

RIDE

**PLUS:
STREET
SURVIVAL
TIPS**

SUMMER 2019

BEST SCENIC ROADWAYS

LANE SPLITTING PERSPECTIVES:

**WHICH STATE ALLOWS IT
& HOW TO PROPERLY DO IT**

EXCLUSIVE!

**Indian
Addresses
Brake Safety
Concerns**



NEW RIDER STARTER PACK

SAFETY CHECKS, WHAT TO LOOK FOR WHEN BUYING A BIKE & MORE

**BEST OF
THE BEST ■ TOP 10 MOTORCYCLES UNDER \$10K**

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Three Wheelin'

From Trikes to Spyders to Tail Draggers, three wheeled motorcycles are becoming more popular. Don Borkoski's feature shares why three-wheeled riders still need to follow the usual motorcycle safety rules.

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Street Survival Skills

Never change lanes into another vehicle's blind spot. Use smooth acceleration and braking to help with tire suspension and traction. Retired ENC(SW) Scott Simmerson offers these street survival tips and more in his article Street Survival Skills.

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New Rider Packet

Want to know what types of motorcycle you should consider buying for your first bike? The New Rider Packet by Jared Brown offers information for new riders on purchasing bikes, a guide to motorcycle gear, and an explanation of the different types of motorcycle engines.

50



Fatalities Among New Riders Rise

In 2018, study findings showed that fatalities among new motorcycle riders are still on the rise. Motorcycle fatalities are the number two cause of death amongst Sailors and Marines.

EDITORIAL

This edition of *Ride* magazine focuses on new riders. A year ago the public affairs staff at the Naval Safety Center gathered a focus group of riders, experienced to beginner, to get their input on what we should focus on for the publication. The feedback the staff received from the group is that riders want to see more new rider information.

They expressed that most motorcycle safety courses aren't designed for beginners. Riders are expected to come to class with some prior knowledge of how to choose the correct bike to purchase, how to change parts and how to perform certain riding maneuvers.

Therefore, we took the focus group's advice by publishing the new rider packet, a series of articles written by Jared Brown. The packet offers information on buying a motorcycle, a gear guide and some information on engines. While it's not a complete list of everything new riders should

know, there's enough to help you get started on understanding the basics of motorcycles.

For those of you who are interested in the best roads to ride this summer, Bill Belei returns with the article "Five Scenic Roadways." There are also tips on long distance riding to help you enjoy a long ride.

Readers will see, for the first time in *Ride*, a disclaimer at the beginning of an article about lane splitting. Since one of the Navy's largest bases is located in a state that allows lane splitting, we felt this was an issue that needed to be addressed. While we do not endorse lane splitting, we do feel it is necessary to educate riders who are in California on the best way to navigate the road should they choose to lane split. The article is only for those who reside in the state of California, because lane splitting is only legal in California. Lane splitting is still a controversial topic in a lot of states so until your state allows it, we recommend you follow your state laws.

In keeping with the *Ride* magazine tradition, this issue includes some interesting facts about motorcycle history. Michael Padaway was gracious enough to let us reprint his article "38 Motorcycle Facts That Will Blow Your Mind." You'll probably learn something unique about motorcycles you may not have known before.

We brought back the top 10 list. Although the Navy doesn't endorse any specific bike, we decided to include 10 great bikes that come in under \$10,000, since beginner rides probably don't want to spend much more than that.

As always, I hope you enjoy this issue. Be safe, ride far and have fun...

Nika Glover-Ward

Editor,
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Naval Safety
Center



The Navy & Marine Corps Motorcycle Safety Magazine

Summer 2019

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MOTORCYCLE HELMETS: THE FACTS

Wearing a motorcycle helmet correctly can result in:

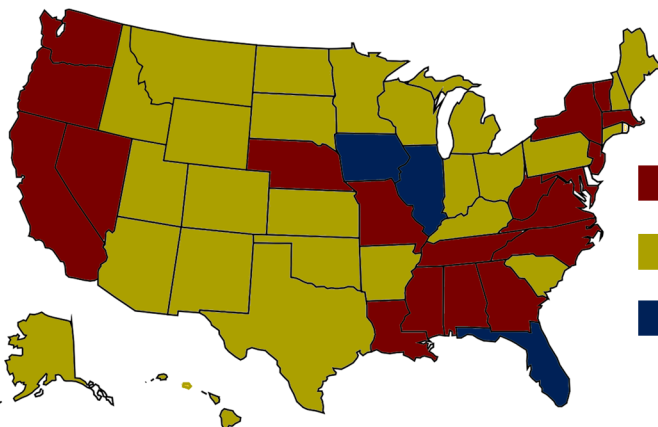
40% Reduction to risk of death



70% Reduction to risk of severe injury



**MOST MOTORCYCLE DEATHS
ARE RESULT OF HEAD INJURIES.**



U.S. HELMET LAW:

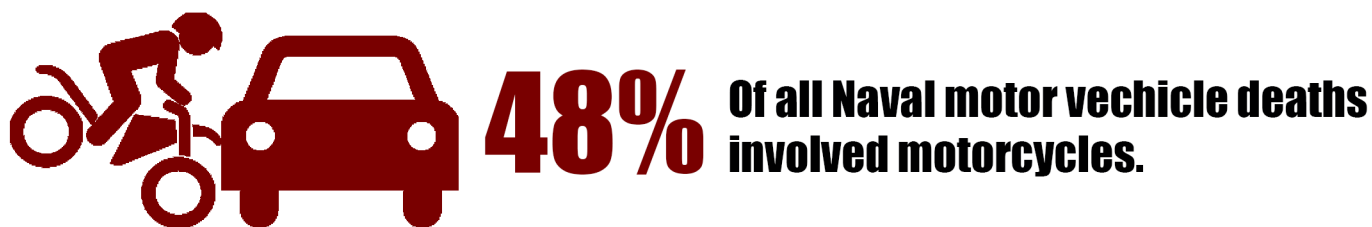
- MANDATORY**
- PARTIAL**
- NONE**

44 Countries have a good helmet law that covers:

- ☒ **All users**
- ☒ **All roads and engine types**
- ☒ **Required helmets to be fastened**
- ☒ **Applied helmet standards**



MOTORCYCLE CRASH STATISTICS

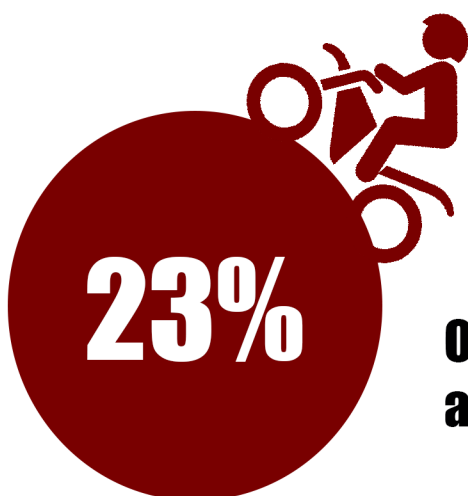


11% of all reported Naval motor vehicle accidents involved motorcycles.



Motorcyclist are 35 times more likely to be involved in a deadly accident than automobile drivers.

Most motorcycle crashes occur on the weekend.



Of all road traffic deaths are among motorcyclist.



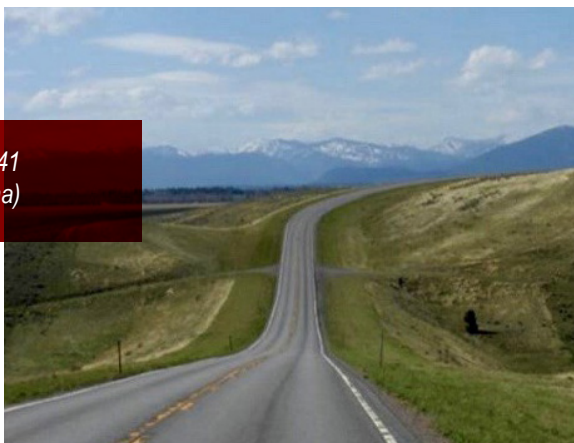
*Kancamagus Highway
(New Hampshire)*



*Arkansas Pig Trail – Arkansas 23
(Northeast Arkansas)*



*Highway 106 – Ellington to
Houston (Southern Missouri)*



*The Wonderful 141
(Western Montana)*

Five Scenic Roadways

BY BILL BELEI

Riding in nature offers one of the best ways to enjoy everything a motorcycle has to offer. Different areas of the country offer different showcases ... Missouri's redbuds bring dazzling displays of reds and pinks to green forests, Texas bluebonnets blanket vast swaths of fields and hills, and waterfalls that had vanished in the Rocky Mountains return to life.

I've highlighted five of the best rides, in no particular order. A true gem of a motorcycle road in New England is a route referred to by many riders as simply - "The Kanc" yet known to other riders by its official name - "The Kancamagus Highway." I personally rode this route a few seasons ago and found it to be 35-miles of mountain riding bliss through the White Mountains of central New Hampshire. I had the great pleasure of riding it in the fall where the scenery could not have been more picturesque. However, other riders have told me that the spring and summer scenery is also wonderful.

One rider reported to me that "this route is especially beautiful in the spring when the area's many waterfalls are at their peak of water flow as the winter snows melt, spring flowers begin to appear, and the buds on the trees start to show. On this route you'll also take in some great river views because the route follows the Swift river."

Another rider with the screen name "Connarys" added the following in a review: "What can I say other than the Kancamagus was a perfect ride! The weather couldn't have been better and traffic was non-existent. I highly recommend the Kancamagus. Just make sure you bring a camera."

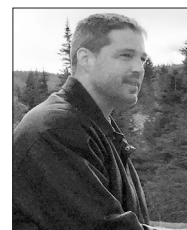
One of the most popular motorcycle roads in Arkansas, and in all of the US for that matter, is the famous "Arkansas Pig Trail – Arkansas 23." This route lies in the Boston Mountains and is noted for spring wildflowers as well as raging rivers charged by mountain snow runoff. The roads themselves will give you a thrill with their collection of slow speed hairpin turns and sheer cliff drop offs. This area has plenty of nature-based recreational opportunities such as camping, white water rafting,



that this route isn't for riders who live for curves and hills, as overall it is relatively flat with only gentle curves. However, for some riders this route is just about ideal. For example, a rider that goes by "C.D." said - "Rode the entire parkway from Nashville to Natchez with six friends in one day. It took 13 hours to complete and was worth every minute."

EDITOR'S NOTE: To read the full description, as well as see the maps, photos, videos and comments, etc., go to the search bar on the bottom of the page at MotorcycleRoads.com.

Bill Belei started the website MotorcycleRoads.com. The site boasts thousands of documented motorcycle roads both in the U.S. and abroad. Bill retired from the military in 2011, moved to Colorado with his wife and four children, and he works at Peterson Air Force Base, as a program lead for cybersecurity.



hiking, etc. If you read through the large number of rider comments on this very popular motorcycle road in northeastern Arkansas, you'll see how enthusiastic riders are about this Arkansas route.

For example, "Donniejoe" said "This is a great route. It's everything you could ask for. If you want to ride in Arkansas, you have to run the Pig Trail."

A nice 65-mile route in southern Missouri along Highway 106 will take you through multiple conservation areas and among some pretty spectacular scenery.

In western Montana, a lonely yet lovely motorcycle road called "The Wonderful 141" is known for its emerald green grassland, its gentle sweeping turns, as well as its scarce traffic levels. Reviewer "Jim B" said, "This is a nice little off the beaten path route. Just a nice, pretty, and quiet run." A rider named "Judy" said, "I travel this route every day for work. I love it so much I frequently take it on weekends on my Fat Boy. Little traffic, good roads, wildlife, pastures and wide open beautiful country."

One of the more famous and well-traveled long-distance motorcycle roads in the south is the near 400 mile Natchez Trace Parkway which starts out in southwestern Mississippi, travels up north and through the far northwest corner of Alabama and then ends just south of Nashville, Tenn.

If you time it right in the spring, you will see the brilliantly colorful redbuds and dogwoods in full bloom along this officially designated "All American Road." Now, one thing I'd like to point out is

Long Distance Riding Tips

DONT OVER DO IT If the longest you've ever ridden is 250 miles (400 km), don't plan on a string of 1000-mile (1600-km) days. Eliminate all irritants. Something that's a minor annoyance can finish you off after that great a distance.

BE PREPARED Prepare your bike before the trip. We're all short of time, but if you can't get your bike right before you start, on the road is no place to try and make repairs. Don't make any big repairs or changes (accessories) just before the trip. Upgrade your tool kit... and join a towing service, just in case.

BE SAFE Forget about high speeds. Slow and steady wins this race, and don't take anything that makes you sleepy or hyper. If you're tired, stop. Get into your rain suit before it starts raining. Get gas before you need it. Never ride faster than you can stop. Stay away from long-haul trucks.

GEAR UP Pack wisely. Less truly is more in this race. Keep the things that you will need easy access to (flashlight, eyeglasses) in a tank bag where you can reach them with a minimum of trouble. Make room for an electric vest, though. Carry a flat-repair kit and know how to use it.

REST RIGHT Know when to stop. Tired? Pull over now! Remember, it's often the case that a rest stop can make you go faster.

BE HEALTHY If you can't eat right, at least eat light. Be sure to stay hydrated, and when outside of well-populated areas, carry at least a half-gallon (2 liters) of water. Carry vitamins and aspirin, too.

BE AWARE Be careful crossing county lines. Road maintenance can change quickly when one county runs out of money. That nice two-laner can become a potholed mess within a few short moments.

EDITOR'S NOTE: These tips are courtesy of cycletworld.com.

THREE WHEELIN'

BY DON BORKOSKI

"Look! Out on the road ... Is it a bike? Is it a car? NO! It's ... I'm not exactly sure what it is?!"

Motorcycles used to simply have two wheels, a saddle and handlebars. They were easy to identify and definitely not a car. They began as a bicycle with a motor. Motorcycles have the advantage of being economical, lightweight, maneuverable, reliable and can go and park in places where cars can't.

Plus, they are fun.

But as soon as motorcycles appeared (1894 to 1903) they were being modified. The No. 1 reason for modification? "Where do you put stuff?" Two home-made inventions stuck that allowed storage; the side cars and three wheelers with a trunk. Side cars were easy. They are simply a box with a wheel bolted to the side of the motorcycle without major changes to the bike. To this day, passenger side cars are popular. Three wheelers were not so easy. Add two wheels and storage to the front and the vehicle is difficult to steer. Tow it and it tended to "drag" the bike. Adding two wheels to the back with a trunk turned out to be the best solution for the time (1915).

Making the homemade modification official, manufacturers began producing three-wheel utility vehicles. The most successful were the Harley Davidson "service cars" that were used around the country for police, and for delivery of just about anything from milk, ice cream, mail to laundry. For more than 100 years there were not many changes to three-wheeled motorcycles and motorcycles with side cars ... until now.

There has been a revolution in three-wheeled vehicles. And not all of them can be considered motorcycles any longer. The 2008 economic crash opened the door for gas friendly, economic machines that are easy to ride, easy to park and relatively inexpensive. This change was global. The economic crash, in some cases, hit foreign shores harder than it hit the country. In places like Europe and Japan, where gas prices were already more than three-to-six times higher and traffic was becoming deadlocked, the crisis inspired innovation and a renaissance of the three-wheeled vehicle.

Three-wheeled vehicles fall into five categories (so far):

- Tricycle or Trike: Single wheel in the front, two wheels in the back.
- Motorcycle with side-car: Standard motorcycle with an attached or permanent single-wheel side car (fixed frame or tilting frame).
- "Tail Dragger": Two rack and pinion wheels in the front and drive wheel in the back.
- "Tilting Trike": Two tilting front wheels and drive wheel in the back.
- 3-Wheel Car: except for only having 3-wheels, this vehicle meets Federal Motor Vehicle Safety Standards (FMVSS). Single wheel may be in the front or back.

Multi-wheeled motorcycles have become more popular during the last decade. This has forced safety specialists to consider new concerns with how to advise traffic officials on how to address specific safety concerns for these vehicles. There has been discussions on whether they are to be considered motorcycles or vehicles. For now, they are considered motorcycles and the same rules apply to them as two-wheeled bikes.





Photo courtesy of Wikimedia Commons

Multi-wheeled motorcycles with two wheels in the front like the one pictured left, or with two wheels in the back, are still considered motorcycles even when they have a cargo space. The size and weight of the motorcycle determines that motorcycle safety standards must apply. Many people falsely believe they are safer on three wheels and it can ultimately lead to mistakes on the road. No matter how many wheels on a motorcycle there are, proper protective gear must be worn.

balancing the centrifugal forces with the lean angle. Unlike regular motorcycles, these bikes have two wheels that lean vice one. That means there is twice as much rubber on the road and much more traction so the likelihood of a low side crash is dramatically reduced. Most of these motorcycles will stand balanced so they are easier to get on and off of without dropping the bike. A side or center stand is still provided and in most cases must still be used. Training is required for these motorcycles. They are surprisingly maneuverable and easy to ride.

The new phenomena are three-wheel cars. They are not really cars because they are identified by their VIN as a motorcycle. The single wheel may be in the front or the back. Some have room for a back seat passage and all meet the FMVSS federal standards for a car except they only have three wheels. Many states have not come to legal terms with these vehicles yet, so motorcycle helmet laws and insurance requirements vary by state or local laws. The DoD does not require training for these vehicles but registration might be tricky. Check with your state. Older style three-wheeled vehicles like the Piaggio Ape have been around for generations overseas, but they are rare in the USA. They are classified as motorcycles (three-wheeled car), but they do not meet FMVSS standard for stability and crashworthiness.

Gas prices continue to rise and there are many more people on the road. That combination will continue to drive innovation. Maybe in the near future we will be dropping wheeled vehicles all together and hopping onto our hover-bikes. If these vehicles are not self-driving, you can bet there will be training required.

Trikes and motorcycles with a side car have been around since the advent of the motorcycle. They have a “saddle,” not a seat and they have a handle bar to steer. These vehicles are classified as motorcycles by the manufacturer Vehicle Identification Number (VIN) number. Trikes and motorcycles with “fixed” sidecars are exempt from required Navy and Marine Corps training, but it is highly recommended that you attend motorcycle training by using a trainer motorcycle. Several independent curriculum companies provide three-wheel motorcycle specific training but it is not widely available or required.

Tail Draggers, like the Spyder, are also motorcycles that do not require training. They have steerable wheels like a car that move left and right but they do not tilt or articulate. All three of these types of motorcycles are stable because of the tripod effect, but don't be lulled into a comfortable sense of security. You must lean into the curves with these vehicles and be very cautious if one of the wheels comes off of the ground. Beware, because it doesn't take much for one of the wheels to get into the air.

Tilt-Trikes are the wave of the future! They have two wheels in the front that both steer and tilt into a turn. This tilting effect makes them corner like a motorcycle by

Don Borkoski was a traffic subject matter expert at the Naval Safety Center for seven years. He initiated and worked with the Motorcycle Safety Foundation (MSF) to develop the military sport-bike and advanced rider courses that are taught around the world. He still races his CBR-1000 Sport-bike and cruises on his Harley Ultra-glide. He has ridden all over the world including Italy, Spain, England, Bermuda, Bahrain, Australia and South America. Don is a master instructor and is respected throughout the motorcycle community for promoting safe riding and risk management on the track and the road. When asked his advice on motorcycle safety, Don will tell you, “Never trust a driver.” “In a car crash your insurance company pays, in a motorcycle crash you pay,” and “There are only two wheels between you and the road and you need both.”





Photo Courtesy of HM1 Jeremy Richardson

THE COURTESY KILL

BY HM1 JEREMY RICHARDSON

Courtesy. It's a gesture that doesn't get much spotlight in the news and there's a perfectly logical reason why.

People love to help. People love to help so much that they may even break some of the basic rules of the road to do so. Next time you are enjoying your group ride see if you can identify it.

Normally it occurs at an intersection. Your group is patiently waiting for an opening to enter the roadway, one or two of your group riders proceed through and then a vehicle approaches and merges behind them. Then a second vehicle approaches to turn, but identifies you and your group.

They stop in the road to waive you on so you can rejoin your group quickly... No matter how tempting this is to accept, avoid it at all costs. This my friend is the "courtesy kill."

The driver has no idea from their vantage if the crossing is safe. Your fellow riders and you are the only ones that can make that decision, so please take the time to S-E-E (see, evaluate, execute) the circumstances in your situation. Ride safe.

Petty Officer 1st Class Jeremy Richardson is a Hospital Corpsman with the U.S. Navy. He has been a rider for 10 years and owns a 2009 Yamaha R6s.



Photo Courtesy of U.S. Navy



Service members receive instruction during the Motorcycle Safety Foundation Basic Riders Course, at Nellis Air Force Base, Nev. The three-day course provides extensive motorcycle training and is mandatory for anyone wanting to ride a motorcycle on or off base. (Photo by Airman 1st Class Rachel Loftis)

STREET SURVIVAL

TIPS

BY RET. ENC(SW) SCOTT SIMMERSON

When inspecting your bike, don't forget to check your tires, controls, lights/electrics, oil/fluids, chassis/frames and side stand/center stand (TCLOCS). Tires are probably the most overlooked checks. Check your tire inflation pressure on a regular basis. Seasoned riders often skip the pressure check because they can "feel" a low tire, but they may not actually check it for a long time. Do it on a regular basis, like when you clean your chain or wash your bike. While you are down there, check out the condition of the tread.

Be sure to check all the gear all the time (ATGATT). If it's too hot to wear the gear, it's too hot to ride!

Use smooth acceleration and braking to help your suspension and tires maximize available traction.

Keep your eyes moving to gather information; check forward, sides, forward, rear, forward, gauges, forward, etc., don't let yourself "zone out" while riding. Try to get the big picture of traffic around you so you can plan where your escape lane would be for any situation.

Look ahead as far as possible and "read" the traffic for potential problems. Use that information to adjust your lane position and speed.

Use a lane position which gives you the best visibility – of you and for you. If you cannot see through or over the vehicle in front of you, move to either side of it so you can see what's happening ahead and be more visible to the driver.

Use your "closing speed," the speed at which you are approaching a vehicle in front of you, to determine the

amount of braking you must use. Don't rely on brake lights as an indicator of actual braking.

Following too closely robs you of the time needed to detect and swerve around objects the vehicle ahead of you straddles or kicks up from the roadway.

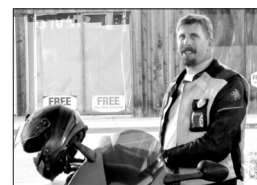
On freeways and multi-lane streets, other drivers are usually predictable; watch their vehicle movements and speed relative to surrounding traffic and you will have a good idea of where they will move next.

Ride at a speed slightly faster or slower than surrounding traffic to keep yourself visible to other drivers. Peripheral vision detects movement; if you are in a static position too long, the driver next to you may forget you are there.

Never change lanes into another vehicle's blind spot, and keep an eye on vehicles two lanes over that may be moving into the same position you want.

Some tips on lane splitting (where legal): cover the controls, travel no faster than ten miles per hour faster than adjacent vehicles. If you are passing a car in less than one second, you are probably going too fast for the situation. California Highway Patrol recommends splitting between the left most and center lanes. Keep an eye to the rear and pull into a gap to let faster riders pass; this is safer than "forcing" them to change lanes and pass you by riding between the number two and number three lanes.

Scott Simerson is a lead safety specialist at Naval Base Coronado and retired from the Navy in 2003. He has 29 years of riding experience. Scott currently owns a Sport-touring bike. (1999 Honda Interceptor)





SURVIVING THE “NOOB” YEARS

BY CDR PETE ZUBOF

Riding motorcycles has been an interest of mine for as long as I can remember. Although I took the Motorcycle Safety Foundation classes several times over the years, I never pulled the trigger and purchased a motorcycle. When I found out I was going to be stationed in Northern California, I decided it was time to take the plunge.

Coming into riding a little bit later in life, my approach to safety was probably a little more developed than some

younger shipmates. For one, I had a strong background in aviation and the associated safety programs. Additionally, I was a father of young children and certainly didn't want to put my family at risk for me to pursue a hobby.

I received endless amounts of advice from more experienced riders. Some of it was helpful...some not so much. As I approach the second anniversary of my bike purchase, hopefully I can pass along a few tidbits that may help you through that process.

1) Above all else, buy a bike that you're comfortable with. Some folks will tell you to buy new, others to buy used. Some



Photo Courtesy of Pixabay

will tell you buy a “starter” bike while others will suggest purchasing something you grow into. My advice is to sit on, and preferably test ride, anything that you’re thinking of owning. Eagle Rider and other motorcycle rental companies provide an excellent opportunity to do this.

I spent a day (my first riding day outside of a parking lot) on a rented Indian Scout, the bike that I would ultimately purchase. It was the right size for me and I felt comfortable enough with the bike that I knew I would spend time riding it. If you’re not comfortable with the bike you purchase, especially if its size or power is intimidating, then you’re not going to ride, which brings me to tip No. 2.

2) You get good at riding by riding. In aviation, we joke that the most dangerous thing in the sky is a doctor with money to buy a plane but no time to fly it. They don’t fly with any consistency and, as such, become statistics with alarming regularity. Aside from taking formal classes, the best advice I can give to any rider is to get out there and get used to riding your bike in all conditions. During my first summer

in Sacramento, I used my motorcycle to commute to work at least two to three days a week. I dealt with highways and side roads, in extremely heavy traffic. I learned to lane split (yes it can be done safely) and deal with distracted drivers. In a matter of months, I had vastly improved my confidence and basic skills. If you only ride in pristine conditions, you’re asking for trouble when things go south, which takes me to my next point.

3) ATGATT: All the gear, all the time. There’s a maxim that says that if you always carry an umbrella it will never rain. The same can be said for motorcycle gear. The one time you don’t put it on will undoubtedly be the time you wreck. Good quality gear is critical to your riding safety. Want to wear jeans? Plenty of companies offer motorcycle specific variants with Kevlar backing that will protect your hide in a slide, but don’t expect your brand name jeans to protect you in a slide.

Wear a full-face helmet. You may look cooler riding your Harley in a tiny half helmet, but if you go down, think about how your head is going to look after it strikes concrete. Additionally, accident data suggests that 35-40 percent of accidents result in chin strikes. If you don’t have a full-face helmet, you have no protection there. There’s plenty of gear out there to appeal to all fashion trends and all climates, but I never get on my

bike without a full set.

4) Last but not least, don’t drink and ride. While I might meet a friend for a beer and drive my car home, I never consume when I’m riding...not a drop. In fact, be proactive about your not-drinking. Commit to having a specific, non-alcoholic beverage in your hand when you ride to a bar. Having that drink in your hand helps you avoid the temptation of grabbing something alcoholic. As a new rider, you need every bit of your senses to get safely home, especially when other drivers may not have theirs.

I hope that my perspective helps! Stay safe, shipmates, and I’ll see you on the road!

Cmdr. Peter Zubof is a naval aviator with 19 years of service. He’s currently the Commanding Officer of Navy Operational Support Center Sacramento. Cmdr. Zubof has been riding for two years and currently owns a 2016 Indian Scout.



ANATOMY OF A SAFE MOTORCYCLE JACKET

Leather (Competition Weight) - Generally more comfortable, form fitting, soft, and breathable but heavier and not waterproof. 1.4mm thickness minimum to absorb heat from friction. Can last a lifetime. Can be too warm, Ideal wearing temp between 55 and 75 deg Fahrenheit.

Synthetic/Textile (Weaved with Ballistic Nylon or Kevlar) - Strong, resists heat from friction and tearing. However, still easier to burn than leather. Easier to clean than leather, but won't last as long.

Size - True to fit. Leather will fit better over time. Do not buy larger to fit layers. It should already be sized for this.

Quality - Ensure a quality build. Cheap jackets may be fake. Generally \$500 for a quality jacket. Invest in quality and you'll save in the long run.





Zippers - Covered with flap for protection from wind and water. Plastic or metal okay.

Storm-proof (Gore-Tex or Entrant coated) - tapered seams, sealed liners, zipper flaps. Zip-closable vents can be opened for warmer days.

Armored - Kevlar or Carbon Fiber - shoulders, elbows AND forearms, back, spine (strap-on option safest). Look for CE Approved - CE2 twice as safe as CE1. Soft armor (D30 impact materials) distributes impact. Hard materials prevent penetration.

Visibility - Black can be difficult to notice. Ideally choose bright colors, and/or include large panels of reflective material.

Seams - Inside the jacket to prevent accident abrasion. The fewer the better.

Infographic Courtesy of Motorcycle Legal Foundation

LANE SPLITTING:

A P E R S P E C T I V E

BY CDR PETE ZUBOF

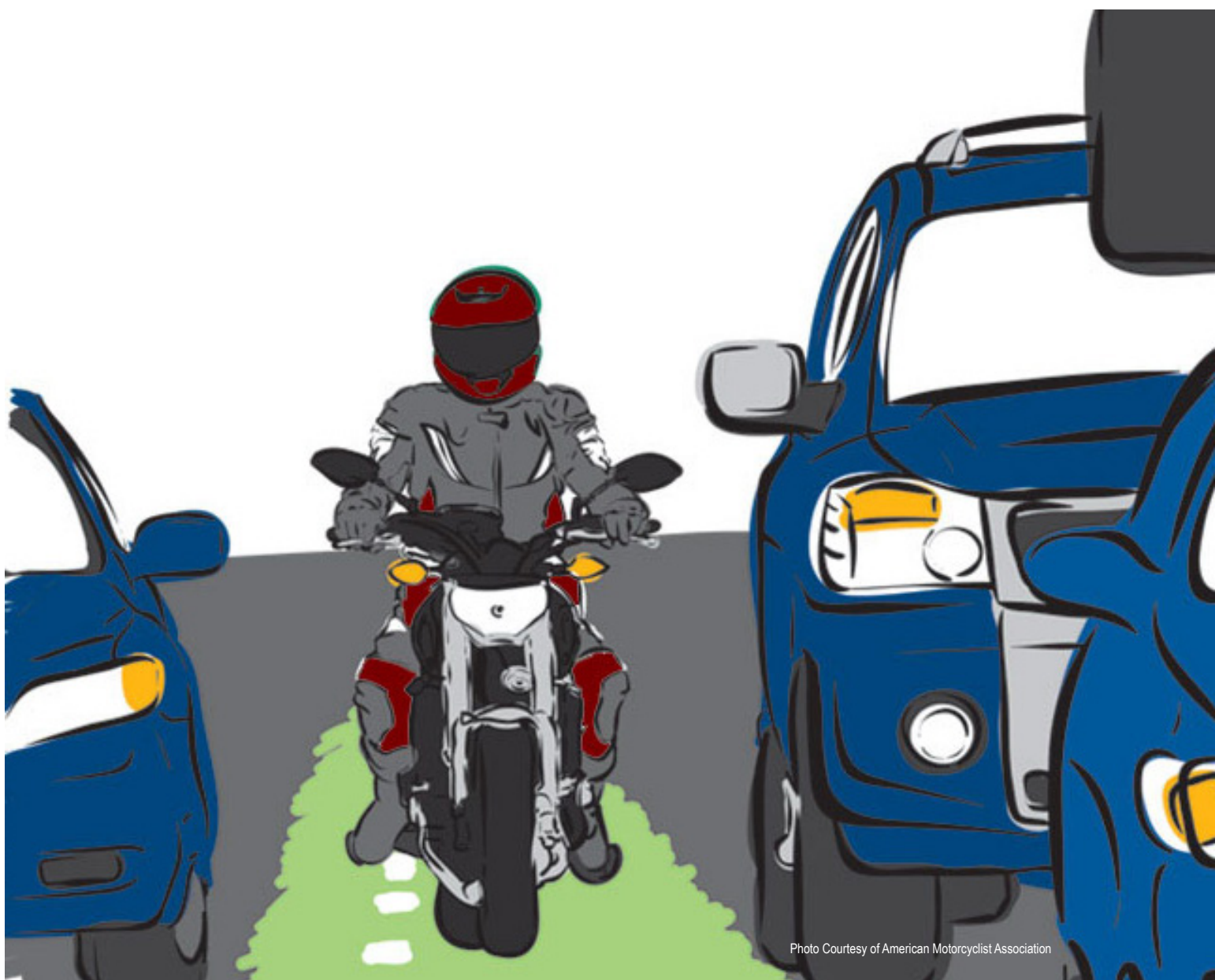


Photo Courtesy of American Motorcyclist Association

“I always wait for traffic to stabilize, and then make my move.”

- C D R P E T E R Z U B O F

Naval Safety Center Legal Disclaimer: Lane Splitting is only legal in the state of California. This article applies only to those who reside in that state. Lane splitting can be dangerous and extreme caution should be used. It should not be performed by inexperienced riders. The risk of death or serious injury during a lane splitting collision increases as speed and speed differential increases. The general safety tips offered in the article matches those provided by the California Motorcycle Safety program. They are provided to assist you in the practice; however, they are not guaranteed to keep you safe. Every rider has the ultimate responsibility for their own decision-making and safety. To see the full law on lane splitting go to: https://leginfo.ca.gov/faces/billTextClient.xhtml?bill_id=201520160AB51.

If you're in the Navy, there's a better than average chance that you'll be stationed in California at some point in your career. If you also ride motorcycles, this will bring you face to face with one of the most controversial topics in all of riding: lane splitting. The obvious advantage of lane-splitting is that it allows riders to bypass traffic, which is directly advantageous to the rider, but also reduces traffic congestion. For this reason lane-splitting is common overseas, although opponents in the United States have often decried the practice as dangerous.

An exhaustive study by University of California Berkeley looked at more than 6,000 motorcycle accidents from 2012 and 2013 and showed that motorcycles engaged in lane splitting put themselves at no increased risk over their non-lane-splitting cousins. The study also found wrecks that occurred during lane splitting tended to be less serious than other categories of motorcycle mishaps. This led to California becoming the first state to legalize lane-splitting (it was previously neither prohibited nor lawful).

As a new rider, also new to California, I vowed that I would never engage in lane splitting, mostly because it looked scary! After spending a few too many hours sitting in the sweltering Sacramento sun however, I decided to experiment with the practice. Since then, I have become a

lane-splitting devotee and believe that it can absolutely be done safely, provided riders follow a few basic guidelines. Here are my suggestions for lane-splitting safely:

- 1) I've heard many riders say they only lane-split below a certain speed. While I never do it above the posted speed limit, lane-splitting is more a function of relative speed than overall speed. Lane-splitting at 30 miles an hour, when traffic is sitting still, can be far more dangerous than lane splitting at 55 mph with traffic at 50. Don't lane-split with more than a 10 mph between you and other traffic.
- 2) Don't lane-split in transition zones. Whenever traffic goes from start to stop or vice versa, cars are more likely to change lanes jockeying for a better position. I always wait for traffic to stabilize, and then make my move.
- 3) Be predictable. Lane-splitting is most safely done on the inside of the left-most lane. If you choose to do otherwise, recognize that other drivers won't expect you to be in that position. In all cases, don't move back and forth between lanes while splitting unless absolutely necessary.
- 4) Don't lane-split in turns. Other vehicles have a nasty tendency to float their turns wide, especially from a stop. If you're caught between two vehicles when they float a turn, you're in a world of hurt.
- 5) Know the widest point on your bike. This seems

“If you accelerate too strongly without clearing your path, you may have a surprise waiting for you.”

- C D R P E T E R Z U B O F

self-explanatory, but it's awfully embarrassing (and potentially dangerous) if you squeak through your handle bars to only get caught up by your bags.

6) In stopped traffic, don't be afraid to walk your bike. Slow speed control is difficult, especially in tight confines. Nothing is more embarrassing than the low speed tagging of a mirror (or more).

7) Learn to read other drivers. There have been very few times where I've been truly surprised by a driver changing lanes, even when it's relatively sudden. If a driver is moving towards the side of the lane, they're going for it. Give them a wide berth.

8) Use your engine to communicate. While revving your Harley in a residential neighborhood is downright rude, a quick flick of your wrist can remind a distracted driver to put down their phone and pay attention.

9) At a stoplight, if you split your way to the front of the line, be ready to go. Drivers that you've crept up on may not realize you're there (especially true of trucks) so you need a bit of clearance, but...

10) Don't be in such a rush that you fail to clear cross traffic. Don't assume that cross-traffic drivers aren't going to try to stretch that yellow light and end up running a red. If you accelerate too strongly without clearing your path, you may have an ugly surprise waiting for you.

11) Only do it where it's legal! Sorry other 49 states, but you're out of luck.

12) Finally, be nice. If I have a driver move over in their lane to give me more room while splitting, I give them a quick wave to acknowledge. Generally speaking, bikers have a bad reputation with drivers. If you can reward a driver for good behavior, you're making it easier for all of us.

Safe riding, shipmates!

Cmdr. Peter Zubof is a naval aviator with 19 years of service. He's currently the Commanding Officer of Navy Operational Support Center Sacramento. Cmdr. Zubof has been riding for 2 years and currently owns a 2016 Indian Scout.



SPEED:
Do not attempt lane splitting when traffic is moving faster than 30 mph.

WIDE LOAD:
Avoid lane splitting between RVs, 18-wheelers and wide vehicles.

EXIT RAMPs:
It is safer to pass in left lanes to avoid on and off ramps.

ACCELERATING:
Do not travel more than 10 mph faster than the flow of traffic.

Photo Courtesy of American Motorcyclist Association

ANOTHER LANE SPLITTING POINT OF VIEW

BY MICHAEL BORKOWSKI

As part of the Naval Safety Center staff, I feel it's always my duty now to forge a culture of safety. While I do not dispute what CDR Peter Zubof is referencing, he makes some valid points on safety concerns with lane splitting, but as a former Norfolk Police Department motor officer, I feel the need to point out another view.

We all recall the game of paper, scissors, rock, - no matter what, your odds when there were only two participants it was at 50%. The same holds true when you try to share real estate (a traffic lane) with another vehicle, except in this case the game gets a little more significant in terms of life and limb.

When you are on a motorcycle, you are exposed to not only the elements but also all the surrounding traffic, the game now becomes pavement, bumpers, legs, legs always lose no matter what the percentage and that's just the low side of the potential for injury you could receive.

While I do not dispute the lane splitting study done in CA, I do have a problem with it being over four years ago. Anyone who commutes within the San Diego metro area will tell you, they have seen some stupid stuff on Interstate 5 (I-5), or on a rare occasion may have been guilty of doing something you later recalled was a bonehead decision.

As a motor officer part of my duties included, dignitary or funeral escorts that required me to split lanes. I never got used to that uneasy feeling when you are sharing real estate with another driver, especially when you have no clue as to their driving skill sets.

When you look at the statistics from the National Highway Traffic Safety Administration (NHTSA) on motorcycle crashes overall, NHTSA data shows that thirty-seven percent of all motorcycle riders involved in a fatal crash were speeding, the highest of any vehicle type.

NHTSA also estimates that roughly, 80% of all motorcycle crashes result in an injury or death each year, and motorcyclists are killed 26 times more often than passenger car riders on a per mile basis. Those of you that ride sport bikes are 4 times more likely to be involved in a fatal accident than any other type of bike rider.

While CA boast over 800,000 registered motorcycles (the largest volume of motorcycles in the nation), there were still 16,505 motorcycle crashes in 2017 resulting in 15,527 injuries and 541 deaths, while that is a decrease from the 586 deaths on motorcycles in CA in 2016.

Motorcycle deaths in California still accounted for 15.1 percent of total motor vehicle deaths in 2016, of the 586 motorcyclists killed in CA in 2016 that accounted for an

18 percent increase from 494 deaths in 2015, that doesn't include the 14,400 motorcyclists injured.

While the data from NHTSA Fatality Analysis Reporting System (FARS) during the period of 2016-2017 in CA reported a reduction in the number of motorcycle deaths was reduced by 8% California still ranks in the top 15 of the 50 states in fatalities. 2018 data is not available at this time.

When you break out the stats for just CA by locality in 2016 data San Diego is only second to Los Angeles, based on state information below;

Most dangerous counties (fatalities and injuries) in CA.

1. Los Angeles (4,493)
2. San Diego (1,667)
3. Orange County (1,346)
4. Riverside (940)
5. San Bernardino (857)

Even though some of the initial reports out of CA show that fatal motorcycle crashes have dropped, bottom line is the number of injuries have increased.

You can say it will never happen to me, and I am always aware of my surroundings, but I can tell you this first hand, It happened to me. While conducting a funeral escort, a vehicle moved over on me while I was passing on the left and just barely tapped the bars on my saddlebag, the motorcycle lost traction and the next thing I knew I was on the pavement and then treated in the ER for broken bones in my hand and a dislocated shoulder. Bottom line is you need to ask yourself – is lane splitting really worth it, do you really want to roll those dice and take a chance? Can you live without a leg, or limb the rest of your life, or getting your meals through a tube?

If we all follow some of the guidelines in CDR Zubof's article noted on page 19, we can all live to ride another day;

- Do not participate in lane splitting outside of the state of CA.
- Do not attempt lane splitting when traffic is moving faster than 30 mph.
- Do not travel more than 10 mph faster than the flow of surrounding traffic.
- Learn to read other drivers. – do you see what they are doing and do they see you?

Slow down it is not a race, there is no hurry, enjoy the ride and a life without injuries.

Michael E. Borkowski works for the Naval Safety Center as a safety and occupational health specialist. He was an Motorcycle Safety Foundation rider coach. He is a retired Norfolk, Va., Police Officer. He currently rides a 2004 Harley Road King Classic.



NEW RIDER PACKET



BY JARED BROWN

Photo Courtesy of Pixabay



BUYING A NEW MOTORCYCLE?

CONSIDER THIS:

BY JARED BROWN

If you're considering purchasing a motorcycle, whether new or used, there are a few things to consider. Some simple guiding philosophies can help you manage your purchase and make your experience more enjoyable overall (and more likely to last a lifetime).

The first aspect to take into consideration is your budget, and there are two sides to the fence: cost versus quality. Many people will advise you to buy an older, used motorcycle because you're a new rider; the logic here is that new riders make mistakes, and it's better, easier, and cheaper to fix an old bike that has probably already been damaged, than to take the hit on an expensive repair of a brand new bike. Second, seasoned riders will remind you time and again that motorcycling itself isn't cheap. Things

like insurance, gear, and parts will eat up your budget very quickly! Therefore, a cheaper, older and used bike makes sense because you spend less on the bike, but come out better prepared to step into the world of two wheels.

Unfortunately, money isn't the only consideration to this equation. On the other side of the fence, we have to weigh the quality of the bike in question. Does the low cost of this motorcycle justify replacing:

- Tires?
- Brakes?
- Worn hoses?
- Malfunctioning electrical components?

Remember just because a bike is cheap, doesn't make it a good buy. Many people have purchased a cheap used bike, only to find out that some important component is damaged and their "good deal" is now costing them thousands in repairs! So where do you, the consumer, draw the line

between a good deal or not?

Thankfully we live in a great time period for the aspiring motorcyclist. Your options for first bike choices are plentiful, and somewhere there is a bike that's just right for you. Keep in mind that your goal should not be to purchase the motorcycle of your dreams. First you must learn to ride, and you need a motorcycle that is as functional as it is inspiring and fun to ride. Your future first bike:

1. SHOULD be in good working order, able to pass a stringent safety inspection (such as the T-CLOCS checklist published by the Motorcycle Safety Foundation).

2. SHOULD NOT be 100 percent of your budget. Prepare for unforeseen expenses like new tires, or perhaps the less expensive jackets aren't fitting right and the budget needs to be increased.

3. SHOULD NOT be too much bike for you to handle. How do you determine this? It's a tough question, because motorcycles vary so much in size and type. There are generalities to follow. However, they are focused on previous experience and physical capabilities. Feet ought to touch the

some exceptions eclipsing the common 1000cc mark). The most extreme and aggressive of this category are known as "supersports," and are the closest one can get to riding a racing motorcycle on the street. Typically, these motorcycles are geared for high speed, with aggressive riding postures dictated by the clip-on handlebars and foot controls placed behind the rider's center of gravity.

- Cruisers. These motorcycles are one of the most iconic styles ever produced, typically using a higher-displacement motor, and swept-back, comfortable controls. Cruisers typically have mounted handlebars (the height of which may vary), and foot controls mounted below or in front of the rider's center of gravity. Their designs place more emphasis on ergonomics and comfort, leading to higher average weight, softer suspension, and increased wheelbase.

- Standards. This is a do-it-all category, and one of the most well-rounded. Standards may resemble sportier motorcycles, but have handlebars in place of clip-ons and foot controls that are mounted in line with the rider's center of gravity. This creates a very comfortable riding position, and

"Remember that just because a bike is cheap, doesn't make it a good buy. Many people have purchased a cheap used bike, only to find out that some important component is damaged and their 'good deal' is now costing them thousands in repairs."

- J A R E D B R O W N

ground with solid purchase on both sides, and it's a good idea to set a limit of 60 horse power or below for someone who has never ridden before. Again, experience and physical capabilities have the biggest impact here.

4. SHOULD be exciting and fun to ride! Remember that "most fun" is not synonymous with "fastest."

The second consideration is what type of motorcycle you like. There are a few major "styles" of bike, and every category has bikes to fit each skill level. Unfortunately, many people are only familiar with cruisers and crotch rockets, and not much else! Thankfully there are many more styles than just these two, and you should look at all of them to see what best fits your intended riding style and personality. When looking at different makes and models, remember that engine volume is most commonly measured in cubic centimeters, or "cc." The number of cc's of any particular motor can be a helpful determining factor in your purchase, when considered along with gearing, weight, and type of engine.

- Sport bikes. These are road-going motorcycles styled and modeled after racing versions. Typical examples in this category range from 250cc to 1000cc, or literbikes (with

when combined with the slightly lower gearing and sporting suspension that typifies the genre, makes for a motorcycle that can fill many roles.

- Dual Sport or Adventure Bikes. These categories are placed together due to their similarities. Both these bikes are capable of touring as well as off-road excursions if the need or desire arises. Typically, these bikes will have a higher-than-usual suspension, to accommodate the wheel travel and off-road clearance. Some are kitted very sparsely, some are outfitted with bags and frame rails to attach gear, and the highest priced models may include anything from heated grips to an ambient temperature gauge.

So now you've found a few motorcycles to look at, and for the sake of the argument, we'll assume that you're buying a used motorcycle with a few miles on it already. Just as with a car, single-owner vehicles are desirable, but service history and maintenance is even more important than mileage or number of owners. Motorcycle engines are built to different tolerances than automobiles, and thus have different mileage limits and expected service intervals. Take a look at the most important considerations and things to examine when looking at a used motorcycle. If possible, it's



Photo Courtesy of Pixabay

always a good idea to bring an experienced motorcyclist friend with you to help examine these things.

Before you even begin to examine the bike, check the engine or exhaust and feel if it's hot. There are shady sellers everywhere, and a bike that's already up to operating temps could be a sign that the seller has already made sure the bike will start before he (or she) shows it to you. It's not always the case, but just be mindful of the possibility. If the seller doesn't seem trustworthy, or open with information, leave that bike alone. This is especially true if you're interested in classic or older bikes that still run

carbureted engines.

Now we'll move on to the tires. All modern motorcycle tires have tread bars in the grooves of the tire that show how close that tire is to needing replacement. Understand that tires are a necessary cost of motorcycling, and the type of tire required for different motorcycles have varying costs as well as expected mileage.

First, look at the tires from the back. You should observe a rounded profile. If the tire has a "flat spot," or section near the middle that appears much more worn than the outer edges, both tires will need replacing. Look next at

the portion of tire that meets the rim, where the writing is located. If there are cracks spread around the tire, it has dry rot and both will need replacing. Finally, on the tire sidewall where all the lettering and technical information is, a careful search will find a small oval shape with four numbers inside it. The first two are the week, out of 52. The second two denote year. This is the exact week and year of the tire's manufacture; for example, if you were to see the number 4019, that would indicate the tire was made in the 40th week of the year 2019, or October 2019. A good rule of thumb is to assume you will be buying new tires if the ones on the bike are 3 years old or more.

While you're up front, look at the brake rotors and pads (some smaller motorcycles may only have one rotor in the front). If the pads are almost flat, or if the rotors have deep scratches and wear marks, they may need replacing soon.

The next items will most likely need the bike running, so we'll classify them together. You may ask the owner to help with this since they're familiar with the bike's layout. Lights first, both high and low beam; turn signals, front and back; brake lights when the brake lever is applied. Turn it off, and on to make sure it's working properly.

Make sure the kickstand operates smoothly, without the bike leaning uncomfortably far to the side. Ask the owner



Photo Courtesy of Pixabay

Next, take a look at the chain. Chains typically have a long-lasting form of lubrication applied to them. Old chain lube has picked up dirt and grime and will appear black. New chain lube may be any other color, including some paste forms which are white. The important thing to note is that a chain that's been well cared for will have no orange or red-colored rust on it, meaning the owner cleaned it or applied lube properly.

Move to the other end of the bike and check the forks (the two shafts which attach to the front wheel). If you notice any buildup of lubrication whatsoever, you need to know that these forks are most likely leaking and will need a rebuild. It's not a deal breaker, but the bike should be considered unrideable until the forks can be rebuilt. Most conventional forks have internal seals that keep oil inside, which is what helps the bike handle at speed and absorb bumps.

when the last oil change was completed.

After the bike has been running for a few minutes (think five or so), take a look at the temp gauge if it has one. Do your research prior to looking at the bike, and research what the typical operating temperature is. Look at the temperature gauge and make sure the needle isn't climbing too high. Most modern motorcycles shouldn't pass 220 degrees or thereabouts even on a very hot day, although sometimes older bikes will run hot if it's an air-cooled bike.

You may also want to take a look at the body work, to include engine cases, plastic fairings, fenders, ends of both brake and clutch levers if applicable, headlight casings, foot pegs, and mirrors for signs of the bike being "laid down." This is not a deal breaker for a first motorcycle, but more something to pay attention to if the owner has advertised that the bike has never been dropped. If the bike has been dropped at speed, you'll notice gouges in the finish. They

may have been painted over, so attention to detail counts.

So it checks out! You've decided to make a purchase and take this motorcycle home. Congratulations on your new purchase – now it's time to square away the rest of the responsibilities of motorcycle ownership.

For Marines especially, keeping track of the appropriate paperwork is a must. You will need to complete the following:

1. Insurance. Get in touch with your agent and start a motorcycle policy immediately. Don't delay! Current Marine Corps policy does not require taking the Basic Rider's Course (BRC) before you make a purchase, but if you wish to attend a Basic Rider's Course with this bike, you will need current, active insurance on your vehicle. Your unit's motorcycle representative can advise you on insurance policies.

2. Register for an approved BRC if you haven't already. While you can make a purchase without BRC completed, you are not allowed to ride until you've taken the course and passed it. It's smartest to take BRC first, because you can use a "learner" motorcycle that you aren't liable for, and you'll learn vital skills you can put to use when you make a purchase.

3. Registration. Whether you purchase outright or fi-

nance, you will need to register your motorcycle before you can ride it. If you intend to take BRC with this particular motorcycle, you'll need to provide this document as well. Consult your state's division of motor vehicles for legal considerations and time limits to register, but again, don't delay

4. Chain of command. Your unit leadership, unit motorcycle representative and possibly others in your chain of command will need proof of your license, registration, insurance, and BRC completion card or certificate. Keeping them up to date on all paperwork (including the future when you renew or change any of these documents) will keep you in good standing.

5. Follow-on training. As soon as operational tempo and weather allow, you should register for follow-on training to make you a better rider. There are classes tailored for the type of motorcycle you ride, so consult your motorcycle representative for more information.

The Navy and Marine Corps is serious about this training and you should be as well. The Marine Corps' policy is that follow-on training "should be taken within 120 days of completing the BRC. Service members should consider signing up for these courses as early as possible to avoid possible waiting lists."



Photo Courtesy of Pixabay

SUICIDE OR SAFE SIDE... WHICH ARE YOU ON?



HELMET - considered the most important piece of protection a rider can use. An approved helmet protects against head injuries, cold weather and flying objects.

REFLECTIVE VEST - makes you more visible during hours of darkness.

JACKET/LONG SLEEVED SHIRT - jackets or long-sleeved shirts can help reduce or prevent abrasion injuries.

GLOVES - well-padded gloves protect your palms, knuckles, and fingers.

PANTS - long-sleeved pants help resist abrasion and can protect against sunburn, windburn or hypothermia.

BOOTS - boots provide protection against foot and ankle injuries.

Photo Courtesy of the United States Air Force

BY JARED BROWN

Finding the right gear doesn't have to be hard. Service members have a simple set of guidelines to follow, and we'll match those guidelines to the market so you make smart purchases.

1. Helmet.

An approved helmet meets the standards of Federal Motor Vehicle Safety Standard (FMVSS) 218. When a helmet manufacture meets or exceeds FMVSS 218 test standards, "DOT" or "SNELL" may be applied by the manufacturer and usually appears centered on the back of the helmet in white letters on a black background. Regardless of the lettering on the back of the helmet, a non-removable (usually stitched) tag is installed on the inside the helmet that indicates the helmet meets FMVSS 218.

There is also a tag or sticker inside the helmet that provides make, manufacture, material used for manufacture of the helmet, and date of manufacture. The interior head padding is typically one inch thick, and the chin strap is riveted to the helmet and uses

a non-snapping buckle under the chin.

Any helmet approved for street use will have a marking or sticker on it that plainly says "DOT." This means the helmet meets the minimum protective guidelines set by the US Department of Transportation. Some helmets also have an additional certification marked "SNELL." This is a certification from the Snell Memorial Foundation, and it denotes a helmet that meets additional, more stringent safety criteria.

Many racetracks require the additional Snell rating due to that organization's more rigorous testing criteria. A good helmet should fit snugly, with very little to no movement when shaking your head forward and back as well as side to side. Full-face helmets, whether modular or closed, offer the most protection from injury. Prices range from around \$100 to over \$1,000 for advanced models made of

lightweight composites.

2. Eye Protection.

Eye protection is defined as riding glasses or goggles that are American National Safety Institute (ANSI) approved and shatter resistant. Eye protection used without a face shield or

GEAR GU

Ensuring Your Gear is With

windshield should seal the cup of the eye through the use of a strip of foam or material around inside of lens.

Eye protection simply refers to the face shield that comes attached to the helmet, or ANSI-approved riding goggles or sunglasses with foam around the eyes to seal out dirt or moisture. Some faceshields are tinted, so riders must consider base requirements for facial identification when riding with a tinted shield or sunglasses.

3. Hand Protection.

Hand protection consists of full



GUIDE

Within Regulations





“Don’t forsake protection for comfort. Instead, be willing to invest in yourself and your safety.”

- J A R E D B R O W N



fingering riding gloves. The glove shall be constructed of, or with, abrasion resistant material. Gloves are preferably designed for riding, have added padding, and retain a natural curl when not worn. A good set of gloves will be constructed with abrasion-resistant nylon, or more preferably, sturdy leather. When you try on gloves, the hand should form a natural curl like you are gripping handlebars, without excessive pressure on your fingers or fingertips. This helps to reduce fatigue when riding. Additional padding helps reduce fatigue to hands, wrists, and forearms by reducing vibration. Many gloves have armored knuckles made of different materials. You can find a good pair between \$30-100.

4. Long Sleeves or Jacket.

A long sleeve shirt should be past the elbow while the rider's hands are on the handlebar grips. A riding shirt or jacket should be constructed of abrasion resistant material. An armored type riding jacket made of abrasion resistant material is highly recommended.

Things are no different in the military, as the minimum is a shirt that extends past your elbows with hands on the grips. Common sense and numerous safety tests, however, suggest that armored jackets made of leather or durable nylon are preferable. First-hand experiences from many riders are a testament to investment in durable gear, as they will literally save your skin in the event of an accident.

Jackets should be form-fitting, with a natural bend at the elbows. Don't forsake protection for comfort. Instead, be willing to invest in yourself and your safety, and find a comfortable jacket that will protect you. Many new riders also have success in buying a jacket secondhand, provided it's in good shape. New jackets with a good level of protection may cost anywhere between \$100-500.

5. Leg Protection.

Leg protection is sturdy, full length pants or trousers that extend past the knee, and meet the top of the riding boot when seated on the motorcycle under normal riding conditions.

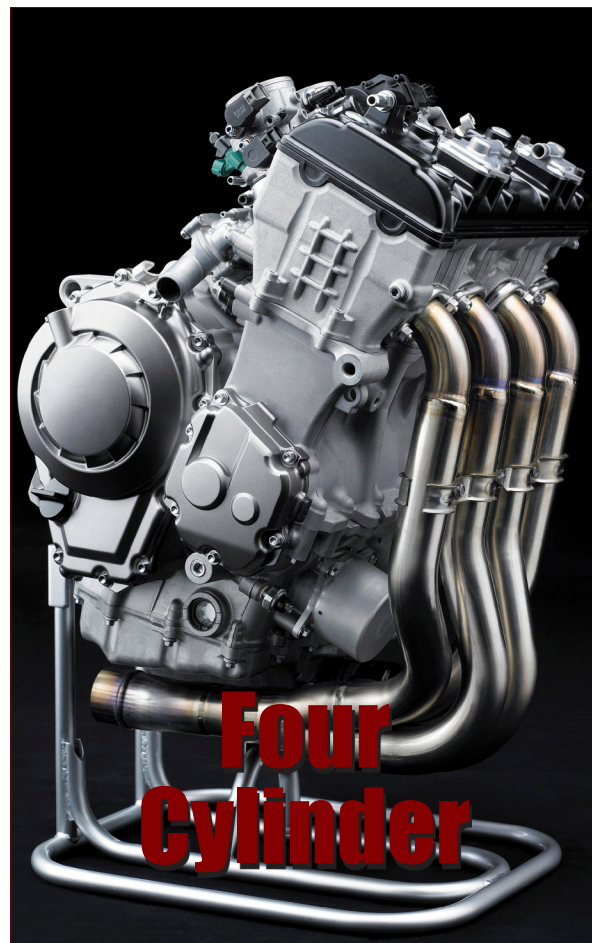
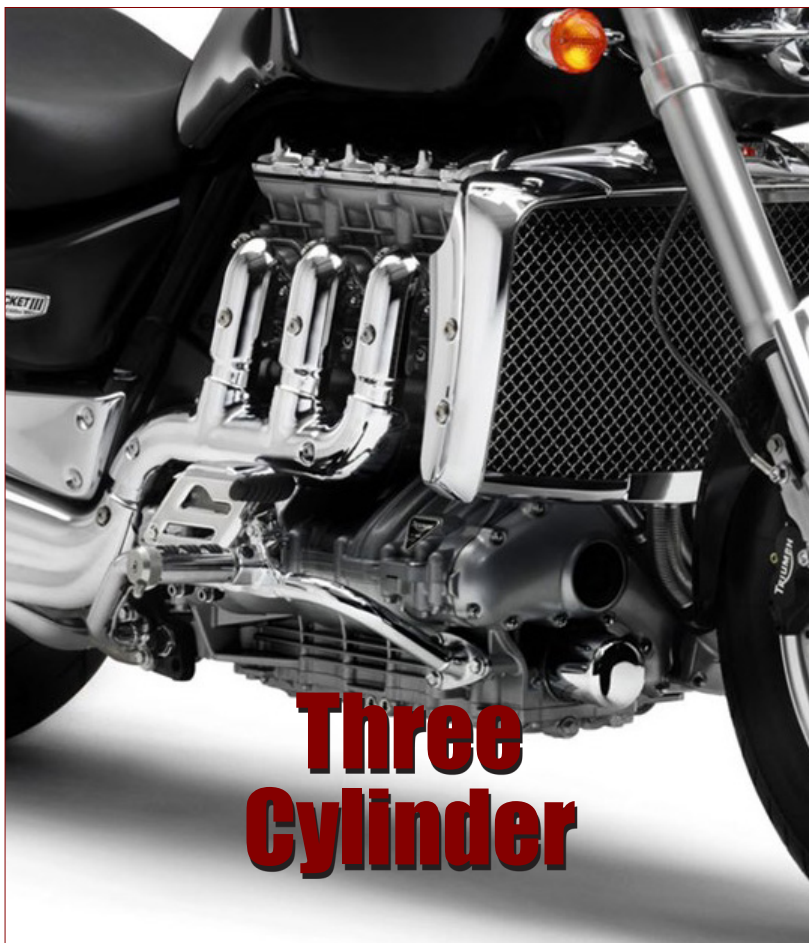
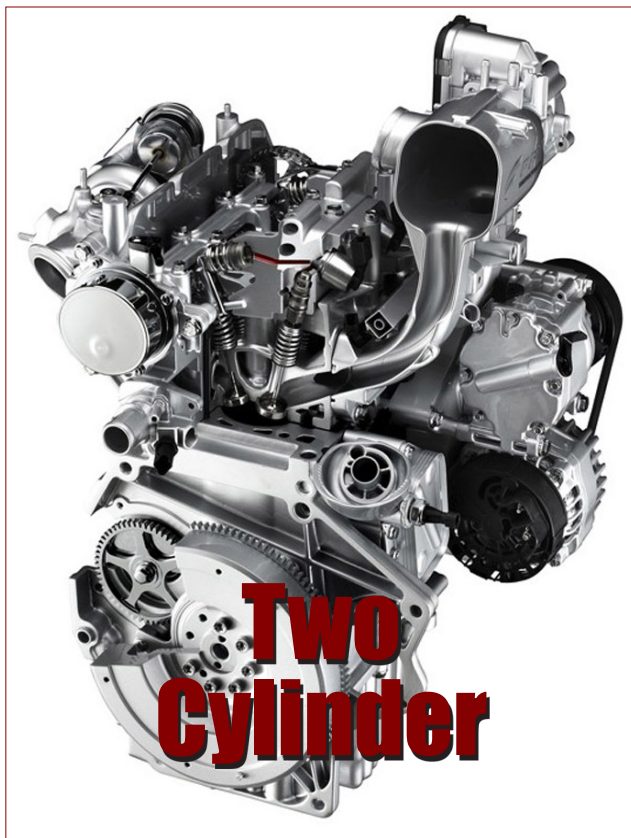
Many riders wear thick denim jeans when they ride. This is a smart choice, as thick denim can help protect your skin from road debris, rocks kicked up by other vehicles, and wind burn. The rider looking for the best protection will look at pants specifically made for riding, and like jackets, they will be constructed of leather or sturdy nylon. They may also contain armor in strategic locations. Remember that the pants will ride up after assuming the appropriate position on your bike, and must at least meet the top of the boot when seated. Dedicated riding pants typically cost between \$100-300 for a decent pair.

6. Foot Protection.

Foot protection is sturdy, above the ankle shoes or boots that provide support and traction when riding or when in transition of movement from a stop or starting position. Unacceptable foot wear is defined as any shoe or boot that has an open toe, open foot or heel design, extensive heel over 2 inches, or a total canvas or rubber material construction.

Simply put, avoid shoes made entirely of rubber or canvas, and focus on something that helps support you when you put one or both feet down from the motorcycle when stopping or starting.

As with the other options, dedicated riding footwear is available. Typically, the construction is much sturdier than normal footwear meant for normal walking, and they may feel uncomfortable to walk in. Just like helmets, footwear can have an entry level around \$100, with some of the most advanced race-ready boots clocking in around \$900.





Common Engine Types in Modern Motorcycles

BY JARED BROWN

Here we'll examine the most common engine types and configurations available to the consumer. This information is important because some engine types have different characteristics and required maintenance. It is not a definitive benchmark, only a representation of what's most common, and a guide to navigate common terms.

1. One cylinder.

Most commonly found in dirt bikes and supermotors (dirt bikes with street tires), "singles" or "thumpers" are one cylinder configurations. They usually range in size from 50-500cc, with certain notable exceptions in roadgoing bikes. Dirt bike increments most commonly come in 50cc increments. Some single cylinder cruisers have 250cc singles, and a couple standards have a 650cc single. These motors have decent powerbands depending on the weight of the bike they reside in, but typically don't have a high top speed.

2. Two cylinders.

These are frequently known as "twins." The cylinder configuration may be parallel, acute angle inline (known as a "V-twin"), obtuse angle inline ("L-twin"), or opposing on a horizontal plane (known as a "boxer"). Twins don't usually have a high rev range, but the total engine size can run past 1600cc, making heaps of torque in the lower half of the rev range.

Some standard and supersport motorcycles use high-power twins approaching 200 horse power, but these applications can cost more in maintenance due to the precise tolerances required to make a twin perform at high output. Large displacement on twin engines are most

frequently found in cruisers.

3. Three cylinders.

Known uniformly as "triples," these motors are popular in many different categories due to their versatility. A decent power base combined with smaller cylinder sizes means you can have a good amount of torque in lower rpm, while still winding out the rev range when you desire. Triples are most often seen in sizes from 600-1000cc. The cylinders are arranged close to vertically, crossways to the bike, although some manufacturers offset them slightly for balance.

4. Four cylinders.

Known as a "four-cyl" or "four-banger," these engines are found in abundance in standard and supersport models around the world. In these platforms, the four cylinder motor is frequently seen in 600cc, 750cc, and 1000cc packages. Size exceptions include some sport touring motorcycles up to and over 1400cc, and variants in 800cc and 900cc. Layout varies as well; they may be arranged vertically, offset, or in rare configurations derived from racing (the V-four). Most of these bikes have a high rev range, with smaller motors breaking 15,000 rpm; horsepower may vary as well, with low numbers around 60 hp and high numbers breaking 200 hp. Some bikes in this field are capable of sub-6 second 0-100 miles per hour times, while maxing out over 200 mph depending on gearing. Power is maximized in the upper half of the rev range and careful throttle control is required to ride them.

As with all categories and boundaries, there are always exceptions. Consult your unit's motorcycle representative if you have additional questions regarding different motors and their capabilities and limitations.

MOTORCYCLE AWARENESS

By Joe Perfetto & Bonnie Revell

All drivers are asked to please share the road and look twice for motorcycles. Because of their smaller size compared to other vehicles they are often difficult to distinguish in traffic and appear to be farther away than they actually are. This misperception has led to more than a few cars moving over on or merging into motorcyclists' lanes of traffic resulting in mishaps. Motorists often say following an accident with a motorcycle "I didn't see him/her there." Don't be that motorist.

The latest NHTSA vehicle mile travel data shows motorcyclists are about 35 times as likely as passenger car occupants to die in a motor vehicle traffic crash, and six times as likely to be injured.

Most mishaps occur with riders under the age of 27. The 25 and under age group is usually riding sport bikes and wearing required protective gear, but many of them are riding

with little to no experience and pushing their machines' capabilities, which can override the effectiveness of even the best protective gear on the market when tested in crashes at high speed.

Command leadership should ensure military riders take the mandated motorcycle safety training, and ensure that there is an established motorcycle mentorship program in place.

Commander, Navy Installations has a contractor on staff to assist in this training effort, and each major installation has rider coaches available to provide training. There is no need to postpone training with the number of rider coaches now available. Contact your motorcycle safety representatives (MSRs) or local installation safety office to obtain information on available courses.



Command MSRs are a great resource, and the more involved they are in rider mentoring and the riding process, the more effective the motorcycle safety program will be.

Peer-to-peer rider support is one of the best ways to ensure all riders know and comply with Department of Navy and common sense motorcycle safety requirements.

The Naval Safety Center provides resources for MSRs. Weekly rider down reports are widely distributed to help increase awareness of motorcycle mishaps. Additional information is available to command MSRs by visiting the links below, where posters, infographics, talking points, tips and other motorcycle safety information can be found.

- <http://www.nhtsa.gov/safety/motorcycles>
- <http://www.trafficsafetymarketing.gov/sharetheroad>
- <http://exchange.aaa.com/safety/motorcycle-safety>

Remember that there is no such thing as a fender-bender for a motorcycle rider who is completely exposed. By

working together and sharing the vast amount of information available, we can collectively reduce needless mishaps and safely share the road.

Safe motorcycling takes balance, coordination, and good judgment. Here are some ways to ensure that you'll be around to enjoy riding your motorcycle for many years to come.

MAKE SURE YOU ARE PROPERLY LICENSED - Completing a motorcycle rider education course is a good way to ensure you have the correct instruction and basic experience it takes to ride a motorcycle. Do not stop there; continue to progress on with advanced level courses where offered.

PRACTICE OPERATING YOUR MOTORCYCLE - Make sure you know how to handle your motorcycle in a variety of conditions (e.g., inclement weather or encountering hazards such as slick roads, potholes, and road debris). If you plan to carry cargo or a passenger, be prepared to make adjustments to the tires, suspension, and placement of the load.

ENSURE YOUR MOTORCYCLE IS SAFE - Before every ride, you should check the tire pressure and tread depth, hand and foot brakes, headlights and signal indicators, as well as fluid levels.

TOP 10 UNDER \$10K

The motorcycle market is full of bikes to choose from. However, what if your budget calls for something a little less painful on your pockets? This list of 2019's top 10 bikes under \$10,000 prove that you can have an enjoyable experience as a motorcyclist and do it affordably. These bikes also come with the quality, safety standards, and speed as their more expensive counterparts. Whether this is your first bike or your last, most people are budget conscious on some level. You'll feel better if you make a smart purchase versus an impulse buy.

When faced with a strict budget and a desire to purchase

a bike that will last, consumers should consider bikes that will withstand the test of time. Whether your budget is \$3,000 or \$10,000 there is a bike that will suit your riding needs. This year several bike companies came up with the perfect paring of quality and price. From light weight sport-bikes to scooters with a lot of speed, these 10 bikes offer comfort and amenities for any budget.

Editor's Note: This list is courtesy of Motorcycle.com. As with all motorcycles, body armor is required to ride these 10 bikes while on a military base. The appearance of these bikes do not constitute an endorsement by the Department of Defense, U.S. Navy or U.S. Marine Corps.



Royal Enfield Continental GT

A lot of people are going to be leery of a brand-new bike from India in its first year of production, but a lot of other people are going to take one look at this beautiful bike, then at the bottom line, and then they're going to say, "I'll take it." The previous Royal Enfield Continental GT was a swell little bike let down by its antiquated and vibey single-cylinder engine. These new ones will use an all-new parallel-Twin, complete with latest-tech 270-degree crankshaft, that should make them thoroughly rideable and a huge presence in the marketplace. The starting price is \$6,500.

Suzuki SV650

The SV is even a bit less expensive than some models – probably because the base model has no ABS. If you just like the way the Suzuki looks better than other comparable brands such as Yamaha or Kawasaki, the SV650 is a fantastic do-everything motorcycle for not much money, equally easy for beginners to learn on and for experienced riders to flog mercilessly. It's considered the poor man's Ducati for a reason. It starts at \$7,049.



Vespa GTV

Yes, it's a scooter, but it's a scooter with a 22-horsepower fuel-injected 278cc Single that'll get it cracking right along at freeway speeds on 12-inch tires. It will charge your personal device while it enhances your personal life, since everybody wants to talk to you. It's a lot of dough for a scooter, but it's a Vespa, made of real steel – the Harley-Davidson of scooters. Your family will even think it's cool, and will fight to please you to inherit it. The starting price is \$7,599.



Yamaha MT-07

The MT-10 could just be the best bike Yamaha's built in a decade. With an MSRP of just \$7,599, you won't find anything in Yamaha's line or anyone else's that matches the MT-07's price/performance ratio. It barely weighs 400 pounds all gassed up, has a torquey, eager little marmot of a 689cc parallel-Twin, and loves to tear up backroads, freeways, and everything in between.





Honda NC700X DCT

This Honda is always amongst the top of the list of favorite motorcycles, really at any price, for its amazing versatility and ease of use – particularly with DCT, and particularly at the gas pump, where it gets over 60 mpg. Given its built-in trunk, it was lobbied for it to be 2017's Scooter of the Year, but was shot down. The Honda NC750X has a small bump in performance and price which starts at \$8,299.

Kawasaki Z900

The Kawasaki Z900 is not quite as powerful as the Suzuki, nor the Z1000 Kawasaki it replaces, but 116 horses and 68 pound-feet of torque at the rear wheel always feel like plenty, especially given the discount over those other two bikes (neither of which fit under the \$10k threshold). The all-new Z also looks fantastic in that iridescent tube frame, and it's the smoothest-running version in a long time. This bike will set you back \$8,399.



Versys 650 LT

If you know where else you can get a solid ADV bike like this one, with key-matched bags and hand guards, for \$8,999, let us know. Kawasaki gave it rubber front engine mounts in its last redesign, and you could pretty much ride this one anywhere in complete serenity, if it didn't encourage you to tease way more expensive sportbikes along the way. Granted the 17-inch wheels aren't ideal for dirt roads, but a 476-pound wet weight makes up for a lot.

KTM Duke 690

Totally remodelled, this 693cc single-cylinder overachiever pumps out something like 70 horsepower, with twin counterbalancers that render it so smooth you wouldn't know it's a Thumper when you're sailing easily along at 80 mph. Throw in the fact that the KTM Duke's claimed dry weight is 327 pounds, and you should begin to get the picture. The starting price is \$8,999.



Indian Scout Sixty

Indian begat the Scout in 2015. Shortly after that, it realized it needed a sub-\$10k bike to compete with the Harley 883. They sleeved the Scout down to 999cc (61 cubic inches), removed one gear from the six-speed box that nobody will ever miss, slashed the price by \$2000, and Bob's your most fun uncle for \$8,999. On the other hand, your Uncle 883 is also greatly improved these last few years, and still sells for the same \$8,999. It's almost a tie here, but I think it goes to the Indian.

Triumph Street Triple S

The Triumphs base version S can be yours for \$9,900. That sounds like a bargain for this thoroughly redesigned 765cc streetfighter. A claimed output of 113 horses should be around 110 at the wheel, since the RS dynoed here made 119 of a claimed 123. The 366-pound dry weight Triumph claims for all three Stripes translated to 417 pounds with 4.6 gallons of fuel – remarkably light. You don't get the upgraded suspension of the costlier Triples, nor the TFT display and onboard computer. You do get probably the sweetest sporty streetbike on the planet for under \$10k.





38 MOTORCYCLE WILL BLOW

BY MICHAEL PADWAY

Be the life of the party at your next motorcycle gathering with these 38 motorcycle facts that explore the last 100 years of motorcycling. Learn how motorcycle companies started, about new laws that sound ludicrous, and trivia on your favorite movies involving motorcycles. We bet there are a few that can stump the best of motorcycle historians out there. So what are you waiting for? Let's test your knowledge and see how many of these motorcycle fun facts you know!

1. In 1887, Yamaha started as a piano manufacturer, but today is a multinational conglomerate that still produces musical instruments. They have added boats, car engines, swimming pools, industrial robots, wheelchairs, RVs, electronics, and golf carts, and motorcycles.

2. The record for the longest-ever backwards motorcycle ride was set by Dipayan Choudhury in Jabalpur, India, on

October 7, 2014, lasting 125.52 miles (202 kilometers).

3. Legend has it that the origin of the term “hog,” when referring to a Harley-Davidson motorcycle, was from the early part of the 1900s Harley's racing team, the Wrecking Crew. They had a small pig as a mascot and one of the riders would do victory laps with the pig sitting on the bike's gas tank. In later years, HOG became the official acronym of the Harley Owners Group and is the trading symbol of Harley-Davidson on the New York Stock Exchange.

4. Recognized around the world as a leader in motorcycle helmet manufacturing, Arai Helmets started as a hat-making company in Japan in 1926 making gear for the construction industry. Company founder Hirotake Arai was once a motorcycle stunt rider and the company is still privately owned today and run by the Arai family.

5. The world's longest motorcycle was built in Gujarat, India in 2015 by Bharat Singh Parmar, sitting at 86 ft 3 in (26.29 m) long.

6. Sixty-eight percent of the female motorcyclists who died in crashes in 2016 were passengers, and their deaths represented 92 percent of the passenger deaths. The vast majority of male motorcyclists who died were drivers.

7. Engine sizes of motorcycles whose drivers were killed in crashes have gone up dramatically. Among motorcycle drivers killed in 2016, 33 percent drove motorcycles with

THE FACTS THAT YOUR MIND

engine sizes larger than 1,400cc, compared with 9 percent in 2000 and less than 1 percent in 1990.

8. The Isle of Mann TT (a high-speed motorcycle race) is held on closed public roads and the current lap record is just under 17 minutes with an average speed of 133.9 miles per hour (215 kph).

9. On the 1970s TV police series, CHiPS, actor Erik Estrada suffered a very serious motorcycle accident while filming an episode. Until he recovered, he literally shot his scenes from his hospital bed.

10. Did you know that modern sport bike tires don't contain any natural rubber? The tread of a tire is composed of synthetic rubber, which has been compounded to give a compromise between durability and traction.

11. Motorcyclists in Indiana only have to stop for 120 seconds (2 minutes) at a red stop light. They can treat the stop light as if it were a stop sign, then proceed through the intersection cautiously. The law was nicknamed "The Dead Red" law, but officially is designated IC 9-21-3-7b-3 signed in 2015.

12. Honda began selling pushbikes in 1946 fitted with two-stroke 50cc generator engines originally designed for use with army field telephones. In 1992 (another 46 years later) it launched one of the most complex production motorcycle ever made with the Honda NR750. The NR boasted oval pistons with two connecting rods and eight valves per

cylinder. Initially made as a racing only model, Honda later made 300 road versions of the NR available to the public.

13. Suzuki originally began making weaving looms for Japan's silk industry in the early part of the 1900s. Company founder Michio Suzuki wanted to diversify his company and began an engineering firm that started making small cars and engines during the 1930s. The first Suzuki motorcycle appeared in 1952 and was a motorized bicycle called a Power Free. It had a two-stroke 36cc engine that featured a double-sprocket gear system for the rider to either pedal with engine assistance, pedal without the engine, or simply disconnect the pedals and use the engine. Today, along with motorcycles, Suzuki makes cars, marine engines, wheelchairs and is Japan's second largest manufacturer of small cars and trucks.

14. The streamliner motorcycle, the Ack Attack, holds the record for world's fastest motorcycle. In 2010, Rocky Robinson used a streamliner-shaped motorcycle to set a world record for the fastest motorcycle at just over 376 miles per hour on the famed Bonneville Salt Flats in Utah.

15. A man in North Carolina buried his Harley-Davidson on his property and claimed it stolen in 2006. He was paid for the stolen motorcycle and his loan also paid off. The motorcycle was discovered in 2012 by a new owner of the property having some grading done by a contractor.

16. Prior to 2008, the leading age category for motorcycle

fatalities was 29 years old and less, but 2008 saw a decrease in that category and lead change to the 50 years and older crowd.

17. The longest distance riding a motorcycle in 24 hours is 2023.5 miles (3256.5 kilometers) and was achieved by Matthew McKelvey aka “Bushy” at the Phakisa Freeway in Welkom, South Africa, on October 8, 2014.

18. Did you know Steve McQueen’s famous 65 foot motorcycle jump in the movie ‘The Great Escape’ was done by stand-in rider Bud Ekins and he did it in just one take?

19. In the earliest days of Harley-Davidson motorcycles, small advertisements were placed in the Automobile and Cycle Trade Journal offering bare Harley-Davidson engines to the do-it-yourself trade that could assemble their own motorcycle. By April 1905, complete motorcycles were in production on a very limited basis. That year, the first Harley-Davidson dealer, Carl H. Lang of Chicago, sold three bikes from the five built in the Davidson backyard shed.

20. Peter Fonda wore the Captain America jacket and rode his chopper a week around Los Angeles before shooting began on the movie Easy Rider, to give them a broken-in look, and to get used to riding the radically designed bike. The American flag on the back of the jacket, and on the gas tank of the bike, caused him to be pulled over several times by the police.

21. Aside from making motorcycles, Kawasaki also manufactures personal watercraft, ships, electronics, construction equipment, tractors, trains, helicopters, jet engines,

missiles and space rockets.

22. Only three states in the US do not require a helmet for any motorcyclist, while 28 states require a helmet for certain riders and the other 19 states plus the District of Columbia require a helmet for any rider (called a universal helmet law).

23. The highest three months for motorcycle theft are July, August and September while the lowest are February, December and March.

24. Dodge built and sold nine motorcycles with a Viper V-10 engine called the Dodge Tomahawk. The motorcycle featured 500 horsepower with dual front and rear 20” wheels and tires. Each sold for between \$500k and \$700k.

25. Only about 30 percent of all stolen motorcycles are recovered, which is half of all automobiles at 60 percent recovery.

26. Actual motorcycle clubs were on the set of the 2003 movie “Biker Boyz” to aid with tricks, stunts, and racing. They include Valiant Riders, Black Sabbath, G-Zer Tribe, Ruff Ryders, Soul Brothers, Total Package, Chosen Few, Rare Breed, Brothers of the Sun, Sisters of the Sun, Deuces, and Black Sabbath New Breed.

27. Honda motorcycles in California were the most stolen cycles in 2011 while Harley-Davidsons were the least stolen of the top five brands that made the list.

28. The Givenchy ‘motorcycle jacket’ was listed in 2016 as the most expensive jacket on the market. At \$9,100, the women’s Hooded Biker Jacket is clearly one of those pieces



that was designed for the sake of fashion rather than wearing while riding. Most of the jacket is made of lambskin, but pillowy lamb fur lines the collar and inside of the hood.

29. An estimated 10 cents of every \$1 in insurance premiums goes toward payment of fraudulent claims, according to the North Carolina insurance department as of 2012.

30. The longest motorcycle jump on record was set by Robbie Maddison in Melbourne, Australia, jumping 346 feet (107 meters) to set the world record.

31. Doug Domokos was inducted in the American Motorcycle Association (AMA) Hall of Fame in 2002. He was nicknamed “The Wheelie King” and once held the record for the longest wheelie at an amazing 145 miles in length. That record stood for more than 8 years.

32. The sound made by the “motorcycle” that Chris Pine rides to the shuttle departing to Starfleet Academy in the film *Star Trek* is the same sound used on *The Jetsons* from 1962 for the “cars” they fly.

33. The 2007 movie, “Wild Hogs,” features quick cameos from Paul Teutul Sr. and Paul Teutul Jr. of “American Chopper: The Series.” The two famous bike builders appear in the *Wild Hogs*’ favorite bar as the bar owner and a background patron. The olive-drab green bike the character named Jack (played by actor Ray Liotta) was riding is made by Orange County Choppers and features their logo on the motorcycle in the movie.

34. In 2016, California reported the highest amount of registered motorcycles in the country (842,106 registered);

Delaware had the least amount (28,156).

35. Emilio Scotto holds the world record of the longest motorcycle ride, spanning 10 years, 279 countries and a total distance of 457,000 miles

36. Harley-Davidson is the leading motorcycle manufacturer in the U.S. market, producing \$5.6 billion dollars in revenue in 2017.

37. The first company that advertised a motorcycle’s top speed of over 100 mph was Brough Superior. That claim was made for its SS100 in 1924. Considered even today to be innovative and beautifully designed machines, Brough motorcycles were the first to have prop stands, twin headlights, crash bars, interconnected silencers and 1000cc v-twin engines. Every SS100 was road tested on public roads to check that it could reach 100mph. If it didn’t, it was returned to the factory for further work until it could reach that feat.

38. In 2017, California became the first state to legalize lane-splitting through the AB-51 Bill.

Michael Padway is a motorcycle accident attorney with over 40 years of experience in motorcycle cases.

He’s been a lifelong motorcycle rider, and fanatic for its culture, advocacy, and safety. Visit michaelpadway.com or <https://www.motorcyclelegalfoundation.com/> for legal tips and more information on avoiding motorcycle mishaps and accidents.





THREE-COURSE MEAL

BY LCDR JODY POUNDS

A time-honored approach to selling motorcycles is “sell the sizzle, not the steak”. The truth behind it is that we motorcycle riders have a longing to live some vision that we have in our head.

If you envision yourself in black leather, you’ll likely end up on a bike with origins in Milwaukee. If the vision is racing leathers, you’re likely going to ride something from a country that ended up on the losing end of World War II. If you’re aiming for “no skin below the skin” covered in material that never grazed in a field, you’ll end up the owner of something that doesn’t look like anything else in the parking lot.

My vision was discovered within a documentary. My best bike was, figuratively, the documentary’s best supporting actor. Once, while deployed, I received a DVD of 2004’s “Long Way Around.” This was the story of two friends who

When searching for a bike, one must consider all their options to include, durability, enjoyability, affordability, and of course safety.



Photo Courtesy LCDR Jody Pounds

sought to do the absurd; to travel all the way around the planet on motorcycles. My “sizzle” was adventure, and I ended up with, essentially the same bike in the documentary, a 2004 BMW R1150GS.

It did not take long before my wife joined me, riding two-up. Just six months later she decided that she wanted her own bike. I asked myself, “On what bike would I put the mother of my children?” This is where the unexpected happened. I found myself shopping ‘steak,’ vice ‘sizzle.’

I was guilty of employing a double standard in shopping for my wife’s bike, but I had to admit that I was being smarter the second time around. Her best bike would not be found in glossy print or JPEG format. “Best” would be revealed in statistic-drenched spreadsheets and graphs. Ever heard of a Griffin? Griffin’s website boasts being “Recognized as

the premier armored vehicle supplier in North America...” Unfortunately, Griffin does not make motorcycles. I checked.

This sizzling steak ended up being alphabet soup. ABS, ASC, DTC, ESA, etc. This soup is healthy. Anti-lock braking system, automatic stability control, digital traction control, and electronic suspension adjustment are safety features, but they are also expensive. For me, this is money that I had to spend, because the cost of the accident that they could prevent is even higher.

Other considerations were addressed: handling at high and low speeds, weight of the bike to offset cross winds, and comfort elements like heated grips and power ports for plugging in warming vests. At 5’6”, a lowered seat and lowered suspension might be needed for her. All this, and more, elevated the level of safety in a bike. Conceptually, I sought a two-wheeled Volvo Station Wagon.

I found the bike in the end. It had it all. In the end, I was surprised. My uber-capable, go anywhere adventure machine was her uber-safe “get momma home in a good mood” vehicle. My wife was thrilled to buy her 2010 BMW R1200GS.

Over the months that followed my wife would routinely return from a ride with a story that began with an exuberant “Guess what else this bike will do!” Each time she told of the bike handling better than she thought it would, stopping shorter or faster than she thought was possible, or darting from a place of concern to a place of safety.

In the beginning of my search I had abandoned qualitative considerations of a bike for quantitative. Now I found that doing so brought qualitative returns. Measured in science, the bike delivered in joy, exhilaration, comfort, a sense of safety, and a love for the ride. Fitting, that this approach ended with the sweet part. Dessert!

So, what is the best bike to buy? This is for you to determine, but any righteous correct answer must include safety. Any righteous correct answer should also end with a love for the ride. Start with the bike that makes you better, better at staying safe. Then worry about the sizzle. You deserve the full meal. Bon Appetit!

Lt. Cmdr. Jody Pounds is a domain motorcycle safety representative with the Center for Information Warfare training. He rides a 2004 BMW R1150GS and a 2014 BMW K1600GT. He has been a sport licensed motorcycle rider since 1983.



THE INDIAN SCOUT 60



“The engine, headlights, fenders, and wheels were inspired by the original Scout of the 1920s.”

- NIKA
GLOVER-WARD



BY NIKA GLOVER-WARD

The Indian Motorcycle Company began making the Indian Scouts in 1920. Since then, military versions have been put into production with the 1928-31 Scouts being touted as the best the company has ever made.

In 2015, Indian began their official new line of Scouts. The intention was to be a lower cost competitor to the Harley 883. The popularity of the Scout has only risen since then and with the edition of the 2019 Scout, Indian has addressed some safety concerns that arose with the 2017 and 2018 editions.

The bikes were recalled in 2018 for potential braking issues. However, with the 2019 edition, the prior brake issues have been resolved with the addition of a new anti-lock braking system that is no longer optional. It's included standard on all Indian Scout bikes except for the Thunder Black models. Why was this change necessary? Mainly because safety has to be top priority for any company that expects to keep their bikes on the street.

The bike also features a lightweight, cast aluminum frame, and low seat height that combine to provide an expertly balanced chassis that's easy to handle at all speeds.

It's powered by a blacked-out, liquid-cooled, 60-cubic-inch, 78 hp V-Twin engine for an enjoyable, safe ride. Going back to its roots, the engine, headlight, fenders, and wheels were inspired by the original Scout of the 1920s.

Riders will barely notice shift changes with a 5-speed transmission for quick acceleration and riding. The Scout come standard with an electronic fuel injection and liquid cooling system. This cutting-edge engineering will provide riders with safe and reliable power for every ride.

Editor's Note: The appearance of this bike does not constitute an endorsement by the Department of Defense, U.S. Navy or U.S. Marine Corps.



Police Cpl. Chuck Dalton, Anne Arundel County Police Department motorcycle field training officer, performs a demonstration with his patrol motorcycle displaying the bike's tight-turning radius and a small part of his specialty training during a Motorcycle Safety Awareness Day event at Fort George G. Meade, Md. (Photo by Airman 1st Class Samuel Daub)

COORDINATING A MENTORSHIP RIDE

BY PS1 LEANNE MILLIOUS

In November of 2015, I volunteered to assume the collateral duty role of NPC motorcycle coordinator. Shortly thereafter, I met with the Naval Personnel Command (NPC) safety office to review my duties.

After being in the role for a few months, I again met with the NPC safety office to discuss conducting a motorcycle mentorship ride for all riders on base.

After several meetings and much discussion, we opted to schedule our first motorcycle mentorship ride May 18, 2016. Having never organized a motorcycle mentorship ride, I began to research the details for this event.

One of my main goals was to ensure our lesser skilled riders would benefit and learn from this ride. In addition, it was important to ensure all riders, regardless of years of experience, learn and comply with the rules of group rides to ensure safety was a top priority. The purpose of a mentorship ride is to mitigate risks on the road while giving lesser skilled riders guidance by more experienced riders, through peer-to-peer interaction, as stated in the OP-NAV instruction regarding mentorship.

A mentor should be a rider who has completed both the basic and advanced rider courses, is up-to-date on training requirements, and who has at least 10 years of experience riding. I wanted the ride to be educational, safe and enjoyable.

When mapping a route, it is important to note traffic patterns, road conditions, road construction, and set a route with stopping points along the way. I chose a scenic country road that travelled north from Millington for 90 miles to Reelfoot Lake where we stopped and had lunch before returning to the base in Millington.

After receiving the command's approval for the ride and route, I continued to work out the details. I contacted and secured an experienced motorcycle

shop repairman to give a short brief on motorcycle maintenance prior to riding. I also contacted the base contractor in charge of instructing motorcycle classes for assistance.

He sent me information on hand signals, group formations when riding, and general motorcycle training requirements. Concurrent with organizing the details was publicity for the event. Articles ran in the base newspaper, notes were included in the plan of the week (POW), flyers were posted, and the announcement was run on the marquees at the entrance gates on base. A follow-along vehicle was arranged for both the safety of the riders and to assist with any bike issues.

The ride was open to all riders on base, both military and civilian. The morning of the ride was cloudy, cold, and threatening rain. As a result, we only had a little over a dozen riders assemble for the event. During sign in,

riders were asked how long they had been riding and if they were current on their motorcycle training. I started the gathering with introductions and proceeded to have our guest speaker go over basic bike maintenance.

Riders were encouraged to help each other. Proper hand signals were demonstrated, and I explained what to do in case of an emergency and how to handle being separated from the group. I explained how to ride in groups to those who had never done so before.

Riders were paired up according to their experience, ensuring a more experienced rider in the front, back and middle of the group. After formation, we set out on our ride.

When we stopped for lunch, the riders were all excited and pleased that I had set up the ride, commenting on doing more rides in the future with possible weekend rides. Even though the riders were a mix of military and

civilian from different commands, there seemed to be a comradery among the riders.

All in all, it was a fun learning and team building experience. The riders suggested a Facebook page, which I created when we got back. We are now the Mid-South Warrior Motorcycle Riders.

My goals for our next ride are to get the community more involved (e.g. fundraiser rides), more command involvement with publicity, peer-to-peer meetings, and quarterly meetings to inspect bikes and discuss general motorcycle issues.

Petty Officer 1st Class LeAnne Millious has been riding since the age of 7. She currently rides a Harley Davidson Sportster 1200.



Capt. Timothy White, Navy Information Operations Command, Md. commander, speaks to the attendees of the Fort George G. Meade Motorcycle Safety Awareness Day event at Fort George G. Meade, Md. White spoke on the importance of motorcycle safety and positive peer pressure and shared a story about how proper training and safety precautions had helped him walk away from a motorcycle mishap with only minor injuries. (Photo by Airman 1st Class Samuel Daub)

Photo Courtesy of Pixabay



New Motorcycle Riders Rate Higher in Fatalities

BY LCDR ROGER EYROLLES

The Chief of Naval Operations released a motorcycle readiness Naval message (NAVADMIN 135/18) that highlighted motorcycle accidents and the sad statistics that keep motorcycle entrenched as the number two cause (just behind suicide) for off-duty Navy fatalities. To mirror that message, the news continues with the following numbers that reflect up-to-date mishap fatalities through Aug. 9, 2018: 21 motorcycle fatalities (10 Navy / 11 Marine). As of Aug. 1, 2018, command motorcycle safety representatives (MSRs) have 19,261 total Navy riders properly registered in the enterprise safety and management system (ESAMS).

Based on a study done in 2017 by the EpiData Center, Navy and Marine Corps Public Health Center, new riders have a higher risk of injury when compared to more experienced riders, and 50 percent of the injuries occurred within 306 days of their first reported date as a rider compared to 2,506 days for those with one year or more experience.

MSRs have improved on maintaining and tracking their ESAMS data for their motorcycle riders over the past year. However, it appears that most do not realize ESAMS is only half of the requirement for data tracking.

In accordance with the OPNAV 5100.12 series, commands shall establish a motorcycle mentorship program to promote rider education, safety and training. Com-

mands should tailor the motorcycle mentorship program to address the individual commands' training requirements, ridership, local area and resources. MSRs shall also maintain current information for the military riders in their command (whether riding on or off-base) to include accurate list of motorcycle riders; type of motorcycle ridden or owned; state driver's license information (m-class endorsed); vehicle registration; proof of insurance; and copies of completion cards for all motorcycle safety courses attended. Far too often we find expired registrations and insurance data, expired driver's license information and even driver's licenses without motorcycle endorsements. While ESAMS tracks rider information to include all training courses completed and the type of motorcycle ridden by the individual, it does not track licensing, insurance, and registration information.

If you are assigned the duties of MSR, ask yourself: "When was the last time I met with all my riders?" "Are they riding with all of their credentials up to date?" "Are all riders riding safely?" "Do they have all of their personal protection equipment and is it functional?" The best thing you can do for your prospective riders in your command is to have them assigned with an experienced rider for mentorship. They can provide invaluable information on picking the right type of motorcycle to buy and how to ride it safely.

If you have any questions, please contact: Lt. Cmdr. Roger Eyrolles (757) 444-3520 ext. 7106 (DSN) 564, email: roger.eyrolles@navy.mil

BECOME A DEFENSIVE RIDER WITH THE

S.E.E.

METHOD:



SEARCH

SEARCH FOR
ANYTHING THAT
COULD POP UP.

EVALUATE

EVALUATE YOUR
ENVIRONMENT

EXECUTE

EXECUTE YOUR
PLAN TO AVOID
DANGEROUS
SITUATIONS

Graphic by Nika Glover-Ward

“Don’t forsake
protection for comfort.
Instead be willing to
invest in yourself and
your safety.”

- J A R E D B R O W N



Commander, Naval Safety Center
“Preserving Combat Readiness and Saving Lives”