

RiderCoach,

Thank you for your interest in becoming a Mentor to a RiderCoach Candidate (RCC). Please print pages 2-51 of this document (preferably two-sided) for your RCC to follow along while observing your courses. Since this document includes MSF curriculum intended for certified RiderCoaches only, it must be returned to you at the end of each day.

Once the RCC has observed four complete 15-hour courses, they are recognized as a RiderCoach Apprentice (RCA) where they must conduct all phases of the BRC. During RCA teaching, BRC students must receive correct and adequate information. The quality of student training is still the responsibility of the RC Mentor (RCM) so you are encouraged to give the RCAs feedback and critique their performance. To avoid decreasing the credibility of the curriculum and the RCA, RCMs must unobtrusively correct any inadequacies in the classroom or of riding demonstrations; this should be done away from students and in a positive manner. RCMs should take notes of the RCA's performance in order to conduct an accurate debrief. RCMs will complete a Letter of Progress (LOP) that summarizes their activities and performance.

During observations, RiderCoach Candidates are required to:

- Observe and understand the complete flow of the BRC.
- Become familiar with how the RiderCoach Guide (RCG), Rider Handbook and Training Aids interrelate.
- Observe the use of adult learning principles, motor skills development and learner-centered facilitation.
- Become familiar with and set up the range exercises as outlined in the Range Cards.
- Discuss with RiderCoaches and become familiar with range management activities and evaluation and coaching.

During apprenticeship, RiderCoach Apprentices are required to:

- Present classroom material using RiderCoach Activities as outlined in the RCG.
- Read the range cards to the participants prior to exercises.
- Read the evaluation points while an RC is riding the demonstration.
- Ride technically correct demonstrations.
- At a minimum, possess skills and abilities superior to a novice rider.

Note: RiderCoach Candidates/Apprentice may not be included in the RiderCoach to student ratio nor may they coach on the range which includes simulated practices and debriefs. They must be under the direct supervision of a RiderCoach at all times.

RiderCoach Activities (RCG Section VI)

Unit I Course Introduction

(10 minutes)

1. Have room ready, providing for small group seating
 2. Have training aids and equipment ready
 3. Have participant materials ready
 4. Have roster ready
 5. Have props (if used) ready
 6. Have board, flipchart, or handout ready that provides course information
 7. Have an activity prepared for early arrivals
 8. Welcome class
 9. Introduce self/assistant
 10. Conduct small group activity for participant introductions
 11. Complete registration and ensure waiver is signed by each participant
 - Read Texas Waiver: I, _____, recognize and understand the risk involved in learning to ride ...
 - Verify students have checked at least one box regarding medication and physician
 - Read NOTE TO THE STUDENT paragraphs
 - Verify students have initialed if using personal motorcycle
 - Read Texas Disclaimer: Today's presentation is being made with materials supplied by the Motorcycle Safety Foundation and the Texas Department of Public Safety as a public service. This does not imply any endorsement by MSF or the DPS of the sponsors or any other sponsors, supporting organizations, equipment, motorcycles or other materials involved in the presentation of a Basic RiderCourse. Our aim is to expose you to ways to ride more safely. While we cannot and will not assume responsibility for the safe operation of your motorcycle, it is our hope that by presenting responsible viewpoints on safety we will expose riders and the general public to proper and prudent motorcycle operation. As a participant, you are responsible for your own learning - we can not learn for you. **We're here to assist your learning, we cannot guarantee it or put it to use.**
 12. Highlight Unit I key points in the MSF Basic *RiderCourse* Rider Handbook
 - Course Objectives (RCG pg 37, Rider Handbook pg ii)
 - Completion Requirements (RCG pg 37, Rider Handbook pg 2)
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TEXAS DEPARTMENT OF PUBLIC SAFETY
Motorcycle Operator Training Program
Student Information



Both sections of this form must be completed and signed prior to your first class. Your RiderCoach will collect it during the first session. If you are under 18 years of age you must bring this form and a Medical Consent for Minor form signed by your parent or guardian to the first day of class. If you fail to do so, you will not be allowed to participate in the course.

Name: _____
 (First) (MI) (Last)

Address: _____
 (Street) (City) (Zip)

Daytime Phone: () _____ Email: _____

Date of Birth: _____ Driver License Number: _____ State of: _____

Emergency Contact: _____
 (Name) (Relationship) (Phone)

I, _____, recognize and understand the risk involved in learning to ride, and riding a motorcycle, I acknowledge that risk by signing the Motorcycle Safety Course Waiver & Indemnification Form. I understand that my performance will be evaluated and that I must satisfactorily complete each training phase before advancing to the next level. Should a RiderCoach determine that I am a danger to my classmates, or myself, I will not be allowed to continue the course. I understand that this decision is for my safety and the safety of others and I will abide by the decision of the RiderCoach. I acknowledge that if my lack of progress impedes or interferes with the class that I may not be allowed to continue the class. To receive the Motorcycle Operator Training Course Completion Card, I must demonstrate competent motorcycle operation by attaining acceptable scores on the skill evaluation and the knowledge test. Failure of the knowledge test or the on-cycle evaluation or not satisfactorily completing a phase of the course is considered a failure for the entire course. **Refunds for persons failing or being dismissed from the course are at the discretion of the sponsor.**

Check All That Apply

- I am **NOT** under the care of a physician, or taking medication, either of which may affect my ability to ride during this course.
- I am under the care of a physician, but I have made the decision that I am able to ride. I accept full responsibility for this decision.
- I am taking medication, but I have made the decision that I am able to ride. I accept full responsibility for this decision.

NOTE TO THE STUDENT: If you have physical limitations or are on medication, please be aware that the course is strenuous and physically demanding. If you have a heart condition, are prone to dizziness, or have a physical or mental condition which may adversely affect your performance, we advise against participating in the class. You are responsible for your own decision to participate. If your condition adversely affects your performance, our instructors will ask you to leave the class.

All students are required to be on time for each class session. All students are expected to participate fully in each and every exercise and to follow the directions of the RiderCoach. Tardiness, absence from any part of the course, or failure to follow the direction of the RiderCoach may result in dismissal from the course.

By signing this document, I hereby agree to follow all the rules and regulations of the program and that all information provided by me is true and correct.

Print Your Name: _____ Signature: _____ Date: _____

Signature of parent or legal guardian: _____
 (Only if student is under 18 years old)

_____ I request to use my personal motorcycle for the Motorcycle Operator Training Course and I accept responsibility for any damages incurred as a result.

RiderCoach Activities *(RCG Section VI)*

Unit II Introduction to Motorcycling

(45 minutes)

1. Provide a unit/segment setup (Welcome to Motorcycling)
2. *Use Training Aid #1 "Welcome to the Ride" (5:00 minutes)*
3. Divide study questions 1-18 among the groups and have each group find answers
4. Provide time for groups to discover answers
5. Have groups provide answers and where in the Handbook the answers were found for questions
6. Have all participants note/highlight where answers can be found
7. Discuss/clarify relevant issues as content is highlighted
8. *Use Training Aid #2 "The Ride and the Risk" (3:12 minutes)*

BREAK

Unit III Preparing To Ride

(75 minutes)

1. Provide segment setup (Preparing to Ride)
2. Have groups answer study questions 19-40
3. Have groups report answers for questions 19-40
4. Have participants highlight appropriate areas in the Rider Handbook
5. Discuss/clarify relevant issues as content is highlighted
6. *Use Training Aid #3 "Ready to Ride" (10:17 minutes)*
7. Provide setup for next segment (Controls)
8. Have groups answer study questions 41-54
9. Have groups report answers for questions 41-54
10. Have participants individually complete the "Motorcycle Controls" quiz in the Rider Handbook
11. Have participants in each small group compare answers to "Motorcycle Controls"
12. *Use Training Aid #4 "Controls" (9:05 minutes)*

BREAK

13. Provide setup for next segment (Basic riding skills)
14. Have groups answer study questions 55-69
15. Have groups report answers for questions 55-69
16. Discuss/clarify relevant issues as content is highlighted
17. Ensure participants are aware of preparation necessary for range

BREAK or END OF DAY ONE

RiderCoach Activities *(RCG Section VI)*

Unit IV Street Strategies

(90 minutes)

1. Provide segment setup (Visibility and lead times)
2. Have groups (or entire group) answer study questions 70-99
3. Have groups report answers for questions 70-77
4. Have participants highlight appropriate areas in the Rider Handbook
5. Discuss/clarify relevant issues as content is highlighted
6. *Show Training Aid #5 "Visibility and RiderRadar" (4:01 minutes)*
7. Have groups report answers for questions 78-84
8. Discuss/clarify relevant issues as content is highlighted
9. *Show Training Aid #6 "SEE" (1:40 minutes)*
10. Have groups report answers for questions 85-99
11. *Show Training Aid #7 "Common Situations" (3:47 minutes)*
12. *Introduce and show Training Aid #8 "Interactive Scenarios" (6 scenes; 2:10 minutes)*

BREAK

13. Have groups answer study questions 100-119
14. Have groups report answers for questions 100-108
15. Discuss/clarify relevant issues as content is highlighted
16. *Show Training Aid #9 "Maximum Braking and Swerving" (3:30 minutes)*
17. Have groups report answers for questions 109-119
18. *Show Training Aid #10 "Surfaces and Cargo" (4:01 minutes)*
19. Have entire class answer questions 120-126
20. Have groups report answers for questions 120-126
21. Discuss/clarify issues as content is highlighted
22. *Show Training Aid #11 "Under the Influence" (9:33 minutes)*

Unit V Wrap-Up

(30 minutes)

1. Provide information about obtaining a motorcycle endorsement (see M.O.M. pages 41-44)
2. Provide information regarding the state's personal gear requirements (see M.O.M. pages 41-44)
3. Provide information regarding the state's motorcycle equipment requirements (see M.O.M. pages 41-44)
4. Provide information regarding the state's insurance requirements (see M.O.M. pages 41-44)
5. Administer the knowledge test
6. Provide information regarding continuing rider development
7. Conduct course evaluation
8. Provide course completion materials
9. Graduate the class

Texas requirements for motorcycle license, helmet law, safety inspection and insurance

Obtaining a motorcycle endorsement (class M)

Contact local Driver License office for additional requirements

- First time license of any class
 - motorcycle safety course
 - motorcycle written test at DL office; read Motorcycle Operator's Manual to study for test
 - car written test; only test with questions about signs and rules of the road
 - motorcycle road test; since no car road test taken, proof of driving competency must be shown
 - Driver Education required for 15-17 year olds; Adult Driver Education required for 18-24 year olds
- Adding motorcycle license to car permit
 - motorcycle safety course
 - motorcycle written test at DL office; read Motorcycle Operator's Manual to study for test
 - motorcycle road test; since no car road test taken, proof of driving competency must be shown
- Adding motorcycle license to car license
 - motorcycle safety course
 - motorcycle written test at DL office; read Motorcycle Operator's Manual to study for test
 - motorcycle road test if under 18; DL office *may* waive motorcycle road test if 18 or over

Personal gear requirements

- Helmet law requires both driver and passenger to wear a helmet with two exceptions.
 - 21 or older AND can show proof of successful completion of an MSF basic or advanced motorcycle safety course
 - 21 or older AND can show proof of health insurance plan that provides benefits for health care services or for medical or surgical expenses incurred as a result of an accident while operating or riding on a motorcycle
- No other personal gear is required *by the state*, i.e. eye protection, jacket, reflective vest, gloves, footwear
- Note: military personnel have specific gear requirements other than listed above
- Malorie's Law passed in 2013 which states that if a motorcycle is designed to carry more than one person then it must be equipped with footrests and handholds for use by the passenger.

Motorcycle equipment requirements

1. Horn
 2. Mirror
 3. Steering
 4. Brakes (system)
 5. Tires
 6. Wheel Assembly
 7. Exhaust System
 8. Tail Lamp (1)
 9. Stop Lamp (1)
 10. License Plate Lamp
 11. Rear Red Reflector (1)
 12. Head Lamp (1)
 13. Motor, Serial, or Vehicle Identification Number
- Malorie's Law passed in 2013 which states that if a motorcycle is designed to carry more than one person then it must be equipped with footrests and handholds for use by the passenger.

Insurance requirements

- Minimum liability coverage (30/60/25)
 - \$30,000 for bodily injury to or death of one person in one accident
 - \$60,000 for bodily injury to or death of two or more persons in one accident
 - \$25,000 for damage to or destruction of property of others in one accident



TEXAS DEPARTMENT OF PUBLIC SAFETY MOTORCYCLE/ATV SAFETY UNIT VEHICLE DESCRIPTIONS AND REQUIREMENTS



VEHICLE DEFINITION	MOPED	MOTORCYCLE	ALL-TERRAIN VEHICLE
	<p>"Moped" means a motor-driven cycle that cannot attain a speed in one mile of more than 30 miles per hour and the engine of which:</p> <p>(A) cannot produce more than two-brake horsepower; and</p> <p>(B) if an internal combustion engine, has a piston displacement of 50 cubic centimeters or less and connects to a power drive system that does not require the operator to shift gears.</p> <p>TTC 541.201(8)</p> <p>Note: any 2 or 3-wheeled vehicle that does not meet this definition is automatically classified as a motorcycle.</p>	<p>"Motorcycle" means a motor vehicle, other than a tractor, that is equipped with a rider's saddle and designed to have when propelled not more than three wheels on the ground.</p> <p>TTC 541.201(9)</p> <p>Note: trikes are included in this description</p>	<p>"All-terrain vehicle" means a motor vehicle that is:</p> <p>(A) equipped with a saddle for the use of:</p> <p>(i) the rider; and</p> <p>(ii) a passenger, if the motor vehicle is designed by the manufacturer to transport a passenger;</p> <p>(B) designed to propel itself with three or four tires in contact with the ground;</p> <p>(C) designed by the manufacturer for off-highway use by the operator only; and</p> <p>(D) not designed by the manufacturer for farming or lawn care.</p> <p>TTC 663.001(1)</p>
GENERAL OPERATION / ROADWAY USE	<p>RIDER AND PASSENGER</p> <p>TTC 545.416, 545.424</p>	<p>RIDER AND PASSENGER</p> <p>TTC 545.416, 545.424</p>	<p>OPERATION ON PUBLIC ROADWAY PROHIBITED</p> <p>TTC 663.037</p> <p>OFF-ROAD USE</p> <p>TTC 663.032, 663.035-663.036</p>
HEADGEAR REQUIRED	<p>YES</p> <p>TTC 661.001 - 661.004</p>	<p>YES</p> <p>TTC 661.001 - 661.004, 521.001(6-a)</p>	<p>YES (when on public land)</p> <p>TTC 663.034</p>
SAFETY INSPECTION / EQUIPMENT REQUIRED	<p>TTC 548.051(b)</p>	<p>TTC 547.801, 547.802, 547.333(c)(2)(d), 547.408</p>	<p>TTC 663.033</p>
TITLE REQUIRED	<p>SAFETY INSPECTION REQUIRED</p> <p>YES</p> <p>TTC 501.022</p>	<p>SAFETY INSPECTION REQUIRED</p> <p>YES</p> <p>TTC 501.022</p>	<p>NO SAFETY INSPECTION REQUIRED</p> <p>YES</p> <p>TTC 501.022</p>
REGISTRATION REQUIRED	<p>YES</p> <p>TTC 502.040, Certified Moped List</p>	<p>YES</p> <p>TTC 502.040</p>	<p>NO</p> <p>TTC 502.140</p>
INSURANCE REQUIRED	<p>YES</p> <p>TTC 601.072</p>	<p>YES</p> <p>TTC 601.072</p>	<p>NO</p>
LICENSE REQUIRED	<p>YES</p> <p>TTC 521.225, 521.165(d)</p>	<p>YES</p> <p>TTC 521.084, 521.085, 521.148, 521.001(6-a), 521.085(b), 521.165(d)</p>	<p>NO</p>
TRAINING REQUIRED	<p>YES</p> <p>TTC 521.148, 662</p>	<p>YES</p> <p>TTC 521.148, 662</p>	<p>YES (to ride on public land)</p> <p>TTC 663.031</p>

ADDITIONAL VEHICLE TYPES:

Note: no safety inspection/insurance required; contact DMV for title/registration

DIRT BIKES: Parks and Wildlife Code, Chapter 29

ELECTRIC BICYCLE: TTC [541.201\(24\)](#), [551.101-104](#), [551.106](#)

ELECTRIC PERSONAL ASSISTANCE MOBILITY DEVICES: TTC [551.201-551.203](#)

GOLF CARTS: TTC [551.401-551.405](#)

MOTOR-ASSISTED SCOOTERS: TTC [551.351-551.352](#)

NEIGHBORHOOD ELECTRIC VEHICLES: TTC [551.301-551.303](#)

POCKET BIKE OR MINI MOTOR BIKE: TTC [551.351\(2\)](#), [551.353](#)

Rev. October 2012

TEXAS TRANSPORTATION CODE (TTC):

CERTIFIED MOPED LIST:

TEXAS PARKS AND WILDLIFE DEPT:

TEXAS PARKS AND WILDLIFE CODE:

MOTORCYCLE DRIVER LICENSE:

VEHICLE INSPECTION:

DEPARTMENT OF MOTOR VEHICLES:

<http://www.statutes.legis.state.tx.us/Index.aspx>

<http://www.txdps.state.tx.us/msb/documents/CurrentMopedList.pdf>

<http://www.tpwd.state.tx.us/spdest/ohv/index.phtml>

<http://www.statutes.legis.state.tx.us/Docs/PW/htm/PW.29.htm>

<http://www.txdps.state.tx.us/DriverLicense/motorcycleLicense.htm>

http://www.txdps.state.tx.us/vi/inspection/item_insp.asp

<http://www.txdmv.gov/index.htm>

Using These Cards

INTRODUCTION: The MSF Basic RiderCourseSM is designed to be safe, effective, and enjoyable training event for participants who have little or no riding experience. The primary task of a RiderCoachSM is to ensure a low risk learning environment consistent with the principles of this curriculum.

ACTION STEPS: Each of the range cards contains a numbered sequence of action steps. With each action step there is supporting information. In many cases this information is in a format that can be read to the participants; however, the information may be paraphrased.

SIMULATED PRACTICE: This is a technique that provides riders with an opportunity to experience a new skill or technique with the motorcycle's engine off. Simulated practice should be used when stated. It can also be used for remedial purposes.

EXERCISE TIMES: The times indicated for each exercise are typical; however, you should end an exercise when its objective has been fully met and riders have had an opportunity to practice and develop their skills.

COACH POSITIONS: The positions indicated on the exercise diagrams are general areas from which to observe and communicate. Positions should be adjusted as necessary to maintain a low risk learning environment and to coach effectively.

DEBRIEFING: At the end of each exercise, a RiderCoach should ask learner-centered questions to ensure that riders understand the significance of the skills practiced and learned.

Equipment, Materials, Information

Range Equipment

- Cones
- Fuel/Oil
- Clipboard
- Air Tank/Pump
- Fire Extinguisher
- Obstacles (four 2" x 4"s)
- First Aid Kit
- Trash Bags
- Stopwatch
- Extra Protective Gear
- Whistle
- Tools

Range Materials

- Range Cards
- Skill Test Score Sheet
- Incident Report Form
- Emergency Numbers
- Pens/Pencils

Pre-Ride Information

- Check Protective Gear
- T-CLOCS of training motorcycles (inc. student owned)
- Check Surface Conditions

Disclaimer: These Basic RiderCourseSM Range Cards are to be used only by MSF-certified RiderCoaches.

RANGE RULES:

1. Do not practice without RiderCoach permission.
2. Always wear proper protective gear when seated on the motorcycle.
3. Know the location of the engine cut-off switch and how to use it.
4. Keep the clutch "covered" during early skill development (first riding day).
5. Keep a wrist flat position on the throttle.
6. Always keep a margin of safety, and check all around before moving out.
7. Do not pass other riders unless directed to do so.
8. If you have a problem, move out of the path of travel. A RiderCoach will assist you.
9. Stop smoothly in position if you see or hear a group stop signal.
10. If you do not understand an exercise, or become too uncomfortable to ride safely, notify a RiderCoach.

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Exercise 1 **Motorcycle Familiarization**

This exercise is designed to acquaint a new rider with the major parts and controls of a motorcycle. It consists of fitting a participant on his/her course motorcycle, familiarization with parts/controls and operation of key controls, practice in use of the clutch and shift lever (finding neutral), starting/stopping and warming the engine, straddle walking (while practicing front brake use and backing), and positioning the motorcycle for the next exercise. Subtleties include multiple mounts/dismounts, introduction of pressing to initiate lean, posture/throttle use, throttle/front brake coordination, shifting technique, and practice in throttle roll-off/front brake squeeze sequence. A benefit of this exercise is that participants become comfortable with their motorcycle, and are introduced to various manipulations that will be used later in the course. Basic principles of motorcycle operation are introduced, including eyes up, control manipulation, smooth brake use, and clutch/shift lever coordination. RiderCoaches divide the riders into 2 (equal) groups for observation and coaching. This exercise can be conducted in a stage/parking area that is on or near the riding area.

Notes:

Exercise 1

30 minutes – No Demo, Static Practice

1. Assign a motorcycle to each rider
 - Help each rider with protective gear
 - Ensure size/fit of protective gear and motorcycle
2. Read objective and evaluations
 - To identify location and operation of important controls and parts
 - Use controls smoothly
 - Use side stand fully
 - Squeeze front brake when mounting/dismounting
 - Use good posture
 - Use FINE-C and proper shutdown procedures
3. Provide instructions as riders perform
 - Walk around motorcycle identifying controls
 - Check fuel valve positions
 - With protective gear on, mount motorcycle
 - Raise stand and assume good posture
 - Lean motorcycle left/right to feel its weight
4. Identify and manipulate the following
 - Handlebars
 - Full left, full right, center
 - Press and lean right, center
 - Press and lean left, center
 - Throttle
 - Check operation
 - Roll-on full, roll-off
 - Roll-on half, roll-off
 - With wrist flat, roll-on quarter turn, roll-off
 - Front brake lever
 - Squeeze and release
 - Practice roll-off/brake squeeze
 - Engine cut-off switch
 - Electric start button
 - Clutch lever
 - Note that squeezing the clutch lever removes engine power from the rear wheel; squeeze the lever promptly if control is lost
 - Choke
 - Fuel supply valve
 - Shift lever
 - Rear brake pedal
 - Ignition switch, turn ON
 - Turn signals
 - Lights high/low beam
 - Horn
 - Ignition switch, turn OFF
 - Side stand fully down

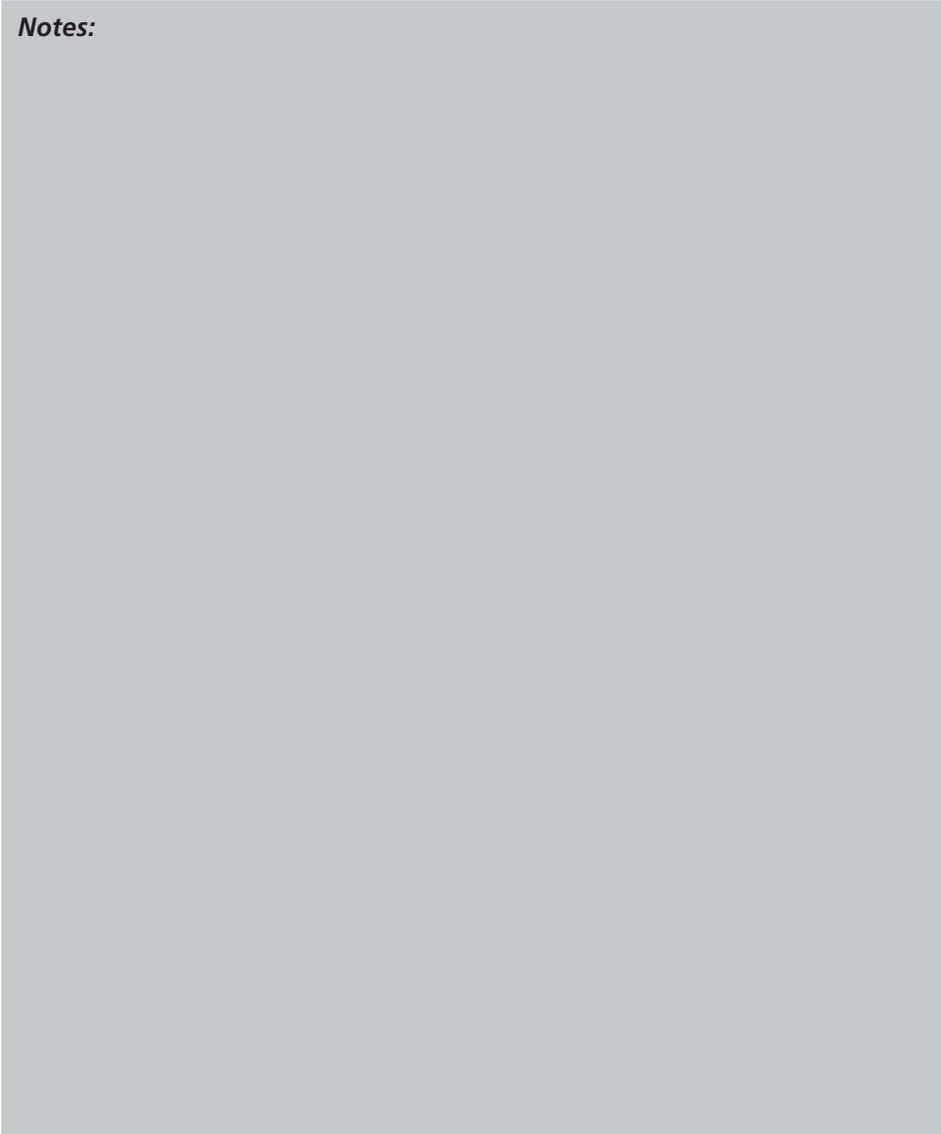
Motorcycle Familiarization

5. Dismount, then remount
6. With engine off: Practice finding neutral (show neutral signal)
 - Roll motorcycle in neutral
 - Squeeze clutch, shift to 1st gear, slowly release clutch, roll motorcycle (shouldn't roll)
 - Squeeze clutch, shift to neutral, slowly release clutch, roll motorcycle (should roll)
 - Squeeze clutch, shift to 2nd gear, slowly release clutch, roll motorcycle (shouldn't roll)
 - Squeeze clutch, shift to neutral, slowly release clutch, roll motorcycle (should roll)
 - Repeat as needed
 - Side stand fully down
7. Dismount, then remount
8. Read engine start/stop procedures
 - Show start/stop signals
9. Have riders start/stop engine on signal
 - Use FINE-C to prepare to start engine
 - Fuel valve
 - Ignition
 - Neutral
 - Engine Cut-off
 - Choke/Clutch
 - Start engine and allow it to warm
 - Adjust choke as necessary
 - Practice throttle roll-on/off
 - Stop engine (Thumb/Key/Valve)
 - Side stand fully down
10. Dismount
11. Debrief
 - Reinforce value of squeezing clutch lever and using the brakes to maintain control
12. Prepare for next exercise
 - Have riders mount and, in small groups, straddle walk to start position for next exercise
 - Practice front brake operation
 - Practice backing up while looking over shoulder

Exercise 2 Using the Friction Zone

This exercise is designed to acquaint riders with the procedures and practices to start out, stop, and operate at low speed in a straight line. There are 3 parts: a group rock with individual assistance as needed, power walking (straddle walking with power), and straight-line riding. Turnarounds are accomplished in neutral. Simulated practice is used for emphasis in use of the friction zone. The exercise is ended by stopping riders in the middle of the range as a setup for the next exercise. Each RiderCoach observes and coaches half of the riders. It is important that each rider becomes skilled in clutch operation and braking procedures before proceeding.

Notes:



Exercise 2

25 minutes – Riding Demo, *Simulated Practice*, 3 Parts

1. Read objective
 - To be able to use the friction zone with control
2. Explain range setup
 - Individual lanes back and forth across range marked by 2 cones
3. Provide instructions

Part 1 – Group Rocking

 - On signal, mount and start engine
 - On signal, squeeze clutch lever and shift to 1st gear
 - On signal, use friction zone to rock back-and-forth in place repeatedly
 - Do not release clutch lever fully
 - Use minimal throttle

Part 2 – Power Walking

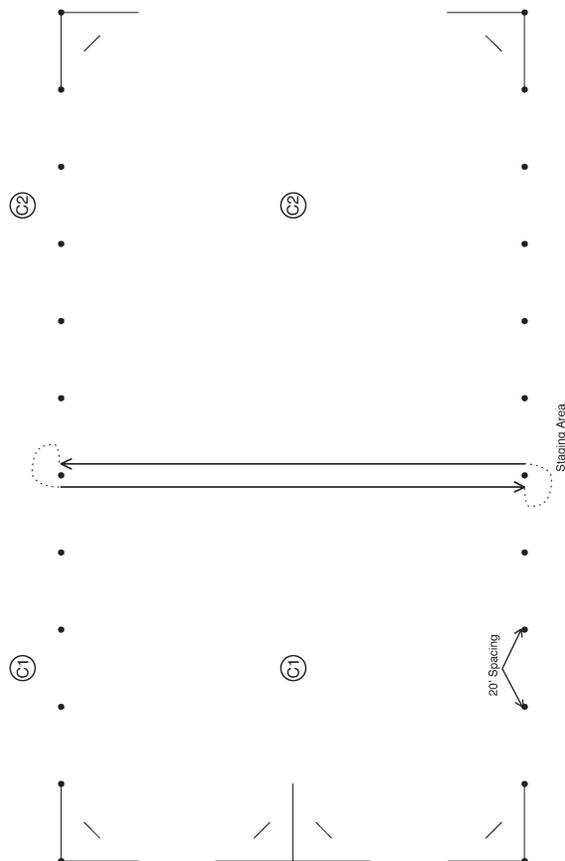
 - On signal, power walk in path of travel
 - Keep feet on ground, not on footrests
 - Upon reaching target cone, stop using front brake smoothly, shift to neutral (releasing clutch lever very slowly to be sure), and raise left hand
 - On signal, turn motorcycle around
 - On signal, shift to first and repeat power walk, stopping next to target cone
 - Repeat as signaled

Part 3 – Riding

 - On signal, ride from start cone to target cone
 - Power walk until speed is stable
 - Use both brakes to stop, putting left foot down first
4. Provide demo of posture and 3 parts
 - Note evaluations and provide signals
 - Keep right wrist flat and use steady throttle
 - Keep clutch lever covered
 - Keep head and eyes up
 - Keep knees against tank
 - Don't cover front brake lever while using throttle
 - Maintain a safety margin
5. Provide *simulated practice* of friction zone

Using the Friction Zone

6. Conduct exercise as a group
 - During Part 1 – Group Rocking, watch riders needing individual coaching. Ensure all riders have good friction zone control before moving to Power Walking
7. Stage riders
 - In middle of range
 - Half in each direction to permit left turn to start next exercise
8. Debrief



Exercise 3 Starting & Stopping Drill

This exercise is designed to provide practice time for riders in learning clutch/throttle coordination in starting out and stopping. A motor skill development principle is to develop accuracy and control before introducing speed and finesse. The exercise has 2 parts: one to start/stop every 40', the other to ride the length of the range, then stop. A drill technique is used for repetitive, proprioceptive feedback (a motor skill principle); in other words, each rider develops the skill of starting out and stopping by "feeling" the inputs/responses of the controls. The technique of power walking is used extensively so riders are not forced to lift their feet until they are comfortable. Accomplished riders are allowed to discontinue power walking. Subtleties of this exercise include the introduction of smooth brake usage when stopping at a "higher" speed, stopping in a slight curve, turning from a stop, and familiarity with perimeter riding. This exercise provides the key benefit of riders learning basic motor skill operation in controlling the motorcycle. Riders are at ease with later exercises as basic control is at least minimally mastered. As with most exercises that develop basic skills, there is some awkwardness in the beginning as riders struggle controlling low-speed instability, but as skill develops, smoothness and confidence become evident. Achieving the objective lays the groundwork for development of the finer skills of operating a motorcycle. RiderCoaches avoid coaching minor errors (within the context of maintaining a low risk, positive learning environment), and coach individual riders as appropriate. Riders learn the finer skill of clutch/throttle coordination primarily from feedback of the results they experience. RiderCoaches use normal evaluative techniques as needed. It is important that each rider demonstrates adequate clutch, throttle and brake use coordination before proceeding.

Notes:

Exercise 3

25 minutes – Riding Demo, 2 Parts

1. Read objective
 - To be able to start out and stop with precision and control
2. Explain range setup
 - 2 lanes of cones on each side of range, for a total of 4 lanes
3. Provide instructions

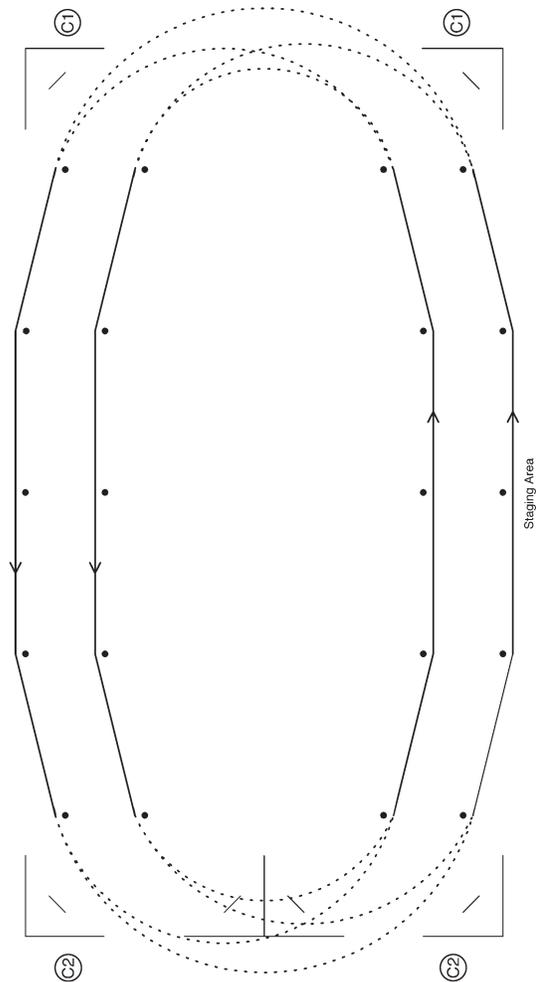
Part 1 – Stop at each cone

 - On signal, power walk to start cone designated
 - On signal and when your next stop cone is open, start out and stop smoothly
 - Power walk until speed is stable
 - When at last cone in row, check for opening in either lane at other side, and power walk to next cone (watch for other riders)
 - Repeat until signaled otherwise

Part 2 – Stop at last cone

 - On signal and when last cone is open, start out from the first cone and stop smoothly at last cone
4. Provide demo
 - Note evaluations and provide signals
 - Keep head and eyes up
 - Start and stop smoothly and precisely
 - Coordinate clutch/throttle use
 - Power walk until speed is stabilized
 - Maintain path of travel
 - Use both brakes to stop
 - Square handlebars at stop
 - Put left foot down first at stops
 - Maintain a safety margin
5. Conduct exercise
 - When riders demonstrate control in Part 1, stop riders at the beginning of each line
 - Conduct Part 2
6. Stage riders at a start point for Exercise 4
7. Debrief

Starting & Stopping Drill



Exercise 4 Shifting & Stopping

This exercise is designed to have riders learn to shift gears. This is accomplished in a straight line. Added to the path of travel is a perimeter turn and 2 clutch-control lanes. The perimeter turn serves as an introduction to turning more sharply, and the clutch control lanes provide the opportunity for riders to fine-tune clutch/throttle coordination. A subtlety of this exercise is that a “mix” pattern is used, and riders must cooperate in merging with each other prior to entering the middle of the range, which is used for clutch-control practice. RiderCoaches coach the first ride in the middle of the range then move to focus on the shifting process. For most of the exercise, they coach the shifting and stopping portion of the exercise, and keep a watchful eye on the perimeter turns, clutch-control lanes, and stopping in line. Riders are likely to stop in a slight turn as they stop to wait their turn in line. This technique was already experienced in Exercise 3, Starting & Stopping Drill. Utilizing this path of travel provides significant practice time in the development of basic skills, and minimizes wait time in lines. Riders are kept busy with basic skills development activities. Specific coaching is not provided in the middle of the range unless a safety problem exists—a rider develops on his/her own as the results of the manipulation of the controls provides the necessary feedback. A parking area is used to stage for the first time in this exercise. It is important that each rider demonstrates overall control and clutch use, shifting and braking before proceeding. Additionally, each rider should have the ability to recognize and maintain a safety margin.

Notes:

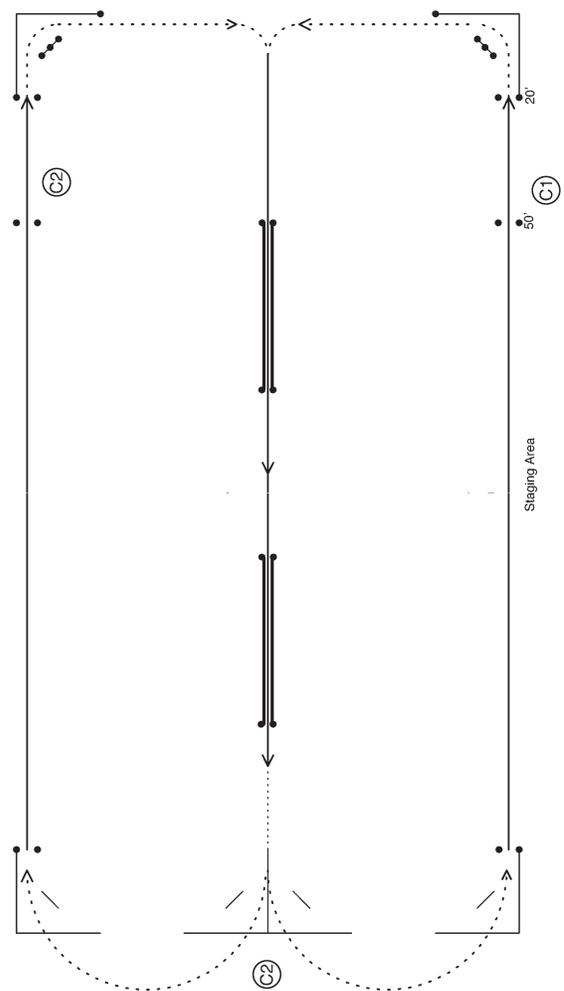
Exercise 4

30 minutes – Riding Demo, *Simulated Practice*

1. Read objective
 - To be able to shift gears and stop smoothly
2. Explain range setup
 - 2 clutch control lanes down the middle of the range,
 - and a shift/stop lane on the long sides of the range
 - A turn after stop
3. Provide instructions
 - On signal, ride through the 2 clutch-control lanes, and stop at the beginning of a stop/shift lane
 - Keep a safety margin between riders while riding and while in line
 - On signal and one at a time, ride down the lane, shifting to 2nd gear, releasing clutch
 - As you approach the stop point, shift to 1st gear and stop between last set of cones
 - Do not release clutch after downshifting to 1st gear
 - Remain stopped for coaching
 - On signal, slowly ride through turn and proceed to the middle to practice the clutch control lanes
 - Turn and get in shorter line
 - On signal, ride to group parking area
4. With riders at stop point, provide demo
 - Include parking area
 - Note evaluations and provide signals
 - Keep eyes up
 - Shift smoothly and precisely
 - Stop smoothly using both brakes at the designated point
 - Do not release clutch after downshifting
 - In clutch control lanes, work toward improving slow speed clutch control and balance
 - Use outside-inside-outside path on perimeter turns
 - Maintain a safety margin
5. Provide *simulated practice* of shifting
6. Conduct exercise
 - Coach riders in first path through clutch control lanes, and divide equally to stop point for outside lanes
 - Encourage riders to complete perimeter turns after stop

Shifting & Stopping

- Observe each rider through perimeter turn before signaling next rider
 - Note skill development as riders practice clutch control lanes
7. Stage riders in parking area
 8. Debrief



Exercise 5 Adjusting Speed & Turning

This exercise is designed to allow riders develop the basic skills of adjusting speed and turning. This is the first exercise to provide extended opportunities to ride without having to stop. Here the fun factor increases as riders enjoy the benefits of acquiring basic manipulative skills. Riders may use 2nd gear as this provides smooth operation with less throttle sensitivity. The perimeter is used extensively at first, then riders are coached into the weave pattern. The weave pattern is different on each side; one is a 20'-weave and the other is a 30'-weave. This varies the control inputs and feedback provided the riders; that is, they practice and gain feedback in multiple paths of travel. RiderCoaches are active in their assessment of safety and skill development, but allow riders the freedom to develop control adjustments. The exercise is reversed. This can be accomplished in a variety of ways, but one suggestion is to stop riders in a straight path and then perform a U-turn (providing yet another opportunity to develop basic skill in the context of real riding). Riders have already performed a similar maneuver when they practiced the perimeter turn from the stop and turned up the middle in Ex. 4, Shifting & Stopping. It is important that each rider demonstrates an ability to adjust speed and maintain overall control when turning before proceeding.

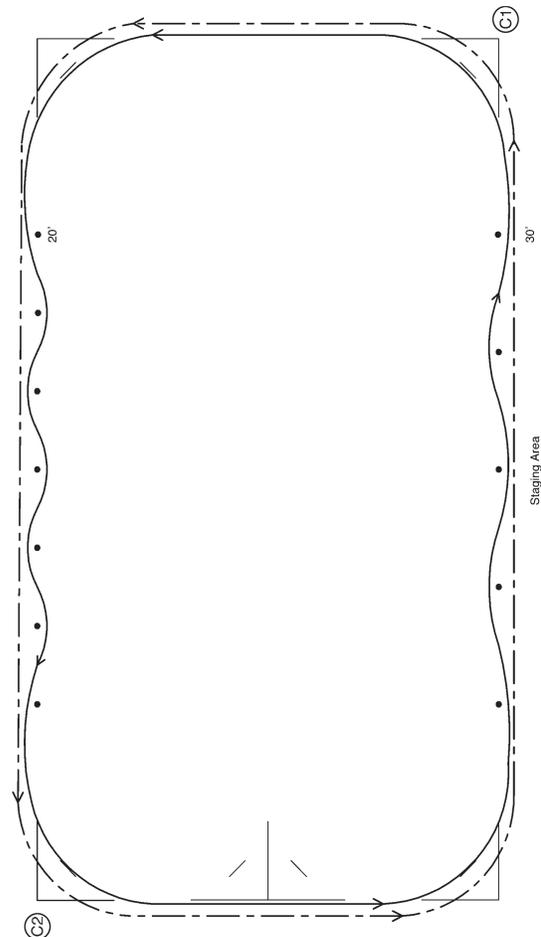
Notes:

Exercise 5

30 minutes – Riding Demo, *Simulated Practice*, Reverse

1. Read objective
 - To be able to adjust speed to make smooth turns and negotiate weaves
2. Explain range setup
 - Cones around perimeter of range, 20' apart on one side and 30' apart on the other
3. Provide instructions
 - On signal, ride the perimeter outside the cones
 - Maintain an adequate following distance
 - Speed up as possible in the straightaway and slow for the corners
 - Do not squeeze the clutch when slowing
 - After some time and on signal, begin to weave around the cones
 - On signal, stop in a line to reverse direction
 - On signal, stop in line to reverse and ride to the parking area
4. Provide demo
 - Note evaluations and provide signals
 - Maintain precise control
 - Slow with both brakes before corners (no clutch squeeze)
 - Use throttle smoothly
 - Keep right wrist flat without covering front brake
 - Maintain a safety margin, particularly in following distance
5. Provide *simulated practice* of steady throttle with steering input
6. Conduct exercise, with reversal of weaves
 - Provide extended time on perimeter
7. Stage riders in the parking area
8. Debrief

Adjusting Speed & Turning



Exercise 6 Controls-Skills Practice

This exercise is designed to develop additional basic manipulative skills. Riders just finished being “stretched” by riding at higher speeds without a lot of low-speed control manipulation, and now are “brought back” to practice low-speed control. Two weaves are used: a 20' x 8' on one side and a 15' x 3' on the other. These dimensions have shown to be developmental for new riders, yet engaging and challenging for riders with some experience (a characteristic realized in other exercises throughout the course). Additionally, riders practice a left and right perimeter turn (introduced in Ex. 4, Shifting & Stopping), and a clutch-control lane (Note that middle cone inside the perimeter turn is moved slightly). An added feature to vary control manipulation and feedback is a pause-n-go. Riders slow without stopping, providing further feedback from brake operation and throttle/clutch use. RiderCoaches must use judgment in the timing of their coaching. Rider-specific coaching is used when a rider reaches a plateau in her/his development or when a major skill is not being accomplished (clutch/throttle jerking, safety margin violations, eyes down, speed too fast or slow, etc.). This is another exercise that keeps things moving with little wait time. Riders are provided extended time to manipulate controls and gain individual feedback from their inputs under the watchful, guiding eye of the RiderCoaches. It is important that each rider demonstrates overall manipulative control of the motorcycle before proceeding.

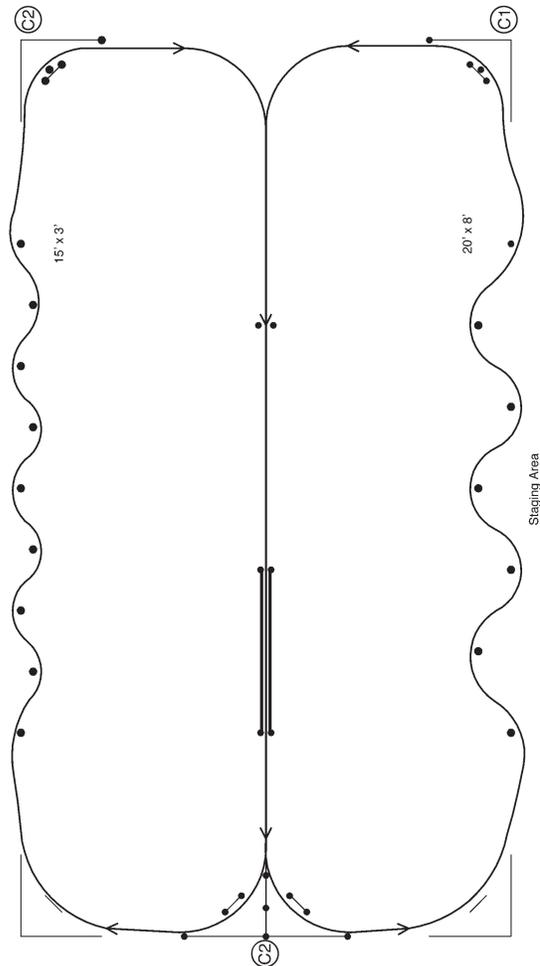
Notes:

Exercise 6

20 minutes – Riding Demo

1. Read objective
 - To be able to effectively maneuver the motorcycle
2. Explain range setup
 - Down the middle: a pause-n-go, a clutch control lane, and a left and right perimeter turn
 - On the long sides of the range, an offset weave and a perimeter turn
3. Provide instructions
 - Ride down the center of the range for the pause-n-go, the clutch control lane, and a perimeter turn left or right
 - On the long sides, weave around the cones starting on the outside of the first cone
 - Slow at the end and make a perimeter turn
 - Check traffic and repeat up the middle
4. Provide demo
 - Note evaluations and provide signals
 - Coordinate throttle, clutch, and brake use
 - Keep head and eyes up
 - Maintain appropriate following distance
 - Check for traffic
 - Maintain a safety margin
5. Conduct exercise
 - Start riders down middle
 - Have riders work toward very low speeds in clutch control lane
 - Initially distribute riders evenly on long sides
6. Stage riders in parking area
7. Debrief

Controls-Skills Practice



Exercise 7 **Cornering**

This exercise is designed to provide the development of the basic cornering technique of slow/look/press/roll. An oval with a 60' diameter is used. Simulated practice assures that the technique is introduced before riding begins. A repeated split (where the group is divided into two groups and one group rides while the other group observes and is coached, then the groups switch, then the process is repeated) is a technique used to accelerate learning and understanding. For example, Group A rides both left and right paths of travel while Group B observes and is coached; Group B rides both left and right paths of travel while Group A observes and is coached; Group A then again rides the left and right paths of travel while Group B observes and is coached; then Group B rides again the left and right paths of travel while Group A observes and is coached. Also, the exercise is reversed using a U-turn. There is extended riding time as the cornering process is critical for rider development. It is important that each rider demonstrates the ability to corner smoothly and precisely before proceeding.

Notes:

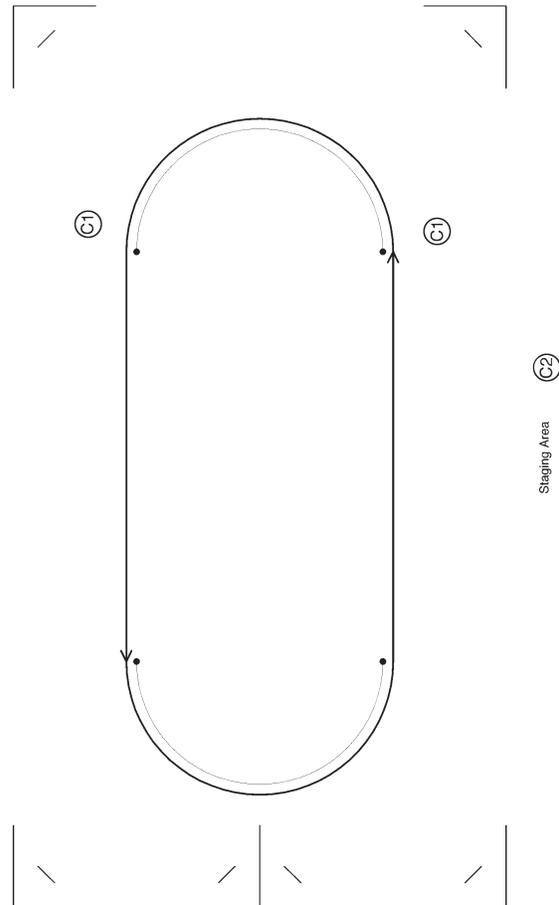
Exercise 7

30 minutes – Riding Demo, *Simulated Practice*, Repeated Split, Reverse

1. Read objective
 - To be able to ride smoothly through turns using correct technique
2. Explain range setup
 - An oval formed by 2 large arcs
3. Provide instructions
 - On signal, you will ride the oval to the left in 2nd gear
 - Before passing each entry cone, brake to entry speed without squeezing the clutch
 - Look through turn and maintain or increase speed gradually through turn
 - Once completed to the left, the exercise will be reversed
 - Once completed to the right, the exercise will be reversed
 - On signal, you will ride to the parking area
4. With class at entry point, provide demo
 - Note evaluations and provide signals
 - Maintain smooth, controlled operation
 - Keep head and eyes up, and look through the path of travel
 - Slow with both brakes prior to entry
 - Use Slow, Look, Press, Roll technique in cornering
 - Maintain a safety margin
5. Conduct *simulated practice* of "look and press"
6. Conduct exercise, with reversal
 - Use repeated split
 - Half class rides/other half observes from parking area while RiderCoach notes evaluation points; each group rides twice
 - Initially coach "slow and look"
7. Stage riders in parking area
8. Debrief

Note: *The maximum number of riders for the oval is 6.*

Cornering



Exercise 8 Matching Gears to Speed

This exercise is designed to provide practice in shifting between 2nd and 3rd gears (on a full-size range) to match engine speed to road speed. A clockwise direction is used to vary the experience for added development. Engine braking can be coached in this exercise. Cue cones are used for shift points, and riders are coached to downshift only while going in a straight line. RiderCoaches begin with active coaching to remind riders of the techniques, later using as-needed coaching. It is important that each rider demonstrates smooth clutch use and speed control before proceeding.

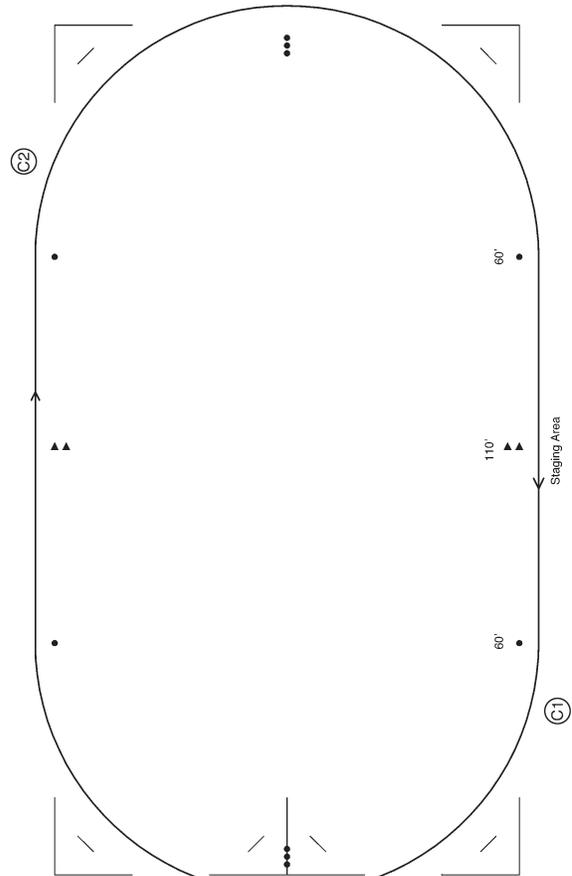
Notes:

Exercise 8

15 minutes – Riding Demo, Clockwise

1. Read objective
 - To be able to select the proper gear for road speed
2. Explain range setup
 - Perimeter with cue cones for shifting and turning
3. Provide instructions
 - On signal, complete a sweeping U-turn and begin riding the perimeter clockwise in 2nd gear
 - At the triple cones, shift to 3rd gear and increase speed momentarily
 - At double cones, downshift to 2nd gear, easing out clutch while in straight path
 - Slow prior to continuing to other side
 - On signal, reverse path and return to stage area
4. With class observing at a downshift point, provide demo
 - Note evaluations and provide signals
 - Keep head and eyes up
 - Match gear to speed
 - Change gears smoothly
 - Maintain a safety margin
5. Conduct exercise
 - Initially coach riders on the timing of downshift and easing out clutch if necessary
6. Stage riders
 - Slow and stop riders on far side
 - Stage riders in parking area
7. Debrief

Matching Gears to Speed



Exercise 9 Stopping Quickly

This exercise is designed to allow riders to develop their quick-stop capabilities. The stop point is several feet prior to the perimeter turns to provide another scenario from which turns must be made in real-world situations. (Earlier in Exercise 4, Shifting and Stopping, the distance was 20' to create a "slow-ride" through the perimeter turn. Here a greater approach distance is provided with the idea that braking adjustments may be required to complete the turn. Also, note that the middle cone inside the perimeter turn is moved slightly.) A feature of this exercise is that a crisscross traffic pattern is used in the middle of the range. Riders practice pause-n-gos while creating a gap for cross traffic. Another feature of this exercise is that it has two parts: one is to allow riders to stop as they pass a cue cone; the other is to stop on signal by a RiderCoach. The latter is done to provide riders with an "on cue" scenario to make a quick stop, developing the skill to a deeper level. This exercise uses simulated practice to emphasize the quick stop technique. As with all exercises, riders are encouraged to start at lower speeds and increase speed as skill develops and comfort levels increase. RiderCoaches manage the exercise from the stopping areas, watching the riders as they complete the perimeter turn and crisscross in the middle to get back in line. Also, they coach proper approach speeds appropriate for individual skill levels. It is important that each rider demonstrates an ability to stop quickly and smoothly before proceeding.

Notes:

Exercise 9

30 minutes – Riding Demo, *Simulated Practice*,
2 Parts

1. Read objective
 - To be able to stop quickly and safely in shorter distances
2. Explain range setup
 - 2 lanes on each side of the range
 - 2 crossed pause-n-gos in middle of the range

3. Provide instructions

Part 1 – Stop using cue cones

- On signal, ride down the middle of the range through the crossed pause-n-gos
- Ride to a start point for stop lane
- On signal and one at a time, approach stopping area at about 15 mph in 2nd gear
- Stabilize speed early
- As front wheel passes the cue cones, downshift keeping the clutch squeezed, and make a quick stop using both brakes
- Once coached, make the perimeter turn and ride through the crossed pause-n-gos

Part 2 – Stop on RiderCoach signal

- When a RiderCoach moves inside stopping area, stop quickly on command

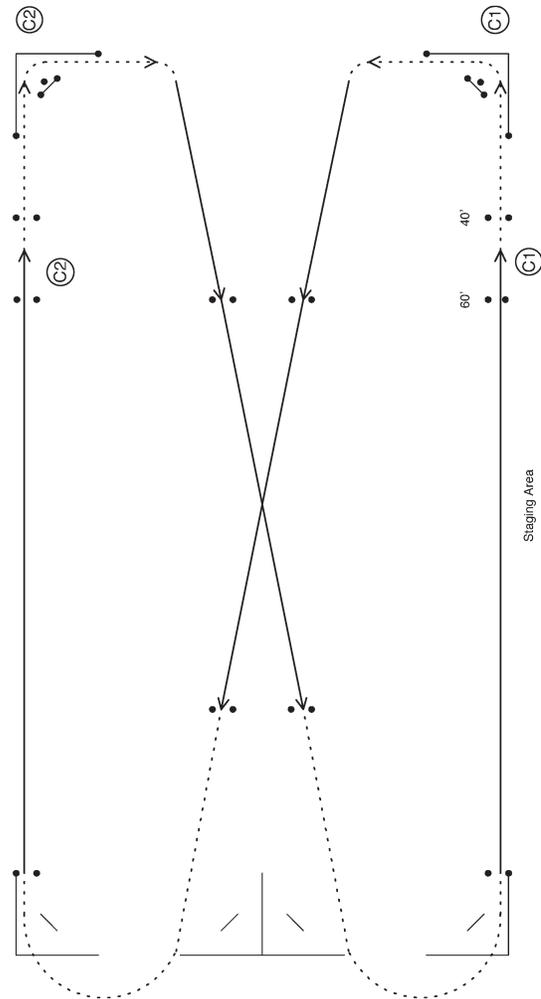
4. With class at stop point, provide demo
 - Note evaluations and provide signals
 - Keep head and eyes up
 - Use brakes firmly, not grabbing the front brake or locking the rear brake
 - If rear wheel locks; use less pressure next time
 - If front wheel locks, immediately release the lever and reapply with less pressure
 - Shift with precision
 - Maintain a safety margin
 - Tell riders to keep their speed low and to use soft pressure on the front brake lever for the first attempts

5. Provide *simulated practice* of stop procedure

6. Conduct exercise
 - To start, distribute riders evenly
 - Part 1: use cue cones
 - Part 2: use stop signal

Stopping Quickly

7. Stage riders in parking area
8. Debrief



End of Level I

Exercise 10 Limited-Space Maneuvers

This exercise is designed to allow riders to develop their abilities in areas with limited maneuvering space. Although considered convenience skills, these maneuvers provide riders with additional practice time on basic skills within a practical context. The skill of handlebar turn/counter weighting is emphasized, and is introduced with simulated practice. Three exercises are provided: a U-turn box, an S-turn, and a perimeter turn. The U-turn box has two width dimensions, 24' and 20'. The former is the minimum width of most roadways and the latter provides a goal to increase skill. (The 20' width is used in the skill test.) For the perimeter turns, note the middle cone is now in a position to form a 90-degree turn. This is to develop the skills associated with turning from a stop at an intersection. RiderCoaches provide active assistance when needed, but allow riders the opportunity to practice and develop these skills on their own. It is important that each rider demonstrates control in making low speed, limited space paths of travel before proceeding. Particular attention should be focused on the U-turn since it develops basic control and is a skill test exercise.

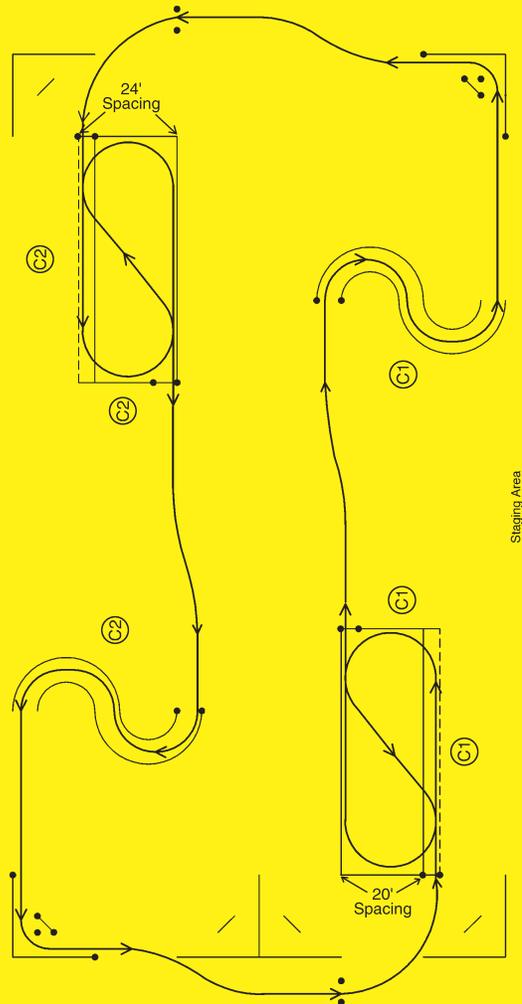
Notes:

Exercise 10

25 minutes – Riding Demo, *Simulated Practice*

1. Read objective
 - To be able to maneuver in limited spaces
2. Explain range setup
 - A U-turn area, an S-turn, and a perimeter turn on each side of range
3. Provide instructions
 - On signal, move to a start point
 - One at a time, complete a U-turn left and a U-turn right, and then an S-turn and perimeter turn
 - Wait at end of the next line
4. With riders near U-turn box, provide demo
 - Note evaluations and provide signals
 - Maintain overall control
 - Turn handlebars and counterweight
 - Keep head and eyes up, and look through paths of travel
 - Maintain a safety margin
 - Coordinate clutch and throttle actions
5. Provide *simulated practice*
 - Stress handlebar turn, motorcycle lean and counterweight
 - Stress head turn
6. Conduct exercise
 - As riders gain skill, have them work toward the 20' U-turn
7. Stage riders in parking area
8. Debrief

Limited-Space Maneuvers



Exercise 11 Pressing to Initiate Lean

This exercise is designed to focus on the effects of counter steering. To this point counter steering has been subtly developed. Because pressing to initiate lean is a critical skill to realize and is difficult to explain, this exercise provides the opportunity to emphasize the technique. A repeated split is used; this is a technique that allows half the group to be coached verbally as they observe the other riders practicing (a motor skill principle), and to complete the path of travel two separate times. Simulated practice is used to ensure the technique is understood prior to riding. A subtlety of this exercise is that the weave is set at two different dimensions. For the first run the cones are placed in a straight-line 30' weave; for the second run a 3' offset is used. The offset requires an increase in pressure to initiate and control lean (developmental). One RiderCoach divides time between coaching the non-riding group and the riding group, while the other RiderCoach is responsible for the middle of the range. It is important that each rider recognize the effects of countersteering before proceeding.

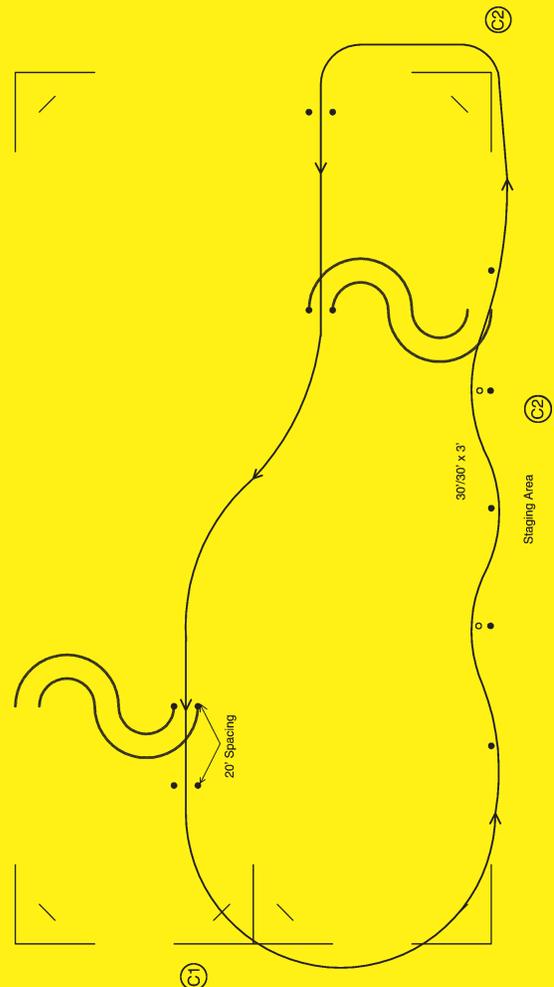
Notes:

Exercise 11

25 minutes – Riding Demo, *Simulated Practice*,
Repeated Split

1. Read objective
 - To be able to initiate lean for turning using handgrip pressure
2. Explain range setup
 - An offset path down the middle and a 30' weave on the perimeter
3. Explain counter steering
 - Changing a path of travel requires an initial press on the handgrip in the direction of the change
4. Provide instructions
 - On signal, ride to the starting point
 - On signal and one at a time ride through the path of travel in 1st or 2nd gear
 - Nod if you felt the "press steering"
 - Proceed to weave on perimeter and return to end of line
5. Provide demo
 - Note evaluations and provide signals
 - Keep head and eyes up
 - Initiate path of travel change with handgrip pressure
 - Maintain steady speed
6. Provide *simulated practice*
 - Press and lean
 - Make sure all riders allow motorcycle to lean in direction of press
7. Conduct exercise, including repeat
 - Use 30' weave for initial path with both groups, calling one rider at a time
 - During 2nd session with each group, use a continuous path and a 30' x 3' offset weave
8. Stage riders in parking area
9. Debrief

Pressing to Initiate Lean



Exercise 12 Cornering Judgment

This exercise is designed to add cornering finesse as it requires additional rider judgment. The path of travel includes lanes on the long sides of the range and two exit lanes in the middle. Riders practice the slow/look/press/roll technique as they adjust the entry speed for the exit lane they choose. RiderCoaches have riders start individually and coach by correction as needed. The exercise is reversed to allow practice in both directions. It is important that each rider demonstrates overall motorcycle control when adjusting speed for cornering before proceeding.

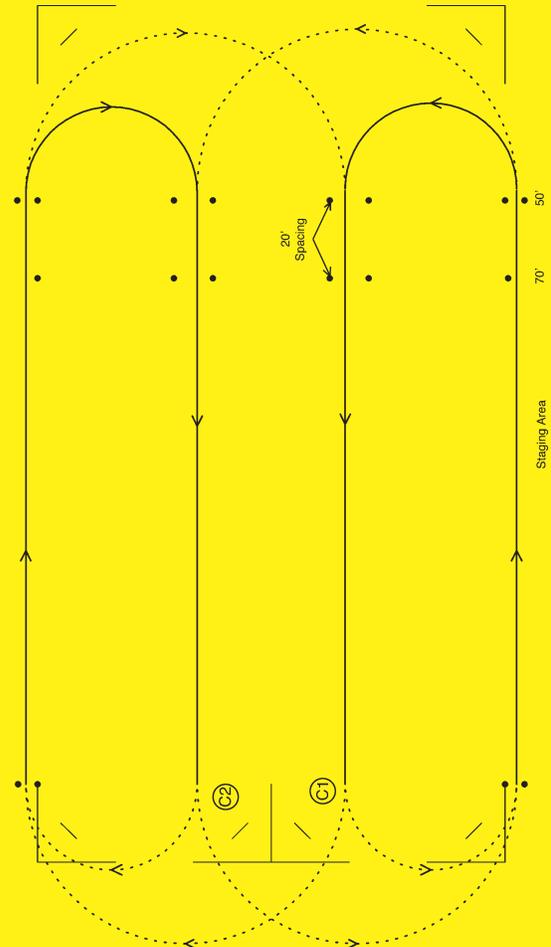
Notes:

Exercise 12

30 minutes – Riding Demo, Reverse, *Simulated Practice*

1. Read objective
 - To be able to judge entry speed and corner skillfully
2. Explain range setup
 - A path down the sides of the perimeter, and 2 gates in the middle
3. Define entry speed
 - The speed at the beginning of a turn that allows throttle roll-on throughout the turn
4. Provide instructions
 - On signal, ride around perimeter to the start position
 - On signal and one at a time, approach the cue cones in 2nd gear about 15 mph
 - Prior to cue cones, slow to a suitable entry speed
 - For farther gate, stay in 2nd gear and slow to entry speed without squeezing clutch
 - For closer gate, consider downshifting to 1st gear prior to entry cone
 - Look through turn and maintain or increase speed through a gate
 - Alternate gates with each revolution
 - Proceed to end of line unless signaled by a RiderCoach
 - The exercise will also run to the right
5. With riders at cue cone, provide demo
 - Note evaluations and provide signals
 - Shift smoothly
 - Use slow, look, press, roll technique
 - Control speed
 - Maintain a safety margin
6. Provide *simulated practice*
 - Look and press
7. Conduct exercise, with reversal
 - Higher-geared motorcycles may need to stay in 1st gear for both gates
 - Run in both directions, repeat as necessary
8. Stage riders in parking area
9. Debrief

Cornering Judgment



Exercise 13 Negotiating Curves

This exercise is designed to develop the technique for effective cornering. Two different curves are used. The first is a 90-degree curve while the second is a 135-degree curve. Having two different curves adds to the judgment and skill required. A 135-degree curve is utilized so that a rider must extend the handlebar pressure for a longer time period. Second gear is used for both curves. RiderCoaches may initially observe and coach near the entry point of the curve, and later (as soon as reasonable) move to the stop point to coach the overall technique. This second curve (135 degrees) happens to be the path of travel in the skill test. It is important that each rider demonstrates smooth and precise cornering technique before proceeding.

Notes:

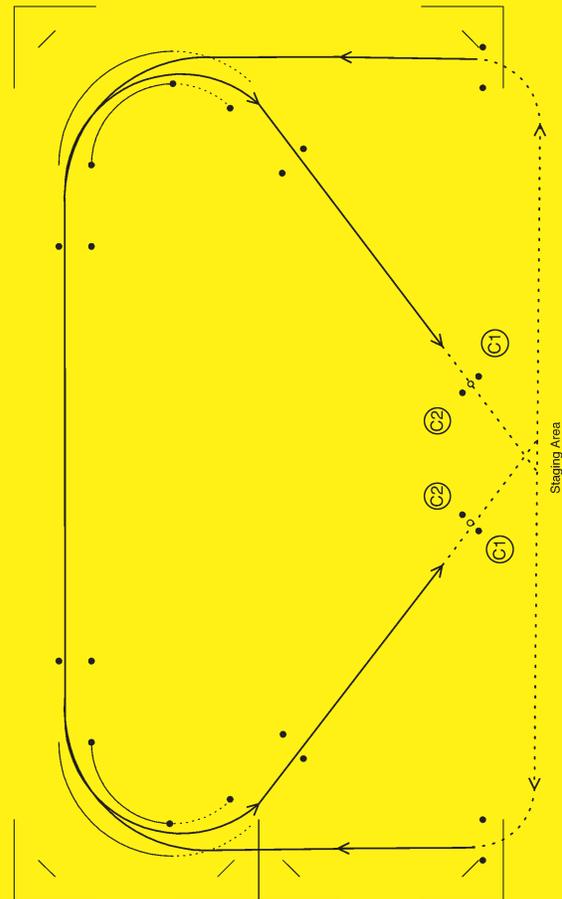
Exercise 13

30 minutes – Riding Demo, Reverse

1. Read objective
 - To become proficient in riding smoothly through curves
2. Explain range setup
 - 2 curved paths marked by lines and cones
3. Provide instructions
 - On signal, ride to starting point
 - On signal and one at a time, ride through first curve in 2nd gear, rolling on throttle to increase speed
 - Use an outside-inside-outside path of travel
 - Continue to increase speed in straightaway
 - For second curve, slow before entering without squeezing clutch, and look, press, roll. You should go fast enough to demonstrate the technique (approximately 12 to 17 mph)
 - Use an outside-inside-outside path of travel
 - Once straight, shift to 1st gear and stop at cones
 - On signal, the exercise will be reversed
4. With riders at entry point, provide demo
 - Note evaluations and provide signals
 - Keep head and eyes up
 - Use an outside-inside-outside path
 - Use slow, look, press, roll technique
 - Shift and stop smoothly
 - Maintain a safety margin
5. Conduct exercise
6. Stage riders in place
7. Debrief

Note: Add a 3rd cone to stop points.

Negotiating Curves



Exercise 14 Stopping Quickly in a Curve

This exercise is designed to develop the skill of stopping quickly in a curve by straightening first, then stopping quickly in a straight line. Two 90-degree curves are used. This provides a crisscross traffic pattern as riders move to the opposite line, requiring real-world time and space judgment. RiderCoaches allow riders to practice the skill on their own, coaching by correction and providing encouragement as necessary. No signals are given as to when to stop, so riders can determine their own degree of difficulty with minimal interference (a motor skill development principle). Simulated practice is used to introduce the stopping technique. If a rider chooses 2nd gear to ride into a curve, be sure 1st gear is used to start out from a stop. It is important that each rider demonstrates overall control when stopping quickly in a turn before proceeding.

Notes:

Exercise 14

20 minutes – Riding Demo, *Simulated Practice*

1. Read objective
 - To be able to stop quickly in a curve
2. Explain range setup
 - 2 curved paths marked by lines and cones, with cross traffic in the middle
3. Provide instructions
 - On signal and one at a time, ride into curve in 1st gear or 2nd gear
 - After entering the curve, straighten and brake to a stop, going over the line if necessary
 - After coaching, select a safe gap and proceed to next line
 - Repeat other direction
 - On signal, return to parking area
4. With riders at stop point, provide demo
 - Note evaluations and provide signals
 - Use outside-inside-outside path
 - Straighten before braking
 - Keep head and eyes up
 - Do not brake too hard
 - Have handlebars square when stopped
 - Select a safe gap in middle
 - Maintain a safety margin
5. Provide *simulated practice*
 - Straighten, then brake
6. Conduct exercise
7. Stage riders in parking area
8. Debrief

Stopping Quickly in a Curve



Exercise 15 Changing Lanes and Crossing Obstacles

This exercise is designed to develop proficiency in crossing over obstacles and to provide practice in changing lanes. It is a 2-part exercise. First, riders practice crossing over obstacles (four 2" x 4s") on the perimeter. RiderCoaches need to recognize that participants using cruiser-type motorcycle may need to adjust the technique because they cannot effectively stand up on their footrests. Once the objective is achieved, the obstacles are removed and the riders are divided into two groups (which allows more practice time). Two lane change areas are set up in the interior of the range. Simulated practice is used to remind riders how the turn signal switch operates and to emphasize the blind spot check. Each long side of the range is used as a return path and uses a 30' x 3' offset weave. It is important that each rider is able to cross an obstacle and execute a proper lane change before proceeding.

Notes:

Exercise 15

20 minutes – Riding Demo, *Simulated Practice*, 2 Parts

1. Read objective
 - To be able to cross over obstacles and make lane changes
2. Explain range setup
 - Obstacles on outside perimeter
 - 2 separate lane change areas with an offset weave on the perimeter
3. Provide instructions

Part 1 — Obstacle

 - On signal, ride the perimeter crossing over obstacles on both sides of range
 - On signal, stop to set up for lane changes and offset weaves

Part 2 – Lane Change and Weave

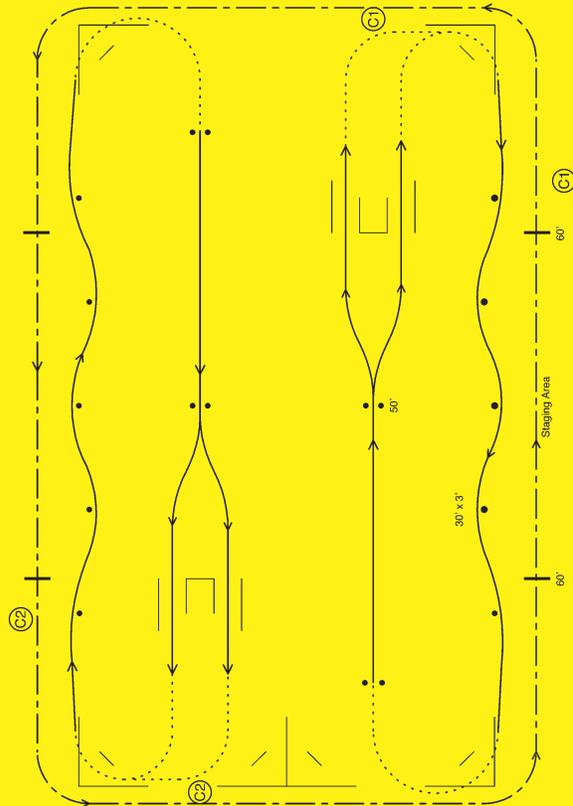
 - On signal and one at a time, perform a lane change in the direction of your choice and stop next to a RiderCoach
 - After coaching, complete offset weave and return to same line
4. With riders at a coach position, provide demo
 - Note evaluations and signals for Part 1
 - Approach at 90 degrees
 - Keep eyes up, looking ahead
 - Grasp both handgrips
 - Rise off seat, knees bent and against tank, and weight back slightly
 - Accelerate slightly just prior to contact
 - At front tire contact, roll off throttle
 - Note evaluations and signals for Part 2
 - Check mirror, signal, check blind spot, and cancel signal
 - Maintain a safety margin
5. Conduct obstacle part of exercise
6. Split riders and stage for lane change
 - Remove obstacles
 - Provide *simulated practice* of lane change procedure

Obstacles & Lane Changes

7. Conduct lane change part of exercise
 - Coach lane changes and observe offset weaves
8. Stop riders in place
9. Debrief

Note:

- For lane changes, cue cones are 50' from barrier
- Weave cones are 30' apart with a 3' offset



Exercise 16 Avoiding Hazards

This exercise is designed to develop collision avoidance skills. It complements the previous exercise in that obstacles are now to be avoided, and the “lane change” is now quick. There are two parts to this exercise and riders remain in two groups. Part I has the RiderCoaches signal riders to swerve left or right, and Part II adds a stop signal to the swerve (for a total of three choices). This follows a natural developmental process and it introduces a “real world” reaction time to crash avoidance skills. The cone weave dimensions upon the return to the end of the line are again 30' x 3'. Simulated practice is used to emphasize keeping the upper torso upright during the swerve. The dimensions of the critical cones in the swerve are 15' from cue cones to barrier; cue cones are set 3' apart. It is important that each rider demonstrates overall control when responding to RiderCoach signals before proceeding.

Notes:

Exercise 16

30 minutes – Riding Demo, *Simulated Practice*, 2 Parts

1. Read objective
 - To be able to avoid hazards by swerving or stopping quickly
2. Explain range setup
 - 2 separate barriers and an offset weave on outside perimeter
3. Provide instructions

Part 1 – Swerve

- On signal and one at a time, approach barrier at around 12 mph in 2nd gear
- Maintain a steady speed
- Swerve in direction signaled without braking
- When straight, downshift and stop next to RiderCoach
- After coaching, practice the offset weave and return to end of same line

Part 2 – Swerve or Brake

- After some time, the RiderCoach will add a stop signal, providing 3 options: swerve left, swerve right, brake in straight line

4. With riders at coach position, provide demo
 - Note evaluations and provide signals

Part 1 – Swerve

- Keep head and eyes up
- Keep speed under control
- Keep body upright, independent of motorcycle lean
- Maintain steady speed when swerving
- Do not brake while swerving
- In weave, maintain steady speed

Part 2 – Swerve or Brake

- When stopping, downshift and brake smoothly in a straight line
- In weave, maintain steady speed

5. Provide *simulated practice*
 - Swerving with upper body straight
6. Conduct exercise
 - Provide early signals, no surprises
 - For Part 2, tell riders that first signal will be a stop signal, then signals will be random

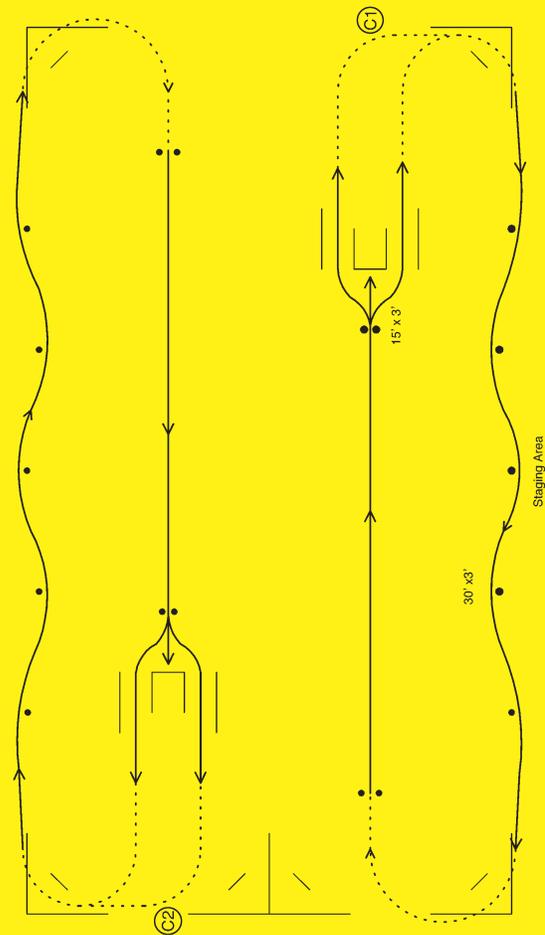
7. Stage

Avoiding Hazards

- Keep near-side riders in place
 - Direct far-side riders to turn left after last swerve-stop and join the near group
8. Debrief

Notes:

- The cue cones are 15' from the barrier and 3' apart
- The weave cones are 30' apart with a 3' offset



Exercise 17 Skills Practice

This exercise is designed to provide continued development of overall control skills. It is a capstone exercise that provides practice of important skills, including the collision-avoidance skills of straight-line braking and swerving left and right. It reinforces basic skills as it mixes at-speed skills and slower speed, manipulative skills. The exercise has four paths: two stopping lanes, a U-turn box with a 20' width, and a swerve area that uses the dimensions on the skill test (13' from cue cones to barrier with the cue cones 3' apart). Riders first practice quick stop skills in the two stopping lanes, with the other exercises (U-turn and swerve) added after skill and control are demonstrated. It is important that each rider maintains a safety margin and demonstrates overall control operation. Because riders will next complete the skill test, RiderCoaches should be cognizant of each rider's skill level as well as any potential effects of fatigue.

Notes:

Exercise 17

20 minutes – Riding Demo

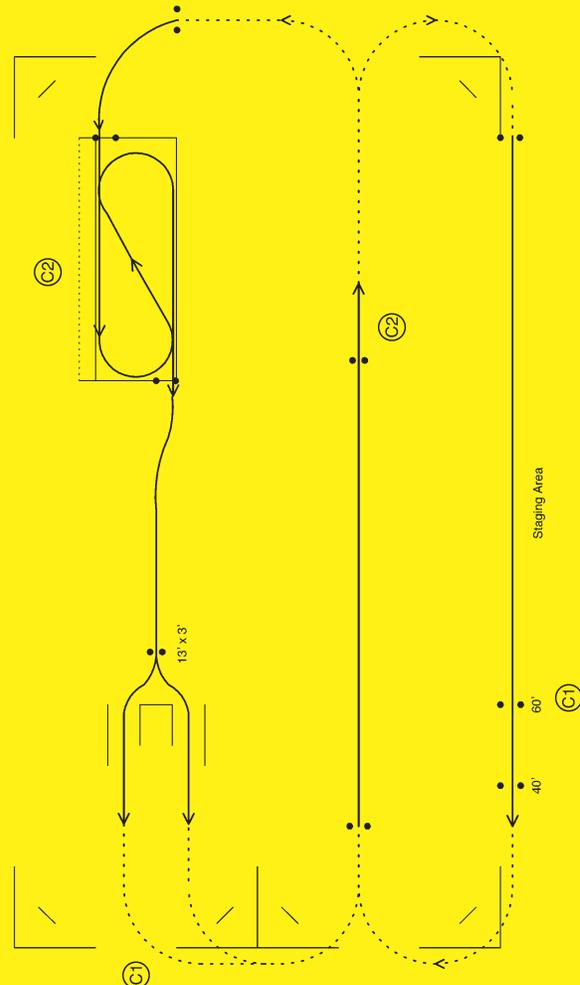
1. Read objective
 - To be able to perform basic motorcycle operation smoothly and proficiently
2. Explain range setup
 - Quick stop lanes on the interior of range and on near-side perimeter
 - U-turns and swerve area on far side of range
3. Provide instructions, explaining path of travel
 - On signal and one at a time, practice quick stops in the 2 lanes provided
 - Begin stop when front tire crosses cue cones
 - After stopping, return to end of line
 - On signal, add the U-turns and swerve to path of travel
 - Wait until U-turn and swerve areas are open before starting into them
 - Return to original line
4. Provide demo (optional)
 - Note evaluations and provide signals
 - For stops
 - Use brakes firmly
 - Keep head and eyes up
 - Avoid anticipating stop point
 - For U-turns
 - Turn handlebars and counterweight
 - Keep head up and look through path of travel
 - Work at completing turn within solid line
 - For swerve
 - Keep head and eyes up
 - Maintain steady speed in approach and swerve
 - Separate braking and swerving
 - When straight, stop completely before returning to line
5. Conduct exercise
 - Initially have riders use both stop lanes
 - Coach improper approach speeds and cue cone anticipation
 - When riders are performing quick stops well, add the U-turn and swerve to path of travel

Skills Practice

6. Stage riders at the start point for the U-turn
7. Debrief

Notes:

- The cue cones for the swerve box are 13' from the barrier and 3' apart
- The 20' boundary line for the U-turn is used



End of Level II

Skill Test The end-of-course skill test is designed to be a realistic, fair measure of a new rider's skill, as well as be efficient to conduct. It assesses the basic skill of a limited-space U-turn, the collision avoidance skills of a quick stop and swerving, and the skill commonly associated with single-vehicle motorcycle crashes, cornering. The skill evaluations may be run in a different order.

Riders must follow directions in order to be accurately and fairly scored. If a rider does not follow the directions, maximum penalty points for that exercise may be assessed.

Notes:



Site Location: _____

RERP #: _____

Date: _____

Evaluator: _____

Basic RiderCourseSM Skill Evaluation Score Sheet																								
EVALUATION	1		2		3		4		5		6		7		8		9		10		11		12	
	Once	More																						
1. U-turns																								
Crosses boundary	3	5	3	5	3	5	3	5	3	5	3	5	3	5	3	5	3	5	3	5	3	5	3	5
Puts foot down	3	5	3	5	3	5	3	5	3	5	3	5	3	5	3	5	3	5	3	5	3	5	3	5
U-turns Total (Max. = 8)																								
2. Swerve																								
Hits obstacle	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Brakes during swerve	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Crosses escape boundary	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Improper speed (2nd attempt)	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
Anticipation (2nd attempt)	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
Swerving in the wrong direction (2nd attempt)	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
Swerve Total (Max. = 15)																								
3. Quick Stop																								
Time:																								
Distance:																								
Standard:																								
Beyond Standard (Max. = 10)																								
Did not use both brakes	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Fails to shift to 1st gear	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Improper speed (2nd attempt)	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
Anticipation (2nd attempt)	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
Quick Stop Total (Max. = 15)																								
4. Cornering																								
Does not use both brakes	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Looks down at cones or lines	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Decelerates in the turn	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Crosses boundary	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Time:																								
Speed too slow																								
Cornering Total (Max. = 15)																								
Automatic Failure																								
Intentional unsafe act	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Falls/drops motorcycle	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21

Total Score (Success is <21)

Stopping Standard	
Time (sec)	Distance (ft)
0.72 to 0.75	20
0.76 to 0.79	18
0.80 to 0.84	16
0.85 to 0.90	14
0.91 to 0.97	13
0.98 to 1.05	11
1.06 to 1.14	9
1.15	8

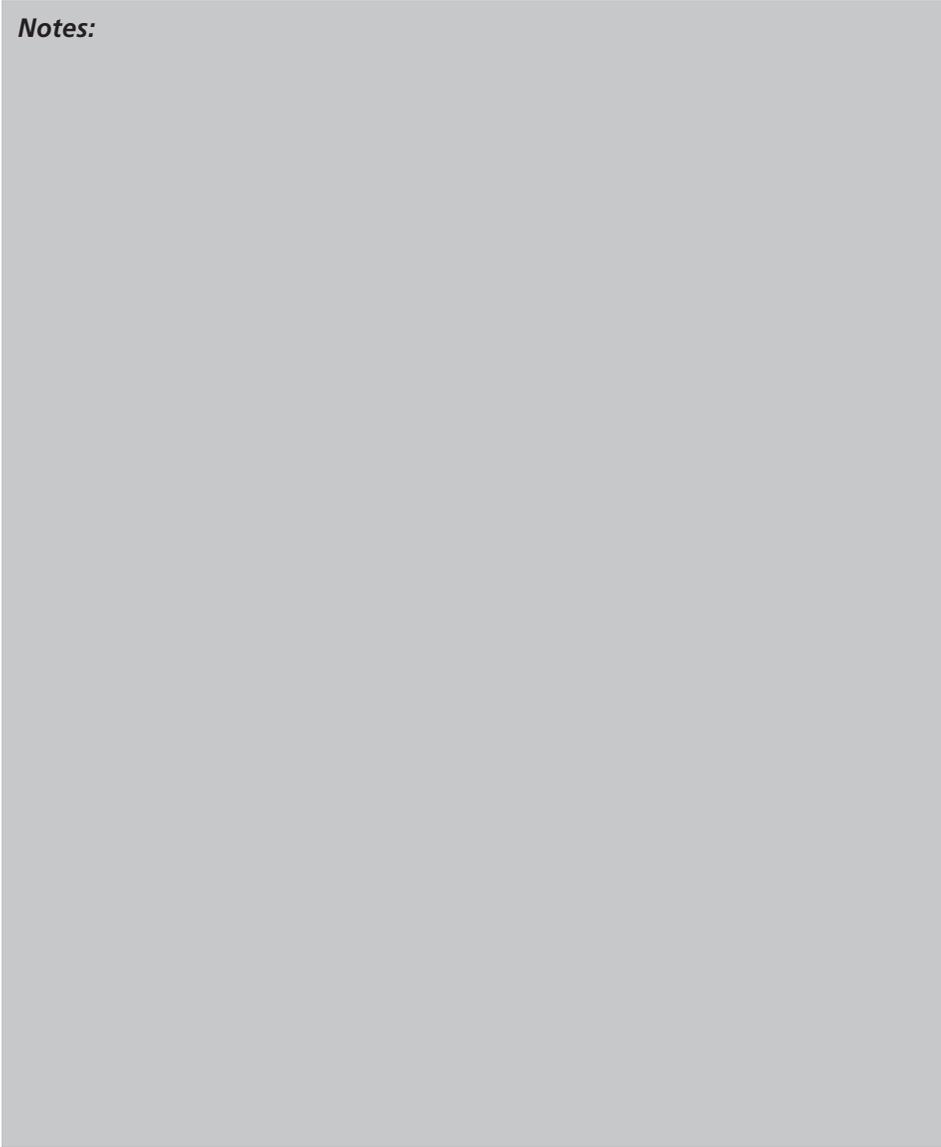
Cornering Standard	
Time (sec)	Penalty Points
2.91 to 3.05	1
3.06 to 3.24	3
3.25 or more	5

Swerve Standard
1.15 seconds or lower
If lower than .72 seconds, one rerun allowed.

Evaluations 1 & 2 U-turns and Swerve

A single path of travel is used, and a RiderCoach scores one rider at a time. The U-turn, because it is a basic manipulative skill not directly associated with fatal motorcycle crashes, is not given a high scoring weight. A rerun of the swerve is allowed for inappropriate speed or for anticipation.

Notes:



SKILL TEST
Evaluations 1 & 2

Objective:

To demonstrate your basic motorcycle-control skills and your ability to avoid an obstacle in your path. Riders must follow directions in a manner that allows fair and accurate scoring of the skill, or maximum points may be assessed.

Description:

You will ride two U-turns and then swerve to avoid an obstacle.

Directions: (Pre-brief the group)

1. Throughout this and all subsequent evaluations, there are two things that will result in stopping your test with an unsuccessful score:
 - a. An intentional unsafe act
 - b. Falling or dropping the motorcycle
2. On signal, you will ride into the box and make two U-turns, one in each direction, while remaining within the area bounded by the solid lines.
3. You will lose points on the U-turns for:
 - a. Crossing a line, or boundary
 - b. Putting a foot down.
4. After exiting the U-turn box, ride toward the obstacle at a speed between 12 and 18 mph. Maintain a steady speed.
5. When you reach the cue cones, swerve to the right to avoid the obstacle and recover through the escape lane.
6. After clearing the escape lane and straightening, stop.
7. You will lose points on the swerve for:
 - a. Hitting the obstacle
 - b. Braking during the swerve
 - c. Crossing escape boundary
 - d. Failing to attain a proper speed or anticipating on a second attempt
 - e. Swerving in the wrong direction on a second attempt
8. When signaled, ride to the next starting point.

SKILL TEST
U-Turns and Swerve

SCORING	Penalty Points	
	Once	Twice
U-TURNS		
Crosses boundary	3	5
Puts foot down	3	5
<i>Maximum Penalty</i>		8

SWERVE		
Hits obstacle	10	
Brakes during swerve	5	
Crosses escape boundary	5	
Improper speed (2nd attempt)	15	
Anticipation (2nd attempt)	15	
Swerving in the wrong direction (2nd attempt)	15	
<i>Maximum Penalty</i>		15

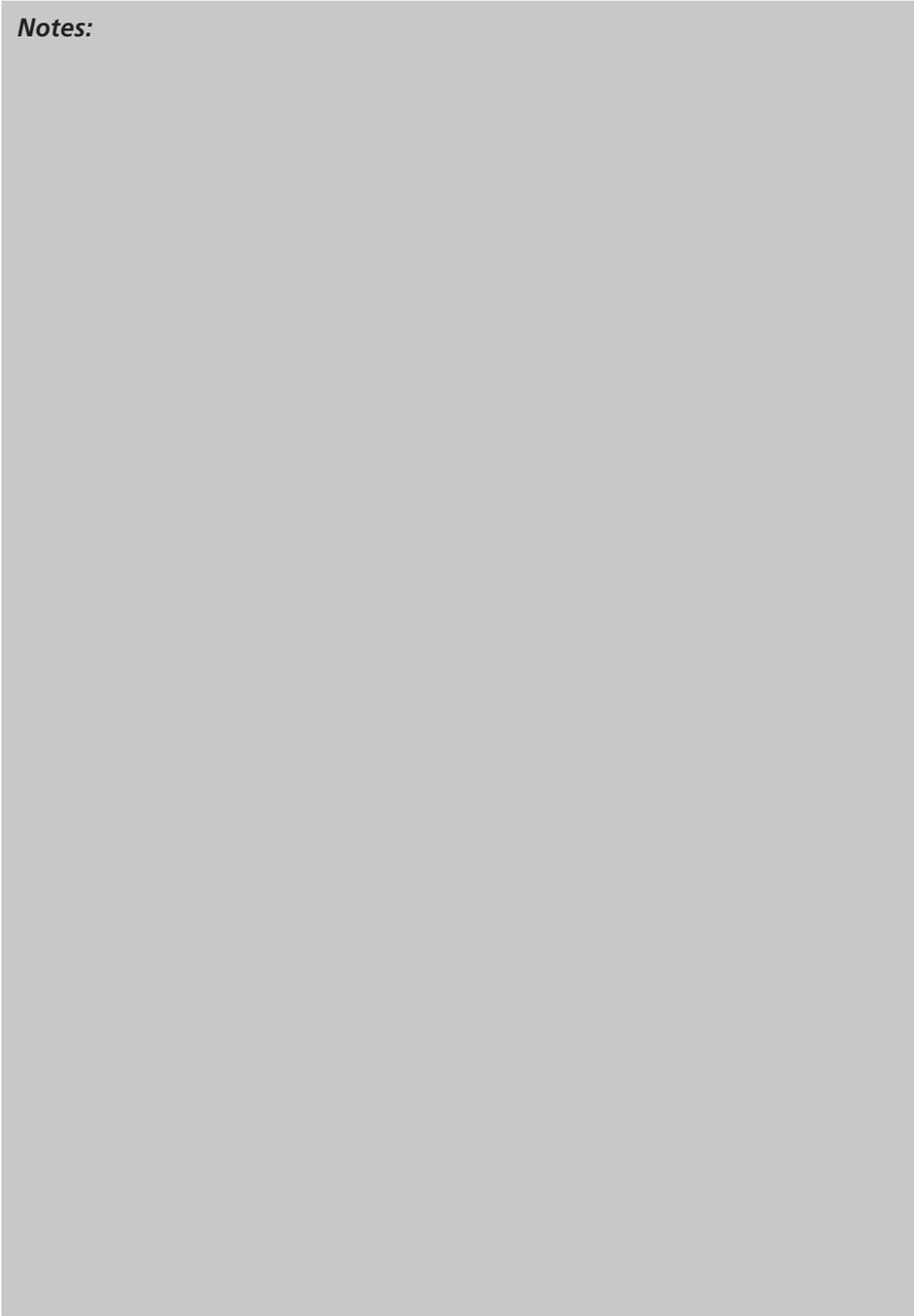
Notes:

1. For the U-turn, "crossing boundary" is for one or both tires.
2. For the swerve, "hits obstacle" refers to the barrier line (painted and/or cones) that blocks the approach.
3. "Hits obstacle" or "crosses escape boundary" is scored only if the contact patch of the tire clearly crosses completely over a painted/taped line or the imaginary line joining the outer edges of cones' bases.
4. Reruns for the swerve are made:
 - a. If the speed is too slow, and the rider did not "hit obstacle" or cross a boundary,
 - b. If there is an anticipation (an obvious brake application or hitting/skipping a cue cone with the front tire),
 - c. If the speed is too fast (under .72 seconds) and the swerve is unsuccessful,
 - d. If the swerve is in the wrong direction.
Only one rerun is allowed.
5. The cue cones for the swerve are 13' from the barrier and 3' apart.
6. Timing for 20' zone is 1.15 seconds or lower.

Evaluation 3 Quick Stop

This exercise is run one-at-a-time, and utilizes a 20' timing zone. One re-run is allowed for inappropriate speed or for anticipating the stop point.

Notes:



Evaluation 3

Objective:

To demonstrate your ability to avoid a hazard by stopping quickly.

Description:

You will ride toward the stopping area. At the cue cones, you will stop in the shortest distance that you safely can.

Directions: (Pre-brief the group)

1. On signal, you will accelerate quickly to a speed between 12 and 18 mph in 2nd gear.
2. Maintain a steady speed until your front tire reaches the cue cones. Do not anticipate the stop by slowing or applying the brakes before the cue cones.
3. When your front tire passes the cue cones:
 - a. Stop in the shortest distance that you safely can, shifting into 1st gear during the stop
 - b. Once stopped, do not move until signaled
4. On signal, ride to the next starting point and stop.
5. You will lose points for:
 - a. Stopping beyond the standard distance for your speed
 - b. Failing to use both brakes
 - c. Failing to shift down to 1st gear
 - d. On the second attempt, failing to attain a proper speed or anticipating the stop

SCORING	Penalty Points
QUICK STOP	
Stops beyond standard	1 per foot
Did not use both brakes	5
Fails to shift to 1st gear	5
Improper speed (2nd attempt)	15
Anticipation (2nd attempt)	15
<i>Maximum Penalty</i>	15

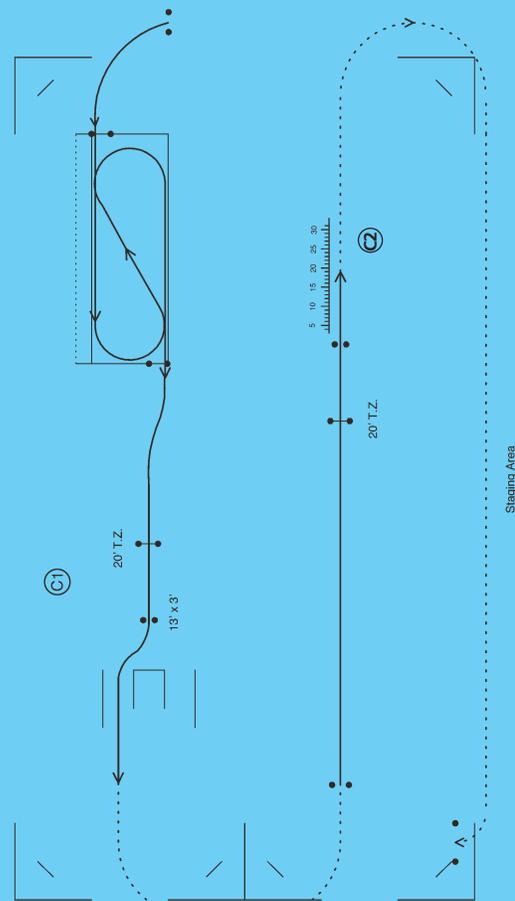
Notes:

1. Timing begins when the front tire crosses the first timing line and ends when the front tire passes the cue cones. Stopping distance is measured at the leading edge of the front tire, to the next higher foot.
2. If the rider does not shift to second gear, 5 points accrue for "failure to shift to first gear."

Quick Stop

3. Reruns are made:
 - a. If the speed is too slow,
 - b. There is an anticipation (an obvious brake application prior to cue cones), or
 - c. If the speed is too fast and the maximum stopping standard is not achieved. *Only one rerun is allowed.*

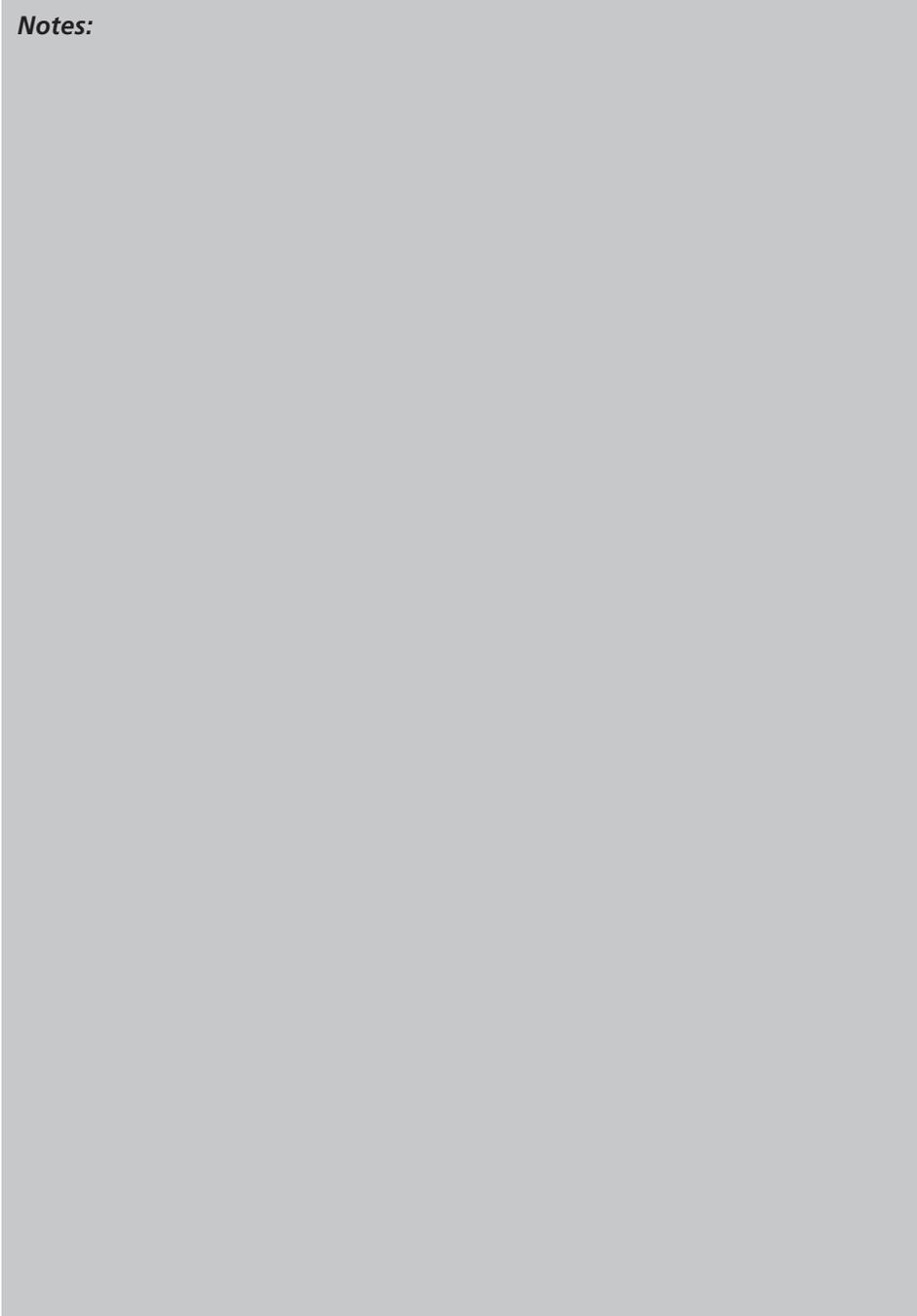
Time (sec)	Standard (ft)
0.72 to 0.75	20
0.76 to 0.79	18
0.80 to 0.84	16
0.85 to 0.90	14
0.91 to 0.97	13
0.98 to 1.05	11
1.06 to 1.14	9
1.15	8



Evaluation 4 Cornering

This exercise evaluates cornering capability and technique. It utilizes the same path of travel as Exercise 13, Negotiating Curves. It may be scored with the path of travel either to the left or to the right.

Notes:



Evaluation 4

Objective:

To demonstrate your ability to use proper technique to negotiate a curve.

Description:

You will ride through two curves demonstrating proper technique. Only the 135-degree curve is scored.

Directions: (Pre-brief the group)

1. On signal, accelerate toward the first curve, shifting to 2nd gear.
2. Ride through the first curve and continue to accelerate to about 20 mph.
3. Slow to an appropriate entry speed for the next curve, remaining in 2nd gear.
4. Plan to ride safely without exceeding the boundaries marked by the cones and painted lines. This is a timed evaluation. You will have to go fast enough to demonstrate the technique (approximately 12 to 17 mph).
5. Make a smooth, continuous turn through the second curve using correct technique.
6. After exiting the curve, stop at the cones near the perimeter; then on signal, ride to the parking area, shut down and dismount.
7. You will lose points for:
 - a. Not using both brakes to slow
 - b. Looking down at the cones or lines
 - c. Decelerating while in the curve
 - d. Crossing a boundary
 - e. Riding too slowly

SCORING	Penalty Points
CORNERING	
Does not use both brakes	5
Looks down at cones or lines	5
Decelerates in the curve	5
Crosses a boundary	10
TIME	
2.90 seconds or less	0
2.91 to 3.05 seconds	1
3.06 to 3.24 seconds	3
3.25 seconds or more	5
<i>Maximum Penalty</i>	15

Notes:

Cornering

1. Timing starts and ends when the front tire enters and exits the 135-degree sector marked by the painted lines and the slash marks in the center of the dashed lines.
2. Deceleration is scored while any part of the motorcycle is within the 135-degree sector marked by the painted arcs and slash marks in the center of the dashed lines.
3. Crossing a boundary is scored if the contact patch of either tire clearly crosses completely over any of the solid painted or dashed lines, or if a tire hits or "skips" an entry or exit cone.
4. This evaluation may be run in either direction.

