



NATIONAL ASSOCIATION of STATE MOTORCYCLE SAFETY ADMINISTRATORS

SMSA Spotlight Magazine

Spring 2018

The views and opinions of the articles and authors in the SMSA Spotlight Magazine do not necessarily reflect the views and opinions of the SMSA or their members. The articles are intended to provide a wide range of views on motorcycle safety. Any questions regarding articles should be addressed directly to the author(s).

SKIDBIKE Orientation

By: Bret Ransom, Instructor
Missouri Motorcycle Safety Program
bretansom2@gmail.com

First of all, what in the heck is a SKIDBIKE and what's it used for? To get a handle on that question imagine how a bike feels leaned over under maximum braking. What does a motorcycle feel like just before maximum braking at lean slips into a lowside crash? What does it feel like when a rear tire slide regains traction and the bike snaps back into alignment initiating a highside crash? What does it feel like with modern motorcycle stability systems intervene to prevent these from happening? The answers to all these questions and more can be answered with the SKIDBIKE.

In early December 2017, four staff from the Missouri Motorcycle Safety Program (MMSP) met with Dane Pitarresi (SKIDCAR/SKIDBIKE Systems) at the Warrensburg University of Central Missouri (UCM) Safety Center for a weekend of training on the SKIDBIKE. The MMSP SKIDBIKE is essentially a bone stock KTM 1190 Adventure motorcycle with a skid system apparatus attached to it.

The system consists of outriggers that attach to the motorcycle frame which prevent the motorcycle from capsizing. The lean angle is limited by a pair of rubber snubbers on each outrigger, and the outriggers are equipped with caster wheels. When the bike falls to the

side, the outrigger catches it, and the bike continues along unbalanced, resting on the outrigger with the rider still in place. Cool!!!

Additionally, there are front and rear carriage assemblies which bolt onto the axles and surround the wheels. The carriages are equipped with lifting actuators and caster wheels. The lifting actuators are run by remote control. The SKIDBIKE coach can use the remote to lift either one or both motorcycle tires off the ground. As the weight is commanded off of the motorcycle tire, the carriage caster wheels bear the weight, and these wheels are free to move in any direction thus simulating low traction situations like ice, snow, sand and gravel. Perhaps even more importantly than simulating low traction surfaces, the SKIDBIKE can offer the same loss of traction feeling that a motorcyclist might experience while negotiating a curve too quickly or applying the brakes too aggressively from high speeds. The simulation of these events is done at a much, much lower speed resulting in less inertia and a safer "crash" when traction limits are exceeded.



At first, we took turns sitting on the bike in the riding position and practiced letting the motorcycle fall to one side and then the other. After we became comfortable



SMSA Listserv

Please take advantage of the SMSA Listserv hosted by Oregon State University. The SMSA Listserv is an easy and efficient way to contact your fellow SMSA members with questions relating to Motorcycle Safety and Rider Education. To sign up, visit the SMSA website Members Only section and choose the tab for Listserv. Summaries from past postings are also listed under the Listserv tab.

with that exercise, we rode around the training range in an oval pattern getting used to having an extra 40 pounds on the front wheel and developing a feel for how much lean angle is available before the bike contacts the outrigger stops. It was surprising to me just how normal it felt. With the familiarization exercises completed, it was time to remove traction from the front and rear tires and make some cornering runs. With the KTM's stability controls activated, braking abruptly while upright and while leaned over was a drama free event. Even ham-fisted application of the front brake lever could not provoke a slide.

Stabbing harshly at the rear brake pedal mid corner resulted in the same controlled stop. Next, we were asked to toggle off the ABS and make the same runs without electronic intervention. Upright stops required much more concentration and technique and none of the four experienced riders could equal the short stopping distances that the ABS system was capable of.

When it came time to brake in a curve, all of us got to experience what it was like to over brake and lose the front resulting in a lowside. The natural tendency is to under brake to



maintain a safety margin which results in vastly longer stopping distances. It took quite a few practice runs to be able to threshold brake in a curve using the loss of resistance at the handlebars as a signal that the front tire was reaching or had reached its limit.

In my opinion, this is where the SKIDBIKE system really shines. How often do you get to practice threshold braking in a corner without fear of falling? How many of us know what the onset of a lowside feels like?

On the flip side, we were also able to practice throttling up on corner exits with the stability systems on and then again with them turned off. The KTM allows for hacked out powerslides with the systems on but keeps the 150 horsepower in check so that you look like a real ace. With the system off, throttle control becomes much more important with highsides, a real possibility if a rider were to cut the power too abruptly while crossed up on the corner exit. The nice thing about skid bike is that by removing rear wheel traction, we were able to practice these techniques at safe speeds (less than 20 mph).

People who have lowside crashed on the street or track have firsthand knowledge of loss of traction while a motorcycle is leaned over either from over braking or over estimating the amount of traction available for a maneuver. SKIDBIKE allows you to "crash" (fall onto the outriggers) without injury as you develop a feel for what it's like just before the front begins to slide out.

In that respect, it should serve to make riders more confident when confronted with an emergency situation requiring them to brake in a curve. A final point is that modern motorcycle stability systems are well worth considering when making your next bike purchase. Due to Bosch's development and collaboration, these systems are now available on many motorcycle models. The electronic safety net is no substitute for good technique, but it can provide a rider with more confidence knowing that the system has your back.

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An advertisement for the Can-Am Spider trike. The top half shows two riders on blue trikes on a paved area with orange cones. The word "SPIDER" is written in large, stylized letters across the top. The bottom half is a black box with white text that reads "LEARN TO RIDE FOR ONLY \$75". The Can-Am logo is in the bottom right corner.

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New York's Approach to Improve Motorcycle Safety

By: Audrey Feldman, Highway Safety Program Representative
aubrey.feldman@dmv.ny.gov



On September 29th, 2017, Sergeant James Cleary from the New York State Police and Law Enforcement Liaison Dominick Macherone from the New York Governor's Traffic Safety Committee (GTSC), had the opportunity to attend and present at the SMSA National Motorcycle Training Summit in Burlington, Vermont. Their 90-minute presentation covered two comprehensive initiatives:

- the GTSC Motorcycle Safety Project that initiated in late 2016 and
- a motorcycle safety and enforcement training program specifically designed for law enforcement, entitled "Practical Guidelines for Motorcycle Enforcement."

They opened with an overview depicting New York State's (NYSs) motorcycle crash problem. The Motorcycle Safety Project's core function brings together a working group of motorcycle safety professionals and advocates from varied backgrounds that include the Department of Motor Vehicles (DMV), the GTSC, the New York State Police, Town of Colonie Police Department, and private entities (e.g., NYS Motorcycle Safety Foundation).

Collectively the workgroup's mission and goals are to assess New York State's motorcycle crash problem and its underlying issues, trends, data and program components in an effort to identify and develop innovative strategies to reduce motorcycle crashes and fatalities in New York State.

One of the first tasks undertaken by workgroup members was outreach with other states throughout the country. Each state discussed their existing program's successes and challenges in confronting the overrepresentation of fatalities from motorcycle crashes compared to fatalities in motor vehicle crashes overall. Additionally, colleagues discussed best practices relating to education, awareness, media, messaging, outreach, training, legislation, laws and enforcement issues in addressing this nationwide traffic safety priority. The feedback from these counterparts on the direction of the initiative was inspiring and overwhelming. This led to New York State being encouraged to attend and present during the 2017 SMSA Summit in Burlington, VT.

The second part of the presentation provided attendees with an overview of New York's motorcycle safety and enforcement training program for law enforcement, which is regionally directed by statewide crash data. The goal of the Practical Guidelines for Motorcycle Enforcement training is to introduce law enforcement to national and state specific motorcycle safety, education and enforcement issues in support of efforts to reduce the number of deaths and injuries from motorcycle related crashes. The training is a collaborative and ongoing initiative by GTSC in cooperation with the New York State Police, NYS Department of Motor Vehicles - Motorcycle Safety Program, and the NYS Association of Chiefs of Police.

The full day course incorporates eight individual training modules instructed by law enforcement subject matter experts covering:

- An Overview of the Motorcycle Crash Problem & Supporting Data
- Motorcycle Types and Characteristics
- Safety Laws Related to Equipment and Operation
- Officer & Motorcyclist Safety
- Crash Investigation
- Impaired Driving & Detection
- Helmet Laws and DOT Compliance
- Public Education Efforts & Stakeholders

Based on questions and feedback from attendees, presenters found this to be an extremely rewarding experience that should benefit everyone in promoting motorcycle safety.

2018 SMSA Elections

Nominations are now being accepted for the 2018 elections for Chairperson, Regional Representatives and Individual Members' Representative.

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How Do We Gain Their Respect?

By: Roberta Carlson
Total Control Training,
bobbie@totalcontroltraining.net



I, along with most of you, recently attended the National Association of State Motorcycle Safety Administrators (SMSA) Training Summit in Burlington, Vermont. As you know, this organization started as a support system for State Motorcycle Safety Programs but has grown into an organization that includes all those who support motorcycle safety training. In addition to all I have learned and the many networking opportunities experienced, I have heard a couple things that made me think about our place as motorcyclists in the transportation system.

A law enforcement officer was discussing motorcycle arrests and mentioned that, if an officer stops a rider for a violation and that rider does not have a motorcycle endorsement, the officer may not ticket the rider for not having the endorsement; because how the officer tickets a motorist is discretionary. The officer may cite the rider for other violations and overlook the lack of a motorcycle endorsement. Can you imagine that happening if the person stopped was driving a car or a commercial motor vehicle? He also mentioned that 20% of riders stopped did not have a motorcycle endorsement. Can you imagine any other groups of drivers having 20% of their group not properly licensed and an officer not ticketing them? It just wouldn't happen. There would be a national push from the top to get those drivers licensed. So, why do they let us go? Is this good for us as motorcyclists? I'm sure the rider who didn't get cited for not having a motorcycle endorsement is thrilled, but is it good for us as a motorcycling group?

Additionally, most officers don't cite motorcycle riders for wearing a fake helmet. And, if they do, the courts tend to throw the citation out. Would law enforcement cite car drivers for having no seat belts or fake seat belts in their cars? Likely, they would.

So, what's the reason behind this? Maybe, because there are so few of us compared to other groups of motorists, we become inconsequential? Maybe it is because "they" don't take us seriously, because we ride motorcycles? Is it because the rest of the population considers motorcycle riding to be an extremely dangerous activity, and they think we have a death wish because we choose to do it? Are they cutting us a break? Doing us a favor? Hurting us in the long run?

These issues that popped up during the conference reminded me of a story from long ago involving motorcyclists when I lived in Falls Church, VA, and worked with the Navy at Pax River Navy Base. I was invited to a meeting with various Maryland police agencies who were experiencing a severe problem with "stunters" on Sunday mornings on Maryland roads.

Their stunting activities were scaring car drivers out for a Sunday drive. Consequently, the local police set up a huge "sting" including police helicopters. The plan was to run the stunters down into the tip of Southern Maryland and apprehend them. It worked!

The first person they arrested was a D.C. police officer who was president of the stunting club! The one thing I always remembered from the meeting was the organizer's view on the riders. His exact words were, "We don't give a CRAP about the stunters! We just want them to stop scaring motorists." Does the opinion that the officer developed, caused by stunters, bleed over to all motorcyclists? Likely, it does, somewhat.

Stunters, "1 per-centers" and the movies give us a bad rap. Car drivers have the street racers and the drifters but are also a much larger percentage of drivers. There aren't as many of us to carry the banner for the regular law-abiding motorcyclist.

As I was pondering the answer for these questions, I talked to a friend of mine who is an attorney and works with traffic cases. He told me that, if a motorcycle case goes to a jury, and the motorcycle rider has been determined to be in the "right," therefore deserving a payout, he or she will be awarded 25 to 30% (yes, approximately one-third) LESS than the driver of a four-wheeled vehicle would be awarded. It appears we aren't equals. How do we fix that?

So, how do we gain their respect? Are they cutting us a break for not issuing citations, or do they just not care about us? What influences a jury to award a motorcyclist less money than a four-wheeled vehicle driver? Food for thought at next year's Summit in California!

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Have your article featured in the next edition of *Spotlight Magazine*. Please submit articles to the SMSA office at office@smsa.org. Articles can showcase your state safety campaigns, state programs, best practices, teaching techniques, new motorcycles; anything motorcycle safety related.



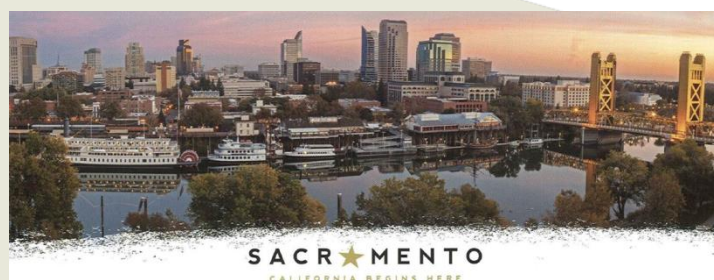
For a copy of the SMSA Guidelines for submitting *Spotlight Magazine* articles, please visit www.smsa.org.

Advertisements for Supporting Members: please submit any new advertisements that can be featured in the *Spotlight Magazine*.

Register early for the SUMMIT! 2018 SMSA National Training Summit

The 2018 SMSA National Training Summit will be held September 12-16, 2018 at the Holiday Inn Sacramento Down Town, Sacramento, California (adjacent to Old Town Sacramento).

This year's theme is "Creating a Culture of Safety." Scheduled presenters include Jermaine Galloway the "Tall Cop" who will be presenting: *High in Plain Sight: Current Alcohol, Drug, and Concealment Trends and Identifiers* and The Tactical Training Academy who will be presenting a: *Violent Intruder/Active Shooter Seminar and Workshops*. Other activities include professional development workshops, tours of the SNELL Memorial Foundation Lab, Cycle Gear event and many others. For more information please visit www.smsa.org. We look forward to seeing you in Sacramento, California.



Professional Development Workshop Sunday, September 16, 2018 Prairie City, CA

The final day of the 2018 SMSA National Training Summit will be held at the [Prairie City State Vehicular Recreation Area](http://www.prairiecitystatevehicularrecreation.com) in Rancho Cordova, CA, 30 minutes from Sacramento.

Don't miss out! Experience a replica of the California Motorcyclist Safety Program's Professional Development Workshops (PDWs). The PDW will showcase three riding events on various locations within the Prairie City Recreation Area including: (1) closed circuit/track riding on the twisty Prairie City go-cart track; (2) dirt bike riding; (3) a gymkhana course; and (4) classroom sessions.

Riders are encouraged to bring their own motorcycle, if possible. Various demo motorcycles and three-wheel motorcycles will be provided for use on the track and on the gymkhana course. Dirt bikes and full dirt bike gear will be provided for all riders.

Non-riders are encouraged to attend and will also benefit from classroom sessions.

It will be a fun day for everyone! For more information and to register please visit www.smsa.org.

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Welcomes New SMSA Members!

SMSA welcomes our newest Individual Members.

If you are interested in joining SMSA, please visit our website at www.smsa.org for more information.



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SAVE THE DATE!

2019 SMSA National Training Summit in Grand Rapids, Michigan

The 2019 SMSA National Training Summit will be held **September 11-14, 2019** at the Crown Plaza Grand Rapids Airport, Grand Rapids, Michigan.



2020 SMSA National Training Summit

SMSA is seeking a host state for the 2020 Summit. If your state is in the Eastern Region and you would like to promote your state and program or have questions regarding host responsibilities please contact the SMSA office.

Thank You SMSA Supporting Members

