



NATIONAL ASSOCIATION of STATE MOTORCYCLE SAFETY ADMINISTRATORS

# SMSA Spotlight Magazine

Spring 2019

*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).*

## The Circuit RiderCourse – What is it?

By: Steve Kirsch, Be Crash Free, LLC  
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*(Note from the author: In last month's story about Jack and Diane and the Circuit RiderCourse, we stated that they had found studies that showed advanced rider training reduces the risk of a crash. This was unintentionally overstated – we are not aware of published studies that definitively show this reduced crash risk.)*



You may recall from the last issue of the Spotlight that our intrepid riders – Jack and Diane – had just signed up to go and take the Circuit RiderCourse (CRC) to improve their riding skills and knowledge. That class took place in mid-March and they've been off on new riding adventures since then. But just what is the CRC? You might be considering taking the course yourself, becoming a CRC RiderCoach, or even offering the

CRC in your program or at your school. If that's you, let us share what makes the CRC a one-of-a-kind training experience.

The CRC is a one-day high-performance course developed in conjunction with the Kevin Schwantz School (<http://www.schwantzracing.com/>) and the Yamaha Champions Riding School (ChampSchool - <https://champschool.com>). A large riding area allows speeds more aligned with actual street speeds. It includes visual awareness training and hands-on practice in handling advanced braking and cornering maneuvers.

The CRC uses the standard format of alternating between increasing knowledge (classroom) and skills practice (range/circuit work). However the CRC is quite unique in its subject matter.

In the classroom, students are engaged with Powerpoint slides, video clips and RiderCoaches who guide the discussion. For those familiar with the Motorcycle Safety Foundations (MSFs) Basic RiderCourse updated (BRCu), a similar process is used with much of the discussion intended not only to inform, but to get the students to 'think' about their actions and potential consequences.

Among the topics discussed are visual awareness and smooth control. Much discussion revolves around the various aspects of cornering. Since cornering is a major factor in crashes and fatalities, the amount of time on this subject is very worthwhile. The beauty of this course is – the students are already riders – so the discussion can really dig in to the critical pieces of the

### 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.

puzzle. For example, line selection is covered at a fairly low level in the BRCu, simply because the students don't have context and limited bandwidth. In the CRC, there is the ability to have a much higher level look. Not just a look, but detailed discussions and riding exercises that allows the students to experiment with varying lines. That's what the students really enjoy – the riding.

The riding sessions are performed on a huge piece of asphalt that allow real world speeds. Depending on the facility, it's possible to get up to 65 mph on the straights. Although a lot of attention is given to the higher-speed-nature of the training, what is made very clear to the riders is the need to be able to adjust their speed so they can appropriately and safely negotiate the corners.

With all the attention on speed and cornering, it would be easy to assume the CRC is a course used to prepare for the racetrack, but that is absolutely not the case. While it is true that many of the skills practiced (body position, line selection, braking) are used on a track, everything practiced in the CRC is gauged and related to street riding. The final riding exercise, as an example, is intended to take the rider mentally from 'circuit' mode to 'street' mode.

"Fast Eddie" with [www.MotoJitsu.com](http://www.MotoJitsu.com) (veteran rider and an active motorcycle instructor) took the class in March and put together a 27-minute video of his experience. You can find his video at his website and on our CRC registration page - <http://bit.ly/CircuitRiderCourseBCF>.

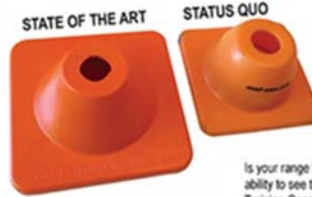


As one of our recent students put it, the CRC has a "great variety of corners – everything you'll find in the real world minus elevation and camber." And that's what it should be – a simulation of the street, to practice street skills at street speeds.

We encourage you to learn more about the CRC – whether as a student, a RiderCoach, or a training site or state program. You can start that conversation with us at [CRC@BeCrashFree.com](mailto:CRC@BeCrashFree.com).

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# Outreach Through Driver Education

By: Kyle McCarty, Idaho **STAR**  
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In the Fall 2018 SMSA Spotlight Magazine, there was a fantastic article by Brett Robinson titled, “The Future of Motorcycle Safety and Rider Training.”

A few conclusions that resonated with me included:

- Use data to emphasize skill development.
- Offer additional or different courses.
- Establish PARTNERSHIPS to work on common goals to reduce crashes, injuries, and fatalities.
- Offer Clinics, such as, Braking & Cornering, Precision Riding, Chills & Thrills, etc.

I expect that you, your training program, and your state may be experiencing similar challenges and opportunities.

To reduce crashes, injuries, and fatalities through partnerships, Idaho **STAR** offers an outreach program with young novice drivers through driver education. One myth heard is how, “drivers are out to get us!” or, “drivers just don’t see us!” Both are deceptively inaccurate. Rarely are drivers “out to get us”. Conceivably it could happen within a rare road rage incident and likely triggered by an event that the rider may have instigated or at least have been involved in. Most of these appear to be based upon driver ignorance of how the rider was doing what they needed to for: (i) safety, (ii) the ability to SEE, or (iii) the ability to BE SEEN.

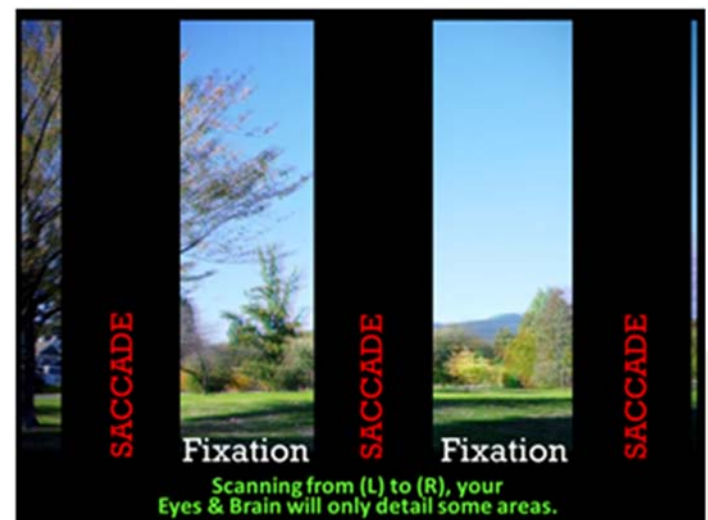
The myth, “Drivers just don’t see us!” may actually be correct – at least in three specific and all too common scenarios. Idaho **STAR** addresses these within our *Young Driver Outreach Campaign*. We engage driver education classes, to highlight how a driver can directly look at a rider...and still not SEE them. How? It’s scary-simple: (i) Selective Attention, (ii) Peripheral Blindness, and (iii) Fixation Blindness.

In each of these, the driver’s brain may simply delete the “rider” from view. Yes, the rider is there. Yes, the driver’s EYES see them, but sadly, the driver’s BRAIN filters out the rider – Invisible-In-Plain-Sight.

**STAR** utilizes several short videos to introduce the problem. Then several slides and student activities to highlight the Invisible-In-Plain-Sight challenge.

Students are typically dumbfounded to realize how easily a rider can disappear – in plain sight!

The following are examples of slides used within the Young Driver Education Outreach campaign.



Is this program effective? We just don’t yet know; it’s still very new. However, we get incredible engagement and response from driver education students. Many are blown away with how much they didn’t know and didn’t expect. Students drive away with a much greater appreciation and understanding for what a rider needs to do, to see, to be seen, and be safely in control.

Our theory is, “if a young novice driver is thinking of us, they are much more likely to SEE us!”

Idaho STAR will demonstrate a version of this program at SMSA’s National Training Summit this year in Grand Rapids, Michigan.

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## Follow SMSA

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## Check out the SMSA Newsletter...

During the 2018 SMSA Summit, several members expressed interest in having a monthly publication to keep the membership informed of SMSA activities. Future issues will include updates on SMSA Committee Activities and Goals as well as program highlights and initiatives.



## SMSA Award Nominations!

The SMSA Awards Committee is seeking nominations for the upcoming 2019 awards. These awards honor an individual, group and state in recognition of their dedication, commitment and contribution to motorcycle safety as well as those who have made a positive impact on a national, state or local level.

Award categories are:

- Outstanding Individual
- Outstanding Contribution
- Outstanding State Member
- Outstanding Supporting Member

2019 Award Nomination forms can be found on the SMSA website [www.smsa.org](http://www.smsa.org) under About Us - Awards section and are also attached. Nominations are due to the office by June 29, 2019 and can be submitted to [office@smsa.org](mailto:office@smsa.org).

## 2019 SMSA National Training Summit



The 2019 SMSA National Training Summit: Mission Critical – Planning for the Future of Motorcycle Safety will be held September 11-14, 2019 at the Crowne Plaza Grand Rapids Airport, Grand Rapids, Michigan. This year's Summit is promising many exciting sessions and a day on the range with breakout sessions for those not riding.

### Preliminary Agenda Overview

**Wednesday, September 11 - Morning:** Professional Development Workshops (pre-registration required)

**Wednesday, September 11 - Afternoon:** Annual Business Meeting (all welcome to attend)

**Thursday, September 12:** General Sessions

**Friday, September 13:** Concurrent Sessions

**Saturday, September 14:** Range and Breakout Activities (breakout activities for riders and non-riders)

For registration and hotel information, please visit <http://www.smsa.org/NewEvents.html>. We look forward to seeing you in Grand Rapids!

## 2020 SMSA National Training Summit in Nashua, New Hampshire

The 2020 SMSA National Training Summit will be held September 16-19, 2019 at the Radisson Hotel, Nashua, New Hampshire.



## Rider Training Highlights: Symposium 2019

By: Dane Pitarresi  
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The 2019 Driver & Rider Training Symposium was a complete success, including the most diverse attendee list the event has ever seen. The combination driver and rider instructor-focused event produced by SKIDCAR SYSTEM, INC. and Cedergrens MEK of Sweden brought attendees from police, fire, military, utility services, municipal insurance providers, vehicle manufacturer testing facilities, private driving schools and state programs. International attendees came from Sweden, UK, Mexico, and China, and in the USA from Virginia to California and Montana to Texas.

Zero Motorcycles supplied a DS/R for use with our Milan EICMA show SKIDBIKE frame which was available for demonstration rides along with our in-house Honda with ABS. Winson Wang of Bosch LLC Two-Wheeler & Powersports Division presented a tech talk on current and future technologies, narrowing in on ABS. The Zero DS/R included the latest ABS technology from Bosch and the Zero adjustable modes, making for great demonstration capabilities with both bikes.



Stacy "Ax" Axmaker presented two programs. His ability to make sense of driver and rider coaching from both disciplines was impressive and appreciated. The full team from Be Crash Free demonstrated a number of techniques to aid and make clear how small nuances in training exercises can make a world of difference in rider coaching. Their on-bike demonstrations were a class act - good coaching, good information, and good skills.

Alan Cunningham from SaferMoto (Hit-Air Motorcycle Vest distributor) is not only a rider safety advocate but a seasoned racer with multiple years of competition on the west coast and at the Isle of Man. His presentation, focused on simple explanation and physical demonstration of dynamics, fascinated those instructors in the room. The personal video of a lap around the Isle of Man was stunning.

Our goal was to produce an event valuable to any instructor coach and our speakers very successfully crossed over driver and rider lines to present information relevant and worthwhile to both disciplines.

SKIDBIKE rides were managed by an impressive team including manufacturer representative Anders Cedergren, UK SKIDBIKE distributor Jim Hawkins, Motor Cop and EVO trainer Nate Pieske, and AJ Forman from ProDrive and Team Oregon.



The content of this event was delivered by those that dream, invent, improve, and strive to raise the bar for rider training. Our entire SKIDCAR and SKIDBIKE team want to thank the attendees, presenters, vendors, and sponsors for what has been called an event "unlike anything available anywhere in the world"!

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# Antilock Braking Systems

By: Lawrence Crowe

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The antilock braking system (ABS) is possibly the only commonly implemented mechanical safety feature that has made a successful move from passenger vehicles to powered two wheel vehicles in the modern age.

Advancements like air bags (nod to the Gold Wing here, but this is quite rare), lane departure warnings, autonomous emergency braking, active restraints and other built in safety technology is often standard, whether you want it or not, when you buy your modern car.

Some advanced systems are available on motorcycles but tend to be rare or expensive. Safety improvements for riders have come primarily in the form of better wearable safety gear, which is mostly optional; or better materials and construction of existing items like tires and brakes.

ABS is a bit of an exception. A bit. It is still optional for the most part, although, many manufacturers are making it standard for their bigger bike models. It has also become standard for BMW and bikes in the European Union since 2016, along with few other countries.

While mandating motorcycle ABS in the US is on the political agenda, it will remain as an option, for the most part, in the immediate future.

There have been advancements in ABS for motorcycles, including functionality in curves, as demonstrated by Bosch and KTM during the SMSA Summit in Burlington, VT. It is straight line emergency braking where motorcycle ABS shines, and this can only help, right?

So what has this technology done for rider safety as it becomes ever increasingly present on motorcycles? Anybody with ABS on their motorcycle has probably felt it do its thing and may have wondered if a crash was just avoided. Should it be mandatory? Is it saving lives? A recent article by Ben Purvis for Bennet's, a United Kingdom insurance company, provides some insight, statistics and information from other motor vehicle arenas on this subject. The article can be seen in full at: [https://www.bennetts.co.uk/bikesocial/news-and-views/features/bikes/why-isnt-abs-saving-our-lives?fbclid=IwAR3R4jpPtdZPJZOeKKnExLsO88FRXTD0qxNDePagoLxboO\\_7GeSGkAzE8cs](https://www.bennetts.co.uk/bikesocial/news-and-views/features/bikes/why-isnt-abs-saving-our-lives?fbclid=IwAR3R4jpPtdZPJZOeKKnExLsO88FRXTD0qxNDePagoLxboO_7GeSGkAzE8cs)

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- Online video training to prepare candidates for their initial instructor training
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# Step into the Spotlight

Have your article featured in the next edition of *Spotlight Magazine*. Please submit articles to the SMSA office at [office@smsa.org](mailto: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](http://www.smsa.org).

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