

GENERAL

MRC:RSS ECRM

1. **The Instructor** is responsible for all demonstrations and range control. If the AI gives an inadequate demonstration, the Instructor **must** request another demonstration. If the second demonstration is also inadequate, the instructor must conduct the demonstration.
2. Instructors must **always** keep visual range control.
3. Riders must be evaluated during every mounting and dismounting.
4. Direct riders from, and to, the staging area in a staggered flow for all exercises (i.e., left, right, left, etc.)
5. **Critical coaching activities** must receive the highest priority, then **key evaluations**, and, if time permits, all others.
6. **REMEMBER** exercises teach and/or practice one critical building block. Know what skill is being developed to avoid coaching the wrong component during the exercise.
7. Initiate all reversals from the instructor to the assistant instructor.

WARNING: Although this pamphlet is composed of excerpts from the Motorcycle RiderCourse: Riding and Street Skills (MRC:RSS) Evaluation Coaching and Range Management (ECRM) Guide, it does not contain the full context. Instructors should always refer to the official ECRM when preparing to conduct any range activity.

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*This publication compiled by
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EX. 1 - GETTING FAMILIAR WITH THE MOTORCYCLE

DEMO SEQUENCE: Read the exercise objective, then assign the riders to appropriately sized motorcycles. Have the riders perform each action as a group as you read them the exercise directions.

INSTRUCTOR POSITIONS: Conduct Exercise 1 as indicated on the range card diagram or with the motorcycles in the staging area. It may also be conducted at the storage facility.

CONDUCTING THE EXERCISE:

1. The Instructors may work independently. After the objective, each may work with half the class. Just make sure the riders know which Instructor is "theirs." There is no requirement for the instructors to stay synchronized.
2. Remind riders how to mount a motorcycle, but do not re-teach the classroom here.
3. The posture evaluations are your guide to make sure the motorcycle "fits" the rider. It may be necessary to assign the rider to another motorcycle or adjust the controls and/or handlebar.

EX. 2 - MOVING THE MOTORCYCLE

DEMO SEQUENCE: Buddy Push hand position - The hands should be one on top of the other and against the back of the saddle, grab rail, or other solid part of the motorcycle. They should not grip any part of the motorcycle. Tell the pushers to push fast enough to permit the riders to balance. They should release the motorcycle by midrange with enough speed to coast to the other side.

INSTRUCTOR POSITIONS: The Instructor positions on the range card diagram are the initial positions for the **walking** parts of the exercise. For the **buddy push**, the instructors must be positioned all the way across the range before signaling the pushers to begin. In all cases, you must maintain the initial separation by backing up as far as your range will permit as the rider's approach.

CONDUCTING THE EXERCISE:

1. The Instructors may work independently. After the objective, each may work with half the class. Just make sure the riders know which Instructor is "theirs." There is no requirement for the instructors to stay synchronized.
2. If Exercise 1 was conducted in the storage area, conduct Direction 2A and 2B as the riders walk the motorcycles to the range. Remember to have them "back-up" the motorcycles. There is no need to repeat Directions 2A and 2B once the motorcycles are in position on the range. Direction 2C (the buddy push) must be conducted as indicated on the range.
3. Explaining the evaluations to the riders is not required here.
4. During Direction 2C remember that it is not always possible for riders to "switch roles." Use an assistant or a range aide who has been properly instructed on how to push the motorcycle.
5. Watch for riders who grab the front brake.

EX. 3 - STARTING AND STOPPING THE ENGINE

DEMO SEQUENCE: Read the objective and remind the riders they learned FINE-C in the classroom. Do not re-teach the classroom. Send the riders to their motorcycles and instruct them to start the engines using the FINE-C routine.

CONDUCTING THE EXERCISE:

1. The Instructors may work independently. After the objective, each may work with half the class. Just make sure the riders know which Instructor is "theirs." There is no requirement for the instructors to stay synchronized.
2. Assist any riders having difficulty. As they start the engines, have them indicate "ready" (engine started and in neutral) by raising their left hand.
3. Allow the engines to run for about 30 seconds before giving the "engine cut-off" signal. Have them start the engines a second time, this time using the hand signal for "start engine."

EX. 4 - RIDING IN A STRAIGHT LINE

DEMO SPEED: 8-10 mph

DEMO SEQUENCE: There are three parts: rocking, straddle walking, and riding.

After you read the objective and directions, there are two demonstrations: first a static demonstration of riding posture then a riding demonstration showing all three parts of the exercise in sequence.

For the **static demonstration**: Place the motorcycle on the center stand (if there is not one, the side stand will do). Correctly mount the motorcycle and assume correct straight-line riding posture while the Instructor points out the evaluations. Remove the motorcycle from the center stand.

To demonstrate the **rocking**: Assume correct posture. Do not cover the front brake. Follow the sequence for Directions, part 2. Repeat until the Instructor has pointed out all the evaluations.

For the **straddle walking demonstration**: The front brake should not be covered. Do not slide your feet along the ground. Make obvious increases and decreases in speed by using the friction zone. Demonstrate the straddle-walk technique across the range.

At the far side of the range, demonstrate turning around by selecting neutral and raising your left hand briefly. Then turn around using the 90/270 technique. Raise your left hand briefly before beginning the next phase.

Demonstrate the **riding**: Begin as a straddle walk: then, when speed permits, raises both feet onto the pegs and eases out the clutch. Ride at a speed that is sufficient to provide good stability.

Shut down the engine, dismount, and return the motorcycle to its original position.

ROCKING INSTRUCTOR POSITIONS: Position yourself 2 or 3 feet in front of the motorcycle and slightly off to the rider's left. The Instructor starts in the middle, moving to the right, working individually with each rider. The AI should start on the left end and work with one rider at a time. The AI also moves to the right, always monitoring the motorcycles with the engines running.

EX. 4 - RIDING IN A STRAIGHT LINE (cont.)

CONDUCTING THE ROCKING EXERCISE:

1. The Instructors may work independently. After the objective, each may work with half the class. Just make sure the riders know which Instructor is "theirs." There is no requirement for the instructors to stay synchronized.
2. Direct each rider individually until you are satisfied they have sufficient control to practice on their own.
3. Riders must not start their engines until an Instructor is ready to work with them.
4. Tell them to recall the friction-zone "armchair" as you coach them through the procedure. Be sure to maintain visual range control, monitoring the riders to your left.
5. If riders are too short, it is sufficient if they can reach the ground with both feet and move the motorcycle slightly to the rear.

STRADDLE WALKING INSTRUCTOR POSITIONS:

The Instructor positions are all the way across the range so all riders in your group can see you. You must maintain the initial separation by backing up as far as your range will permit as the rider's approach.

CONDUCTING THE STRADDLE WALKING EXERCISE:

1. The Instructors may work independently. After the instructions, each may work with half the class. Just make sure the riders know which Instructor is "theirs." There is no requirement for the instructors to stay synchronized.

COACH the riders to "**Speed up**" and "**Slow**" to emphasize friction zone use. Do not let riders drag or slide their feet.

2. Repeat the straddle walk until you are satisfied with the riders' performance.
3. Be sure to correct any riders who are covering the front brake lever.

RIDING INSTRUCTOR POSITIONS: The Instructor positions are all the way across the range so all riders in your group can see you. You must maintain the initial separation by backing up as far as your range will permit as the rider's approach.

EX. 4 - RIDING IN A STRAIGHT LINE (cont.)

CONDUCTING THE RIDING EXERCISE:

1. The Instructors may work independently. After the instructions, each may work with half the class. Just make sure the riders know which Instructor is "theirs." There is no requirement for the instructors to stay synchronized.
2. Coach the riders to increase to a stable speed.
3. The directions call for only one complete lap. This is a minimum standard.

STAGING: Have the riders stop the motorcycles facing outward on the perimeter (do not have them turn the motorcycles around). With the engines off, have them walk each motorcycle forward; turn full lock left, and form a line well outside the perimeter. Do not allow the riders to bunch together in a tight group.

EX. 5 - RIDING THE PERIMETER AND LARGE CIRCLES

CBB: Speed to stabilize

CCA: Speed up, Slow

TIME: Treat time as **minimum**

DEMO SPEED: 15-mph perimeter
12-15 mph circles

DEMO SEQUENCE: Use the motorcycle at the head of the line. Straddle walk the motorcycle so there is essentially a straight path for starting out.

Begin as a straddle walk for a few steps: then, raise both feet onto the pegs and ease out the clutch.

Ride the perimeter as a large oval, riding outside the long side of the perimeter and rounding off the corners (riding well inside the corners).

Starting down the long sides of the perimeter, gradually roll on the throttle, increasing speed to about 15 mph. At least 50 ft before the turn, slow using both brakes.

As braking is completed, turn your head to face the next corner. No abrupt "snap" of the head; just smoothly and naturally turn your head to face the next turn.

Move to Circle A. Ride the circles at about 12-15 mph; maintain a steady speed. Complete one and one-half laps to the left, then cross to circle B. Complete one and one-half laps, then exit to the perimeter. When leaving Circle B, make a "head check" before entering the perimeter.

Ride the perimeter to complete the final lap and stop in the staging area. Use the correct technique for stopping, shutting down, and dismounting, then return the motorcycle to the head of the line.

CONDUCTING THE EXERCISE:

1. It is important to avoid letting riders make sharp turns in this exercise. You may set up the range for Exercise 6 prior to Exercise 5.

2. Have the first few riders straddle walk their motorcycles to point around the first corner of the range.

EX. 5 - RIDING THE PERIMETER AND LARGE CIRCLES (cont.)

3. It is also critical you slow the riders down as they approach the corners. **COACH** them to "**Slow**" early enough to make an easy turn in a sweeping arc at the end of the straightaway.

4. After the riders have ridden at least 5 minutes on the perimeter, move to about mid-range to wedge half the riders onto Circle A.

5. As soon as the riders are on Circle A, signal the AI to move to Circle B. After the riders on Circle A have completed **two** or **three** laps, wedge them to Circle B. The Instructor wedges the remaining riders onto Circle A. After **two** or **three** revolutions, the AI directs the riders on Circle B back to the perimeter. The Instructor then wedges the riders on Circle A to Circle B, and moves back into the original coaching position on the perimeter. The AI wedges the remaining riders on Circle B back to the perimeter and returns to the original AI position.

6. If time allows and the riders need more practice, you may repeat the entire process.

EX. 6 - WEAVING (30')

CBB: Speed to stabilize

CCA: Speed up, Slow

DEMO SPEED: 12-15 mph

DEMO SEQUENCE: Ride the perimeter rounding off the corners. Entering the long sides of the perimeter, accelerate to 12-15 mph. Begin weaving on the far side of the range. Ride to the outside of the first cone. Roll off the throttle and slow using both brakes before turning at the end of the perimeter. Continue weaving on the near side and again on the far side of the range. Stop in the staging area.

CONDUCTING THE EXERCISE: COACH "Speed up" at the beginning of the long straight-aways and **"slow"** as they approach the corners. Coach the exercise until the objective has been met, then end the exercise by signaling the AI to give the "regroup" signal and moving to the staging area.

EX. 7 - TURNING ON DIFFERENT CURVES AND WEAVING (20')

CBB: Braking to adjust speed

CCA: Brake, Look

TIME: Treat time as **maximum**

DEMO SEQUENCE: Depart the staging area and begin riding the perimeter. Begin weaving on the far side of the range. Continue weaving on the near side; then, before the midpoint, move to the large oval. Approach each turn and slow using both brakes. You must complete braking, turn your head (exaggerated head turn), and begin to roll on the throttle **before** the front tire passes the entry cone. Do not decelerate into the turn. Complete one lap on the large oval then move to the medium oval. Complete one lap on the medium oval and return to the perimeter. When you leave the ovals, make a "head check" before entering the perimeter. Demonstrate the reversal by reducing speed to a slow-but-stable pace and ride up the center of the range. When you reach the end of the range, turn right to reverse direction. Begin weaving on the far side of the range, then, before the midpoint, move to the large oval and repeat the technique clockwise on both ovals. Return to the perimeter on the far side of the range and reverse direction down the center. Stop in the staging area.

INSTRUCTOR POSITIONS: Instructor position is near the entrance to the curve (about 3 ft outside the desired path and 5-8 ft behind the entry cone).

CONDUCTING THE EXERCISE:

1. Immediately after starting riders on the perimeter, wedge six riders from the midpoint of the perimeter to the large oval. Then move to the Instructor position near the entrance to the curve. **COACH every rider on every revolution; "Brake", "Look"**
2. Speed is not a component of this exercise. If the rider squeezes the front brake lever (however slight) and makes a head turn, the objective has been met.
3. Focus on the CCA.
4. After **four** revolutions, wedge the riders onto the medium oval. After **four** revolutions, unload the ovals onto the perimeter and wedge the second group of riders onto the ovals, and repeat the process.

EX. 7 - TURNING ON DIFFERENT CURVES AND WEAVING (20') (cont.)

5. After coaching the second group, wedge them to the perimeter, reverse, and repeat the entire process in a clockwise direction.

NOTE: After the reversal, the Instructor wedges the riders onto and off the ovals on the opposite side of the range.

6. When both groups have completed the ovals to the right, reverse direction again and end the exercise. This may require leaving the riders on the perimeter for a lap after the last reversal.

EX. 8 - RIDING SLOWLY

DEMO SEQUENCE: Start a motorcycle that has been positioned at one of the cones near the staging area. Squeeze the clutch lever, select first gear, and put **both** feet down. Accelerate slightly from the starting cone, then slow to the desired speed by squeezing the clutch lever into the friction zone and, if necessary, tapping the rear brake. This is not a "slow race." Your speed should be slow enough to require the use of the friction zone, but not so slow that exaggerated steering input is required to maintain balance. Maintain correct posture and keep your knees against the tank. Stop at the target cone; select neutral; briefly raise your left hand, then turn around. Demonstrate the slow ride technique back to the starting cone. Stop at the target cone, shut down, and dismount, then return the motorcycle to its original position.

INSTRUCTOR POSITIONS: The Instructor positions are all the way across the range so all riders in your group can see you. You must maintain the initial separation by backing up as far as your range will permit as the rider's approach.

CONDUCTING THE EXERCISE:

1. When moving the rider into position, safety is the only consideration. One suggestion:

Direct the riders out of the staging area and move to the Instructor position. As the riders complete their first lap around the perimeter, the AI signals them individually to make a wide turn to line up and stop to the right of a starting cone. The first rider stops at the first cone; the second rider turns in to stop at the second; and so on. The AI backs down the range until the last rider is positioned at the final cone, then walks to the AI position.

2. Do not talk to a rider's back.

3. I & AI work independently with 6 riders each.

4. **One** complete lap.

STAGING: Stop the exercise and have the riders park their motorcycles in single file, parallel to and outside the perimeter, as they did at the end of exercise 4.

EX. 9 - MAKING SHARP TURNS

CBB: Adequate speed to require braking to adjust speed

CCA: Speed up, Brake and clutch, Look

DEMO SPEED: 15 mph

DEMO SEQUENCE: Assemble the riders near the Instructor position. Conduct both demonstrations.

Static: Begin with the motorcycle just inside the perimeter and about 40-ft from the corner. Walking beside the motorcycle, move toward the turn at a brisk pace, staying to the outside. Prior to the first inside cone, apply the front brake (slow your pace) and squeeze the clutch. As the front tire approaches the first inside cone: (1) Release the brake lever (do not cover the front brake), (2) turn your head and the handlebar in the direction of the turn and lean the motorcycle slightly into the turn (do not use exaggerated lean angles), (3) when the front tire is on the new path of travel (pointing toward the next sharp turn) slowly ease out the clutch lever and roll on the throttle. Continue walking through the turn to the exit. Repeat the static demonstration, then stop after exiting the turn. Wait for the Instructor to signal the start of the riding phase.

Riding: Ride to the inside of the next corner, accelerate to 15 mph on the long side and set up for the next corner. Approach the turn at 15 mph to the outside of the path. About 30 ft short of the first inside cone, slow quickly to entry speed. Squeeze the clutch after the brakes are applied. As the front tire approaches the first inside cone: (1) Release the brakes, (2) turn your head and turn the handlebar, (3) when the front tire is on the new path of travel, ease out the clutch and roll on the throttle, accelerating out of the turn. Ride two laps and stop in the staging area.

INSTRUCTOR POSITIONS: Stand toward the outside of the path, about 5-ft behind the painted corner.

CONDUCTING THE EXERCISE:

1. The riders must achieve a stable approach speed so firm braking is required to slow to entry speed.

COACH every rider on every revolution; “Speed up”, “Brake and clutch”, “Look”

2. When the objective has been met riding counterclockwise, signal the AI and reverse direction. Repeat the exercise to the right, then, reverse direction and stage.

EX. 10 - SHIFTING IN A STRAIGHT LINE

CBB: Smooth clutch release

CCA: Eeeeeease it out

TIME: Treat time as **minimum**

DEMO SPEED: 10-12 mph in first
15 mph in second

DEMO SEQUENCE: Leave the staging area and ride the perimeter "oval." As you enter the long side of the range, accelerate to approximately 10-12 mph in first gear. Upshift at the cue cones and continue to accelerate to about 15 mph. Time the downshift to occur at the downshift cue cone then immediately ease the clutch lever through the friction zone. Do not use the throttle to increase engine speed and do not use the brakes to slow. Demonstrate the near side of the range, and again on the far side of the range. Stop in the staging area.

INSTRUCTOR POSITIONS: Stand inside the perimeter and 20 ft beyond the downshift cue cone.

CONDUCTING THE EXERCISE:

1. Remind the riders to round off the corners.
2. If braking is necessary, it should occur only after the clutch is fully released following the downshift.

EX. 11 - SHIFTING AND TURNING ON DIFFERENT CURVES (3) AND SHIFTING AND MAKING SHARP TURNS

CBB: Braking and downshifting simultaneously

CCA: Brake and clutch, Look

TIME: Treat time as **maximum**

DEMO SEQUENCE: Two parts: a static demonstration of downshifting while braking and a riding demonstration. Assemble the riders near the entry cone to the large oval.

Static: Begin with the motorcycle on the path for the large oval about 20 feet back from the entry cone. Place the motorcycle on the center stand (if it has one, otherwise the side stand will do). Mount and assume the correct riding posture, with the clutch lever covered. Apply both brakes, then, with the brakes applied, simply squeeze the clutch lever and press down on the shift lever.

Riding: Start the engine and begin riding the large oval by accelerating around the turn. After the exit cone, upshift and demonstrate the technique for one complete lap on the large oval. Ride one lap on the medium oval. Ride one lap on the small oval. Exit the small oval making a "head check" and return to the perimeter. Demonstrate the technique for the corners for one lap. After exiting the last corner, stop in the staging area.

INSTRUCTOR POSITIONS: The Instructor stands about 3 ft outside the path of travel for the ovals and 5-8 ft behind the entry cone. The AI stands about 20 ft from the sharp turn and inside the path of travel. It is important to face the range. Look across your shoulder to coach the riders at the corner.

CONDUCTING THE EXERCISE:

1. Immediately wedge the first group of riders onto the ovals.
2. Coach **three** laps on the large oval, **three** laps on the medium oval, and **two** laps on the small oval before wedging the rider's back to the perimeter.

COACH every rider on every revolution on the ovals; "Brake and clutch", "Look"

3. Speed is not necessary to reach the objective.

COACH "Look at me! Come to me!" at the corners.

EX. 11 - SHIFTING AND TURNING ON DIFFERENT CURVES (3) AND SHIFTING AND MAKING SHARP TURNS (cont.)

4. After both groups have ridden the ovals counterclockwise, reverse direction and repeat the entire sequence. Then reverse again and stage.

5. If the riders have difficulty with this exercise you must stop the exercise, determine which of the skill components was not properly developed, and go back to the appropriate exercise(s) and coach it (them) properly. (Probably Exercise 9) Then repeat this exercise.

NOTE: *You should not start a training day with this exercise.*

EX. 12 - STOPPING WITH BOTH BRAKES

DEMO SPEED: 15 mph

DEMO SEQUENCE: Leave the staging area and line up at the braking chute nearest the staging area. Accelerate to about 15 mph, shifting up to second gear as you approach the stopping area. When the front tire passes the cue cones (and not before), roll off the throttle, apply the appropriate brakes(s), down shift to first gear, and stop with your left foot to the ground first. Using the same braking chute, demonstrate three stops, (one for each of the three parts of the exercise). After the third stop, return to the staging area.

INSTRUCTION POSITIONS: On the brake side of the motorcycles. Stand close to the entry of the stopping area.

CONDUCTING THE EXERCISE:

1. Direct the first group to ride to point B. Direct the remaining group to ride toward the center of the range and circle back to point A.
2. Be sure to coordinate changing between parts of the exercise with the AI.
3. Remember to confirm the braking area is clear before signaling the next rider.

STAGING: When you have met the objective for all three parts of the exercise, **stop the riders in place.**

EX. 13 - STOPPING QUICKLY ON COMMAND

DEMO NOT REQUIRED

CONDUCTING THE EXERCISE:

1. **Do not combine with Exercise 12.** However, the Instructors can simply walk to the other end of the range and give the directions for Exercise 13.
2. After the riders have stopped and you have finished coaching, step out of their path so they can exit through the stopping area.

STAGING: When the objective has been met, signal the AI to end the exercise and direct each rider who stops to go to the AI's line. The AI should continue to conduct the exercise, directing the riders to return to the same line. When all the riders are "stacked" in the AI's line, move to the staging area. The AI gives the regroup signal and directs the riders to stage.

EX. 14 - STOPPING ON A CURVE

DEMO SPEED: 12 mph

DEMO SEQUENCE: Depart the staging area and ride around the perimeter to Point A. Accelerate to about 12 mph in second gear tracking 2 to 3 feet outside the large circle. As you approach the stopping cones, roll off the throttle and gently apply both brakes with increasing pressure as the bike straightens. You must “square the handlebar” and travel in a straight line during the final few feet as you stop. Proceed to Point B. Demonstrate the stopping technique to the right; then, proceed to Point A and stop. Ride around the perimeter and stop in the staging area.

INSTRUCTOR POSITIONS: Instructors should position themselves so the riders will be facing them once they come to a stop. Step out of the rider's way, then signal them to proceed to the next starting position.

CONDUCTING THE EXERCISE: After the demonstration, have the AI move into position. Send the first group around the perimeter to Point B. Direct the second group to Point A.

COACH “Square the handlebar,” gently straighten the handlebar for the rider.

STAGING: When the objective has been met, signal the AI to stop calling riders from Point A. When all the riders are in line at Point A, have the AI give the regroup signal while you move to the staging area.

EX. 22 - OFFSET WEAVING

DEMO SEQUENCE: Leave the staging area and ride the perimeter. Demonstrate the technique on the far side. Ride outside the first cone then proceed through the weave turning your head and eyes to look at least two cones ahead. Maintain a steady, stable speed (preferably in second gear to minimize throttle sensitivity). You should be able to ride the entire weave with minimal throttle adjustments and without braking. Demonstrate the near side, and again on the far side of the range. Stop in the staging area.

EX. 15 - GAP SELECTION

DEMO SEQUENCE: Leave the staging area and ride around the perimeter. At the midpoint of the perimeter near the staging area, move onto the left-turn of the figure eight. Maintain a steady speed around the first turn and increase speed through the intersection. After crossing the intersection, slow slightly. Then make an exaggerated head turn to look back across the intersection. Keep looking through the intersection as you round the turn. Then increase speed through the crossover. After crossing the intersection, slow slightly as you approach the turn, then, demonstrate the technique for the left-turn. Repeat the technique for the right-turn. As you exit the right-turn, return to the perimeter - do not forget the head check. Ride around the perimeter and stop in the staging area.

CONDUCTING THE EXERCISE:

1. The AI moves to the end of the far long side. Signal the riders out of the staging area. The AI should signal the first rider to ride slowly and the remaining riders to speed up and close the gap. Once the group has passed, the AI moves to the AI coaching position.

2. The Instructor wedges the entire class from the perimeter onto the figure 8. Once the group has passed, the Instructor moves to the coaching position.

3. Spend as little time as possible at the I¹ position. Ensure a "safe gap" is being selected. Then, move to the I² position.

Do not over control this exercise.

COACH the riders to turn their heads early and to "**Look for a gap**" on the opposite side of the figure 8. As each rider approaches, point to the crossover and command "**Look for a gap.**" **Coach every rider.**

STAGING: Move back to the intersection, step in the riders' path and wedge them back to the perimeter as they pass the intersection. The AI should walk to the end of the long side of the perimeter to give the regroup signal while you move to monitor the staging area.

NOTE: *In Level II there is no need to direct the riders to a specific spot; they should know where to stage.*

EX. 16 - TURNING FROM A STOP AND CHANGING LANES

DEMO SEQUENCE:

Lane Change: Leave the staging area and line up in the right lane at Point A. Accelerate, signal, check your mirrors, and make a "head check" before reaching the crossover area. As you make the lane change, cancel your signal. Once the lane change is complete, slow, turn at the end of the range, and stop at the corner.

Turn From a Stop: Stop at the corner near the outside of the path and with the contact patch of your front tire just beyond the first inside cone. The following steps must be done very obviously and deliberately. The riders must see and hear each component as a distinct step:

- Place both feet on the ground.
- Turn on your turn signal.
- Turn your head and look to the entry of the next corner.
- Steer into the turn.
- Lean the motorcycle obviously to the side.
- Ease the clutch into the friction zone, and accelerate out of the corner.
- Cancel the turn signal.

Remember, large lean and/or steering angles are neither required nor appropriate. Demonstrate the next turn on the near side of the range. Enter the left lane and demonstrate the lane-change technique to the right lane. Demonstrate the turn-from-a-stop technique for the two turns on the far side of the range. Enter the right lane and repeat the lane-change demonstration to the left lane. After turning left, ride outside the corner and stop in the staging area.

INSTRUCTOR POSITIONS: The I¹ position is just beyond the crossover. The AI¹ position is at the crossover starting gate. The AI² position is about 20 ft beyond the sharp corner and inside the path of travel standing with the back to the short side of the perimeter. The I² position is about 20 ft beyond the sharp corner inside the path of travel standing with the back to the long side of the perimeter.

CONDUCTING THE EXERCISE:

1. After the demonstration, have the AI move to the exercise starting gate. Send the riders out of the staging area, while the AI directs the riders to form two lines

EX. 16 - TURNING FROM A STOP AND CHANGING LANES (cont.)

2. Move to the I¹ coaching position and signal the AI to start the riders. The AI should start the riders in pairs, starting each succeeding pair as the last pair approaches the crossover.

3. After all riders have been started, the AI must pick up the starting cones and remain at the starting point a few moments to make sure the riders do not stop as they come back around the range. Then the AI moves into position at the corner.

4. Coach the riders with gestures and/or verbal commands. Move to the I² position only after you are satisfied with every rider's crossover performance. Be prepared to return to the first Instructor position if necessary. Remember, the objective for this exercise is accomplished at the crossover. Depending on class performance, the Primary instructor may never move to the second position.

5. From the second Instructor position, coach the turn-from-a-stop. Continue to monitor the riders' performance at the crossover.

6. Coaching the corners is the AI's responsibility. Turn your head to coach the rider at the corner, then scan the range before coaching the next rider.

7. At the corners, coach the riders through each step of the technique. Then, command the riders, "**Look at me! Come to me!**"

STAGING: The AI moves about 40 ft up the long side of the perimeter and stops the riders in line while the Instructor moves to the staging area. When the riders are all in line, the AI can give the "regroup" signal and direct riders to ride down the center of the range, turn left at the end, and stage.

EX. 17 - CONTROLLING REAR-WHEEL SKIDS

DEMO SPEED: 15 mph

DEMO SEQUENCE: Leave the staging area. Ride to the start cones for the braking chute nearest to the staging area (Point A). Approach the braking chute at 15 mph in second gear. Maintain correct posture prior to and during the stop. When the front tire passes the cue cones (and not before), roll off the throttle, squeeze the clutch lever, lock the rear brake, and downshift to first gear. Using the same braking chute, demonstrate the technique again. After the second stop, return to the staging area.

CONDUCTING THE EXERCISE:

1. Have the AI move into position while you direct the riders out of the staging area. Direct the first group of riders to point B, the remaining group to ride to the center of the range and circle back to point A.

2. Slow down any riders approaching the stopping area too fast. Other than this, coach only by correction.

STAGING: Leave riders in position in line and **GIVE A BREAK.**

EX. 18 - STOPPING IN THE SHORTEST DISTANCE

CONDUCTING THE EXERCISE:

1. Gather the riders near the motorcycles following their break and give the directions.
2. No demonstration is required, and it is not necessary to explain the evaluations to the riders.
3. Point out the appropriate stopping standard as you provide remediation.

STAGING: When the objective has been met, signal the AI to end the exercise and direct each rider who stops to go to the AI's line. The AI should continue to conduct the exercise, directing the riders to return to the same line. When all the riders are "stacked" in the AI's line, move to the staging area. The AI gives the regroup signal and directs the riders to stage.

EX. 19 - SWERVING TO AVOID OBSTACLES

DEMO SPEED: 15 mph

DEMO SEQUENCE:

Cornering: Leave the staging area and ride to the starting gate for the left turn. Accelerate to 15 mph. When the front tire passes the cue cones at mid-range, turn your head, press forward on the left handgrip and hold the pressure. The lean angle should not cause the motorcycle to scrape the ground. Maintain a constant speed and hold the lean angle throughout the turn. Ride to the right turn starting gate and stop. Demonstrate the cornering technique to the right, then ride to the center gate.

Swerving: Accelerate to 15 mph. When the front tire passes the cue cones, press on the right handgrip to swerve to avoid the obstacle. When clear of the obstacle, press forward on the left handgrip to recover. When the motorcycle is traveling straight after the recovery, come to a smooth stop. Return up the side of the range to the start cones. Demonstrate the swerve technique to the left and stop. Turn left around the perimeter, and stop in the staging area.

INSTRUCTION POSITIONS: The AI's position is at the end of the line of riders. The Instructor position for the swerve is at least 25 feet back from the end of the swerve lanes.

CONDUCTING THE EXERCISE:

1. The AI should move into position near the start cones for the left turn in Part A. Direct the riders out of the staging area and move to the coaching position for Part A.
2. Conduct Part A to the left until the objective has been met. Then signal the AI to move the group to the start cones for the right turn and give each rider a few practice turns to the right.
3. During Part A, the AI coaches the riders when they stop at the back of the line. The Instructor and the AI must agree on signals to communicate coaching requirements.
4. Conduct Part B until you are satisfied the riders understand the swerve technique. Then conduct Part C until the objective has been met.
5. For Parts B and C, the riders **must** stop near the Instructor after **each** swerve.

EX. 20 - STOPPING QUICKLY ON A CURVE

DEMO SPEED: 10 mph

DEMO SEQUENCE: Leave the staging area and ride around the perimeter. Lineup at Point A. Accelerate to 10 mph in first gear. When the front tire passes the midpoint of the turn, look straight ahead and apply firm forward pressure to the outside handgrip to quickly straighten the motorcycle, then “**square the handlebar**” (that is, center the steering), and apply maximum straight-line braking without skidding either tire. Emphasize the individual components: Straighten - brake. After the stop, turn left and move to Point B. Demonstrate the technique for the right turn. After the stop, stage.

INSTRUCTOR POSITIONS: Place yourself so the riders will come to a stop about 10-15 feet in front of you facing directly toward you.

CONDUCTING THE EXERCISE:

1. The AI moves near Point B to line up the riders before moving to the AI position. Direct the first group to ride all the way around the perimeter then across the center of the range to stop at Point B. Send the second group around the perimeter to Point A.

2. The “stop” signal should not be abrupt. Give the signal when the rider is well into the turn and leaning.

STAGING: Stop calling riders from Point A and move to the staging area. When all riders are in line at Point A, give the end-of-exercise signal and direct the riders to the staging area.

EX. 21 - SELECTING A SAFE TURNING SPEED

NOTE: Give the directions for Parts A, B, and C, then signal the AI to demonstrate while you point out the evaluations.

DEMO SEQUENCE: Depart the staging area and stop at Point B on the upper diagram. Approach the turn in first gear at a very slow-but-stable speed. Just before the motorcycle’s front tire reaches the cue cones 20 ft prior to the painted arcs, turn your head and look to the stop cones as you begin to gradually roll on the throttle. Continue the throttle roll until you exit the painted arcs, then stop at the cones at mid-range. Move to Point A on the upper diagram. Demonstrate the correct roll-on technique for the second left turn, stopping at the mid-range cones. Then move to Point B on the upper diagram.

NOTE: Explain the technique for reversing direction.

DEMO SEQUENCE: Straddle walk to the position where the start cones will be placed for the second part of the exercise (Point B on the lower diagram).

NOTE: Give the directions for Part D and signal the AI to demonstrate the technique while you point out the evaluations.

DEMO SEQUENCE: Accelerate quickly in second gear near the outside of the path. Prior to the cue cones, roll off the throttle and brake to an appropriate entry speed. You must complete braking prior to the first set of cue cones and immediately roll on the throttle. Turn your head and look to the stop cones. Follow the maximum-radius path through the turn and stop at the cones near the edge of the perimeter. Straddle walk to Point A on the lower diagram. Demonstrate the correct cornering technique for the second right turn, stopping at the cones near the corner. Straddle walk to Point B on the lower diagram. Angle to the center of the range, turn left at the end, and stop in the staging area.

INSTRUCTOR POSITIONS: Parts A, B, and C: Position yourself next to the inside cone that marks the entrance to the painted curve. Stand close to the path of travel to coach the riders’ approach speed and simulate where they should begin the throttle roll-on. When satisfied that riders understand the proper approach speed and where to initiate the roll-on, move to the stop point and coach the riders by correction. **Part D:** Position yourself next to the inside cone that marks the entrance to the painted curve. Coach the riders’ approach speed and simulate where they should begin braking and

EX. 21 - SELECTING A SAFE TURNING SPEED (cont.)

throttle roll-on. When satisfied with the riders' approach speed and braking to entry speed, move to the stop point and coach the entire cornering sequence by correction.

CONDUCTING THE EXERCISE:

1. Send the first group of riders to Point A. Send the second group to Point B.
2. As the front tire approaches the first set of cue cones, simulate rolling on the throttle by smoothly twisting your right fist and command "**Roll.**"
3. The objective of this part of the exercise is to develop the rider's throttle-control skill.
4. Conduct Parts A, B, and C until you are satisfied the riders understand when and how to roll the throttle on. Then reverse direction and conduct Part D.
5. The objective of the second part of the exercise is to develop the rider's judgment for how much braking is required to achieve a proper entry speed.
6. **COACH "Speed-up" "Slow" "Roll"**

NOTE: The rider should complete braking by the first set of cue cones, not the cones that mark the entrance to the painted arcs. The 20-foot "transition zone" allows throttle roll-on to take effect before the motorcycle enters the turn. Remember to use only one hand to simulate braking. There is no downshift in this exercise and the clutch is not used.

NOTE: Level II head turns are not as exaggerated as Level I. However, the rider should be turning the head and looking well through the turn, ideally to the stop cones.

NOTE: The riders waiting in line must not be in or near the exit path from the curve. Have them curve their line to the outside of the range.

STAGING: Stop calling riders and move toward the staging area. When all riders are in line at point B, have the AI give the regroup signal then direct the riders to angle to the center of the range, turn left at the end and ride to the staging area.

LEVEL II EVALUATION

NOTE: This is a test and should be conducted consistently.

Before sending the riders out of the staging area, be sure to cover the "automatic failure" criteria, listed on the score sheet. These criteria are not mentioned in the directions for each evaluation.

NOTE: "Drops motorcycle during exercise" is scored from when a rider is signaled to begin an evaluation until the rider has returned to the line.

After the Instructor moves the riders out of the staging area, the AI is responsible for moving the group from one evaluation to the next.

EVALUATION #1

Cone Weave:

Hits Cone

Score a touch by any part of the motorcycle

Skips Cone

Both tires must pass to the correct side of the cone

Puts Foot Down

The foot must contact the ground to be scored

Sharp Turns:

Does not turn head and look through turn

Exaggerated head turn, to the sharp turn on the opposite side of the range

One tire touches boundary or hits cone

The tire must cross the boundary sufficiently to show part of the painted line (outside) or completely cover the painted line (inside)

Both tires cross boundary

The tires must clearly cross completely over the boundary line

LEVEL II EVALUATION (cont.)

EVALUATION #2

Quick Stop:

Not downshifting to first gear

Stops beyond standard

Stopping distance is measured from the leading edge of the front tire to the next higher foot

EVALUATION #3

Turning Speed Selection:

Touching or crossing over a boundary line

Score path violations from the entry cones 20 ft short of the painted arcs to the exit cones 20 ft beyond the painted arcs

EVALUATION #4

Quick Lane Change:

Touching or riding over the obstacle cones or boundaries

Assess penalty points if any part of the motorcycle or the rider hits any cone or the tires cross any line