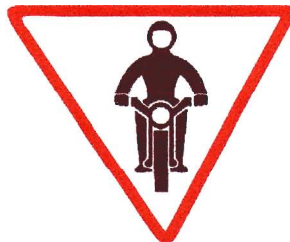


STAR Touring & Riding Road Safety Guidelines



Motorcycle Safety
Foundation
msf-usa.org

T-CLOCK;

Simple term used to remember motorcycle components that should be examined during a pre-ride inspection. The components are; **T**ires and wheels; **C**ontrols, such as levers, cables and throttle; **L**ights and electrics. **O**il and lubricants; **C**hassis and chain; and **K**ickstand.

T-Tires & Wheels		Check		
Tires	Condition	Tread Depth, wear, weathering, evenly seated, bulges, imbedded objects	Front	Rear
	Pressure	Check when cold, adjust to load/speed	Front	Rear
Wheels	Spokes	Bent, broken, missing, tension, check at top of wheel. "ring" ok-"thud" loose spoke	Front	Rear
	Cast	Cracks, dents	Front	Rear
	Rims	Out of round/true= 5mm. Spin wheel, index against stationary pointer	Front	Rear
	Bearings	Grab top and bottom of tire and flex; No free play (click) between hub and axle, no growling	Front	Rear
	Seals	Cracked, cut or torn, excessive grease on out side, reddish-brown around outside	Front	Rear
C-Controls				
Levers	Condition	Broken, bent, cracked, mounts tight, ball ends on lever	Front	Rear
	Pivots	Lubricated		
Cables	Condition	Fraying, kinks, lubrication: Ends length.	All	
	Routing	No interference or pulling at steering head, suspension, no sharp angles. Wire looms in place	All	
Hoses	Condition	Cuts, cracks, leaks, bulges, chafing, deterioration	All	
	Routing	No interference or pulling at steering head, suspension. No sharp angles, wire looms in place	All	
Throttle	Operation	Moves freely, snaps closed, no revving		

L- Lights				
Battery	Condition	Terminals clean and tight, electrolyte level held down securely		
	Vent Tube	Not kinked, routed properly, not plugged		
Lenses	Condition	Cracked, broken, securely mounted, excessive condensation		
Reflectors	Condition	Cracked, broken, securely mounted		
Wiring	Condition	Fraying, chafing, insulation		
	Routing	Pinched, no interference or pulling at steering head or suspension, wire looms and ties in place, connectors tight, clean		
Headlight	Condition	Cracks, reflector, mounting and adjustment		
	Aim	Height and right and left		
O-Oil				
Levels	Engine	Check warm on centerstand, dipstick, sight glass		
	Hypoid	Transmission, rear gear, shaft		
	Hydraulic	Brakes, clutch, reservoir or sight glass		
	Coolant	Reservoir and/or recovery tank—cool only		
Leaks	Engine	Gaskets, housings, seals		
	Hypoid	Gaskets, seals, breathers		
	Hydraulic	Hoses. Master cylinders, calipers		
	Coolant	Radiator, hoses, tanks, fittings, pipes		
	Fuel	Lines, fuel taps, carbs		
C-Chassis				
Frame	Condition	Cracks at gussets, accessory mounts, lifting paint		
	Steering-head Bearing	No detent or tight spots through full travel, raise front wheel check for play		
	Swingarm	Raise rear wheel check for play, pushing & pulling		
Suspension	Forks	Smooth travel, equal air pressure/damping anti dive setting		
	Shocks	Smooth travel, equal pre-load/air pressure/damping settings. Linkage moves freely and is lubricated		

Chain or Belt	Tension	Check at tightest point	
	Lubrication	Side plates when hot. Note: Do not lubricate belts	
	Sprockets	Teeth not hooked, securely mounted	
Fasteners	Threaded	Tight, missing bolts, nuts	
	Clips	Broken, missing	
	Cotter Pins	Broken, missing	
K-Kickstands			
Centerstand	Condition	Cracks, bent	
	Retention	Springs in place, tension to hold position.	
Sidestand	Condition	Cracks, bent Safety cut-out switch or pad of equipped	
	Retention	Springs in place, tension to hold position	

The **T-CLOCK** inspection is most effective if preformed when your bike is clean. Dirt, grease and road grime can easily hide potential problems. Regular cleaning not only keeps your motorcycle looking new, but actually extends its life by cleansing and protecting it from the corrosive elements of the road.

No matter what you do, you can't prevent certain parts from wearing. But by replacing worn parts *before* they break, you may stop them from causing extensive damage by breaking several other parts along with them.

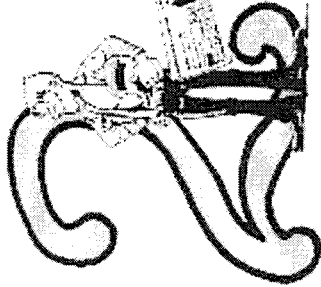
Be sure to follow the manufacture's recommended maintenance schedule. This will keep your motorcycle running at peak performance and reduce the chances of mechanical failure. Keep a detailed maintenance record-it not only shows when the maintenance was performed, but it can add value to your motorcycle should you sell it.

Some routine maintenance procedures are simple. Others require the expertise of a trained technician. If you are unsure of your ability to perform any procedure, take your motorcycle to an authorized dealer. Remember, a mechanical problem incorrectly repaired can cause more extensive damage, which could ultimately lead to a crash.

How well you ride depends on how well your motorcycle performs. And that depends on the quality of care you provide.

RISKS

Motorcycling is a fun, exciting and practical way to get around. But, like any other activity, it has risks. Reality is that you are exposed and vulnerable; it is up to you to avoid accidents and injury. Risk — and how you treat it — is what safe cycling is all about. To help you reduce and manage risks, use the following tips as a guide:

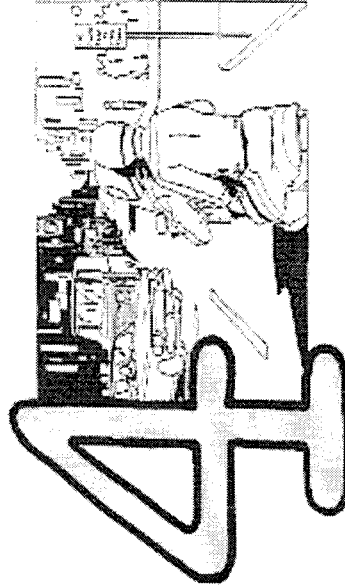


- Know the rules of the road and respect other road users. Don't forget, riding is a privilege. Get yourself and your motorcycle properly licensed; get insurance if required. Know the limits of your skills, your motorcycle, and the road conditions so you don't ride over your head.

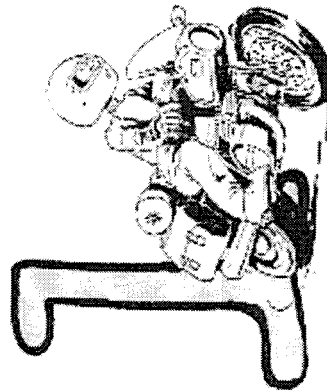
- Ride with the right gear. A helmet, eye protection, sturdy jacket, pants, boots, and gloves are your best defense against accident injury. It can happen to you!



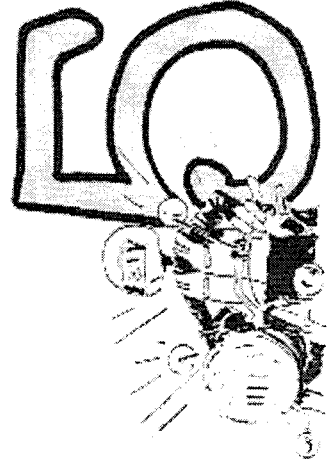
- Ride aware. A car turning left across your path is the most frequent accident. Three-fourths of motorcycle accidents involve collisions with other vehicles, the majority caused by the other driver. Intersections can be bad spots, so slow down and be prepared to react. We repeat: It can happen to you!



- Ride to survive. Be seen and not hit. You aren't as big as a Mack truck, but you can attract attention. Wear bright clothing, use your headlight and bright colored fairs; select a lane and a position within a lane to be seen, avoid rapid lane changes, and keep looking around — you don't need surprises!



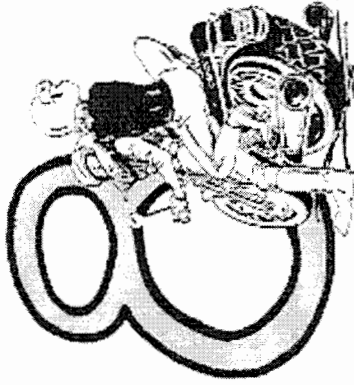
- Know your skills. Take a beginning or experienced RiderCourse from a Motorcycle Safety Foundation recognized training center. Call 1-800-447-4700 for the RiderCourse nearest you. The more you know, the better rider you become!



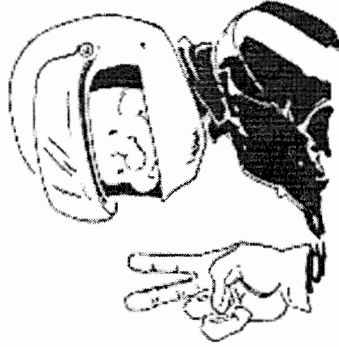
YOU CAN!



Wear



■ Share a safe ride. Company is nice. Some company weighs 100 pounds; other company weighs more. All weight affects handling. Having someone on the back is a big responsibility. Instruct them on proper riding technique and protective gear.



Now, take responsibility for your riding. Learn more... and go enjoy yourself.

For more riding tips and motorcycle-safety information, contact:

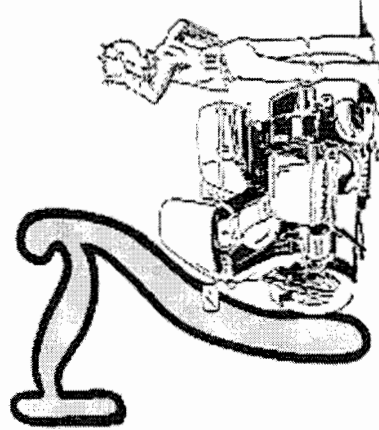


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This information generally relates to many differing vehicles, riding styles, and environments. The Motorcycle Safety Foundation disclaims any liability for the applicability of the information to specific situations.



■ Ride straight. Alcohol and other drugs do not let you think clearly or make sound judgments. Up to 45% of all fatal motorcycle accidents involve alcohol.



■ Keep a safe bike. Know your owner's manual, follow recommended service schedules, and have repairs made by an authorized dealer. Always check your bike's tires, suspension and controls before riding.

Research shows that alcohol and drugs hinder drivers skills; visual sharpness, reaction time and general awareness.

RIDE STRAIGHT



The physical coordination and concentration needed to ride a motorcycle allow no room for impairment of any kind.

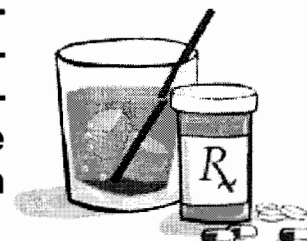
Even prescription drugs and Over-The –Counter medications can lessen a motorcyclists riding ability

Nearly 50% of fatally injured riders are alcohol involved. Drugs other than alcohol were found to be involved in a sizeable percentage of fatally injured drivers; however, 64% of these cases involved alcohol.

Good judgment is the most critical skill in motorcycle riding. Judgment is an essential element in the process of preventing accidents. Unfortunately judgment is the first skill affected by alcohol.



Most people ride motorcycles because they enjoy the immediate feedback provided by the machine and the connection with the riding environment. Use of alcohol and other drugs (over-the-counter, prescription or illegal) before riding a motorcycle compromises the intimate relationship between the motorcyclist, machine and the road.



There has been a lot of research that shows how alcohol hinders car driver's skills, including:

Visual Sharpness

Judgment

Reaction Time

General Awareness

But what about motorcycle riding skills?

Research also shows that alcohol adversely affects riding skills to. Most motorcyclists agree that it takes more coordination and alertness to ride a motorcycle than drive a car. Thus, motorcyclists need the above skills even more than automobile drivers.

Good judgment is the most critical skill in motorcycle riding. Judgment is an essential element in the process of preventing crashes. Unfortunately, judgment is also the first function to be affected by alcohol. This leads to one conclusion: Drinking before riding is a big risk. Using other drugs before riding can also be dangerous and increases risk significantly.

The Effect of Alcohol

Alcohol is a depressant and acts as a sedative to the brain. Although many people feel stimulation when drinking, this is indirect. Even a small amount of alcohol causes depression of those parts of the brain that control judgment, self-control and inhibition. The release of inhibition causes the feeling of stimulation. As greater amounts of alcohol enter the system, the parts of the brain controlling coordination and physical reflexes become depressed.

Regardless of the source, when alcohol enters the blood system the effects are the same. One standard size drink, whether it is a 12-ounce beer, a 5-ounce glass of wine or a cocktail equals 1 ounce of pure alcohol. Many people think a beer contains less alcohol than a standard mixed drink. This is because it usually takes longer to drink a beer than it does a cocktail. And a beer is much more filling. Also, cocktails sometimes are mixed stronger than a standard drink, making them equal to two normal servings of wine or beer.

Different Reactions

Alcohol affects people differently. A heavy drinker may show few physical signs of drunkenness, but the effect on the brain is the same as it is for a light drinker. A motorcyclist showing no outward signs of intoxication may still be unable to ride safely.

A physically large person can have two drinks and only be affected moderately, while a smaller person could become quiet intoxicated on the same amount. Smaller people have less blood in their system, so after one drink the percentage of alcohol in their blood, or blood alcohol concentration (BAC), will be higher than it would be for a larger person. A BAC of .10 means that the blood system contains about 1/10 of 1% of alcohol. In most states, a person with a BAC of .08 is legally intoxicated; impairment however, starts long before this BAC is reached. Some states have a lower BAC for motorcyclists to be considered legally intoxicated.

Once a person's BAC is at any level, it can only be reduced by allowing the liver time to oxidize the alcohol. Showers and coffee don't make you sober. Only time will do that. Showers and coffee may make a person feel more awake, but they don't reduce drunkenness.

Differences Between Alcohol and Other Drugs

Alcohol is considered a drug. Although some comparisons can be made between alcohol and other drugs, for the most part alcohol is unique. It is a single substance with a simple chemical structure. Its action inside the body is fairly simple and easy to understand. It's rarely used for medical purposes. And, although it's often abused, it's a legal drug usually approved by society.

Other drugs may include many substances. Most are products of modern chemistry. Their action in the body is usually much more complex than that of alcohol. Unlike alcohol, which "burns off" after being in the blood system for a while, other drugs remain in the body for long periods of time. Sometimes a drug's effects may continue after it can no longer be detected in the blood.

In other cases, a drug may be detected in the blood after it's action has stopped.

What About Prescription Drugs?

Illegal drugs are not the only ones that can impair your ability to ride a motorcycle. Many prescription drugs have adverse effects on a motorcyclist's riding skills. Even over-the-counter drugs such as cold tablets and allergy remedies can lessen a cyclist's riding ability.

The Effects of Other Drugs

There has been a lot of study done on the effects of drugs on driving behavior, but not much relating drug use to motorcycle accidents. As with alcohol however it can be easily assumed that the adverse effects of some drugs on driving behavior will be magnified when riding a motorcycle.

Motorcyclists should be aware of prescription and over-the-counter drugs that contain warnings to motor vehicle drivers. Even a cold tablet can reduce alertness and perception.

Regardless of whether it is an "upper" or "downer" a beer or a shot of whiskey, all drugs have immediate or delayed effects that impair mental or physical processes. Many affect both. These processes are important for all drivers, but even more so for motorcyclists. The coordination and awareness needed to ride a motorcycle safely leaves no room for impairment of any kind. Who's involved in more fatal accidents involving intoxication car drivers or motorcyclists?

For Your Information

The proportion of all motor-vehicle drivers involved in fatal accidents who were legally intoxicated (BAC of .08 or greater) dropped to 24% in 1989-- a decline of 20% over the last decade. Unfortunately, the proportion of motorcycle riders involved in fatal crashes while legally intoxicated has remained relatively constant at about 40% over the last 10 years. Alcohol accounted for 41% of all traffic fatalities over the past 3 years.