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July 2009



## Chapter "A" Staff

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Public Relations Coordinator <b>OPEN</b>	District Medic/First Aid Coordinator Ray & Sansi Garris 602-395-0825	



# GWRRA - Arizona Chapter

## "A"

### Pioneer Chapter



Arizona District

Region F - California, Nevada, Arizona, Utah, Colorado, New Mexico & Hawaii

Pima County Fair 2009

A well deserved congratulation to all who participated in this year's Motorcycle Safety Booth at the Pima County Fair. GWRRA volunteers, with the aid from other motorcycle groups, once again contributed to the huge success of the Motorcycle Safety Booth. The Arizona Governor's Office of Highway Safety contributed the booth display, most of the printed material and handouts as well as almost 5000 tee shirts that reflected our theme of "LOOK OUT FOR MOTORCYCLES". These tee shirts were made available from your Arizona Motorcycle Safety Advisory Council, their primary purpose is to manage the motorcycle safety fund for the state. Each motorcycle registration in Arizona contributes \$1.00 to the motorcycle safety fund and the Safety Council manages these funds in the best interest of our motorcycling community. These eye catching tee shirts display a message pointed towards the driving community in hopes that drivers will become more aware of motorcycles and share the roadways to help minimize conflicts between automobiles and motorcycles.

The 2009 Pima County Fair enjoyed the largest ever attendance and the vendors realized an improved sales report. We would like to thank the Governor's Office of Highway Safety, the Arizona Motorcycle Safety Advisory Council, Southwest Fair Commission and a big hug and our appreciation to the special volunteers who dedicated their personal time as well as their passion for Motorcycle Awareness. Your efforts have given some 6000 visitors to our booth a more in depth understanding of motorcycle riders and their willingness to make our roadways safer. We sincerely hope that we have the continuing opportunity to show the world how important it is to share the roads and save lives.

GREAT JOB!

Dave and Sandie Novitt  
 Motorist Awareness Division, GWRRA

June Gathering  
 Members present 50  
 Guests present 7  
 Motorcycles 12  
 Trikes 5  
 50/50 winners  
 Laurie Williams

## July 2009

### Motorcycle Accident Causes and Factors

In 2006 about 4,935 people were killed riding motorcycles of different kinds (see above). A major Motorcycle accident study analyzed information from thousands of accidents, drew conclusions about the causes and looked for ways people can avoid accidents. The "Motorcycle Accident Cause Factors and Identification of Countermeasures," was a study conducted by the University of Southern California, with funds from the National Highway Traffic Safety Administration, researcher Harry Hurt investigated nearly every aspect of 900 motorcycle accidents in the Los Angeles area. Additionally, Hurt and his staff analyzed 3,600 motorcycle traffic accident reports in the same geographic area. Below are some of the findings.

Motorcycle Accident Study findings:

1. Approximately three-fourths of these motorcycle accidents involved collision with another vehicle, which was most usually a passenger automobile.
2. Approximately one-fourth of these motorcycle accidents were single vehicle accidents involving the motorcycle colliding with the roadway or some fixed object in the environment.
3. Vehicle failure accounted for less than 3% of these motorcycle accidents, and most of those were single vehicle accidents where control was lost due to a puncture flat.
4. In the single vehicle accidents, motorcycle rider error was present as the accident precipitating factor in about two-thirds of the cases, with the typical error being a slide out and fall due to over braking or running wide on a curve due to excess speed or under-cornering.
5. Roadway defects (pavement ridges, potholes, etc.) were the accident cause in 2% of the accidents; animal involvement was 1% of the accidents.
6. In the multiple vehicle accidents, the driver of the other vehicle violated the motorcycle right-of-way and caused the accident in two-thirds of those accidents.
7. The failure of motorists to detect and recognize motorcycles in traffic is the predominating cause of motorcycle accidents. The driver of the other vehicle involved in collision with the motorcycle did not see the motorcycle before the collision, or did not see the motorcycle until too late to avoid the collision.
8. Deliberate hostile action by a motorist against a motorcycle rider is a rare accident cause. The most frequent accident configuration is the motorcycle proceeding straight then the automobile makes a left turn in front of the oncoming motorcycle.

9. Intersections are the most likely place for the motorcycle accident, with the other vehicle violating the motorcycle right-of-way, and often violating traffic controls.
10. Weather is not a factor in 98% of motorcycle accidents.
11. Most motorcycle accidents involve a short trip associated with shopping, errands, friends, entertainment or recreation, and the accident is likely to happen in a very short time close to the trip origin.
12. The view of the motorcycle or the other vehicle involved in the accident is limited by glare or obstructed by other vehicles in almost half of the multiple vehicle accidents.
13. Conspicuity of the motorcycle is a critical factor in the multiple vehicle accidents, and accident involvement is significantly reduced by the use of motorcycle headlamps (on in daylight) and the wearing of high visibility yellow, orange or bright red jackets. (Note: the statistics which have just been released here in Australia - August 1996, DO NOT SHOW that "Lights on" legislation has worked!)
14. Fuel system leaks and spills were present in 62% of the motorcycle accidents in the post-crash phase. This represents an undue hazard for fire.
15. The median pre-crash speed was 29.8 mph, and the median crash speed was 21.5 mph, and the one-in-a-thousand crash speed is approximately 86 mph.
16. The typical motorcycle pre-crash lines-of-sight to the traffic hazard portray no contribution of the limits of peripheral vision; more than three-fourths of all accident hazards are within 45 degrees of either side of straight ahead.
17. Conspicuity of the motorcycle is most critical for the frontal surfaces of the motorcycle and rider.
8. defects related to accident causation are rare and likely to be due to deficient or defective maintenance.
19. Motorcycle riders between the ages of 16 and 24 are significantly over-represented in accidents; motorcycle riders between the ages of 30 and 50 are significantly under represented. Although the majority of the accident-involved motorcycle riders are male (96%), the female motorcycle riders are significantly over represented in the accident data.
20. Craftsmen, laborers, and students comprise most of the accident-involved motorcycle riders. Professionals, sales workers, and craftsmen are under represented and laborers, students and unemployed are over- represented in the accidents.
21. Motorcycle riders with previous recent traffic citations and accidents are over represented in the accident data.
22. The motorcycle riders involved in accidents are essentially without training; 92% were self-taught or learned from family or friends. Motorcycle rider training experience reduces accident involvement and is related to reduced injuries in the event of accidents.

Operating a bike requires more than just common sense. For example, when you're driving a car, if you step on the brake too hard and lock up one or more of the wheels, you get off the brake and get the wheel(s) rolling again. On a bike, that strategy can get you pitched onto the road - with the bike tumbling after you -- should you lock up the rear wheel. (Solution: keep the rear wheel locked and bring the bike to a stop, if you can.) Steering, too, isn't always intuitive. A lot of self-taught motorcyclists try to steer the same way you do on a bicycle: by leaning over. Well, that does make the bike turn somewhat, but there's no way you can make a quick swerve or a tight corner that way. (Solution: Use "countersteering," which involves pushing on the hand grip that's on the side toward which you want to go -- push the left hand grip to turn left. Counterintuitive, isn't it? That's why it's called "countersteering.")

## Chapter History

Please send your photos of GWRRA events to Bob Dahms, (Historian) [bdahms@mac.com](mailto:bdahms@mac.com) and Jon Hofer (Newsletter Editor) [azanewsletter@cox.net](mailto:azanewsletter@cox.net)



### Chapter Store



Chapter Belt Buckle \$40.00

Chapter Cap or Visor \$10.00

"Good Riding "T" shirts L/S white or gray with Chapter Logo".

If there is something you would like to see in YOUR chapter stores, please let Gene & Jeannie know and they will try to find it!

23. More than half of the accident-involved motorcycle riders had less than 5 months experience on the accident motorcycle, although the total street riding experience was almost 3 years. Motorcycle riders with dirt bike experience are significantly under represented in the accident data.
24. Lack of attention to the driving task is a common factor for the motorcyclist in an accident.
25. Almost half of the fatal accidents show alcohol involvement.
26. Motorcycle riders in these accidents showed significant collision avoidance problems. Most riders would over brake and skid the rear wheel, and under brake the front wheel greatly reducing collision avoidance deceleration. The ability to counter steer and swerve was essentially absent.
27. The typical motorcycle accident allows the motorcyclist just less than 2 seconds to complete all collision avoidance action.
28. Passenger-carrying motorcycles are not over represented in the accident area.
29. The driver of the other vehicles involved in collision with the motorcycle are not distinguished from other accident populations except that the ages of 20 to 29, and beyond 65 are over represented. Also, these drivers are generally unfamiliar with motorcycles.
30. The large displacement motorcycles are under represented in accidents but they are associated with higher injury severity when involved in accidents.
31. Any effect of motorcycle color on accident involvement is not determinable from these data, but is expected to be insignificant because the frontal surfaces are most often presented to the other vehicle involved in the collision.
32. Motorcycles equipped with fairings and windshields are under represented in accidents, most likely because of the contribution to conspicuity and the association with more experienced and trained riders.
33. Motorcycle riders in these accidents were significantly without motorcycle license, without any license, or with license revoked.
34. Motorcycle modifications such as those associated with the semi-chopper or cafe racer are definitely over represented in accidents.
35. The likelihood of injury is extremely high in these motorcycle accidents-98% of the multiple vehicle collisions and 96% of the single vehicle accidents resulted in some kind of injury to the motorcycle rider; 45% resulted in more than a minor injury.
36. Half of the injuries to the somatic regions were to the ankle-foot, lower leg, knee, and thigh-upper leg.
37. Crash bars are not an effective injury countermeasure; the reduction of injury to the ankle-foot is balanced by increase of injury to the thigh-upper leg, knee, and lower leg. 38. The use of heavy boots, jacket, gloves, etc., is effective in preventing or reducing abrasions and lacerations, which are frequent but rarely severe injuries.
39. Groin injuries were sustained by the motorcyclist in at least 13% of the accidents, which typified by multiple vehicle collision in frontal impact at higher than average speed.
40. Injury severity increases with speed, alcohol involvement and motorcycle size.
41. Seventy-three percent of the accident-involved motorcycle riders used no eye protection, and it is likely that the wind on the unprotected eyes contributed in impairment of vision which delayed hazard detection.
42. Approximately 50% of the motorcycle riders in traffic were using safety helmets but only 40% of the accident-involved motorcycle riders were wearing helmets at the time of the accident.

43. Voluntary safety helmet use by those accident-involved motorcycle riders was lowest for untrained, uneducated, young motorcycle riders on hot days and short trips.
44. The most deadly injuries to the accident victims were injuries to the chest and head.
45. The use of the safety helmet is the single critical factor in the prevention of reduction of head injury; the safety helmet which complies with FMVSS 218 is a significantly effective injury countermeasure.
46. Safety helmet use caused no attenuation of critical traffic sounds, no limitation of pre crash visual field, and no fatigue or loss of attention; no element of accident causation was related to helmet use.
47. FMVSS 218 provides a high level of protection in traffic accidents, and needs modification only to increase coverage at the back of the head and demonstrate impact protection of the front of full facial coverage helmets, and insure all adult sizes for traffic use are covered by the standard.
48. Helmeted riders and passengers showed significantly lower head and neck injury for all types of injury, at all levels of injury severity.
49. The increased coverage of the full facial coverage helmet increases protection, and significantly reduces face injuries.
50. There is not liability for neck injury by wearing a safety helmet; helmeted riders had less neck injuries than unhelmeted riders. Only four minor injuries were attributable to helmet use, and in each case the helmet prevented possible critical or fatal head injury.
51. Sixty percent of the motorcyclists were not wearing safety helmets at the time of the accident. Of this group, 26% said they did not wear helmets because they were uncomfortable and inconvenient, and 53% simply had no expectation of accident involvement.
52. Valid motorcycle exposure data can be obtained only from collection at the traffic site. Motor vehicle or driver license data presents information which is completely unrelated to actual use.
53. Less than 10% of the motorcycle riders involved in these accidents had insurance of any kind to provide medical care or replace property.

Type of Bike	Number of people killed	Percentage
Motorcycles	4778	8.2
Moped	49	.01
Three Wheeler	11	0.0
Off Road Motorcycle, 2 wheel-er45	45	0.1
Minibike	41	0.1
Unknown Type	11	0.0
Total Killed	4935	

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## August 2009

Sunday		Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<u>26</u>	Jul	<u>27</u>	<u>28</u>	<u>29</u>	<u>30</u>	<u>31</u>	<u>1</u> Aug
							7:00a Pinetop overnight - breakfast in Wilcox then up thru Hwy 191
<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	
					6:30p Ride coordination meeting - dinner at 6:00 IHOP 5101 E. Grant Rd		8:00a Breakfast at The Good Egg at Speedway & Kolb NE Corner
<u>9</u>	<u>10</u>	<u>11</u>	<u>12</u>	<u>13</u>	<u>14</u>	<u>15</u>	
7:00a Zuelas - Nogales - for Breakfast meet at I-10 & Wilmot Chevron sponsor: Cliff & Diana		6:30p Staff Meeting at Pantano Christian Church at 10355 E. 29th Street					8:00a A Gathering Golden Corral 22nd/Columbus 5:00p Dinner-Italian(Phoenix) Meet Ina & Oldfather Chevron sponsor Garry & Kerry
<u>16</u>	<u>17</u>	<u>18</u>	<u>19</u>	<u>20</u>	<u>21</u>	<u>22</u>	
			6:00p Dinner - China Phoenix 7090 N. Oracle sponsor: Cliff & Diana		Colorado Rally in Salida 21 & 22nd		
<u>23</u>	<u>24</u>	<u>25</u>	<u>26</u>	<u>27</u>	<u>28</u>	<u>29</u>	
							6:00p La Casitas-Mammoth meet Chevron Oracle/Magee Sponsor:Jon & Sharon AZ Splash Party Ft. McDowell Radison 480-789-5300
<u>30</u>	<u>31</u>	<u>1</u>	Sep <u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	
				6:30p Ride coordination meeting - dinner at 6:00 IHOP 5101 E. Grant Rd	Idaho Rally in Kamiah 4th-6th CA Rally - Bakersfield 4-6th		

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## September 2009

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<u>30</u> Aug	<u>31</u>	<u>1</u> Sep	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>
				6:30p Ride coordination meeting - dinner at 6:00 IHOP 5101 E. Grant Rd	Idaho Rally in Kamiah 4th-6th CA Rally - Bakersfield 4-6th	
<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>	<u>10</u>	<u>11</u>	<u>12</u>
Mt. Lemon (Chapter R) details tba		6:30p Staff Meeting at Pantano Christian Church at 10355 E. 29th Street				
<u>13</u>	<u>14</u>	<u>15</u>	<u>16</u>	<u>17</u>	<u>18</u>	<u>19</u>
			6:00p Dinner at Macayo's 7040 E. Broadway sponsor Jon & Sharon			8:00a A Gathering Golden Corral 22nd/Columbus
<u>20</u>	<u>21</u>	<u>22</u>	<u>23</u>	<u>24</u>	<u>25</u>	<u>26</u>
BBQ Picnic TBA					New Mexico District Rally 25-26 details tba	
<u>27</u>	<u>28</u>	<u>29</u>	<u>30</u>	<u>1</u> Oct	<u>2</u>	<u>3</u>
				6:30p Ride coordination meeting - dinner at 6:00 IHOP 5101 E. Grant Rd		

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