



MOTORCYCLES 2014

Welcome to Skilled Rider Training



This presentation is applicable on left hand riding countries

U N I T E D B Y I N D E P E N D E N T S



Ride and Have Fun

However:

- Safety of all stays a concern
- We all want to enjoy a trip
- We all care about our motorcycles
- We all care about loved-ones who are with us

Therefore:

As with scuba diving, parachuting, and all other fun activities, we need to adhere to basic rules and principles....



Presentation Goals

This presentation will help attendees to:

- Understand the importance of safety
- understand the importance of motorcycle inspection before a trip
- understand how to ride a motorcycle in a pack formation in accordance with Manufacturer, Legal & Positive Riding requirements
- understand pack formations and responsibilities of officials in the pack
- understand the responsibilities of the riders
- understand and apply the use of hand signals for communication in a pack
- understand how to react to emergency situations in a pack formation



Safety

Safety Gear

- Helmets
 - Goggles/Visors
 - Ear Protection
 - Gloves
 - Jackets
 - Pants
 - Boots
 - Rain Gear.
- Motorcycle Inspection
 - Positive Riding
 - Managing Speed
 - 2/4/12
 - SEE
 - Hazards
 - Hazards in Corners



Protective Gear

Motorcycle riding gives you the enjoyment of riding in the open air.

Unfortunately this sense of freedom can have drawbacks.

Harley-Davidson® Personal Protective Equipment is developed with two basic purposes:

- comfort and
- protection.



It should:

- Keep you comfortable in hot, cold or wet weather
- Offer a degree of protection in the event of an accident
- Help to make you more obvious to other road users

Personal Protective Equipment can help motorcycle riders to prevent or reduce the effects of accidents.

Riding without protective gear is a risk never worth taking.



Protective Gear

- Protect from injury
- Impact resistant
- Abrasion resistant
- Construction and fit
 - Is it reinforced in the high risk areas?
 - Will the stitching hold out?
 - Snug fit
 - Ventilation
 - Protection from elements.



Safety Gear - Helmets

Helmets are the most important piece of safety equipment, so choosing the right one is essential as they reduce the incidence of fatal head injuries by 50%.

In serious accidents almost 20% of all helmets actually come off either because they do not fit properly, are fastened loosely, or in some cases not fastened at all. Fasten chin strap one finger tight.

Different helmets make riding more comfortable and reduce rider fatigue.

Some helmets cut down on wind noise, windblast, protect from adverse weather and deflect bugs and other objects that fly through the air.

Make sure your helmet fits properly (snug but not tight) and you replace it after any impact (or every 3-5 years)

DOT Certified

DO NOT REMOVE THE HELMET OF A RIDER INVOLVED IN AN ACCIDENT UNTILL IT IS VERIFIED THAT THERE ARE NO HEAD INJURIES!!



Safety Gear – Goggles/Visors

A **good quality visor** is essential equipment for a motorcyclist.

It is important that you **maintain a good field of view** in all weather and lighting conditions.

Make sure that your visor or goggles **match your environmental conditions** (daylight, night, rain).

The common problem of **visor misting/fogging** can be reduced and eliminated with either **helmet ventilation** around the visor area or anti-mist visor coatings and/or inserts that act like double glazing.

Goggles **provide eye protection** and should be securely fastened over the helmet so they are not blown off.



Safety Gear – Ear Protection



Motorcyclists are **subject to many different noises**, not just traffic and engine noise.

A **helmet will reduce the sound levels** produced by the rush of air around you.



However, if you **ride for any extended period** without adequate further protection you may be **putting yourselves at risk** of hearing damage.

Ear plugs can offer excellent protection but must be regularly replaced.



Plus it is recommended that you only buy plugs that are **manufactured specifically for motorcycle use**.

Safety Gear - Gloves



Motorcycle gloves need to **protect your hands and wrists** **without reducing your ability** to operate your vehicle.



Full-fingered motorcycle gloves protect hands from blisters, wind, sun and cold and will help prevent cuts, bruises and abrasions in a crash.

Motorcycle gloves are available in **many styles, weights and thicknesses**.



Lightweight gloves with no padding and maybe some ventilation are more comfortable during the summer or in warm climates.

Heavier, lined and/or insulated gloves are available for additional protection from winter cold.



Safety Gear – Jackets



Motorcycle jackets are important in defining your image but are of **greater importance in the event of an accident**.

When selecting a jacket you should **ensure that safety does not come after fashion** and look. Bear in mind that 56% of injuries occur to the arms.

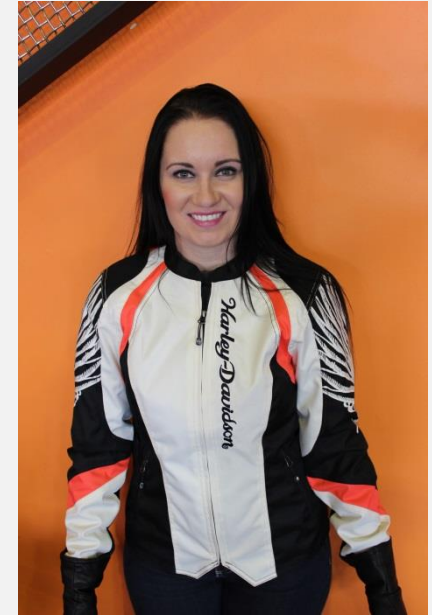
Make sure your jacket:

- Is fluorescent, reflective or a bright colour for **best visibility** to other road users
- Is loose enough to be **comfortable but tight enough** to keep impact protectors in place
- Comes with **wrist fastenings** to prevent the sleeves from riding up
- **Fits over normal clothing**

Light jacket= thin cotton

Medium jacket= denim, light leather or nylon

Heavy jacket= Kevlar, imitation or heavy leather



Safety Gear – Pants



Rider's legs are the part of the body **most likely to sustain an impact in a crash.**

Ensure you have protection for your lower body and legs to **prevent and reduce the severity** of some lacerations, fractures, joint damage and abrasions.

Make sure that pants are **loose** enough to be comfortable but **tight** enough to **keep your impact protectors in place** (including when you are not riding).

Light pants = thin cotton

Medium pants = denim, light leather or nylon

Heavy pants = Kevlar, imitation or heavy leather



Safety Gear - Boots

Motorcycle boots are important in defining your image but are of **greater importance in the event of an accident**.

When selecting boots you should ensure that safety does not come after fashion and look.

Protective, safety footwear is **essential to ensure safe and healthy feet**. Steel toe boots and shoes protect your feet, help prevent injuries to them, and **reduce the severity of injuries** that may occur in the event of an accident.

Ensure that your boots are:

- Well fit
- Resistant against slipping on oil
- Water Proof
- Protect the toes
- Protect the ankles



Safety Gear – Rain Gear





Protective Gear

Personal Protective Equipment does not prevent accidents and injuries in itself.

It is your careful behaviour in traffic and a constant risk awareness that prevent being involved in dangerous situations.

Please always ensure that you are advised on protective clothing specifically designed for motorcycling and the different riding conditions appropriate to your situation.



Motorcycle Inspection

Purpose:

- Inspection of your bike before a trip is crucial
- Help to ensure a safe ride
- Before long trips, it is recommended that your bike is properly serviced, or checked by the dealership.

Main components to check:

T – Tires

C - Cables

L - Lights

O - Oil and Fuel

C- Chassis and Belt

K - Kick Stand.

T - Clock

T = Tires



C = Cables



L = Lights

Head Light:



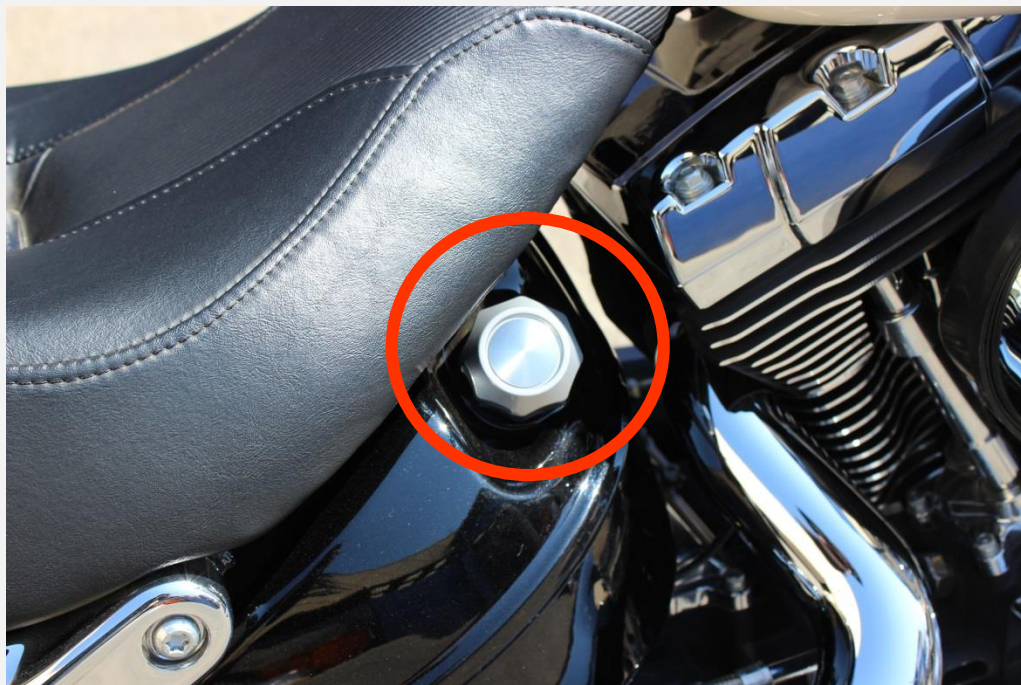
Indicators:



Brake & Back Light:



O = Oil and Fuel



Oil



Fuel

C = Chassis & Belt



K = Kick Stand





Positive Riding

General points to remember:

- Ensure the minimum rider abilities before riding in the pack
- Must have at least a learners license (Depending on country legislation)
- If necessary, attend rider training

Defensive Riding Principals:

- Remove yourself from situations you are not ready or able to handle
- Use correct safety equipment.



Positive Riding

Know the rules of the road

- Ride; overtake positively (“Hesitation...”)
- Develop biker skills to improve vehicle sympathy, exercise restraint (“Road Rage!”)
- Give proper signals

Important

- Use speed; bike’s power; your riding skills wisely to keep out of trouble.



Positive Riding

- Head position – chin up, eyes level
- Look at where you want to go
- Arms loose and weight off the handlebars
- Avoid braking in corners
- Use the power of the bike
- Plan your lines
- Mentally prepare your self for the ride you about to do
- Have a positive attitude.



Positive Riding

- Maintain traction
 - Avoid wet
 - Avoid gravel
 - Manage your lean angle
- Position yourself effectively on the road
- Improve your chances of being seen
- Improve your view, adjust mirrors, wide view helmet
- Give information to influence other road users
- Have something to drink
- Go to the restroom



Managing Speed

- Ride at your own pace
- Less brake, more control
- Squeeze the brakes, don't pull or grab them – four fingers strong
- Be firm on the brakes and then let them go
- Use throttle in advance, to get out of difficult situations
- Acceleration places weight to the rear
- Deceleration places weight to the front
- Don't change speed while cornering if you can avoid it
- If you **HAVE** to it, is better to accelerate than to brake – but always use your own good judgement 😊



2/4/12

- 2 seconds between **you** and the **vehicle in front**
- 4 seconds between **you** and the **vehicle behind you**
- Scan the road 12 seconds **ahead** to see what is coming



SEE

- **Scan**
 - Look 12 seconds **ahead** – this is about 5 car lengths
 - See and identify the “line of travel”
 - Identify **possible hazards** that you may have to react to
 - Children
 - Animals
 - Cars
 - Road conditions
 - Pot holes
- **Evaluate**
 - What is the likelihood of it **actually** happening
 - How **dangerous** is the situation
 - Do I need to **react** or **adjust** my riding style?
- **Execute**
 - Do the action in the **safest** possible manner



Hazards

Definition of a Hazard:

“A hazard is anything that makes you slow down, speed up or change direction of travel.”

Types of Hazards:

Physical Hazards:

Bends; Junctions; Intersections; Circles; Blind corners and rises

Moving Hazards:

Cars; Pedestrians & Animals

Changes to:

Road Surfaces; Weather Conditions; Change in visibility (Day to Night and visa versa).



Hazards

How to avoid a Hazard:

- Recognize the Hazard
- Understand your defense regarding the Hazard &
- Execute your defense in time: *"Hesitation Kills"*

Braking:

- Always apply in 80 – 20 ratio: *80% Front & 20% Back (except on gravel!)*
- Tires can't do different tasks simultaneously

When approaching a corner:

- Gear down to appropriate gear
- Let go of brakes and commit to corner.



Hazards in Corners

The basic principal of solving this problem is as follows:

- Snap the bike upright by using counter steering
- Brake hard using the front brake (and a little back brake) (80-20)
- Release brakes
- Counter steer and lean the bike again and go through the corner (the bike can probably go lower than you are comfortable with)
- Always look where you want to go while going through any corner.



Emergency Situations

- **Accidents**
 - **Safety Officer takes control over situation**
 - **Only Road Team Members as well as qualified medical, traffic police, and other relevant experienced members available in the pack should report to the Safety Officer to assist**
 - **If possible, the Safety Officer and Road Captain must be aware of their availability before departure**
- **Roadside Emergencies**
 - **Mechanical**
 - **Biker Buddy will assist**
 - **Medical**
 - **Safety Officer will assist**

The Safety Officer will only be in control of an accident scene until the relevant authorities arrive on the scene.

Thereafter, he will only assist if requested.



Disclaimer

The information in this Presentation is provided as a guideline for safe riding. Each person participates in activities solely by choice and participation itself relinquishes any responsibility of this or any other organization for any and all liabilities resulting in participation in any club or private related event or activity. All activities and events must comply with any local laws and ordinances. Any personal injury or property damage resulting during a club/chapter or private activity, or at anytime, becomes the responsibility of the individual parties involved, and at no time shall the Author, Trainer, Harley-Davidson® Motor Company, Harley Owners Group®, or any of its officials be held liable.

The End

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Inspire, Bond, Recognize

