

EMERGENCY BRAKING FOLLOW-UP

Wow, learned a LOT since doing the Quick Stop (Emergency Braking) presentation and got a LOT of questions. Before getting back to everyone, I thought waiting to see the results we got on the Precision Rider Skill (PRS) practice field would keep our "lessons learned" more practically applicable.

Here is what we learned from our first-time PRS attendees:

1. FEAR was the top reason most don't practice - incorrectly ASSUMING even practice quick stops are dangerous.
2. Most had no plan or technique (strategy) for quick stopping - nearly doubling their total stopping distance!
3. Most that had ABS believed they could stop shorter than those without ABS - found out otherwise.
4. At least one 3-wheeler learned that a 2-wheeler with a good strategy (plan and a technique) stops shorter than 3 wheels without a strategy (still have a beer wager out there with another 3-wheeler) ;-)
5. Most never practiced quick stops in a curve.

ALL of these can be dealt with SUCCESSFULLY with just 2 things - a session or two to learn how to do it SAFELY, and regular practice (I practice a quick stop or two nearly every time I take the bike out).

I also learned that I failed you in my presentation - oops, sorry. I failed to mention the importance of also practicing quick stops IN A CURVE (SOFT curve - I'll explain soft curves below). I apologize for the oversight.

Let's address the 5 items we learned above:

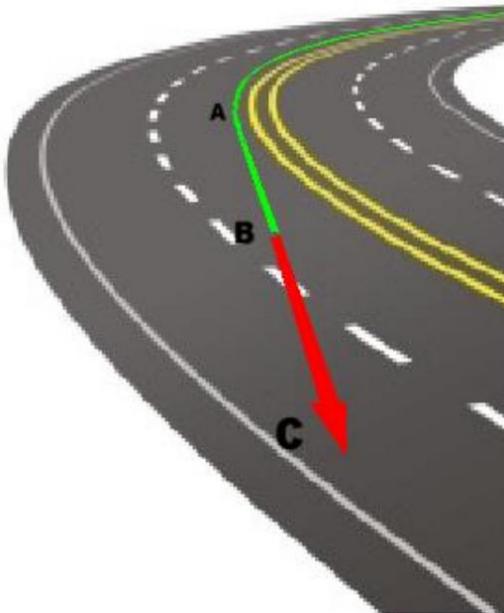
1. Let's look at the top reason folks don't practice quick stops - fear. Fear is a natural and normal defensive mechanism for keeping you safe, nothing to be ashamed of. Nearly everything about riding motorcycles is scary to the novice. Remember the first time you rode a motorcycle? NOW, of course, most about riding motorcycles is old hat for you - no fear. That's because you are familiar with most aspects of motorcycling after months or years of riding. It is natural to be fearful of the unknown. The fix is familiarity.

Yes, the first few practice quick stops will get your blood pumping. The key is to get BEYOND these first few practice attempts, and continue until they are non-events (no longer scary). After they have learned the techniques, I regularly ask the folks I am coaching, to go out on their own to practice 10-15 quick stops at 20 mph. By the time they have completed number fifteen, 20 mph is getting pretty boring (fear is gone!). Time to move up to 25 mph.

2. Like I mentioned in the presentation at the meeting, there are about 10 things motor officers are taught to have a plan and a technique (strategy) ready for. A quick stop technique is just one of those 10 things EVERY rider should have ALREADY MASTERED AND PLANNED FOR, long before they encounter it on the road. It's not a matter of maybe having to stop quickly one day - it's a matter of when. Unfortunately, most folks try to make up all this up in the last second before the crash! PLEASE make a plan and have your technique ready to go BEFORE you are faced with this on the road.
3. ABS (Anti-lock Braking System) does just what it says - keeps your wheels from locking up into a skid. Note that it is NOT called STBS (Shorter Stopping Braking System). ABS DOES NOT STOP YOU ANY

SHORTER! Frankly, I was surprised at how many folks still believed their ABS would stop them shorter EVEN AFTER SEEING THE VIDEO of the motor officers demonstrating this in the presentation we gave at the meeting. In 2015 one still cannot BUY shorter stopping - practicing a good plan and technique is still the only way. STILL don't believe it? - "Google" it and see for yourself.

4. This one was fun - I cheated! ;-)
KNOWING the rider didn't practice quick stops regularly, I let myself be "talked into" a little wager about stopping my new bagger shorter than the other rider's 3-wheeler. All was good however - I earned a beer and the other guy decided some practice was in order. By the end of the day practicing, the 3-wheeler had shortened his stopping distance by a whopping 40%! NOT a bet I would make with him now! ;-)
5. Ok, final item of discovery on the PRS practice field - Practicing quick stops in curves. I should have mentioned this in the presentation we gave at the meeting and forgot to do so - my apologies. Please keep in mind that there is absolutely no difference in stopping on a straight road and a curvy one beyond remembering to straighten up the bike FIRST. ALL quick stops are done with the bike STRAIGHT UP. Hard braking and a leaned over bike = crash.



Quick stops in a curve are just another one of those fear factor nuisances. Everyone just ASSUMES that they will come out of their lane and off the road or into head-on traffic when they straighten up the bike in curves. In fact, practicing in curves will INSURE you don't. Unless you are in a very tight curve, scraping your foot boards already, you will be pleasantly surprised to find you can straighten your bike up and stop without coming out of your lane. Find this out for yourself practicing in "SOFT" curves.

A soft curve is any inside curving lane (in your direction) with an empty outside curving lane (in your direction) available for you to drift over into if you were unable to keep your straight-up stopping in your primary inside lane - see drawing. We use these in practice as a mental reassurance for the doubting Thomas's that they will have all the stopping room they need

when practicing. Once one realizes that they CAN stop in their own lane on a curve, this extra lane becomes what it really is - usually a luxury, not a necessity.

In this drawing "A" to "B" is what you can expect is necessary to straighten up your bike and stop straight ahead in a curve with some practice. "B" to "C" in a "soft" curve is available as your "reassurance margin".

Please click [HERE](#) for the Emergency Braking techniques referred to in this article. Remember; KNOWING a thing, and DOING a thing are entirely two different issues. NOTHING takes the place of having good plans and PRACTICING good techniques.

Ride smart, ride safe,

Rocket

Safety Officer