?

Wing Ding is GWRRRA's International Rally for all GWRRRA members and other interested motorcyclists and guests. It is held at various locations throughout the country. This rally also charges 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!

How is Chapter money used?

The Chapter Director uses Chapter funds to cover operation expenses of the Chapter. These expenses include the cost of printing and mailing the Chapter newsletter, staff and officer training meetings, which may include gas, meals and motel, postage, telephone calls, the Chapter charting fee, supplies, etc., which are necessary to run the Chapter. If a Chapter raises enough money, it may pay for certain events for the Chapter participants or make a contribution to a charity. Annually, the Chapter Director must submit a financial statement to the District Director who reviews the summary of the Chapter's finances.



V. Riding Tips and Techniques

Reasons to “Ride”

Do motorcyclists really need a reason to ride? Not really. However, Chapters do an excellent job of planning activities for its participants. The following is a list of the more common types of rides.

1. Rides to Poker Runs, District and Region Rallies
2. Breakfast, lunch or dinner rides
3. Dessert rides (any old time)
4. Touring and sightseeing rides
5. Rides to nowhere
6. Rides to other motorcycle events

But, more importantly, the reason we ride is to enjoy the friendship of our fellow GWRRA members and the fun of enjoying our favorite pastime of motorcycle riding.

Group Riding

As the name implies, it is riding with a group. Most of our organized Chapter movements (rides) will use group-riding techniques.

How do I ride in a Group?

The following guidelines are beneficial for riding in a group:

1. Arrive at the meeting place on time and with a full tank of gas.
2. Attempts should be made to limit individual groups to 5 to 7 bikes.
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.
4. Each bike should ride in a staggered formation within an automobile lane, the leader rides in the left tire track, the next rider the right tire track, etc.
5. In curves, individual riders should pick their own track, and reform into staggered formation after the curve.
6. When stopping at a traffic light or stop sign, all bikes pull up two abreast, directly behind the bike they were following.



7. When starting, the leader moves out first accelerating slowly enough for all bikes to move out in turn. No one should accelerate along side of/or pass another bike in the group.
8. Allow a minimum of two seconds stopping distance between you and the bike directly in front of you and one second stopping distance between you and the bike in the staggered position to your front side. Do not allow too much space to develop between bikes, this prevents cars from darting in and out between the riders.
9. Don't just follow. Be sure to check for traffic before lane changes or other maneuvers.
10. If someone in your group pulls to the shoulder of the road and stops, do not follow. The last bike should, designated by the leader, stop and give assistance.
11. 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.
12. Groups should have a leader and rear bike equipped with C.B. radios when possible. The lead bike leads the group and the rear bike controls the group. Expect ride suggestions from the rear bike and accept ride suggestions to improve the group's safety and performance.
13. All riders and co-riders should wear proper riding apparel. This is not mandatory, but is strongly recommended for your safety.
14. **NEVER RIDE BEYOND YOUR CAPABILITIES.** If you feel uncomfortable riding in the group, then announce your intentions and pull out of the group. You can ride ahead of the group, behind the group or take a different route and meet the group at the destination. That is your right to do so.
15. Relax and enjoy the ride and remember – getting there is the fun.

When and How to use my C.B.?

What Channel do I use?

Each Chapter uses a predetermined C.B. channel for communicating directions, turns, lane changes and other pertinent traffic information and potential dangers to the group. Ask the Chapter Director what C.B. channel the Chapter uses. (Channel 1 is GWRRA's established channel nationally but not necessarily used by your local Chapter.)



C.B. Chatter

Having a C.B. can help add to the fun and enjoyment of riding in a group with your friends. However, there are times when idle chatter should be held to a minimum. Limiting idle chatter is particularly critical during departures and arrivals. There are times when group leaders must transmit several messages to the riders when forming up and departing the meeting place. Also, the same is true in heavy traffic and when the group is arriving at its destination. Experience has shown that these are the times that unfortunate incidents tend to occur. During these situations, limit unnecessary chatter so that participants in the group can hear what is happening and can follow the directions of the lead bike. And most of all – **BE ALERT!**

Defensive Riding Practices

Safe Riding Techniques:

General

- 1. Participate in the Motorcycle Safety Foundation (MSF) Basic or Advanced course and/or the various GWRRA courses (Two Up Course, Trailering Course, Trike Course, etc.). Speak to the Chapter Director or the Chapter Educator for more information.**
- 2. Headlights should be on at all times during operation of your motorcycle.**
- 3. Never ride into a space that you cannot see your way clear to ride out.**
- 4. Never over ride you're own or your motorcycle's limits.**
- 5. Never be over confident.**
- 6. Always wear leather gloves and safety glasses, or a faceshield.**
- 7. If you lose control of your motorcycle while stopped 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.**

Roadway Surface

- 1. Avoid grease, oil, water, loose sand and gravel, etc. on the roadway. It can be slippery.**
- 2. Avoid the center of lanes, particularly at intersections, and left turn pockets because of oil and water accumulation.**
- 3. Keep off lane strips 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 and attempt to go over the object at a 90-degree angle and accelerate.**



Braking

- 1. When following another vehicle, ride where you can see the driver in his rear view mirror. This will keep you out of vehicle's blind spot.**
- 2. 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.**
- 3. Avoid braking sharply during turning movements.**
- 4. In case of a flat, 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 Changes and Passing

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

Curves

- 1. Slow down prior to entering the curve to turn.**
- 2. Look as far through the curve as you can see.**
- 3. As you enter the curve, pick your best line to follow through the curve. Be sure of the roadway surface.**
- 4. As you start to lean your motorcycle into the turn, roll onto the throttle to stabilize your motorcycle.**
- 5. When not familiar with the road, SLOW DOWN. Excessive speed and driver's error in curves are the leading causes of motorcycle accidents.**

Intersections

When approaching an intersection and if you observe a vehicle facing toward you and attempting to turn left across your path, assume the driver does not see you and will turn directly across your path. Watch its front wheels even if the vehicle is halted. If the wheels start turning attempting to turn left, assume that the driver does not see you and will turn directly into your path of travel. WATCH OUT!



VI. What is the GWRRA Rider Education Program about?

One of GWRRA's core beliefs is the promotion of safe motorcycle riding. GWRRA has established a four level Rider Education Program (Rider Ed) to encourage their members to improve their riding skills and increase their preparedness in the event someone is involved in an unfortunate incident. Individuals registered in the Rider Education Program are required to participate in a Motorcycle Safety Riding course and become proficient in CPR and First Aid as they move up the various levels in the Rider Ed Program. This program has continued to grow at a phenomenal rate, showing the commitment of the Association's members to be among the safest, best-prepared highway users in the nation. You may enroll in the Rider Education Program through the Chapter Educator or Chapter Director.

GWRRA TEAM RIDING MANUAL



July 1995

Team Riding Manual

Written By Roy Myers and Dan Hood

Edited 1993 by Sam Liles; Edited 1994 by Paul Hildebrand and Pete Woodruff

INTRODUCTION

The Gold Wing Road Riders Association is a touring motorcycle organization comprised of people from all walks of life that share at least two common interests - the HONDA GOLD WING, and eating. When a group of GWRRA members gather together, someone will usually suggest a group ride to a favorite eating place. (It's a known fact that Wing Riders are THE authority on great places to eat!)

The fun, pleasure, and the enjoyment of riding your Gold Wing in a group with other GWRRA friends is an important part of what GWRRA is all about. It's also fun! If you have never ridden with a group before, you don't know what you're missing. However, any kind of group riding is as different from individual riding, as night is from day.

Whether you ride as an individual or in a group, in order to survive on the open road, your motorcycle riding habits and techniques must be constantly thought of as "defensive." When you ride in a group, your actions not only affect you, but the other riders as well. Therefore it is important to recognize and remember that group riding is a "TEAM" effort. To be safe, you must rely on the cooperation of all riders in that group, if you are new to this form of riding, study the enclosed techniques before your first group ride. You will find that a group ride can be most enjoyable. If you are an experienced group rider, we hope this handbook will be a refresher on some of the basics.

The group riding procedures set forth in this handbook are developed from years of experience of many MSF (Motorcycle Safety Foundation) instructors and riders like yourself. These procedures have been proven to be effective and safe.

The subject matter of this handbook deals with "Team Riding." Two other types of riding styles (in groups) are called "Mass Riding" and "Leisure Riding." Mass Riding is a group going down the road doing its own thing, with no one paying any attention to the group as a whole. Leisure Riding is traveling with a group of people you know and some ground rules have been set and everyone agrees to abide by them. It is generally considered a little more safer than Mass riding, because the bikes travel down the road maintaining at least two seconds between each other. But, and this is an important "but," the individuals are primarily responsible for themselves. There is no "formation" or "team" techniques to Leisure Riding.

Please study the following techniques... talk about them with each other, and practice them on your next group ride. If everyone learns and uses these procedures, you and the rest of us, will be safer and more comfortable with any GWRRA group ride

Planning a TEAM RIDE

Any project that is done well, is usually well planned. A good team ride is planned well from the very beginning. All participants should be aware where they are going and how they are going to get there. The following considerations are the bare-bones minimum in planning a successful team ride.

1. Choose the destination and the routes to and from.
2. Prepare a map for each rider in the group. A.A.A. (American Automobile Association) "Strip" maps are excellent. Identify all points of interest along the route.
3. Plan your teams. Consider who will be Team Captain and Team Point.
4. Discuss and agree on the speed that the group will travel. (More friends are lost over this one subject).
5. Plan "pit" stops, photo opportunities, meals and other breaks. Consider parking requirements.
6. Consider each bike size and gas requirements. Speed and mileage must be determined by the smallest bike of the group.

Before the TEAM RIDE begins

1. Every rider should start with a full fuel tank. Most Gold Wings burn approximately the same amount of fuel, however, plan fuel stops which will allow a comfortable margin for a bike that may over consume. If smaller bikes with less Fuel capacity are included in the group, fuel stops must be planned within their ranges.

2. Everyone should take a minute and check their machines for proper operating conditions. Better still, use the MSF list (see Appendix A). Perhaps a special person (a Safety Specialists or MSF instructor) in the group will help perform the checks. It is not uncommon that some one else will find unsafe conditions that you may have overlooked.

3. Everyone should carry essential tools, spares, equipment, and a first aid kit. Also consider special conditions; if traveling in the summer, carry water; if appropriate, carry rain gear; if cold, carry "warmies."

4. Memorize the Group Riding Hand Signals. (included elsewhere in this brochure)

5. Everyone should take a minute and study the route

map so all will know where the group is going. Ask questions if anything is unclear.

6. Know the ride schedule, be on time, fueled up and ready to go!

TEAM RIDING Techniques and Procedures

Any group ride with more than 5 motorcycles may have a negative impact on safety and traffic flow. Consequently, it has been found that the safest group ride is one where the group is divided into manageable "Teams." Each team rides apart from the other teams in the group. This allows better assimilation of the group(s) into the flow of traffic. Have you ever tried to pass a group of 25 motorcycles? A team consisting of 5 motorcycles is more easily dealt with by other motorists.

TEAM MANAGEMENT

Each team should have a Team Captain and a Team Point. The Team Point rides in the front of the formation, and the Team Captain rides in the back.

They should be equipped with functioning C.B. radios. Their responsibility is to maneuver the team, in formation, safely through traffic, as a unit. The Team Captain and the Team Point have joint responsibility for the team safety.

A GOOD TEAM MEMBER...

1. Assumes a responsibility to ride with, and work with, the other team members for the safety and protection of the whole team while on the road, and especially, while in traffic.

2. Maintains steady speed and spacing. Yo-Yoing or straggling disrupts the rhythm and efforts of the other team members, and destroys the main purpose of riding as a group.

3. Stays alert and announces to the other team members any obstacle, condition or potential situation which could become hazardous to the team. The lives of other people are in the hands of each team member.

4. Will maintain a safe riding distance, depending on road conditions.

"HOLES" left in the formation invites aggressive motorists driving at faster speeds to cut into the formation, tailgating your teammate in front. This is very dangerous. Each team member must protect the other.

REMEMBER: Pace yourself 1 second stagger, and 2 seconds following distance behind the bike directly in front of you. **However, during darkness or inclement weather, a 2 second stagger and a 4 second following distance should be maintained to provide an extra margin of safety. (See Figure 1)**

TEAM SEPARATION

Each team should be separated on the highway by no less than 200 yards, preferably 400 yards. This will allow sufficient room for other vehicles to pass a team.

FORMATION

Each team member travels in a staggered formation within a car lane. The Team Point rides in the front of the

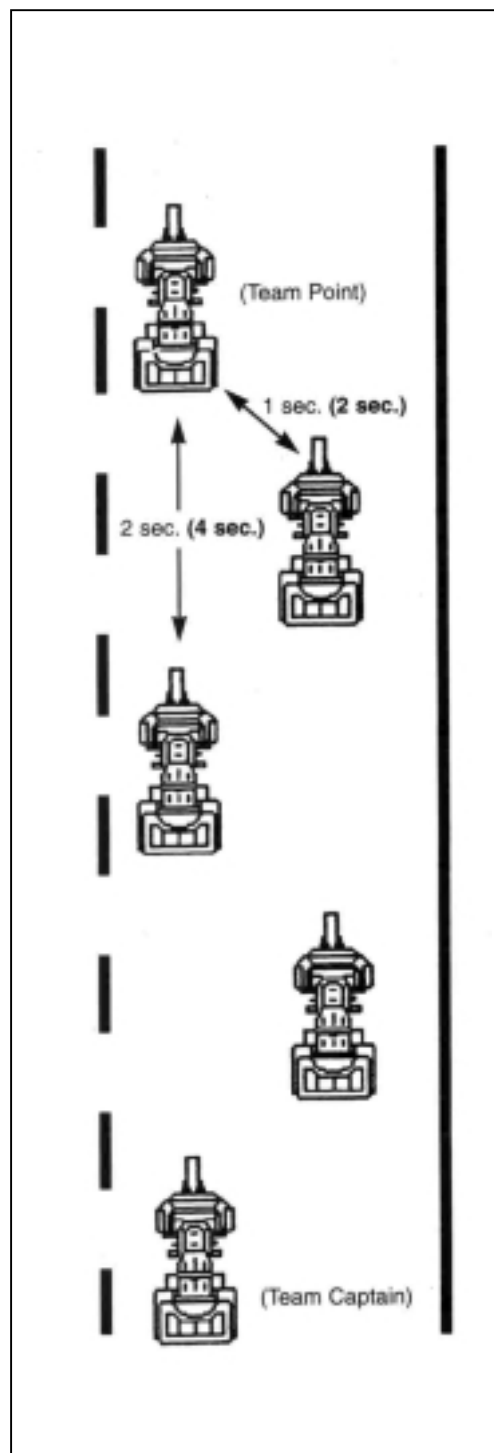


Figure 1
Staggered Formation

group, in the left tire track of the lane. The next team member positions their bike one second behind and in the right tire track of the same lane, etc., etc., until all bikes have been positioned. **(FIGURE 1)**

SOLO RIDERS

Anyone not wishing to Team Ride should separate themselves to a safe distance from the teams and meet at the acknowledged destination or break point.

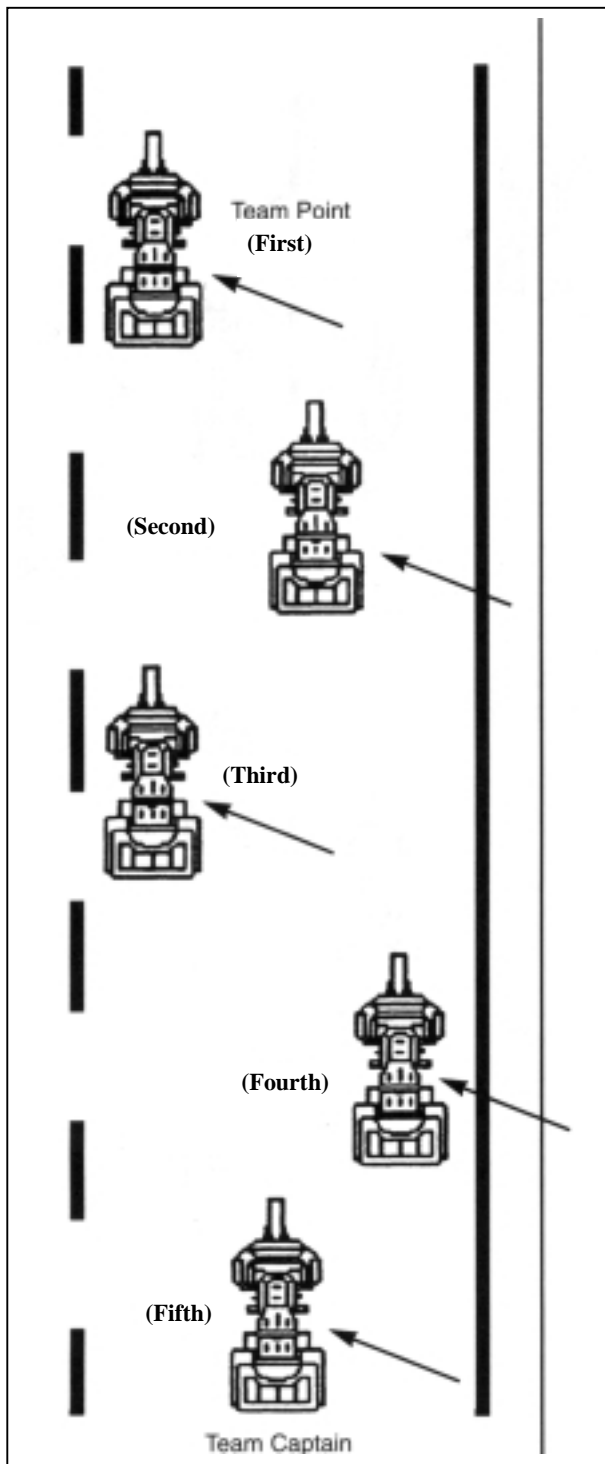


Figure 2
Entering Traffic

ENTERING TRAFFIC

When entering traffic from a parking lot or rest area, the Team Point moves into the traffic first. When entering traffic, you should enter as **quickly and safely** as possible. Don't try to get fancy, just get out safely. **Don't attempt to block a lane with your motorcycle.** It is probably illegal and certainly is dangerous. Form your team after you are safely on the highway. (FIGURE 2)

PASSING TRAFFIC (FIGURE 3)

When passing a vehicle on a two lane, "single" road, each team member should pass, SINGLE FILE, in order. Allow plenty of space to safely pull in behind the rider in front. The Team Point will make the first decision to pass and will notify all team members by C.B. and hand signals to assume a single file formation. The Team Captain will reposition to the center of the lane and block following traffic from attempting to move up the right side of the single file formation.

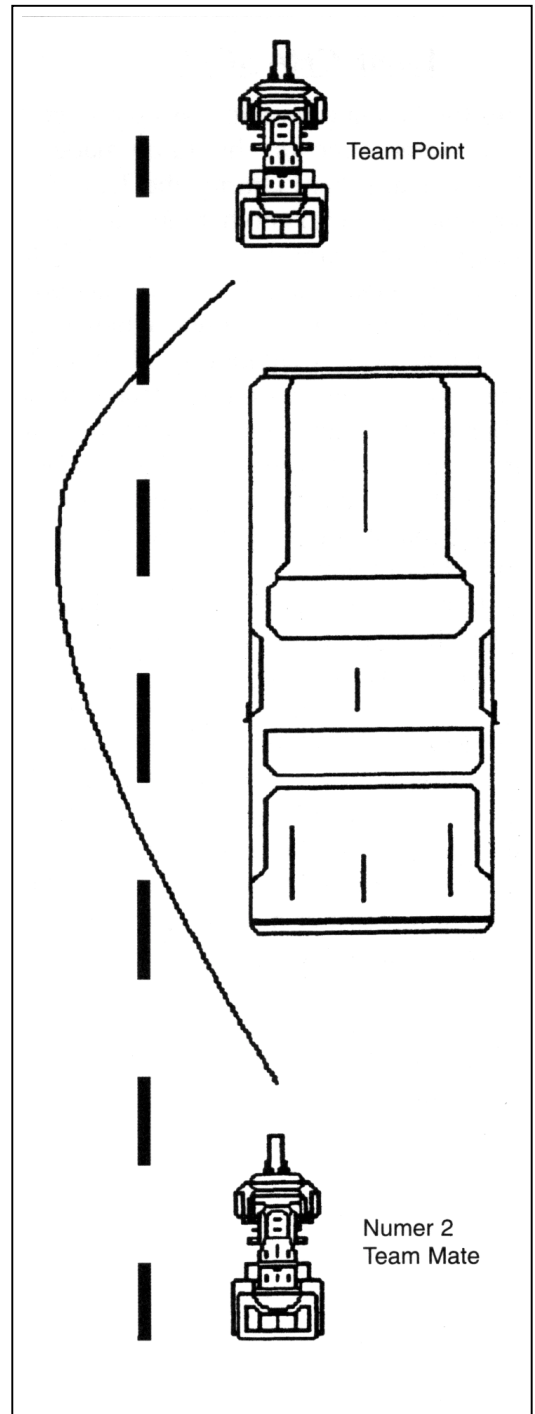


Figure 3
Passing Traffic (Two-Way)

The Team Point, after passing the vehicle in front, should accelerate far enough ahead to make room for the rest of the team to reform in the normal staggered configuration. Single file formation prior to passing provides riders minimum maneuverability and maximum visibility of approaching traffic. Using the C.B., the Team Captain informs the Team Point when the entire team has safely passed.

For Team Riding purposes, traffic lanes on multi-lane highways are numbered from your bike' s position, left to right, the Number One lane is to your extreme left... the lane closest to the divider and closest to on-coming traffic. The lane adjoining it on its right is the Number Two lane, the next is Number Three, etc. The Team Point and the Team Captain will refer to lane number when change is necessary for the team. (FIGURE 4)

LANE CHANGES

Lane changes by the team on highways with two or more lanes going in the same direction should be made as a unit. Using the C.B., the Team Point informs the Team Captain of the need to move the team into another lane, and the number of the lane into which the team should move. Only the Team Captain should acknowledge this C.B. transmission. In light traffic, the Team Captain will announce when it is safe to make the lane change. Riders without a C.B. should be alert and observe the hand signals of the other team members.

Each member of the team, after making a head check (physically turning the head around and looking beside and behind) to confirm the lane is indeed secure, moves into the new lane as a unit maintaining a safe time and space cushion following the Team Point.

The change from the old lane to the new lane in heavy traffic begins after the Team Captain has announced over the C.B. that it is safe to do so. At that point, the Team makes head checks, and each rider, in succession, FROM THE REAR TO THE FRONT, following the Team Captain' s lead, will transition to the new lane when it is clear. The Team Point is the last to move into the new lane thereby keeping the teams integrity. This will protect the team during heavy traffic where vehicles could break up and/ or endanger the formation. Each team member may have to drop back a little from the team to maintain a safe time and space cushion. (FIGURE 4)

With practice and experience, the team will be able to transition from one lane to another as a team, demonstrating superb Cold Wing handling.

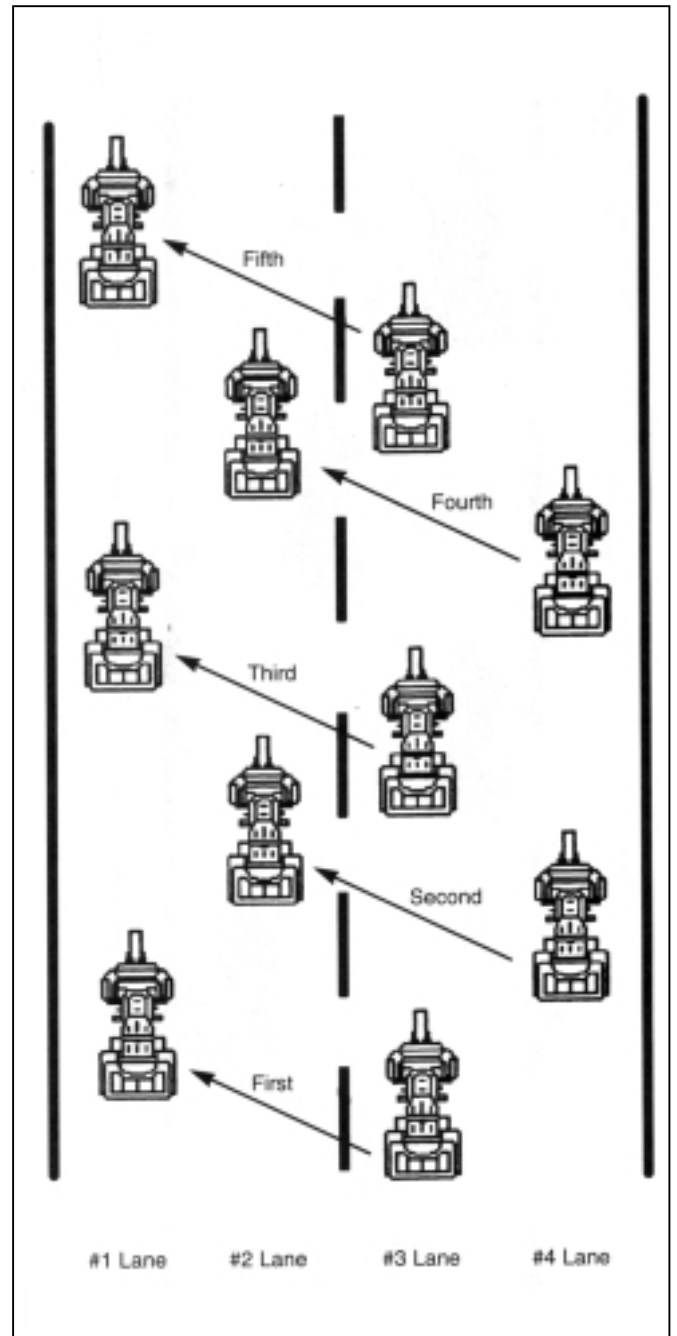


Figure 4
Lane Change (Multi-lane Highway)

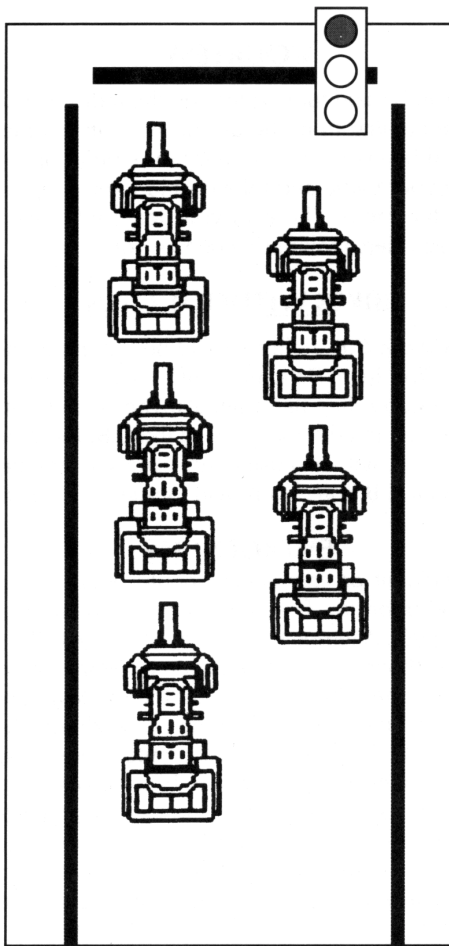


Figure 5
Stopping at a Traffic Light

STOPPING AT A TRAFFIC LIGHT

When it is necessary for the team to stop at an intersection or a traffic signal, all team members should assume a position of almost two abreast. Each rider should still have a slight "space" safety advantage of the staggered formation. This "compressed" staggered formation will help keep the line of traffic behind the team as short as possible. While waiting for the signal to change, each rider in the compressed formation should wait directly behind the rider in front. (FIGURE 5)

LEAVING A TRAFFIC LIGHT

When the team leaves the "compressed" formation at a traffic light, the #2 bike, which is stopped slightly behind and to the right of the Team Point, will move out only after the Team Point has traveled far enough forward so that any sudden sideways movement will not result in a collision.

The other team members start, in turn, and in the same manner, leaving the Team Captain the last to move. When the team moves from a stopped position, the Team Point should accelerate at a rate that will allow all team members to get re-grouped as soon as possible. Each team member should do so quickly but safely. The Team Captain will inform the Team Point when all bikes are through the light, so riding speed can be attained. No rider should accelerate

next to, or past any team member who is in front, either while traveling or while stopped. This can lead to a very dangerous situation.

TURNING AT AN INTERSECTION

Each team member stays in their respective lane position throughout the arc of the turn unless a single-file formation has been signaled by the Team Point.

NARROWING HIGHWAY

When approaching a narrow portion of the highway, such as a construction zone or bridge, the Team Point will announce "single file" on the C.B. in addition to giving the appropriate hand signal. All bikes in the group should, after individual signaling to the riders behind, transition from the staggered formation to single file.

HILLS

If a hill is encountered such that it is impossible to see oncoming traffic, the Team Point will give C.B. and hand signal for single file. Starting with the Team Point, each rider will transition to the center of the lane, until the group reaches the top of the hill and can see the oncoming traffic. The Team Point will then give the signals to resume staggered formation.

CURVES

When a team enters a curve, the entire team will automatically transition into a single-file-pick-your-own-lane for three reasons:

- 1) Increased visibility through the curve.
- 2) Provide a safe area to the right of the center lane for avoidance of any oncoming vehicle which may stray across the road.
- 3) Most debris is along the "outside" edge of the road.

CHANGE OF SPEED

When it becomes necessary to slow or accelerate the team's speed, the Team Point will call for and give the appropriate hand signal. This signal, and all other hand signals should be passed on by every member of the team.

OBSTACLE

Any team member who observes a pothole or other obstacle in the road should use the appropriate hand signal to alert the following team members of the obstacle.

PARKED CARS

When entering a town where cars are parked along the side of the street, the Team Point may signal for single-file. The team should then transition to the left portion of the lane and proceed very carefully, being alert for children, "toys," or animals that may appear from between parked cars.

Also, watch vehicle tail lights, front wheels, and drivers for " hints" that a vehicle is going to back up, stop or its driver might be opening his door to get out of his vehicle.

ENTERING A PARKING LOT...

the team should assume a single file formation behind the Team Point. If necessary, the Team Point will " loop" the parking lot seeking an area large enough for the whole team to park side by side. All team members should remain in single file at or near the entrance until the Team Point locates suitable space for all.

If the Team Point determines there is insufficient space for all team members to park at one location, each team member should seek their own parking spot.

BE INFORMED

Members of the team can never be " over informed." Captains and Team Points should informed about the destination, change in plans, etc.

Team should always keep their teams tion, routes, possible problems,

C.B. RADIOS

C.B. radio channel utilization for motorcycles varies state by state throughout the country. The entire group should be briefed on what channel will be used, and any alternates, before a ride begins. The C.B. is a very useful and important tool in group rides. In addition to information regarding road surfaces, hazards, pit stops, etc., the C.B. provides effective group coordination between the teams, and communications between all Team Points and Team Captains.

Any time you are " off the radio," it is best to inform the Team Point and Team Captain... BE ALERT FOR HAND SIG NALS. Team members should refrain from monopolizing the radio channels or excessive idle chatter.

TRANSMITTING

Listen before you push that transmitter button. Don' t " step on" and block another rider' s transmission. Important group and team safety information could be blocked in this manner.

VOICE TECHNIQUE

Some C.B. radio installations, radio signal propagation, and certain microphones can distort voices. Some C.B. operators seem to think that if they yell, their transmission will be heard better, and farther! That is absolutely not true.

In fact, yelling into the microphone, will cause further distortion of the voice and make it almost impossible to understand. Speak into the microphone slowly and distinctly with normal volume.

MALFUNCTIONING C.B.

If your C.B. is malfunctioning, do not transmit. If you art the Team Point or the Team Captain, give up that position to another qualified rider. A bad C.B. transmitter is worse than none at all.

COURTESY

Much can be said for courtesy on the radio. Simple courtesy, like refraining from the use of profanity on the C.B. is appreciated by everyone. Contrary to popular opinion, it is OK to use your name and bike position when you communicate on the radio. Those in your team who are not frequent group riders may not recognize your voice.

BIKES WITHOUT C.B.'s

Bikes without C.B. radios should be put in the middle of each team. The Team Captain should brief all riders with out a C.B. on group riding hand signals. The Team Captain and the Team Point, in addition to using the C.B. for information and instruction, will also use hand signals for the benefit of bikes without C.B.' s and to provide visual confirmation.

EMERGENCIES

If an accident or emergency should occur, consider all options and priorities. First, treat the injured (you have had first aid right!). Attempt to contact help, by C.B., cellular phone, pay phone, or send some one for help. Stay with the injured. If no one is hurt, try to clear the roadway, and make sure everyone knows what is going on. Additionally, on an accident scene, someone should monitor oncoming traffic, in both directions. Every team should work out in advance, a procedural plan to be followed in case of an emergency. If some one disappears from a formation, gets injured or sick, the entire group may choose (depending upon their " Plan For Emergency") to continue to an appropriate place, stop and wait until that rider and bike is taken care of. The Team Captain will stop with the bike in trouble and communicate with the Team Point.

CONSIDERATION

Finally, an important part of any group riding is consideration. Have consideration for all members of all groups. Always give consideration to the other vehicles on the road. Even more important, have consideration for your own safety, the team and the group. Have consideration for your own capabilities, skills, health, physical fitness, and feelings. Never drive beyond your comfort level! Enjoy your Team Riding... and be careful!

GWRRR Group Riding Hand Signals In Photos

These are the standard GWRRR signals for use in communicating with motorcycles not equipped with CB radios which are following the Team Point.

Following bikes should acknowledge comprehension by a head nod or flick of their dimmer switch.

To gain the attention of the Team Point, following bikes should flash their headlights. The Team Point can then nod acknowledgement, or give the "Come Alongside" signal when safe, so the following rider can signal his or her needs,

Most signals are left-handed so the

"Follow Me"



Arm extended straight from shoulder. Palm forward.

"Speed Up"



Arm down to side. Fist clenched. Twist as if turning throttle.

"Stop or Slow"



Arm extended straight down. Palm back.

"You Lead"



Arm extended down. Palm forward. Swing forward from hip in arc.

"Hazard In Road"



Point immediately with emphasis. Sometimes done with right arm.

"Single File"



Arm and index finger extended straight up.

"Double File"



Arm extended straight up. First and fourth finger form "ram's horn" sign.

"Check Headlight"



Tap on top of head with open hand, palm down.

“Need Fuel Stop”



Arm out to side. Point to fuel tank.

“Need Food, Coffee Stop”



Arm out to side. Fingers closed. Thumb to mouth.

“Turn Signals Left On”



Repeatedly open and close hand with hand with thumb and fingers extended.

“Come Alongside”



Same as “You Lead”, but ending with alongside pointing motion.

“Pull Off”



Arm positioned as for right turn. Forearm then swung toward shoulder.

“Need Comfort Stop”



Upper arm extended. Forearm straight up and down. Fist clenched. Short up-and-down motion (like pulling a toilet chain.)

Appendix A

T-CLOCK ITEM	WHAT TO CHECK	WHAT TO LOOK FOR	CHECKLIST	
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 = 5 mm. Spin wheel, index against stationary pointer.	Front	Rear
	Bearings	Grab top and bottom of tire and flex: Grab top and bottom of tire and flex: No growl when spinning..	Front	Rear
	Seals	Cracked, cut or torn, excessive grease on outside, reddish-brown around outside	Front	Rear
C--CONTROLS				
Lever	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 steering head, suspension, no sharp angles, wire looms in place		
Hoses	Condition	Cuts, cracks, leaks, bulges, chaffing deterioration..		
	Routing	No interference or pulling 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, secure, mounted excessive condensation.		
Reflectors	Condition	Cracked, broken, secure, mounted.		
Wiring	Condition	Fraying, chaffing , 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		

Appendix A (continued)

T-CLOCK ITEM	WHAT TO CHECK	WHAT TO LOOK FOR	CHECKLIST	
O -- OIL				
Levels	Engine Oil	Check warm on center stand, dip stick, sight glass		
	Hypoid gear Oil	Transmission, rear drive, 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 gussetts, 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.		
	Swing Arm Bushings/ Bearings	Raise rear wheel, check for play by pushing/pulling swing arm.		
Suspension	Forks	Smooth travel, equal air pressure/damping anti-dive settings.	Left	Right
	Shock(s)	Smooth travel, equal pre-load/air pressure/damping settings, link age 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-off switch or pad if equipped).		
	Retention	Springs in place, tension to hold position.		