

SMART RIDE

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Smart Ride is a special Issue magazine resulting from a close partnership with the Motorcycle Safety Foundation, a not-for-profit organization promoting motorcycle safety and awareness. This publication can never take the place of time, experience and practice on the roads. It is critically important that every rider take an approved motorcycle safety course and continue the training continuum throughout his or her riding life!

RADM Brian C. Prindle, Commander, Naval Safety Center
Col. Mark Erb, USMC, Deputy Commander
CMDCM (AW/SW) Dominick Torchia, Command Master Chief
John Mahoney, Head, Communications and Marketing
Naval Safety Center (757) 444-3520 (DSN 564) Dial the following extensions any time during the greeting
Publications Fax (757) 444-6791

EDITORIAL STAFF

April Phillips, Editor/Public Affairs Officer
april.phillips@navy.mil, Ext. 7312

Allan Amen, Art Director
allan.amen@navy.mil, Ext 7248

John Williams, Graphics
john.w.williams1@navy.mil, Ext. 7254

Lisa Johnson, Motorcycle Safety Specialist
lisa.l.johnson3@navy.mil, Ext. 7180

Don Borkoski, Motorcycle Safety Specialist
donald.borkoski@navy.mil, Ext. 7135

SHORE/GOUND SAFETY DIRECTORATE

Capt. Len Friddle
Head, Shore Safety Programs

David Kerrick
Head, Traffic Safety Division

MOTORCYCLE SAFETY FOUNDATION

2 Jenner, Suite 150
Irvine, Calif. 92618
(949) 727-3227

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BZ TO MSRS

I've met with hundreds of Command Motorcycle Safety Representatives lately, and want you to know that I am incredibly impressed with the work that you do! Looking at our mishap statistics, it is clear that no one has a greater ability to reduce fatalities and injuries in the Fleet than you do as a Command MSR, in spite of the fact that yours is a collateral duty! I also appreciate the passion you bring to improving motorcycle safety. Make no mistake, your leadership and mentorship efforts are saving dozens of lives each year! I thank you for continuing to dedicate your skills and off duty time as a Command MSR to help your shipmates become a safe PMV2 operator. Your exceptional work is sincerely appreciated!

RADM Brian C. Prindle
Commander, Naval Safety Center

EDITOR'S NOTEBOOK

Motorcycle safety is once again a topic resonating at the highest levels of naval leadership. When Secretary of the Navy Ray Mabus announced his 21st Century Sailor and Marine initiative in March, the issue was high on his list of priorities. His initiative is broken down into five key areas, Readiness, Safety, Physical Fitness, Inclusiveness, and Continuum of Service. In the safety realm, the Secretary focused on motor vehicle safety. We all know motorcycles are a big part of that, since only about 10 percent of the fleet rides, but motorcycles account for roughly 50 percent of all motor vehicle fatalities in any given year.

The Secretary's involvement is a very big deal. It proves what we've known all along – that safety is a crucial element of readiness, because a Sailor or Marine lost to a preventable mishap is just as gone as one lost in combat.

To support 21st Century Sailor and Marine, Rear Adm. Brian Prindle, Commander, Naval Safety Center, went on the road with our motorcycle safety managers to hear about issues and best practices in the Fleet. I was lucky enough to tag along with them as we traveled throughout the Southeast, Southwest, and Mid-Atlantic regions. If I didn't already know this before, I sure do now: motorcycle riders are a passionate bunch of people! This passion is what will keep your shipmates alive as you mentor them and use positive peer pressure to get them into lifesaving training courses.

The facts on training are clear. It saves lives. In the Navy last year, 12 Sailors died on sportbikes. Of those, nine had not completed the required Military Sportbike Rider Course. If they had, some would be alive and riding today.

One thing we heard over and over again is that the MSRC is not enough. Sportbike riders want track days to further hone their skills at higher speeds. There's also the nearly-universal thinking that people who want to go fast and have an opportunity to do so on a track are much less likely to ride like idiots on the street. We get it. However, in a time of constrained resources, it's hard to ask for more money to sponsor track days while too many seats that have been bought and paid for go empty during existing training.

We've got to close that gap. Once we do that, and get the no-show rate down, there's a better chance we can work toward more advanced training. That's where you all come in. Taking care of each other means making sure everyone gets to training.

Check out our website for a playbook that will answer a lot of your questions. And as always, this magazine is your forum. If there's a topic we need to cover, let us know! Send me an email at april.phillips@navy.mil.

Thanks for reading and thanks for everything you do to keep yourself and your shipmates riding rubber side down.

April Phillips

Champion Racer Rides Fast, Rides Safe

BY ROB GEIGER

Martin Cardenas knows a thing or two about how to ride a motorcycle. He's been in the saddle since he was barely old enough to walk and has been racing bikes competitively since the age of 11, winning countless races and a handful of world titles ever since.



Cardenas, the 2010 AMA Pro Daytona SportBike champion, rides the GEICO Suzuki in the AMA Road Racing Series. Although he's learned the best ways to handle powerful motorcycles in his 19 years of racing, he never lets his guard down, not even for a split-second. That's especially true when he leaves the racetrack.

"In racing we have to be very focused," Cardenas said. "We're constantly looking for ways to be fractions of a second quicker and every lap can bring new opportunities. It's the same on the road, except rather than looking for ways to go faster and quicker, I am focused on my safety.

"I pay great attention to the cars around me and try to anticipate what their moves may be. Are they speeding up or slowing down? Do they know where I am in relation to them? Are they distracted by being on the phone or something? It's on us to notice these things because we lose the battle between cars and motorcycles almost every time."

Cardenas, a native of Columbia, began winning motocross races not long after he climbed on a racing bike for the first time at age 11. In 1995, when told he couldn't race a 125cc machine, he took his 80cc engine, bored it out to 105 – and won the championship in the class.

He won the title on a "real" 125cc bike the following year, continuing to win races and championships until he caught the eye of pro teams in the United States and Europe. Cardenas earned a sponsored ride in Spain for 2003, finishing seventh in the points. The next season, he won the Spanish CEV Series Supersport championship.

After two seasons competing in the MotoGP 250cc World Championship, Cardenas landed in the States to ride in the Formula Extreme and Supersport series.

CARDENAS WON SEVEN AMA RACES in 2009, finishing third in the Daytona SportBike class after an injury forced him to miss the final race. But he couldn't be denied in 2010, winning nine of 18 rounds to claim the title.

Cardenas moved to the Superbike class for 2011, ending up fourth in points with nine finishes of fifth or better. He was named the sport's SPEED TV Rookie of the Year for his efforts.

With his many years of experience, Cardenas has learned a lot about riding fast, yet riding safely. To him, safety starts with the piece of the motorcycle that comes in contact with the road: The tires.

"The contact patches of a motorcycle on

the road are very small," Cardenas said. "At speed, only a very small patch of tire is in contact with the road surface. For this reason alone, a rider should always make sure he has the best tires available. It's an expense, yes, but there is nothing else as important to your safety as the tires."

Another important area of safety is, of course, helmets. But Cardenas warns riders to go a step further. Like a bike's tires, helmets can vary in price, durability and protection.

"Wearing a helmet seems obvious but many people don't spend the few extra minutes it takes to research the best helmets," Cardenas said. "The helmet is protecting your head so it's imperative to have a top design."

A rider's personal safety equipment doesn't stop there, either.

"Many people use helmets, jackets, boots and gloves," Cardenas said. "It's up to the individual and what they are comfortable with. I live in Columbia, and it's usually very warm so I have to adjust to that."

When riding at night, Cardenas suggests checking the lights before venturing out on the road.

"Make sure all your lights are working properly as well," Cardenas said. "The more visible you are on the road, the better off you will be.

Like any field, riding a motorcycle can be difficult for beginners. That's often when the most mistakes happen, but Cardenas often tells riders to find a local track to practice their skills.

Riders shouldn't go to a racetrack to race; instead they should go there to learn.

"A bit of advice I always tell people that are just getting involved with motorcycle riding is to find an open day at a local racetrack and go out there and ride," Cardenas said. "You'll be in a safe environment and you can take as much time as you need to get comfortable with the motorcycle, how it handles, how it feels in turns, your range for stopping and braking as well as your own abilities.

"All of the things you will encounter on the road should be practiced first at a racetrack. They're all over the country; if you look you will find one."

Once riders become comfortable on a motorcycle, they are better able to cope with the challenges of driving on the road. But that shouldn't make them complacent.

Cardenas is always learning his racing bike, reviewing the tracks in which he races with other riders in order to improve his riding, and therefore, his lap times.

"There's always something to learn," Cardenas said. "It's important to be open to new things. Even though I have ridden a bike since I was very small, there are still many times when I learn something different.

"At the racetrack, the riders will often talk with one another about different sections of the track and how they many have changed since the last time we were there. It's the same on the street." ■



Live How You Want to Ride

BY NICK IENATSCH

I don't know why you're addicted to motorcycle riding, but I understand your affliction. I could wax philosophic about freedom, power, the-wind-in-your-hair, individualism, rebelliousness...but when all that breath is expended it all comes down to this:

There's nothing else like riding a motorcycle.

And why? There are other motorsports out there that allow us the magic interplay with beautifully-crafted machines. We can find thrills jumping out of planes, hang-gliding or snow skiing. We can compete in many forms of sport, even race bicycles if two-wheels are our thing. Sitting here at my computer, I can think of many exciting and fun things to do in life, even things I could do today, but I can honestly say that no mat-

ter what happened last week, today or happens tomorrow, riding motorcycles will be at the top of the list forever. I'm betting you're nodding your head.

Why? Because riding well is such a challenge ... and mistakes can be so serious.

And now we're at the heart of the matter. Easy things don't hold our interest very long. Activities with no penalties for failure rarely become passions. You and I know



You and I know that our chosen activity carries with it a potentially fatal penalty for mistakes and it's this underlying seriousness with our fun that puts an edge on our lives.

that our chosen activity carries with it a potentially fatal penalty for mistakes and it's this underlying seriousness with our fun that puts an edge on our lives. Mistakes in our sport hurt. In fact, it's the pain of riding mistakes that brings about the retirement of so many riders.

We need to get one thing straight: crashes are devastating ... to your health, your wallet and your relationship with your family, doctor and accountant. This isn't water-skiing, where you push harder and harder until you finally fall into the water. Crashing motorcycles ruins racing careers and shortens the enjoyment of what could become your all-encompassing passion.

So we start with Kenny Roberts Senior, three-time 500GP World Champion and one of the most amazing riders in history. In Kenny's book, *The Techniques of Motorcycle Roadracing*, he wrote that he began to notice something in the paddock of the races he was competing in. Kenny noticed this: guys rode their racebikes the same way they rode their pit bikes. Riders that stabbed and grabbed in the pits did the same on the track. Guys that rode recklessly, cautiously, carelessly – all raced the same way.

The instruction for you is this: aim everything you do at making your motorcycle riding better. Smooth out your throttle, brakes and steering while piloting your truck to work. When you're surprised during your car commute, do you stab at the brakes? When you're hurriedly pouring cereal into the bowl, do you spill it all over the counter and then spend another two minutes cleaning up the mess? When you're rushing to finish the vacuuming, do you take a divot out of the best piece of furniture in the house?

Study the relationship of your focus compared to your performance. Notice that when your mind isn't on what your body is doing, you screw up. You break the glass while washing it. Trip up the steps. Miss the football. Drop the garbage bag. Let the wrench slip and ding the paint.

Now take those mistakes...the broken glass, spilled garbage, dinged paint...and multiply them by one million: that's how you'll feel if you crash your bike. And the number one reason we crash our bikes is a lack or a loss of focus. We simply aren't in the moment; our minds and eyes aren't ahead of the bike and we make a

mistake. We spill the cereal, but in a much more violent and painful way.

Quit excusing or ignoring the minor mistakes you make during your day, because that lax attitude will allow you to start accepting your riding mistakes. You don't need to become a raging perfectionist; just stay aware of how your lack of focus on what your body is doing leads to minor daily mistakes and will hurt you on a bike. Mistakes plus speed, or mistakes plus a lack of grip, equal a crash.

On your bike, become aware of what a mistake is. If you can feel your bike lurch as you pick up the throttle or squeeze on the brake, that's a mistake that will prove painful at more lean angle, or on a rain-slick road during a 35 degree day. If at any time during your ride you fail to place your bike within six inches of your desired line, that's a mistake that will bite you when confronted with a foot-wide escape route between a car bumper and a tree limb. If you mistakenly leave your sidestand down, you're not focused. If you stall your bike, your clutch hand is moving abruptly. Spill fuel during a refill? You're not in the moment. Ride along unaware of each moment, well you might be in the wrong sport.

Roberts noticed the connection between a rider playing and a rider racing, and I'm encouraging you to find this connection in your life. Equate a broken plate with a high-side, spilled coffee on carpet a lowside, spilling toothpaste on your shirt is like dropping your bike off the sidestand. The sooner you realize that getting focused on the task at hand eliminates mistakes, the more you will enjoy the next ride. Whether your goal is to commute daily to work, ride to breakfast on Sundays or win the class championship in your local club, your mental focus on your physical tasks must become your priority. ■

Nick Ienatsch is the Chief Instructor at the Yamaha Champions Riding School and was the Lead Instructor for the Freddie Spencer High Performance Riding School. As a racer, he has #1 plates at Willow Springs and in national WERA and AMA competition. His book Sport Riding Techniques has been a best-seller on Amazon and he has written for Cycle World since 1996. He also has a website, fastersafer.com.



The Thrill



BY AT2 MICHAEL MORROW

I was exactly one year through a three year recruiting tour at Navy Recruiting District Nashville. Recruiting duty was extremely stressful and becoming monotonous. Our station had been in a slump. At the end of the day, I was exhausted, worried about finding more recruits, and ready to get home and ride my brand new motorcycle to relieve some stress.

I finally got home around 9 p.m. and let my dogs out. After a quick bite to eat, I pushed my bike out to do a simple overlook and collect my gear. I put the dogs away and locked up the house. I had all of my safety gear, had done a quick check of the bike, and so I hit the road with no particular destination in mind.

As I rode, I was thinking about work and the recruits I needed to find. My speed kept creeping up but my mind was on everything except the road in front of me. After rounding a slight bend, I came to a small hill.

As I crested the hill the road took a sharp 90 degree bend to the right. In an instant I realized I was going too fast to make the turn. I stood on the rear brake and skidded off the road to the left. My bike careened over a small ditch and I lost control.

The police report said I flew 92 feet before hitting a tree and falling into a creek. I was unconscious for about 2 minutes. As I regained consciousness I realized I was lying in a foot of water. I could see my right leg bent around awkwardly with part of the bone sticking out. It was bro-

That IS



I could see my right leg bent around awkwardly with part of the bone sticking out.

ken and twisted around so that my toes were upside down and touching my right thigh. I immediately called an ambulance and then my father. They both showed up around the same time and the ambulance took me to a nearby hospital to assess the damages.

I would find out later that I had broken both the tibia and fibula, shattering the tibia into more than 50 pieces. I was immediately put into surgery where the doctor told me he would try and save my leg. I awoke a full day later to see my leg still intact but with gauze and bandages all around it. Little did I know, this was only the beginning.

After the initial surgery, my leg contracted an infection. I ended up needing nine more surgeries over the course of the next five months. All told, I was in the hospital for almost three months straight. The post-operative infection destroyed much of the muscle tissue in my leg leaving a hole fourteen inches long by five inches wide. Every other day I had to have the bandages taken out, the wound cleaned, and then bandaged again. My final surgery was on New Year's Eve of 2008. I remember thinking "This has been one hell of a year."

I didn't take a single step for more than 10 months and I still don't walk right to this day. I was in physical therapy for almost two years. I still require medication for the pain and muscle spasms.

I had to learn how to walk all over again. Ultimately

I was on light/limited duty for 23 months. I was only a few months away from being discharged from the Navy entirely. I was very lucky. I healed just in time to return to recruiting duty, and thankfully the Navy took care of my medical bills. All told the accident nearly cost me my job, my leg, and my life.

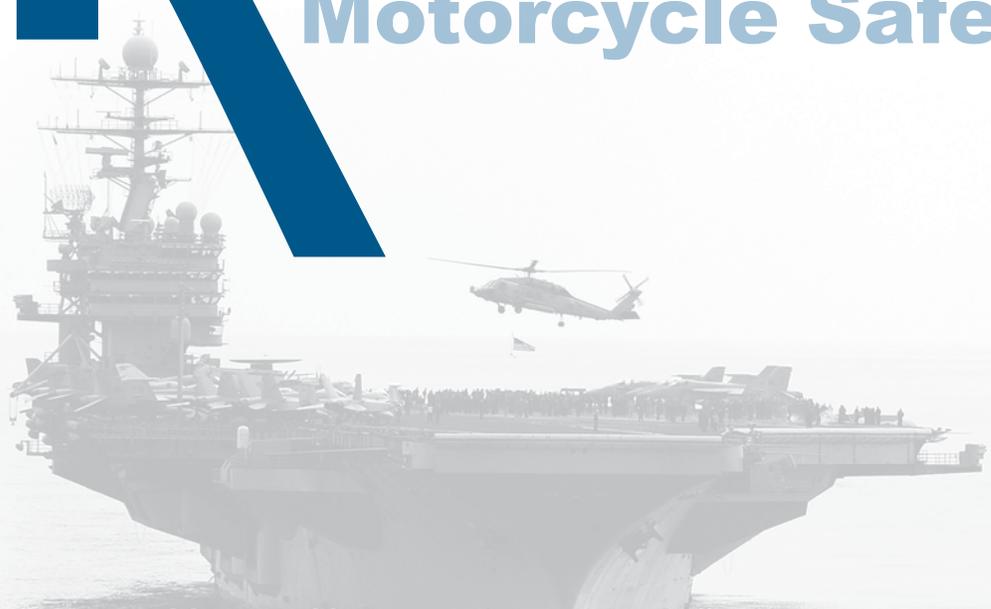
The accident was my fault. I was riding way too fast for the section of road I was on, and I was not focused. Had I slowed down and concentrated on the road, I would still have a healthy leg. My advice to new riders is this: be careful, slow down and take your time. You probably think nothing can happen to you. I was the same way. I thought I was bulletproof. The fact is a bad accident can happen to anyone. The only way to prevent it is to control your speed and always be alert.

If you are a first time rider, buy a small, inexpensive bike. Nearly every new motorcycle rider puts the bike down at least once. After you gain experience, you can build up to something more suited to your skill level.

I am one of the lucky ones. I am considered fit for full duty and I take an active part in making sure what happened to me doesn't happen to anyone else. I am not against motorcycle riding but I do tell inexperienced riders to "be safe, and slow down!" ■

AT2 Michael Morrow is currently assigned to the Black Knights of VFA-154.

TR Sets Standard for Motorcycle Safety



BY LS3 WILLIAM MCCANN, USS *Theodore Roosevelt* Public Affairs

With the smell of gasoline permeating the air and engines roaring loud enough to rattle ribcages, the USS *Theodore Roosevelt* (CVN 71) Rough Riders Motorcycle group turns heads wherever they go.

The Rough Riders' presence isn't only known in the towns they journey through - they are known throughout the Navy community as one of the finest motorcycle groups around.

"TR's motorcycle group is successful because of our attentiveness to every Sailor who wants to ride," said Cmdr. Richard Norvell, TR's safety officer. "When I first arrived here I coordinated the training for all Sailors riding motorcycles, ensuring they took the proper motorcycle rider safety courses.

Ensuring proper training for their Sailors has led TR to three consecutive years without a motorcycle fatality. This statistic is far lower than the national motorcycle fatality rate for the past three years. During that same timeframe, there have been more than 13,000 motorcycle deaths nationally, according to the National Highway Traffic Safety Administration.

Since the TR motorcycle group has strong sup-

port from the command, they are often able to organize monthly trips and activities.

"I think we're the most organized group," said Lt. Cmdr. Rodney Norton, TR's administrative officer, who has been riding motorcycles for 35 years. "The TR has one of the largest military motorcycle groups in the fleet."

On any single trip, the Rough Riders have a motorcade of approximately 60 riders involved.

"There is a cool factor of riding bikes in large groups," said Norton. "TR is becoming a family of riders, regardless of rank, with mutual respect amongst its members who all share a love of the open road. The feeling of the wind blowing past you and the sensation of freedom is like none other."

The close-knit unity of the group is one of the reasons the Rough Riders are so popular and successful. The camaraderie also allows for a unique learning experience for new riders.

“Safety is paramount,” said Electronics Technician 3rd Class (EXW) John Meisner, who is the president of the TR Motorcycle Group. “We promote safe riding and make sure that new riders feel comfortable,” “You can learn a lot about bike maintenance and what to look for on the road from the more experienced guys.”

As president of the motorcycle group, Meisner also keeps the group informed on military instruction changes related to motorcycle safety, and on basic bike checklist items.

“There are two types of riders: Those who have fallen down and those that will fall down,” said Norton. “That is why we use the T-CLOCS checklist.”

The T-CLOCS inspection checklist reminds riders to

pre-inspect their tires, controls, lights, oil, chassis, and stands before each and every ride.

The Rough Riders travel at a set speed with a pace motorcycle at the front of the motorcade on a pre-planned route. A “chase vehicle” drives behind the motorcade to assist the group if a motorcycle malfunctions, breaks down or some other assistance is required. With this approach to group rides, the TR Motorcycle Group literally leaves no rider behind.

The TR Motorcycle Group can be heard coming from a mile away and hope their reputation can be heard from much further. Everywhere the TR Motorcycle Group travels, they display a sense of professionalism, integrity, brotherhood and they do it all while looking good in motorcycle chaps. ■



Track vs. Street

BY APRIL PHILLIPS

“Take it to the track” has been a rallying cry for motorcycle safety advocates for several years now. The Marine Corps has led the way by sponsoring numerous track days for riders, and those who participate come away with one key piece of knowledge: If you’ve got a need for speed, you need the track.

The reasons are obvious. On the track, there is no oncoming traffic. There is no road debris. There are paramedics standing by if something goes wrong. It is as controlled an environment as you can possibly get when you’re traveling in excess of 100 mph.

There is no bigger believer in the track than YN2(SS) Adam Evans. He is the Motorcycle Safety Representative for USS Maryland, based in Kings Bay, Ga. He’s also been a Rider Coach since 2008. He readily admits that in his younger days, he was one of those guys who could be seen blasting past cars moving at full speed on the interstate like they were standing still.

Not anymore. He still loves to go fast, but he’s seen what happens when things go wrong on the street, and he’s seen what happens on the track as well. He crashed on the track at approximately 110-120 mph. He was hurt pretty badly too. But he’s still alive and he still rides.

That wouldn’t have been the case if he’d crashed on the street.

Case in point, the previous owner of a motorcycle Evans acquired ...

“A Marine had owned it and got into an argument with his wife,” Evans said. “He made the decision to go ride and blow off steam.”

The Marine was based in Washington state, an area with roads renowned for beautiful scenery and their twists and turns. He was taking these roads at an estimated 110-120 mph. The Marine lost his life in an instant after hitting both a guide wire and a tree. His wife was left with the knowledge that her last memories of her husband would be an argument.

He came up to a curve on the left and lost control. There was no one nearby to help and even if there had been it wouldn’t have mattered. The obstacles the Marine crashed into took his life so quickly that an EMS crew couldn’t have helped.

“These are the issues you run into on the street,” Evans said.

He should know.

Evans was also going 110 mph when he took a curve too fast. While overtaking another rider, he high-sided on the inside of the track, lost traction on his rear wheel and lost control.

Rather than following the outside-inside-outside path to straighten the curve, he started in the middle because he was too close to the other rider.

“I knew I was going too fast for that corner – I knew I was going in hot,” he said.

The results of that split-second decision were painful. He cracked a couple of ribs, broke his shoulder bone, sprained his left ankle, and burst blood vessels that left this white portion of his blue eyes jet black. It took nearly five months for that to go away. But the worst injury was to his wrist. Torn tendons required three surgeries. It was a very serious crash.

What is the difference between Evans and the Marine who lost his life?

“Track medical staff was on me within 90 seconds,” he said. “There was runoff space on the side of the track. Every precaution was taken.”

Evans was also wearing state-of-the-art PPE. That, combined with the fact that the track environment was free of debris, trees, guide wires and oncoming traffic, allowed him to recover from his injuries and live to be a smarter rider.

He knows the way human nature works. He knows a major part of the appeal for sport bike riders is wheelies, stoppies, going fast.

“I once was that guy who did 160 plus on the freeway. I was that idiot. Now when I want to go crazy, I go to the track,” he said.

Aside from a few scars, Evans has the memory of his beloved motorcycle to remind him that riding has inherent risks.

“It was the prettiest bike out there that day. It was my baby,” he said.

In spite of the loss, Evans knows motorcycles can be replaced. His life can’t be, and he knows if he’d crashed on the street, he probably wouldn’t be here today. ■

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MSR (see Section 5,"Create a Class").

What if training isn't available?

If any of the motorcycle classes that you require are not available on a nearby military installation or from the state, identify the rider and training needs and inform the chain of command. Navy regional and base safety managers can assist your command by helping identify sites for training.

Their contact information can be found at www.cnic.navy.mil.

What do I do when a rider checks out of my command?

Access ESAMS from **Dashboard**, select Existing/Enter New Personnel leading to **Personnel Search** page, enter name and last four of SSN, to search for the individual. Record will appear on the **TRMS Employee Page**. "Deactivate" the individual.

How do I "create a class"?

You may be required to create a class in ESAMS to add completed military or civilian training into an individual's record.

The mandatory ESAMS MSR web course (which can be easily found on the ESAMS home page on the *Motorcycle Safety* tab) include clear, step-by-step guidance to create a class.

You can also use the ESAMS MSR handbook for guidance. Use extreme caution when adding a class. A completion card, certificate or official Navy record must be scanned into ESAMS as proof of training or the individual must retake the classes.

What are the responsibilities of the rider and the command?

Riders are responsible for completing the required motorcycle training. Commands are responsible for providing the opportunity for riders to complete the required training within the prescribed time. You represent the command as the MSR. Seek guidance through the chain of command, including the next senior command-level MSR at your ISIC.

Email: safe-ashorefdbk@navy.mil
Phone: 757-444-3520, ext. 7842
http://www.public.navy.mil/navsafecen/pages/ashore/motor_vehicle/motorvehicle.aspx



Commander, Naval Safety Center
375 A Street
Norfolk, VA 23511-4399

Motorcycle Safety Representative (MSR) **Dashboard Playbook**



The Electronic Safety Applications Management System (ESAMS) Dashboard is used as the starting page to reach other links and pages. As you become familiar with ESAMS, you may find faster ways to navigate. Access the Dashboard from the homepage link. In this document, pages are bolded, links are italicized.

What are the duties of an MSR?

MONTHLY

Pull and review Needed Training & Deficiency Report. It provides outstanding/overdue training and will assist in projecting training needs. From the Dashboard, select Individual Training Compliance and Needed Training. Update the status of “plan-to-own” riders (active/planned/remove).

QUARTERLY

Review command Dashboard and provide a copy to the chain of command. This report is the command’s “Report Card,” providing an overall motorcycle status. From the ESAMS Home Page, select Motorcycle Dashboard, then select Run Report. Command Dashboard will appear based on your command UIC. Pull and review Motorcycle Rider Data Report. This report provides a complete listing of all command riders, including “plan-to-own” riders. From Dashboard select Motorcycle Rider Data Report.

“During the training, the MSR is responsible for the safety of all riders. An MSR is a Navy motorcycle safety representative. An MSR is a Navy motorcycle safety command.”

What training do I need as an MSR?

Check with your local safety office to see what training is required (not all regions do). If not, your chain of command will provide the training. You must be familiar with OPNAVINST 5102.1, Navy Motorcycle Safety Program. Know the requirements for training and personal protective equipment (PPE).

The required online training can be found on the ESAMS *Motorcycle Safety*, select, ESAMS Training (ESAMS Training #3179). This training will help you learn how to activate and deactivate riders as well as to learn how to use the ESAMS.

Completion of MSR training is documented in the ESAMS upon completion.

Training compliance is visible to higher echelons of command as soon as possible.

What do I do when a new rider checks in?

The MSR should be on the command check-in sheet at check-in and check-out.

Login to ESAMS at: <https://esams.cnic.navy.mil>. Enter your UIC or command and Run Report.

From the **Dashboard**, select Existing/Enter New Rider on the **Search** page. Enter name and last four of UIC. Record will appear on the **TRMS Employment** page.

Over the past two fiscal years, 46 percent of the Navy's PMV fatalities were motorcycle related. For the past five fiscal years, incomplete training was a factor in 63 percent of all motorcycle deaths.

Motorcycle training works. As an MSR, you are key to saving the lives of the riders in your command. Thank you for your committed efforts to help your shipmates join our team."

*— RADM Brian Prindle,
Commander, Naval Safety Center*

What if they provide MSR/ESAMS training?

If they provide MSR/ESAMS training, your command can request it.

00.12 (series), Navy Traffic Safety Training, motorcycle equipment and rider information.

on the ESAMS **Home Page**. Select **Requesting-Motorcycle Coordinators** (Course ID 00.12) to use ESAMS to efficiently enroll, track, and report on how to pull various reports.

enrolled in the MSR's training history in

commanders, so complete this training as

Check-ins?

check-in sheet. See personnel one-on-one

www.navy.mil/esams_gen_2/loginesams.aspx for support. This will take you to the dashboard.

for New Personnel leading to **Personnel** page. Enter SSN to search for the individual. See **Personnel** page.

Once found, "Reactivate" rider and update the information. If not found, "Add" the rider. If a record already exists but you can't access it, the prior command did not deactivate the rider. Submit an auto data change or call the ESAMS help desk at **866-249-7314**.

From the same page (TRMS Employee Record) select Edit motorcycle info and review/update Questionnaire data. Select only one "Type of bike you currently own" per rider. For riders with more than one type of motorcycle, if one is a sport bike, select "sport bike."

In the **TRMS Employee Record**, pay particular attention to military email address, phone numbers, and correct "Duty Task." The "Duty Task" is critical and will determine the training track that your riders are assigned to. It is also used to calculate the **Dashboard** total population by motorcycle type and training compliance.

Choose one of the following:

1. "Motorcycle Operator" for riders of cruisers, standards, dual-sports, and scooters/moped (when scooter/moped engine size is greater than 49cc).
2. "Sport Bike Rider" for sport bike riders.
3. "Command Motorcycle/Traffic coordinator" for an MSR.

In the **TRMS Employee Record**, select Needed Training and determine the rider's current training status.

What about riders who need training?

Riders who require training should sign up for a class at www.navymotorcycle.com with the help of the MSR. If they sign up on their own, tell them to

report back to you (the MSR). The MSR may enroll a rider from the classroom training schedule. Select Enroll. Caution: If an MSR enrolls the student, they cannot disenroll that student. The student or training provider must disenroll that student if necessary.

Who has to take the BRC, BRC-2 and MSRC?

1. The BRC is required for all military riders and those DOD/DON civilians who ride on base (all motorcycle types and scooters/mopeds greater than 49cc). **The BRC training code is 244.**
2. The BRC-2 (formerly ERC) is required for all military riders and those DOD/DON civilians who ride on base (applies to standard, cruiser, dual-sport, and scooters/mopeds with engine sizes greater than 49cc). **The BRC-2 training code is 1254.**
3. The MSRC is required for military sport bike riders and those DOD/DON civilians who ride sport bikes. **The MSRC training code is 2359.**

What is the story on the 3-year refresher training?

Three-year Refresher Training: BRC, ERC/BRC-2, MSRC or ARC may be taken as refresher training for all types of bikes. ARC is the Motorcycle Safety Foundation Advance Rider Course and may be used as a substitute for the BRC-2 or MSRC. Document refresher training by extending the expiration date of the highest level training (for example, MSRC, BRC-2).

Are there prerequisites for training?

The BRC is required prior to completing all other training. The BRC does not expire as a prerequisite for intermediate courses.

What kind of courses can be substituted for training?

The ARC is a suitable substitute for the ERC/BRC-2 and the MSRC where available. Since the ARC is not currently an option in ESAMS, document the training as the ERC/BRC-2 or MSRC, until ESAMS is updated. Team Oregon, Idaho Star and Lee Parks are authorized substitutes for the BRC and may be documented in ESAMS as the BRC. When entering the “type training” select “BRC Equivalent” (code 2079).

What do I do about riders who deploy?

Individuals who are deployed: If rider training will not expire during the deployment, no changes are necessary. If the rider’s training will expire during deployment, the “fleet best practice” is to change the **Employee Record** “motorcycle owner type” to “Plan-to-own.” Then the MSR must manually remove the duty task. For the date of ownership, include the approximate return date of the individual. This practice will ensure an accurate reflection

of training completion and riders in the record must be updated to “owner.” After return, the record must be updated to “owner.” After return, the record must be added back to the record. The MSR must ensure necessary training.

Commands deployed nine months or more: Schedule training prior to deployment. Coordinate with their base safety office and schedule training for riders on return. Ensure motorcycle training is completed before Return to Homeport message. For riders returning after the deployment, follow the guidance above. Before returning, and where possible, coordinate with the base safety office to request assistance with rider training coordination.

New owners while deployed: Identify, and schedule training before return. For large numbers of new owners, coordinate with the base safety office for special command requirements. Requirements are included in the Return to Homeport message for riders: Schedule classes before they become available. Base safety offices have “trainer motorcycle” training. When scheduling a class, indicate the new owner status when contacting the providers.

What about riders who missed previous training?

This is the case when a rider has completed training but not the BRC. The BRC may be documented as an intermediate class taken.

The MSR should upload/scan a memo worksheet with a card stating “The prerequisite was met by previous training” (see Section 5, “Create a Class”) when adding the “assumed” BRC.

Some riders only ride on tracks –

Personnel who do not ride on the street, but are interested in racing, should be encouraged to complete training. Include them in ESAMS as an advanced rider. These riders may be highly skilled, but they need the information regarding the Navy’s philosophy on rider training documentation that the individual was informed.

Is “civilian source” training authorized?

Approved training completed through state or local agencies and may be entered into ESAMS by the MSR.

T-CLOCS

T-CLOCS, refers to Tires and Wheels, Controls, Lights and Electrics, Oil and Other Fluids, Chassis and Chain, and Stands.

Even the most careful and conscientious rider can't ride safely if his or her machine is one bump away from falling apart. Proper care and maintenance of your motorcycle requires frequent attention. Attending to every aspect of your motorcycle's well-being and making sure that all its components and systems are maintained in proper working order will go a long way toward allowing you to ride confidently. The reliability of modern-day machines has made getting stranded on the roadside an increasingly rare event, but any motorcycle can develop problems. Usually, you can discover a potential problem developing and have plenty of time to fix it before it leads to a crisis on the highway.

Lots of bikers come to really love their motorcycles in a way that few four-wheeled drivers ever experience. They lavish them with care and attention. Even if your feelings about your bike don't run that deep, regular maintenance and preventive care are crucial. To help you through a quick and easy pre-ride inspection of critical components and systems, the Motorcycle Safety Foundation recommends using the acronym T-CLOCS, which refers to Tires and Wheels,



Proper tire pressure will promote better handling and long tire life.
Photo courtesy of the Motorcycle Safety Foundation.

Controls, Lights and Electrics, Oil and Other Fluids, Chassis and Chain, and Stands.

Tires and Wheels

T stands for tires and wheels, perhaps the most important components of a motorcycle with regard to safe riding. The small contact patches provided by the front and rear tires are the motorcycle's only source of traction. Even

the slightest compromise of quality or condition of your tires can be enough to overwhelm this contact patch and bring a good ride to a bad end.

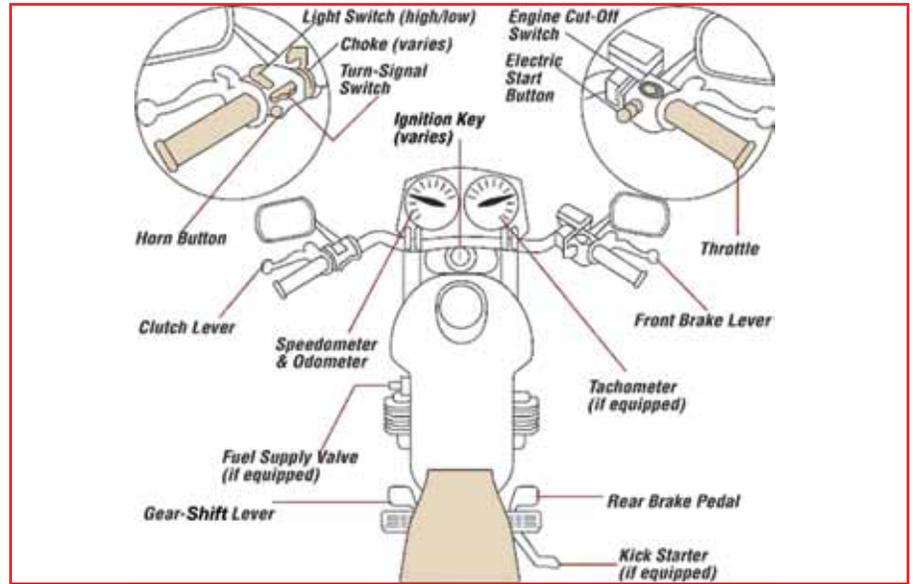
Check the air pressure in your tires regularly, and adjust it according to the manufacturer's recommendations. Maintaining proper air pressure is important for tire life and tire performance. Incorrect pressure can lead to uneven tire wear. Low pressure

can cause excessive heat buildup or instability – especially at high speeds or when carrying heavy loads – and can affect available traction. If, under normal loads and operation, a tire needs air added every time you ride, you should assume there is a small puncture, slow leak, or other problem that can cause a failure. Take care of this ASAP.

Regularly inspect the tire tread depth to ensure that adequate tread remains. Most modern tires have small wear bars molded into the tread grooves. When these wear bars are exposed, the tread is worn out and the tire should be replaced. Although it may look like enough tread remains, it won't be enough to maintain traction in wet conditions, and worn tires are thinner and easier to puncture.

Flat tires happen to everyone. There's no sure way to predict when you might run over a nail, but you may be able to spot other signs of impending tire failure or blowout. Before each ride, take a moment and glance over the tires' tread for any evidence of wear, cuts, embedded objects, bulges, or weathering.

While inspecting the tires, put the motorcycle on its center stand or otherwise raise the wheels securely using a shop stand or jack so that they can spin freely. Check the wheels as well. Most modern motorcycles are equipped with cast-spoke wheels. Make sure that these wheels are free of cracks or dents, especially at points where the spokes join the rim and along the bead (outer edge) portion of the rim. If your bike uses spoked wheels, periodically check to make



Controls includes all levers, cables, hoses and the throttle. It's important to maintain these systems to ensure your bike does what you want it to do.

sure the spokes remain tight. Regardless of the type of wheel, make sure the rim is straight and round.

While the wheels are up and off the ground, check the wheel bearings for wear by grasping the tire at the top and bottom, then pushing and pulling on it. There should be no free play or audible noise from the hub or axle. Inspect the bearing seals for cracks or discoloration.

Inspect the brakes as well. Make sure that the calipers are mounted securely to the forks in the front and the swingarm in the rear. Spin the wheels to confirm that the rotors pass freely through the calipers without dragging, which might indicate a worn or stuck piston, a warped rotor, or other problems with the braking system. Check the brake pads or brake shoes for wear.

Controls

C stands for controls: the levers, the throttle, and all the cables and hoses associated with the motorcycle controls. You use these to communicate with your motorcycle, and it is important to maintain these systems in order to ensure that your bike responds

quickly and correctly to your inputs.

Start your inspection with the levers. Make sure they are tight in the mounts but still pivot freely, and make sure the levers are not cracked or bent. A bent lever might restrict the available travel of that lever, possibly preventing complete engagement of the clutch or brakes. Also inspect the cable ends, looking for signs of fraying. Look carefully at cable routing and make sure there are no kinks. Control cables usually fray before breaking completely, and catching a frayed cable ahead of time can keep you from being stranded on the side of the road. A rough or gritty feel at the lever can be a warning sign that the cable it is attached to is beginning to fray. Also look at the cable ends, which occasionally come off unexpectedly. If you are touring long distances, it might be a good idea to carry spare cables in case one breaks. Spare cables are cheap compared to the expense of being stranded.

Pay special attention to the throttle cable routing, to make sure that it doesn't pull when the handlebars are turned. The throttle should rotate freely on the handlebars and

snap closed when it is released. Most modern motorcycles are equipped with two throttle cables – a second cable pulls the throttle closed, and both of these cables need to be working. If you notice the throttle sticking open, try to close it manually. If closing the throttle manually works, you will need to service that second cable so that the throttle automatically snaps closed when the grip is released. If the throttle should stick while you're riding, you'll have to use the clutch and brakes to control your speed as you safely maneuver out of traffic to where you can stop and shut down the engine using the engine cut-off switch.

Most disc brakes are hydraulically actuated and use hoses instead of cables. Make sure to inspect these regularly for cracks, cuts, leaks, bulges, chafing, or other deterioration. When you are checking out the brake levers and hoses, it's also a good time to check the function of the brake light switches. Make sure the brake light illuminates when the front brake lever is squeezed in, or the rear brake pedal is pressed down.

Lights and Electrics

L is for lights and electrics. Electrical components are relatively sensitive to vibration and weather, which makes it important to inspect these systems regularly. Electrical failures can be particularly difficult to diagnose or deal with along the side of the road, so this maintenance is essential.

Your headlight should work properly and be aimed correctly on both-low and high-beam settings. The same applies to your brake and taillight. Make sure the brake light illuminates with both the front brake lever and rear brake pedal. Regularly check the function of your other elec-



Your headlight should work properly and be aimed correctly on both-high and low-beam settings.



The oil in most street bikes lubricates the engine as well as the transmission, so it's doubly important to make sure the oil level is correct. On newer bikes, this is easily done through the sight glass, pictured above. The sight glass typically features low and high marks. Photo courtesy of the Motorcycle Safety Foundation.



Keep the chain at the proper tension and alignment (refer to your owner's manual) and lubricate it often. Photo courtesy of the Motorcycle Safety Foundation.

trical switches, including turn signals, horn, and engine cut-off switch, to make sure that these are working the way they should. Inspect all electrical wiring for cracks, fraying, mounting, and chafing of the insulation. Look out for disconnected or broken wires and repair them when necessary.

Your bike will not run without electrical current, so keep the battery fully charged and properly serviced. If you don't ride very often, or if you store your motorcycle during a deployment, you may want to invest in a trickle charger to keep the battery in fully charged condition.

Many new motorcycles are equipped with sealed, maintenance-free batteries. If yours is not, and still uses a serviceable battery, make sure to check it frequently and keep the electrolyte level topped off. Regardless of the battery type, keep the terminals clean and tight and

make sure the battery leads and grounds also remain clean and tight.

Oils and Other Fluids

O refers to oil and other fluids. Always keep the engine oil filled to the proper level and change it at regular intervals, according to the manufacturer's recommendations as detailed in your motorcycle owner's manual. Changing the engine oil is probably the most important service that you can perform on your motorcycle for engine longevity. After a few thousand miles of use, the molecules in motor oil break down and the oil loses its ability to properly lubricate the engine parts. This is important because in a motorcycle engine, the engine oil also lubricates the transmission and clutch. The added stress of lashing gears and the additional heat caused by the clutch puts additional strain on the oil molecules, making regular oil

changes that much more critical.

Engine failure occurs in times of especially high stress – over-revving, overloading, or when vital lubricants run too low or are too old and worn out to do the job. Fortunately, engine failure almost never occurs unannounced. Usually, there are symptoms, such as poor starting, sluggish throttle response, and unusual noises. In addition to engine oil levels, also check all engine surfaces and gaskets to catch any oil leaks. Don't forget to check the levels of brake fluid and any other hydraulic fluids as well.

If your motorcycle is liquid cooled, inspect the coolant level at the reservoir or recovery tank. Be sure to check the radiator and hoses for cracks or other signs of leaks or potential failures. Don't neglect your fuel system. Replace your fuel filter regularly before it becomes clogged with dirt. If your bike has a fuel valve (petcock), it

**Before you launch, your preflight
should include your PPE,
your machine,
and your plan.**



Cartoon by Ricardo Nunes.



Make sure the side and center stands retract fully out of the way when riding.

should turn from on to reserve to off/prime smoothly. A leaky petcock will allow fuel to flow into the carburetors and possibly overfill or flood them. If the O-rings inside the petcock are particularly degraded, some bikes may even leak if it is left in the off position.

Chassis and Chain

The second C in T-CLOCS refers to chassis and chain. Inspect the frame to look for cracks or other signs of trouble. Raise the front wheel off the ground and move the handlebar from side to side, checking to make sure that the forks move freely and easily, without any evidence of side play or any knocking noises. Raise the rear wheel and inspect for signs of play in the swingarm by pushing and pulling on the rear wheel. Once both ends are back on the ground, check the suspension for smooth movement. Pay special attention to fork and shock seals to make sure that no hydraulic fluid is leaking out.

The vast majority of motorcycles use chain drive, and motorcycle

drive chains require frequent attention in order to provide long life and optimum service. Keep the chain at proper tension and alignment, and refer to your owner's manual for instructions on how to adjust this system properly and how often to perform the inspection. Depending on riding conditions, you may need to lubricate the drive chain often, as well. Lubricating the chain is best done at the end of a ride while the chain is still hot. The heat will help the lube penetrate the links better. When applying the lube, direct the stream between the plates and rollers, not down the center or against the sideplates.

A badly worn chain is much more likely to break or derail than one that is properly maintained, and a broken chain can do serious damage to the engine cases or swingarm, not to mention potentially locking the rear wheel and possibly causing a crash. Proper chain maintenance is vital. You'll want to inspect the sprockets

for wear, as well. Look for hooked or broken teeth, and make sure that the rear sprocket remains securely attached to the rear hub.

Replace your chain when you can pull it away from the rear sprocket and expose more than half a tooth; if it is rusted, pitted or cracked; if it has numerous kinked "tight spots"; or if the rear axle adjusters have reached their farthest limits. If you are unsure of your chain's condition, see your dealer's service technicians for advice.

Motorcycles that use belt or shaft final drives are usually lower-maintenance than chain-drive units, but these are by no means maintenance-free. Just as you would with a chain, regularly inspect the belt to look for cracking, fraying, missing teeth, or other evidence of impending doom. On shaft-drive bikes, watch for leaks at all seals or contact points, and make sure the fluid levels remain at factory specifications.

Stands

S is for stands, including the side stand and the center stand. (Not all motorcycles are equipped with center stands.) Make sure the side and center stands both retract fully out of the way when riding. Hanging stands can easily catch the pavement when leaning into a corner and cause you to wipe out. To prevent this situation, many modern motorcycles are equipped with an engine cut-off that prevents the engine from running if the stand is down while the transmission is in gear. ■

Turn Your Head!

There is an electronic connection between your eyes, your brain and your body.





BY DON BORKOSKI

If you have taken motorcycle training virtually anywhere in the country, then you have heard this phrase yelled many times from the coach: “Turn your head!”

So what’s up with that? Is there really a need to “turn your head” while you’re riding, especially now that class is over?

What do you think? Maybe the coach wanted you to look where you were going, especially through turns. I’m sure you can buy that, but do you know why? Some coaches may have said, “You go where you look,” but if that was true, you would have run over many a pretty (or handsome) thing as you cruised along the beach or along the strip.

So why look? And why did it seem to work? Why could you make a U-turn better when you turned your head? Does moving your head make your arms move?

Well yes! Kind of. It’s not like a mechanical linkage. You are actually a fly-by-wire machine. There is an electronic connection between your eyes, your brain and your body.

The explanation is simple. You are not any smarter because you turn your head (sorry!), but your brain calculates the actions to take automatically, based on input it receives from your senses. Our eyes are the most important sense when we ride our motorcycles. If we want to take

advantage of that automatic calculating, with the eyes in the front of our head then guess what? You have to turn your head! You have to be looking at where you want to go, not where you are.

How does it work? Our eyes are in the front of our head because at our prehistorically hardwired nature, we are predators. Our eyes and mind are designed to work together to calculate where our prey is going to go, so we can anticipate it so we catch it, so we can eat it. If these calculations were not so finely tuned, our population would be much smaller because many of us would starve to death. The more time we have to calculate, the more accurate we become and the better our mechanical skill. We will already know what to do with very little conscious thought.

Luckily, we can take advantage of that predatory skill when we ride, just by turning our head.

Be careful where you look. Have you ever heard of riders fixating on something they wanted to avoid, but ran over it anyway? It happens because when they fixate, their brains are actually calculating how to hit it! So maybe your coach wasn’t too far off when he told you that you go where you look.

Scan your surroundings (search for your prey) and when you discover that your target is not simply straight ahead ... you guessed it: Turn your head! ■

IMPROVE

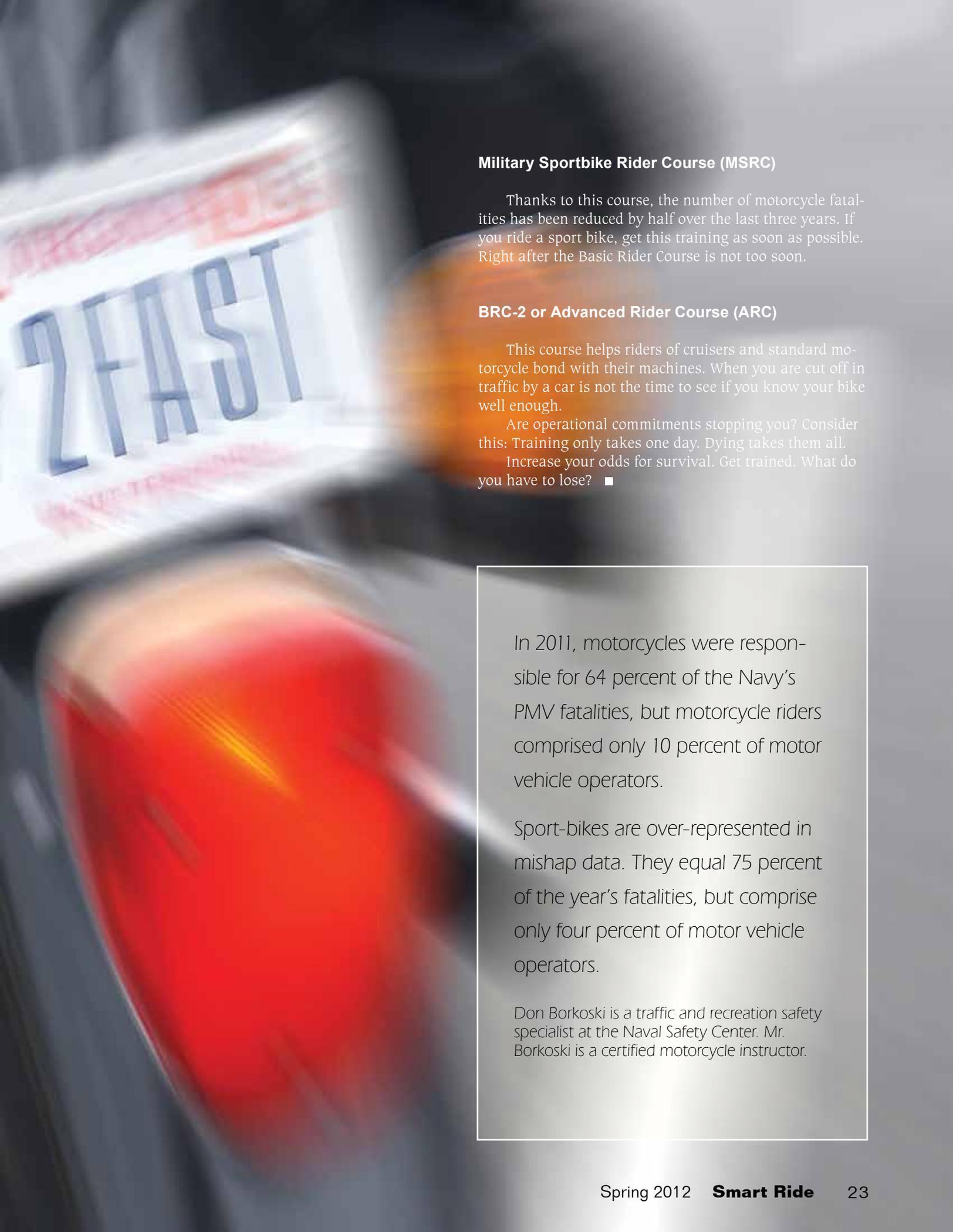
Your Odds of Survival

BY DON BORKOSKI

If you ride a motorcycle, it could very well be the most dangerous activity you do in your life. You want to improve your odds of survival, especially if you are inexperienced. You can learn to handle a motorcycle with proficiency and skill through experience, but will you survive in the process? The odds aren't in your favor without training at the right level.

Training is a disciplined course of action that teaches basic survival skills. It is fun, readily available to most Navy personnel, and free. Three-quarters of our riders who die in crashes hadn't completed their required training. Make the decision today to arm yourself with the right skills and attitude to enjoy the road and your bike.





Military Sportbike Rider Course (MSRC)

Thanks to this course, the number of motorcycle fatalities has been reduced by half over the last three years. If you ride a sport bike, get this training as soon as possible. Right after the Basic Rider Course is not too soon.

BRC-2 or Advanced Rider Course (ARC)

This course helps riders of cruisers and standard motorcycle bond with their machines. When you are cut off in traffic by a car is not the time to see if you know your bike well enough.

Are operational commitments stopping you? Consider this: Training only takes one day. Dying takes them all.

Increase your odds for survival. Get trained. What do you have to lose? ■

In 2011, motorcycles were responsible for 64 percent of the Navy's PMV fatalities, but motorcycle riders comprised only 10 percent of motor vehicle operators.

Sport-bikes are over-represented in mishap data. They equal 75 percent of the year's fatalities, but comprise only four percent of motor vehicle operators.

Don Borkoski is a traffic and recreation safety specialist at the Naval Safety Center. Mr. Borkoski is a certified motorcycle instructor.



One Intersection:

BY CHIEF WARRANT OFFICER 4 PAUL L. GILL

I have been riding motorcycles for almost 30 years, over 20 of those years street legal. I am a Motorcycle Safety Foundation Certified Rider Coach and an Advanced Rider Track Day Rider Coach in training. I am also the president of the II Marine Expeditionary Force Headquarters Group's Motorcycle Mentorship Program. I consider myself an avid motorcyclist, and would not consider myself a seasonal or fair-weather rider. In fact there are only three things that will keep me from riding: rain so hard my tire tread will not effectively wick the water away, snow and ice buildup on the roads, and wind so strong it will blow me into oncoming traffic.

I wanted to share a couple of stories. The two incidents happened about 17 months apart at the same intersection aboard Camp Lejeune, North Carolina, under similar conditions; however, the outcomes were very different.

On Oct. 25, 2010, I left home at about 1130 on my 2004 Heritage Classic to return to work after a lunch meeting with a contractor. It was a dreary day; in fact, I had to stop on my way back to work to put on rain gear.

From this point on, I will be relying on information found in accident reports and pictures of the accident scene because I have no memory after putting on my rain gear up until coming in and out of consciousness in the emergency room.

I approached an intersection; I had the green light. This particular intersection is more dangerous than most because of its deep curve with a left turn lane along the length of the curve. During that time of day the turn lane was backed up with traffic pretty much along the entire length of the curve. When faced with this condition, I routinely would slow my speed to about 10 MPH below the posted limit and position my bike to the right third of the lane to provide more time for me to be seen and time for me to evaluate the intersection.

As I approached the intersection this day, a large delivery truck turned left across my path of travel from the opposite side of the intersection. What I didn't realize was that the large delivery truck hid a tailgating F-250 pick-up from my view and obviously hid me from the driver of the F-250's view.

I entered the intersection as the delivery truck cleared it and the F-250 struck me head-on at a slight angle. The front wheel of my bike was buried into the front of the pick-up, locking it in place. The result forced the left side of the bike to slam into the front of the pick-up crushing my

path of travel in spite of the fact that I had the green light.

Remembering my near-fatal experience just 17 months prior, I rolled off the throttle a little, flashed my brake lights, and changed my lane position to the left third portion. The school bus driver didn't see me and rushed the intersection. I then noticed I would not be able to effectively see what's behind that large vehicle, even given the different lane position, so I brought my bike to stop.

Here are the lessons learned concerning these two situations. First, high-visibility gear does not guarantee others will see you, so don't let your guard down if you use it.

Two Outcomes

The driver of the pickup assumed the intersection was clear and never slowed down to assess if he had to yield or not.

left femur and slamming my head into the hood so hard that it wrinkled like a sheet of paper as I rolled onto it.

This resulted in a Class III concussion. My other injuries included dislocated left knee, fractured left fibula, multiple fractures of the left wrist, and dislocated right shoulder. The driver of the pickup assumed the intersection was clear and never slowed down to assess if he had to yield or not.

I did nothing wrong; in fact, I thought I did everything right. However, I've always believed that even if a rider did nothing wrong or illegal, there is always something he or she could have done to avoid a crash. After much thought, I figured because of the limited visibility conditions, I could have worn high-visibility gear to make myself more noticeable. I could have changed my lane position back to the left third of the lane to perhaps provide a different point of view that may have allowed me to see the pick-up prior to colliding with it.

So, the next rain suit I bought included an obnoxiously loud, bright green jacket. And during other periods of low visibility I don my road-guard vest.

Seventeen months later, I approached the same intersection during the early dawn hours. The similarities with the previous situation were low visibility, my approach from the same direction, and a large vehicle approaching to make a left turn from the opposite side of the intersection across my path of travel. The differences were dry roads, very little to no traffic, time of day, and the fact I had a high-visibility orange vest on. As I approached the intersection entering the deep curve, I opened my lane position to the right third of the lane and slowed my speed to 10 mph below the posted speed limit.

I then noticed a school bus approaching the intersection from the opposite side to make a left turn across my

Second, if I had changed my lane position to the left third portion of the lane in the first scenario, the angle of impact would have been more of a straight line which would have most likely launched me headfirst off the bike. This most likely would have killed me or at least paralyzed me. Therefore, lane position isn't nearly as important as assuming there is another vehicle hiding behind that delivery truck or school bus and that it will not yield. Be prepared to avoid it. Had I applied that logic to the first scenario, I don't think I would have been hit.

Third, even if you do everything right, you can still be involved in a mishap; therefore, do more and ride like you're invisible.

Fourth, rider training and active involvement in unit motorcycle mentorship programs will provide the tools required to do more and increase your chances of survival while operating among the caged drivers.

Finally, PPE works, so use it. In the event you've done everything possible to avoid a mishap but it still occurs, PPE will greatly increase your chances of survival and reduce injuries.

There are two types of riders out there and I'm not talking about those who've gone down and those who haven't gone down yet. The two types of riders I'm referring to are smart riders and wise riders. Smart riders learn from their mistakes and wise riders learn from the mistakes of others. For most of my riding life, I would consider myself a smart rider; if there were mistakes to be made on a motorcycle, I think I've made almost all of them. Through God's grace or dumb luck, I've survived them all. Now I take what I've learned and do what I can to create wise riders. A wise rider is what we should all strive to be. ■

"In racing we have to be very focused ...
It's the same on the road,
except rather than looking for
ways to go faster,
I am focused
on my safety."

