



SMSA

Spotlight Magazine

Summer — 2014

A Lifetime of Service in Motorcycle Safety

On July 1, 2014, Andrew Krajewski retired from the Maryland Motor Vehicle Administration (MVA) with 31 years of service in motorcycle/highway safety. He has been involved with SMSA since its creation in 1984 and served as Chairperson of the Executive Committee for the past four years. Over those 30 years he has made significant contributions to the SMSA and his participation is greatly appreciated.



Andy became involved in motorcycle safety in 1972 while working on his master's degree at Central Missouri State University (now University of Central Missouri). He completed a motorcycle safety course and was hooked! He used that training to offer his first rider course in the fall of 1972 at Bradford Area High School.

While teaching at the University of Maryland in 1974, he assisted the Motorcycle Safety Foundation (MSF) with several courses for state driver education supervisors and college instructors.

In 1975, he assisted MSF with a National Highway Traffic Safety Administration (NHTSA) research project to develop a motorcycle licensing skill test—the original Motorcycle Operator Skill Test (MOST). He joined the MSF Education Department in 1977 and had the opportunity to work with motorcycle safety pioneers Dr. Allen Robinson, Jim Smith, Ted Unland, Lyle Anderson and Adam Johnson. In 1978, he was assigned to the NHTSA Feasibility Study and used the findings from the study to update the 1976 Motorcycle Rider Course (MRC) curriculum which was released in 1979.

The revised 1979 curriculum also led the MSF to change its instructor certification course and to create the Chief Instructor Program. Chief Instructors were a specially trained group of individuals certified by MSF to teach its new instructor preparation course. There were two types of Chief Instructors – College and University Chiefs and Chief Instructors. College and University Chiefs prepared instructors at colleges and universities. Chief Instructors were motorcyclists that conducted instructor preparation courses for states and the military. Some of the individuals Andy taught as Chief Instructors included:

Fred Barney
John Bodeker
Doug Fitts
Steve Garets

“Hoot” Gibson
Vern Hanks
Lorrie Liang
Ray Ochs

Larry Ourso
J. T Smith
Carl Spurgeon
Ron Thompson

In 1983, Andy was hired by the Secretary of the Maryland Department of Transportation (MDOT) to be the Coordinator of the Maryland Motorcycle Safety Program (MMSP). He served as the Coordinator until 1998 when he was promoted to Director of Driver Programs for the Maryland Motor Vehicle Administration (MVA).

He has been involved with over 20 NHTSA State Technical Motorcycle Safety Assessments and served on several expert panels that resulted in such publications as the Model National Standards for Entry Level Rider Training, Model National Administrative Standards for Rider Training, Guidelines for Motorcycle Operator Licensing and the Motorcyclists' Safe Rider Operating Characteristics. He taught the Transportation Safety Institutes (TSI) Motorcycle Safety Program Coordination Course. He has served on SMSA's Executive Committee several times over his career and most recently served two terms as the Chair of the SMSA Executive Committee.

Andy has been a talented and dedicated leader and will truly be missed. We wish him all of the best in his retirement. Fortunately, upon his retirement, Andy accepted a consulting position with Highway Safety Services (SMSA's management contractor) and one of his activities will be to assist with SMSA projects.

SMSA Acting Chairperson

On July 1, Rick Kiley, SMSA Vice Chairperson assumed the role of SMSA Acting Chairperson with the retirement of Andrew Krajewski. Rick will serve as the SMSA Acting Chairperson through the September 2014 SMSA Symposium in Baltimore, Maryland, at which time the newly elected Chairperson will assume those duties.



As Vice Chairperson, Rick has been a valuable asset to the SMSA Executive Committee and the membership in shaping the future needs of the Association. He will continue to represent the membership well as Acting Chairperson through September and as a Member-at-Large through his term in 2015.

SMSA State Member Massachusetts

To minimize the risk and maximize the fun of motorcycling, the Registry of Motor Vehicles sponsors the Massachusetts Rider Education Program (MREP). The mission of this program is to reduce the number of motorcycle related fatalities and injuries in the Commonwealth through increasing the availability of Motorcycle Safety Foundation (MSF) approved training courses for motorcycle riders and to increase awareness and education for both riders and other drivers.



In keeping with its mission statement, the MREP has provided training motorcycles, and/or promotional and technical assistance to a statewide network of training sites. All Rider-Coaches that teach these motorcycle training courses are MSF certified with additional MREP approval.

Since its inception in 1990, the MREP has trained more than 136,000 students (over 8,500 in 2012 alone). There were also 500 students that went through the Experienced Rider Course. In 2012, Massachusetts had over 160,000 active motorcycle registrations and over 325,000 active licensed motorcyclists.

The Massachusetts Rider Education Program currently has 10 motorcycle training schools at 21 different locations throughout the state. Each school is independently owned and operated and is overseen by MREP.

MREP also has 3 motorcycle campaigns:

- **Check Twice Save a Life MOTORCYCLES ARE EVERYWHERE**
- **Rider responsibility starts with the Rider**
- **Think before you Drink.**

You can view MREP's [TV and Radio spots](#) on their website at <http://www.massrmv.com/rmv/motorcycle/tips.htm> or visit them on Facebook at <https://www.facebook.com/MassMotorcycleSafety>.

MREP also purchased a SMART Trainer last fall. The SMART Trainer is used at motorcycle events throughout the state and the target audience has been experienced riders who do not believe they would benefit from motorcycle training.

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Smart Rider Commitments 'Taking the Pledge'

In an effort to support riders in making good choices (choices that will help them prevent and survive crashes), the Idaho STAR Program has developed these "Smart Rider Commitments." These are 13 statements for riders to consider regarding choices they will make – commitments they will (or will not) make to themselves about riding.



The Smart Rider Commitments are based on three principles:

1. We are free to choose, but we cannot escape the necessity of choice (e.g. for whatever protective gear a rider is wearing, that rider made a choice to wear or not wear it).
2. We cannot wish facts out of existence. (Facts such as: riders are much more vulnerable to injury than car drivers; riding demands more attention, skill, and energy than driving a car; in a battle between asphalt and skin, the skin loses; etc.)
3. In 'the moment of truth' (a car pulls out suddenly, there is gravel in the middle of a turn; a corner gets tighter; etc.) it is too late to go back and make different choices (about riding gear, speed, alcohol, following distance, skills practice, etc.).

- I acknowledge that many fatal motorcycle crashes involve riders who had been drinking. I accept this fact and commit to separate the use of alcohol (and other drugs) from riding a motorcycle. I commit to riding sober.
- I acknowledge that an impaired rider in the group puts me at risk. I accept this fact and commit to avoiding riding with others who are impaired.
- I acknowledge that there are a wide variety of factors that can impair my ability to ride safely. I accept this fact and commit to minimizing factors that can negatively affect my riding ability and performance.
- I acknowledge that when I carry a passenger, I am responsible for their safety and comfort. I accept this fact and commit to waiting to carry passengers until I have well developed skills and significant experience as a solo rider.
- I acknowledge that group riding demands more skill and attention than riding solo. I accept this fact and commit to waiting to ride with a group until I have well developed skills and significant experience riding by myself or with just one other (and more experienced) rider.
- I acknowledge that touring and long-distance riding demand physical endurance, mental stamina and preparation. I accept this fact and commit to building up slowly to longer distances and to being prepared for the challenges of long-distance riding.

Signature: _____
Name: _____ Date: _____

These commitments are used in the Basic I and Basic II courses in Idaho and have also been used successfully at outreach events and via social media. A PDF of "Smart Rider Commitments" is available at idahostar.org/resources/commitments. For more information or to request the source file, contact the Idaho STAR Program at info@idahostar.org.



SMSA Listserv

As a member of SMSA, please take advantage of the SMSA listserv hosted by Oregon State University. The SMSA Listserv is an easy and efficient way to contact your fellow SMSA members with questions and concerns relating to Motorcycle Safety and Rider Education. To sign up, visit the SMSA website Members Only section and choose the tab for Listserv. Summaries from past postings are also listed under the Listserv tab.

SMSA Supporting Member's Corner

Total Control

Intermediate Riding Clinic

Note: Content for this article was provided by Total Control Training, Inc.

Total Control Training

In today's age of high-horsepower superbikes, large-displacement cruisers and super-heavy-weight tourers, riding skills are more important than ever for safe, fun motorcycling. Unfortunately for experienced riders, there is a large gap between the Motorcycle Safety Foundation's Advanced RiderCourse (the civilian version of the Military Sportbike RiderCourse designed for Basic RiderCourse graduates) and the many racetrack schools around the country. Many riders are interested in improving their skills but are unwilling to take on the additional risks associated with a high-speed environment. The Total Control Advanced Riding Clinic (TCARC) was developed by national champion Lee Parks and has been taught since 1999 as the answer to this training vacuum.

It teaches proper control of any on-road motorcycle regardless of displacement, size or power. The secret is its proprietary riding technology that is able to replicate the g-forces of high-speed travel at low speeds in a controlled, range-based environment. Because a lot of accidents are caused by the fact that a rider panicked, "freaked out" or target fixated, the Total Control ARC combines its physical techniques with its exclusive mental training. It is here that riders learn how to overcome fear on a motorcycle, how to maintain optimum concentration as well as



have the right attitude to make proper decisions before it's too late.

Part of the reason for the program's success is the dynamic classroom training, which includes both theory and application of the Total Control ARC techniques. By including a basic analysis of vehicular dynamics, riders get a clear understanding of how their actions affect their bikes. For instance, in the suspension portion of the class, riders learn how to analyze the effectiveness of their suspension and how to set it up for maximum control and comfort.

This revolutionary program has been taught all over the U.S. as well as internationally. It has also become a favorite with the military including Army, Navy, Air Force, Marine and National Guard. Lee even put the techniques of the TCARC together in his book "Total Control," which is one of the best-selling motorcycle books of all time and available in five languages worldwide.



New for 2014 is the updated Total Control Intermediate Riding Clinic. This one-day license-waiver course is for people who know how to ride but for whatever reason(s) are not endorsed. It is being rolled out in several states this year and is the basis for the soon-to-be released Beginner Riding Clinic for brand new riders. The complete Total Control suite of riding clinics also includes the Track Clinic (for higher speed training), Supermoto Clinic (for dual-sport bikes) and Suspension Clinic (for gearheads of every variety).

Having such a deep, internationally acclaimed curricula offering finally allows states a choice of curriculum vendors. Being created by a team of customer-centric motorcycle experts who understand that we need to earn your business, allows for custom tailoring of the license-waiver products to each state's unique needs and desires.

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SMSA's Educational Webinars

The SMSA held its first educational webinar titled "Motorcycle Safety Program Funding" on June 27, 2014. Thirty participants from 17 states, the SMSA Communications and Membership Committee and NHTSA Region I participated in the educational webinar. Agenda topics included: Overview of SMSA's New Educational Series Webinars; Overview of State Strategic Highway Safety Plans; Annual Highway Safety / Performance Plans; Alternative Funding Sources for Safety Grants; Strategies for Using Safety Grant Funding; How to Use Safety Grants; and Round Table – Open Discussion. A recording of the webinar is

available at <http://www.telspanvenue.com/hssmeeting/EB52DA888649>. Additional educational webinars are planned for the future.

The SMSA has conducted communication webinars with the SMSA Regions, SMSA Supporting Members and SMSA Individual Members.

The SMSA communication and educational webinars will be held at least on a bi-annual basis.



2014 National Motorcycle Safety Symposium

The 2014 SMSA National Motorcycle Safety Symposium, titled **“Working Cooperatively to Implement Effective Motorcycle Safety Countermeasures,”** will be held September 25-27, 2014 in Baltimore, Maryland.

The 2014 SMSA Symposium kicks off on Wednesday September 24, 2014 with the opportunity to tour the Harley-Davidson Motor Company USA York Pennsylvania Plant. See the plant in action! Refreshments and lunch provided by Harley-Davidson Motor Company. Buses will depart at 9:30 AM and return at 4:00 PM.

The 2014 SMSA Symposium opens with a General Session including the Presentation of Colors and Opening Remarks from Milt Chaffee, Administrator, Maryland Motor Vehicle Administration; Christine Nizer, Chief Deputy Administrator, Maryland Motor Vehicle Administration; and Phil Sause, Coordinator, Maryland Motorcycle Safety Program. The session also includes a presentation of the Annual SMSA Awards, Supporting and Individual Recognition and Reports, and SMSA’s 30-Year Anniversary-“SMSA 30 Years in Review.” The SMSA looks forward to seeing you in Baltimore at the Maritime Institute.

Following this year’s theme of “Working Cooperatively to Implement Effective Motorcycle Safety Countermeasures,” session topics will include Federal and State Agencies Working Cooperatively on Motorcycle Safety Countermeasures; Motorcycle Safety Coalitions; topics relating to Rider Education and Training; topics relating to Offices of Highway Safety; Program Evaluation; Program Management and Data Collection; Program Funding; Public Outreach; Seminars for Enhancing Rider-Training Delivery Skills including classroom and range activities; Virginia Rider Training Program/Evergreen Safety Council – Sidecar/Trike Training Course; Idaho STAR’s Braking Skills Practice (BSP) and Cornering Skills Practice (CSP); SKIDBIKE™ demonstration and demos; and a Skills Competition.

During the Symposium there will be opportunities for professional networking including luncheon meetings with the SMSA Executive Committee and Motorcycle Safety Networking Dinners with the SMSA Regions.



The Symposium will conclude on Saturday afternoon with a Summary of the 2014 National Symposium on Motorcycle Safety, Skills Competition Awards and Closing Remarks. For more information visit the SMSA website at www.smsa.org under the events tab.

- September 24 - HD Plant Tour
- September 25 - General & Breakout Sessions
 - Motorcycle Safety Networking Dinner
- September 26 - General & Breakout Sessions
 - SMSA Committee Meetings
 - Motorcycle Safety Networking Dinner
- September 27 - Classroom and Skills Training Activities & Skills Competition
 - Annual Members Business Meeting
 - Closing Session

Visit www.smsa.org for the Preliminary Agenda. We hope to see you in Baltimore, Maryland for this year’s Symposium!

Thank You SMSA Supporting Members

