

GOLD WING ROAD RIDERS ASSOCIATION

(www.gwrra.org/)



CHAPTER ORIENTATION HANDBOOK

For

**Chapter FL1-X
Orange Park Wingnuts**



(www.fl1-x.org)

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Introduction

This Chapter Participants' handbook is published to help the new or potential Gold Wing Road Rider Association (GWRRA) members become acquainted with GWRRA and Chapter operations. Even the seasoned GWRRA member should find something of interest here. If you have any questions, please feel free to ask the Chapter Director, Assistant Chapter Director or Chapter Core Team members. They will gladly help you understand the functions of the GWRRA and help you feel welcome into our family. Hopefully this handbook 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, and safety, exchange of information, coordination of common motorcycle efforts, and promotion of camaraderie and friendship of its members throughout all 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!!!

Why Am I A Guest At The First Gathering?

This allows us to welcome you. It's our belief that nothing is worse than attending a gathering to have FUN and seek out potential new friends, only to sit around ignored and bewildered.

Sometimes in getting ready to conduct a "Gathering", the Chapter Director and/or Assistant Chapter Director might forget to introduce themselves. If this happens, please feel free to introduce yourself, as they truly want to meet you.

How Do I Join The Chapter?

You don't join a Chapter, you join the Gold Wing Riders Association (GWRRA) and you participate in Chapters of your choice. So the question could be asked "How do I become a Chapter Participant?" You do nothing more than attend a Chapter Gathering, ride or event. The first time you attend, you are a "Guest". The second time you come, you're a 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. The GWRRA has a network of Chapters worldwide, so you're never far from "home", even when you're on the road.

Do I Have To Wait Until The Second Gathering 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. Schedules for other Florida District (state) Chapters are also available via the Internet (www.gwrraflorida.com) and upon request.

What Are The Different Classes Of Membership In GWRRA?

For Gold Wing/Valkyrie owners there are Individual Membership and Family Membership.

- **Individual Membership** is just what it says. Individual Rider membership.
- **Family Membership** is for two or more individuals within the same household to belong to GWRRA for a discounted 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/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 classifieds, rider education information, and an up-to-date listing of all national, regional and local GWRRA events, as well as a listing of our Association Leaders (membership in all 50 states and represented in 52 countries) 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 (maybe even FOOD). 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 for quick and easy reference.

“RESCUE” EMERGENCY ROADSIDE ASSISTANCE

- As a paid GWRRA member, emergency roadside service coverage on two motorcycles is included in your membership. You may also purchase coverage for all the registered members in your household while riding or driving any non-commercial vehicle or motorcycle.

IS THERE MORE?

- Well of course there is, Rider Education for one (Working hand-in-glove with such eminent organizations as the Motorcycle Safety Foundation (MSF). Leadership training - Free training that focuses on leadership skills. And a multitude of GWRRA member benefit discount programs, like hotels, car rentals, cruises and Endless Vacation Rentals. More details can be found at <http://gwrro.org/benefits.html>

What Is The Organizational Structure In GWRRA?

All GWRRA Regional Directors, District Directors (DDs), Assistant District Directors (ADDs), Chapter Directors (CDs), Assistant Chapter Directors (ACDs) are appointed. There is no voting or elections in GWRRA. The roles and communication goes as follows:

- GWRRA Director
- Regional Director
- District Director
- Chapter Director

Each Director appoints his or her own chapter officers consisting of Assistant CDs and Rider Educator, along with his or her core team, which consists of Treasurer, Membership Enhancement and various other positions as needed. The CD has the operational responsibility for the decisions regarding Chapter activities.

What Are They Talking About?

Gatherings

- Once a month we will have a “gathering”. The gathering can include speakers, videos, ride schedule planning and safety information, and of course... can include a meal (probably does!) with plenty of socializing. These gatherings are not business meetings. GWRRA does not operate in a “club” format. There are no voting, 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 the Chapter Core Team and participants regarding events that are of interest to the Chapter.

50/50 OR 50/25/25 Tickets

- The Chapter receives no money from the GWRRA International Business Office, so to help the Chapter pay its expenses; we sell tickets during the Chapter Gathering. A ticket is drawn and we give away half of the money from the ticket sale proceeds; hence, 50/50. In some cases, two tickets are drawn where half of the ticket sales are split in half again; hence, 50/25/25. This is a voluntary donation and you are not obligated to purchase the tickets.

Chapter Rides/Ride Calendar

- Most Chapters have scheduled rides. These rides leave from a designated location or ride point. The time of the departure varies, so make sure to read your Chapter newsletter or visit your Chapter's Ride Calendar on their Chapter Web site 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. Sometime overnight stays might be a factor for longer trips. All activities are discussed with the Chapter Core Team so be ready with your input to the Chapter Director, Assistant Director or Core Team.

Kick-Tires

- A Kick-tire is an informal gathering at a predetermined location where all Chapter participants are invited to come socialize (and eat, too!). In some cases the gatherings are social events that take place in locations where other motorcyclists gather to do the same thing (socialize).

Couple of the Year

- 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 ideas. They typify the GWRRA image of "fun, safety and knowledge."

What Are All Those Pins On People's Vests?

Those are "ride" or "event" pins. Every time a Chapter puts on a poker run or other special events are held, like a District or Region 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. Some chapters even offer their own Chapter pin and Chapter "rocker" which can be purchased from the Chapter Goodies Sales member. The rockers are then placed on the pins for display on your vest. (Hint: Lots of pins = an "old hand" and you may want to find those who have a lot of pins and rockers ask questions.)

How Do I Get A Vest?

See the Chapter Director or Assistant Director to find out how to get one. Usually, they are a special order item purchased by the member. A vest is optional for participants, but many wear their vest to display their many pins and awards. Chapter patches, the GWRRA 10" logo patch, and other patches can be purchased for your vest from your Chapter Goodies Sales member.

Do I Have To Do Anything While I Am A Chapter 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 an opportunity 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 checkpoint, we draw a playing card. We continue on the second and subsequent checkpoints until we reach the final point. The high hand will win a prize or share in the funds collected for the event. Some may 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 Convention/Rally?

Individual Regions, Districts and Chapters may have a two or three day (generally 1-day for chapters) event for the expressed purpose of providing a fun, social environment for the participants and provide funding for the GWRRA Region, District or Chapter activities. The Region Rally and District Rally offer things like bike judging, vendors, Rider Education seminars, 50/50 ticket sales, motorcycle light shows and much more. District and Region rallies are usually held annually and may be located in different areas around the region or district. Chapter rallies are typically held in the proximity of where the Chapter gatherings are held and generally consist of, fun games and activities with prizes and a meal.

What is Wing Ding?

This our National Rally put on for all Gold Wing Road Rider Association members, Associate member 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 publication, Leadership Training Programs, postage, the annual Chapter chartering fee, annual Web hosting fee, supplies, etc. which are necessary to run the Chapter. Annually, the Chapter Director submits a financial statement to the District Director. Chapter Directors, Chapter Assistant Directors are not paid, they volunteer their services. The same goes for the District 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 gatherings.
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. Arrive with a full tank of gas.
2. Have your CB turned on (see below for additional CB info). If you don't have a CB, let the Ride Leader know so the appropriate accommodations can be made.
3. Attempts should be made to limit the group to 5 or 6 bikes.
4. CB channels should be established prior to any movement. The group should not switch to a different channel until all members have been informed.
5. 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.
6. When stopping at a traffic light or stop sign, all bikes pull up, two abreast, directly behind the bike they are following.
7. 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.
8. Allow a minimum of two or three second's stopping distance between following bikes, one or two second stopping distance between staggered bikes. Do not allow too much space to develop between bikes, however.
9. Don't just follow. Once the request to change lanes has been confirmed by the group's rear bike (Tail Gunner), be sure to check the 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 rear bike should be designated by the leader to 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 a 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.
13. All riders and co-riders should wear proper riding apparel. 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 half the fun.

When And How To Use My CB?

What Channel?

We have a pre-determined CB channel for communicating directions, turns, land changes and other pertinent traffic information and potential dangers to the group. Ask the Chapter Director what CB channel the Chapter uses. Chapter FL1-X uses CB channel 24. (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 that rider by name, CB “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

1) General

- a) Headlights should be activated at all times during operation.
- b) Never ride into a space that you cannot see your way clear to ride out of.
- c) Never over ride your or your motorcycle's limits.
- d) Never be over confident.
- e) Always wear gloves and safety glasses, or a face shield.
- f) 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.

2) Roadway Surface

- a) Always look for grease, oil, water, sand etc. on the roadway.
- b) 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.
- c) Keep off lane lines as they are frequently made from a rubber-based paint and are slippery.
- d) Avoid parking where vehicles have left oil/grease deposits.
- e) 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.

3) Braking

- a) When following another, ride where you can see the driver in his rear view mirrors.
- b) Practice using both hand and foot brake even though the Wings are equipped with an integrated braking system, 70% of your stopping power is in your front brake.
- c) Avoid braking sharply during turning movements.

What Is The GWRRA Rider Education Program?

GWRRA'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 Director or Chapter Rider Educator.

Our World Class Educational Program has many avenues to educate both our motorcycle community and the general driving public. The illustration below shows how our program is structured.

The GWRRA Rider Education Program (REP) is intended to make the motorcycle-riding environment safer by reducing injuries and fatalities and increasing motorcyclist skills and awareness. The REP does not propose to have all the answers.

However, our close-working relationship with the Motorcycle Safety Foundation (MSF), as well as additional GWRRA programs and studies, has provided a wealth of information for use in establishing a comprehensive Rider Education Program.

Through Commitment, Education and Application, we can reduce our accident rate significantly. Ask your Chapter Director about the REP.

Rider Education Levels Program

LEVEL 1

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

Level I of the Rider Education Program is also referred to as **Safe Miles**. It represents the commitment of the Rider and/or the Co-Rider to practice safe motorcycle operation whenever they operate their motorcycle.

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

Though there is no mileage requirement to enter Level I, the commitment to safe riding is tracked by the number of accident free miles since joining GWRRA. Accident free miles are accumulated in 5,000-mile increments and may be updated at yearly intervals.

Requirement:

Verbal commitment to ride safely at all times.

No cost to sign up. Patches available at \$6.00 per participant

Receive: "Safe Miles" patch, Rider (or Co-rider) Rocker, and mileage Pin.



Level II: Safety by Education

Level II of the REP is also referred to as **Tour Rider**. It represents the commitment of the Rider and/or Co-Rider to be safer motorcycle riders by taking approved motorcycle riding courses at regular intervals.

LEVEL 2



GWRRA has chosen several educational training programs for the Riders and Co-Riders such as the MSF (Motorcycle Safety Foundation) programs, the United Sidecar Association course, the CSC (Canadian Safety Council) programs, and the GWRRA's Advanced Riding courses and Parking Lot Practice programs. (See note in the Rider Education Manual on PL.)

Completing these courses provides the foundation and skills for your quest to be a safe motorcycle rider. All recognized programs with the exception of the PLP are taught by qualified and nationally certified instructors. PLPs use our Facilitators to administer the program.

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

Motorcycle education goes "hand in hand" with commitment. The "on bike" education by MSF, USCA, CSC and GWRRA for the Rider and Co-Rider and the "off bike" education designed specifically for the Co-Rider, provide a very effective approach to motorcycle safety. This is when a REP participant truly begins to understand what the Level I commitment means and sees the value in the program.

Requirement: Rider - a Certified Rider Course with 5,000 safe miles.

Co-Rider - certified Co-rider Seminar or 2-up Rider Course

No cost to sign up. Patches available at \$5.00 per participant

Receive: "Red Triangle" patch for either Rider or Co-rider signifying Level II participant.

Level III: Safety by Preparedness

LEVEL 3



Level III of the REP is also referred to as **Certified Tour Rider/Co-Rider**. It represents the commitment of the Rider and/or Co-Rider to be prepared in the event of an accident to give aid and possibly save lives. This is done by being knowledgeable in First Aid or CPR and carrying a first aid kit on their motorcycle at all times.

It would be wonderful if we could achieve the coveted goal of zero accidents; however, we know realistically, accidents will happen. Because of this, it is important to be fully prepared to lend aid to unfortunate accident victims. It is important to always be prepared to save a life. 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 (Cardio-Pulmonary Resuscitation) has been used to save many lives. Being trained to render CPR or First Aid is a tremendous asset to those the REP participant will come in contact with daily.

Requirement: Current in Level II and have taken either First Aid or CPR training. Must also attend a Motorist Awareness Seminar. No cost to sign up. Patches available at \$4.00 per participant. Receive: "Certified Tour Rider" or "Certified Co-Rider" patch.

Level IV: Safety By Enhanced Commitment and Preparedness

LEVEL 4



Level IV is the most prestigious of the REP levels and is referred to as **Master Tour Rider/Co-Rider**. It represents the highest commitment of the Rider and/or Co-Rider to safe riding and preparedness. This commitment is shown by a demonstrated history of safe miles and current certification in **both** First Aid **and** CPR. These Master Tour Riders/Co-Riders are the finest example to everyone of the highest commitment to safe motorcycle operation and preparedness.

Level IV of the REP, the Master Tour Rider, was designed for those special caring 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. These individuals are caring, trained and prepared with the experience to back them up. It is realized Level IV is not for everyone, but for those who desire to be of greater service to their fellow man, it is the correct prescription.

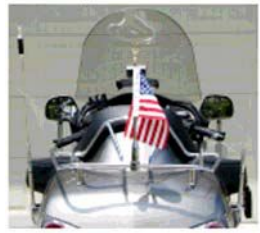
Why desire to be a Level IV Master Tour Rider? It's a worthy goal. Being prepared to save a life is a high calling indeed! These individuals are shining examples to the rest of the GWRRRA membership. Others aspire to practice the same commitment as displayed by those who have attained Level IV. For that reason, because these individuals are ambassadors to the members at all levels, GWRRRA provides a special gathering to celebrate the Master Tour Rider commitment each year at the District Rally, Region D Rally and Wing Ding.

Requirement: Current in Level III for one year and have taken both First Aid and CPR training. Have 25,000 Safe Miles and must be committed to riding with "Proper Riding Gear" at all times. Must also attend a Motorist Awareness Seminar, unless already done in level 3. Cost: \$35.00 for each participant (with exception to the Florida District). A Black and Gold patch is available for another \$8.00. Receive: "Special Triangular" patch with dark blue border and your individual Master number embroidered on it.

Where Do I Place My Flag?

Many have asked, “What is the proper way to display the American Flag on our bikes.”

When the US Flag is flown alone, it should be at the “center” on the rear of the motorcycle, or its “marching right”. The “marching right” is on the right side of the motorcycle to the rider’s perspective when facing forward.



If the US Flag is on your bike with another, it should be to its “marching right”. This means displaying the flag with no other to its right.

If displayed with multiple flags, the US Flag should be centered and highest. The other flags should be arranged in alphabetical order and in decreasing Importance; i.e. Nations first, states (in order of admittance) and territories second, military third (in order of establishment) and then any other flag.

Closing

We hope the information contained in this book has answered some, if not all of your questions. We hope you join us and enjoy the “FRIENDS FOR FUN, SAFETY AND KNOWLEDGE”.

Ride Often & Ride Safe!