



## May 2020 Chapter Newsletter

Oklahoma District, Chapter P  
Our Group Gathers the Second Monday of Each Month  
All Are Welcome  
Pizza Hut – 600 Lynn Riggs Blvd – Claremore, OK  
Eat at 6:00PM – Start Meeting at 7:00PM

**SPECIAL NOTE: Due to the ongoing changes in virus related restrictions – and in the interest of maintaining social distancing recommendations – the May 11<sup>th</sup> Monthly Gathering at the Claremore Pizza Hut is being canceled. However, additional gathering opportunities have been planned for May. Details below.**

### From the Chapter Directors.....

It looks like we may be on the downhill slope of this nationwide health crisis. But there are still a lot of unknowns. While we want to get back to some degree of normalcy, we need to proceed with caution and in an informed manner. Most of our group are of an age that we should consider ourselves as being a “Vulnerable Group”. As such we should look for opportunities that bring us together – but in a reasonably safe and controlled manner. The following overviews some of the “non-traditional” things we have done – and going forward plans to feel our way back to normal.

### Dinner Rides

Our Friday Dinner Rides have been a longtime staple for our group. Restaurants have been closed – and gatherings of more than a few people anywhere have been restricted by government mandate. As a work around, we initiated “Virtual Dinner Rides”. It’s turned out to be a fun activity. We’ve done it every Friday in April with a total of 58 OK-P Members sharing their meal selections with many providing photos. We’ll do it again for Friday May 1<sup>st</sup>.

**Friday May 8<sup>th</sup> @ 6:00 pm – Brown Bag Dinner:** This will be our first physical get together since virus restrictions were implemented. Dave & Wanda Jones have invited us to their home for the event. The plan is to bring your own meal & camp chair – and have an outside picnic style gathering. Dave & Wanda will provide drinks and some sweets. Weather may be a factor – so keep an eye on e-mail for the latest information as the date gets closer.

**Friday May 15<sup>th</sup> @ 5:00pm – Brown Bag Dinner:** This will be held at Chris & Liz Nicholas' home. Same concept as the May 8<sup>th</sup> gathering. Weather won't be as much of a factor as there is plenty of covered outside space.

**Saturday May 23<sup>rd</sup> @ 5:30pm – Brown Bag Dinner:** Again, another picnic like get together at Bobby & Dianah Hale's home. Bobby is planning to have a grill going if you want to bring something to cook. If weather is an issue, we can move to Friday the 22<sup>nd</sup> – so we'll update as needed.

**Dinner Rides Going Forward:** We'll have to see what's going on closer to the last week of May. But hopefully we can begin going to restaurants again. That said though, social distancing will still be an issue. Restaurants may be requiring reduced seating and increased distancing between tables. An option that has been discussed is to meet earlier in the day – like around 2:00pm to take advantage of the reduced traffic between the lunch and dinner crowds. This is something we can discuss at our Brown Bag Dinners – and perhaps some suggestions for restaurants with larger, less congested dining areas.

### **Group Gatherings**

We had to cancel our April Monthly Gathering at the Claremore Pizza Hut – and will be cancelling our May Gathering as discussed above. As a work around, we have held "Video Gatherings". These have been via the Zoom utility, which is a service that is being paid for by GWRRA Oklahoma District. In April we've held one Staff Meeting and two open Group Meetings – with a total of 54 OK-P Members attending. We have been holding group meetings every Tuesday @ 7:00pm. Those who have participated enjoy the opportunity to see and chat with one another. So, we will continue to hold these every Tuesday until at least our next scheduled physical Monthly Gathering on June 8<sup>th</sup>. Invitations for each meeting will be e-mailed to all Members.

### **OK-P Trivia Game**

In the April Newsletter we kicked off a Chapter Trivia Game. The first most accurate and completed reply to each wins \$10 cash – which will be awarded the next time we have a physical get together. So far there have been five questions (actually photos) – with 27 respondents and 5 winners. We'll do one more prior to the May 8<sup>th</sup> Brown Bag Dinner.

**Day Rides:** We're getting into pretty (but quickly changeable) riding weather. Planning extensive rides will be difficult due to current restrictions though. But if anyone is planning an impromptu ride – share with the group. May be able to get a few folks together for some short rides.

## May Rider Safety Article from Larry Jensen

### **Most Fatal Accidents Are NOT "I didn't see him" problems - despite what you have heard**

**By: James R. Davis**

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I can't tell you how many times I've heard that most motorcycle accidents are the result of someone turning left into them from oncoming traffic. That apparently wide-spread belief has never felt right to me based on my own half a million miles on the road, and it clearly smacks of an attempt to rationalize responsibility away from the motorcyclist.

I have included the complete text of a July 1994 report issued from the Insurance Institute for Highway Safety at the end of this Tip because I could not find a URL to let you link to it yourself. [I found a URL to it after I created this tip: <http://www.wsdot.wa.gov/PPSC/Research/june95.htm>.] In summary, however, it makes the following points:

- Running off the road, usually in a curve, often involving alcohol, and almost always a 'single vehicle' accident accounted for a stunning 41 percent of the total motorcycle fatalities. *This is more than twice the percentage of any other cause.*
- The running of a traffic signal in an intersection, most often a stop sign and most often by the other vehicle, accounted for 18 percent of the total accidents.
- Oncoming, head-on crashes accounted for 11 percent of the total. Very few of these were in intersections and a few were on divided roads. About half were on straight roads and the other half on curves. 58 percent of all these crashes were attributed to the motorcycle rider's failure to stay in lane or using excessive speed.
- Left-turn oncoming crashes, as with the oncoming crash type described above, involve vehicles traveling in opposite directions. However, for this crash type, one of the vehicles is in the process of making a left-turn in front of oncoming traffic. This was the fourth most common crash type accounting for only 8 percent of the total. The left-turn was almost always being made by the other vehicle and not the motorcycle. That is, the motorcycle almost always had the superior right of way. This crash often occurred at intersections (69 percent) or at driveways and alleys (7 percent).

- "Motorcycle down", meaning the motorcyclist loses control of the bike (including deliberately 'dumping' it) and it goes down on the roadway, accounted for another 7 percent of the total. These usually occurred on dry, level, and straight roads.

These five categories account for about 86 percent of all the fatalities looked at. "He didn't see me" excuses could only be used in about half the 'running traffic signal' and 'oncoming' situations as well as most of those categorized as 'left-turns'. In other words, no more than about 20 percent of all these fatalities involved a second vehicle that could have claimed not to see the motorcyclist. That's a long way from 'most'.

Further, while the report goes on to make some suggestions about how to reduce these accidents, it does not read like the writings of a motorcycle rider. To suggest that an important possible countermeasure is to 'avoid excessive speed when entering an intersection' pales in comparison to simply insuring that another vehicle is on your right side as you enter intersections, for example.

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Analysis of Fatal Motorcycle Crashes: Crash Typing from FARS Data by David Preusser, et al (Insurance Institute for Highway Safety, 1005 N Glebe Road, Arlington, VA 22201; ph 703-247-1500) (July 1994) [HE 5616.5 .P7]

Motorcycles, which are a small subset of all motor vehicles, are greatly overrepresented in fatal crashes in the United States. The death rate per registered motorcycle (59 per 100,000) is more than three times the death rate per registered passenger car (17 per 100,000). Death rates calculated per vehicle, however, do not take into account the substantially lower mileage traveled by motorcycles. Per mile traveled, the death rate for motorcycles is estimated to be 22 times higher than the comparable death rate for passenger cars.

In 1992 there were 2,074 motorcycle crashes. These were grouped into 11 crash type categories: 10 defined crash types plus one category for other and unknown. The most frequently occurring crash type was ran off-road, followed by ran traffic control, oncoming (i.e., head-on), left-turn oncoming, and motorcyclist down. Taken together, these five most frequent types accounted for 86 percent of the 2,074 crashes.

Ran off-road crashes involve situations where the motorcyclist leaves the roadway and overturns or strikes some off-road object. This is the most frequently occurring motorcycle crash type accounting for 41 percent of the total. These are often late night, weekend crashes involving a motorcyclist who had been drinking. Off-road objects struck include: culvert, curb,

or ditch (24 percent of the 857 crashes); posts and poles (11 percent); trees (10 percent); and guardrails (10 percent). This crash type, unlike the other crash types, most often occurs on a curve in the road (71 percent at curves versus 21 percent for all other crashes). Most are single-vehicle crashes though occasionally the motorcycle, the driver, or debris returns to the roadway and some other vehicle becomes involved.

Ran traffic control crashes occur when one vehicle with an obligation to stop, remain stopped, or yield, fails to do so and thus collides with some other vehicle. This was the second most frequently occurring motorcycle crash type accounting for 18 percent (375) of the total. Most occurred at intersections (72 percent), driveways and alleys (7 percent), or interchanges (4 percent). The traffic control device was most often a stop sign (39 percent) or traffic control signal (18 percent). Nearly all (97 percent) were "angle" collisions. Of the 375 events, 341 involved just one motorcycle plus one other vehicle. Within the FARS coding system, variables are defined and coded for driver and occupant factors as well as for the crash and vehicle. Analysis of these 341 crashes indicated that it was the driver of the other vehicle, not the motorcyclist, who was most often assigned the FARS driver factor "failed to yield" (146 versus 63). That is, in many cases, the motorcycle had the superior right of way. The driver factor most often assigned to the motorcycle was "excessive speed" (80 versus 4) indicating, at least in some of these cases, that the motorcycle was approaching the intersection at a high rate of speed making it difficult for the other motorist to detect the motorcycle in time.

Oncoming, or head-on crashes involve a collision between two vehicles traveling in opposite directions. This was the third most common motorcycle crash type accounting for 11 percent (225) of the total. Few of these crashes occurred at intersections (5 percent versus 25 percent for all other crash types) and few occurred on divided highways (7 percent versus 25 percent). About half occurred on straight roadways and half occurred on curves. Driver factors, typically failure to remain in established lane and/or excessive speed, were most often assigned to the motorcycle (158 versus 58).

Left-turn oncoming crashes, as with the oncoming crash type described above, involve vehicles traveling in opposite directions. However, for this crash type, one of the vehicles is in the process of making a left-turn in front of oncoming traffic. This was the fourth most common crash type accounting for 8 percent (176) of the total. The left-turn was almost always being made by the other vehicle and not the motorcycle (175 of 176 events). That is, the motorcycle almost always had the superior right of way. This crash often occurred at intersections (69 percent) or at driveways and alleys (7 percent).

Motorcyclist down crashes cover situations where the motorcyclist loses control of the vehicle and goes down in the roadway. The motorcycles could have struck something in the roadway or have been struck by some other vehicle after going down. This was the fifth most common crash type accounting for 7 percent (152) of the total. Generally, it could not be determined

why the motorcycle went down. The "loss of control" could have been a deliberate action on the part of the motorcyclist (i.e., putting the bike down) to avoid some perceived threat ahead. The crashes occurred on dry (93 percent) level (73 percent) roadways that were straight (56 percent) or curved (43 percent).

The most important finding in the present study was that five defined crash types accounted for 86 percent of all of the motorcycle crash events studied. Two of these types, ran off-road and oncoming, are predominantly the result of one or more errors (i.e., FARS driver factors) on the part of the motorcyclist. Both typically involve a motorcyclist who leaves the appropriate travel lane(s) either running off the road or colliding with a vehicle coming from the opposite direction. Both tend to occur more frequently in rural areas, on higher speed roadways and at curves. Ran off-road crashes are very often alcohol related. Countermeasures designed to promote helmet use and reduce drinking and driving, and excessive speed, would be appropriate.

Ran traffic control and left turn oncoming involve an interaction between the motorcyclist and one or more other drivers. Unlike ran off-road and oncoming crashes, they occur more often at intersections, on lower speed roadways, in urban areas, during times of the day when more traffic would be expected, and less often are alcohol related. Typically, the motorcyclist has the superior right of way just prior to the crash, and some other vehicle fails to grant this right of way moving into the path of the motorcycle.

Possible countermeasures include improved signal timing, enforcement of stop and yield obligations, and improved sight distances at intersections particularly in cases where the smaller motorcycle may remain blocked from view long after larger vehicles have become visible. Motorcycle drivers can reduce their chances of becoming involved in these two crash types by maintaining lane discipline (not popping out from some unexpected location), wearing conspicuous clothing, and by avoiding excessive speed when entering an intersection.

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That some people persist in thinking that most motorcycle accidents occur in intersections still bothers me. I'm all for being extra careful in an intersection, if that is what this thinking leads to, but am most distressed that the evidence suggests that we need to be even more careful in handling curves and that this is being discounted.

Though the stats I provided were admittedly fatality related, there simply must be a correlation between fatal accidents and total accidents. Still there are other available sources than those that I have provided.

Consider this from the National Highway Traffic Safety Administration's (NHTSA) 1994 report entitled: TRAFFIC SAFETY FACTS, on all traffic fatalities in the US during that year:  
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**MOTORCYCLES** The 2,304 motorcyclist fatalities accounted for 6 percent of total fatalities in 1994. The motorcycle fatality rate per 100 million vehicle miles traveled is about 20 times that of passenger cars. Motorcycle operator error was identified as a contributing factor in 76 percent of fatal crashes involving motorcycles in 1994. Excessive speed was the contributing factor most often noted. 43 percent of fatally injured operators and 48 percent of fatally injured passengers were not wearing helmets at the time of the crash. Approximately one out of every five motorcycle operators involved in a fatal crash in 1994 was driving with an invalid license at the time of the collision. Motorcycle operators involved in fatal crashes in 1994 had a higher blood alcohol concentration (BAC) level (28.9 percent) than any other type of motor vehicle driver. NHTSA estimates that 518 lives were saved by the use of motorcycle helmets in 1994.

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Operator error - 76% of fatal crashes involving motorcycles - and excessive speed. This is simply NOT descriptive of intersection accidents.

This is NOT an argument that most two-vehicle accidents occur in curves - rather it is an argument that most fatal motorcycle accidents do, thus it is probable that most of all motorcycle accidents resulting in injury do as well. There is no doubt in my mind that multi-vehicle accidents tend to occur in intersections.

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(James R. Davis is a recognized [expert witness](#) in the fields of Motorcycle Safety/Dynamics.)



### An Alternative to Classroom Training

The University is offering an alternative training opportunities to reduce the contact in groups during this Coronavirus Pandemic.

#### University class offerings for MAY:

**202-04 GWRRA Module Retention is Important ~ Retention** ~ How to retain Members. To understand that retention is a strategy rather than an outcome.

**201-03 GWRRA Module Can You Hear me now? ~ Communication** ~ What types of communication are available and how to successfully use them.

**102-02 GWRRA Module When Your Hot Your Hot!! ~ Riding in the Heat** ~ Educate riders and co-riders about hot weather riding.

**103-03 GWRRA Module Only Sugar Melts in the Rain ~ Riding in the Rain** ~ To better prepare a rider and motorcycle to ride in the rain. To lessen the risks involved in riding in the rain.

**103-04 Team Riding Seminar** ~ To educate and inform Members about the benefits of Team Riding and the suggested planning and conduct of team riding.

**201-04 GWRRA Module Cha-Cha-Cha Change ~ Managing Change** ~ Provides insight & tools for managing change.

**102-06 GWRRA Module A View from the Rear ~ A Co-Riders View** ~ To delve deeper into and to share the co-riders perspective and through this knowledge empowering the co-rider to be a more integral part of the riding team.

**204-02 GWRRA Module We're Doing What? ~ Planning a Chapter Event** ~ A better understanding of the steps involved in putting on a successful event. Sharing of successful events.



**106-02 GWRRA Module for the Mature Rider ~ Aging & How it affects Riders ~** Increase awareness of aging on motorcycle riders. Participants will be more “in tune” with changes that affect their abilities to safely operate a vehicle.

The courses will be presented by the University Team. These are the specifics:

- Preregister on-line on the University website: gwrradot.com
- Once registered, you will receive an email confirming your registration.
- Classes will be offered at 3:00pm and 6:00pm Central Time.
- Class sizes will be limited.
- A U.3 class roster will be completed submitted for entry into the database.
- You must participate by computer or phone with a camera. No dial in calls.

All Members are encouraged and welcome to attend.

Any questions, please contact Clara Boldt, Director of the University at: toledotriker@gmail.com.

*Clara Boldt, Director of the University*

### **OK Chapter P Staff**

- Chapter Directors & Newsletter Editors: Chris & Liz Nicholas - [liznel1@sbcglobal.net](mailto:liznel1@sbcglobal.net)
- Assistant Chapter Directors: Bobby & Dianah Hale – [halehome@sbcglobal.net](mailto:halehome@sbcglobal.net)
- Treasurer: Frank Thurston – [frank.thurston@sbcglobal.net](mailto:frank.thurston@sbcglobal.net)
- Ride Coordinator: Bill Denny – [mrbill21@sbcglobal.net](mailto:mrbill21@sbcglobal.net)
- Motorist Awareness Coordinator – Larry Jensen - [larry.jensen@cox.net](mailto:larry.jensen@cox.net)
- Dinner Ride Coordinator – Fern Smith – [cliffersmith.fs@gmail.com](mailto:cliffersmith.fs@gmail.com)
- Membership Enhancement Coordinator – Robin Greninger – [rkg92859@aol.com](mailto:rkg92859@aol.com)
- Contingency Prizes – Karen Boyd – [a5977@swbell.net](mailto:a5977@swbell.net)
- Chapter Photographer – Dave Ward – [dave2cheryl@fairpoint.net](mailto:dave2cheryl@fairpoint.net)
- Chapter Couple – Dick & Anna May Brown – [rambrowns@sbcglobal.net](mailto:rambrowns@sbcglobal.net)
- Camping Coordinator – Rick Greninger – [rag101353@aol.com](mailto:rag101353@aol.com)
- Hospitality Coordinator – Sue Fern – [fern4127@aol.com](mailto:fern4127@aol.com)

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(James R. Davis is a recognized [expert witness](#) in the fields of Motorcycle Safety/Dynamics.)