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<http://www.ccdistrict.ca>



CENTRAL CANADA DISTRICT CONNECTION

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The riding season is here! Looking at all the Chapters' newsletters and Facebook, I see there was a lot of riding going on in June.

MAP is so important, and we must continue to educate motorists. There was a tragedy in Randolph, NH, where a motorcycle club of Marine veterans was hit by a pickup truck on a rural highway, killing seven riders. An accident like this is staggering and tragic beyond description. Our thoughts and prayers go out to the families.



Americade in Lake George NY was a great success, with several members from various CCD chapters in attendance. The group I was with planned a 4 – 6 hour ride each day, and after the Monday the weather was great. If you have never been to an Americade rally, make sure you try it next year.

For those wondering where the travelling trophy is, it's with "ON-G". Yes! ON-G went and stole the travelling trophy back on the May 19th breakfast from ON-N.

Rendezvous 2019 is this month. I hope all the participating CCD Chapters are ready for an exciting action-packed time. Please don't forget that Clara Boldt is attending this year's Rally and presenting "*Lead Like You Ride*" on Thursday, July 18, 2019. Try not to miss it as you will not be disappointed.

The new District Pin will be available for \$5 each. After Rendezvous, it will be \$6. Get yours now and show your support!

The College sent out a flyer to all those that booked re: [parking lot reconstruction](#). I have been guaranteed the parking lots will be usable when we arrive. There was also another glitch with the banquet facility. As there is an alumni function on the Saturday, we had to relocate. We were fortunate to find the [Golf and Country Club](#) across the street which has just been renovated. The Club is beautiful. The Saturday night festivities will be great!

The **2020 Rendezvous** location will be announced that evening.

All members please be aware:

It was found that when holding the Rendezvous two years in a row at the same location, the number of attendees is lower in the second year (for whatever reason). This being said, to keep it exciting and give all the CCD Chapters a chance to get involved with the District and help where the Rendezvous is being hosted, we are going back to one year at a location.

This year should be lots of fun, and don't miss out on the guided ride to explore the Niagara Region.

All the information for Rendezvous 2019 can be downloaded at our website:

www.ccdistrict.ca

June 28th/29th the [trailer course](#) at Mohawk Raceway was cancelled due to insufficient volunteers. I know we all have busy life styles, and it's hard to find the time to get involved all the time. The District is supplying ARC, Shiny Side Up, and Trailer courses, etc., to all its members. We do this so the individual Chapters that can't find an area to hold these functions can participate. Next year we will have to come up with a better solution where the GWRRA members will benefit.

Just to let you all know what great events are planned:

September 6 – 7 **Chapter ON-H** Annual Campout

This is a must if you have never gone!

RSVP by July 30th with David Hay dnjhay@gmail.com

September 27 – 28 **Chapter ON-N** Annual Colour Run

This too is a must if you have never gone!

As always, Ride Safe and enjoy the summer...

Gary McDermott and Kristina Magic

Central Canada District Directors

MEDIC FIRST AID



Medic First Aid

Did you know? Around 70% of people who suffer a heart attack die before getting any medical aid. Many of these deaths are preventable. However, in the absence of any knowledge and training, most people fail to provide immediate medical help to the patient. For this reason, it is considered important for everyone to know how to give CPR.

An understanding of CPR and first-aid can go a long way when it comes to helping an injured person. Providing the first-aid immediately can prevent the damage caused by an injury and in some cases save the life of an individual. There are many situations in which the medical help is not readily available. Be it spinal cord injuries, burn injuries, heat stroke, or poisoning, there are many types of injuries where the patient needs immediate medical help.

Statistically speaking, the person you are most likely to help is a family member. This statistic is from the AMA and is based on the fact that home is where 88% of cardiac arrests occur. So the AMA suggests that **the life you save with CPR is mostly likely to be someone you love.**

If any chapter wishes to host a Medic First Aid course, please reach out to me. E-mail is best – garvincole@yahoo.ca

ATGATT

I think we are all familiar with this acronym. **All The Gear, All The Time.**

I know it's hot. I know it's time consuming to get it all on. However, the outcome of an unplanned incident makes it worthwhile.

Let's review a couple of facts. When it is hot outside, we need to protect ourselves from the sun and from dehydration. The big thing is dehydration. Without a covering, our skin will vent moisture at an alarming rate. Our gear will lessen this and keep us in the saddle longer.

Symptoms of dehydration are headaches, muscle cramps, dizziness, confusion, and fainting. These are not a positive contributor to a good ride, especially a group ride!

One last point – the potential of an unplanned incident. Since last summer I know of two riders in our district who have hit a deer. These riders are two of the most skilled I have met. The only thing that saved them from a far more serious outcome was the gear they were wearing!

As always, it is your choice. Please make an informed one.

Thank You

Every once in a while we find ourselves having to get some service work performed on our motorcycles. Recently it was time for me to get new tires. The Dunlop E3s that were on the bike had served me well for over 35,000 kms. Not bad, but getting too close to the wear bars for comfort.

I had spoken to someone in my chapter who was willing to help and show me how to do a tire change, and I welcomed the opportunity to learn this skill. However, the timing didn't work out and I had to find a shop to get this work done.

My local Honda dealer has done a couple of things to my bike over the years, and I have been pleased with the care and quality of the work performed. However, their price for the tires and the changeover was far more than I was willing to bear.

After a bit of research, I contacted **Zdeno Cycle in Kitchener** (519-745-7010) and arranged for them to supply and install the new tires. I showed up on a Saturday morning and, by the time I had breakfast at a nearby restaurant, the work was done and I was back on the road. A great place with some wonderful people!

Once again this year they are hosting a Bike Night – July 17, 6pm to 9pm. Food, draw prizes and a lot of fun. Sounds like a good time. I'll be there!

Garvin Cole

Assistant District Director
Medic First Aid Coordinator





RIDER EDUCATION



Hello CCD members,

As instructors, many times we are asked, "What is the best helmet to buy?" Here's an article that will answer all your question about helmet.

How to buy and size a motorcycle helmet.

Source: REVZILLA

May 25, 2019

Choosing a helmet isn't just figuring out your size and your favorite paint job. It's buying a helmet that will actually work to protect your head in the event of an impact.

There's no sugar-coating it: Helmet fitment determines just how much safety your helmet can provide. In fact, a DOT safety rating is only valid for a correctly sized helmet!

When your helmeted head experiences an impact, the impact-absorbing liner is designed to manage those forces. But if there's too much of a gap between the helmet and your head, you're basically setting yourself up to get smacked by your own safety gear. Also, some helmets have slip liners built in, like Bell's MIPS system, to reduce injuries from rotational forces. If the liner doesn't fit well against your head, it can't function as intended. On the other hand, if the helmet is too tight because there's too little of a gap, the helmet will simply be uncomfortable. It'll become distracting or painful or you'll just stop wearing it. A good fit prevents both problems and allows the helmet to do its job.

All helmets are not created equal with respect to fitting your noggin. That doesn't mean you have to pay big bucks to get good protection and fit. There are plenty of options on the market for all price points, head shapes, and riding styles. You just have to pay attention when picking out your next lid.

Feeling overwhelmed? Choosing the right helmet doesn't have to be a daunting task with our full guide to walk you through it. If you can shake your head, use a measuring tape, and find a friend to lend a hand, you can do this!

Ready to get started? The steps to choosing the right helmet are simple:

1. Choose a helmet style.
2. Determine your head shape and size.
3. Try on the helmet.
4. Check for proper fit.
5. Wear the helmet for about half an hour.
6. Still feels right? Go ride!

1. Choose a helmet style

Motorcyclists have never had so many helmet choices available. While it's fantastic to have all these options, it can be overwhelming to find the perfect one. Where to start? Speaking broadly, there are five basic types of helmets you should be familiar with before making your decision.



Open face helmets put your face in the wind. RevZilla photo.

First is the open face helmet, which is the least restrictive and least protective. Open face helmets flow tons of air, since the helmet's shell does not cover the rider's chin or face, hence the name. An open face helmet could be a "half" helmet, which just covers the top of your skull, or a "three-quarter" helmet, which covers everything except the rider's face. Open face helmets tend to be less expensive than other types of helmets, and they're usually short on features as well. You'll typically see these helmets worn by riders on cruisers, retros, and classics.

When most people think of a motorcycle helmet, they're imagining something like this. RevZilla photo.

The full face helmet, on the other hand, totally encloses the rider's head. A face shield protects the rider's nose and eyes, and an extension of the shell called the chin bar covers the bottom of the rider's face. Full face helmets are the least ventilated, but the most protective against impacts and the elements. They're also the quietest helmets available. A full face helmet is the only option if you aspire to take your helmet to the track. Full face helmets are common around every kind of street bike.



This modular helmet looks like a full face, but hit that **red release**, and the front hinges out of the way. RevZilla photo.

Modular helmets are a subset of full face helmets. These helmets use a hinged mechanism to swing the chin bar and face shield out of the way when the rider hits the release, instantly converting the full face helmet into an open face helmet. This modularity gives the helmet its name. Modular helmets let riders choose between the benefits of both open face and full face helmets, all in one. For example, a touring rider might want full face protection on the highway, but the ease of an open face while grabbing lunch at a rest stop. (Note that modular helmets are not intended to be used in the open position while riding.) With modulares, the trade-off for its convenience is often increased weight and noise over conventional helmets, though modular helmets are improving every year. Modulares are especially popular with the touring and commuter crowds.

ADV helmets combine elements of dirt and street helmets. This hybrid design makes for a versatile helmet. RevZilla photo.



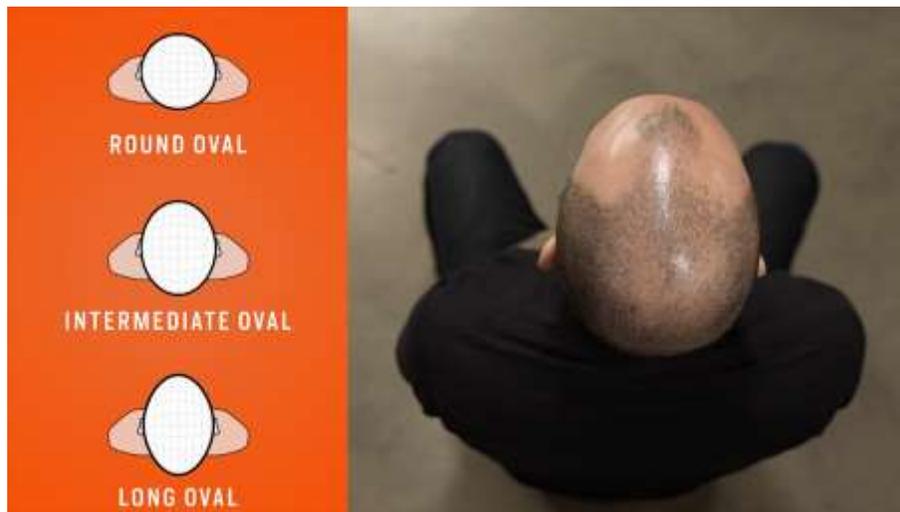
If your rides take you on- and off-road, consider an ADV, or adventure, helmet. ADV riders transition from the street to the trail in a single ride, so their helmets combine features for both disciplines. On the street, an ADV helmet offers a face shield and a street-legal safety rating. For riding in the dirt, they mimic a dirt helmet with a peak (like the bill on a cap over the eyes), lots of ventilation, and compatibility for goggles. Of course, their hybrid nature makes for some compromises, but there's no better choice if your adventures incorporate both street and trail. ADV helmets are most at home with dual-sport and ADV riders.

The dirt helmet is a highly specialized piece of gear. RevZilla photo.

Finally, there's the dirt helmet, made exclusively for off-road riding. Note that these helmets do not require a Department of Transportation (DOT) rating, so they might not be street-legal. Dirt helmets feature plenty of airflow, plus a large peak to keep roost out of the rider's eyes. They're intended to be worn with goggles. (Goggles are almost always sold separately.) They're exceptionally light, though they sacrifice face shields and other comforts to make that possible. A dirt helmet is designed for off-road riding, so if you're going to be riding on the street, it's recommended that you choose something else.



2. Determine your head shape and size



Joe's head shape is intermediate oval. RevZilla photo.

Hopefully, one of the helmet categories sounds right for you. Now that you have a direction, it's time to figure out your head shape. People generally fit into one of three head shapes: long oval, intermediate oval, and round oval. To find out what you've got, ask a friend to take a photo of your head from above. Flatten your hair down as much as possible, because it can obscure your head's shape. Looking at the picture, is your head almost round (round oval), or is it long and thin (long oval)? Somewhere in between (intermediate oval)? In the United States, intermediate oval is the most common, but check to be sure before moving on to sizing. You

can filter your results on [RevZilla](#) to select only helmets that match your head shape.



How to measure your head size. RevZilla photo.

Now, find your helmet size. Helmet sizing is a little strange for most people, since we don't use head size as commonly as waist size, shirt size, or shoe size in everyday life. Fortunately, it's not hard to figure it out. Ask your friend to measure your head's circumference with a soft tape measure. The tape should run above your eyebrows and around the back of your head, including the widest part. A piece of string will do in a pinch. Just lay it against a ruler after measuring to figure out the length. (You can

do this yourself, but we really recommend asking a friend to get the most accurate measurement possible.) Compare your result against a helmet's size chart to determine which size you need to order. RevZilla publishes both metric and Imperial measurements, so don't sweat the conversions.

3. Try the helmet on

So you know what style of helmet you'd like, as well as your measurements and head profile. That should narrow your search down to a range of helmets that will work. Time to order! When the helmet comes in, put it on, keeping in mind that you might have to grab the straps and spread them apart to slip the helmet over your head. Helmets aren't designed to be comfortable while your head is passing through the pads. You might need to adjust your ears, too. That's totally normal, just like adjusting your sock after putting a shoe on. The focus should be on fitment with the helmet in place.

4. Check for proper fit

With the helmet on, how should it feel? Any severe discomfort means you should try another helmet. If you ordered an unwearable helmet after following the steps above, consider rechecking your size and shape assessments. You shouldn't be that far off the mark if you measured accurately, checked the size chart, and paid attention to the product description/video.

If the helmet fits as it should, you should feel the cushions against your cheeks. They'll be pushed up a little, like "chipmunk cheeks." (Note: Open face helmets do not have cheek pads, so they will not give this effect.) Next, grab the chin bar and move it around. Your cheeks should move, not the helmet. If it's sliding, go down at least a size. If the helmet's a little on the tight side, keep in mind that most helmet liners break in 15 percent to 20 percent after the first 15 to 20 hours of riding.

Wear the helmet a while to see if any pressure points develop. If the helmet causes a pressure point that's uncomfortable after 15 minutes, it will be surprisingly painful after a three-hour ride. RevZilla photo.

5. Wear the helmet for about half an hour



Leave the helmet on for 15 to 30 minutes. Just sit, maybe watch your favorite TV show. (How about some *RevZillaTV*?) Pressure points are what you're looking for. Tightness is OK, but if you feel like you need to get the helmet off to stop the pain, that's not the helmet for you. Discomfort is most common in two places: directly at the forehead, or just above the temples. If you have a big red line across your forehead after removing the helmet, try something else. That helmet is not long-oval enough. If you feel the helmet squeezing your temples, it

isn't round enough for you. Keep in mind that this half-hour period should be spent off the bike. We can't take returns on helmets once you ride with them! Don't forget the strap! A helmet needs to be secured so it doesn't fly off in a crash. RevZilla photo.

6. Still feels right? Go ride!

Wearing a helmet just won't be as comfortable as sitting around your house without one. That said, you should feel decently comfortable wearing the helmet for a half hour at a time. Make sure you spend some time in the helmet to pass that 15-20 hours of break-in. The helmet will mold to your head somewhat, making for an even better fit. Enjoy your new helmet!



Common problems

Our friendly Gear Geeks get calls all the time about helmet fitment. Here are a few of the most frequent issues.

“My ears get folded over when I put my helmet on.” That’s normal. Watch a MotoGP race and you’ll even see the pros adjusting their ears as they gear up. As long as you can push your ears back to a natural position and your ears do not hurt, you’re good to go. Again, it’s all about how the helmet fits once it’s actually in position.

“I really can’t figure out my head shape.” Did you actually get a friend to help you get that bird’s-eye view of your head? Also, did you actually flatten your hair as much as possible? That should be all it takes. If you really can’t figure it out, intermediate oval is probably your best bet.

“I can’t even get my head into the helmet, even though the chart said this was my size!” That might actually be your size. Some helmets have more neck roll cushioning than others. Hold the helmet by the two straps, with your thumbs pressing the straps against the helmet. Gently spread the helmet’s opening a little, then try pulling it over your head. If it still doesn’t fit, don’t force it. Stop and try the next size up.

“I wear glasses or sunglasses when I ride. Does that change what helmet I order?” Probably not! Most helmets these days have some sort of accommodation for eyeglasses. If you wear glasses when you ride, try them when you test fit. Don’t size up if everything fits perfectly except your glasses. Consider another model helmet, a different pair of glasses, or contact lenses. If those glasses are just for blocking the sun, a drop-down sun shield might be a good solution for you.

“I think my helmet is too tight.” If you can’t put it on, at all, then that’s obviously too tight. If you can get it on, but it hurts where it presses against your head, that’s also too tight. If it’s snug all around, too snug to chew gum, that’s about right. Don’t forget about that 15 percent to 20 percent break-in that will occur.

“I think my helmet is too loose.” If you can’t pass the “chipmunk cheeks” and chin bar tests (see step four above), you’re correct.

“I heard I can get different pads for my helmet, or modify the pads I have to get the fit I want. What’s up with that?” It’s true, you can dial in the fit by altering the comfort pads inside your helmet. Not all helmets offer this feature. If your helmet is *almost* perfect, even after the break-in period, you can make slight adjustments with different pads and liners. The pad size is usually marked on the back, so you’ll have to remove them to see what you’ve got. Some helmet manufacturers, like Arai, pre-cut their cheek pads so you can peel layers off to buy clearance.

That’s about all there is to it! You should have everything you need to find and fit your own helmet. All that measuring and testing will be worth it when you reach for that perfectly broken-in helmet on your next ride.

Ride Safe Always

Michel Lavoie MIT 023
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Editor's Note



 *Laughter is, after speech, the chief thing*

that holds society together. 

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***Remember your
American Friends
on July 4th!***



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