

SAFETY CORNER

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Handling Special Situations

In the best of all worlds, the temperature would always be 78 degrees. The wind would be at our backs, and no emergencies would arise. Since it's a slightly imperfect world we live in, we should be prepared for whatever happens.

****Emergency braking:** Sometimes you have to stop as quickly as possible. Here are some tips on how to get you and your motorcycle halted fast.

- Practice in an open good-surfaced place, such as a clean parking lot.
- Apply both brakes to their maximum, just short of locking them up.
- Keep the motorcycle upright traveling in a straight line and look where you're going, not where you've just been.
- You don't have to lock the front brake. If the wheel does chirp, release the brake for a split second, then immediately reapply without locking it up. I
- f your rear wheel locks up, do not release the brakes.
- If your handlebars are straight, you will skid in a straight line, which is all right. You have a more important priority and that is to get stopped.

****Coping with a skid:** A skid- that's when your heart leaps up to your throat because your wheels have lost traction. You might hit a patch of sand on a curve, or a puddle of oil as you're slowing for a stop light. It's a frightening experience on a motorcycle, but you can handle it.

In a highway speed, sand-in-the-corner skid, steer in the direction of the skid. Should you hit a slippery bit while you're braking for a stop sign and both wheels lock up, you want get those wheels rolling right away. Release the brakes for an instant, then reapply a little more gently. You want those tires to have traction.

The whole point is to keep you and your motorcycle upright and safe. There is no conclusion. Motorcycling is a constant learning experience.