

**GOLD WING ROAD RIDERS ASSOCIATION
BIG SKY REGION I - IDAHO DISTRICT
CHAPTER ID-B**



8/7/2018
Chapter Newsletter

QUAD CITIES ROAD RIDERS CHAPTER ID-B

DIRECTOR	Larry Fowler	lafowler3@live.com	208-413-6257
ASSISTANT DIRECTORS	Bob Cooper	idduet@q.com	208-816-3168
NEWSLETTER	Gayle Turner	nanagayle9@gmail.com	509-780-3024
TREASURER	Laurel Stemmene	stemmene@gmail.com	509-758-7654
COUPLE OF THE YEAR			
RIDER ED/SAFETY COORDINATOR	Mark Moeckli	mmoeckli@lewiston.com	208-413-4242
ID-B Email		idbgwrra@gmail.com	
ID-B Web Site		http://gwrra-id.us/?page_id=52	
GWRRR ID-B Facebook		https://www.facebook.com/gwrrraidb?ref=hl	

Join the GWRRR family. Membership Information: <http://membership.gwrra.org/Scripts/4Disapi.dll/>

GWRRR	USA & CANADA	http://www.gwrra.org	800-843-9460
PRESIDENT	Anita Alkire	aalkire@gwrra.org	623-445-2680
PRESIDENT ASSISTANTS	Don & Sharon Weber	ponderosads@roadrunner.com	208-660-7836
ID DISTRICT DIRECTORS	Glen & Joey Goff	glengoff@hotmail.com	208-938-4283
ID DISTRICT WEB SITE		http://www.gwrra-id.us	
ID DISTRICT WEB MASTER			

UPCOMING GWRRR EVENTS & ACTIVITIES

9/4/2018	ID-B Gathering 5:00 P.M.	Hereth Park, Lewiston, Id
10/6/2018	ID-B Gathering 8:30 A.M.	Matt's Grill & Lodge
11/3/2018	ID-B Gathering 8:30 A.M.	Matt's Grill & Lodge
12/1/2018	ID-B Gathering 8:30 A.M.	Matt's Grill & Lodge

BIRTHDAYS & ANNIVERSARIES

<u>August</u>	<u>September</u>
4th Karen Cooper	16th Sheldon Russell
17th Laurie Stemmene	20th Gary Prestella
22nd Renee Searle	22nd Guy Williams
<u>August</u>	<u>September</u>
7th Jack & Gayle Turner	29th Butch & Joyce Stark
16th Rocky & Shirley	
21st Doug & Nini Welch	

How to Help After an Accident

After having just witnessed a motorcyclist accident, Here are some suggestions on how to help.

The motorcyclist involved may be back on their feet before you have a chance to help them. This may be because the body is pumped full of adrenaline. However, at the time their condition will be deceptive, as they will appear remarkably alert, strong, and healthy. Injuries are not always apparent. The victim could be conscious and coherent, but still suffering from a number of dangerous and life threatening injuries such as spinal damage, internal bleeding or even concussion. The victim may be confused, and will not be able to make clear decisions. Therefore, we recommend the following for all but the most trivial of falls: Immobilize the victim as quickly as possible to prevent aggravation of any spinal injury. If they are wearing a helmet, do not remove it and don't let them remove it either. Send for an ambulance as quickly as possible, despite whatever pleas the victim may make to the contrary. Do not let friends or relatives give them a ride. An ambulance is the safest ride to the hospital, particularly if there is any undetected spinal damage. Dealing with a conscious patient is far more difficult than an unconscious one. If possible, it is probably best to have a person the patient trusts on hand to help strengthen your persuasiveness. The victim will probably be worried about the state of their motorcycle. If manpower allows it, arrange for the bike to be stood up and taken care of as best as possible. Be honest if the victim asks about the condition of the bike. Gaining the victim's trust is important. If they think you are lying, they will want to see it themselves. He/She will especially concerned about the bike. So do your best to follow the proper procedures as the victim's life could well depend on your actions.



~ Larry



The August 7th gathering was held at Roosters Landing. 15 members and N/A guest were present. Larry acknowledged birthdays, anniversaries, discussed old, new, and ongoing business.

Larry reviewed the newsletter for our July meeting.

Larry asked if we, as a club, wish to bring back the Dist Rally. Informed everyone that they would like there replies on Questionnaire by 17th of August. Larry will email the questionnaire to all members and contact Region with our final determination.

We discussed July 15th ride, a few of us rode in Cruising for Critters poker run (Jack, Gary, Jay, Gary & Kris, Larry & Sheryl) there were two serious accidents during this event.

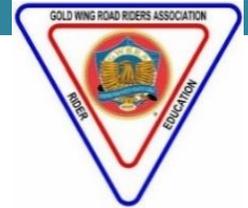
We discussed July 18th dinner ride to Wingers in Moscow ,(Bob, Mark, Larry & Sheryl, Gary Turner) .

We discussed a date and time for our September gathering. We will be meeting at Hereth Park 1534 Powers Ave, Lewiston, ID 83501 on Sept. 15th at 5:00pm for a BBQ and potluck dinner hope to see you all there.

Informed everyone that starting October through March our gatherings will be held at Matt's 90 2nd St, Asotin WA., first Saturday of each month at 8:30 to 9:30 AM

Discussed setting a time and date for Gary Turner 311 mile ride. I will get with Gary to pick a date and time.

Larry mention for those who are interested in training STAR offer a lot of different classes



Mark's Safety Advice for August

Excerpts from; Motorcycle safety

Roads are primarily designed for their main users, cars, and are seldom engineered with motorcycle specific safety in focus. The choice of roadside barriers and guardrails to prevent vehicles from crossing over a median or running off the road have proved to be dangerous for motorcyclists, as they are designed to dissipate braking energy for much heavier and structurally tougher cars and trucks. Moreover, they are designed to be impacted on the sliding rail and not at their support poles, which act as swords to unprotected road users. Statistical explanation for the automobile bias is found in use and fatality figures; motorcyclists are in numerical minority.

Road surface can also contribute to a crash. A sudden change in the surface can be sufficient to cause a momentary loss of traction, destabilizing the motorcycle. The risk of skidding increases if the motorcyclist is braking or changing direction. This is due to the fact that most of the braking and steering control are through the front wheel, while power is delivered through the rear wheel. During maintenance, the choice of material can be inadequate for motorcycles. For example, asphalt Sealer is used to fill and repair cracks in asphalt paving, but this often creates a slick surface that can cause a motorcycle to lose traction. Sometimes, steel plates are used as temporary covers over road trenches. The sliding nature of those, combined with an inappropriate installation can cause incidents.

According to Victorian motorcycle advocate Rodney Brown, the nature and likely consequences of hazards differ significantly for motorcyclists compared to drivers of other vehicles. For example, the current highway standards in the US permit pavement ridges of up to 1.5 inches (about 3.8 centimeters) without tapering, which pose a significant hazard to motorcycles. Potholes and presence of debris pose a greater hazard for motorcyclists than drivers of larger vehicles, because the former can cause a loss of stability and control and the latter can deflect a motorcycle's wheel at impact.

Lane splitting

Lane splitting Lane splitting is riding a bicycle or motorcycle between lanes or rows of slow moving or stopped traffic moving in the same direction. It is sometimes called lane sharing, white lining, filtering, or stripe-riding. This allows riders to save time, bypassing traffic congestion, and is also safer than stopping behind stationary vehicles. Filtering or filtering forward describes moving through traffic that is stopped. Lane splitting means riding between two lanes of vehicles, while filtering can also refer to using space on the outside edge of same-direction traffic.[9] Debate over safety and benefits

Proponents state that the practice relieves congestion by removing commuters from cars and gets them to use the unused roadway space between the cars, and that lane splitting also improves fuel efficiency and motorcyclists' comfort in extreme weather. In the US, transportation engineers have suggested that motorcycles are too few, and will remain too few, to justify any special

accommodation or legislative consideration, such as lane splitting. Unless it becomes likely that a very large number of Americans will switch to motorcycles, they will offer no measurable congestion relief, even with lane splitting. Rather, laws and infrastructure should merely incorporate motorcycles into normal traffic with minimal disruption and risk to riders. Potentially, lane splitting can lead to road rage on the part of drivers, who feel frustrated that the motorcyclists are able to filter through the traffic jam. However, the Hurt Report indicates that, "Deliberate hostile action by a motorist against a motorcycle rider is a rare accident cause." Lane splitting is not recommended for beginning motorcyclists, and riders who do not practice it in their home area are strongly cautioned that it can be risky if they attempt it when traveling to a jurisdiction where it is allowed. Similarly, for drivers new to places where it is done, it can be startling and scary.

EVENTS OF INTEREST – REASONS TO RIDE

This is not an all-inclusive list. Dates and details of events may change. Review information before attending an event.

[ID-B Calendar](#)

[Other Reasons to Ride Calendar](#)

[Idaho District Event Calendar](#)

[Washington District Event Calendar](#)

[Oregon District Event Calendar](#)

[Wyoming District Event Calendar](#)

[GWRRA Event Calendar](#)

Check your WingWorld, Idaho District and Region I web sites and newsletters for other GWRRA sponsored events.

NEXT GATHERING -

09, 15 , 2018

Hereth Park

BBQ/Potluck dinner starts 5:00 PM



FRIENDS FOR FUN, SAFETY, AND KNOWLEDGE
