

Drew's Views – Be Brilliant at the Basics – Let's Brake it Down

Over the past few months we've covered the staggered column (SC), the importance of pointing out hazards in a SC, riding in the rain and heat, and common causes of accidents. I hope you found these articles of interest. We want to be "brilliant at the basics," "make the routine, routine," and be aware "every move must have a purpose." We'll go over "braking" for August.



If you can do nose wheelies like Don all the numbers change. We'll save that for later.

If you've read this page this year or attended a few Welcome Wagon Ride discussions you know I stay keenly focused on following distance. We could call the "1-second, 2-second" rule the "following distance rule" because that's what it boils down to.

We know when riding at 60 mph we cover roughly 90 feet of asphalt in 1 second. So how do we take that knowledge and apply it to stopping our motorcycles? The distance traveled from the moment you first hit the brakes until you come to a complete stop is called

the **braking distance**. The **stopping distance**, on the other hand, is the total distance traveled since the event began; the sum of distance travelled during 1) perception, 2) reaction, and 3) braking time.

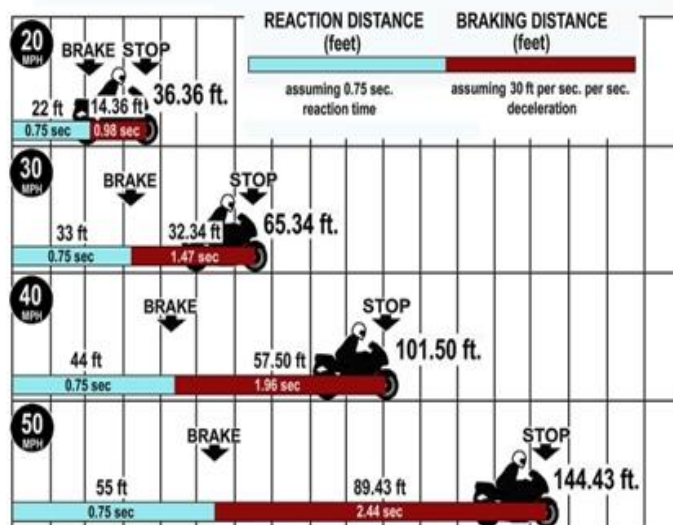
Various sources indicated an alert and fit rider needs 0.75 seconds perception time; therefore at 60 mph you've rolled about 68 feet before first hit the brakes.

Per the chart, at 20 mph your stopping distance will be about 35 feet, while at 50 mph that distance increases to about 150 feet. That's just 2.5 times the speed but more than 4 times the braking distance. Bottom Line: the faster you go the more following distance you need.

Last two points. 1. Here's what Harley – Davidson thinks about "MASTERING MOTORCYCLE BRAKING: TECHNIQUES EVERY RIDER SHOULD KNOW. Check it out if interested:

<https://www.insurance.harley-davidson.com/resources/mastering-motorcycle-braking>.

2. A Tampa Police Department SMART course instructor told my class whenever he rides he executes a *quick stop* and a *swerve* – 2 "life-saving skills" – in the first 10 minutes of his ride. Good habits in applying "be brilliant at the basics" and "making the routine, routine." The "purpose" is clear; this practice may save your life. I've picked this one up.



Safety is no accident.

"You don't stop riding when you get old, you get old when you stop riding."