

3WBRC - Possible Topics for Small Talk

Tachometer
Opening the view
Convex Mirror – Reduced blind spot
Proper riding gear for passenger
Search, Set Up, Smooth – Set up = Entry Speed and Lane Position
T-CLOC
FINE-C (Discuss differences for different machines) NO brand bashing!
Braking – Both Brakes = Good Habit (Can Am riders - 1 pedal to accomplish this)
Escape Paths – more than one
Lane position selection in curves – based on traffic, conditions and curve type
Braking in a straight line in emergency – centered, looking ahead
Drink equivalency – 1 ½ oz of hard liquor
Lane Position
Interaction of factors – (Important MSF concept)
Far-near and side to side
Presentation
Central Vision – 3-degree cone

Target Fixation – Gazing at single factor too long – Bad thing
Inattentional Blindness
Turn at an intersection-to stay in lane position-good clutch and throttle control
SEE
Engine Braking – shifting down, releasing clutch – slows bike, raises rpm's
Friction Zone
Slip the clutch in very tight turns. (Can Am riders – emphasize throttle control)
Entry Speed – Approach Speed
4 Search Categories – including Escape Paths in identifying factors in traffic
Quick stop – Both brakes and clutch at same time (Can Am - no clutch)
Threshold braking – define and use in emergency stops
Three components of stopping distance P-R-B
Slow down to prevent hydroplaning
Stopping in curve – apply more brake pressure as steering is straightened
Distance to stop in curve longer as less traction (GRIP) is available
Use of eyes in curve; far-near and side to side
Head check in lane changes – Why? **NCMSEP Rev. 10-2020**

3WBRC - Possible Topics for Small Talk

Tachometer
Opening the view
Convex Mirror – Reduced blind spot
Proper riding gear for passenger
Search, Set Up, Smooth – Set up = Entry Speed and Lane Position
T-CLOC
FINE-C (Discuss differences for different machines) NO brand bashing!
Braking – Both Brakes = Good Habit (Can Am riders - 1 pedal to accomplish this)
Escape Paths – more than one
Lane position selection in curves – based on traffic, conditions and curve type
Braking in a straight line in emergency – centered, looking ahead
Drink equivalency – 1 ½ oz of hard liquor
Lane Position
Interaction of factors – (Important MSF concept)
Far-near and side to side
Presentation
Central Vision – 3-degree cone

Target Fixation – Gazing at single factor too long – Bad thing
Inattentional Blindness
Turn at an intersection-to stay in lane position-good clutch and throttle control
SEE
Engine Braking – shifting down, releasing clutch – slows bike, raises rpm's
Friction Zone
Slip the clutch in very tight turns. (Can Am riders – emphasize throttle control)
Entry Speed – Approach Speed
4 Search Categories – including Escape Paths in identifying factors in traffic
Quick stop – Both brakes and clutch at same time (Can Am - no clutch)
Threshold braking – define and use in emergency stops
Three components of stopping distance P-R-B
Slow down to prevent hydroplaning
Stopping in curve – apply more brake pressure as steering is straightened
Distance to stop in curve longer as less traction (GRIP) is available
Use of eyes in curve; far-near and side to side
Head check in lane changes – Why? **NCMSEP Rev. 10-2020**

3WBRC - Possible Topics for Small Talk

Tachometer
Opening the view
Convex Mirror – Reduced blind spot
Proper riding gear for passenger
Search, Set Up, Smooth – Set up = Entry Speed and Lane Position
T-CLOC
FINE-C (Discuss differences for different machines) NO brand bashing!
Braking – Both Brakes = Good Habit (Can Am riders - 1 pedal to accomplish this)
Escape Paths – more than one
Lane position selection in curves – based on traffic, conditions and curve type
Braking in a straight line in emergency – centered, looking ahead
Drink equivalency – 1 ½ oz of hard liquor
Lane Position
Interaction of factors – (Important MSF concept)
Far-near and side to side
Presentation
Central Vision – 3-degree cone

Target Fixation – Gazing at single factor too long – Bad thing
Inattentional Blindness
Turn at an intersection-to stay in lane position-good clutch and throttle control
SEE
Engine Braking – shifting down, releasing clutch – slows bike, raises rpm's
Friction Zone
Slip the clutch in very tight turns. (Can Am riders – emphasize throttle control)
Entry Speed – Approach Speed
4 Search Categories – including Escape Paths in identifying factors in traffic
Quick stop – Both brakes and clutch at same time (Can Am - no clutch)
Threshold braking – define and use in emergency stops
Three components of stopping distance P-R-B
Slow down to prevent hydroplaning
Stopping in curve – apply more brake pressure as steering is straightened
Distance to stop in curve longer as less traction (GRIP) is available
Use of eyes in curve; far-near and side to side
Head check in lane changes – Why? **NCMSEP Rev. 10-2020**