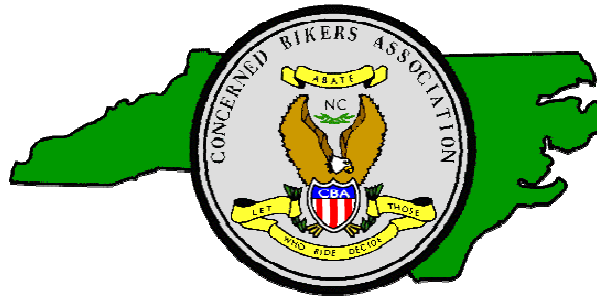


CBA Safety Handout

12-5-08



www.CBA-ABATENC.org

January Safety Tip

Get trained before riding.

Please take the Basic Rider Course (BRC) and six months later, take the Experienced Rider Course (ERC). These classes will save your life on the road.

BASIC RIDERS COURSE (BRC): This course is designed for new riders who have never ridden a motorcycle, and for re-entry riders who have not ridden in a long time. Even experienced riders who have taken this course have told us afterwards that they learned a lot. Persons interested in attending a BRC must be 16 years of age or older. Students under the age of 18 must have the written consent of a parent or guardian. You do not need to possess a driver's license or learners permit to take the course. However, you must be able to ride a bicycle, and you must possess some degree of strength. The course is physically demanding. You should be able to support a 300-pound motorcycle while straddling it, and have the ability to push the motorcycle for distances up to 120 feet. Heat and cold weather conditions can add to the strenuous conditions you'll encounter while taking the course.

EXPERIENCED RIDER COURSE (ERC): Many of our sites also offer the ERC, and we strongly recommend this course to anybody who has been riding for a little while. It's a great way to learn more about your riding abilities, and the capabilities of your motorcycle. Students interested in attending an Experienced Rider Course (ERC) must possess a valid motorcycle license or motorcycle endorsement to their license. A motorcycle learner's permit is also acceptable. The same age and high school requirements cited above apply to the ERC. It is recommended that you have at least 6 months riding experience or 3,000 miles under your belt. You must provide a street legal, properly licensed motorcycle for the range exercises, and must show proof of insurance. Your bike must also pass a visual safety inspection on the morning of the class. If you normally carry a passenger, you may take the ERC with your passenger on board.

Visit the NC training web site for BRC and ERC class schedules: www.ncmotorcyclesafety.org

OTHER TRAINING OPPORTUNITY: There are other organizations and companies providing rider training as well. Check the internet for these riders' courses: MotoMark, CornerSpeed, NC BikeSafe, Ride Like a Pro NC.

ACCIDENT SCENE MANAGMENT: Check the internet for Slider Gilmore's accident scene management information or take the course from one of several providers of this important class.

Always ride within your personal limits. The CBA, its members, and ride participants are not responsible for property damage or personal injury during group rides.

February Safety Tip

Group Riding Tips

Motorcycling is primarily a solo activity, but for many, riding as a group -- whether with friends on a Sunday morning ride or with an organized motorcycle rally -- is the epitome of the motorcycling experience. Here are some tips to help ensure a fun and safe group ride:

Arrive prepared. Arrive on time with a full gas tank.

Hold a riders' meeting. Discuss things like the route, rest and fuel stops, and hand signals (see diagrams on next page). Assign a lead and sweep (tail) rider. Both should be experienced riders who are well-versed in group riding procedures.

Keep the group to a manageable size, ideally five to seven riders. If necessary, break the group into smaller sub-groups, each with a lead and sweep rider.

Ride prepared. At least one rider in each group should pack a cell phone, first-aid kit, and full tool kit, so the group is prepared for any problem that they might encounter.

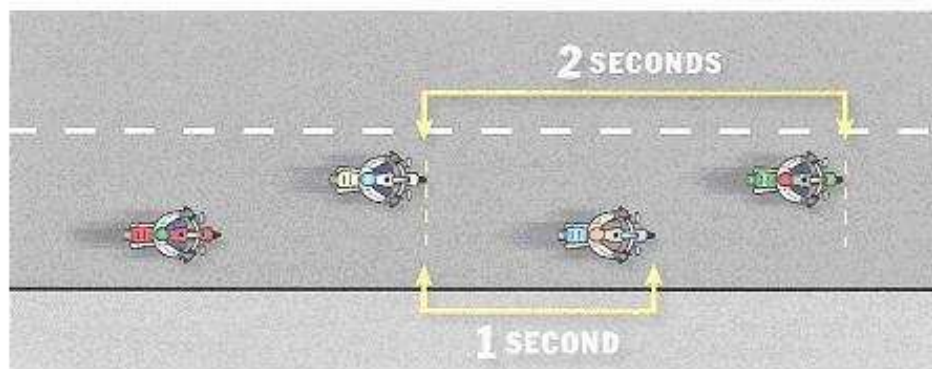
Ride in formation. The staggered riding formation (see diagram below) allows a proper space cushion between motorcycles so that each rider has enough time and space to maneuver and to react to hazards. The leader rides in the left third of the lane, while the next rider stays at least one second behind in the right third of the lane; the rest of the group follows the same pattern. A single-file formation is preferred on a curvy road, under conditions of poor visibility or poor road surfaces, entering/leaving highways, or other situations where an increased space cushion or maneuvering room is needed.

Avoid side-by-side formations, as they reduce the space cushion. If you suddenly needed to swerve to avoid a hazard, you would not have room to do so. You don't want handlebars to get entangled.

Periodically check the riders following in your rear view mirror. If you see a rider falling behind, slow down so they may catch up. If all the riders in the group use this technique, the group should be able to maintain a fairly steady speed without pressure to ride too fast to catch up.

If you're separated from the group, don't panic. Your group should have a pre-planned procedure in place to regroup. Don't break the law or ride beyond your skills to catch up.

For mechanical or medical problems, use a cell phone to call for assistance as the situation warrants.



March Safety Tip

Hand Signals



Start your engines



Stop



Go ahead and pass me



Bikers ready



Hazards on the road



Don't pass me



Stop your engines



Turn off your turn signals



Single riding



Left turn



Slow down



Staggered riding



Right turn



Speed up



Time for a pit stop

April Safety Tip

Motorcycle First Aid Kit

The other day I remembered the old saying that there are two types of bikers. "The ones that have gone down; and the ones that will go down." With that in mind, the CBA has put together a list of items for a first aid kit for your bike. You can make it as large or as small as you desire.

General recommendations:

-The American Red Cross recommends direct pressure on any bleeding wound. And when the bandage is soaked with blood DO NOT TAKE IT OFF. Put a new one on top. Leave it on and put a new one over the top of the old one. The idea is to get the blood to coagulate.

-The American Red Cross has basically said: "if you don't know how to properly use a tourniquet, then DON'T! You may do more damage than good.

- No drugs, medications, ointments, creams, or lotions (over the counter or prescription) for any patient that is going to be transported to a medical facility unless they are carrying their own and are fully knowledgeable of the circumstances and indications for administration.

- Proper training is the most important ingredient in any first aid kit. Without it, the rest of the kit can be counterproductive if not dangerous.

-Take a First Aid course that covers CPR - Cardio Pulmonary Resuscitation – no one WANTS to use it, but you never know when that is going to be needed. Get your riding buddies to take a first aid class also!

Example First Aid Kit:

Ace bandage	Burn ointment (Hospitals use "Silverdyne")
Antacids	Carry an air splint for the arm or leg if possible.
Anti-bacterial lotion	Watertight container to store everything in
Aspirin	Vitamin E caplets to put on cuts or scabs
Tylenol / Ibuprofen (pain reliever)	Small sewing kit (type that you would get in a hotel)
Bandages - Assorted sizes	1 oz Ipecac Syrup (To cause vomiting in the case of poisoning)
Betadine	Telfa pads to cover road rash (they don't stick to wounds)
CPR mask (MicroShield)	Cavit, 6 gram tube (temporary filling material for lost fillings)
Gauze	Lavender Oil (antiseptic, anti bacterial, bee stings)
Large safety pins	Tweezers (pull out glass and other items imbedded in skin)
Eye drops	Chemical (instant) heat and cold packs
Irrigation syringe	Benadryl non-drowsy (for insect bites)
A six ounce, squeeze bottle of sterile saline eye wash takes the place of eye drops & an irrigation syringe.	2x2 and 4x4 Telfa pads and a roll of silk tape will take the place of all the other bandaging supplies and the safety pins.
Moleskin for blisters	Insect Repellent
Preparation H	Chap stick
Q-tips	Survival items you may want to add to your first aid kit:
First aid book	Compass
Scissors	Whistle
Sunscreen and post sunburn lotion	Signaling mirror
Surgical Gloves	Cylume (light) stick
Bandage Tape	Matches in waterproof container
Tongue blades	Water purifying tablets
Razor blade	Swiss army knife
Anti-Diarrheal Medications	Cell phone
Triangular bandages	Disposable rain poncho
Digital Thermometer (Mercury type could break and contaminate your whole kit.)	Small flashlight
Wet dry towels for clean up	Protein Energy bars, granola bars etc.

May Safety Tip

May is Motorcycle Awareness Month: Become a MSAP Instructor to save lives.

This is a great time to commit to going along with a CBA MSAP instructor and helping to teach an MSAP class. The CBA's Motorcycle Safety and Awareness Program trains North Carolina bikers to go into high school drivers' education classes and teach the new driving students to share the road with motorcycles. These presentations usually last about 90 minutes and are presented by a team of at least two MSAP instructors. The MSAP instructors explain the benefits of sharing the road with bikers.

You can go along and observe one of these classes first and then decide if you would like to become a certified instructor. Becoming a certified instructor involves taking a two-day training class given on weekends by the CBA's NC MSAP Director.

Who can teach it?

ANY motorcyclist in North Carolina can attend an instructors training class and then be certified to teach the class. This invitation goes out to ALL motorcycle clubs, riding clubs, GWRRA chapters, HOG chapters, and any other riding group or organization in North Carolina. The more instructors that are trained, the more lives are saved.

Where can I get more information?

Contact any chapter officer in any CBA chapter across the state to learn about the next MSAP class and instructor training seminar.

The CBA's State MSAP Director is Matt Shamblin
Email: mshamblin@ec.rr.com (252) 241-0682

How can I help if I can't teach?

Make a small financial donation to the CBA and stipulate that you want it to go to the MSAP. Donations will help cover costs incurred by the instructors.
Contact any CBA chapter officer to donate.

Look Twice, Save a Life!
MOTORCYCLES
ARE
EVERYWHERE

June Safety Tip

Please wear proper safety attire. Dress for the fall, not the ride. The CBA supports everyone's right to dress themselves in the manner they see fit. However, we also always encourage the use of safe riding gear.




July Safety Tip

Hot Weather Riding Tips

- Start riding early in the day (at daybreak in extremely hot climates).
- Stopping by midday and having an extended siesta makes good sense.
- When riding at dusk or dawn watch out for animals on the road
- Where there is a choice of routes, take the road at higher altitude. It will be cooler and may be more fun
- Keep your water bottles full
- Keep moving or turn your engine off.
- Riding flat out can also lead to engine overheating. Never throw cold water on a hot engine – it could crack
- Use the correct engine oil & check level often. If the oil gets too hot it may be too thin to lubricate effectively.
- Do the usual motorcycle checks – tires, chain, water etc – but more often
- Cover your black vinyl seat with a lighter color to prevent butt burns!
- Remember to carry warm clothes and waterproofs. Many hot climates can also get very cold and wet.
- Riding in wet clothes is much cooler. Wet your clothes and hair, and in very hot conditions soak everything if possible and do it every hour or so.
- Prevent fatigue - Stop frequently to rest, stretch, move around, drink water and cool down. Research shows that accident rates are reduced by regular short rest breaks.
- Prevent sunburn - Remember that you can burn through many lightweight fabrics (a good reason to go for denim/heavy cotton outer garments). Slap on total sun block with highest SPF (Sun Protection Factor) for those exposed bits of flesh. Pay special attention to the 'danger' areas – between sleeve and gloves, back of the neck, throat and 'V-neck' if jacket is undone, and nose. Don't forget to keep re-applying it too.
- Once the temperature outside exceeds that of body temperature you need to wrap up rather than undress.
Why?
 - To reduce water loss from evaporation
 - Create a cooler microclimate around your body
 - Prevent serious sunburn.
- Remember that salt is lost through sweat and in extreme circumstances you may need to keep up levels with salt tablets or ORS powders (Oral Rehydration Salts) dissolved in drinking water. Avoid taking too much salt too quickly.
- Dehydration - Signs are less frequent urination (urine passed will be less in volume and darker in color), fatigue, headache, dizziness and cramps. Dehydration can be very serious but it is preventable. Drink lots of water. This is probably the most important thing about riding in hot weather. Consider using drinking bottles which allow you to drink while on the move. If not, stop often and make sure you carry a good supply of water. Get some Platypus soft drinking 'bottles' to hang on the handlebars with a hose clipped on the tank bag – you can drink simply by picking up the hose. You could cover the bag in a thick cloth (ex towel) and hang it in the riding wind. Keep it wet and the riding wind will cool the water. You may also want to carry a one gallon water container from which you can fill up the bottles along the road.



August Safety Tip

**DON'T LET THIS BE
THE LAST TIME
YOU SEE YOUR BROTHER**



**FRIENDS DON'T LET FRIENDS
DRINK AND RIDE**

This message brought to you by CBA/ABATE of North Carolina
and the Motorcycle Safety Awareness Program (MSAP)



Special thanks to NMA, Seward Christiane Graphics, Los Funeral Home and Bado & Bloomer Inc. of Lenoir River, NC.

Impaired riders account for 30% of the fatalities among America's bikers.
Friends don't let friends ride impaired.

September Safety Tip

Inspect your bike for safety before you ride.

Motorcycle Safety Inspection Checklist			
ITEM:	CHECK:	INSPECT FOR:	CHECKED:
Battery	Condition	Terminals clean and tight, electrolyte level, battery held down securely.	
	Vent Tube	Not kinked, routed properly, not plugged.	
Lenses	Condition	Cracked, broken, securely mounted, excessive condensation.	
Reflectors	Condition	Cracked, broken, and securely mounted.	
Wiring	Condition	Fraying, chafing, insulation, no pinching, pulling, or interference.	
Headlamp	Condition	Cracks, mounting and adjustment system, proper aim, low and high beam work	
Brake Light	Condition	Cracks, operational w/Front hand control and foot ctrl.	
Turn Signals	Condition	Cracks, operational. (Check Front and back)	
License Plate	Condition	Visible to motorists and equipped with light.	
Levers	Condition	Broken, bent, cracked, mounts tight, ball ends on handlebar lever.	
Cables	Condition	Fraying, kinks, lubrication, ends and length, no sharp angles or pulling.	
Hoses	Condition	Cuts, cracks, leaks, bulges, chafing, deterioration.	
Throttle	Operation	Moves freely, snaps closed, no revving, pulling, interference.	
Horn	Condition	Installed and operational.	
Frame	Condition	Cracks at welds, accessory mounts, look for paint lifting and or corrosion.	
	Steering Head	Check for play by pushing/pulling forks.	
	Swingarm	Raise rear wheel, check for play by pushing/pulling swingarm.	
Suspension	Forks/shocks	Smooth travel, no excessive corrosion, straight, no leaks.	
Chain/Belt	Tension	Check at Ctr bottom portion of Chain/Belt. Max 3/4" to 1 1/2" free movement.	
	Guard	Belt/Chain Drive Motorcycles should be have a guard on top	
	Lubrication	Light coat application, No excess Lube, NO RUST,. Don't lube belts.	
	Sprockets	Teeth not excessively worn. Make sure sprocket is securely mounted.	
Fasteners	Threaded	Check for broken or missing clips, bolts, and cotter pins.	
Levels	Engine Oil	Check warm on Center Stand, dipstick or sight glass.	
	Hypoid - gear oil	Transmission, rear drive shaft drive Motorcycles.	
	Hyd. Oil	Brakes and clutch, reservoir or sight glass.	
	Coolant	Reservoir and/or coolant recovery tank - cool only.	
	Fuel	Tank or Gauge for serviceability.	
Leaks	Engine Oil	Gaskets, housings, seals	
	Hydraulic Oil	Hoses, master cylinders, calipers, drive shaft lube.	
	Coolant	Radiator, hoses, tanks, fittings, pipes.	
	Fuel	Lines, fuel taps, carburetors.	
Tires	Condition	Air pressure, Tread depth, excessive wear, imbedded objects/plugs.	
Wheels	Spokes	Bent, broken, missing, chk at top of wheel for tension: "Ring"=ok "thud"=loose.	
	Rims	Cracks, dents, bent in appearance.	
	Bearings	Grab Top and bottom of tire and flex: No free play between hub and axle	
	Seals	Cracked, cut or torn, excessive grease on outside, reddish-brown outside.	
Kickstand	Condition	Cracks, bent, safety cut-off switch.	
	Retention	Springs in place, tension to hold positions.	

October Safety Tip

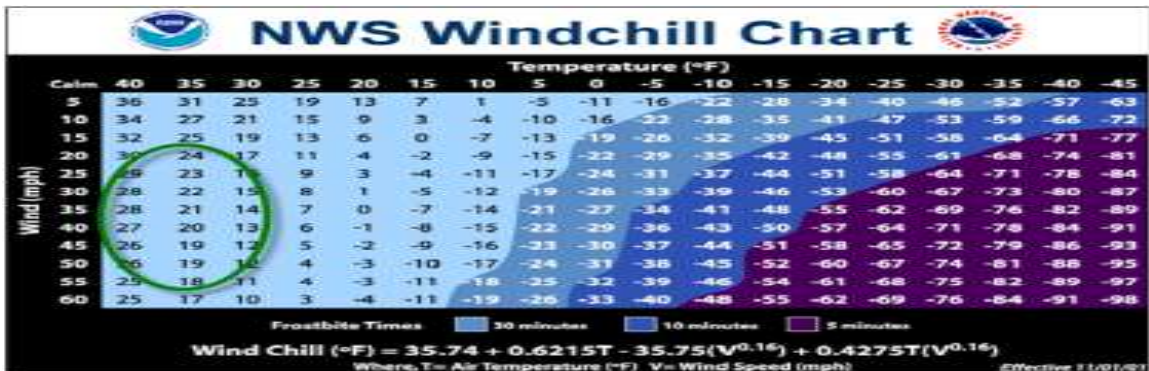
Cold Weather Riding Tips

Ice: Black ice — really just an ominous name for hard-to-see frozen water on the road — can occur any time the temperature has been near the freezing point, or where frost can form. Bridges are susceptible to icing because they are disconnected from the warmth of the Earth and cool faster when air temperatures drop. Watch for spots on the road that are shaded from the sun. Well-traveled roads are often better, because passing traffic melts and dries the moisture. If you do feel like you're on an icy patch, don't make any sudden moves, and don't touch the brakes. Pull in the clutch and let the bike coast until you're clear.

Hypothermia: That cold shiver up your spine isn't just uncomfortable. It could also be a warning. Hypothermia occurs when your core body temperature drops significantly, and it can be deadly. Temperatures don't need to be below freezing to induce hypothermia. Wind chill gets worse as wind speeds increase, and the longer you're out, the worse it gets. One early sign of potential hypothermia occurs when you start feeling cold and you can't decide if you should pull over or not. The answer is always yes, but your judgment may be clouded. Long before this point occurs, you should have pulled into that nice warm cafe and had some hot chocolate or soup. Uncontrolled shivering and chattering teeth are signs of real danger. You may start to feel dizzy, or even drunk, as your muscles begin to stiffen. Continued exposure may cause the shivering to slow down or even stop, but by then you're in serious trouble.

The well-dressed rider: How do you mitigate the dangers of cold weather? First of all, cover up. It all boils down to insulating your body. To do that, you need to layer. Synthetics work better for your inner layer than cotton, which holds moisture against your skin. On top of that, wear fleece, wool, or other layers that provide insulation. The idea is to let your body create a warm pocket of air between you and the environment. Finally, you need to stop the environment from stealing your warm air. Your outer layer needs to block the wind. Leather works; denim, for example, doesn't. If you choose outerwear that isn't waterproof, such as a leather jacket, be sure to carry a rain suit that fits over it. Getting wet robs you of your insulation. Whichever outer layer you choose, remember that it should provide crash protection, too. Buy gear made for motorcycling, not the fashion show. Hands can be particularly vulnerable to the cold. Gauntlet-style gloves will help you seal the gap between gloves and jacket. It may be obvious, but a full-face helmet will keep you warmer than no helmet, or an open-face helmet. Sealing the area around your neck with a bandanna, or better yet a fleece or wind- and waterproof neck warmer, can make a dramatic difference.

What about the bike?: No matter how well you're dressed, cold air has a way of sneaking in and robbing heat. The longer you're on the road, the worse it gets. A windshield or fairing is a good front-line defense. Mounting a small windshield on your handlebars, if your bike doesn't have one, can be enough to divert the wind off your chest and help keep your upper-body vital organs warm. Also, consider buying electrically heated riding gear. Heated clothing, which uses your bike's electrical system to power heating elements, makes a huge difference by not just insulating you, but adding heat to the whole equation. Another option is a lightweight, disposable heat pack, which offers a different kind of protection. A bit of quick heat can make all the difference. An outdoor gear store, or even one of the big-box retailers that sell recreational goods, will have chemical packs of the type hunters' use. Be careful, because some can produce up to 150 degrees, so don't put them next to bare skin. **Keep hydrated:** One last thing to think about — that you might not think about: Drink lots of liquids. Dehydration may be foremost in your mind in the hot months, but you still lose moisture in winter. Cold, dry winter air can suck moisture out of you and you may not notice that you're perspiring.



November Safety Tip



Remember in November

The Remember in November Campaign was created to remind bikers that we are three times more likely to hit a deer in November than in any other month.

Many of us usually ride 5-9 miles over the speed limit. Reducing our speed in November by at least 10 mph, may be give us the extra second we need to slow down enough to reduce our injuries or even save our life. We never think it will happen to us, because those things "only happen to other people". But sometimes, it does happen to us. Any driver behind you who thinks you are going too slow can pass you. A car can handle a deer much better than a biker. Let them go around you. Watching for deer is helpful, but we all know how fast they are and how fast they can dart out. Reducing your speed and only riding in the daylight will help reduce your injuries.

Remember in November to reduce your speed!



Fatalities from vehicle crashes with deer have more than doubled over the past 15 years, according to a study by a highway safety group that cites urban sprawl overlapping into deer habitat.

The report found that 223 people died in animal-vehicle crashes in 2007, up from 150 in 2000 and 101 in 1993.

The study found that insurance claims for crashes with animals is three times higher in November than it is from January to September. The months with the most crash deaths coincide with fall breeding season.

Officials said there are no proven countermeasures, other than fencing, which is extremely expensive and not practical. Please slow down, particularly at dusk and on rural roads."

The overall number of animal-vehicle crashes is also on the rise. The report estimates 1.2 million claims industrywide for crashes with animals over a 12-month period.

December Safety Tip

Medical Emergency Information Card

These can be placed in your wallet, taped to your windshield, placed in your gear bags, or put in your riding jacket or vest pockets. They will help medical personnel treat you should you become unconscious.

Front of Card

Back of Card

<p>Medical Emergency Info Card</p> <p>DO NOT REMOVE MY MOTORCYCLE HELMET UNTIL I AM EXAMINED BY AN EMT OR DOCTOR</p> <p>Name: Address: Home Phone: Blood Type: Emergency Contact:</p>	<p>Medical Emergency Info Card</p> <p>DO NOT REMOVE MY MOTORCYCLE HELMET UNTIL I AM EXAMINED BY AN EMT OR DOCTOR</p> <p>Rx Meds I am taking: Meds I am allergic to: Dr. name: Dr. phone: Ins Co name: Policy #:</p>
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PLEASE JOIN US AND HELP US HELP YOU!!!!

Chatham County Concerned Bikers Association is a non-profit organization that supports ALL motorcyclists' rights as well as promoting an atmosphere of education, cooperation, and fun. Riders of ALL makes AND ALL styles of bikes are encouraged to join. CBA fights for the rights of ALL NC motorcyclists. Membership in the Chatham Chapter is open to riders in and around Chatham County. Meetings are held the 1st Thursday of every month at 7:00 PM. Come to our dinner meeting to meet the group. We currently meet at Virlie's Grill (Formerly The Scoreboard Grill), 58 Hillsboro St Pittsboro, NC 27312
For more info: Vin (919) 522-4922 or see: www.ChathamCBA.org

Concerned Bikers Association - Membership Application

Mail completed application and annual dues to: CBA PO Box 408 Apex, NC 27502

Yearly Dues for new members: Single = \$25, Couples \$35
Membership is encouraged for ALL riders.

Date _____ Name _____

Address _____ City _____ State _____ Zip _____

Phone (____) _____ Email _____

Age _____ Occupation _____

I understand by signing my name to this application, I am seeking membership into a brotherhood, united in freedom for all bikers' rights.

Signed _____