



Region K Central Canada

2008

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Directors Notes:

Wow September ...hope every one has had a wonderful summer riding. Carolyn and I have not done too bad so far since the Rendezvous in North Bay, New York District Rally, Chapter ON-O Corn hole, Chapter QC-M kick off. To a family gathering in New Brunswick. Back to do a ride to see the Monarch Butterfly head for Mexico from Long Point. That is so far; hopefully we will be able to do a few more weekends before November. We are now in preparation for the Quebec District meeting September 20 in St Jean sur Richelieu, then the Operations/Rider Education meeting in Orillia. Chapter Director please persuade and help support your Chapter Educators to attend. Charlie and Rick have a lot of material to cover to get every one up to date.

As for the Operations side we will be looking at the "Chapter Life". We need to consider where we are now and where we want to go. So far we have 92 people attending. We will be updating everyone on the LTD, MED, RE programs, Rendezvous 2009, Wing Ding 2009, Couple of the Year support, Web site changes, and how to give a HUG. Your attendance will bring back new ideas to make your Chapter Life, functional and FUN.

Region Rally:

For those that were in North Bay on the long weekend of August for the Rendezvous 2008 Thanks You for participating. Please read the Nov issue of Wing World where there will be many pictures with Happy Faces of the event. Many Thanks to the co chair Con & Claudette Verhulst, Ron & Jean Hurley. Thanks to the committee staff well done.

And the members of Chapter ON-N and ON-T that volunteered their time. Congratulations go to Pierre Hunter & Nicole Fontaine as the Region's new Couple of the Year that will be representing the Region at Wing Ding 2009 in Tulsa Oklahoma. Congratulations to Chapter ON-G Niagara for taking home the Chapter Challenge trophy.

Important – Does anyone know where the Traveling trophy is. If you do please send me an e-mail bpinet@sympatico.ca.

Ken & Carol

Rabidoux

Region LTD

Larry & Janice

Chisholm

Region MED

Henry & Jane

VanGemert

Region Historian

Rick & Fran Parish –

Region MAD

Glenn & Iona Shantz

COY 2006/2007

Note:

Please pass on the information in the mail box to your Chapter news letter editor.

Rider Education:

Walking away from a crash

David Booth, National Post Published: Friday, September 05, 2008

Article sent in by Paul Martin ARC Instructor

It's probably the best thing to happen to motorcycles since the swingarm rear suspension and yet it doesn't make bikes go any faster. You might only ever use it once, yet it may be the most important purchase you ever make. Every bike should have one, but only one does and it may just save your life one day.

Just ask Stephane Perry of St-Jerome, Que. He was out riding his 2008 Honda Gold Wing travelling about 100 kilometres an hour along Highway 132 when a gentleman -- we'll describe him as fragile -- pulled his Hyundai Tucson into the road without looking. Normally, this would result in either serious injury or tragedy. Since Perry estimates he was still travelling 80 to 90 km/h when he hit the front fender/wheel of the Hyundai, he might have been thrown over the car into traffic. And that would have been the preferable choice since the other option would be to perform a face plant into the Hyundai's front windshield. Either would traditionally result in a ride in an emergency vehicle with a bright flashing light, a hospital, of course, being the preferable destination.

Instead, Perry suffered nothing more than a couple of bruises on his legs and a sore shoulder. He was, in fact, in such good shape that the responding police and emergency workers didn't believe he was the accident victim. Considering the damage his mortally wounded Honda had done to the Tucson and the poor Wing lying, now oil-less, on the ground, they were expecting the worst. Instead, here was a fully

functioning Perry calmly snapping pictures of the debris and oil spills.

So, why was Perry standing around for the authorities to arrive when he should have been writhing in pain or at least bleeding profusely?

Avid readers of your humble scribe may remember that the 2008 Honda Gold Wing is the first motorcycle to come with the inflatable air bag restraints that we four-wheeled enthusiasts take for granted in any modern automobile. Perry certainly didn't forget. In fact, says the businessman, his last thought before ploughing into the errant Hyundai was of the air bag. "I hope it works as advertised." Indeed, it did.

Instead of hitting the windshield at 80 klicks an hour or becoming one with the pavement at high speed, the entire experience was like "hitting a mattress," so relatively cushy was the impact, Perry says. But it was loud. He says -- as do many motorists who have experienced the same thing in the confines of a sedan or SUV -- that the air bag inflating sounds like a shotgun going off right beside your eardrums.

"The sound was just terrible," says Perry, noting that it really was the only scary aspect of the entire experience other than those couple of nanoseconds when he realized he was going to T-bone a car at high speed.

In fact, Perry's real agony didn't start until (and haven't we all heard this before) after the various debris was carted away and his insurance company got involved.

First, it shipped the damaged touring bike to a rural Honda dealer ill-equipped to estimate and repair Gold Wings (and, perhaps most importantly, reinstall the bike's air bags). And when he did finally convince the company to transport the wounded beast to a local dealer better equipped to deal with the repair, it insisted Perry pay for the transportation.

Imagine the ire of surviving an accident only to have the wound opened by that which is supposed to come to your succour. Needless to say, he's changed agents.

What hasn't changed is Perry's decision to buy the new Gold Wing as a result of Honda incorporating air bags into the area normally reserved for the gas tank.

Sadly, the blue Honda was barely a month old when it suffered its contretemps. A shiny new red one will replace it.

"A motorcycle without an air bag is not an option anymore," Perry says.

And he's the first Canadian to be able to say that from firsthand experience.

Paul D. Martin

Mail Box:

Canadian Phone Number for Rescue Plus

1-866-742-0939

It has come to our attention that the dispatch telephone number on the Rescue Plus Cards, for Rescue Plus in Canada only, is incorrect. The correct phone number that Canadian Members should be calling for assistance is 1-866-742-0939. This number will be printed on all new Rescue Plus cards, but for Members who may have older cards they need to be aware of the correct number to call.

Name Tags

If you would like to have name tags for the folks participating in your Chapter you can contact Dianne Lilley of Chapter ON-S at 519 762 3317

Orders will be taken from Oct 1 till April 30.

Names to be in BLOCK LETTERS ONLY

A Chapter member can be in charge to take the Names of all the members and send it in as a package, please send as many as possible all at once

The pin size is 3 x 1" In the upper right is the GWRRA griffin logo Black & Gold top – GWRRA below Chapter name with city or town and province. Below in the middle is your name.

Tags are \$13.00 each
Money is to be sent with the order to (Check / Money order only)
Dianne Lilley
29820 Thamesview Line RR1
Dutton Ont
N0L 1J0

Or you can fax the order in to 519 762 6843 and send the cheque payable to Dianne Lilley

Incident Reports

GWRRA is implementing a new policy effective immediately. As an Officer, anytime you are holding a GWRRA function such as: monthly meetings, rides, rallies, potlucks, fun-runs, etc., and there is an accident or incident, you must fill out an Incident Report and send a copy to the Home Office within three days of the incident. Copies should be sent to the Chapter, District, and Region Directors as well. The Report should be filled out for incidents of injury or extreme confrontation. If a report is filled out immediately, the incident is fresh in everyone's mind, and details can be recorded before they have a chance to fade from memory. This will help everyone involved in the event that a lawsuit should arise from the incident.

A copy of the Incident Report is included **here**. You can also obtain a copy on Officers' Connection at www.gwrro.org/connect/officerresources.html. Please be sure that **ALL Officers** are aware of this new policy and have a copy of a blank Incident Report
