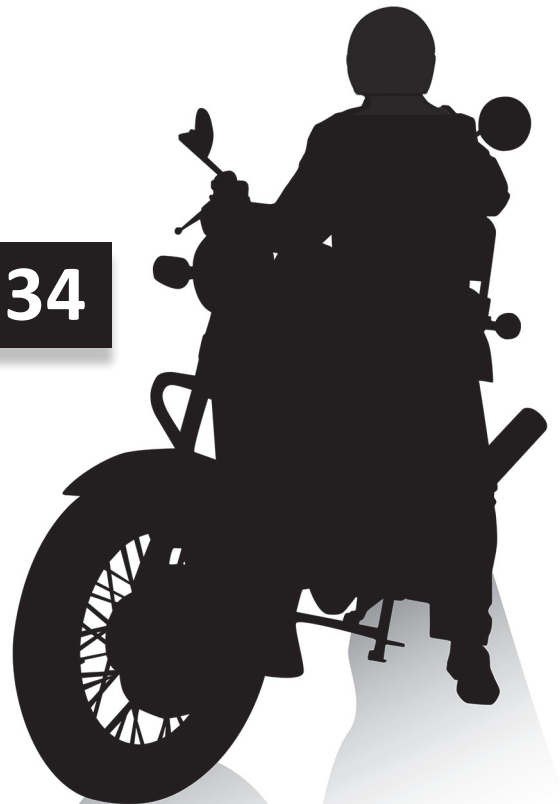


Motorcycle Mentorship Module 34

The Enemy Within





Warning: Incorrect or inaccurate information could lead to tragic results on the road. If a question arises that is not covered in the guide and you don't know the answer from your own experience and training, simply state, "That is a great question, I'll get back to you with the answer."

Your Service Safety Center will help with these types of questions should they arise. Their numbers are as follows:

US Army Driving Directorate: **334.255.3039**

USMC Safety Division: **703.604.4459**

US Navy Shore Safety: **757.444.3520 x7165**

US Air Force Safety Center: **505.846.0728**

USCG Safety Division: **202.475.5206**



Preface

About: The Defense Safety Oversight Council (DSOC) Motorcycle Mentorship Modules are a set of thirty six (36) facilitation modules designed for the purpose of increasing rider knowledge on various aspects of riding and providing additional capability for self-policing within peer groups. The modules are intended as a mechanism to further decrease motorcycle related mishaps and fatalities within Department of Defense (DoD) by encouraging riders to talk, live, and think about the topic.

Using the Module: The module content enclosed is intended as a facilitation guide to assist you with discussing the topic. However, it is still critical to use your skills and talent to engage participants and develop “buy-in” on this subject from your group. To maximize this, motivate and moderate your participants, control the accuracy of participant feedback, and be mindful of their time.

Page	Section
2	Facilitation Guide – A brief overview on conducting a facilitated discussion of a topic
3	Module Overview – This section provides the facilitator a synopsis of the topic, learning objectives, and the suggested environment, props, and handouts for conducting the module
4	Module Discussion Introduction – This section provides guidance to the facilitator in opening up the discussion and getting participants talking about the topic and their relevant experiences
5	Discussion Areas – This section provides various discussion topics, sample facilitation questions, and factual information for the facilitator to lead the discussion
7	Wrap-Up – This section provides guidance to the facilitator on wrapping up the topic discussion
8	Feedback Form – A feedback form to be given to all participants for their feedback on the module discussion
9	Resources – Additional resources and definitions to assist the facilitator in preparing for and conducting the topic facilitation

Facilitation Guide for DSOC Mentorship Modules

It is recommended that this Mentorship Module be conducted in a facilitation style. Using the information provided in this Mentorship Module, you, as the facilitator, will lead a discussion on the subject. *You should not be conducting a lecture!* The facilitator's role is to help with how the discussion is proceeding. Participants will have much more "buy in" and connectivity with the information if they have input. One of your roles as the facilitator is to control the accuracy of the input and control the time. From the Mentorship Module, generate questions which will lead to group discussion. The more you let the group participate, the more success you will have.

Competencies of a Facilitator:

- Prepare prior to the event
- Make sure everyone gets a chance to participate and help members to express themselves
- Ask rather than tell
- Honor the group, display respect for the members, and acknowledge participant contributions
- Ask for others' opinions
- Listen without interrupting
- Demonstrate professionalism and integrity

The key characteristic distinguishing facilitation from other types of leadership, like scripted training, is that the outcomes are never predetermined in a facilitative setting. Although the background information provided with this Module remains the same, the result will depend on the participants, the knowledge and experience they bring, and the information that they feel they need to take away. The group uses the activities provided by the facilitator to unlock expertise, ensure thorough discussion, stay focused and reach decisions that are better than those any individual could come up with alone.

At the beginning of each Mentorship Event, discuss why the participants are there and what they will receive as a result of participating. Adults have limited time and they want to know "What's in it for me?" A facilitator should make training fun. Encourage humor and laughter in your Mentorship Event.

Principles of Adult Learning:

- ➔ Adult Learners want material that is relevant to them. "What's in it for me?" "What will I get out of this that will make a difference to me?"
- ➔ Adult Learners come to training events with varying amounts of experience. They like to share their experiences. If you have minimal or no motorcycle experience, you can still draw from your group.
- ➔ Even if you have motorcycle experience, you should draw from your group because people tend to remember what "they" said longer than what you said. Information that they "own" is more valuable to them.
- ➔ Facilitators are not always subject matter experts; nor do they need to be. Facilitators may draw on the existing knowledge of the participants and the information provided in these Modules.

Section I: Module Overview

Time Frame: One 30-45 minute facilitator-led discussion

Level of Prior Knowledge: Participants should be able to operate a motorcycle at a novice level and be familiar with motorcycle operations.

Synopsis: Sometimes when riding a motorcycle, we can be our own worst enemy without even realizing it. When we ride, each person can react differently to situations when confronted with hazards. Whether it's a huge pothole, a curve that is tighter than we thought, or a car swerving in our path, sometimes our actions do not produce the most desirable outcome – all due largely to our uncontrolled 'instinctive' impulses. Some may call these "Survival Reactions," inherent and instinctive reactions in an attempt to escape from an impending event. When there is a threat to you, you focus on it. If you are going too fast – Slow Down! Either of these reactions can be completely wrong due to how a motorcycle behaves in accordance with the laws of physics. In the military the philosophy of "Train as you Fight" helps to combat the fear and confusion that a high stress environment can create. Being able to react correctly when bullets are flying is a vital survival tool. This same attitude must also be applied to motorcycle riding.

Learning Objectives:

- ➔ Recognizing the difference between "Responding" vs. "Reacting"
- ➔ Becoming aware of common riding survival reactions, the negative results of these reactions, and corrections we can apply.
- ➔ Understand how we can train our impulses to do the right thing at the right time.
- ➔ Where/how to get the training

Suggested Environment/Props/Handouts:

- ➔ Any comfortable environment is acceptable
- ➔ No props or handouts are required

Section II: Module Discussion

Introduction: Facilitate discussion: What is the difference between responding and reacting?

Definition: Responding – to exhibit some action or effect as if in answer to a stimulus, positively or favorably

Definition: Reacting – impulse to act in response to a stimulus, usually against or in an opposing manner

Facilitation questions:

- Can you recall any examples of when you RESPONDED to danger or a hazard?
- What are some instances you can you recall where you REACTED to danger or a hazard?

Facilitator Facts:

While the meanings of the words are similar in nature, for our purposes in today's discussion:

Response is more of a planned, reasoned or practiced method of reacting to stimulus, which requires knowledge and forethought. Situational awareness of conflicts or unfavorable factors plus practiced actions can help riders *respond* to hazardous situations.

Reaction tends to be an impulsive or instinctive behavior. Because of unfavorable factors the rider's instinctive reaction may be inappropriate to the situation. For example individual riders who use superior riding skills frequently, versus a rider who is mentally aware, plans in advance and maintains a space cushion, is in control and will not have to resort to hazard avoidance riding skills.

Suggested Discussion Areas:

Discussion Area 1: Survival Reactions

Facilitation Questions – How do you steer a motorcycle? What is the most effective method for doing so? Is it a good idea to try to reduce speed suddenly after entering a corner too fast? What is the proper body posture for turning a motorcycle? Should the upper body be tight or relaxed during turns? What is ‘Visual Directional Control’ in relation to motorcycle riding? Where should you look when turning a motorcycle? Are there techniques for braking in a corner? What are the acceptable methods for braking in a corner?

Facilitator Facts:

Superbike School Director Keith Code’s opinion on reactions: “Survival Reactions are truly automatic because they originate from a source we do not consciously monitor.” Most are instinctive. On a motorcycle, most common “Survival Reactions” affect the arms, and therefore directly influence handlebar, throttle, clutch and braking inputs, which in turn affect and influence handling and suspension stability.

Instability in the following areas can easily result in crashes. Usually riding at speeds in excess of one’s technical abilities triggers errors and disrupts rider confidence and control:

1. **Steering vs. Leaning:** The most effective way to turn a motorcycle is through “counter steering.” “Press Right, Go Right” effectively leans the motorcycle in the desired direction yet even seasoned riders can fail to accept this, or dismiss counter steering altogether during an emergency. They may instinctively turn the handlebar away from the hazard, thereby straightening the bike up and running into the hazard or off the road. The trained response is to “press more, lean more” if you are going too wide in a turn. Or in the case of an obstacle in your path “press, press” to change direction of the bike to avoid the hazard – not “steering” around it like we would in a car.
2. **Throttle Control:** Chopping the Throttle in a corner is a *reaction* usually caused by an instinctive panic reaction to an entry speed that is too fast for conditions. Too-fast entry speeds create a number of problems for even the most experienced rider. The tendency is for the motorcycle to ‘run wide’, possibly off the roadway entirely. Another downside is the need to maintain a very steep lean angle for a longer period of time, creating rider concern for available traction. *The act of trying to slow under these conditions actually makes the problem worse!* Sudden forward weight transfer results in an immediate and dramatic decrease in available traction at the front wheel, sudden decrease in ground clearance, and reduced overall reserve traction. The correct *response* is to maintain the same throttle position throughout the corner—a very counter intuitive behavior.
3. **Body Posture:** Counter-weighting or leaning the upper body ‘outward’ instead of leaning ‘in’ with the motorcycle is a technique commonly (and appropriately) used in dirt-bike riding. This technique is usually inappropriate for street riding situations. This posture is usually the result of a rider’s fear of lean angle, and falling. Counter-weighting increases bike lean angle for a given turn, but does not tighten up the turn, resulting in reduced traction as the bike has to lean more to tighten a turn, causing a reduction in size of the tire ‘contact patch’ (part of the tire actually touching the ground at any time). Leaning with the motorcycle (or even slightly more) toward the inside creates less lean angle, for a given turn, which provides a larger contact patch. Another excellent technique taught in advanced motorcycle training is the ‘forward and in’ technique when the riders chin is over the inside wrist during turns. A very effective technique but it requires training and practice. Note: counter-weighting is appropriate for street riding situations involving low-speed tight turns and can be a good technique during limited-space parking lot maneuvers.

4. **Tightening grip on the handlebars, instead of being loose and relaxed:** Another reaction when fear strikes us is that we tense up preventing smooth control inputs. Relaxing the entire upper body, particularly the arms and shoulders, plus gripping the tank with the knees helps stabilize the body and prevents poor steering inputs.
5. **Non-Specific Vision or ‘Frantically Hunting’ field of view:** Looking everywhere but where the rider wants to go, caused by a panic *reaction* to the emergency, searching for a “way out.” Think about where you want to go: the softest, safest place where you can bring the bike to a stop or avoid an obstacle.
6. **Target fixation:** A natural *reaction* of people in an emergency is to focus on a threat: visually locking onto an object or location that we want to avoid. Motorcycles, however, are effectively steered by visual directional control – the bike tends to go where we look. The best *response* is to remember the adage from the MSF Basic RiderCourse, “Keep head and eyes up and scan ahead, don’t fixate on any object, turn your head and look where you want to go.
7. **Braking in a turn:** Fear of falling due to excess speed causes this *reaction*. If the motorcycle does not low-side crash immediately because of a skid or the sudden weight transfer of all mass and momentum to the front wheel, the bike can straighten up and run wide and possibly completely off the roadway – exactly what we were trying to avoid! Proper *response* is to continue looking through the turn, maintain a steady, unchanging throttle position while slowly increasing counter steering pressure (press on the inside bar) until clear of the corner. Then learn from that error and reduce the entry speed for the next corner.

Discussion Area 2: Training for Good Survival Responses

Facilitation Question – How do we minimize inappropriate reactions? How do we develop good Survival Responses? Can you think of any good Survival Responses we have not covered? Where can you get training to improve YOUR Survival Responses?

Facilitator Facts:

1. How can we respond with appropriate responses and practiced control inputs in order to counter the inappropriate survival reactions? For most, it is repetitive training, and continued practice. Retrain those instincts to respond correctly.
2. Development of good responses begins with awareness of them. Advanced Training in the right venue is the place to start, so if you make an error, there is a margin of safety to recover.
3. Proper braking and swerving to avoid obstacles are the two most important life-saving skills on a motorcycle and those skills should be practiced regularly.
4. The Motorcycle Safety Foundation’s Advanced RiderCourse and Military Sportbike RiderCourse, as well as the Ultimate Bike Bonding course help increase a rider skill level. Track schools and other advanced training centers add considerably to a rider’s skill set.

Wrap-Up:

Suggested Discussion: Invite attendees to discuss how they would apply the knowledge they gained from this discussion to their ride home, or next ride with friends. How would they practice or train their instincts to be responsive, as opposed to reactive.

Understanding our natural reactions, and being able to control them, can reduce your fear and improve your chances of surviving the ride. Train your mind and body to respond to dangerous situations riders are likely to encounter.

Follow-on opportunity:

Motorcycle Mentorship Module 36, Advanced Training for Motorcyclists is an excellent follow-on to this module because it addresses the reasons for, and different types of, advanced training as well as how to go about locating these services.

Distribute copies of the DSOC Motorcycle Mentorship Module Evaluation form to all participants and request that they deliver or mail the completed form to the Command or Command Safety Office for processing.

Remind everyone to ride safe, and see you at the next Mentorship Meeting.

DSOC Motorcycle Mentorship Feedback Form

Presenter Name:

Date:

Topic/Title:

Unit Number:

Please review each statement below and check the response that closely matches your experience in the Mentorship Module today:

1. Please rate the presenter's performance:

☐ Prepared ☐ Not Prepared ☐ Engaging ☐ Not Engaging ☐ Led Discussion ☐ Lectured

Comments:

2. I was given opportunities to participate in the module's discussion

☐ Never ☐ Only Once ☐ 2-4 Times ☐ Many Times Throughout Discussion

Comments:

3. With regard to my personal riding experiences, this discussion was:

☐ Relevant ☐ Not Relevant ☐ Interesting ☐ Not Interesting

Comments:

4. This discussion topic has provided me with specific learning points that I can use to be a safer, better informed rider

☐ None ☐ One Idea or Fact ☐ 2-4 Learning Points ☐ 5 or More

Comments:

5. I would be interested in participating in other Motorcycle Mentorship Module discussion topics

☐ Never Again ☐ Willing to Try Another Module ☐ Would Like to Do Modules Regularly

Comments:

Thank you for your participation. Please make note of any other suggestions or comments below (continue on the back if needed):

Deliver or mail this completed form to the Command or Command Safety Office for processing. Please do not return this form directly to the Module Presenter.

Resources

Continued Reading:

Christensen, Loren (1998). *Far Beyond Defensive Tactics – Advanced Concepts, Techniques, Drills and Tricks for Cops on the Street*. Boulder, CO: Paladin Press

Code, Keith (1983). *A Twist of the Wrist* (Vol. I.) Glendale, CA: California Superbike School, Inc.

Code, Keith (1993). *A Twist of the Wrist* (Vol. II.) Glendale, CA: California Superbike School, Inc.

Condon, Ken (2009). *Riding in the Zone*. Conway, New Hampshire: Whitehorse Press

Hough, David (2010). *Proficient Motorcycling : the Ultimate Guide to Riding Well*. Irvine, CA: Bowtie Press

Hough, David (2012). *More Proficient Motorcycling: Mastering the Ride*. Irvine, CA: Bowtie Press

Ienatsch, Nick (2003). *Sport Riding Techniques: How To Develop Real World Skills for Speed, Safety, and Confidence on the Street and Track*. Phoenix, AZ: David Bull Publishing

Motorcycle Mentoring Module #36: Advanced Training for Motorcyclists

Motorcycle Safety Foundation, (2005). *The Motorcycle Safety Foundation's Guide to Motorcycling Excellence*, 2nd Edition. Irvine CA: Whitehorse Press

Parks, Lee (2003) *Total Control – High Performance Street Riding Techniques*. St. Paul, MN: Motorbooks International

Definitions: *(As defined for purposes of this module.)*

Reacting: Impulse to act in response to a stimulus, usually against or in an opposing manner.

Responding: To exhibit some action or effect as if in answer to a stimulus, positively or favorably





ACKNOWLEDGMENTS

This module was developed collaboratively through the Defense Safety Oversight Council's (DSOC) Private Motor Vehicle Accident Reduction Task Force (PMV TF), Service Safety Centers, Line Leaders, Military Riders, National Safety Council, and the Motorcycle Safety Foundation. The DSOC wishes to recognize the organizations and the Service Men and Women who made this Motorcycle Mentoring Module possible.

Some of the principal contributors to this effort include the following:

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