



Rider Education Region K

November 2007 Newsletter

Produced by Charles Schultz Region K Educator

Hello Fellow Educators and Members;

It is the time of the year the bikes are getting put away but your Rider Education has been busy. I want to thank Rick McCalla, Dave Hay and Mark Zingery for all the work they have put into first of all asking the questions, answering the questions and concerns we have had in Rider Education and for the speedy response. I feel it is a great time to be involved in Rider Education; the changes will be positive for our Members.

I will be representing Quebec as their DE until we get a new District Educator in place. I would ask the Chapter Educators (or if a CE is not in place) the Chapter Directors to send me the monthly reports (or just a note what went on in your Chapter the past month), we know the Quebec folks are doing a great job for their Members.

I have contacted Mark Zingery and asked if there is an Instructors Trailering Course going on south of Quebec in the US and to invite Gilles & Paul so they can get certified.

Dick Desrosiers has sold his bike and informed me he will not be Instructing Riding Courses in the future. I want to thank Dick

for all the Courses he helped us put on. Dick is an excellent Presenter and we will miss him. Cheers Dick!

Well another Region K conference has come and gone. I want to thank all the Educators that attended the Rider Ed. Meeting and participated in the process in a positive way. I would also like to welcome all the new Chapter Educators and Assistant CE's that attended. A Region Meeting is a bit overwhelming for a new CE, so if you have any questions contact your District Educator or myself, we are more than willing to help.

This is the second year we combined both the Region Director's conference & the Region Rider Ed conference. This combining of the two Meetings makes it possible for Rider Education to report directly back to the Director's and is positive for the Chapters and Rider Education.

We had over 30 people attend the Rider Ed Conference and were able to accomplish quite a bit. There were many questions and concerns that we could not address at the meeting, we made note of them and have tried to address them in this newsletter.

In the conference we covered many topics including;

- Rider Education no longer falls under 'Operations'
- Changes on the horizon
- Responsibilities of the Chapter Educator
- Commitment of our course instructors

- The necessity to not fall into the 'Not Exactly' approach to training
- Our Insurance coverage while doing a course
- Available Videos, Seminars and Courses
- The requirements of the Road Captains course and the re-instatement of the road portion
- Sharing courses among chapters to maximize everyone's benefits
- Requirements when taking any GWRRA road course or PLP
- Simon Klaver Award

Last year we announced the Simon Klaver award and trophy to recognize the hard work done by our Chapter Educators. Each year the Simon Klaver Trophy will be awarded to the Chapter Educator that has done the most to improve Rider Education in their Chapter in the past year. Brett Mailloux who won this award in 2006 continued this year to represent his Chapter W in a positive way with Riding Courses, newsletter articles, sending reports in, etc, The award is based on a point system from the activities listed on the Month Activity report.

This year the Award goes to Ken & Carol Rabidoux for their work in Chapter E.

The points for all the chapters worked out as follows;

- ON-A Chatham/Kent
- ON-B Ottawa
- ON-C Drayton
- ON-D Durham

- ON-E Kitchener 820
- ON-F Orleans
- ON-G Niagara Falls
- ON-H Sault Ste.Marie 430
- ON-K Kingston 25
- ON-M Hamilton 315
- ON-N North Bay 360
- ON-Q Quinte 330
- ON-S London 135
- ON-T Timmins
- ON-W Windsor 135
- ON-X Muskoka
- ON-Y Mississauga 720

One of the items that have been implemented in our region is a Web Based 'GWRRA - Region K - Rider Education Calendar' that is available to anyone who wants to see what seminars / courses are upcoming. We started using this last year and hopefully it will be more widely used this year and include all courses and seminars.

The URL to view it is;

<http://www.google.com/calendar/embed?src=02o18dnb3faeag7cssuj6uspas%40group.calendar.google.com>

This year we were able to train several new seminar presenters and at the conference we completed the certification process with them.

In light of the changes coming with the new RED program we also were able to review the recent memo sent out by Dave Hay and the requirements for putting on a Seminars or Riding Course that it was consistent in content with the expectations of GWRRA and the tools needed to accomplish this.

One of the things that have changed this year was that CE's, DE's and RE's now fall under the 'Rider Education' division rather than the 'Operations' division. There is a blue, black and gold 'Rider Education' rocker to replace the 'Operations' one. To clarify another point all CE's, DE's and RE's are Officers of GWRRA although they do not need to be sworn in.

But first the following comment from Dave Hay:

“Rick and all folks, thanks for raising these points. Feel free to forward my portion and responses. Encourage your folks to channel their questions through you first, but you can remind them that lots of the answers are readily available on the GW national website and our own Canadian Rider Education site linked from there. The missing answers will be supplied when available. Many of the things brought forward will likely be dealt with in the revised RE handbook. We in Canada are not the only folks with questions in these areas” Dave Hay

Note: All of the following questions and answers presented here have been reviewed by either Dave Hay or Mark Zingery to ensure we were not mis-speaking on their behalf.

Q: Do CE's, DE' and RE's have to renew annually?

A: Mark has advised that he has just been informed by National that although we do not have to complete all forms each year it has been requested that we sign and send in the MOU each year.

Q: Do seminar presenters have to renew every 2 years or every year ?

A: From the REP Handbook. J. 1. 2. "Seminar presenters are required to renew every two years and have presented a minimum of 2 seminars during that reporting period...." However on the **Canadian website** we refer to "all presenters must submit annually a renewal application indicating seminars presented during the course of the previous year. It's right on the renewal form there. Let's go with the annual renewal in Canada..... Dave Hay

Q: What seminars can we teach

A: As I had mentioned in the past the seminars listed on the GW National website can be used as is right now, they may be revised later. The other ones that Gord designed can be used if there is enough material to do them. They can be obtained from the Canadian website. If there is an urgent need then this is the way to proceed in the short term. ... Dave Hay

Mark has advised that they are working on this and hope to have something for us by the end of this year.

Q: Presentation plans are needed for all seminars and seminar portion of range courses. Without the presentation plans we cannot properly teach the 'exact' content that is intended and have had to rely on the screen bullets and a personal interpretation of them.

A: Yes. Agreed. We are addressing the situation and changes have been, and are being made. The tools are being supplied where needed..... Dave Hay

Q: If we are to continue teaching Gord's seminars they must be approved by Dave and presentation plans provided for them.

A: Agreed. We need full lesson plans to properly present whatever we decide on... Dave Hay

Q: Where can we see copies of the US seminars

A: The only official seminars are those on the National website -

<http://www.gwrra.org/regional/ridered/seminars.html> .

Unofficial copies can be found at other sites such as Region D - <http://www.gwrra-regiond.org/FilesandForms.htm>

Q: We need Canadian versions of all seminars that are taught - the instructors / presenters cannot change US seminars, as they will be 'Not Exactly' the same. Any seminar to be taught in Canada should be approved by Dave and modified for Canadian presentation.

A: Agree. Working on them.... Dave Hay

Summarized from several emails with Dave Hay:

In the interim the US seminars can be used and 'Canadianized' on the fly. As long as the dimensions are replicated properly it doesn't matter if they were measured in feet or meters.

Mentioning Canadian organizations like MFA or St John Ambulance will not fatally flaw the course material and can also be 'Canadianized' on the fly. Canadian follow distances for staggered riding are different than the US and need to also be mentioned.

Q: Where will the seminars be stored and how will they be distributed to approved Presenters and Instructors ?

A: Mark has advised that this is still under consideration but will most likely be accomplished in a two fold manner. The seminars will be kept on a web site in an access controlled directory. They will also be distributed on CDs similar to the method now used by LTD. In this way it is hoped that distribution of them can be controlled yet they will be readily available if needed.

Q: All seminars need to be available in both English and French. In the past Gilles has translated some of them into French but does not have the time to do this again.

This is being looked into ... Dave Hay

Mark is also aware of this need and options are being looked into to provide the seminars in languages other than English.

Q: Who is able to take GWRRA courses and /or seminars?

A: Please refer to the "REP - Canada Info Bulletin #1" - GWRRA courses / seminars are available only to paid up GWRRA Members. The full explanation can be found in the bulletin at <http://www.vwh.ca/rider-ed-canada/forms/REP->

[Bulletin1.pdf](#) . If we have somebody, a non-member, who wants to take an ARC or other course then we might suggest that the cost of an annual GWRRA membership is a lot less than paying for a non GW rider course somewhere else and they get many other benefits from the REP also.

Q: Course pre-registration forms should have an area where the applicant can say they want a hanger bar or rocker & pay for it in advance. It would be sent to the facilitator(s) of the course for distribution ... hopefully at the course.

Mark has advised that this is something that would have to be dealt with on a Region-by-Region basis, as all Regions might not want to do this.

Q: In team riding you cannot 'block' the left lane?

A: Summarized from several emails with Dave Hay: Blocking the lane may not be legal in some areas but you do have the right to be in the lane and can 'secure the lane' as long as it is done with courtesy & safety, not by force. We should wait until we can safely move into the lane without displacing other existing traffic. A bike is always smaller than a car.

Q: A couple of years back we were told not to do the road portion of the Road Captain's course. A recent email said that we must do the road portion to be certified as a Road Captain. Which is correct?

A: Summarized from several emails with Dave Hay: The Road Captain Course has two parts, as indicated in the RE website

details on the course, the seminar and the practical portion. The Rocker was to be awarded only after the completion of both parts. The Seminar portion gets you a Seminar Completion Card but does not qualify you as a Road Captain. Dave knows of no reason that we cannot or should not do the road portion as long as it is done in a safe manner.

Mark has also confirmed that for a while we were asked not to do they road portion of the course but that this has been rescinded. The road portion of the course should now be done by anyone who wants to be qualified as a Road Captain. Those that were qualified while the road portion was not being done will remain qualified.

Q: In the road captain seminar we looked at the front bike drops to the back at the end of his turn and the other bikes pass on the right hand side. The rear bike should instead pass on the left and pull into the lead position, thereby eliminating the passing on the right.

Mark will look into this as he also thought it did not seem correct.

Q: There was a concern expressed that a new, more challenging PLP might lead some members to feel that taking a more challenging instructor led course was not needed?

A: Mark has advised that the new PLP is basically going to be very similar to the existing PLP with only some small changes. It is not an instructor led course and will not replace any of them.

Q: What are the new PLP facilitators and what role will they play?

A: Mark has advised that the new PLP facilitators are not going to be empowered to do any kind of teaching, coaching or instructing. They will be trained however to facilitate better and safer PLPs.

Q: There was concern expressed that two items included in the March 22 Memo might have an adverse affect on participation in the levels program. They are "require one PLP in the 'off' years between a Member's instructor-led rider training courses" and "at Levels I and II - 2 year limitation for advancement for each"?

A: Mark has advised that these were part of the recommendations made by the Phoenix project and while they are still being considered it is not likely we will see them implemented at this time.

Q: How can we meet the requirement outlined in the REP V8 handbook when putting on a range course? "Motorcycles - All motorcycles participating must be in good mechanical and working condition and properly insured". This needs to be changed to remove the word 'must' as it cannot be met by an instructor.

A: Summarized from several emails with Dave Hay. There is no requirement for a mechanic at locations of the ARC or PLP but if you look at this link on the Canadian RE website <http://www.vwh.ca/rider-ed-canada/forms/ARC-Form3-MC-Chklst.pdf> you will see what is required. No need to hire a

mechanic. We can all tell if a tire has less than 2/32nd tread or is bald etc. I can only suggest that you would show "due diligence" by completing the check sheet. The rider is on a bike that was ridden to your ARC location and, being on a public highway, is required to meet the mechanical standards of your local Motor Vehicle Act & regulations to do so. I will pass this along to Mark to see if he feels any need to rewrite the exact wording in the ARC Handbook.

Mark understands our concern with the use of 'Must' in the REP handbook and will pass it along to those writing the new one. As with Dave he feels that completing the T-Cloc inspection will show due diligence and protect us.

Q: A couple of the instructors mentioned that anything with 'MSF' content cannot be used in Canada and that some of the US seminars are based on MSF material. Is this correct or can they be taught in Canada? What about the seminar Mark mentioned 'MSF Seasoned Rider Seminar' - it is actually titled 'GWRRA Presentation of the MSF Seasoned Rider Seminar'?

A: Mark is looking into this matter.

Ron Dyer sent this to me; I think you will find it interesting.

I have a small piece of trivia for you. In Saturday's Toronto Star Wheels section there was an article on a fellow biker stopped by the OPP. He was standing on his foot pegs on a 400 cc bike to stretch his legs. Under the new legislation regarding racing he was considered to be stunting since he was not sitting in the driver's seat while in motion. He could have had his bike

impounded for a week and been charged. Fortunately he was let off with a warning. I spoke with a detective that I play hockey with up here who also rides an 1800 Goldwing and he told me he would check out the detail of the new legislation but that some police officers are cowboys who would love nothing better than to charge someone for doing this. He told me that it isn't really until charges laid under the new legislation have been ruled on by the courts and after appeals have been heard that the case law is truly established. His recommendation, like that of the OPP officer in the Star was "don't do it". If you need to stretch pull over and stretch. It isn't worth the risk of being one of the first to be charged. It could get expensive.

May you all enjoy the Holiday Season

Charles & Louise Schultz