

# Lake Charles Harley Owners Group

Chapter 1686

[www.lchog.org](http://www.lchog.org)



We want to thank Nina and Billy Doherty, Lake Charles Harley Davidson

For their support!

337-436-0022

[www.hdoflc.com](http://www.hdoflc.com)

2025 Primary Officers

Director.....Kevin Clarke

Asst. Director.....Gabe Broussard

Secretary.....Greg Lopez

Treasurer.....Susan White

Head Road Captain...Dennis White

Road Captains: Kevin Clarke, John East

Mitch O'Neill, Sylvia Bailey

Roger Sutherland, Gibby Lyons

Gabe Broussard, Scott Granger

Ken Red Lester, Randall Herbert,

Roy & Linda Nixon, Johnny Beaugh

John & Linda Nordberg



## **QUICK TIPS: General Guidelines For Riding A Motorcycle Safely**

### **Be visible:**

- Remember that motorists often have trouble seeing motorcycles.
- Make sure your headlight works and is on day and night.
- Use reflective strips or decals on your clothing and on your motorcycle.
- Avoid riding in the blind spots of cars and trucks.
- If possible, flash your brake light when you are slowing down and before stopping.
- Have an escape route in case a motorist doesn't see you and violates your right-of-way.

### **Dress for safety:**

- Wear a quality helmet and eye protection. A full-face helmet provides the best protection.
- Wear leather or other sturdy, protective clothing (jacket and pants); over-the-ankle boots; and gloves.
- Bright clothing and a light-colored helmet increase the chances of being seen.
- Dress for a crash as well as for the ride.

### **Apply effective mental strategies:**

- Constantly search the road for changing conditions. Use the Search-Evaluate-Execute strategy (**SEE**) to assess and respond to hazards before you have to react to an emergency.
- Give yourself space and time as you search for traps and escape paths.
- Give other motorists time and space to respond to you.
- Use lane positioning to see and be seen.
- Search for vehicles that may turn across your path, especially at intersections.
- Use your turn signals for all turns and lane changes.
- Ride as if you're invisible.
- Don't ride when you are tired or under the influence of alcohol or other drugs.
- Know and follow the rules of the road.

### **Know your bike and how to use it:**

- Study your motorcycle's owner's manual and make a habit of doing a pre-ride check.
- Visit [msf-usa.org](http://msf-usa.org) to take one of our online courses or review the wealth of information in our library.
- Get formal hands-on training and take refresher courses. Call 800.446.9227 or visit [msf-usa.org](http://msf-usa.org) to locate a Motorcycle Safety Foundation *RiderCourse*<sup>SM</sup> near you.
- Develop your riding techniques before venturing into traffic, especially emergency braking and swerving maneuvers. Practice often to keep your skills sharp.
- Corner within your skill limits. Aggressive cornering is a major cause of crashes.
- Know how to handle your bike in adverse conditions such as wet or sandy roads, high winds, and uneven surfaces.

***Remember: Be mindful of collision traps and escape paths. People driving cars often don't notice motorcycles. Ride within your skill level and situational limits.***





## **QUICK TIPS: Guidelines For Riding With A Passenger On Your Motorcycle**

### **Legal Considerations**

1. All state laws and requirements for carrying a passenger must be followed.
2. Some states have specific equipment requirements. Examples: the motorcycle must have passenger footrests, passengers must be able to reach the footrests, and a motorcycle must have a separate seating area for a passenger.
3. The decision to carry a child, assuming all safety and legal factors have been considered, is left to the parent or guardian. Ensure that the child is mature enough to handle the responsibilities, tall enough to reach the footrests, wears a properly fitted helmet and other protective gear, and holds onto you or the passenger hand-holds. Check your state's laws; a few states have set minimum ages for motorcycle passengers.

### **Operator Preparation**

1. Passengers should be considered as a second "active" rider so they can help ensure that safety and procedural operations are correctly followed.
2. A passenger will affect the handling characteristics of a motorcycle due to the extra weight and independent motion.
3. A passenger tends to move forward in quick stops and may "bump" your helmet with theirs.
4. Starting from a stop may require more throttle and clutch finesse.
5. Braking procedures may be affected. Braking sooner and/or with greater pressure may be required.
6. More weight over the rear tire may increase the usefulness and stopping power of the rear brake, especially in quick stop situations.
7. Riding on a downgrade will cause braking distance to increase compared to a flat surface.
8. Extra caution is called for in a corner because of the extra weight. Cornering clearances may be affected.
9. More time and space will be needed for passing.
10. The effects of wind, especially side wind, may be more pronounced.

### **Motorcycle Preparation**

1. The motorcycle must be designed to accommodate a passenger.
2. The motorcycle owner's manual should be reviewed for manufacturer's tips about motorcycle setup as well as any related operational recommendations.
3. The motorcycle's suspension and tire pressure may need adjustment.
4. Care should be taken to not exceed the weight limitations specified in the owner's manual.

## **Passenger Preparation**

1. Passengers should be tall enough to reach the footrests and mature enough to handle the responsibilities.
2. Passengers should wear proper protective gear.
3. Passengers should receive a safety briefing (see #7 below).
4. Passengers should consider themselves a second operator and share responsibility for safety.

## **General Safety Considerations**

1. You need to be experienced in the motorcycle's operation and have a safety-oriented attitude before taking on the added responsibility of carrying a passenger.
2. Practice low-speed clutch/throttle control as well as normal and emergency braking in a low-risk area like an open parking lot, with a passenger.
3. Use caution in cornering and develop cornering skills over time to ensure passenger comfort and safety.
4. Use caution in corners as clearance may be affected.
5. Use MSF's Search, Evaluate, Execute strategy (**SEE<sup>SM</sup>**) to increase time and space safety margins.
6. Allow time for a passenger to adjust to the sense of speed and the sensation of leaning; speeds should be conservatively safe and reasonable until a passenger acclimates to the proper riding techniques.
7. Ensure passengers follow safety procedures:
  - a. Complete personal protective gear is properly in use.
  - b. Hold operator's waist or hips, or motorcycle's passenger hand-holds.
  - c. Keep feet on footrests at all times, including while stopped.
  - d. Keep hands and feet away from hot or moving parts.
  - e. When in a corner, look over the operator's shoulder in the direction of the corner.
  - f. Avoid turning around or making sudden moves that might affect operation.
  - g. If crossing an obstacle, stand on the pegs with the knees slightly bent and allow the legs to absorb the shock upon impact.
8. Allow more time for passing.
9. Be ready to counter the effects of wind.
10. Avoid extreme speeds and dramatic lean angles.
11. Be ready for a passenger "bump" with their helmet or with their whole body sliding forward during hard braking.
12. Have the passenger mount after the motorcycle's stand is raised and the motorcycle is securely braced. Hold the front brake lever if the surface isn't level.
13. Have the passenger dismount first.
14. Annually complete a **Basic RiderCourse 2 – Skills Practice** with a passenger.
15. Have frequent passengers complete a **Basic RiderCourse** so they can better understand the operator's task.