

These May Save Your Life

1. I always completely turn my head to the rear whenever I make a lane change - regardless of where I'm riding or how clear I think things may be.
2. Do a quick visual inspection and a rolling brake check.
3. At every fuel stop, the tires get at least a visual inspection.
4. I should also be more consistent at checking the tires in the garage before riding.
5. At every stop sign or light, stop with the means to escape and keep watch in mirrors.
6. Stay as far away as possible from 18 year old girls on cell phones and no matter what else happens don't get between an old woman and an off ramp.
7. Read the road ahead as far as possible, watch all traffic closely, and predict what they'll do and how I'll respond. Easily summed up by "assume you're invisible."
8. I ride about 50% of the time 2 -up with my wife. Before we leave on any trip I remind myself that both of our children's parents are on the bike. It makes me hyper-aware
9. I ride AT LEAST 10 miles per hour faster, or slower than the rest of the traffic. Period. NEVER pace traffic. Of course, I avoid rush hour-type traffic like the plague.
10. Always signal your intentions with the turn signals even if you think nobody is there. When the light turns green, don't blast thru the intersection. Use the vehicles to your sides for cover.
11. Check turn signals, brake lights and headlights before starting out.
12. Keep adequate distance from traffic on all sides, otherwise might be known as "don't tailgate". I always leave plenty of room to stop, and staying back just a little extra margin allows a bigger picture of vehicles ahead of the one you are following.
13. When on slippery surface streets or commuter traffic , I cover the clutch and brake levers with my fingers so I can react quickly and use both in case of the need for hard braking or other avoidance maneuvers.
14. Make sure you can be seen by others even during daylight hours. TURN ON ALL YOUR LIGHTS ...
15. I watch the wheels and tires of vehicles at intersections instead of the body.
16. Allow plenty of distance behind the vehicle ahead. It allowed me to see/miss an aluminum extension ladder on the freeway.
17. Always be careful when coming near a Mc Donald's drive-through. I have seen people cutting through more than one lane of traffic to get to their egg McMuffin.
18. Remember SIPDE
 - Scan... for possible threats like blue hair and white knuckles!
 - Identify potential threats...like cell phone users. Predict...what the threat will do/you need to do...or not do.
 - Decide...what you will do to avoid the threat
 - Execute...could include shooting that deer!

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19. I always assume all the cars on the road are trying to kill me!
20. I won't mix bikes & alcohol.
21. Look through the windshield of the vehicle in front of you. Stay out of the driver's blind spot, move forward or back off, and try never to ride parallel to the driver if possible.
22. Do not fall victim to ROAD RAGE. The cycle will always lose!
23. Do a complete weekly bike inspection (pre-flight) including all fluids, lights, horn, tires, brakes, and look for loose parts etc.
24. Generally, position the bike in the lane nearest the middle of the road to provide more time to see and react to vehicles coming out of "nowhere" from the side street and animals coming out of the fields or trees.
25. During the pre-ride inspection, check your helmet visor and windshield for bugs, bird droppings, feathers, fur, rocks, etc., clean if necessary!
26. When in doubt of the situation, stay in a gear that will let you get out of the way FAST!
27. Slow down from dusk till dawn... The deer, raccoon, or possum will surely be there sooner or later!
28. I pray to Our Father in Heaven for patience. He normally delivers something to challenge me.
29. Never ever ride alongside a BIG RIG truck. If the traffic is heavy, I will slow down just before the truck and let the car in front of me get past until I can go by quickly.
30. On a four-lane suburban road, try to NEVER ride in the right lane... too many turnouts for those that don't look.
31. Never ride through empty parking spaces in a parking lot. Best to park away from the "look after they hit something" drivers.
32. Practice "looking where I want to go" when meeting oncoming vehicles on two-lane roads in case they cross over the centerline.
33. When you find yourself too hot into a turn, get your eyes OFF that ditch, tree, other bad things, and aim them down the road in the direction you should be going. You will probably find your bike has more lean and turn capability than you thought.
34. Keep a 3-second interval between yourself and the vehicle in front of you, whether it is a car, truck, or your riding buddy. This will allow some reaction time if something goes wrong, or if there is an obstruction in the road. The faster you go, the 3-second interval will automatically increase, giving a consistent reaction window.
35. When following a car, on a local road and particularly on the highways, I position myself within the lane I am in so that I can see the road surface as much as possible in front of the vehicle I am following. I want at least a clear path to take if there is debris of any kind on the road.
36. I try to clear all distractions from my mind before I ride so that I am thinking only of things motorcycle-related. As I put on my gear, I think about why I wear that particular piece, and then I think about how to avoid needing it to do its job.

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37. Don't follow behind pickups with loads or a boat on trailer. I have seen mattresses, furniture, and lumber fly out of trucks and life vests, empty coolers and landing nets fly out of boats.
38. Don't be tempted to "get to a rest area or the next turn off". If you feel tired or sleepy get off the bike and wake up before continuing to a safe place of rest, even when riding in a group or especially so. One Microsleep at 70mph can be death.
39. Say a prayer before each and every ride and follow up with a sincere thank prayer after the ride. I need all the angels possible to help protect me.
40. Don't ride with an attitude. If I find I want to use my horn, it means most times I have lost control and am reacting. The less I use it the better job I'm doing.
41. Practice managing your bike's controls with your eyes closed (while parked of course). In this way you can mute your radio, adjust your windshield, turn on your heated hands grips, cancel a turn signal, turn on your driving lights, etc.. without taking your eyes off the road.
42. If possible, don't read your maps, check your GPS, watch the radio scan, talk on your cell phone or similar distractions while moving. Pull over if you have to.
43. Always watch kids on bikes closely. they don't look and sometimes can't go where they intend.
44. Squeeze the brakes on and off several times when you are stopped in traffic to activate the brake light as traffic approaches from the rear in hopes of alerting an inattentive driver coming up from behind.
45. Use those mirrors constantly, keep an eye out for lane-jumpers and aggressive drivers...what's coming up from behind you can be more dangerous than what is in front of you.
46. Riding in the area where I live gets my FULL attention, even coming out of the driveway!
47. "Only a fool ignores the three second rule". Keep repeating that to myself (takes 3 seconds) when behind another vehicle and noting something he drives past. If I haven't finished the sentence when I drive past it, I'm too close. Works at all speeds.
48. It's nice to turn on your lights, but with stock lighting they will still not see you. I will never ride without a HID of some kind on in the front of the bike.
49. Do not get on your bike if you are not in the proper state of mind. You need to be focused on only one thing, the ride. Leave your problems at home or at work.
50. If you are riding during a bright sunrise or sunset you can figure drivers looking into the sun will not see you.
51. If possible, for many reasons, try not to ride after dark.
52. When approaching a stop and vehicles are behind me, I flash my brake lights for extra visibility.
53. When stopping for a traffic control device, NEVER shift to Neutral until you KNOW all the vehicles behind you are capable of stopping.

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54. I always check to be sure the most important piece of equipment on the bike is ready to go BEFORE I even get rolling - my brain.
55. You don't need to listen to the radio while riding in traffic.
56. I watch the wheels and tires of autos while riding WITH traffic - can identify their lane changes much quicker when the distance between the tires and the lane divider changes.
57. Map or plot your course in your mind before hand. Even in a parking lot before I get on the bike I check on a route. I check on an egress (preferring one with a traffic light) before entering a parking lot .
58. Divide and Conquer Separate "hazards" and deal with them individually.
59. Many cages HATE us bikers and target cycles. Don't give them more provocation than they already have.
60. Don't hit anything. Don't let anything hit you. Don't fall off.
61. I always wear a "yellow " helmet. Bright yellow is the most visible and recognized safety color you can wear. My riding buddies say they can pick me out of a crowd of 100 bikes when we are at Daytona. I forgot about matching the color of my bike a long time ago!
62. I always wear a white helmet for the same reason. Probably not as good as yellow, but close.
63. Leave yourself more than one escape route, saved me more than once.
64. Never stop at a red traffic light and leave the gearshift in neutral. Always keep the bike in 1st gear and keep the clutch pulled in and ready to release. You never know who's not going to stop for the light, take a turn wide or.....
65. When crossing an intersection in the inner lane, don't follow too close behind a car or truck. Keep close to the center line as you might be invisible to a left turner coming from the opposite direction who turns after a car or truck immediately ahead of you has passed them.
66. When following a big truck, make sure that you can see the driver's mirrors. That old saying "if you can't see my mirror, I can't see you" is so true
67. Most OTR drivers have no interest in staying in the left lane and will move to the right *if* they can see you. They're not about to make a lane change if they can't see you - perhaps the guy on two wheels has decided to zip past on the right and a lane change will crush the guy on the bike.
68. I always wave at small children who stare at the motorcycle as it passes. Sometimes they wave back. It's subtle, but I figure it adds a positive impression that they just may remember later on. Maybe they'll become riders one day, or maybe they (or their parents) will have just a little more respect for bikes.
69. Always ride in staggered formation, never next to someone. Especially if coming up on a stranger on a bike. It'll give you plenty of time to react to anything in front or to the sides of you. I NEVER ride in the center portion of the lane if I can help it. Too much spillage from trucks and cars, not enough grip, especially in rain.

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70. When approaching an intersection on green light or any other cross junction where you have the legal go-ahead, slow down, but only gradually, so that any potentially crossing/turning vehicle driver doesn't misread your slowing as if you intended to make a right turn.
71. Not every time but usually a few times a week..I say a little silent mantra as I swing my leg over: "Lets get home alive"
72. While riding I try to continuously keep the "OODA" cycle going on in my mind. The "OODA" cycle is Orientate - Observe - Decide - Act.
Orientate - Where am I now in relation to everything else around me. **Observe** - Where are the possible dangers. **Decide** - What can I do right now to do to reduce that danger. **Act** - Do it now! Then you start back at Orientate again. Keep the cycle happening continuously. Try it for yourself! You'll find it works.
73. Trust your instincts. it sounds silly and a bit patronizing, but it's true. if your instincts tell you to slow down, slow down (peer pressure be damned). If it feels like the gap between lanes is too tight to split, don't. If they tell you that tonight is not a safe night, get off the roads and jump in a pool. If it feels like you are too tired to be safe, then you are.
74. Another thing I do is at lights or intersections, I never pull up directly behind the car in front. I always pull up to one side of the car so that my headlight beam will shine into their side mirror. This allows two things. First. The driver in front knows your there. Secondly. If someone behind fails to stop, they only have to swerve to one side a little to miss hitting you, and run into the car that's stopped in front of you.
75. Carry emergency info near your driver's license. Who to call, allergies, medicines. Blood type is not in question, they will always test you before.
76. Always expect the unexpected