



AL HANEY

MOTORCYCLE SAFETY: AL WROTE THE BOOK

In 1979, Brevard employees lost 64 workdays to motorcycle related injuries. In 1980, only 8 days were lost. "It's just coincidence that we gave the motorcycle safety course in 1980," says Al Haney, "But it is a pleasing coincidence."

By his own admission, Al is a "motorcycle nut." His stable of steel ponies includes such fancy breeds as BMW and Moto Guzzi. Experiences with the BMW gave him an idea that may have prevented some serious injuries.

"BMW riders are serious cyclists," says Al. "Their average age is about 40, and they're experienced riders who do long-distance touring."

"Statistics show high injury rates for motorcyclists, but the people I meet at BMW rallies have very good safety records. I wondered why, and started talking about it."

"Several comments kept coming up. For instance, riders would say, 'Cars are always pulling out in front of me', or 'Drivers pass me when there's oncoming traffic'. They were having problems I don't have when I'm on my motorcycle."

"It boiled down to the fact that some riders were respected as a part of traffic, others were not. Obviously, there was something different about riding style."

Al's curiosity led him to a course for beginning motorcyclists. The 24-hour workshop, co-funded by major Japanese and American motorcycle manufacturers, is the Motorcycle Safety Foundation's Rider Course. Reading through it crystallized for Al the things safe riders do differently.

"Being recognized as a motor vehicle by automobile operators involves some subtle techniques; small things which can make a great difference in safety to a motorcycle rider," he discovered. "And although there's no substitute for experience, I found that many things which make riding safer can be presented in a classroom."

The 24 hour course was written for new owners, with several sessions scheduled for actual practice riding. Recognizing that plant motorcyclists would be more experienced, Al set out to adapt the course to deal only with the points for safer riding. He drew heavily on his own experience, ordered some of the Foundation's training aids, and created a four hour program.

The course was presented four times in 1980, once for each shift; the same four session series has been completed again in 1981. Participation in the training is voluntary.

Over 100 people have attended. Many of the participants have expressed appreciation for the training, and feel that the techniques will help them avoid accidents.

Thanks is due to plant management, who gave permission for the effort; to Delos Hooper, who reviewed and recommended the course, and particularly to Al, who "wrote the book" and taught it eight times.

And, thanks to the interest and effort of the people who attended, perhaps the "pleasing coincidence" of reduced motorcycle injuries will continue.



John

FOCUS: FAREWELL, MR. GIBBS

Death is always untimely, particularly when it comes to an employee or a member of the family. The loss leaves us saddened as we share the bereavement. The recent death of Mr. Gibbs is an example of what I am talking about. He was addressed by all of us as "Mr. Gibbs" out of respect, and his passing is worthy of further comment. Mr. Gibbs joined DuPont at the age of 55. His career prior to that consisted of working 31 years in the old McFadden Grist Mill located on King Street in Hendersonville. During part of the 31 years, Mr. Gibbs was both manager and owner.

Mrs. McFadden, who had owned the mill, had this to say in responding to a DuPont reference check in 1970: "I worked with him in the mill for 19 years. He was always optimistic, agreeable, friendly and cheerful. He stayed with a job until it was done correctly. You can find no better — everybody loves him."

Mrs. McFadden was right! Mr. Gibbs, though much older than the average person when hired, was an outstanding

employee. A year ago he reached age 65 but elected to continue working. We were pleased with his decision because that was what he wanted.

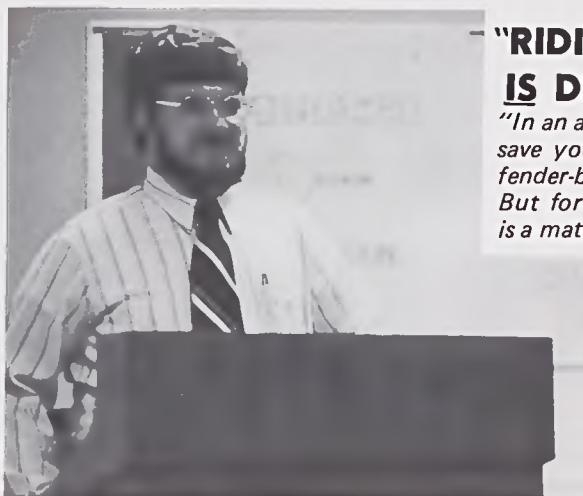
By chance, I talked with Mr. Gibbs in the cafeteria several weeks before he died. He told me how much he appreciated his job and how pleased he was to be a DuPont employee. Of course, that also made me feel good.

Mr. Gibbs always did more than was required of him. His loyalty and dedication to his job set a fine example to other employees who worked with him. Mr. Gibbs was made of the "stuff" that made America great and companies like DuPont successful. To know Mr. Gibbs was to love and respect him.

Thank you "Mr. Gibbs" for your 11 years of loyalty and dedication. You will long be remembered by all of us at DuPont.

John Golden

Plant Manager



"RIDING MOTORCYCLES IS DIFFERENT" says Al Haney. "In an automobile, defensive driving can save you a lot of inconveniences — life fender-benders and insurance hassles. But for motorcyclists, defensive driving is a matter of *survival!*"

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