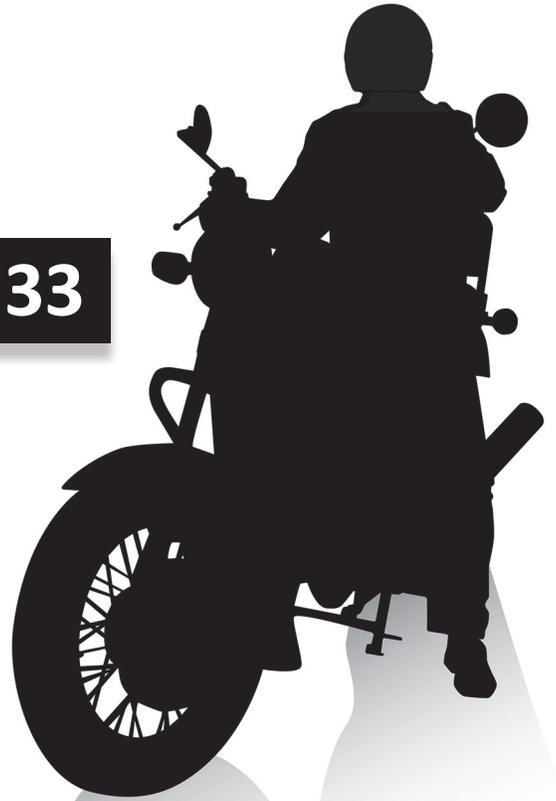




## Motorcycle Mentorship Module 33

# Stunting and Risky Behavior





**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
5	<b>Discussion Areas</b> – This section provides various discussion topics, sample facilitation questions, and factual information for the facilitator to lead the discussion
8	<b>Wrap-Up</b> – This section provides guidance to the facilitator on wrapping up the topic discussion
9	<b>Feedback Form</b> – A feedback form to be given to all participants for their feedback on the module discussion
10	<b>Resources</b> – Additional resources and definitions to assist the facilitator in preparing for and conducting the topic facilitation
N/A	<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 Modules.

## Section I: Module Overview

**Time Frame:** One 30-40 minute facilitator-led discussion

**Level of Prior Knowledge:** Participants should at a minimum have basic riding experience or familiarization with riding motorcycles.

**Synopsis:** Riding a motorcycle is an inherently dangerous and risky undertaking. While most riders understand and accept the risk of the ride, rarely do they dwell on the negative aspect of being in a crash or suffering injury. For some, the bike is an outlet; a way to express themselves which can take various forms, such as customization and modification of the motorcycle, or by the way they ride and operate it.

It is the latter form of expression which can be a cause for concern. “Stunting” and other high risk behaviors often result in seriously negative impacts on the rider, other roadway users, and property. Stunting is a very high-risk and potentially deadly activity which requires the rider to recognize the consequences and ramifications of such actions.

Discussions will be directed to the dangers and consequences of Stunting and other high-risk riding behaviors.

### Learning Objectives:

- Participants will identify specific behaviors that are dangerous.
- Participants will learn some of the consequences of those dangerous behaviors.
- Attendees should understand the underlying reasons behind stunting and risky behaviors.
- Participants explain some of the excuses and justifications for dangerous behavior.
- Attendees will discuss and identify how stunting creates a negative public perception for other motorcyclists and motorcycling in general.

### Suggested Environment/Props/Handouts:

Any comfortable environment, such as classroom, conference room, auditorium, or an informal outdoor setting is suitable for this facilitated discussion.

## Section II: Module Discussion

**Introduction:** Facilitate discussion: Riding a motorcycle exposes the rider to more risk as compared to operating a car. Motorcycle riders must offset those additional liabilities by seeking as much additional training as possible and by behaving in a safe and responsible manner when riding on public roadways.

Open discussions with participant-focused activities and introductions. Activities should encourage participant interaction and develop camaraderie and peer-relatedness.

Ask for and encourage participants to share their experiences related to the module topic.

Stunting can be defined as performing a feat displaying unusual strength, skill, or daring, and done specifically to attract attention or publicity. Simply put; for a rider, stunting is an act of showing off.

Risky behavior can take many forms; riding at very high-speeds or lean angles, careless or inattentive riding, street-racing, lane splitting (where not legal), passing other vehicles in no-passing areas, failing to wear proper Personal Protective Equipment (PPE), etc.

### Sample questions may include:

- How would you define stunting?
- What are some other risky behaviors?
- What are some excuses made by stunt and high-risk riders to justify their high-risk behaviors?
- How does the general public perceive stunting on public roadways?
- How do law enforcement personnel and insurance companies view stunting and risk taking?
- What do you think when you see someone stunting on a public roadway?

## Suggested Discussion Areas:

### Discussion Area 1: Who Does Stunts and Why?

#### Facilitation Questions:

- What kind of person is most likely to engage in motorcycle stunt riding and high-risk behavior?
- Why do some choose to take such excessive risks?
- What drives the need to take those risks?
- What are the ‘rewards’ a risk-taker believes they receive?
- If a person is a regular stunter or high-risk rider, are they likely to display high sensation seeking behavior in other areas of their life?

#### Facilitator Notes:

- Studies indicate that males age 16 to 24 are the most common risk takers. This corresponds to the type of person most likely to indulge in stunts and high-risk behaviors on public roadways. Young females also indulge in risky behavior but are a much smaller percentage of the representative group.
- Risks are a way for sensation seeking personalities to satisfy a need for excitement. Stunters and high-risk riders almost always travel in groups of two or more and rely on peer feedback to reinforce their behavior.
- The need for excitement among this personality type tends to decrease as they mature and recognize that the payoff for risky behavior can be very small in relation to the consequences.
- A wheelie or stoppie, for example, provides small and temporary gratification compared to the costs involved when a split second error in judgment could cost tens to hundreds of thousands of dollars in medical bills, property damage, lost wages and fines or even loss of life.
- A tendency toward high-risk behavior includes a number of other activities. According to studies by Martin Zuckerman, It's not just a behavior. It's a personality type. (*Are You a Risk Taker? What causes people to take risks?* By Martin Zuckerman, published Nov. 2000.)
  - Risk-taking is not the main point of sensation-seeking behavior; it is merely the price such people pay for certain kinds of activities that satisfy their need for novelty, change and excitement. In fact, many of the things that high sensation-seekers do are not at all risky. They enjoy high-intensity rock music, view sex and horror films, travel to exotic places, and party without drugs.
  - Sensation-seeking can also extend to the physical, involving unusual or extreme sports such as skydiving, hang gliding, scuba diving, auto racing, rock climbing and whitewater kayaking. An interest in participating in such sports describes one subcategory of sensation-seeking: thrill- and adventure-seeking.
  - There are other kinds of sensation-seeking that are expressed not through physical action but through the casting off of inhibitions in a social setting (disinhibition), through deviant or alternative lifestyles (experience-seeking), and through the pursuit of change for change's sake (boredom susceptibility). This variety of sensation-seeking has been related to such risky activities as smoking, drinking, drugs, unsafe sex, reckless driving and gambling.

## Discussion Area 2: Dangers of Stunting and Risky Behavior

### Facilitation Questions:

- What are some stunts you may have seen on public roadways?
- What are some examples of other risky behaviors?
- Do you know anyone who has been injured while engaging in stunts or high-risk activities?
- Other than the injuries, what happened to that person as a result of their risk-taking?
- Does stunting or high-risk riding endanger people or property beyond the stunters' own well-being and motorcycle? How so?

### *Facilitator Notes:*

**Types of Stunts:** Motorcycle stunts consist of a number of acrobatic maneuvers on motorcycles that fall into a 3 basic categories: 'Wheelies', riding on rear wheel only, 'Stoppies' (also known as an 'endo') which is riding on front wheel only, and burn-outs (causing the rear tire to spin at high speed when the motorcycle is stopped or moving at low speed, creating large volumes of (expensive) smoke. Drifting is a form of burn-out performed at higher speed and while sliding sideways.

**Other Risky Riding Behaviors:** Includes riding at very high-speeds or excessive lean angles, careless or inattentive riding, street-racing, lane splitting (where not legal), passing other vehicles in no-passing areas, failing to wear proper Personal Protective Equipment (PPE), etc.

Crashing - Sooner or later, at some point in the process of trying to learn stunts, everyone crashes. A Google search for "Motorcycle Stunt Crash" videos produces 12.6 million results.

Stunting or high-risk behavior on public roadways also carries the danger of injury or death to other roadway users and damage to other people's property.

## Discussion Area 3: The Costs of Stunting and Other Risky Behavior

### Facilitation Questions:

- What are some costs associated with stunting?
- How extensive are the financial consequences?
- Are the dangers and consequences limited to financial considerations?
- What about physical injuries? How serious might they be?
- How about damage to other people and their property?
- Can crashes and/or convictions for stunting harm your career?
- What are the perceptions of the general public regarding stunts and high-risk riding by motorcyclists?

### *Facilitator Notes:*

**Costs:** Medical costs for self and others; property damage to vehicles and surroundings, and increased insurance rates; wrecker and impound fees; costs associated with law enforcement and emergency medical personnel response to crash scene. The average cost for a Life Flight helicopter transport for an injured person is \$10,000 to \$18,000, dependent on distance traveled.

**Legal:** Many states have created or are in process of creating special fines and penalties for stunting and high-risk riding. For example, in Florida a wheelie or stoppie will cost the rider a reckless driving ticket, an appearance before a judge with associated court costs, plus a fine of up to \$1,000 for the first offence, \$2,500 for the second offence and the third offence is a criminal activity that can cost an extra \$3,500 fine and the State may confiscate and sell the motorcycle involved. Speeding at 50 or more mph over the posted limit incurs the all of the same penalties above plus a speeding ticket with fines based on the amount the speed limit is exceeded. Fleeing or attempting to elude police pursuit is a crime in all US States and a felony in most.

**Injuries:** Motorcycle crashes are the most likely motor vehicle mishaps to result in permanent crippling injury or death. Motorcycles traveling at high speeds concentrate that energy into a comparatively small impact area; a high-speed impact into the side of a car often results in significant penetration of the motorcycle into the passenger area of the vehicle causing serious injury or death for passengers in the other vehicle.

**Career:** Crashes resulting from stunt-riding are thought to show a flawed decision-making process and can reflect poorly on one's promotional opportunities within the military or elsewhere. Anytime a military member is involved in a motorcycle crash, a complete line-of-duty investigation is performed. Any deviation from proper PPE can result in military refusal to cover costs associated with the crash, to include but not limited to hospital and emergency transport costs.

**PR:** Very few people who witnesses a wheelie or stoppie performed on a public roadway will think it's 'cool' or that it shows skill. The vast majority of people will think it is a stupid, unsafe act that endangers not only the stunter but innocent bystanders and the property of others in the area as well. This attitude contributes to a dislike of motorcycles in general, even towards those who adhere strictly to the law.

## **Wrap-Up:**

Invite participants to share how this discussion has changed their view of stunting and high-risk behaviors on public roadways. Has this discussion had an impact on their opinions of additional training and skill development?

The following Mentorship Modules are excellent companion and follow-on material to this module because they allow those who are strong sensation seekers to pursue continuous improvement in skill development to a higher level of proficiency in a more helpful, legal, and methodical manner and in a structured environment with professional instruction:

**Mentorship Module 26: *Track Riding***

**Mentorship Module 35: *Where Best to Develop Motorcycle Skills***

**Mentorship Module 36: *Advanced Training for Motorcyclists***

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:

**Bohner, G., and Wanke, M.** (2002). *Attitudes and Attitude Change*. East Sussex, UK: Psychology Press

**Glasser, W.** (1998). *Choice Theory*. New York, NY: HarperCollins Publisher

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

**Parks, Lee** (2003) *Total Control – High Performance Street Riding Techniques*. St. Paul, MN: Motorbooks International

**Spiegel, B.** (2010). *The Upper Half of the Motorcycle*. Stuttgart, Germany: Whitehorse Press

**Zuckerman, M.** (2000). "Are You a Risk Taker? What causes people to take risks?" *Psychology Today*. [www.psychologytoday.com](http://www.psychologytoday.com)

### Internet:

#### Rural Bike Wrecks:

<http://www.abateny.org/safe/rural.html>

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

**None** – this module is non-technical and is designed for delivery in lay-person terms.





## ACKNOWLEDGMENTS

This module was developed collaboratively through the Defense Safety Oversight Council's (DSOC) Private Motor Vehicle Accident Reduction Task Force (PMV TF), Service Safety Centers, Line Leaders, Military Riders, National Safety Council, and the Motorcycle Safety Foundation. The DSOC wishes to recognize the organizations and the Service Men and Women who made this Motorcycle Mentoring Module possible.

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

Mr. Joseph J. Angello, Jr., DSOC Executive Secretary  
Major General Margaret Woodward, USAF, PMV TF Chair  
Colonel John "Odie" Slocum, USAF, PMV TF Vice-Chair  
Major Alejandro Ramos, USAF, PMV TF Executive Secretary  
Mr. Jerry Aslinger, DSOC Program Manager

Captain Richard D. Jones, US Naval Safety Center  
Mr. Walter Beckman, US Army Ground Driving Task Force  
Mr. Peter Hill, HQMC SD, PMV-2 Working Group Chair  
Mr. John Waltman, HQMC SD  
Mr. Dave Kerrick, US Naval Safety Center  
Mr. Don Borkowski, US Naval Safety Center  
Mr. Bill Parsons, USAF Safety Center  
Mr. Mark Erpelding, USAF Safety Center  
Mr. William Walkowiak, USAF Safety Center  
Mr. Arthur Albert, USAF Safety Center  
Mr. Dale Wisnieski, USCG Traffic and Recreational Safety  
Ms. Wendy Medley, US Joint Bases Subject Matter Expert  
Ms. Debra Ann Ferris, National Safety Council  
Dr. Ray Ochs, Motorcycle Safety Foundation  
Ms. Karen F. Nelson, Concurrent Technologies Corp.  
Mr. Robert A. Gardiner, Concurrent Technologies Corp.  
Mr. Steve Kurtiak, Global Support Services  
Mr. Zack Sionakides, Cape Fox Professional Services

