SAFER RIDING DOESN'T HAPPEN BY ACCIDENT

It is a systematic approach to riding that removes emotion and guesswork from every decision you make.
Most riders operate on instinct and hope – Advanced riders operate on procedure
The System makes the rider think like a survivor – not like a victim
It is systematic discipline using forethought and planning which separates professional riding from those that rely on luck.

The System teaches a rider to be Smarter – Not Faster

The Golden rule, the most important rule of riding is – In order to ride ***SAFELY*** you must ***ALWAYS*** be able to ***STOP*** on your ***OWN SIDE OF THE ROAD*** in the ***DISTANCE*** you can ***SEE TO BE CLEAR***

- **Limit Point – Use as a speedometer**. Use to judge corner speed. Delivers near perfect accuracy.
  If it is getting closer to you, you're going too fast for the radius of the corner = slow down.
  Staying the same distance away = your speed is matched to the corner.
  Moving away from you = you can accelerate. Your eyes calculate in real time provided you look in the right places – not staring at the car in front or fixating on the 'apex' etc. If the judgement is made on how scared it feels – this isn't riding, it's gambling.
- **Commentary – Talk out loud to yourself.** Identify and say every hazard out loud. Call out every threat as you see it. Your brain can't be lazy when your mouth is identifying threats every few seconds. If you stop scanning, you are riding blind. May sound silly but try it.
- **Scanning – Twelve second scan!** Advanced riders scan the road for hazards 12 – 15 seconds ahead, around half a kilometre at National Speed limit. It's looking far enough ahead to gather information and create a riding plan and execute it before any hazards become a crisis. Don't fixate on 'immediate threats' – they should be dealt with already, looking for the real danger and planning for it well before it is encountered. Don't just react to the car slowing down in front of you, look beyond and be able to predict the reason for it slowing down. Have an 'escape' plan before danger forms. Stay smooth and relaxed and it will cut

stress. 'Far' scan for major hazards and road changes, 'Medium' scan for traffic behaviour and positioning. 'Near' scan for surface hazards and immediate hazards. Information buys you time. Time gives you options. Scan in layers. Plan – Don't react.

- **Safe lines – Street line, not Racing line.** A 'racing line' can get you killed on the street. It is designed to utilise the whole width of a track. Unless you are on a track you don't have all the road to yourself. The 'street line' maximises visibility and creates a safety buffer from oncoming vehicles. Maximise the view through a hazard zone. See as far through a corner as possible before committing to it – stay away from the centre line through blind bends. Sure, use 'position 3' but retain a safety buffer. Think about 'escape' routes. If something encroaches onto your side – where can you go, and how quickly?
  A racing line does none of this, and on a right hander will place you directly in conflict with an oncoming vehicle as you 'apex' the corner. Remember an apex is simply the closest you come to the edge of the road in a corner – it is not a fixed point and has no place in street riding.
  Street riding is about survival, not lap times. Don't look for the racing line.
- **Side road dangers – Position for seeing and being seen.** A side road, field entrance, lay by exit or driveway to your left? Move out to maximise your information, observation and create space to deal with anything that may occur. Slow down and position for safety, and to be seen and give yourself options.
- **Use space – You need space to stop, space to see, to plan, manoeuvre.** The two second rule is fine as a guideline, particularly on open flowing roads, but you always must be able to stop in the distance you can see to be clear, on your own side of the road. Think about positioning for better view. Can you see beyond the high vehicle in front of you? Can the driver of the vehicle see you? Consider dropping back to give yourself more space, use nearside and offside views from a safe distance behind – see past it. Space can be a valuable resource on a motorcycle. It's more than a Two Second Rule. Give yourself every chance to avoid danger and plan ahead.
- **Brake First – Then Lean.** Finish speed adjustment whilst upright, then turn. Don't go into a corner too fast. Braking whilst cranked over means the tyre is being asked to handle two things – braking force and cornering force. The tyre has only a finite amount of grip. There is no need to get into this situation. Get speed right before entering a corner and the bike is settled, the suspension is loaded correctly, the bike turns in smoothly and confidently.
- **Rear brake – Low speed survival tool**. The rear brake provides stability under heavy front braking, the drag of the rear brake moves the weight forward

stabilising the rear and creating more grip on the front tyre. At walking speed, the rear brake keeps the bike balance and under control.

- **Progressive braking – Squeeze, don't grab**. A bike tyre has maximum grip when the suspension is compressed smoothly, not shocked into submission 'grabbing a handful'. Grabbing is asking the tyre to handle maximum force before the weight has transferred to the front end. This can lock the front wheel, bottom the suspension and cause rebound making the front end become light and lose grip. Progressive braking, a light squeeze to create suspension compression followed by progressive squeezing means brake force is being matched to available grip. The harder you brake without locking the front wheel, the shorter the stopping distance. It only works by being smooth. Wait for the weight!
- **Engine Braking - Part of the System.** Downshifting is a speed control tool. Proper downshifting (gear selection) before a corner, means the bike is in the correct gear for maintenance throttle through the corner and acceleration on exit. It prevents the bike becoming unsettled mid corner or losing grip downshifting whilst leant over. Too low a gear and there may be an overload of power that could brake tyre traction exiting the corner. Too high a gear and the bike will 'wallow' and potentially run wide due to lack of traction. Most single vehicle motorcycle crashes happen due to running wide in corners – particularly in rural settings. Brake early and select the correct gear before turning into a corner. In decreasing radius turns, being at the correct speed in the correct gear means the bike is under control because there is the time and space to deal with it. Crashes don't happen because riders don't react fast enough – they happen because riders see the problem too late. Braking and cornering are two separate actions. The front tyre can't do both jobs at once. Planning is the key. The System forces the rider to do all the 'speed' work before committing to the corner. It doesn't mean the riding is slower – it means it is smarter, safer, efficient and ultimately more progressive.
- **Acceleration – stabilises the machine**. Once the limit point 'opens' smooth acceleration creates grip on the rear tyre and makes the bike 'stand-up' and smoothly exit the corner. It is important that the bike has had a maintenance throttle throughout the corner, rolling off or accelerating sharply can cause loss of grip, and develop into a high side – rear breaks traction, re grips and throws rider over the top of the bike- or low side front end washes out - causing a crash
- **Late corner entry – Maximise vision and safety**. A late entry keeps the machine wide on entry to a corner or junction. This gives maximum view into the hazard meaning seeing further into the turn before committing to it. This also gives more 'escape' route opportunities should situations develop, gravel, oil, leaves, other vehicles

- **S.I.A.M.. – See, Identify, Assess, Move!** – Every hazard requires a physical response. Not just recognition. Riders often see the threat but do nothing assuming they will be seen. Bad learning. It's happened so many times before that it has become the norm, with no negative consequences. By seeing and identifying the hazard/threat for what it is then an assessment based on all the information at that time needs to be made. Once this is done then move either laterally away from the threat, slow to avoid the threat or move quickly by accelerating away from the threat. Or a combination of them all!
- **Familiarity breeds contempt - Do not become complacent.** The roads traversed every day, the street you live on, the route to the bike café, are often the most dangerous as 'autopilot' kicks in. Never stop actively scanning. Treat every road as if it's the first time it's been ridden. Actively observe, commentate on what can be seen, can't be seen or what could reasonably be expected. Scan and plan.
- **Fatigue – Don't be a hero**. Ride no longer than around 90 minutes to avoid fatigue.
  It is not a fail to stop for a stretch or a caffeine fix, even forty winks.
  When fatigued risk taking becomes greater.
  Decision making becomes poorer or slower.
  Be disciplined.
  Maintain and develop skills.
  Always use the System.
  Don't ride Reactively and hope that luck can save you.
  Ride Systematically and Survive.