



Gold Wing Road Riders Association  
Region A – Georgia District



Chapter A  
McDonough, GA

Participant's Guide

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## WELCOME TO CHAPTER A

We would like to welcome you to Chapter A of McDonough, GA. We hope this booklet provides you with some helpful information about the Gold Wing Road Riders Association and Georgia Chapter A.

GWRRA was founded in 1977 in Phoenix, AZ which remains the city where our headquarters/Home Office is located today. GA Chapter A is the oldest chapter in Georgia and was chartered in 1984.

First of all, when you join the GWRRA, you join the entire network of GWRRA chapters worldwide. There are over 20 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 GWRRA spirit by the vests we wear. Denim and/or leather vests may be ordered from [Wingstuff.com](http://Wingstuff.com). Of course you may be able to find vests locally or at other motorcycling rallies and events. Vests are not a requirement.

For pins, patches, etc., contact Chapter A Goodie Store Keeper, Bonnie McCroskey at 404-290-2446 cell , 770-954-1924 hm or [bonnie@mousetown.com](mailto:bonnie@mousetown.com).

Chapter A has a website and it can be found at: <http://www.gwrra-gaa.com>  
This is one of our communication tools to assist us in keeping the chapter members informed.

A monthly newsletter is another way we keep our members informed. At this time we post the newsletter on Chapter A's Website and email our members when it is available for viewing. However, we would be happy to mail you a copy if you don't have email capability.

## CHAPTER A Team DIRECTORY

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## **INTRODUCTION**

This Chapter Orientation handbook is 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 team members. They will gladly help you understand the functions of 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, safety, exchange of information, coordination of common motorcycle efforts, promotion of camaraderie and friendship of its members, 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 DO 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 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, 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 The Membership Enhancement Coordinator 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 or go to the Georgia web site at [gwr-ra-ga.com](http://gwr-ra-ga.com)

## **WHAT ARE THE DIFFERENT TYPES OF MEMBERSHIP IN GWRRA**

For Gold Wing/Valkyrie/F6B owners there are Individual Membership and Family Membership.

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/Valkyrie/F6B.

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 many 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

An enamel membership pin, an embroidered patch, safety decals, an embossed membership card – just to name a few. For a full list of all GWRRA membership benefits go to the National web site at [gwrro.org](http://gwrro.org), click on MEMBERS, then BENEFITS.

## **WHAT IS THE STAFFING STRUCTURE IN GWRRA?**

All officers are appointed. There is no voting or elections in GWRRA. The chain of communication for Directors is as follows:

Director...Ray and Sandi Garris

Region A Director...Jim and Sue Jackson

Georgia District Director...Larry and Pam Clemmer

Georgia Chapter A Director...Juanita and Gary Rackley

Each Director then appoints his or her own team of 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 in Phoenix, AZ, 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. This is a voluntary donation and you are not obligated to purchase the 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, this is a voluntary donation and you are not obligated to purchase the tickets.

### Chapter Rides

GA-A has many 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, check the GA-A website under rides and events or ask the Chapter Director, who will be more than happy to assist you. The Chapter will also have many impromptu rides. The participants will be notified by email about these rides. If you have any special roads and parks that you would like to share, make sure and let the Chapter Director or ride coordinator know. Many of these rides will start from early to mid-morning and run until early evening. Sometimes overnights might be planned for a longer trip. All activities are discussed among the Chapter Staff and we welcome your input.

### Meetings/Gatherings

Once a month, we will have a Chapter gathering. This gathering can include speakers, videos, ride schedule planning, safety information and of course can include a meal with plenty of socializing and FUN. These gatherings are not business meetings. GWRRA does not operate in a "club" format. There is 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 his/her Chapter Team 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, National and International Couples of the Year. These couples are selected for their dedication, accomplishments, participation, enthusiasm and commitment to GWRRA ideas. They personify the GWRRA image of "fun, safety and knowledge."



### Chapter 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.

### Chapter Ride In/Fun Day/Picnic

This is when many Chapters get together and participate. They are usually a one day event with more games, food, friends and FUN.

### **WHAT ARE ALL THOSE PINS ON PEOPLE'S VEST?**

Those are "ride" or "event" pins. Every time a Chapter puts on a poker run or other special events are held, 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?**

Vests can be ordered at [wingstuff.com](http://wingstuff.com) or by calling Dreamers Fashions at 386-740-9952. A vest is optional for participants, but many wear their vest to display their many pins and awards and show their Chapter pride. Chapter patches, the 10" GWRRA logo and other patches can be purchased for your vest from your Chapter Goodie Store Keeper. Bonnie McCroskey (see Directory). Rockers for the back of the vests are available from Linda Black at *Linda's Monograms*, 800-272-6213 or [monogram@yhti.net](mailto:monogram@yhti.net),

### **HOW DO I GET A CHAPTER A SHIRT?**

Chapter Shirts are available from the Goodie Store Keeper, Bonnie McCroskey (see directory). The embroidery service is available from Chapter participant, Beverly Ensley at 770-380-4762 if you should wish to use her services.

### **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...such as Georgia Chapter A: Our motto is 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/States 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, 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. In Georgia the District Rally is called *Wing Fling*.

## **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. It is held at various places in the Region. It is the major fundraiser for the Regional office. GWRRA Georgia Chapter A is part of Region A which includes Georgia, Florida, South Carolina, Alabama and Mississippi.

## **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. You can find information about the upcoming Wing Ding on the National web site...[gwrra.org](http://gwrra.org).

## **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, team 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 gatherings.
3. Travel and sightseeing. And sometimes to eat!
4. FUN, FUN, FUN.

## **GROUP RIDING**

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

## HOW DO I RIDE IN A GROUP?

1. Arrive with a full tank of gas at least 10–15 minutes before departure time for a rider safety talk.
2. Attempts should be made to limit the group to 5 or 6 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 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. Allow a minimum of two or three seconds stopping distance between following bikes, one or two second stopping distance between staggered bikes. Do not allow too much space to develop between bikes.
8. Don't just follow. Be sure to check the traffic before lane changes or other maneuvers.
9. 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.
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. Groups should have a leader 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.
12. All riders and co-riders should wear proper riding apparel. This is not mandatory , but is strongly recommended for your safety.
13. Each rider is responsible for his/her own ride and safety.
14. Relax and enjoy the ride, and remember, getting there is part of 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 that 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 over ride 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.

#### 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.

### 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.
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's 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 skill 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. There is no charge to join level one, however if you desire a patch the cost is \$6.00 each.. **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 with in the last two years, or for a Co-Rider, you must have attended a GWRRA Co- Rider Seminar within the past two years. You may purchase a Level II patch for \$5.00 each. **Level II has to be renewed yearly.**

### **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. Patches are available for \$4.00. **Level III must be renewed yearly.**

### **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 as a Co-Rider 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. The cost of this level is \$35.00. You will receive a special triangular patch with your individual number embroidered on it (Black and Gold available for an additional \$8.00). **Level IV is renewed each year with no additional cost**

**You only renew at the highest Level you hold.**

GWRRRA '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 (see Team Directory).



## GA-A Group Riding Information

Welcome to your first ride with Chapter A! We would like to provide some general information about our group style and learn a little about you in order to make this a safe and enjoyable experience for everyone!

Please read this over, complete the second section and return it to the Chapter A Safety Educator, Thomas Lane. Be sure to let Thomas know if you have any questions!

- CB's will be on the Channel chosen by the ride leader (please limit chatter, especially in heavy traffic)
- Ride in staggered formation (unless leader calls for single file)
- 2-Second following distance between bikes.
- Group will usually consist of 4-5 bikes.
- Tail Gunner (last bike in group) controls lane changes  
Leader: Secure Right Lane  
Tail Gunner: Stand-by  
Tail Gunner: Right Lane Secure; Look Right: Move Right
- Ride Leader will call out road hazards, traffic (bogies), upcoming turns, etc.
- Co-Riders point to road hazards for next bike
- Memorize the hand signals (See Enclosure #1). Not all riders have a CB.

**Above all, ride your own ride! DO NOT exceed your comfort level or experience!**

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Return this portion to Thomas Lane, Chapter A Educator

Rider's Name: \_\_\_\_\_

Co-Rider's Name: \_\_\_\_\_

Type of Bike: (Year, Color, Model) \_\_\_\_\_

Riding Experience? Years Overall \_\_\_\_, Years on Wing \_\_\_\_, Years on this Bike \_\_\_\_

Approximate miles you ride annually? \_\_\_\_\_ Annual Miles

Have you taken any MSF Courses? None \_\_\_\_ Beginners \_\_\_\_ ERC \_\_\_\_

Group Riding Experience: None \_\_\_\_ Some \_\_\_\_ Extensive \_\_\_\_

Do you pre-check (T-CLOCK) your bike before each ride? Yes \_\_ No \_\_

What's T-Clock? (See Enclosure #2)

How did you hear about Chapter A? Internet \_ Dealer \_ Gold Book \_ Ch. A Member \_

Are You a Member of GWRRA? Yes \_\_\_\_ No \_\_\_\_

Are you interested in being a safety conscious rider? If so, ask the educator about GWRRA's safety program.

## **CLOSING**

We hope the information contained in this booklet has answered some, if not all, of your questions. The Chapter A Team is here to help as well. Don't hesitate to ask. We hope you join us and enjoy the "FRIENDS FOR FUN, SAFETY AND KNOWLEDGE".

**RIDE SAFE!**

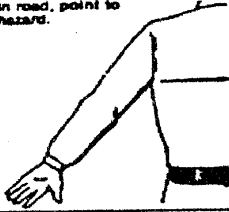
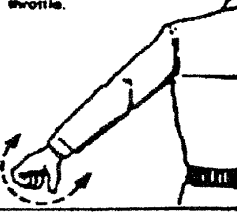

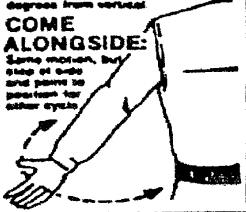

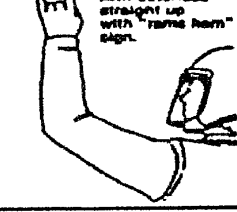
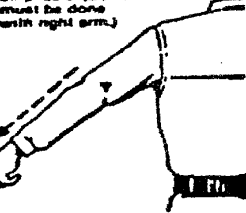
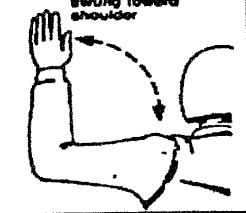
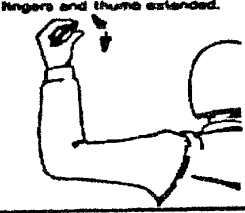
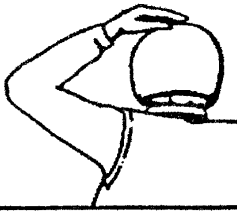
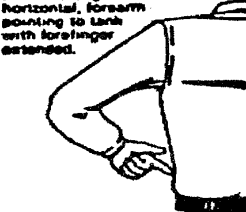

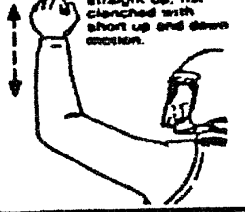
# HAND SIGNALS

## 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.

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

## T-CLOCK FORM

T-Clock Item	What to Check	What to Look For	Check-Off	
<b>T - Tires and Wheels</b>				
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
<b>C – Controls</b>				
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		
<b>L – Lights</b>				
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		
<b>O - Oil</b>				
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		
<b>C - Chassis</b>				
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		

<b>K - Kickstand</b>			
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	