
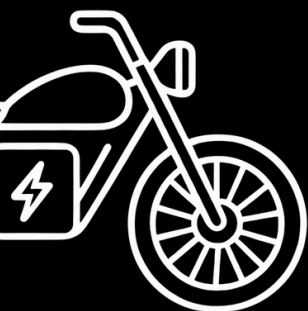


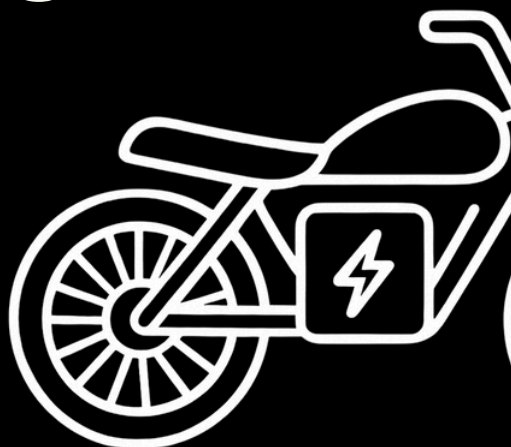
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MILOŠ KUVELJIĆ

 BIKER.BEGINNER



# Motorbike for Beginners



A STEP-BY-STEP GUIDE

Thinking about getting a Motorbike?

Let's go over what you need to consider before

# Motorbike for Beginners

Miloš Kuveljić

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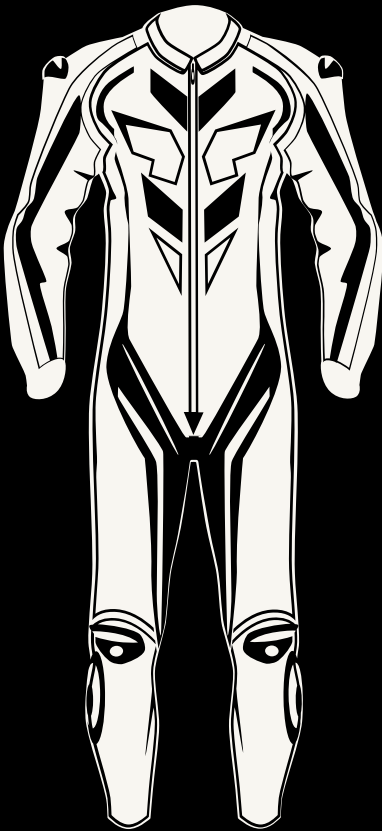
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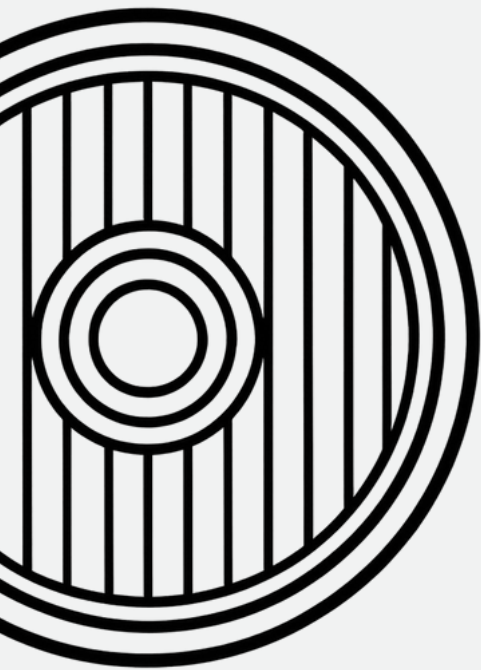
*In loving memory of my father*

# ZORAN KUVELJIĆ

JUN 02, 1949 - MARCH 26, 2025

My journey crossed many lands before finding its peace- from the roots of Serbia, through Austria's steady strength, into Germany's shaping years, and beneath the wide skies of South Africa. Though my path has ended, my presence remains. In quiet moments, know that I am near. In every gentle breeze, my spirit carries peace. Remember the love, the lessons, the laughter we shared. Walk with courage, live with hope, and let your light shine strong- wherever you are, I am with you.





# The Author

HELLO THERE! I'M MILOŠ.

I am a husband, a father of two boys, and a technical professional shaped by a life lived across continents. Born in Belgrade, Serbia, I spent part of my life in South Africa, returned to Serbia for a time, and eventually settled in Austria, where I now live with my family. Living across different cultures and systems taught me adaptability, patience, and the habit of questioning assumptions rather than accepting them at face value. Over time, I learned that meaningful decisions rarely come from impulse—they come from understanding context, responsibility, and long-term impact.

With more than 20 years in the IT industry, including experience as a CTO, I naturally approach decisions analytically and practically. I am used to evaluating risks, anticipating consequences, and making choices that must stand the test of time. This mindset does not stay at work; it follows me into everyday life, especially when decisions affect not only me, but the people I care about most. I value clarity over impulse and facts over noise, because I know that once a decision is made, it becomes part of daily reality.

When e-bikes and motorbikes began to make sense financially, socially, and environmentally, I started considering one myself. Not as a hobby, not as an escape, and certainly not as a statement of identity—but as a practical solution for everyday mobility. What seemed at first like a simple transportation choice quickly revealed itself to be something far deeper. This was not just about buying a vehicle; it was about changing routines, habits, and the way I move through the world.

The idea was met with resistance. Much of the criticism came from people who care deeply about me—family and close friends driven by concern, fear, and the instinct to protect. Their questions carried weight because they were rooted in love. Hearing those doubts was not easy, especially knowing that my choices do not affect only me, but also my children, my wife, and the sense of safety we share as a family. Other doubts came from people with little experience or understanding of motorbikes, often repeating familiar fears rather than informed arguments.

At that point, it became clear that this decision could have permanent consequences on my lifestyle. It could influence how I commute, how I plan my days, how others see me, and how I see myself. It could affect my sense of freedom, my sense of risk, and my sense of responsibility. This was not a temporary experiment—it was a step that could shape years, possibly decades, of everyday life.

Because of that, justification was not enough. I did not just need to convince myself that this decision made sense. I needed support. Support in the form of knowledge, honest reflection, and a framework that allowed me to weigh fear against facts. I needed to know that I was not ignoring risks, but understanding them. I needed to feel that I was not acting alone, but stepping forward with awareness and intention.

Instead of dismissing the voices around me, I chose to listen. I slowed down and allowed uncertainty to exist. I questioned my motivations and challenged my assumptions. I treated this moment as an opportunity to learn—not only about motorbikes, but about responsibility, trust, and long-term commitment. I conducted in-depth research, examining costs, safety data, environmental impact, real-world use cases, regulations, and everyday practicality. I wanted answers that would hold up not just in conversation, but in quiet moments of doubt.

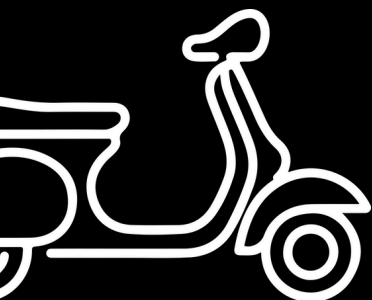
Through this process, I moved gradually from uncertainty to clarity. I learned which fears were justified and deserved respect, and which we-

re amplified by misunderstanding or outdated narratives. More importantly, I learned that making a responsible decision does not mean eliminating risk—it means understanding it and choosing consciously. Over time, the noise faded, and what remained was a decision that felt honest, informed, and aligned with who I am as a parent, a husband, and a person.

This book is the result of that journey. It is written from a beginner's perspective, for people standing at a similar crossroads—curious, cautious, and surrounded by opinions. It is not a manual telling you what to do, but a companion that helps you think clearly, ask better questions, and recognize the long-term implications of your choices. Because decisions like this do not end at the purchase; they follow you through daily life, shaping habits, confidence, and identity over time.

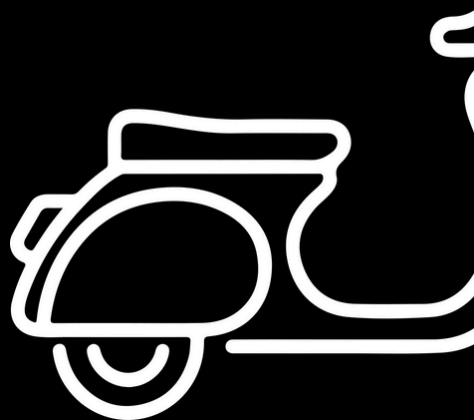
If you are considering a similar step, this book is here to support you. Not to push you forward or hold you back, but to help you reach a decision you can live with—one that you can stand behind years from now, knowing it was made thoughtfully, responsibly, and with care for the life you are building.

Enjoy.



CHAPTER N.1

# 3 reasons why you should not get a motorbike



Motorbikes are definitely not for people who are looking for a cure to their own actual and personal mind status, this is not a runaway freedom!

# 3 reasons that will make you doubt to get a motorbike

## 1. FAMILY AND CLOSE FRIENDS

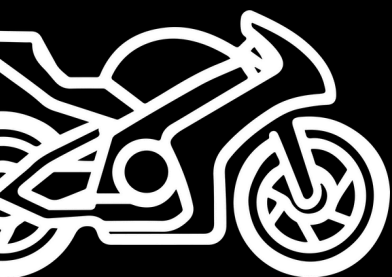
Choosing to get a motorbike is rarely just about personal freedom or passion. The people closest to you—family, partners, and friends—often see the decision through the lens of safety and long-term consequences. They imagine the risks before they imagine the joy, because their priority is you coming home safe. Even supportive loved ones may express concern, hesitation, or fear, and over time those voices can turn excitement into doubt. Balancing your own desires with the worries of people who care deeply about you can make the decision far more complicated than it first appears. Their opinions can quietly influence your confidence, even when your motivation to ride remains strong.

## 2. NO EXPERIENCE WITH DRIVING

Lack of experience can make the idea of riding a motorbike feel intimidating before it even begins. Unlike learning to drive a car, riding requires balance, coordination, and constant focus, all at the same time. Without prior experience, every situation can feel unpredictable—traffic, road conditions, weather, and the behavior of other drivers. The fear of reacting too slowly or making small mistakes with serious consequences often holds people back. Until confidence and muscle memory develop, inexperience can turn curiosity into hesitation and delay the decision to ride. Many people worry about whether they will learn fast enough or if riding simply “comes naturally” to them. This uncertainty can create self-doubt, even when the desire to ride is strong.

## 3. FEAR OF HAVING AN ACCIDENT ON ROAD

The fear of an accident is one of the strongest reasons people hesitate to get a motorbike. Riders are more exposed, which makes potential injuries feel more real and unavoidable. News stories, social media videos, and personal anecdotes often reinforce this fear, making accidents seem more common than they truly are. Even before riding, many imagine worst-case scenarios that are hard to ignore. This constant awareness of risk can slowly overpower the excitement of riding, making safety concerns feel heavier than the sense of freedom a motorbike offers. The mind naturally focuses on what could go wrong rather than what could go right. Over time, this fear can grow into a mental barrier that stops people before they ever give riding a fair chance.



CHAPTER N.2

# What is your purpose of getting one?



Going through hell with friend and family will highly be on-sight because getting a motor bike requires a bit of courage.

# Just for fun

Not every reason needs to be practical or logical. Sometimes, the strongest motivation is simply enjoyment. Riding a motorbike can bring a sense of freedom that's hard to compare to anything else—the sound of the engine, the connection to the road, the feeling of movement without barriers. It can turn ordinary trips into experiences and break routine in a way few other activities do. For many riders, fun is not a bonus but the main reason they ride, and that sense of joy often lingers long after the ride ends. However, when that enjoyment takes place on regular traffic roads, the meaning of it changes. Public roads are shared systems designed for transportation, not arenas for personal thrills. Using a motorbike mainly for fun in traffic introduces risks that are not carried by the rider alone but imposed on pedestrians, cyclists, and drivers who did not choose to participate. The margin for error on a motorbike is already narrow, and pleasure-driven riding tends to shrink it further. Speed, aggressive acceleration, and leaning may feel expressive, but they dramatically raise the cost of small mistakes. Unlike closed tracks, public roads are filled with unpredictable elements—people, animals, road defects, weather, and human error. Treating such an environment as entertainment relies unrealistically on everyone else behaving perfectly. Accidents on public roads have real and lasting consequences that extend far beyond the rider, affecting families, emergency services, and bystanders. For that reason, I personally discourage using motorbikes for fun on regular traffic roads.

## Costs and time saving

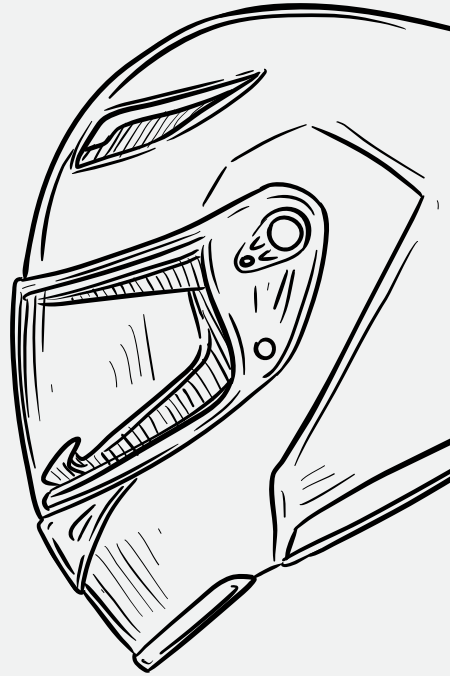
Beyond enjoyment, motorbikes often make sense from a practical perspective. Compared to cars, they usually cost less to buy, maintain, and fuel. Insurance, parking, and maintenance expenses are often lower, making riding a more affordable option over time. In busy cities especially, a motorbike can reduce daily stress while also easing the financial burden of commuting. What starts as a passion can quickly become a smart, efficient choice. Over the long run, these savings can make a noticeable difference in everyday life.

### TIME SAVING

Time is one of the most valuable resources, and motorbikes help you reclaim it. Moving through traffic, finding parking, and avoiding long delays becomes faster and easier. Shorter commute times reduce daily stress and leave you with more freedom in your schedule. Even small time savings can make a noticeable difference over time.

# RACING

Sports racing represents the most intense and technical side of motorcycling. It's where precision, speed, and control come together, pushing both rider and machine to their limits. Every movement matters—from body position to braking and throttle control—creating a deep connection between skill and performance. Whether on a track or inspired by racing culture, this discipline attracts riders who value focus, discipline, and constant improvement. For many, sports racing is not just about competition, but about mastering the craft of riding itself. It demands mental sharpness, physical endurance, and a deep respect for the limits of both the rider and the machine. This balance between risk and control is what makes sports racing so compelling.



SPORTS RACING BLENDS TECHNOLOGY, SKILL, AND PASSION WHERE PERFORMANCE AND PRECISION DEFINE EVERY RIDE.

## HERE'S HOW IT WORKS

Sports racing begins with understanding the machine and its limits. Riders train to control acceleration, braking, and cornering with precision, relying on technique rather than raw power. Protective gear, proper setup, and track awareness play a crucial role in maintaining safety and consistency. Each session builds confidence, timing, and control through repetition and focus. Progress comes through practice and feedback. Riders analyze their performance, refine their movements, and adapt to different tracks and conditions. Small improvements compound over time, leading to smoother lines and better control. The process rewards patience, discipline, and respect for both speed and safety.

# Biker by hearth

Some people don't choose motorcycling—it feels like it chooses them, quietly pulling them in before they even realize what's happening. Being a biker by heart is less about the machine itself and more about a deeply rooted sense of identity. It's a mindset shaped by freedom, independence, and an intimate connection to the road that few other experiences can offer. Riding becomes a form of self-expression, a way to communicate who you are without ever saying a word. For these riders, the motorbike isn't a hobby or a passing trend, but something woven into everyday life and personal values. Each ride sharpens awareness, demanding presence and respect for the environment around them. Even off the bike, that heightened sense of movement and alertness never fully fades. It influences how they walk through the world, how they read situations, and how they respond to change. The road teaches patience, humility, and courage in equal measure. Over time, riding shapes not just habits, but character, leaving a lasting imprint on who they become.



## No Purpose

Riding without a purpose can feel freeing at first, but over time it raises an important question: why ride at all if it leads nowhere? Purpose gives meaning to movement, direction to freedom, and value to effort. Without it, riding risks becoming empty repetition rather than a conscious choice. A motorbike demands commitment, responsibility, and presence. If there is no reason to ride—no goal, no feeling, no intention—then it's worth asking whether the ride is truly necessary in the first place.

### DON'T DO IT AT ALL?

If riding has no real purpose or meaning, choosing not to ride is a valid decision. A motorbike isn't something to own out of boredom or curiosity—it requires responsibility and intent. Without a clear reason, the risks can outweigh the rewards. Sometimes, not riding is the wiser choice.



CHAPTER N.3

# What type of a Motorbike you should get?

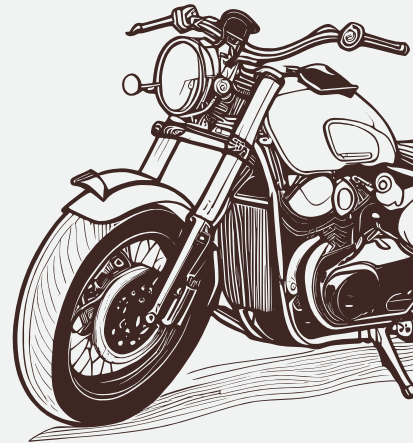


When buying a motorbike you need to have multiple arguments of why you pick a specific type, it has to match your needs.

# Purpose has already defined the type you need

Choosing a motorbike isn't about trends, power, or what others ride. Once you understand why you want to ride, the right type becomes clear. Purpose defines comfort, performance, safety, and long-term satisfaction. With clear intention, confusion fades and decisions become deliberate. The real question isn't which bike looks best, but what role it should play in your life. Each purpose points naturally toward a different kind of machine, and that clarity makes the choice obvious.

- N.1 DEFINE YOUR REASON FOR RIDING
- N.2 IDENTIFY YOUR RIDING ENVIRONMENT
- N.3 ASSESS YOUR EXPERIENCE LEVEL
- N.4 SET YOUR COMFORT AND SAFETY PRIORITIES.
- N.5 DECIDE HOW OFTEN YOU WILL RIDE
- N.6 DEFINE YOUR PERFORMANCE EXPECTATIONS
- N.7 CONSIDER MAINTENANCE AND COMMITMENT
- N.8 ALIGN STYLE WITH FUNCTION
- N.9 NARROW YOUR OPTIONS INTENTIONALLY
- N.10 CHOOSE WITH CONFIDENCE



The real question isn't which bike looks best, but what role it should play in your life. A motorbike can be a daily tool, a source of freedom, a discipline, or a personal statement, and each role carries different demands. Commuting requires reliability and comfort, while sport riding demands precision and control. When that role is clearly defined, the number of choices naturally begins to shrink.

What once felt overwhelming becomes focused and manageable. The decision shifts from emotion to intention. With clarity, the bike you need doesn't compete for attention—it becomes obvious.

## STANDARD

Standard motorcycles are often the easiest entry point for new riders. They feature an upright riding position, neutral handling, and balanced ergonomics that work well for daily commuting and general use. Their versatility makes them comfortable in both city traffic and on open roads without demanding special riding skills. Because they neither exaggerate speed nor posture, they allow riders to focus on learning, confidence-building, and developing safe habits over time.

Typical cruising speeds range from 50 to 100 km/h, while maximum speeds usually fall between 160 and 200 km/h, depending on engine size.

## OFF ROAD

Off-road motorcycles are designed for uneven terrain, gravel roads, and trails rather than smooth asphalt. They are lighter, taller, and equipped with long suspension travel, allowing them to handle bumps and obstacles with ease. These bikes appeal to riders who value exploration and adaptability over comfort and speed. Choosing an off-road bike often means accepting compromises on asphalt in exchange for freedom and confidence when the road ends.

Cruising speeds are generally lower, around 40 to 80 km/h, with maximum speeds typically between 120 and 160 km/h.

## CHOPPERS

Choppers focus on style, presence, and a relaxed riding experience. With low seats and extended frames, they encourage a calm, unhurried pace and a strong sense of personal expression. Riding a chopper is less about efficiency and more about enjoying the journey. This riding style rewards patience and rhythm, but requires awareness of its limitations in tight traffic and emergency situations.

Comfortable cruising speeds are usually between 60 and 100 km/h, while maximum speeds often range from 140 and 180 km/h.

## TOURING

Touring motorcycles are built for long distances, comfort, and stability over many hours of riding. They offer relaxed ergonomics, wind protection, and the ability to carry luggage, making them suitable for riders who value endurance over agility. These bikes support a steady, predictable riding style that reduces fatigue on extended trips.

Typical cruising speeds range from 90 to 130 km/h, while maximum speeds usually fall between 180 and 220 km/h, depending on engine size and load.

## SPORTBIKE

Sportbikes are designed for performance, precision, and rapid response. With aggressive riding positions and powerful engines, they reward skill and focus, but demand constant attention from the rider. While exciting, they are less forgiving in everyday traffic and require discipline to ride responsibly.

Comfortable cruising speeds are generally 80 to 120 km/h, with maximum speeds ranging from 220 to 300 km/h, depending on the model and rider experience.

## SCRAMBLER

Scramblers combine classic styling with practical versatility, blending road comfort with light off-road capability. Their upright posture and simple design make them approachable, while their adaptability suits riders who want flexibility without complexity. Scramblers encourage relaxed riding and exploration rather than speed.

Typical cruising speeds range from 60 to 100 km/h, while maximum speeds usually fall between 150 and 190 km/h.

# SCOOTER

Scooters are designed for simplicity, convenience, and urban mobility. With step-through frames, automatic transmissions, and built-in storage, they remove much of the complexity associated with riding. Scooters are ideal for short daily trips and riders who prioritize ease of use over performance.

Typical cruising speeds range from 40 to 80 km/h, while maximum speeds usually fall between 90 and 130 km/h, depending on engine size.

# MOPED

Mopeds represent the most basic form of motorized two-wheel transport. They are lightweight, easy to operate, and often subject to lower licensing and insurance requirements. Mopeds suit short-distance travel and riders who need minimal speed and maximum simplicity.

Comfortable cruising speeds are generally 30 to 45 km/h, with maximum speeds typically limited to 45 to 60 km/h by regulation.

# ELECTRIC

Electric motorcycles and scooters focus on efficiency, quiet operation, and reduced environmental impact. They offer instant torque and smooth acceleration, but require planning around charging and range. These vehicles are well suited for urban commuting and riders conscious of energy use and long-term sustainability.

Typical cruising speeds range from 50 to 100 km/h, while maximum speeds vary widely, from 90 up to 180 km/h, depending on the model and battery capacity.

## WHAT I TOOK AND WHY?

After going through all categories and honestly evaluating my daily needs, I chose an electric vehicle certified as a 50cc equivalent, which legally and practically places it in the moped category. More precisely, I chose the Super Soco TC Wanderer. This decision was not driven by emotion or novelty, but by a clear alignment between my lifestyle, daily commute, and long-term costs. The bike gives me exactly what I need for city travel: simplicity, reliability, and predictability. It fits naturally into my routine without requiring major adjustments, while still offering the feeling of independence and control that comes with riding on two wheels.

### Saving me costs

Running costs are very low compared to traditional vehicles. Electricity is inexpensive, maintenance is minimal, and there are no fuel price fluctuations. This results in stable and predictable expenses over time. The financial impact remains manageable even with almost daily use.

### Saving me time with family

The bike helps me avoid traffic congestion and long delays. My commute becomes shorter and more reliable. This extra time reduces daily stress and creates space for family life. Small daily gains add up to meaningful time over the year.

### Free parking

In Vienna, parking for two-wheelers is free of charge. This eliminates daily parking costs entirely. It also removes the constant effort of searching for available parking spaces. The result is a simpler and less frustrating routine.

### Amortisation costs per year are extremely low

With almost daily commuting, total yearly costs remain below 500 euros. This includes electricity, insurance, basic maintenance, and general wear. The expenses are easy to track and remain consistent. This confirmed the decision as financially sound and sustainable.



CHAPTER N.4

# How to calculate how much you will save?



Time is the most valuable asset that we have but if we save it together with money we are creating a better value for our selves.

# Motorbike Currency

You save money on a motorbike by comparing everything a car costs you each month with what a bike would cost instead.

First, look at your monthly car expenses: how much you spend on fuel, insurance, maintenance, parking, and how much value the car loses over time. Then look at your monthly motorbike expenses: fuel, insurance, maintenance, parking, and the cost of riding gear spread out over several months.

The difference between those two totals is the money you save each month by riding a motorbike instead of driving a car.

On top of that, a motorbike often saves you time, especially in traffic. You calculate this by comparing how long your commute takes by car versus by bike. The time you save each day adds up over the month. If you want to think in economic terms, you can even give that saved time a value by multiplying it by what one hour of your time is worth to you.

When you add the monthly money savings and the value of the time saved, you get the total monthly benefit of owning a motorbike.

Finally, to see if buying a motorbike is worth it, you compare that monthly benefit to the purchase price of the bike. Dividing the bike's price by your monthly savings tells you how many months it takes before the motorbike has effectively paid for itself.

In short: a motorbike saves you money by lowering running costs, saves you time by moving faster through traffic, and becomes a financial win once those savings outweigh what you paid for the bike.

## Motorbike Savings & Payback Formula

$$\text{Monthly Benefit } B_m = [(F_c + I_c + M_c + P_c) - (F_b + I_b + M_b + P_b + G_m)] + [(t_c - t_b) \times D \times V_h]$$

$$\text{Payback Period (months)} = \frac{C_b}{B_m}$$

*F* = Fuel cost  
*I* = Insurance  
*M* = Maintenance  
*P* = Parking  
*G<sub>m</sub>* = Monthly riding gear cost  
*t* = Daily commute time  
*D* = Commute days per month  
*V<sub>h</sub>* = Value of one hour of time  
*C<sub>b</sub>* = Motorbike purchase price  
*c* = Car, *b* = Bike

# Time Currency

One of the most overlooked advantages of riding a motorbike is not money, but time. Time is a finite resource, and commuting quietly consumes more of it than most people realize.

In urban traffic, a motorbike typically moves more efficiently than a car. It accelerates faster, occupies less space, and is less affected by congestion. As a result, the same commute often takes fewer minutes on a motorbike than in a car.

The time saved each day may seem small—five, ten, or fifteen minutes—but when repeated across weeks and months, it accumulates into hours. Over a year, those hours become days of reclaimed life.

To calculate time savings, you compare the average daily commute time by car with the average daily commute time by motorbike. The difference between the two represents the time saved per day. Multiplying that daily saving by the number of commuting days in a month gives the total monthly time saved.

If you want to express time in economic terms, you can assign a value to each hour. This value might be based on your hourly wage or on what one hour of free time is worth to you personally. Converting time into monetary value allows you to directly compare time savings with financial savings.

In this way, a motorbike does not merely reduce expenses—it converts traffic into usable life.

## Motorbike Time Savings Formula

---

Monthly Time Saved  $T_m = (t_c - t_b) \times D$

---

Time Payback Period (months)  $\frac{T_b}{T_m}$

---

Monthly Time Saved  $P_t = \frac{T_b}{T_m}$

$t_c$  = Daily commute time by car (hours)

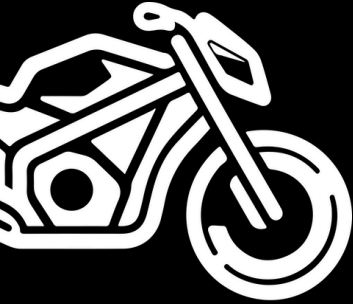
$t_b$  = Daily commute time by bike (hours)

$D$  = Commute days per month

$T_m$  = Monthly time saved (hours)

$T_b$  = Estimated hours invested in switching to motorbiking

$P_t$  = Time payback period (months)



CHAPTER N.5

# Does E-Motorbike save you money?



Governments all around the worlds are supporting their citizes in moving to electrict vehiches...

# Yes, you will definitely save money with an E-Motorbike

E-mobility is often discussed in emotional terms—environment, politics, or trends—but for most people, the real question is simpler: does it make financial sense? The answer depends on how you use your vehicle, where you live, and how long you plan to ride. What is becoming increasingly clear, however, is that electric mobility is no longer an experiment. It is a direction shared by many countries and supported by long-term policy.

Austria serves as a useful example, not because it is unique, but because it reflects a pattern that is spreading across Europe and beyond. Government incentives, rising fuel costs, and urban mobility challenges are pushing transportation toward electric solutions. What follows is not speculation, but a look at how and where the financial differences actually appear.

## ENERGY COSTS: ELECTRICITY VERSUS FUEL

One of the most immediate savings of e-mobility comes from energy costs. Electricity is significantly cheaper per kilometer than petrol in most countries, including Austria. This difference becomes especially noticeable in daily commuting and short urban trips.

Charging an electric motorcycle at home offers predictable and stable costs. Unlike fuel prices, which fluctuate due to global markets and taxation, electricity prices change more slowly and are easier to plan around. For riders who commute regularly, the savings are not dramatic on a single ride, but they accumulate steadily over weeks and months. Over a year, the difference between refueling a petrol vehicle and charging an electric one becomes substantial—especially when the electric bike replaces car usage rather than another motorcycle.

## MAINTENANCE AND MECHANICAL SIMPLICITY

Electric vehicles save money not just while riding, but while standing still. Electric motorcycles have far fewer moving parts than combustion engines. There is no oil to change, no clutch to wear out, no spark plugs, and far less heat-related stress on components. In the long term, this simplicity translates into lower maintenance costs and fewer unexpected repairs. While tires, brakes, and suspension still require attention, the absence of engine-related servicing reduces both cost and inconvenience.

For beginners and daily riders, this also means fewer barriers to riding regularly. Less time in workshops means more time on the road—and fewer expenses that appear without warning.

## GOVERNMENT SUBSIDIES AND INCENTIVES

Austria provides subsidies for electric vehicles, including two-wheelers, reducing the initial purchase price and accelerating adoption. While the exact amount varies, the principle is widely shared. Many countries offer similar programs, tax benefits, or exemptions designed to support electric mobility.

These incentives are not temporary marketing tools. They reflect long-term policy decisions aimed at reshaping transportation. As more countries introduce low-emission zones, parking benefits, and infrastructure investments, electric vehicles gain advantages that go beyond direct cash savings. Even where subsidies are smaller or absent today, the overall direction is clear. Electric mobility is being positioned as the standard, not the exception.

## LONG-TERM SAVINGS AND OWNERSHIP PERSPECTIV

E-mobility rarely saves money instantly. The financial advantage emerges over time. Lower energy costs, reduced maintenance, and fewer incidental expenses gradually offset the initial investment.

This long-term perspective matters. Riders who think in months rather than years often miss the real benefit. Those who integrate electric motorcycles into daily life—commuting, errands, regular travel—experience the savings most clearly. When an electric motorcycle replaces car trips, the effect multiplies. Reduced fuel use, lower parking costs, and less wear on a car combine into meaningful annual savings. The motorcycle becomes a financial tool, not just a vehicle.

## TIME, CONVENIENCE, AND INDIRECT VALUE

Money is not only spent in currency. Time has value. Electric motorcycles reduce time spent at fuel stations, in traffic, and on maintenance scheduling. Charging at home shifts energy consumption into the background, making transportation smoother and less intrusive. Over time, these small conveniences add up. Reduced stress, predictable costs, and simpler logistics improve quality of life. While harder to quantify, these factors influence whether a mobility choice feels sustainable. Financial decisions that reduce friction tend to last.

# FROM ALTERNATIVE TO STANDARD

What Austria illustrates is not a special case, but a transitional phase. Many countries are moving in the same direction, aligning incentives, infrastructure, and regulations to support electric mobility. What feels like an advantage today will soon be a baseline expectation.

As adoption increases, economies of scale improve, technology matures, and support networks expand. Electric mobility is not replacing all transportation, but it is becoming the default choice for everyday movement in urban and suburban environments.

The question is no longer whether electric vehicles will become standard, but how quickly.

E-mobility does not save money for everyone in every situation. But for daily riders, commuters, and urban users, the financial logic is increasingly difficult to ignore. Lower energy costs, reduced maintenance, government incentives, and long-term stability combine into a compelling case.

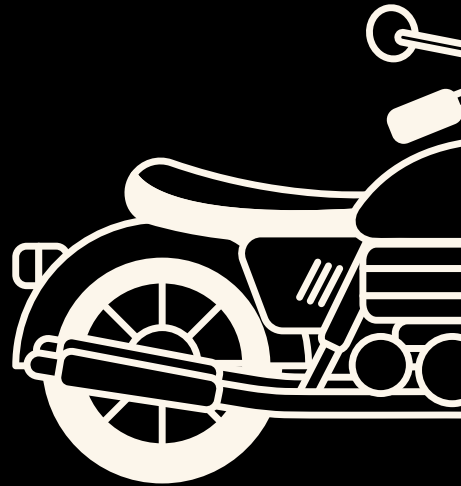
Austria is simply one example of a broader shift. As more countries follow the same path, electric mobility moves from being an alternative into becoming the norm.

Saving money may not be the only reason to choose e-mobility—but for many, it becomes one of the strongest ones over time.



CHAPTER N.6

# How to be safe on a motorbike?



Imagine your self an an invisible object on the road and act as one, because in reality most of riders will not expect you.

# What you need to know about the motorbike safety

Riding a motorcycle offers freedom and connection unlike any other form of transport, but it also demands responsibility. Without the physical protection of a car, your safety depends on awareness, preparation, and the choices you make on every ride. For beginners, safety is not about fear or restriction. It is what allows riding to be enjoyable, confident, and sustainable over time. This chapter covers the core principles that help riders stay safe in everyday situations, focusing on habits and thinking rather than extreme scenarios. Everything starts with mindset, which is the most important tool a rider has.

## THE RIGHT MINDSET: RIDE LIKE YOU ARE INVISIBLE

Motorcycle safety begins long before the engine starts. It begins with how you think. One of the most important ideas a beginner rider can adopt is to assume that other road users do not see them. This is not paranoia; it is realism. Many drivers fail to notice motorcycles because they are distracted, looking for larger vehicles, or simply not expecting a bike to be there.

When you ride as if you are invisible, your behavior naturally becomes safer. You leave more space, avoid lingering in blind spots, and anticipate mistakes before they happen. Instead of reacting in panic, you are already prepared. Defensive riding does not mean being slow or timid. It means being aware, patient, and intentional. Ego, impatience, and the need to prove something have no place on a motorcycle. The road is unpredictable, and humility keeps you alive.

## PROTECTIVE GEAR: YOUR SECOND SKIN

A motorcycle offers freedom, but it offers no physical protection. Your gear is what stands between your body and the road. Ordinary clothes are not designed to handle impact or abrasion, and even a low-speed fall can cause serious injury without proper protection. A full-face helmet is the most important piece of safety equipment a rider can wear. It protects the brain, face, and jaw, which are especially vulnerable in crashes. A helmet should fit snugly, feel secure, and meet safety certifications. Any helmet that has taken a serious impact should be replaced, even if the damage is not visible.

Protective jackets and pants are designed to resist tearing and sliding across asphalt while providing armor for key joints like shoulders, elbows, hips, and knees. Gloves protect the hands, which instinctively reach out during a fall, and motorcycle boots support the ankles while shielding the feet and lower legs from impact and heat. Riding without proper gear, even for short trips, exposes you to unnecessary risk. Most accidents happen close to home, not on long journeys.

## CONTROL AND TECHNIQUE: STAYING SMOOTH AND PREDICTABLE

Safe riding depends on smooth, controlled inputs. Abrupt throttle movements can unsettle the bike, especially at low speeds or on slippery surfaces. Gradual acceleration keeps traction predictable and the motorcycle stable.

Braking is another critical skill. Many beginners rely heavily on the rear brake because it feels safer, but the front brake provides most of a motorcycle's stopping power. Learning to apply both brakes progressively and confidently is essential. Practicing emergency braking in a safe, controlled environment builds muscle memory that can save your life.

Low-speed control is where many new riders struggle. Balancing the motorcycle at walking pace requires coordination between the clutch, throttle, and body position. Practicing these skills in parking lots or quiet streets builds confidence and reduces the risk of common beginner mistakes, such as tipping over or stalling in traffic.

## POSITIONING AND AWARENESS IN TRAFFIC

Where you place yourself on the road has a direct impact on your safety. Lane positioning allows you to increase visibility, avoid hazards, and create space from other vehicles. Riding in blind spots or too close to other cars reduces your ability to react if something unexpected happens.

Maintaining a safe following distance is especially important on a motorcycle. Extra space gives you more time to respond to sudden stops, allows you to see further ahead, and provides room to brake or maneuver if needed. Space is one of your most valuable safety tools. Experienced riders are constantly reading the road. They scan far ahead, watch surrounding vehicles, and pay attention to subtle clues such as turning wheels, sudden lane changes, or brake lights in the distance. Intersections deserve particular caution, as they are common sites of motorcycle accidents. Slowing down, covering the brakes, and expecting the unexpected can prevent many dangerous situations.

# CORNERING AND ROAD CONDITIONS

Corners are one of the most enjoyable aspects of motorcycling, but they also demand respect. Many accidents occur because riders enter turns too fast or fail to look through the corner. A safe approach involves slowing down before the turn, keeping your eyes focused where you want to go, and maintaining steady throttle throughout the curve.

Sudden braking or acceleration while the bike is leaned over can overwhelm tire grip. Entering a corner at a manageable speed gives you options and reduces stress. Speed can always be added once the bike is stable, but it cannot be removed instantly if you misjudge the turn.

Road and weather conditions also affect safety. Rain reduces traction, especially on painted lines, metal surfaces, and at the beginning of rainfall when oil rises to the surface. Wind can push the motorcycle unexpectedly, and extreme temperatures can lead to fatigue or reduced concentration. Adjusting your riding style to the conditions is a key part of staying safe.

# CONTINUOUS LEARNING AND LONG-TERM SAFETY

Motorcycle safety is not a skill you learn once and then forget. It is an ongoing process that improves with experience, reflection, and training. Professional riding courses provide structured learning and help riders correct bad habits early. Regular practice of emergency maneuvers keeps skills sharp, and riding within your personal limits prevents overconfidence.

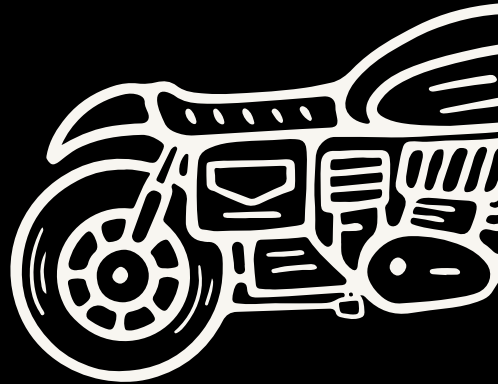
True confidence on a motorcycle comes from knowledge and preparation, not from ignoring risk. Riders who stay safe over the long term are those who remain curious, cautious, and respectful of both the machine and the road.

Motorcycles reward attention and discipline. Riding safely does not reduce the joy of motorcycling—it deepens it. The ultimate goal is not speed or adrenaline, but the freedom to ride again tomorrow. A safe rider is one who arrives home after every ride, carrying memories, not injuries.



CHAPTER N.7

# How to protect your head?



Our heads are like watermelons, small hit into a head can develop long term issues that for a result can prevent a normal life.

# Pick the right Helmet

Your head is the most vulnerable and most important part of your body when riding a motorcycle. It contains your brain, your senses, and everything that allows you to think, react, and stay alive. Unlike broken bones or damaged bikes, brain injuries often cannot be repaired. That is why head protection is not just another safety topic—it is the core of motorcycle safety. Many beginners underestimate how quickly things can go wrong. A fall at low speed, a sudden stop, or a simple loss of balance can result in your head hitting the ground or another object. You do not need to be riding fast for serious injury to occur. Protecting your head is not about preparing for extreme crashes; it is about preparing for reality.

## WHY THE HELMET MATTERS MORE THAN ANYTHING ELSE

A helmet is the single most important piece of protective equipment a motorcyclist owns. It is designed to absorb and distribute impact forces that would otherwise be transferred directly to your skull and brain. In an accident, the helmet sacrifices itself so your head does not have to. Head injuries are the leading cause of fatal motorcycle accidents. Studies consistently show that wearing a proper helmet dramatically reduces the risk of death and severe brain injury. This is not a matter of opinion or riding style—it is physics. The human skull is not designed to meet asphalt at speed.

Some riders argue that they ride carefully or only at low speeds and therefore do not need full protection. This belief ignores the unpredictable nature of traffic and road conditions. You cannot control gravel on the road, a car pulling out unexpectedly, or a sudden mechanical failure. A helmet exists for the moment you did not plan for.

## CHOOSING THE RIGHT TYPE OF HELM

Not all helmets offer the same level of protection. For beginners especially, a full-face helmet is the safest and most practical choice. It protects the entire head, including the jaw and face, which are frequently injured in motorcycle accidents.

Open-face and half helmets may feel lighter or less restrictive, but they leave critical areas exposed. In real-world crashes, the chin and face often strike the ground first. A full-face helmet provides coverage where you need it most. The helmet should also meet recognized safety standards. Certification means the helmet has been tested to absorb impact and remain structurally sound under stress. While design and comfort matter, protection must always come first.

# PROPER FIT: PROTECTION ONLY WORKS IF IT FITS

A helmet can only protect your head if it fits correctly. A loose helmet can shift during impact, reducing its effectiveness or exposing parts of your head. A helmet that is too tight can cause pain, distraction, and fatigue, making riding less safe.

A properly fitted helmet should feel snug all around without creating pressure points. It should not move freely when you shake your head, and it should stay firmly in place when fastened. The padding may feel tight at first, but it will slightly conform to your head over time.

Beginners often choose helmets based on size labels alone, but head shapes vary. Trying on multiple helmets and wearing them for several minutes helps ensure the right fit. Comfort matters, but security matters more.

## THE IMPORTANCE OF THE CHIN STRAP

The chin strap is not optional. It is what keeps the helmet on your head during an accident. A helmet that comes off during impact offers almost no protection at all.

The strap should be tight enough that only a finger or two can fit between it and your chin. It should feel secure without choking or discomfort. Riding with an unfastened or loosely fastened strap defeats the entire purpose of wearing a helmet.

Many serious head injuries occur not because a rider lacked a helmet, but because the helmet was not properly secured.

## VISIBILITY, VISION, AND AWARENESS

Protecting your head also means protecting your ability to see clearly. A helmet visor shields your eyes from wind, debris, insects, rain, and glare. Clear vision is essential for reacting quickly and riding safely.

Scratched, dirty, or fogged visors reduce visibility and increase fatigue. Keeping the visor clean and using anti-fog solutions when necessary improves both comfort and safety. Riding with compromised vision is dangerous, especially for beginners who are still developing road awareness.

A helmet should also allow good peripheral vision and hearing. You need to be aware of traffic, sirens, and changes around you. A quality helmet balances protection with sensory awareness.

# WHEN TO REPLACE A HELMET

Helmets do not last forever. The materials inside degrade over time, even if the helmet looks fine on the outside. Most manufacturers recommend replacing a helmet every few years, depending on use and storage conditions.

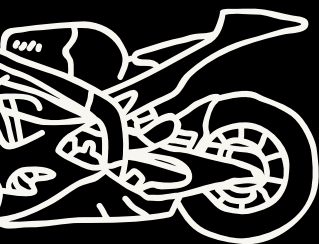
Any helmet that has been involved in a crash or dropped from a significant height should be replaced immediately. Internal damage is often invisible, but it compromises the helmet's ability to absorb impact. A damaged helmet cannot be trusted to protect your head again.

A helmet is not an accessory. It is a piece of safety equipment with a limited lifespan.

Protecting your head is the most important decision you make every time you ride. Everything else—your skills, your experience, your confidence—depends on your brain functioning properly. Without it, nothing else matters.

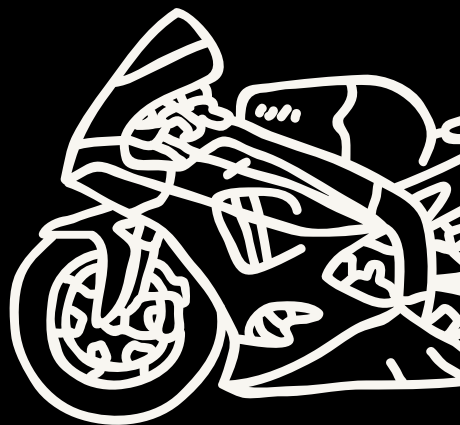
A good helmet does not make you invincible, but it dramatically improves your chances when things go wrong. Wearing it correctly, choosing it carefully, and respecting its limits are signs of a responsible rider.

Motorcycling is about freedom, but freedom lasts only as long as you can think, react, and ride again. Protect your head, and you protect your future as a rider



CHAPTER N.8

# What is the best body protection?



In most of cases your bod will first hit the ground in case of an accident, picking a body protection is like your second skin.

# Picking the right second skin matters not the look

When people think about motorcycle safety, helmets usually come first. That makes sense—protecting your head is critical. But the rest of your body matters just as much. Arms, legs, spine, chest, and joints are all exposed when you ride, and injuries to these areas are far more common than many beginners realize.

Body protection is not about eliminating risk. It is about reducing the severity of injuries when something goes wrong. Most motorcycle accidents are survivable, but without proper protection they can result in broken bones, severe abrasions, or long recovery times. The right body protection turns a potential life-altering crash into something you can walk away from.

The best body protection is not a single item. It is a system that works together with your riding habits, your environment, and your comfort on the bike.

## UNDERSTANDING WHAT BODY PROTECTION IS DESIGNED TO DO

Motorcycle body protection has two main jobs. The first is impact protection. This is what protects your shoulders, elbows, knees, hips, chest, and spine when you hit the ground or another object. The second job is abrasion resistance, which protects your skin when you slide across the road surface.

Regular clothing fails at both. Denim, cotton, and everyday fabrics tear almost instantly on asphalt. Even at low speeds, sliding for a few seconds can remove layers of skin. Motorcycle gear is designed to absorb energy, spread impact forces, and resist abrasion long enough to protect your body underneath. Good body protection does not make you invincible, but it dramatically reduces injury severity. That difference matters.

## JACKETS: PROTECTING THE UPPER BODY

A motorcycle jacket is the foundation of upper-body protection. It shields the shoulders, elbows, chest, and often the back. Most quality jackets include built-in armor at the shoulders and elbows, with a pocket for a back protector. The best jackets balance protection with mobility. Armor should stay in place when you move, not shift around. The jacket should fit snugly without restricting movement, especially when you are in a riding position.

Material matters. Leather offers excellent abrasion resistance, while modern textile jackets provide versatility, ventilation, and weather protection.

For beginners, a textile jacket with proper armor is often the most practical choice, especially for daily riding.

Visibility is also part of protection. Jackets with reflective elements or brighter colors improve your chances of being seen, especially in low light or bad weather.

## PANTS: PROTECTING WHAT HITS THE GROUND FIRST

In many crashes, the lower body takes the first impact. Hips, knees, and thighs are especially vulnerable, yet many riders underestimate the importance of proper riding pants.

Motorcycle pants are designed with reinforced materials and armor at the knees and hips. They prevent road rash and help absorb impact forces. Riding in regular jeans offers very limited protection, even if they feel sturdy.

For beginners, motorcycle-specific textile or reinforced riding jeans provide a good balance between protection and comfort. The key is ensuring that knee armor stays correctly positioned when seated on the bike.

Lower-body injuries can limit mobility for months. Protecting your legs means protecting your ability to walk, work, and ride again.

## BACK AND SPINE PROTECTION

The spine is one of the most critical areas to protect, yet it is often overlooked. A serious back injury can have lifelong consequences. Many jackets include basic foam back pads, but dedicated back protectors offer far superior protection.

A proper back protector absorbs and disperses impact energy along the spine. Some riders choose integrated protectors built into jackets, while others wear standalone protectors or armored vests.

For beginners, upgrading to a certified back protector is one of the smartest safety investments you can make. You may never need it—but if you do, nothing else can replace it.

# GLOVES AND THEIR ROLE IN BODY PROTECTION

Hands are almost always involved in a fall. When you lose balance, your instinct is to reach out. Without protection, hands and wrists are extremely vulnerable to fractures and abrasions.

Motorcycle gloves protect the palms, knuckles, fingers, and wrists. Reinforced palms and hard knuckle protection help reduce injury during impact and sliding. Gloves should fit snugly without restricting finger movement or reducing control feel.

Even short rides justify wearing gloves. Injuries to the hands affect everything you do, not just riding.

# BOOTS AND LOWER-LEG PROTECTION

Feet and ankles are exposed to impact, twisting, and crushing forces during accidents. Motorcycle boots are designed to support the ankle, protect the foot, and resist abrasion and heat.

Unlike regular footwear, motorcycle boots provide stiffness where it matters while still allowing control of the bike. They also protect against common riding hazards such as hot exhausts and road debris.

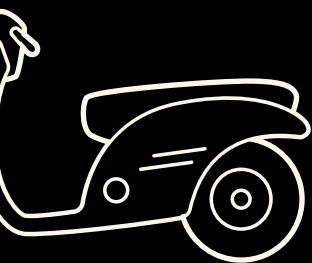
Ankle injuries are common and slow to heal. Proper boots significantly reduce that risk.

# COMFORT, FIT, AND REAL-WORLD USE

The best body protection is the protection you actually wear. Gear that is uncomfortable, poorly fitted, or impractical will eventually be left behind. Fit is crucial. Armor must stay in place, and clothing must allow natural movement in a riding position.

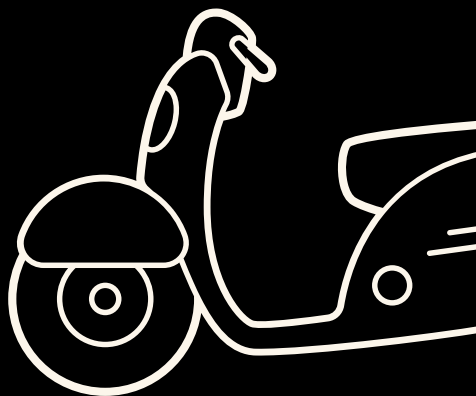
Modern motorcycle gear is designed to handle different climates, weather conditions, and riding styles. Ventilation, waterproofing, and layering systems all contribute to comfort and safety by reducing fatigue. Fatigue leads to mistakes. Comfortable protection makes safer riding possible.

There is no single “best” piece of body protection. The best setup is a complete system that protects your upper body, lower body, spine, hands, and feet while allowing you to ride comfortably and confidently. Body protection is not about expecting a crash. It is about respecting the reality that riding carries risk—and choosing to manage that risk intelligently. The right gear does not take away freedom. It preserves it. When you protect your body, you protect your ability to ride tomorrow, next year, and for many years to come.



CHAPTER N.9

# Training, Licensing or Courses?



You will never stop your training, you get a licences to drive but not to race so never stop learning and take courses after...

# Get a licence, train and taking courses is a MUST

Many beginners believe that once they own a motorcycle and receive a license, they are ready to ride. In reality, learning to ride safely is a process, not a single step. Training, licensing, and riding courses each play a different role in that process, and understanding the difference between them helps you build real skill instead of false confidence.

Motorcycling is unusual in that it appears simple on the surface. The controls are straightforward, the machine responds quickly, and early progress can feel rapid. This early confidence is often misleading. Riding a motorcycle well requires judgment, coordination, and anticipation that only develop through structured learning and deliberate practice. Training is not about limiting your freedom; it is about expanding what you can safely do on a bike.

## LICENSING: THE LEGAL MINIMUM, NOT THE SKILL STANDARD

A motorcycle license is a legal requirement, not a guarantee of competence. Licensing systems are designed to ensure that riders understand basic traffic rules and can operate a motorcycle at a very basic level. They are not designed to create skilled or safe riders.

In many regions, the licensing test focuses on low-speed maneuvers, basic control, and written knowledge. Passing the test means you are legally allowed to ride, but it does not mean you are prepared for real-world traffic, emergency situations, or complex riding environments. Beginners often treat the license as the finish line. In reality, it is the starting point. The most dangerous period for a rider is often the first year after licensing, when confidence grows faster than experience. Understanding the limits of what a license represents is an important step toward staying safe.

## TRAINING: BUILDING SKILLS BEFORE BAD HABITS

Training fills the gap between legal permission and real ability. Structured motorcycle training teaches techniques that many riders never discover on their own or learn too late, after developing bad habits. Good training focuses on fundamentals such as braking, cornering, balance, hazard avoidance, and vision. More importantly, it teaches how to think while riding. Instructors explain why certain techniques work and how to adapt them to different situations.

This understanding allows riders to make better decisions instead of reacting instinctively under stress.

For beginners, early training is especially valuable. Skills learned at the beginning shape everything that follows. Riders who start with proper technique tend to progress faster and safer than those who try to relearn skills later.

Training also provides a controlled environment where mistakes can be made safely. This is critical. Learning from mistakes on public roads is far riskier than learning in a structured setting designed for practice.

## RIDING COURSES: BEYOND THE BASICS

Once basic skills are in place, riding courses allow riders to continue improving. These courses range from advanced street riding to specialized topics such as emergency braking, cornering techniques, or riding in difficult conditions.

Advanced courses do not exist only for aggressive or high-performance riding. They exist to improve control, awareness, and confidence. Many experienced riders discover that advanced courses correct habits they did not even realize they had developed.

Courses also provide perspective. Riding alongside other students and receiving feedback from instructors helps riders understand where they truly stand, rather than relying on self-assessment or comparison with friends. This keeps confidence aligned with ability, which is one of the most important factors in long-term safety.

## SELF-TEACHING VERSUS STRUCTURED LEARNING

Many riders learn informally by watching others, reading online, or practicing alone. While self-learning can be helpful, it has limitations. Without feedback, it is difficult to know whether a technique is correct or merely feels comfortable. Structured training provides correction and explanation. An instructor can see mistakes that the rider cannot feel, such as poor body position, delayed braking, or improper visual focus. These small details often make a large difference in safety. Self-learning tends to reinforce habits, both good and bad. Training helps ensure that the habits being reinforced are actually beneficial.

## CONFIDENCE, SKILL, AND RISK

One of the greatest dangers in motorcycling is the gap between confidence and skill. Confidence grows quickly because riding feels exciting and rewarding. Skill grows slowly because it requires repetition, feedback, and experience. Training helps keep confidence grounded in reality.

Riders who train regularly tend to ride within their limits and recognize when conditions require caution. They are less likely to push beyond their ability because they understand the consequences.

This balance between confidence and restraint is what separates safe riders from reckless ones. Training teaches not just how to ride, but when not to.

## MAKING TRAINING A HABIT, NOT A ONE-TIME EVENT

Motorcycle learning does not end with one course or one test. Roads change, bikes change, and riders change. Skills that are not practiced fade over time. Returning to training periodically keeps techniques sharp and reinforces good habits.

Many experienced riders revisit basic courses years after starting, often discovering improvements they did not expect. Training is not an admission of weakness. It is a sign of commitment to riding well.

The most skilled riders are usually the ones who never stop learning.

Licensing allows you to ride legally. Training teaches you how to ride properly. Courses help you continue riding safely as your experience grows. Each serves a different purpose, and none of them replace the others.

Motorcycling rewards those who approach it with patience and curiosity. Training does not take away the joy of riding—it deepens it. When your skills match your confidence, riding becomes smoother, calmer, and far more enjoyable.

Choosing to train is not about preparing for failure. It is about giving yourself the tools to ride safely, intelligently, and for a long time to come.



CHAPTER N.10

# How is it to drive in the real World?



Feeling of freedom is catchy but in real words you are exposed to most of the danger of public traffic.

# Feeling of freedom, fun, crazy and really dangerous

Learning to ride a motorcycle often begins in controlled environments. Parking lots are empty, training courses are predictable, and licensing exams are structured. These settings are important, but they are not the real world. The real world is messy, distracted, and constantly changing. Riding in it requires a different kind of awareness—one that develops only through experience and reflection.

Real-world riding is not about perfect technique executed in isolation. It is about managing uncertainty. Roads are imperfect, drivers are unpredictable, and conditions rarely align with textbook examples. Understanding this reality early helps beginners adjust expectations and develop habits that support long-term safety.

## TRAFFIC IS THE MAIN CHALLENGE

In the real world, traffic defines your riding experience. You are not alone on the road, and other road users rarely behave exactly as you expect. Cars stop suddenly, drift between lanes, signal late, or do not signal at all. Some drivers are courteous; others are distracted or impatient.

As a motorcyclist, you are smaller, lighter, and more vulnerable. You must constantly interpret the behavior of others while maintaining control of your own bike. This mental load can be tiring at first. Beginners often underestimate how much attention real-world riding requires compared to training environments.

Over time, riders learn to read patterns. They recognize the signs of a car about to change lanes or a driver preparing to turn across traffic. These skills are not taught in a single lesson; they emerge gradually through observation and experience.

## ROADS ARE RARELY PERFECT

Training areas are usually clean, flat, and predictable. Real roads are not. Potholes, uneven surfaces, gravel, oil, wet leaves, and road repairs are common. Weather amplifies these challenges, changing traction and visibility from one moment to the next. Real-world riding requires constant scanning of the road surface. You are not just watching traffic; you are reading the pavement itself. Beginners often focus too narrowly on what is directly ahead, missing hazards that could be avoided with earlier awareness

Learning to adjust speed, line choice, and braking based on surface conditions is a critical real-world skill. Smoothness becomes more important than precision. Sudden inputs that feel manageable on clean pavement can be dangerous on imperfect roads.

## TIME PRESSURE AND EMOTIONAL RIDING

In the real world, riding is rarely neutral. You are commuting to work, running late, tired, stressed, or distracted by life. These emotional states influence decision-making more than many riders realize.

Impatience is one of the most common causes of mistakes. Rushing through traffic, forcing overtakes, or riding faster than conditions allow often stems from time pressure rather than confidence. The bike responds instantly, but the consequences arrive later.

Experienced riders learn to separate emotion from action. They recognize when they are not in the right mental state to ride aggressively and adjust accordingly. For beginners, this awareness takes time to develop, but acknowledging it early prevents many unnecessary risks

## VISIBILITY WORKS BOTH WAYS

In real-world riding, visibility is a constant negotiation. You must see others clearly, and you must make yourself visible to them. Lighting, weather, traffic density, and road layout all affect how well drivers notice you.

Even when you are technically visible, drivers may still fail to register your presence. This is especially common at intersections and during lane changes. Real-world riding teaches humility: being right does not protect you from being hit.

Riders quickly learn to use lane positioning, spacing, and movement to communicate their presence. Small adjustments often make a big difference. These techniques are subtle and situational, which is why they are difficult to fully teach in controlled settings.

## FATIGUE AND INFORMATION OVERLOAD

Riding in the real world demands constant attention. Over long rides or during heavy traffic, mental fatigue sets in. Reaction times slow, small details are missed, and decision-making becomes less sharp. Beginners often focus so intensely on control that they overlook how tiring real-world riding can be. Taking breaks, staying hydrated, and knowing when to stop are essential skills, not signs of weakness.

# MISTAKES WILL HAPPEN

No rider is perfect in the real world. Missed shifts, awkward stops, poor lane choices, and misjudged situations happen to everyone, especially early on. What matters is how you respond.

Real-world riding teaches resilience. Instead of panicking or becoming frustrated, experienced riders correct mistakes calmly and move on. They learn from small errors so they do not repeat them in more serious situations.

Embarrassment fades quickly. Injuries do not.

# GROWTH THROUGH EXPERIENCE

The real world is the ultimate instructor. Every ride teaches something new, even routine ones. Over time, what once felt overwhelming becomes manageable, and what felt stressful becomes automatic.

Confidence grows slowly and unevenly. Some days feel effortless, others feel challenging for no obvious reason. This is normal. Riding skill does not increase in a straight line.

The key is consistency and reflection. Riders who think about their rides—what went well and what did not—improve faster and ride safer than those who simply accumulate miles.

Riding in the real world is complex, demanding, and deeply rewarding. It requires awareness, patience, and humility. Training provides the foundation, but real riding builds judgment.

The goal is not to master every situation instantly. The goal is to survive the learning phase long enough to gain experience. Real-world riding is not about perfection. It is about adaptation.

Those who accept the reality of the road and ride accordingly discover that motorcycling is not just transportation—it is a skill, a discipline, and a lifelong learning process.



CHAPTER N.11

# What is the safest mental model to drive?



Assume every other road user will make the worst reasonable mistake. Leave space, buy time, and let patience do the steering.

# What Is the Safest Mental Model to Ride?

Every rider develops a mental model, whether they are aware of it or not. A mental model is the way you interpret the road, other people, risk, and your own abilities. It guides your decisions long before your hands touch the controls. Technique matters, equipment matters, and training matters—but mindset quietly shapes all of them.

The safest riders are not defined by how fast they ride or how confidently they corner. They are defined by how they think. They operate with assumptions that keep them alert, adaptable, and humble. This chapter explores the mental framework that supports long-term safety in the real world.

## ASSUME YOU ARE INVISIBLE

The safest mental model begins with a simple assumption: other road users do not see you. This does not mean they never see you, but you should never rely on being noticed. Cars pull out, change lanes, and turn across traffic not because drivers are malicious, but because motorcycles are small and easy to overlook.

Riding with this assumption changes everything. You position yourself to be more visible, but you never depend on visibility alone. You slow down at intersections, avoid blind spots, and prepare for mistakes before they happen. Instead of reacting emotionally when a driver makes an error, you expect it as part of the system. This mental model removes anger and replaces it with anticipation. When you are not surprised by bad behavior, you are better prepared to avoid it.

## YOU ARE RESPONSIBLE FOR YOUR OWN SAFETY

Another core principle of safe riding is accepting full responsibility for your safety. Even when another road user is legally at fault, the physical consequences fall on you. This is not about blame; it is about control. When you believe safety is your responsibility, you stop relying on rules and start relying on awareness. Right of way becomes less important than staying out of danger. Winning an argument with a car is meaningless if you lose control or get injured.

This mindset encourages defensive riding without fear. You are not passive or timid—you are proactive. You act early, give space, and make decisions that reduce exposure to risk.

## RIDE WITH MARGINS, NOT LIMITS

Unsafe riders operate near their limits. Safe riders operate within margins. A margin is extra time, extra space, and extra grip beyond what you think you need.

Riding at the limit leaves no room for surprises. A small mistake or unexpected event can instantly become an accident. Riding with margins means slowing slightly earlier, braking more smoothly, and leaving more following distance than feels strictly necessary.

Margins turn emergencies into inconveniences. They allow you to correct mistakes calmly instead of reacting under stress. This mental model transforms riding from constant tension into controlled movement.

## SEPARATE EMOTION FROM ACTION

Emotion is one of the most underestimated risks in motorcycling. Anger, impatience, excitement, and anxiety all influence decisions. The motorcycle responds instantly to input, but emotional decisions are often impulsive.

The safest mental model treats emotion as information, not instruction. Feeling rushed does not mean you should ride faster. Feeling confident does not mean you should push harder. Feeling angry does not justify aggressive riding.

Experienced riders learn to notice emotional states and adjust behavior accordingly. Some rides require slowing down simply because the rider's mind is not fully present. Recognizing this is a sign of maturity, not weakness.

## EXPECT THE UNEXPECTED, BUT DON'T FEAR IT

Safe riders expect surprises without obsessing over them. They assume something may go wrong, but they do not ride in constant fear. This balance is important.

Expecting the unexpected means covering the brakes at intersections, scanning escape routes, and being ready to adjust. It does not mean freezing or riding tensely. Tension reduces control and increases fatigue. This mental model keeps the rider relaxed but alert. It accepts uncertainty as a normal part of riding, not as a constant threat.

## SKILL GROWS SLOWER THAN CONFIDENCE

One of the most dangerous phases of motorcycling is when confidence grows faster than skill. Early successes create a sense of mastery that has not yet been earned. The safest riders remain aware of this imbalance.

A healthy mental model assumes there is always more to learn. It treats close calls as warnings rather than badges of honor. It respects the learning curve and allows skills to develop gradually.

Humility is protective. It keeps riders curious, cautious, and open to improvement.

## EVERY RIDE IS OPTIONAL

One of the most powerful mental models is recognizing that every ride is a choice. You are never obligated to ride in unsafe conditions, poor weather, extreme fatigue, or emotional distress.

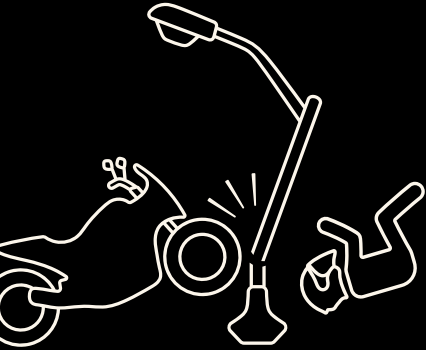
Safe riders give themselves permission to stop, turn around, or not ride at all. This mindset removes pressure and prevents risky decisions driven by pride or convenience.

Motorcycling is a privilege, not a requirement. Treating it that way keeps it sustainable.

The safest mental model to ride with is not fear-based, aggressive, or rigid. It is calm, humble, and adaptable. It assumes invisibility, values margins, respects uncertainty, and keeps emotion in check.

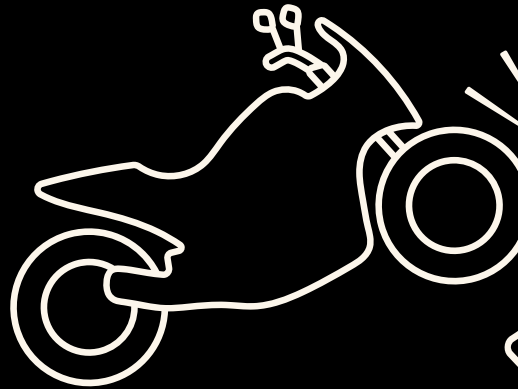
Technique protects you in specific situations. Mindset protects you in all of them.

When your mental model supports safety, riding becomes smoother, clearer, and more enjoyable. You are no longer reacting to the road—you are reading it. And that is the difference between merely riding a motorcycle and riding it well.



CHAPTER N.12

# Accidents and how to learn from them?



Accidents are feedback, not fate. Study the chain of small choices, then redesign your habits so the same chain can't form again.

# Learn from close calls and from experience of others

No rider plans to have an accident. Most riders do not believe it will happen to them—at least not today, not on this ride. And yet, accidents are part of the reality of motorcycling. They range from minor tip-overs and close calls to serious crashes. Understanding accidents is not about expecting failure; it is about learning from reality instead of denying it.

The safest riders are not those who believe accidents will never happen. They are the ones who study how accidents occur, recognize warning signs early, and learn deeply from both their own experiences and the experiences of others.

## MOST ACCIDENTS ARE NOT RANDOM

One of the most important truths about motorcycle accidents is that most of them are not random events. They are usually the result of a chain of small decisions, conditions, and assumptions that align in the wrong way.

Speed that feels only slightly too high, attention that drifts for a moment, a corner entered without enough margin, a driver misjudged—none of these alone guarantees an accident. Together, they can. When riders treat accidents as unavoidable bad luck, they lose the opportunity to learn from them.

Seeing accidents as systems rather than single mistakes is the first step toward preventing future ones.

## THE DIFFERENCE BETWEEN CLOSE CALLS AND CRASHES

Close calls are warnings. They are accidents that almost happened. Many riders dismiss them as normal or even exciting. This is a mistake.

A close call reveals a weakness in judgment, positioning, timing, or awareness. The only difference between a close call and a crash is often a small amount of luck. Riders who pay attention to near-misses and analyze them honestly improve much faster than those who brush them off.

Every near-miss carries information. Ignoring that information is how patterns form—and patterns lead to crashes.

## TAKING RESPONSIBILITY WITHOUT SELF-BLAME

Learning from accidents requires responsibility, but not self-punishment. Blaming others entirely prevents learning. Blaming yourself harshly shuts down reflection. The safest approach sits between the two.

Even when another road user causes an accident, there are often lessons about positioning, anticipation, or margin. This does not mean the rider is at fault—it means the rider is learning.

Responsibility in this context means asking better questions, not assigning guilt. What signals were missed? What assumptions turned out to be wrong? What could be done differently next time?

## THE ROLE OF OVERCONFIDENCE

Overconfidence is a common factor in many motorcycle accidents, especially after early success. Riders begin to push slightly harder, brake slightly later, or ride slightly faster because previous rides went well.

The danger is subtle. Overconfidence rarely feels reckless. It feels justified. This is why accidents often surprise riders who believed they were riding well.

Learning from accidents means recognizing when confidence outpaces skill. It means reintroducing margins and respecting the learning curve instead of fighting it.

## PHYSICAL AND MENTAL RECOVERY

After an accident, attention often focuses on the bike and visible injuries. Mental recovery is just as important. Fear, hesitation, or excessive caution can appear after even minor incidents.

Ignoring these reactions can create new risks. Riding tense or distracted reduces control and awareness. Giving yourself time to process what happened and rebuild confidence gradually is part of learning.

Some riders rush back too quickly to “prove” they are fine. Others avoid riding altogether. Both extremes prevent healthy learning. Balanced recovery allows reflection without paralysis.

## LEARNING FROM OTHER PEOPLE'S ACCIDENTS

You do not need to crash to learn from accidents. One of the safest habits a rider can develop is learning from the experiences of others.

Stories, training examples, and accident analyses provide insight into how common situations turn dangerous. The goal is not to judge other riders, but to recognize patterns and warning signs.

Every accident story is a lesson offered at no physical cost. Riders who pay attention to these lessons reduce the chance of repeating them personally.

## TURNING EXPERIENCE INTO BETTER RIDING

Learning from accidents is only useful if it changes behavior. Reflection without adjustment leads nowhere. After analyzing an incident, the next step is deciding what will be done differently.

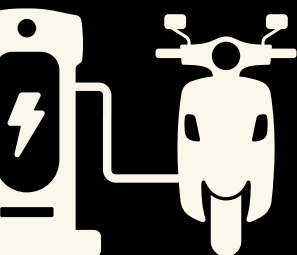
This might involve slowing down earlier, improving road scanning, increasing following distance, or seeking additional training. Small changes, applied consistently, have large effects over time.

Good riders update their mental models continuously. They treat experience as feedback, not validation.

Accidents are not badges of honor, but they are powerful teachers. Ignoring them wastes their lessons. Obsessing over them creates fear. Learning from them builds wisdom.

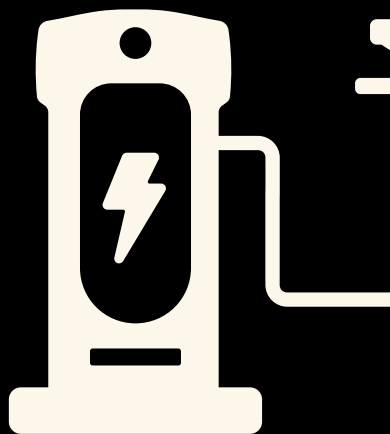
The goal of motorcycling is not to test fate, but to ride with awareness, humility, and adaptability. Riders who learn from accidents—both their own and others'—develop judgment that no manual can provide.

Every ride is an opportunity to practice that judgment. And every lesson learned without injury is a victory.



CHAPTER N.13

# What i have picked and how?



I picked patterns, not moments.  
By tracing outcomes backward, I kept what  
survived reality and dropped what didn't.

# I wanted to save money

Choosing a first motorcycle is rarely just about the machine itself. It is a decision shaped by practical needs, timing, finances, and long-term goals. Many beginners focus on engine size, looks, or brand reputation, but the smartest choices are usually made by stepping back and looking at the bigger picture.

This chapter explains how I chose my motorcycle, not as a recommendation to copy blindly, but as an example of how a thoughtful decision can be made. The goal is not to convince you to buy the same bike, but to show how aligning your choice with your real-life situation leads to better outcomes.

## STARTING WITH REALITY, NOT DREAMS

Like many beginners, I had an image in my head of what riding a motorcycle should look like. That image was exciting, but it was not necessarily practical. Instead of starting with dreams, I started with reality.

I needed a bike primarily for everyday use. Commuting, short trips, and regular riding mattered more than speed or long-distance touring. Reliability, low running costs, and ease of use were far more important than performance numbers. This immediately narrowed my options and helped me avoid bikes that would have been impressive on paper but inefficient in practice.

## WHY I CHOSE THE SUPER SOCO TC WANDERER

The Super Soco TC Wanderer stood out because it matched my needs instead of fighting them. It is an electric motorcycle designed for urban and suburban riding, which made it ideal for daily use. The riding position is comfortable, the power delivery is smooth, and the bike is approachable for a beginner without feeling like a compromise.

Electric riding also changed how I thought about motorcycling. There is no clutch to manage, no engine noise to fight, and no vibration. This allowed me to focus more on traffic, positioning, and awareness—skills that matter far more than engine management early on. For a beginner, reducing complexity is a form of safety.

## THE ROLE OF GOVERNMENT SUBSIDY

One of the decisive factors in my choice was the government subsidy for electric vehicles.

This subsidy significantly reduced the purchase price and shifted the value equation in a meaningful way.

Instead of stretching my budget or settling for a lower-quality alternative, the subsidy allowed me to get a well-built motorcycle at a price that made long-term sense. This is an important lesson: external factors such as incentives, subsidies, or tax benefits can dramatically change what is “worth it.”

Ignoring these factors often means overpaying or missing opportunities that make riding more accessible and sustainable.

## TIMING THE PURCHASE: WHY WINTER MATTERED

Timing matters more than most people realize. I chose to buy the motorcycle during the winter season, when demand is lower and dealerships are more willing to offer discounts. This decision alone resulted in a better deal than buying during peak riding months.

Buying in winter also removed pressure. There was no rush to ride immediately, which allowed time for preparation, paperwork, training, and familiarization. Instead of jumping straight into traffic, I could ease into ownership calmly and deliberately. Good decisions are often quiet and unexciting at the moment—but they pay dividends later.

## LONG-TERM SAVINGS AND DAILY ADVANTAGES

Beyond the purchase price, the long-term advantages were impossible to ignore. By switching from commuting by car to riding the motorcycle, I reduced daily transportation costs significantly. Electricity costs far less than fuel, and maintenance requirements are minimal compared to a combustion engine vehicle.

Over the course of a year, these savings add up. Money not spent on fuel, parking, and car-related wear becomes money available for gear, training, or simply peace of mind. The motorcycle did not just cost less—it actively saved money. This shift changed how I viewed the bike. It was no longer just a recreational object. It became a tool that improved daily life.

## THE HIDDEN BENEFITS OF PRACTICAL CHOICES

Some benefits only become visible over time. Riding regularly improves road awareness, timing, and decision-making. Avoiding car commutes reduces stress and time wasted in traffic. The simplicity of electric riding makes short trips effortless rather than annoying. Perhaps most importantly, making a practical choice removed regret.

There was no constant wondering if I had bought too much bike, too little bike, or the wrong bike. The motorcycle fit my life instead of forcing my life to adapt to it. That alignment matters more than specifications. Choosing a motorcycle is rarely about finding the “best” bike in an absolute sense. There is no single machine that fits every rider, every lifestyle, or every moment in time. What truly matters is finding the right motorcycle for your specific situation, chosen at the right time, and for the right reasons. When those elements align, the decision continues to deliver value long after the excitement of the first ride fades. In my case, the decision was shaped by practical considerations rather than impulse. Government subsidies for electric vehicles significantly changed the financial equation, making an option that might otherwise have seemed out of reach both accessible and sensible. Seasonal timing played an equally important role.

Purchasing during the winter, when demand is lower, allowed me to benefit from discounts while avoiding the pressure to ride before I was fully prepared. Instead of rushing into traffic, I could approach ownership deliberately, with time to plan, learn, and adjust. Just as important was an honest assessment of how the motorcycle would actually be used. Daily commuting, short urban trips, and regular riding mattered far more than top speed or long-distance touring capability. When long-term costs were taken into account—energy consumption, maintenance, and reduced dependence on a car—the motorcycle stopped being just a purchase and became a smart financial decision.

Over time, the savings added up, reinforcing that the choice was not only enjoyable but sustainable. The Super Soco TC Wanderer, in this context, was more than a motorcycle. It was the result of logic, patience, and a willingness to look beyond surface-level appeal. That mindset, more than the specific model, is what I believe truly matters for beginners. A thoughtful approach reduces regret, lowers stress, and creates confidence in the decision you have made. A good motorcycle choice is not meant to impress others or fit an image. It is meant to support your riding, your finances, and your ability to keep riding in the long term. When a bike fits your life instead of reshaping it, riding becomes simpler, more enjoyable, and far more rewarding. This choice also has a personal meaning for me. My father was deeply passionate about cars, and that love for machines and the road was always part of my family’s atmosphere.

Motorbikes, too, were present through relatives and shared interests, even if they were never something I immediately claimed as my own. Riding did not begin as a lifelong passion. It emerged later, after my father passed away. Loss has a way of opening doors you did not know existed. In that moment, motorcycling became less about the machine and more about movement, independence, and feeling alive again. Being exposed to the road, the air, and your own thoughts creates a quiet clarity that is difficult to find elsewhere. Choosing this motorcycle was not about inheriting a passion, but about allowing something new to enter my life at the right time. It became a way to reconnect with presence, freedom, and vitality—here and now—until paths meet again.



CHAPTER N.14

# Beginners Long-Term Perspective?



Begin like a beginner, stay for the long burn.  
Think in scars and decades, not wins and weekends.

# I got one and now what?

## Moving forward in life

Most beginners think about motorcycling in short horizons. The first ride. The first month. The first upgrade. This is natural, because everything is new and intense. But the riders who stay safe, fulfilled, and engaged over many years are those who adopt a long-term perspective from the very beginning.

Motorcycling is not a skill you rush through. It is something you grow into. Understanding this early changes how you make decisions, how you respond to mistakes, and how you define progress.

### RIDING IS A MARATHON, NOT A SPRINT

In the beginning, improvement feels fast. Each ride brings noticeable gains in confidence and control. This can create the illusion that mastery is just around the corner. In reality, motorcycling unfolds over years, not weeks.

A long-term perspective encourages patience. It shifts focus away from proving ability and toward building consistency. Smoothness, awareness, and judgment develop slowly, through repetition and reflection. Riders who try to accelerate this process often push beyond their limits and pay the price.

Seeing riding as a marathon allows you to pace yourself. It keeps excitement from turning into recklessness.

### SKILLS AGE BETTER THAN SPEED

Speed fades quickly. Skill compounds. Riders who focus early on fundamentals—braking, vision, positioning, and smooth control—carry those skills for life. Riders who focus on speed alone often find themselves rebuilding basics later, after bad habits form.

The long-term rider understands that every ride is practice, not a performance. Progress is measured in comfort, awareness, and decision-making rather than how fast or boldly you ride.

Skill does not draw attention. It quietly keeps you safe.

## EQUIPMENT CHOICES WITH THE FUTURE IN MIND

A beginner's long-term perspective influences gear and bike choices. Instead of chasing the most powerful machine or the flashiest equipment, long-term riders choose tools that support learning and adaptability.

Bikes that are forgiving, predictable, and affordable to maintain encourage more riding and more practice. Gear that is comfortable and protective gets worn consistently, not occasionally. These choices matter over thousands of miles, not just the first season.

Thinking long-term means asking not “What do I want now?” but “What will still make sense a year from now?”

## LEARNING NEVER ENDS

Licensing and initial training are only the beginning. Long-term riders continue learning through courses, practice, observation, and self-reflection. Even experienced riders revisit basics and refine techniques.

This mindset prevents stagnation. It keeps confidence aligned with reality and curiosity alive. Riders who stop learning often become rigid, relying on habit instead of awareness.

Growth in motorcycling is subtle, but it never truly stops.

## MANAGING MOTIVATION AND PLATEAUS

Not every phase of riding feels exciting. There are periods where progress slows or motivation dips. This is normal. Long-term riders expect these plateaus and do not interpret them as failure.

Instead of chasing novelty, they focus on refinement. Small improvements, smoother rides, better judgment. These phases often lead to deeper competence and enjoyment later on.

Patience during plateaus separates temporary riders from lifelong ones

## RIDING AS PART OF LIFE, NOT AN ESCAPE

A long-term perspective places riding within life, not outside of it. Motorcycling works best when it supports your routine, mental health, and responsibilities rather than competing with them. Riders who integrate motorcycling sustainably—commuting, short rides, mindful outings—tend to ride longer and safer. Riding becomes a source of balance rather than risk. This perspective reduces pressure and keeps riding grounded.

# THE GOAL IS LONGEVITY

The ultimate long-term goal is simple: to keep riding. Not to impress, not to dominate, not to rush milestones, but to continue enjoying motorcycling year after year.

Longevity requires humility. It requires knowing when to slow down, when to stop, and when to learn more. It means valuing your future self as much as your present excitement.

A beginner's long-term perspective transforms motorcycling from a phase into a practice. It encourages patience over ego, skill over speed, and consistency over intensity.

Riding is not about how quickly you progress, but how long you can continue. When you ride with the future in mind, every decision becomes easier, safer, and more meaningful.

Motorcycling rewards those who respect time.

## CLOSING WORDS

Motorcycling often begins with curiosity. A desire for movement, freedom, or change. What it becomes depends on how you approach it. This book was not written to make you fearless or fast. It was written to help you ride with awareness, patience, and respect—for the machine, the road, and yourself.

Everything you have read points toward the same idea: riding well is less about talent and more about choices. The choices you make before you ride, while you ride, and after you ride. Small decisions, repeated over time, shape your experience far more than dramatic moments ever will.

You do not need to rush. There is no deadline to become “a real rider.” Skills develop quietly, confidence grows unevenly, and mistakes are part of learning. What matters is staying curious, honest, and willing to adjust. Riding is not about conquering the road, but cooperating with it.

Motorcycling offers something rare in modern life: presence. When you ride, you are here. Fully. That presence can be energizing, calming, or clarifying—but only if you protect it. Safety is not the opposite of freedom. It is what allows freedom to last.

Ride in a way that lets you come back tomorrow. Ride in a way that respects your future self. And most of all, ride in a way that keeps the door open—to learning, to growth, and to the road ahead.

This is not the end of the journey. It is simply a thoughtful beginning.

# Thank you to my family and my close friends

This book exists because of people who cared enough to worry, argue, support, and listen.

To my wife: thank you for holding our home together while I chased an idea that scared you. You carried the weight of our family—our kids, our routines, and often me—while also carrying very real concern about my safety. Your disagreement never came from doubt, but from love. That kind of care is not loud encouragement; it's quiet responsibility, and I see it.

To my older son: thank you for your excitement. Before there was a motorcycle, there was an e-bike—an Emoko C93—and summer rides to and from school. Those small daily journeys, your smiles, and your anticipation planted something real. You reminded me that machines can also mean connection, shared moments, and memories built slowly, one ride at a time.

To my mother: thank you for your silence, which spoke clearly. You never told me not to go forward, yet your concern was always there—steady, restrained, and unmistakable. I understood what you chose not to say, and I carried it with me. That kind of trust, mixed with worry, is its own form of courage.

To my older son's godfather: thank you for trying to stop me. You've lived the road, paid the price, and understand the risks in a way books and videos never can. Your warnings came from experience, not fear, and even when I didn't follow them, they forced me to think harder, ride smarter, and respect what I was stepping into.

To my younger son's godfather: thank you for listening. You didn't interrupt, judge, or project your own fears. You heard my reasons, weighed them, and then simply said: go ahead—and don't let others decide your path. That quiet trust mattered more than you know.

Each of you shaped this journey in a different way. This book carries all of that with it.

MOTORBIKE FOR BEGINNERS

LETS MAKE YOUR BIKER STEPS TOGETHER

Follow me on  
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We start slow, we ride honest, we build skill the hard way. Every mile teaches, every mistake sharpens. This is a long road, and that's the point.