

GWARRA

GEORGIA

CHAPTER H



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If you are interested in filling a staff position in Chapter H, please contact any of the Chapter Staff listed above.

What do I get from my membership?

The answer to that question depends on you. Now you are probably wondering just what are we talking about. If you think back, for some of us many years back, and ask yourself, why did I join GWRRA? For a lot of us, it was to have the opportunity to join an organization that shared the desire to ride our motorcycles. It could have been because we were missing social interaction with people that share the same interests. For what ever reason, you decided to join our wonderful organization. Now that you did join, is it what you expected? Does GWRRA meet your expectations as a social group you want to be associated with? If it doesn't, ask yourself.... Do I participate in Chapter events? Do I come to the monthly gatherings? Do I go on rides? Do I take advantage of the free riding courses, CPR and First Aid and other courses that provide information about GWRRA? Do I offer suggestions for rides or events to the Staff? Do I get involved in Chapter operations by volunteering to assist by being on the phone tree, passing out door prizes, writing articles for the newsletter? How many other Chapters have you visited? When was the last

time you went to a District rally or Wind Down? Are you aware of all the benefits provided by the home office? When was the last time you looked on the Georgia District web site (<http://gwrra-ga.com/gagw/Welcome.html>)? When was the last time you looked on the Chapter H web site (<http://chapterh.gwrra-ga.com/>)? Have you found the answer to the question yet? I guess what we are trying to say here is that you get out what you put into your membership. If you get involved, you will get so much more for your membership. We are not suggesting that you jump up and volunteer to be a Chapter Director, District Director or Region Director, we are just suggesting that to get all you can from belonging to GWRRA, get involved. Come to the monthly gatherings, go on rides, visit other Chapters, do something that will give you more benefit from membership. We are always looking for suggestions to make things better, so please let us know things you want to do, places you want to go, and of course any places you would like to ride to eat. This is your Chapter, so get the most from it.

Bill and Betty Livingston



Team Riding – Food for Thought

Team Riding refers to a group ride with 2 or more bikes. GWRRA has a seminar that covers this subject in depth. I am not going to recite the seminar in its entirety but touch on several main points that, if practiced, make for a safe and enjoyable ride.

2 to 7 bikes makes for a good practical group. It is not too large and doesn't impede other traffic. It does provide for a nice mass that is more noticeable by our 4 wheel friends. If there are more bikes then two groups are better than one. But they need to leave a fair amount of space between the groups. This makes it easier for other traffic to pass and reduces the potential for road rage.

The group should have a leader and drag. Lead navigates the group to its destination and points out potential hazards to the group either by radio or hand signal. Lead is the eyes for the group. Drag maintains communications with lead, points out hazards approaching from the rear, and clears the group for lane changes when asked for by lead. Lane changes should not be made until drag indicates the road is clear. Then the group should move in unison.

I mentioned radio as in CB radio. There are a series of standard hand signals that lead can and should use if anyone in the group doesn't have a radio. But the radio is the best way to communicate because the group gets detailed instructions instead of hand signals that have to be interpreted.

The group should ride in a staggered formation. Lead rides on the left side of the lane. The next bike rides on the right side of the lane. Everyone on else follows the same pattern of left right left right. The pattern should only be broken on curves and turns. Bikes should be spaced 2 seconds behind the bike in front and 1 second behind the stagger in front. Faster speeds dictate wider gaps.

Lead sets the speed and everyone else should maintain this speed to keep the spacing pattern. Proper spacing helps prevent cars breaking the formation. Additionally this

makes for a better ride for the bikes in the rear as they aren't constantly having to slow down then speed up.

Finally, before the group departs lead should conduct a safety briefing covering possible hazards that might be encountered, the route that will be taken and where rest stops will be taken.

Ride Safe Rich Morgan



Happy Birthday to:

Dennis Drew March 17th

Betty Livingston March 19th



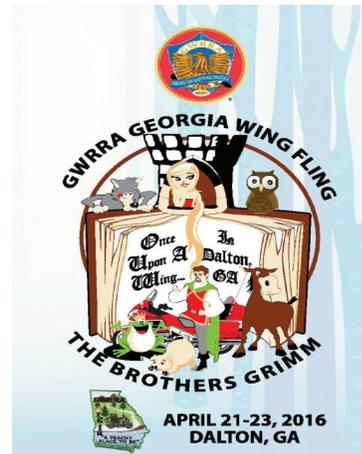
Happy Anniversary to:

Rich & Marilyn Morgan March 9th

Rides and Events

- March 10th Moultrie Meeting - Depart Moree's Store at 6 PM
- March 21st Tifton Meeting - Depart Shell on Clark Ave at 6 PM
- March 24th Chapter H monthly meeting

Lets Rally



***Motorist Awareness
is our Responsibility!!***