

**GREETINGS FROM YOUR CHAPTER ED...**

**CHAPTER EDUCATOR COMMENTS.....MARCH 04.....JIM HEISER**

Here is another test about your motorcycle safety/knowledge.....but this one is **STRICTLY FOR YOU CO-RIDERS** so no help please from the front seat! See how you make out and we will review the correct answers at the March meeting. Careful....Some questions are tricky! Answer "True" or "False"

1. ANY leather jacket will protect better than corduroy or denim
2. The Co-Rider should take responsibility to help the Rider perform the pre-ride equipment safety check.
3. The double-D ring is the most secure fastening for your helmet.
4. The best way to orient the Co-Rider, as to the controls and gauges on your motorcycle, is to use your owners manual in conjunction with a walk around of the motorcycle to point out devices and locations.
5. In an emergency, tune to Channel 9 on the CB because it has greater range.
6. Knowing how to read the voltmeter (if you have one) or the ammeter is of no concern to the Co-Rider.
7. Turning the engine stop (kill) switch to "off", will immediately stop the motorcycle's forward progress.
8. Co-Riders should know how to disengage a throttle lock or electronic speed control.
9. Co-Riders should be prepared to put their feet out to help balance the bike at stop signs and traffic lights.
10. Co-Riders should look, rather than lean, in the direction of the turn.
11. The Co-Rider should inform the Rider what's going on while shifting weight and position.
12. The Co-Rider should unplug from the intercom before dismounting from the motorcycle.
13. It's not the Co-Riders responsibility to inform the Rider of the position of the side stand.
14. If the Co-Rider senses that the Rider is not well enough to continue to operate the motorcycle, the demand should be made to stop the bike.
15. If the Rider slumps, the Co-Rider cannot control the speeding motorcycle.
16. In an emergency, when the Co-Rider has slowed the motorcycle to a stop, the next concern is keeping the bike upright.
17. Once the stricken Rider is off the bike, and stretched out on the ground, the Co-Rider should, if qualified and able, ride the bike in search of help.
18. The best place for children to ride on your bike is on the Riders seat in front, where the Rider can monitor their behavior.
19. Most Co-Riders don't want to be bothered with motorcycle skills.
20. If the bike is equipped for dual usage of the CB radio the Co-Rider must be knowledgeable in it's proper use and communication procedures.

Well....How did you do? Now you should review this little test with your Rider and make sure that you both are in full agreement. Safe riding is everyone's responsibility on every ride.

Till next month.....Have fun, ride safe and stay well.... JIM & JENNIE

**ANSWERS TO CO-RIDERS QUIZ: March 04 Newsletter**

1. **FALSE.** Many "fashion grade" leathers offer less protection from abrasion than a good grade of corduroy or denim.
2. **TRUE.** The Rider needs the Co-Rider's help to determine if directional signals and brake lights are functioning properly. By sharing the responsibility for performing all of the safety checks, the job can be completed more quickly also.
3. **TRUE.** Quick release helmet closures are less secure.
4. **TRUE.** Different motorcycles have different controls and gauges. It's best to learn them for your motorcycle, using correct terminology. The majority of owners have never read their owners annual !!
5. **FALSE.** Channel 9, the so-called "emergency channel", MAY be monitored by police, but the range is no greater than for any of the other channels. Channel 19, the so-called "truckers channel", MAY have more people within listening range. If you are already communicating with other CB-equipped riders, enlist their help immediately.
6. **FALSE.** The Co-Rider, not intent on maneuvering the motorcycle, may be more apt to notice a sudden change in status, like a sudden drop in electrical charging, and can notify the Rider that something is wrong.
7. **FALSE.** The engine will stop running and will begin to gradually provide "engine braking" which will slow down the moving motorcycle.
8. **TRUE.** In an emergency, one of the highest priorities should be to reduce speed.
9. **FALSE.** The Co-Riders feet should remain on their foot pegs or foot rests **AT ALL TIMES.**
10. **TRUE.** Leaning body movements add unexpected weight shifts, which the Rider must correct. Looking in the direction of the turn neutralizes body position.
11. **FALSE.** The Co-Rider should inform the Rider **BEFORE** shifting weight and position.
12. **FALSE.** The Co-Rider should remain in communication with the Rider while dismounting.
13. **FALSE.** Safety is everyone's responsibility.
14. **TRUE.** Co-Riders should prevent Rider ego from endangering others.
15. **FALSE.** Trained Co-Riders can (and have) saved lives by taking control for a stricken Rider.
16. **FALSE.** Allow the bike to slowly topple over onto its engine guards. Try to keep the stricken Rider from falling underneath. Keep legs in.
17. **FALSE.** Remain with the victim to be sure the condition doesn't worsen.
18. **FALSE.** The only safe place for a child, or any other Co-Rider, is on the Co-Rider seat behind the Rider. Never tie a child onto a motorcycle. Teach safe riding practices to children, just as you would any Co-Rider.
19. **FALSE.** Safety is everyone's desire.
20. **FALSE.** Radio operation is not a requirement to be a good Co-Rider. However, if the Co-Rider is to operate the radio, operating knowledge and good communication skills should be learned.

HOWD YOU DO? Hope you enjoyed your quiz and found it beneficial.

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