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CENTRAL CANADA DISTRICT CONNECTION



<http://www.ccdistrict.ca>

Where the District Teams Meet

TEAM GWRRA

Directors

Jere and Sherry Goodman
JereGood@aol.com

Director's Assistants

Bob and Nan Shrader
floridadd@msn.com

Bruce and Barb Beeman
brucebeeman01@gmail.com

Tom and Renee Wasluck
tom.renee11@gmail.com

Director of the University
Clara and Fred Boldt
toledotriker@gmail.com

Directors of Membership
Enhancement
Dan and Mary Costello
mepad.gwrra@gmail.com

Directors of Motorist Awareness
Barri and Mike Critzman
itsawingthing@hotmail.com

Director of Finance
Randall and Janet Drake
financedirector@gwrra.org

Directors of Rider Ed
Susan and George Huttmand
director-re@gwrra.org

Director Overseas
Allesandro Boveri and Mariarosa
Bruzzone
alboveri@gmail.org

SEPTEMBER 2020

DISTRICT CENTRAL CANADA TEAM

District Directors

Darlene Drouin and Bob
Cochrane
Dir.centralcanada@gmail.com

Senior District Assistants

Alain Mainville
mainvillealain0@gmail.com

District Assistants

David Hay
dnhay@gmail.com

Paul and Sheila Haller
directorquintewings@gmail.com

District Educator/University Coordinator

Michel Lavoie
lavoie@rogers.com

District University Coordinator Asst. West

Darlene Drouin
darbob3@sympatico.ca

District Secretary and Asst. MEC
(ARL) Lyette Babin-Mackay
sec.centralcanada@gmail.com

District Treasurer

Suzie Pilon-Mainville
treas.centralcanada@gmail.com

District MEC, Newsletter Editor

Helen Young
chapter.leadership@gmail.com

District Ride Coordinator

Adrian Young
Drc.centralcanada@gmail.com

District Motorist Awareness
Coordinator
Bob Cochrane

DIRECTORS' CORNER



Hello friends,



Are you as shocked as we are that it's September?! Seemed to us that August flew by in one big wave of heat. We enjoyed a bit of much-needed vacation time, but a definite highlight this month for us has been meeting up with some of our Chapter Directors and other

Operations Team members via Zoom.

It has been wonderful getting to know some of you and hearing about how you and your teams came to be. It's been helpful to us to get a bit of a picture of what our Chapters look like, and we thank you for sharing your stories and thoughts. If we haven't had the chance to speak with you yet, it's not too late! Please reach out to us to coordinate a phone chat or online zoom; we'd love to hear from you too!

It's remarkable and so energizing to hear and see all the creative ways Chapters are keeping their Members engaged while still adhering to the COVID-19 safety protocols. There's such a wealth of ideas for fun yet safe activities – let's share them with each other, so all our Members can benefit! Stay tuned for upcoming networking opportunities.

On behalf of Central Canada District, we extend our sincere gratitude to **Teresa Fleury** who has stepped down as the Assistant District Director covering the Chatham, London, and Kitchener Chapters. After an active 13 year Membership with GWRRA, most of which in some form of leadership role, her presence and expertise will be missed by many. Best of luck in your new adventures, Teresa!

We'd also like to thank **Kayleigh Fleury** for volunteering her unique skillset to help the District as webmaster these last few years. Thank you for your creativity and keeping it up-to-date for us. For now, Bob and I will administer the website, so we also thank you for the time you spent training us.

Best regards,
Dar & Bob

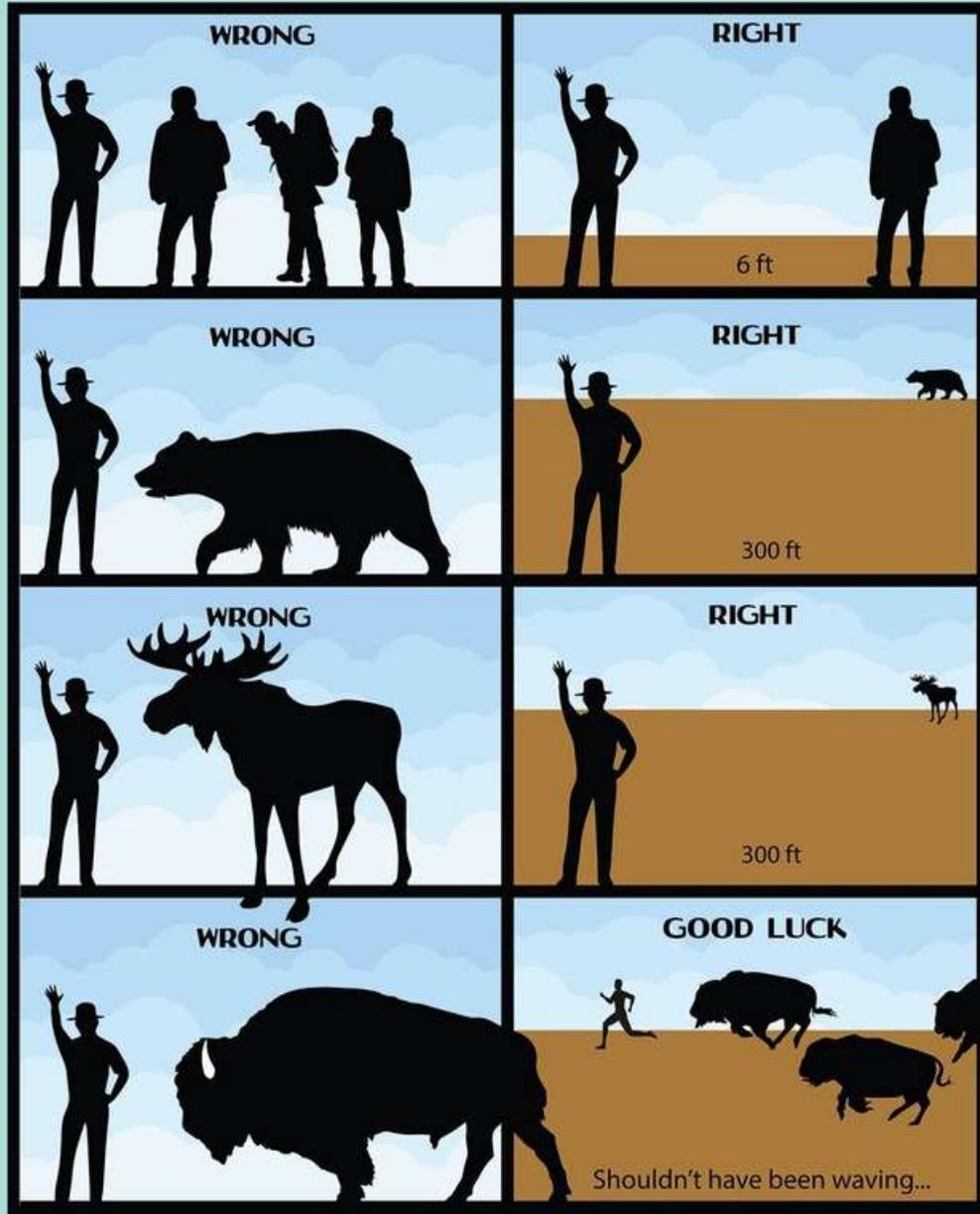
Darlene Drouin and Bob Cochrane
Central Canada District Directors
dir.centralcanada@gmail.com

Credit goes to Chapter ON-M

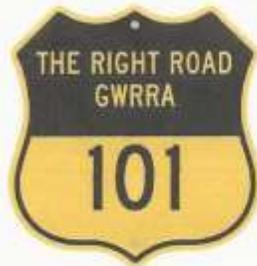
New features of the new Goldwing

<https://www.msn.com/en-ca/autos/news/honda-gold-wing-is-the-first-motorcycle-to-get-android-auto-integration/ar-BB179SLD>

KEEP YOUR SOCIAL DISTANCE



Credit: U.S. National Parks



Breaking News!!

You asked and the University listened!

The GWRRA University announces the roll-out of GWRRA 101 ~ Everything you wanted to know about GWRRA and its policies and procedures. Registration for the September workshop is open now.

Open to everyone. This workshop will give you the tools and insight to understand the GWRRA Handbook and workings of GWRRA. The GWRRA 101 class will “bust” the myths of long-standing assumptions within our Association and provide a better understanding of where to find the correct answers and from whom.

To register go to the GWRRA University website: gwrradot.com and click on tab GWRRA 101. This will take you to the registration form. The class size will be limited so please register early. If you are unable to attend all 4 sessions, please wait and register for a workshop when you are available for all the sessions. Register early. Once your registration is received you will receive a confirmation via email with the ZOOM ID. Each session will be approximately 2 hours long and via ZOOM. All 4 sessions must be attended for completion.

For additional information or questions please contact: Clara Boldt, Director of the University at toledotriker@gmail.com or 319-240-4269.

Clara Boldt
Director of the University

Helen Young

District Membership Enhancement Coordinator



RIDER EDUCATION



Street riding strategies for dealing with distracted drivers

Lance Oliver
Jul 03, 2017

Comments

Adapt or die. It's not just for dinosaurs. Though it may sound extreme, as street motorcyclists we also have to recognize that our habitat is changing and we must change with it.

What am I talking about? A few months ago, in [a short piece on trends in traffic fatalities](#) in the United States, I talked about how I've adjusted my emphasis on where I position myself in the lane, based on my perception that distracted drivers had become so much more common. That sparked a discussion that has since grown to more than 300 comments, including a lot of good advice from our *Common Tread* readers (who continue to impress me as an engaged and intelligent audience).

My comments were little more than speculation, however, so I promised to follow up by consulting a real professional. So I called up Eric Trow, owner and instructor of Stayin' Safe Advanced Rider Training and the Riding Well columnist for Rider magazine.

CT: Is it just me or has the environment changed? Have you adjusted the curriculum of your training courses because of an increase in distracted driving?

ET: The answer is "absolutely." The people coming into our courses are asking about it. It's definitely on the minds of riders.

It's a relatively new phenomenon. If you go all the way back to the Hurt Report, rear-end collisions were so underrepresented it wasn't even really a factor. In the presentations I do, I talk about how motorcycles only crash for a handful of reasons and riders just continue to repeat the same mistakes over and over again. Well, now you can add another one to it. Now, for the first time, something that's not totally in our control but we have to adapt to.

CT: In my article, I wrote about how I had adjusted my thoughts on lane positioning, by putting more emphasis on being in the right tire track instead of the left tire track in traffic because of a concern that distracted drivers may not maintain lane discipline. But it seems you're putting more emphasis on the rear-end collisions.

ET: Without a doubt, we are putting more emphasis on picking up on the behaviors of drivers overall. You don't even have to see the driver to be able to pick up on whether that driver is engaged. You see that slight weaving, or drifting out of the lane and back in, or driving more slowly than the rest of traffic.

What you're talking about is taking that right wheel track position to give yourself a space cushion. Another one of the things we talk about is trying to spend as little time beside them as possible. If they're going slowly, get past them. But unfortunately, many times if they're going slowly, they're hanging in the left lane, too, if it's a multi-lane road. Avoid being in that red zone, that danger zone beside them. A lot of times when drivers are distracted, they're slowing down, so you can't just follow them and if you're in front of them you're more at their mercy, as well.



Eric Trow gives a "chalk talk" lesson during a Stayin' Safe Advanced Rider Training instructional tour. Photo by Lance Oliver.

CT: What other signs do you look for to spot distracted drivers?

ET: Another odd thing that is one of our observations – I don't have facts to back it up – has been, strangely enough, that often times distracted drivers also tend to tailgate. I don't think it's a deliberate thing, because if you move, we've found they'll just hang in their position. They're not necessarily in a hurry.

You just have to try to get out of their way, but the problem is, out on the roadway, there are so many distracted drivers that you kind of end up moving from one to the next.

CT: Intersections have always been the most dangerous spot but now that has gotten worse.

ET: You still have the left-turning vehicle coming from the other direction and you still have vehicles pulling out from the sides, but now a big factor is what's behind you. You have people who are beyond distracted, they're just completely disengaged, so they're not seeing things developing in front of them.

One thing we've always done is emphasize having riders consult their mirrors. When you see that something is potentially happening ahead of you, even if it's just approaching an intersection, consult your mirrors to see what's behind you. Now, we're modifying our curriculum to assume there's someone back there who's distracted or disengaged and then factor that into your strategy.

What we've found is that distracted drivers will respond with you. If you slow down gradually, they'll slow down gradually. But if you hold your speed and slow down quickly when the light changes to red, there's a higher chance they're not going to be able to react to you and they'll just slam into you. So a lot of our strategies are about managing the traffic behind us and coming to a stop gradually, so that every time we're anticipating problems ahead, we're actually working on behalf of the traffic behind us, too.

CT: What other tactics are you teaching to "manage traffic" around you?

ET: Anything we can do to get their attention, anything that can break that gaze from a cell phone or whatever it happens to be. Flash a brake light or maybe do a slight weave side to side. As you recall in our classes, on our first day of training, we work on riding smoothly so that you're not using the brakes. But what we're now saying is that even though you're not braking, give that little flash of the brake light just to let that driver behind you know that you're slowing for the curve, or slowing for a hill crest.

I was just working with a guy in a one-on-one session who had an interesting idea. What he does is he puts out a hand, and just that movement of the hand out to the side is another tactic for being able to draw attention to yourself from somebody who is disengaged.

CT: The other side of the story is that we motorcyclists can become distracted, too, with the proliferation of entertainment systems, electronic rider aids, smartphones mounted on the handlebar, etc.

ET: I'm glad you brought that up because it's very easy just to say, "Those car drivers..."

Riders using their GPS is a big one. And now with all of the touch screens and onboard computers it's much more like a car dashboard. With all the gadgets we have and the more farked out we are, the more risk there is of us being distracted and being engaged with those things. That's one more thing that takes our attention off the road and even if that's for a second or two, or a few seconds, that can be a big, big deal in traffic. It's becoming a real issue.

I think the challenge for us as riders is, you know, the technology is wonderful. We're not saying don't use the technology, but it's a matter of being disciplined and knowing when it's safe to do that. Being in the middle of traffic is not the time to start playing with the dashboard. If you're on an open straight, perhaps. Better yet, pull off, make the adjustment, do what you need to do and then get back on the road. It doesn't even have to be technology. I'll tell you one I've caught myself doing. How about trying to zip up a vent on your jacket? It was easy to open but it's tough to zip back up and I'm fiddling around with that and I wonder, what am I doing putting all my attention on this jacket?

There's one thing I especially want to encourage riders not to get sucked into. On the back roads, riders will tell us they'll look at their GPS to see where the road is going to go. I want to tell riders not to rely on that. First of all, it doesn't tell you if there's gravel in that corner, if there's a car coming, sometimes even whether there's another intersection. And it certainly doesn't tell you if it's blind because all it's telling you is a line on a screen. You have your eyes looking in the wrong place, no matter what. There's no substitute for getting eyes up and taking in the big picture.

CT: What's the last word?

ET: One thing I can't emphasize enough. There's so much talk about having skills and technology to get us out of trouble. The key is doing everything we can to stay out of trouble in the first place. That means being able to read traffic, read the environment, pick up on behaviors and predict what is going to happen so we can respond to it and have time and space to work with.

Ride Safe Always

Michel Lavoie MIT 023

CCD Educator - University Coordinator

Editor's Note



"Diplomacy is the art of telling people to go to hell in such a way that they ask for directions."

Winston Churchill

Helen Young

District Newsletter Editor

chapter.leadership@mail.com

