

PRORIDER CENTRAL TEXAS

Texas Motorcycle Safety Forum

February 22nd 2020

Head & Eyes

- ❖ Chin up & Eyes level with horizon (This allows you to have a better head. If your chin is down your head turn is restricted by your shoulder.)
- ❖ Head turns need to be quick and precise. (Slow head turns equal slow bar turns.)
- ❖ **Head turn + Proper Eye movement = SUCCESS**

Friction Zone & Throttle

- ❖ Must be in the friction zone whenever the bike is leaned over.
- ❖ You must fight pulling in the clutch. (You need to reprogram your natural defense mechanism and do the opposite which is letting your clutch out.)
- ❖ Once you find the friction zone leave it.
- ❖ RPM'S 1200 TO 1500 (This prevents motorcycle from stalling if you accidentally pop the clutch. It also makes the motorcycle more responsive.)

Trail Braking or Feathering Rear Brake

- ❖ Egg Analogy (If you imagine you have an egg between the rear brake pedal and your foot, you want just enough brake pressure to feel the brakes engage but not crush the egg.)
- ❖ You are slowing the bike not stopping it.
- ❖ Best to control speed prior to making turn

Counter Weighting

- ❖ Body is upright while the motorcycle leans.
- ❖ Just a slight hip shift is needed.
- ❖ Prevents adding your weight to the motorcycle weight.
- ❖ This takes away some of the sensation of falling.

Wheel Lock

- ❖ Theory of why bar lock is hard. (I talked about my bicycle theory.)
- ❖ You get the full turn radius of the motorcycle.
- ❖ If not fully locked the only way to get the same turn radius is by leaning the motorcycle.

Three Defensive Riding Strategies

Stopping at intersections in neutral

- ❖ In 2018 there were 6,551 intersection related crashes
- ❖ In 2019 there were 6,827 intersection related crashes
- ❖ **THIS IS NOT THE TIME TO BE RELAXED YOUR HEAD NEEDS TO BE ON A SWIVEL.**
- ❖ If for some reason you must put the bike in neutral, wait until there are 5 or 6 vehicles stopped behind you as a buffer. Then do whatever you need to do then go back to first gear.

Peripheral Vision

- ❖ Peripheral vision allows you to see objects around you without turning your head or moving your eyes. It's what you use to see something out of the corner of your eye
- ❖ I would bet a vast majority of riders don't use this very important tool because we don't use it when driving a vehicle.
- ❖ Peripheral vision is like a muscle you have to use it to make it stronger. You can build up your peripheral vision by calling out objects you see in your peripheral as you are riding.

When used it can help with the following:

- ❖ See and feel vehicles or objects moving closer to you
- ❖ Helps pick up driver movements (turning head or shoulders to make a lane change, putting hand on turn signal.)

Horn (Why rider hit the turn signal instead of the horn)

- ❖ Muscle memory (I believe we use our turn signals more than the horn, so in a stressful situation we will hit the turn signal instead of the horn.

Ways to better your chances of hitting the horn

- ❖ A good practice routine (Two days a week while riding I will run scenarios in my head and practice hitting the horn **I don't actually press the horn.** I do this about 10 to 15 times twice a week. This helps counteract the muscle memory of the turn signal.)
- ❖ Cover your horn (Whenever you feel something isn't right cover your horn. This takes out the variable of missing it and it saves you that split second.)

