

Traffic Safety and Recreational Off-Duty Safety Update

RACE DAY James Steenson

I'm sure my pulse rate must be over 160. My heart pounds in my chest, not from fear, but from excitement. I'm on the starting grid of Pacific Raceway in Kent Washington with 47 other racers. As the green flag is raised, we all go to redline with clutches poised at the friction zone. I'm leaning forward and looking a thousand yards down the front straight. I'm already six turns into the first lap before I've even left the starting grid. The flag drops and the entire group of bikes is moving at once. I'm on one of the slowest bikes in my class; it has a stock motor. I try to catch the draft of each of the faster machines in sequence as they pass me so I can sling-shot down the front straight faster than I could ever go fighting the wind on my own. It's working. I'm gaining on the group of bikes in front of me as we streak through turn one which isn't sharp enough to require braking. As I approach my brake marker, I pull slightly to the outside of the group and wait till the very last hundredth of a second to disaster before I immediately apply my brakes right at the threshold of traction. I slingshot past six other machines as I trail my brakes to the first of two apexes required to get turn two right. As I struggle to maintain my position on the downhill,--- straight to turns three and four, I'm re-passed by one of the faster machines as we struggle to wrest every last iota of acceleration out of our bikes before braking again. Turns three and four are both sharp, off camber, downhill, 180 degree turns best negotiated by taking a late apex and slowing enough to accelerate all the way to the exit of the turn.

I stay on the tail of a faster machine as we accelerate down the short straight leading to turn five, a blind crested left hander with a nasty raised curve on the inside at the apex.



James Steenson leading riders around track as an instructor.

I carry more entrance speed so I pass the rider in front of me and carry my momentum into turns six, seven, and eight which lead uphill to the second fastest turn on the track. I hang off as far as I can as I trail my brakes into turn nine and catch my breath as the rear of the bike steps out sharply as I apply the throttle just after the apex. I stay on the throttle and the slide is arrested. I let the handlebars dance a little as I accelerate toward the sharpest turn on the track. It's called "Baileys Bus Stop" in honor of a fallen racer and is designed to limit speeds right at the beginning of the front straight. I brake sharply and lean the bike over just long enough to avoid the boundary cones

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RACE DAY

and cross a short stretch of dirt at the exit of the turn carrying every last bit of speed I can down the front straight. I've worked hard to attain fifth position and I'm not giving it up as I complete the first of seven laps before the checkered flag flies.

Why does an MSF instructor and father of four find himself hurtling down a racetrack to what seems to be certain disaster? I'm not sure there's a rational or logical explanation for that. What I can tell you is that I learned more about traction management, visual processing, reaction time, path of travel, planning ahead, tire pressures, suspension set-up, and lane positioning in my first race weekend than in all of the preceding 28 years of my motorcycling career. It was a total revelation and as I progressed through my seasons of racing in WMRRA and OMRRA (Washington and Oregon Motorcycle Road Racing Associations), I became a much better rider with a greater sense of personal responsibility and a highly skilled motorcycle safety instructor.

I've learned many invaluable lessons from road racing. I was no longer willing to risk my life trying to go fast on public roads. I discovered that the racetrack was a much safer environment for high performance riding. The lack of mini vans, cell phones, intersections, and other roadway hazards made it less stressful and more enjoyable. I also learned that motorcycle setup and maintenance are crucial to safe and enjoyable racing (or street riding). My mantra became "Practice makes perfect the art of cornering and braking."

Why is racing or track day experience so useful for motorcycle safety instructors? My racing career has helped me understand both rider and motorcycle capabilities more fully. It has given me insight into why certain control motions or body positions have an effect on the motorcycle and its rider. I have an easier time analyzing student rider skills and making positive suggestions based on a more comprehensive understanding of advanced riding concepts. The best part is that all of this is based on the real world experience of racing.



Memorial Day Weekend-Labor Day Weekend
 May 22, 2009-September 7, 2009

Critical Days of Summer 2008 Fatalities

Sailors (32)

Marines (20)



THINK BEFORE YOU ACT!

Being a road racer isn't for everyone. You don't have to be a racer or track day junkie to be an exemplary safety instructor either. However, the continuing education and the mentorship of other skilled riders experienced as a racer is a fun and rewarding way of avoiding complacency and the stagnation of riding skills. Oh, and by the way, did I mention the part about FUN!!

James Steenson is the CNRNW Regional Supervisor and lives in Puyallup, WA with his wife, two kids, one dog, and 10 motorcycles.



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WHAT IS FATIGUE?

Fatigue is a physiological state of diminished mental capacity caused by inadequate or insufficient sleep. It's commonly seen in those experiencing chronic sleep deprivation, shift-work, time zone travel and impaired sleep efficiency.

- Fatigue produces broad declines in multiple measures of performance including mood and motivation; high-level cognitions, decision making, multi-tasking and situational awareness; basic reaction times and vigilance.
- Fatigue is under-recognized as a mishap causal factor, since there are no measurement tools. Navy work ethic and culture is often averse to recognition. Fatigue often masquerades as complacency, inattention, distraction, task-fixation, boredom, etc. Also, fatigued individuals are impaired in their own recognition of fatigue and its impact on performance.

MISHAP PREVENTION

In driving, fatigue exceeds speeding, alcohol, and lack of protective equipment as causes of injury and death. Before a long road trip, Sailors should utilize risk management tools and build a pre-trip checklist. Planning can save lives.

- Managing and controlling fatigue requires a command climate and policies conducive to obtaining adequate sleep.
- Supervisors must learn to recognize the symptoms of fatigue so they can limit risk in fatigued individuals
- Dod and Don instructions state that Sailors should drive no more than 10 hours in any given 24-hour period. Long distance travel for two or more drivers should not exceed 16 hours in a 24-hour period.

FACTS

- 21-22 hours awake reduces performance on simple vigilance tasks to that seen in people who are legally drunk (BAC of 0.08%).
- Napping is the best strategy when adequate sleep isn't available. Any nap helps, and the longer the nap, that better.



QUICK TIPS:

Preventing Motorcycle Theft

Follow these basic tips to help avoid becoming a victim of motorcycle theft

- Lock your ignition and remove the key. Most bike thefts occur when the ignition is shut off, but not locked.
- Lock the forks or disk brakes with locks that have large, brightly colored tags.
- If traveling with other riders, lock motorcycles together when not in use.
- If riding alone, lock your bike to a secure, stationary object that can't be easily dismantled, such as a light pole.
- Add an audible alarm to your motorcycle.
- When traveling and spending the night at a hotel, locate an outdoor security camera and park your bike in the camera's view. If this is not possible, park your bike close to your room.
- Don't store your title in your bike's storage compartment, tank bag or saddlebag. The safest place for your title is at home.
- Keep your bike registration and insurance identification card on you when you ride.
- Secure doors when travelling with a trailer, by backing up to a wall, so there is not enough room for doors to be opened.



Upcoming Events



June 25, 2009 MCI East
East Coast Premier



ANYTOWN, USA

Mary Musgrave

It was a beautiful spring day, a perfect day for a ride. The motorcycle was new – barely a hundred miles on it. The rider was young, full of life, enjoying the day and the ride. There was just one problem . . . The young officer is now no longer full of life.

For a reason that will never be known, the rider lost control of his motorcycle, tried to regain control but over-corrected into more trouble. He was thrown from the bike and killed. For this rider's family, the day was no longer beautiful.

The loss of any life is tragic. A loss like this one – a loss that could have been prevented – is particularly difficult to understand. This rider had been offered a seat in a motorcycle safety class the day before, but had declined due to it being an "inconvenience" for his schedule. This rider had chosen to ride before completing the training required for all military members. Training that would have provided the skills necessary to prevent the loss of control that resulted in the loss of this life. This rider's spouse no longer has a partner with whom to grow old.

Written military guidance requires all military members to complete a motorcycle safety training course before they start riding. That is the written requirement. Motorcycle safety training is more than just a course that is required. **IT SAVES LIVES.**

I've managed motorcycle safety training programs since 1980. At first, it was just a part of my job. When I became a rider myself, motorcycle safety training took on a whole new meaning. I have seen motorcycle safety training evolve immensely over recent years.



I have coordinated 7 Implementation Professional Workshops (IPW)/RCPWs, helping to train and certify 60 Instructors and Rider Coaches. How many people have been trained as a result? I have no idea. How many lives have been saved as a result of



that training? I have no idea. What do I know? I know that I have lost count of how many riders have come back to me or one of my Instructors and said something like "Hey, something I learned in your class saved my butt." That's the payday.

That's what makes it worth all of the complaining about "having to take this training," the disappointment of no-shows, difficulty in securing training room or range resources, and temperamental Instructors! Oh, yes, there are lots of reasons to be discouraged with the day to day administration of motorcycle safety training. All of the reasons to give up and walk away added together don't carry the impact of just one, "The training I got from you saved my life."

I believe in motorcycle safety training with every fiber of my being. I believe that for every rider, motorcycle safety training is second only to breathing on the list of what's necessary to ride.

We – at Cape Fox Professional Services – are able to provide that training to a lot of young men and women in our armed forces. What an honor to be able to give back to these folks (and as a result, their families) skills that will help them to enjoy the free time they have while protecting our country. Only in Any Town, USA!

World Scramble

tlceoycorM
 auseDmrrriayOSiftlCmc
 suCroe
 laSroi
 einarM

Cryptogram

Clue: Motorcycle riding advice **J=E & R=K**

A cryptogram is a puzzle where a sentence is encoded by substituting the actual letters of the sentence with different letters. The challenge of the puzzle is to 'decode' the sentence to reveal the original sentence.

RJJK MAJ XCVVJX IBQJ KGED



Sobering Fact

On Average, a first time drunk driving offender has driven drunk 87 times prior to being arrested.

FY09 YTD Navy TS/RODS

Basic Rider Course (BRC)	Experienced Rider Course (ERC)	Military SportBike Rider Course (MSRC)	AAA Driver Improvement Program	Alive at 25 & ADD	Dirt Bike School	ATV Training Course	Emergency Vehicle Operator Course (EVOC)	Safety Stand-downs	Other
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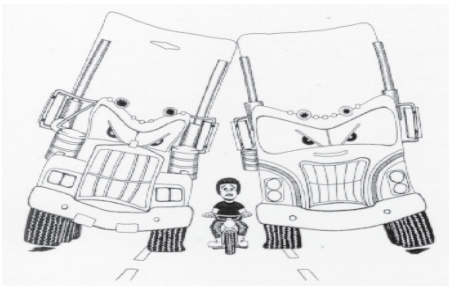
NAVY

3,170	2,501	2,843	6,131	200	27	68	167	56,926	6,412
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USMC

1,592	984	912	87	1,546	4	0	33	6,059	1,219
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Total Trained	78,445
	12,436



TRAVEL WITH CAUTION

Motorcycle
 Critical Days of Summer
 Course
 Sailor
 Marine
 Keep the rubber
 side down.

Answers to Puzzles

SEMPER RIDE

MOTORCYCLING THE RIGHT WAY

SEMPER RIDE PREMIER--A SUCCESS

More than 1,400 service members gathered for the United States Marine Corps "Semper Ride: Motorcycling the Right Way" movie premier and motorcycle demonstrations developed by Headquarters Marine Corps and Cape Fox Professional Services here May 19.

The viewing, at the Bob Hope Theater, highlighted the importance of motorcycle safety, which featured experts in motorcycle riding teaching Marines that riding can be fun and safe at the same time. Service members were also treated to motorcycle exhibitions and vendors throughout the day.

"We gathered a group of experts, instructors and professional riders ranging from sport bike riders to motocross to talk about motorcycle safety," said Dirk Collins, producer and director of the movie. "It helped educate and inform Marines on a peer to peer level on how fun riding is, but at the same time how to do it properly."



Motorcross rider, Destin Cantrell preforms stunts at the premier.

Following the showings of the movie, service members were quickly awestruck by the tricks and jumps professional riders had in store for them. Chris McNeil, a professional motocross rider, performed a street freestyle exhibition, mastering wheelies on both front and rear tires. Tommy Clowers and Destin Cantrell, also professional motocross riders, performed high-flying freestyle motocross stunts for the Marines. They flew over 50 feet in the air while



Destin Cantrell puts on a show for the Marines and premier viewers.

twisting their bodies before landing to the Marines enjoyment.

"With this event, we not only showed them what to do once they acquired the skills, but showed them the steps to get to that point," said McNeil. "An event like this sends the right message but it sends the message in the right way. Instead of being preached to we are saying come with us."

After the demonstrations, service members got the opportunity to interact with the riders, by signing autographs and talking to them about riding. The proactive event gave Marines who attended the opportunity to increase their motorcycle safety habits while on the road.

Not only were the Marines appreciative of the rider's giving them their knowledge, the riders were also appreciative of the Marines.

"We are very thankful for not only getting the opportunity to interact with you guys, but help you progress as riders," said McNeil. "It feels good for us for us to give back to the Marines."

The movie premier will be shown again for service members aboard Marine Corps Base Camp Lejeune, June 25 in an effort to reduce motorcycle mishaps Corps wide.

Submitted by: Jerry Ritschel, CFPS and Lance Cpl. Manuel F. Guerrero, USMC