

Safety Officer – Jeff Umstead –

- Let's talk about the **"No-Zone"**
 - What is the No Zone? That area that a semi-truck driver (or car/pickup) has a difficult time seeing a motorcyclist. If a trucker looks in their rear-view mirror, odds are, they aren't going to see a motorcycle in the **"no-zone."**
 - ❖ If you're riding behind a truck, don't set in too close to the rear of the trailer.
 - ❖ You can't react to debris lying on the road or getting kicked up.
 - ❖ Trucker's may not see you or know that you're there.
 - ❖ Stay back enough that you can see the mirror and increase the chance the driver can see you.
 - ❖ When passing a semi, be sure there is plenty of clearance to pass quickly and safely to get around the truck.

- Let's talk about the **"Wind Factors"**
 - You don't want to be sitting in the left lane alongside a truck for long. Side winds can move a trailer around. That wind can easily push that trailer over into your lane, and you obviously do not want to be there, you're not going to win pitting an 80,000-pound truck with a 900-pound bike.
 - ❖ Also the threat of a semi tire blowing out/ coming apart is always possible. Listen before you pass, you can hear a tire that is beginning to fail on a semi (thump, thump, thump!).
 - ❖ On a side note, in my experience most truckers are motorcycle friendly and I've had one or two help me in tight situations.
 - ❖ A few years ago outside Baltimore in heavy traffic a car to my right refused to yield when entering the freeway. A trucker behind me saw the situation and laid on his horn, alerting (waking up?) the driver that was coming into my lane, avoiding a near collision. I waved to the trucker and he gave me two small toots on his horn to answer "your welcome"!
 - ❖ Just be sure to constantly survey your surroundings, conditions, weather, erratic drivers, etc. as you ride and put yourself in the best place for the current situation.