

200 MPH on a Motorcycle

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How to go 200 MPH on a motorcycle

This is a lesson in goal setting.

Going 200 MPH on a motorcycle as a goal is no different than any other goal you might set in life, assuming it is physically possible to achieve the goal. You start by setting the goal. The goal is set at a level that is beyond anything you have done before that is even close. For example if you drive a Chevy and set a goal to own a Mercedes, that is an extreme jump. If you are making \$20000 a year and set a goal to make \$100000 a year, that is extreme. If you set a goal to double your sales every year, that is extreme. Don't set goals that are totally impossible. For example don't set a goal to swim 100 yards thru a shark infested tank. You might get eaten! Set goals that are within reach, and that will either enhance life for you and your family or be a great addition to your resume. This is how I set my motorcycle goal. First, I had an idea, in February, 2010. We all have ideas every day about a myriad of things. Most of these ideas come and go just as fast. Some are worthy of writing down and following up. For example, a real estate salesperson could come up with an idea for increasing sales thru some new activity. I.e, calling customers and clients on a regular basis; using a new form of advertising or hiring an assistant. I had an idea-I am going to try to go 200MPH on a motorcycle. Simple, but how? First, I had to convince myself that it was possible. I did this with research on the internet and the media. I discovered that speed runs were done at venues thruout the country as organized events. Therefore, one part of the plan was to find an event, as opposed to going 200 MPH on I-95. I found that venue. I decided to enter the Loring Timing Association speed run on August 1, 2010. The next feat was to figure out what kind of motorcycle would go as fast as I wanted to go. That was relatively easy. There is plenty of information on the web that helped me. I found that there were 2 motorcycles that would do the trick. Now it was time to determine the cost/benefit ratio. A new motorcycle was about \$12000, plus the cost of add-ons and equipment to allow me to go that fast. I decided it seemed like a reasonable return. Add to that the cost of getting to the event and staying for a weekend; it seemed ok. I did sell a bunch of stuff to offset the cost. Then, I enlisted the help of experts. I found people on Facebook who had done this. I found other racers and mechanics who knew the details of how to set up the motorcycle to do what I wanted. The goal was started in February and would come to a conclusion on August first. So, I set a time-line to get everything accomplished along the way. This included buying the bike; breaking it in and gradually adding the go-fast parts. Each day was a learning experience as new things were learned, which led to altering course slightly to get to the final setup. I also had to concern myself with clothing to wear. There are rules for clothing and the bike setup that had to be strictly observed. So, I got protective clothing that met the requirements. I rode the motorcycle almost 2000 miles in a couple of months to break it in and to get familiar with the bike. What really was super about this was that the bike that I chose fit perfectly! Confidence had to be achieved before I did the run! To gain confidence, I went on the web and find videos of people doing this sport. Watching those over and over again allowed me to get the feel of what I was about to do. Conversations with other high speed racers allowed me to further learn tips on the proper methods to help gain knowledge and confidence. Came the weekend of the event, and away we went! Bike in the trailer, wife, Anne, by my side and bike mechanic Phil, and daughter-in-law Julie rounded out the pit crew. Julie was official photographer. All this proved to be valuable. The mechanic allowed us to make some critical last minute changes. Having a team cheering was valuable to me to continue to build my confidence. As in all goals, you get to build up to it, and so it was at the rally. First I had to prove I could go 125 MPH; then 150 MPH; and the 175 MPH. I did these with some minor problems. I found that over 150 MPH the visibility becomes limited. This then, caused me to change my glasses so that they would not fly off my head, even under a full face helmet. The 6th and final run that I did with everything I had learned over the 5 month period was 180.187 MPH. I discovered that even with all my planning and expense, I was not going to go 200 MPH. I had reached my limit at just over 180. However, the venture was a complete success! Had I not set the goal, I would never have gone 180.187 MPH. I never considered missing a goal is a bad thing. You set the goal, do all the things to achieve the goal, then go for the goal. Can I achieve 200 MPH on a motorcycle? Of course! Reset the goal, plan and organize and go for it again! Anything can be done by anyone who has the real desire to achieve a goal that is worthwhile. Å Å Å