GOLD WING ROAD RIDERS ASSOCIATION
RIDER EDUCATION DIVISION

SEMINAR PRESENTATION PLAN
May 31, 2002

TITLE: Co-Rider Seminar

OBJECTIVE: The Co-Rider Seminar is intended to provide education and information that will result in an increased awareness, greater team interaction between the rider and co-rider and reduction in the risks associated with motorcycle riding and most of all, MORE FUN.

RESOURCES NEEDED: Resources required are dependant upon the method chosen to conduct the seminar. The seminar can be conducted in one of three ways:
1. Video Presentation with instructor commentary
2. Slide Presentation with instructor commentary
3. Lecture/Overhead Presentation

Method 1 will require the use of a TV/VCR and the GWRRA Co-Rider video. Instructors are also encouraged to use a flip chart to record and emphasize points brought by the audience during the presentation.

Method 2 will require a slide projector, screen, a copy of appropriate slides and a “script” or notes of the informational points associated with each slide shown during the presentation. A flip chart or white board is also encouraged to record and emphasize points brought up by the audience.

Method 3 will require an overhead projector and screen or can be presented using a laptop computer linked to a data display unit such as a Proxima. Overheads slides will be formatted in MS PowerPoint and the instructor should have instructor notes attached to each slide. The slides used during the course of this presentation should be copied as handouts for the participants.

INTRODUCTION: {Tell them what you are going to tell them.}
To introduce the seminar, regardless of the method to be used, the following points should be made:

- Introduce yourself
- Introduce your background and position (“I have been in GWRRA for (X) years and am the Chapter/District/Region Educator or a Rider Education Certified Seminar Instructor”)
- The purpose of the Seminar
- The Seminar will cover the following topics associated with Co-Riders & Riders working together as a team:
  - Preparation for the Ride
  - Communication
  - Riding Skills
DISCUSSION: {Tell them}

Preparation for the Ride:

- Mental & Physical Preparation
  - Be well rested – have a good nights rest prior to the ride
  - Be awake and alert – don’t approach a ride feeling sluggish or slow. Riding takes concentration and awareness
  - Be in good physical condition – Prescription drugs can impact the ability of a co-rider or rider to enjoy the ride. Over the counter drugs can also impact our abilities. Starting a ride when not feeling well, with aches and pains or other physical issues can negatively impact the ride.
  - Be mentally fit – be alert, be aware and be able to focus on the ride. The attitude and demeanor of the rider & co-rider will have an effect on the ride. If a team is at odds with each other when they mount the motorcycle, the ride will not be pleasant and the team will not be focused on the aspects of the ride necessary for safe riding.

- Riding Gear
  - Riding gear is a very personal choice but all co-riders and riders should consider this rule of thumb – protect any portion of your body that you wish to use in later life. You should protect for abrasion, for heat, for cold, for debris, and for comfort.
  - Helmets – there are many styles shapes, sizes and colors/designs available today. The choice of helmet can be made based on several factors – the amount of protection desired, the design and color that best fits your style and the amount of money you have to invest. Approved helmets are available in half, three-quarter or full-face configurations. Additionally, full-face helmets now are available in a modular construction allowing for the opening of the chin bar and ease of access.
    - Helmets meeting DOT or Snell standards are constructed the same regardless of style. All have an outer impact shell designed to dissipate impact forces. All have a compressible liner made of a Styrofoam variant that acts to cushion the head upon impact and all have a comfort liner for wearing ease. Look for the DOT and/or Snell approval stickers on the helmet. The DOT sticker is required to be displayed on the back of the helmet.
    - Helmets generally are equipped with two styles of chinstrap retainer – the D-ring and the quick connect. Most have the D-ring. If you are considering adding a quick connect coupler to the strap, consider that the helmet has not been tested with this device. You are taking the chance that the helmet and chinstrap performance could be less than originally designed.
    - Helmet care is important. Check your helmet for signs of impact, cracking, or general deterioration. Check the lining for wear. Liners do wear out. And check the chinstrap for signs of fraying. This is a good indicator that the helmet needs replacing.
- If you wear a helmet with a face shield, make certain that the shield is scratch free, clear and clean. Especially when riding at night, distortion from oncoming lights can be irritating and fatiguing.

- **Eye protection** is absolutely a necessity. Although riders may consider the windscreen to be adequate, we have seen many instances where a projectile has hit a rider or co-rider in spite of the windscreen. Bugs have a way of finding us and they hurt. Let’s protect our eyes.

- **Gloves** also are a great way of saving us from painful injury. Flying obstacles are always a consideration and gloves will protect. Full fingered, leather gloves are highly recommended. It’s always good to carry gloves for hot, cold and wet weather conditions.

- **Long sleeved shirt or jackets** are again very good for various reasons. They protect against debris, against abrasion, against weather and they keep you in better condition in hot weather than short sleeves. Long sleeves do help to keep the perspiration system functioning and will make the day more comfortable and safer in the long run. As someone once noted, when was the last time you saw a desert dweller wearing short sleeves?

- **Long pants** are also very important for the very same reasons. Protect as much of you as you can and stay as comfortable as possible.

- **Boots** are the most recommended riding footwear. Boots will protect against impact, abrasion, some offer wet weather protection and they protect against hot exhaust. Flying rocks do not feel good on exposed ankles.

- **Bike Preparation**
  - Prepare the bike — Check all elements on the T-CLOCK prior to loading the bike. Co-Riders tend to approach this as the responsibility of the rider but things do get missed or neglected. Know what needs to be checked and what the proper settings are.
    - Tires – tread condition, no weather checking and proper inflation for the trip (note: tire pressure riding one up is different than riding two-up).
    - Fluids – Check oil level, coolant level, and battery fluid level. Make certain that the clutch and brake fluids are at the proper level (use the sight gauge). Lastly, check the fuel level. Will you need to gas before you hit the road?
    - Lights – check that all lights are operating properly. This includes the headlight (low & high beam), the running lights (front, side and rear), the turn signals, the emergency flashers, and the brake lights. Check to make certain that the warning lights on the dash are working.
    - Communications – Check that the intercom is working. Check the CB. And check the horn!
    - Body Panels – check to make certain that the body panels are on and are seated properly. Body panels have been known to fly off while riding. This includes the side panels, the engine covers, the cowling panel and the front fender inserts.

  - Footrests – if you are riding a bike with adjustable footrests, be certain that these are set prior to mounting the bike. Your ride will be uncomfortable and tiring if your leg position is incorrect.
  - Suspension – is the air pressure set correctly for riding two-up? Are there any leaks at the front fork seals or the rear shocks?
Load the Bike

- Know the limits for each of the compartments. These can be found in the Owner’s Manual and on labels contained in each compartment. Don’t over load the compartments and be certain to balance the load side to side. Did you know that there are load limits for the front pockets?
- Avoid placing a heavy load on the luggage rack, if you use one. The lid of the trunk can become damaged, as it wasn’t really designed for a load.
- Make certain that you use a checklist to pack items necessary for the trip. Wet weather gear, cold weather gear, emergency items, cameras, personal items, eye wash, sunscreen, the Gold Book, the Owner’s Manual, maps, flashlights, etc.
- Don’t take more than you really need.
- Know where you’ve packed things. It can be frustrating searching for rain gear in a downpour.

Know the Motorcycle

- Co-Riders are strongly encouraged to locate and read the Owners Manual.
- Know the controls of the motorcycle. Look specifically for and understand the purpose of:
  - The Engine Cut Off Switch (aka the kill switch)
  - The throttle
  - The front brake lever
  - The brake pedal
  - The clutch lever
  - The shift lever
  - The CB transmit switch
  - The CB channel selection switch
  - The CB On/Off switch
  - The Intercom switch
  - The Intercom On/Off/Volume switch
  - The Air Compressor System
  - The Cruise Control On/Off Switch
  - The Cruise Set switch
  - Know how to cancel the cruise control (the throttle, the primary switch, the brake lever & pedal, the clutch lever)
- Learn about some of the other features on the bike:
  - Where are the fuses and relays located? Do you have spares?
  - Is the time set correctly on the clock?
  - Where is the fuel gauge?
  - Where is the engine temperature gauge?
  - Do you know how to open the trunk or saddlebags? Can you open them if the release cable fails on the GL1500?
  - Do you have a rain cover for the seat? Where is it?
  - Do you know how to adjust the height of the windscreen?
Communications

- The single most important aspect of taking a ride together and having fun is to be able to effectively communicate.
- Communication can be broken down into several key aspects:
  - Action
  - Information
  - Discussion
- *Action based* communication takes into consideration any movement or change that might be initiated by either the Rider or Co-Rider.
  - Mounting the motorcycle – The rider needs to be set and comfortable on the bike with all preparations complete. The bike should be running and the rider should position himself or herself with the bike upright and stable. At that point the rider will communicate to the co-rider that they are ready for the co-rider to get on board. The co-rider then needs to communicate their action either through voice or by contact with the rider. The co-rider then needs to let the rider know when they are on board and in position.
  - Riding – Riders need to communicate upcoming actions to the co-rider. Some actions such as negotiating a curve can be seen and anticipated by the co-rider but other actions may not be. Negotiating an obstacle or crossing rough railroad tracks comfortably takes effective communication. Likewise, the co-rider needs to communicate to the rider when they are shifting positions or reaching around for something in a pocket of their jacket or on the bike. Sudden moves cause imbalance and make the ride uncomfortable.
  - Dismounting the bike is another action sequence that requires communication. Co-Riders must let the rider know that they are dismounting the bike prior to actually executing the move. Many bikes have fallen due to a lack of effective communication.
- Information communication keeps the team members aware and informed as to potential hazards or concerns. This form of communication involves the needs of the co-rider (food, water, etc.), the location of destinations or route information, upcoming hazards, weather information, etc. This should be limited to information that has direct effect on the ride and the course of the day.
- Discussion type communication is simply the general talking and conversation held by the team. Topics will vary and will cover the gamut of life. This form of communication should never interfere with the first two forms and must never impact the emotional state of the team. This distracts from the focus and concentration on the aspects of safe riding and general result in a much less pleasant ride.

Riding Skills

- Co-Riders need to have specific riding skills to be effective as a team member. These skills are applied in various riding scenarios such as cornering, braking, swerving and stopping.
  - Cornering – Co-Riders are effective in helping a rider negotiate corners properly. By looking toward the exit of the turn and riding with the bike (no leaning or turning) the rider will find the cornering smoother and will be able to lean appropriately. Co-Riders who are looking away from the corner or trying to
counteract the lean of the bike effectively counter balance the bike and make the
corner more difficult. This tends to make both team members uncomfortable and
the co-rider tends to then counteract even more magnifying the problem.
- Braking – Co-Riders can make braking, especially hard braking, more effective
and comfortable by bracing their legs and feet and preventing themselves from
bumping into the rider. By sitting upright and bracing your hands on your thighs
you will help maintain a clear position away from the rider.
- Swerving – Co-Riders need to let the bike swerve underneath them as much as
possible. Don’t flop as the bike execute a swerve. By leaning slightly forward you
will feel the backrest move behind you but your body will maintain a relatively
upright position. This lessens the physical load on the rider as the swerve is
executed.
- Straight Line Riding – This is the ideal opportunity for the co-rider to start looking
for potential problems, exits or streets, deer, etc. You can assist the rider by
providing information about the environment that may be out of the scanning area
of the rider.

➢ Emergency Action
  o The first rule of any emergency situation is to get control of the situation and stabilize it.
Although we would hope that we would never experience an emergency while riding,
the possibility is always there that some action may be necessary.
  o Emergency situations that occur off of the bike are covered in other seminars or training
course, so we won’t cover these here.
  o Rider Incapacitation – What do you do if the Rider should become incapacitated while
riding? This can happen for many reasons – fainting, becoming unconscious due to an
impact, reaction to medication, etc.
    ▪ Get control of the motorcycle – reach forward and grasp the handgrips
    ▪ Don’t touch the brake or clutch lever – this will cause a sudden change in motion
or direction and complicate the situation
    ▪ Look well ahead – watch where you are going. You will need to negotiate traffic
and the road as you get this situation under control
    ▪ Let the bike slow down gradually – don’t open the throttle but let it come to the
closed position
    ▪ Activate the Engine Cut Off Switch – Remember this from the controls segment?
Turn the switch to the off position and let the engine slow down the bike.
    ▪ Find a landing spot – A best as you can, try to find some place to have the bike
come to a stop as gently as possible. This will not always be possible but you can
only do your best.
    ▪ Keep your legs, arms and hands in as you fall. You will not be able to hold up the
bike with both of you on it and from the rear seat. Don’t try. Let it fall.
    ▪ Check yourself – After coming to rest, check yourself first. If you are not in good
shape you will not be of much help to the rider.
    ▪ Get assistance to the rider – If you are able to assist the rider or flag for additional
assistance. If necessary use the CB to communicate with others to get help.
    ▪ Recover – Once help has arrived, take a moment to let yourself recover. An
experience like this will not be easy but can be managed.
Miscellaneous Information
- Riding with children – always make certain that children have the appropriate riding gear that fits. Don’t equip them with gear that won’t be effective if needed
  - Make certain that the child fits the bike – the feet should be able to be firmly planted on the foot pegs. Never place a child in front of a rider
- Weather – We discussed communication earlier but an important aspect to a comfortable, fun ride is that it be done in weather that you are comfortable with. If the weather looks severe or threatening, request that you take a break or hole up for the night. Let the weather pass and just enjoy each other’s company.

Questions and Answers – End by asking for any questions or points that need clarifying. Don’t force answers! If you don’t know or aren’t sure, note the questions and inform the member that you will get back to them.

SUMMARY: {Tell them what you told them.}
Review very briefly the points covered in the seminar:
- Preparation for the Ride
- Communications
- Riding Skills
- Emergency Action
- Miscellaneous Information
- Questions and Answers

REFERENCES:
References for this seminar are the GWRRA Co-Rider Seminar Video. Additional information can be obtained from a Guide to Motorcycling Excellence by the MSF and Proficient Motorcycling by Dave Hough.

SEMINAR LENGTH:
This presentation should be completed in 45-50 minutes. This should allow time for Q&A. Remember to allow time for issuing completion cards to the participants.