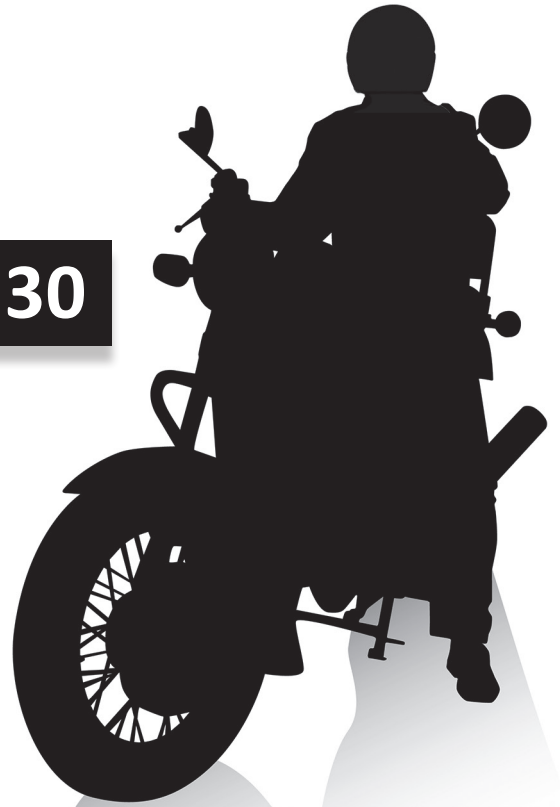




## Motorcycle Mentorship Module 30

### Pre-Ride Self-Assessment





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

## 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

## Section I: Module Overview

**Time Frame:** One 30-60 minute facilitator-led discussion

**Level of Prior Knowledge:** Participants should be knowledgeable of a motorcycle at a novice level.

**Synopsis:** An important aspect of motorcycling is to assess yourself before you get on the motorcycle. Novice and experienced riders must be mentally prepared to ride. Safe riding requires undivided attention while operating a motorcycle.

### Learning Objective:

→ Introduction to basic knowledge and ways to assess yourself prior to a ride.

### Suggested Environment/Props/Handouts:

→ Handout – I.M.S.A.F.E.

## Section II: Module Discussion

**Introduction:** Facilitate discussion. Why is it important to assess yourself before you get on your motorcycle? You want to be alert, relaxed, and in control.

Open discussions with participant-focused activities and introductions. Activities should encourage participant interaction and develop camaraderie and peer-relatedness. Ask for and encourage participant sharing of experiences that relate to the module topic. Sample questions may include:

### Sample questions may include:

- Have you or anyone you know had a motorcycle accident and thought to yourself or heard someone say that their mind was just not in the ride today?
- What level of experience do you have?
- Did you get enough rest last night?
- Are you familiar with roads that you are going to ride?
- What state of mind are you in today? Happy? Angry?

### Suggested Discussion Areas:

#### Discussion Area 1: Alertness

*Facilitation Questions* – What type of day – or night – have you had? Are you calm and relaxed, or angry and anxious? Are you distracted?

- Your mood can affect the way you ride. A calm clear mind is essential to having an accident free day of motorcycling.
- Ensure that you have had enough sleep, or downtime. Avoid riding when tired.
- If you have been taking any medication, pay attention to warning labels on the medication that advise you to avoid operating machinery.
- If you have consumed alcoholic beverages, be sure the effects of the alcohol are out of your system. Statistics show that 50% of all motorcyclists killed on motorcycles had alcohol in their blood.
- Ride magazine December 2003 showed that riding cold, tired, or stressed affected your riding as severely as being far over the legal alcohol limit.

*Action Step:* Provide I.M.S.A.F.E. handout to all participants. Review and discuss each assessment point on the checklist and solicit comments on the participant's experiences concerning rider alertness, preparedness, health, and emotional state.

## Discussion Area 2: Preparedness

*Facilitation Questions* – Are you familiar with the route that you are taking? Are you going to have a passenger on your bike? What type of driving/riding habits do you have?

- Be sure to know the route that you are planning to take. Know the high risk areas of the route. Be aware of any road construction or danger areas, which could potentially cause problems for you.
- Know the traffic laws and obey them, especially speed. Re-assess your driving habits; ensure that they are not putting you or other motorists at risk.
- Be focused, you must have your attention on the ride.
- If you are going to carry a passenger, it will benefit both of you to do a pre-ride brief of what you expect and the passengers responsibilities. Emphasize how a passenger can affect the handling of the motorcycle. Ensure you are experienced enough to carry a passenger and your motorcycle is designed for passengers. Know your limitations.

## Discussion Area 3: Training

*Facilitation Questions* – What type of training have you had? Are you confident in your riding abilities? Is your skill level high enough to be taking this ride?

- Be sure that you are confident (though not overly confident) in your riding skills, which will enable you to safely ride the route chosen.
- Ensure that your riding level exceeds the type of riding that you are going to be doing. If you are a new rider, you probably do not want to take the route that has 50 turns in 1 mile.
- If riding in a group, be sure there is a group pre-brief (i.e. destination, hand signals, stop points, etc. This is covered fully in the group riding module).
- Don't override your skills or experience. Recognize your limitations and ride within your limitation boundaries.

## Wrap-Up:

### Brief or discuss the following:

*Alertness* – Distractions is one of the fastest ways to cloud judgment. A rider has to be able to make split second decisions in traffic. A rider must remain calm and collected in every situation. Riding alcohol and drug free is riding safe. Operating a motorcycle is much more mentally demanding than driving a car. If you have been drinking, just getting over an illness, or just received devastating news, you should not be on a motorcycle.

*Preparedness* – Riding a motorcycle takes focus and allowing your mind to wander for just a split second can have disastrous effects. Be sure to know the traffic laws and obey them, other motorists can become irritated at motorcycles speeding by them, remember, and that car could have your life in their hands.

*Training* – If you are not confident in your riding skills, get additional training or take a route with less traffic. Everyone's riding is at different levels; do not let someone pressure you into riding above your skill. Ride your own ride.

### Suggested Wrap-Up Discussion:

→ Ask participants how they will prepare for their next ride.

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:

**Hough, David,** (2002) *More Proficient Motorcycling*, Irvine CA: Bowtie Press

**Hahn, Pat,** (2009) *Maximum Control: Mastering your Heavyweight Bike*, St. Paul MN: MBI Publishing Co.

**Hough, David,** (2009) *Street Strategies: A Survival Guide for Motorcyclists*, Irvine CA: Bowtie Press

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

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

**Alertness:** State of mind; a calm clear mind free of alcohol or drugs

**Preparedness:** Conscious focus on the ride

**Training:** The level of your riding skill



## Handout – I.M.S.A.F.E.

The “I.M.S.A.F.E.” card is a personal checklist that ensures the following statement is valid:

I’m physically and mentally safe to ride. I am not being impaired by:

**Illness:** Even a minor illness suffered in day-to-day living can seriously degrade performance of many riding tasks vital to safe motorcycle riding. The safest rule is not to ride while suffering from any illness. If this rule is considered too stringent for a particular illness, the rider should contact a doctor for advice.

**Medication:** Rider performance can be seriously degraded by both prescribed and over-the-counter medications, as well as by the medical conditions for which they are taken. Most laws and directives prohibit vehicle operators from operating a vehicle, on public roadways, while using any medication that affects the faculties in any way contrary to safety.

**Stress:** Stress from everyday living can impair operator performance, often in very subtle ways. Stress and fatigue (lack of adequate rest) can be an extremely hazardous combination.

**Alcohol:** Extensive research has provided a number of facts about the hazards of alcohol consumption and operating a motorcycle or vehicle. As little as one ounce of liquor, one bottle of beer, or four ounces of wine can impair judgment and riding skills.

**Fatigue:** Fatigue and lack of adequate sleep continue to be some of the most treacherous hazards to rider safety, as it may not be apparent to a rider until serious errors are made.

**Emotion:** The emotions of anger, depression, and anxiety may lead to taking risks that border on self-destruction

*\*This checklist was adapted for use for motorcycle riders and is taken from the Federal Aviation Administration’s IMSAFE Checklist.*



## ACKNOWLEDGMENTS

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

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