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## **Introduction**

This Chapter participants' handbook is published to help the new or potential 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 Director, Assistant Chapter Director or staff members. They will gladly help you understand the functions of the Gold Wing Road Rider Association 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 because:

We make Friends.

We ride our Gold Wings with our Friends.

We promote safe riding, to enhance our motorcycle experience.

We learn skills and safety techniques for riding.

\*\*Goldwingers also love to eat\*\*

**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 Get-Together, ride or event. The first time you attend you are a "Guest". The second time you come you're a part of our Chapter's family. A local Chapter is one of the main benefits of belonging to our international association. There is no cost or formal application needed to participate in a GWRRA Chapter. The Gold Wing Road Riders Association has a network of Chapters worldwide, so you're never far from "home", even when you're on the road.

## **Why am I a "Guest" at the first get-together?**

This allows us to recognize you as a new person. It's our belief that nothing is worse than attending a get-together to have fun and seek out potential new friends, only to sit around ignored and bewildered. Sometimes in getting ready to conduct a "Get-Together", the Chapter Director and /or Assistant Chapter Director might forget to introduce themselves. If this happens, please seek them out and introduce yourself, as they truly want to meet you.

## **Do I have to wait until the second get-together to become a Chapter Participant?**

No you don't. Just tell the Chapter Director or Assistant Chapter Director 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.

## **What are the different classes of membership in GWRRA?**

The Gold Wing Road Riders Association includes 6 membership categories. Refer to the *Wing World* magazine under "GWRRA Application" for annual membership fees for each category.

- **Individual Membership** - Any owner of a Honda Gold Wing or Valkyrie motorcycle.
- **Family Membership** – For all persons living within the same household in which a Honda Gold Wing or Valkyrie motorcycle is owned.
- **Associate Individual Membership** – Any person owning a non-Gold Wing or Valkyrie motorcycle. Persons not owning a motorcycle, but who have an interest in the Association may also join.
- **Associate Family Membership** – This applies to all persons living within the same household which a non-Gold Wing or Valkyrie motorcycle is owned.
- **Affiliate Membership** – **Any organization, association, group or business dedicated to the ideals of the Gold Wing Road Riders Association and are interested in the support and service of its Membership.**
- **Life Memberships** – Available for Members with 20 consecutive years of membership.

## **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 classifieds, rider education information, and an up-to-date listing of all 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. (Maybe even **FOOD**). If you find yourself needing help on a lonely highway, you'll find a GWRRA friend nearby. Many members think the Gold Book is the best highway insurance of all! And it works best if kept on your motorcycle.

### **IS THERE MORE?**

A numbered key chain for safe return of lost keys, an enamel membership pin, an embroidered patch, safety decals, an embossed membership card-just to name a few.

## **What is the staffing structure in GWRRA?**

All officers are appointed. There is no voting or elections held in GWRRA. The officers and communication goes as follows:

National Operations Director  
Regional Director  
District Director  
Chapter Director

Each Director then appoints his or her own staff 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 TICKETS**

The Chapter receives no money from the National business office, so to help the Chapter pay it's expenses, we sell tickets during the Get-Togethers. 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.

### **CHAPTER RIDES**

Most Chapters have 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 or ask the Chapter Director who will be more than happy to assist you. If you have any special roads and parks that you would like to share, make sure and let the Chapter Director know. Many of these rides will start from early to mid-morning and run until early evening. Sometimes overnights might be a factor for a longer trip. All activities are discussed with the Chapter staff so be ready with your input to the Chapter Director, Assistant Director or staff.

### **GET-TOGETHERS**

Once a month we will have a "Get-Together". This Get-Together can include speakers, videos, ride schedule planning and safety information, and of course....can include a meal (probably does!) with plenty of socializing. These Get-Togethers are not business meetings. GWRRA does not operate in a "club" format. There is no voting, minutes, or Treasurer's report. Decisions regarding the Chapter are made by the Chapter Director who is appointed by the District Director. The Chapter Director does, however, get input from Chapter staff and participants regarding events which are of interest to the Chapter.

## **What are all those pins on people's vests?**

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 are 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 question of!

## **How do I get a vest?**

See the Chapter Director or Assistant Director to find out the current arrangements. Usually they are a special order item. Vest are optional for participants but many wear their vest to display their many pins and awards. Chapter patches, the 10” GWRRA logo and other patches can be purchased for your vest from your Chapter Director.

## **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: **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 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 videos, 50/50’s motorcycle light show, and much more is available at the rally. District rallies are usually held annually and are located in different around the district.

## **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, only on a larger scale. It is held at various places in the Region. It is the major fund raiser for the regional office.

## **What is Wing Ding?**

This is our National Rally put on for all Gold Wing Road Rider Association members, Booster Supporters and other interested motor cyclists. It is held at various locations throughout the country. This rally has all the events you would find at the Regional Rally but on a much, much larger scale.

## **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, staff and officer training meetings which may include gas, meals and motel, 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.

## **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 meetings.
- (3) Travel and sight-seeing. And sometimes to eat!!!

## **Group Riding**

As the name implies, it is riding in a group. Most of our organized chapter movements (rides) will be of this type. See page seven (7) for details on group riding.

## **When and how to use my CB?**

### **WHAT CHANNEL? (Chapter R normally uses channel 10)**

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 that unfortunate incidents tend to occur. Be Alert! If you wish to converse with a fellow rider, call that rider by name. CB “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”.

## How do we ride in a Group?

1. Arrive **early**, with a **full** tank of gas and an **empty** bladder.
2. Attempts should be made to limit the groups to 5 or 6 bikes.
3. CB channels should be established prior to any movement. The group should not switch to a different channel until all members have been informed. (ch.10)
4. Each bike should ride in staggered formation within an automobile lane; the leader rides in the left tire 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 to become even with , or overtake another bike.
7. Allow a minimum of two or three second's stopping distance between following bikes, one or two second's stopping distance between staggered bikes. However, do not allow too much space between bikes. This will encourage "cut-ins" that can be very dangerous.
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 Drag (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 Drag bike inform the leader when the whole group has passed and is back in formation.
11. Groups should have a leader and Drag 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. **Relax and enjoy the ride, and remember, getting there is the fun!**

# Defensive riding practices

## SAFETY RIDING TECHNIQUES

### General

- (a) Headlights should be activated at all times during operation.
- (b) Never ride into a space that you cannot see your way clear to ride out of.
- (c) Never over ride your own or your motorcycle's limits.
- (d) Never be over confident.
- (e) Always wear leather gloves and safety glasses or face shield.
- (f) If (heaven forbid) you lose control of your motorcycle while stopped 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

- (a) Always look for grease, oil, water, sand, etc. on the roadway.
- (b) Avoid center of lanes particularly at intersections and left turn pockets because of oil and water accumulation, no avenue of escape if in center lane, and more possibility of being rear-ended.
- (c) Keep off lane-lines as they are frequently made from a rubber based paint and are very slippery.
- (d) Avoid parking where vehicles have left oil\grease deposits.
- (e) 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

- (a) When following another, ride where you can see the driver in his rear view mirrors.
- (b) Practice using both hand and foot brake even though the "Wings" are equipped with an integrated braking system, 70% of your stopping power is in your front brake.
- (c) Avoid braking sharply during turning movements.
- (d) In case of a flat, decelerate gradually. Avoid heavy braking and always clear the lane.
- (e) When forced to brake hard, always keep the front wheel straight. If the rear tire locks and begins to slide, **do not release your foot brake!** ( **This will cause a *High side* condition that can not be overcome.**) Your rear wheel will follow your front wheel. Simply steer in the direction of the skid keeping your rear brake applied.

## **Lane Changing and Passing**

- (a) Use your mirrors consistently but never rely on them. Glance over your shoulder to confirm what you think your mirrors shows you.
- (b) After making your lane change, always resume the same position you occupy in the group. The same rule applies when you are passing.

## **Curves**

- (a) Slow down prior to entering the curve or turn.
- (b) Enter the curve on its 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 roadways surface.
- (c) When not familiar with the road, **Slow Down**. Excessive speed and driver's error are leading causes of motorcycle accidents.

## **Intersections**

When approaching an intersection and you observe a vehicle facing toward you attempting to turn left, assume that the 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!**

## **I've heard about the GWRRA Rider Education Program but where do I find out more?**

GWRRA'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. Sign-up forms are published periodically in "Wing World" and are available on the Rider Ed web page. This page can be reached by going to <http://www.gwrro.org> and following the links to Rider Education.

Your local Chapter R Web Page address is: <http://www.gar.gwrro-regiona.org>  
You can access the monthly newsletter and other informative pages via links from this page.

We hope the information contained in this document has answered some, if not all of your questions. We hope you join us and enjoy the "FRIENDS FOR FUN, SAFETY, AND KNOWLEDGE."

**RIDE SAFE**