

RCW 46.04.330 - Definition of motorcycle

RCW 46.16A.200 - One Horizontal Plate

RCW 46.20.100 - 18-year-old permission and training

RCW 20.500 - Endorsement requirements

RCW 46.20.505 - Endorsement fees

RCW 46.20.515 - Skills testing

RCW 46.20.520 - Safety education

RCW 46.30.020 - Liability insurance required

RCW 46.37.522 - Running lights

RCW 46.37.523 - Headlights

RCW 46.37.525 - Lamps

RCW 46.37.527 - Brakes

RCW 46.37.528 - Stopping standards

RCW 46.37.530 - Mirrors, eye protection, children 5+ Years, DOT helmet and strap

RCW 46.37.535 - Helmet when renting

RCW 46.37.537 - No modified exhaust

RCW 46.37.539 - Horn Muffler mirrors tires

RCW 46.61.120 - Overtaking on left

RCW 46.61.460 - Headlight required speed over 35 miles per hour

RCW 46.61.608 - No lane splitting, one vehicle per lane, two motorcycles per lane

RCW 46.61.610 - Passenger seat and pegs

RCW 46.61.611 - Bar height<30" above seat

RCW 46.61.612 - Leg on each side of motorcycle

RCW 46.61.613 - Motorcycle restrictions suspended for parade

RCW 46.61.614 - Can't attach to other vehicles

RCW 46.61.660 - Passengers and animals

RCW 46.61.670 - Can't ride off side of road

WAC 468.510.010 - Motorcycles permitted in HOV

MOTORCYCLE LAWS

RIDE YOUR OWN RIDE

Riding a motorcycle is inherently riskier than any other mode of transportation. It requires more skill and awareness than driving a car. When riding you are more vulnerable to weather, being seen and injury. Riders must make every effort to minimize risk as there is very little room for error. Putting safety first is a fundamental aspect of being a good rider.

WMST RIDER'S PLEDGE

- I am the only one responsible for my safety
- I will do ALL possible to make my ride safer for me & others
- I will utilize good judgement BEFORE getting on the bike
- I commit to wearing all the gear, all the time (ATGATT)
- I have sustained focus to sense & adapt to changes during ride
- I will be a life-long learner
- I will be an ambassador for my sport



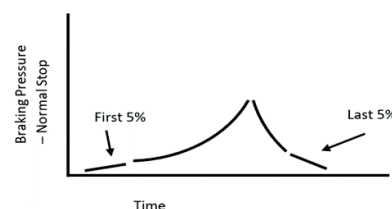
MOTORCYCLE RIDING GUIDE

GoWMST.com



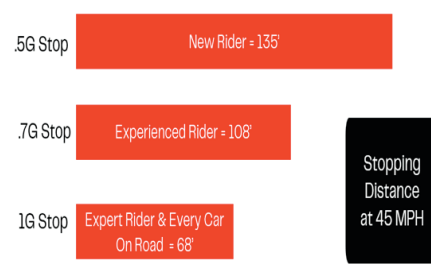
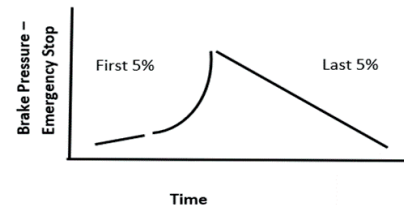
# BRAKING

- Tires take tremendous gradual load, but not an abrupt change in load
- Changing any input abruptly can exceed any amount of traction
- Smooth inputs maximize availing traction for what is next, i.e. cornering
- Changing inputs, like brakes for lean, must be exchanged with finesse
- Load front tire with 5 percent of brake
- Progressively squeeze, increasing rate of squeeze as friction builds
- Most braking occurs at end of braking
- Ease off last 5% to min. suspension rebound, freeing traction



## 100 Points of Traction

Traction is finite available resource that must continually be divided between two competing forces:



Stopping Distance at 45 MPH



## RIDING GUIDE



- Motorcycle Laws
- Braking & Cornering Tips
- Pre-ride Checklist

[www.GoWMST.com](http://www.GoWMST.com) | 360.435.1600



A Special Thank You to the Professionals at Champ U for their help in improving this training!

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

# 3 Cs

## What Can I See?

- Actively search using your central and peripheral vision

## What Can't I See?

- Identify areas where threats can be hiding. Checking your mirrors often.

## What Could Happen?

- Adjust speed and position to SEE and BE SEEN. Create space and time.



## PRE-RIDE CHECKLIST

### Rider

- Mentally alert
- Judgment
- Illness
- Emotions
- Have a plan
- Ride on ride
- Rested and physically able

### Gear

- Helmet
- Eye protection
- Gloves
- Jacket
- Pants
- Boots
- Backups

### Motorcycle

- Fuel
- Brakes
- Lights
- Load
- Controls
- Tread
- Tire Pressure

### Environment

- Traction
- Moisture
- Temperature
- Wind
- Visibility
- Forecast
- Other conditions

# CORNERS

- Statistically the #1 threat, 3/4 of fatalities, over half in 2nd corner.
- Identify the entry point
- Look as far through corner as can to see radius to determine entry speed
- Scan surface for hazards to determine path of travel, ideally outside, inside, outside
- Ready body - tighten radius, less lean, stability, turn bike, max traction
- Continue braking until bike is pointed to exit and can take away lean angle