

Motorcycle Ohio Rider Enhancement

Basic Riding Skills

V10.5 - 2016-nov-9

Static practice – a method used to introduce students to and allow students to practice a new motor skill with the engine off and both feet on the ground. Instructors must ensure each student correctly performs the new skill at least once before starting the exercise. Static practice may also be used as a remedial training activity.

Exercise times – the time listed for each exercise is approximate and reflects the average amount of time novice students needed to attain and practice the skills during pilot testing. Some classes may need more or less time on a particular exercise, and instructors must allow students time to practice the new skill/s learned before moving to the next exercise.

Demo – where required, an instructor must provide a demonstration of the specific skills required for the exercise (per the demo instructions). On very rare occasions, it may be necessary to provide a demonstration for the students in other exercises. A demo must be ridden at appropriate novice speeds and show the proper procedure and path-of-travel needed.

Breaks – should be provided approximately every hour. The minimum break time is ten (10) minutes. Additional and/or longer breaks may be necessary depending on the weather and student needs. Student safety is of highest concern. Fatigued students are not able to learn as well, are more likely to err in judgment, and have more difficulty with basic controls operation, which increases the possibility of an incident on the range.

Instructor positions – are generally indicated on the range diagrams. Instructors may adjust positions as needed to maintain visual range control, and be able to accurately See, Study, School, and Strengthen the riders to aid their learning and improve their skills.

Reversal – a method to change the direction of travel during an exercise. The general path for a reversal is shown on the diagram for the exercise. All riders must be stopped before the lead rider starts on the reversal path-of-travel.

Instructor notes for these range cards:

A standard range is 220' x 120' plus 20' of run-off on each side for a total surface area of 240'x140'.

- *Long side – one of the two 220' sides of the range*
- *Short side – one of the two 120' sides of the range*
- *Staging – parking area for the students' motorcycles*

- *Near side – side (or activities) closest to the staging area*
- *Far side – side (or activities) farthest from the staging area*
- *P-O-T – Path of Travel*
- *Weaves – students always start to the *right* of the first weave cone*

 *= initial instructor positions*

 *= secondary (or reversed or optional) positions*

Basic Riding Skills Course

EXERCISES

1 – Locate / Operate Controls, Engine Start & Stop, FZ/Rocking (25 minutes)
2 – Getting Underway (50 min)
Break
3 – Upshifting & Downshifting (30 min)
4 – Shifting, Stopping, and Tight Turns from a Stop (30 min)
Break
5 – Weaving (20') (15 min)
6 – Weaving (15'x3' offset) and Sharp Perimeter Turns (20 min)
7 – Lane Changes, Sharp Turns, and Weaving (20' straight) (15 min)
Break
8 – Pressing to Lean (45 min)
9 – Introduction to Curves (25 min)
End of Day 1
10 – U-turns, Sharp Turns, and Weaving (12' straight) (30 min)
11 – Stopping Quickly (30 min)
Break
12 – Stopping Quickly in a Curve (Straighten then Brake) (25 min)
13 – Basic Cornering – SLRP (35 min)
Break
14 – Swerving (20 min)
15 – Controls Practice (25 min)
Break
16 – Traffic Interaction and U-turns (20 min)
17 – Cornering Practice – Ready-Set-Go (30 min)
Break
Rider Skill Evaluations

Pre-Exercise 1 Activities

When starting on the range:
- Welcome / Introductions
- Registration
- Check License / TIPIC
- Waiver & Indemnification Form
- Student Signature Roster
- Read Disclaimer

(If started in the classroom)
- Check Gear and (Helmet) Fit
- Students select motorcycles and identify major controls (and ignition, fuel supply valve, and choke if applicable)
- Check student-mc fit and re-assign as needed
- Read (or have students read aloud) Range Rules

RANGE RULES are designed to maintain safety for all riders and apply to everyone. They are used for all riding exercises, no exceptions. Range rules are as follows:

1. Don't practice without an instructor's permission. Stay with each exercise as it is being practiced.

2. Wear all protective gear when seated on the motorcycle.

3. Cover the clutch lever with all fingers when learning to ride – this enables you to immediately disengage power from the rear wheel if necessary.

4. Keep your throttle hand in a wrist-flat position.

5. Do not "cover" the front brake while riding. Keep all fingers around the throttle.

6. Always check around you – front, sides, and behind – before moving.

7. Keep good safety margins – leave plenty of space between you and others.

8. Do not pass other riders unless specifically directed to do so.

9. Always use the engine cut-off switch to stop the engine, then turn off the ignition.

10. If you have a problem, move out of the way and signal an instructor.

11. If you hear a referee-style whistle, stop smoothly and immediately and wait for further directions.

12. If you don't understand an exercise, ask an instructor for clarification.

13. Notify an instructor if you are too uncomfortable to ride safely.

Exercise 1: Locate / Operate Controls, Engine Start & Stop, FZ/Rocking
(25 min)

Range Note: Motorcycles should be staggered (front-to-back) and spaced at least 12' apart (side-to-side)

Objectives:

- To properly mount and dismount the motorcycle
- To learn the location and operation of controls
- To properly start and stop the engine
- To begin using the clutch lever / friction zone to start connecting engine power to the rear wheel

Instructions:

Properly Mount: With gear on, stand to the left of the mc, grasp both handgrips, squeeze the front brake lever (to keep the mc from moving), swing right leg over saddle, sit, straighten mc, raise side stand.

- Assume proper riding posture (cover clutch, all fingers wrapped around throttle with wrist in a flat position, head & eyes up, arms relaxed / bent)

Properly Dismount: Squeeze front brake lever, side stand down, lean mc left onto side stand, stand up & swing right leg over saddle, turn handlebars full lock left

Properly mount the motorcycle

- Lean mc left & right to feel weight, straighten
- Turn handlebars full left, full right, center
- Roll on throttle full, release & allow to snap back
- Roll on throttle quarter turn, hold, roll off (repeat)

- Reach and squeeze front brake lever, return all fingers to throttle (repeat)
- Roll on throttle quarter turn, roll off, reach & squeeze front brake lever, return all fingers to throttle (repeat 2-3x)

- Find right foot peg and rear brake pedal; press brake pedal then release (foot back on ground) (repeat)

- Squeeze clutch lever in fully
  - Ease out partway, into the friction zone, and hold, then ease out the rest of the way
  - Repeat squeeze & ease 3-4x

- Shift to 1st gear
  - Find left foot peg and gear shift lever, squeeze clutch, downshift into 1st gear

- Release gear shift lever, foot down, ease out clutch
- Try to roll mc forward / back (should not roll far)

- Find neutral
  - Squeeze clutch lever, lift gear shift lever lightly with toes, release gear shift lever, foot down, ease out clutch
  - Roll mc forward / back (should roll easily)

- Repeat 1st / neutral 3-4x (more if needed – allow students to practice)

- Locate other controls
  Engine cut-off switch
  Start button
  Fuel supply valve (if applicable)
  Choke (if applicable)
  Ignition switch
  Turn on
  Turn signal / cancel
  Light – high/low
  Horn
  Turn ignition off

Introduce and show signals: Start engine, Stop engine, Neutral

- Starting / Stopping the engine
  (ONE-C procedure – Fuel and Ignition **O**N, **N**eutral, **E**ngine cut-off, **C**hoke/Clutch)
  - Start the engine using ONE-C
  - Raise left hand to indicate neutral
  - (Hand back on grip), roll on throttle 1/4 turn and hold, then roll off (repeat)
  - Stop the engine (engine cut-off switch, ignition, fuel)

  (Repeat start/stop)

Move (straddle walk) riders as necessary to ensure no rider is directly ahead of or behind another before continuing.

- Friction Zone – Rocking in place
  (5 minutes, minimum; more as needed)
  - Start the mc, shift into 1st gear
  - Push back on heels
  - Ease clutch lever out until you feel the engine start to connect
  - Allow mc to pull forward until feet are flat
  - Squeeze clutch lever in

  (repeat Push back, ease, mc pulls forward, squeeze)

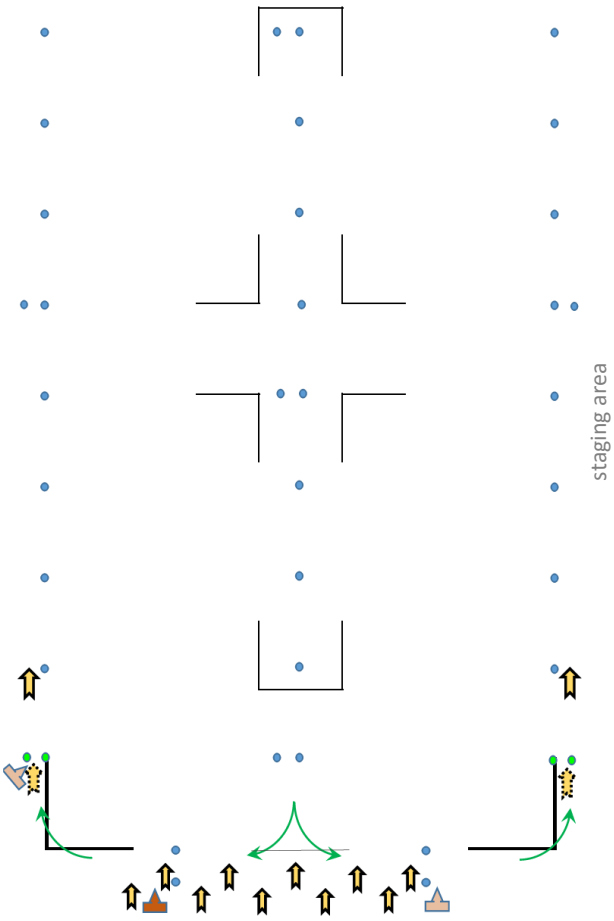
Properly dismount

Debrief:

- Are you comfortable with the location and operation of controls?
- What control/s do you need more practice with?



Exercise 2, Part A: cone to cone



Exercise 2: Getting Underway
(50 min) (3 Parts)

Objectives:

- To become comfortable with using the clutch lever / friction zone to smoothly start out
- To use the clutch lever / friction zone to adjust mc speed while walking with power (WWP)
- To experience differences in operation of the clutch lever and front brake lever
- To use the clutch lever and throttle to start the motorcycle moving in a straight line, then stop smoothly with the brakes

Directions:

Part A – Walking With Power (*getting practice w/ clutch/FZ and getting used to roll off/brake/hand back on throttle*)

- Coordinate your clutch lever / friction zone and throttle use to get a good start from each cone, and walk with power from one cone to the next
- Use the front brake to smoothly stop at every cone.
- Proceed when the next cone is clear.
- At end of the long sides, turn toward the center of the range, and walk with power up the center of the range, stopping at each cone.
- At the end of the center path, turn left or right to go to the long sides of the range and continue going cone to cone.
- We may give you a speed up signal (show signal) to help with stability.

Part B – Riding and Stopping: <u>briskly</u> accelerate, put your feet on the foot pegs, and use both brakes to stop at the gates at mid-range. Proceed when the next stop point is open.

Part C – Higher Speed Riding and Stopping: briskly accelerate and increase your speed as you ride the entire length of the range. Use both brakes to stop smoothly at the end gate.

For Part A, direct first 2 students, one on each side, to start points and have them begin going cone-to-cone. (Have remaining riders practice rocking in place while waiting.) After first students leave start point, direct next two riders, one on each side) to same two start points and begin going cone-to-cone when the rider ahead is at least two cones in front of them. Continue forcing space between riders until all riders are on the path of travel.

For Part B, stack riders at start points (2 lines) and tell each rider to stop only at the middle and ends of the range instead of going cone to cone, and that they can proceed when their next set of cones is clear. Riders should briskly accelerate from the start cones, and riders should still stop at the cones on the short sides of the perimeter. Riders may also stack at the center start point.

For Part C, stack riders at start points (2 lines) or tell each rider to ride to the last set of cones and stop with both brakes. They can start out when the last set of cones is clear, and they should line up at the start points while they are waiting to go. Riders should briskly accelerate from the start cones, and riders should still stop at the cones on the short sides of the perimeter.

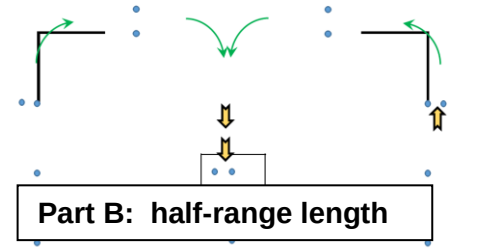
Instructors watch for:

- Smooth clutch control
- Fingers back around throttle when moving (riding or WWP)
- Stopping *at* the cone (contact patch by cones)
- Smooth brake operation
- In Parts B and C – using both brakes, left foot down first
- Part A – good "launch"
- Part B – brisk acceleration
- Part C – attaining pre-shift speed

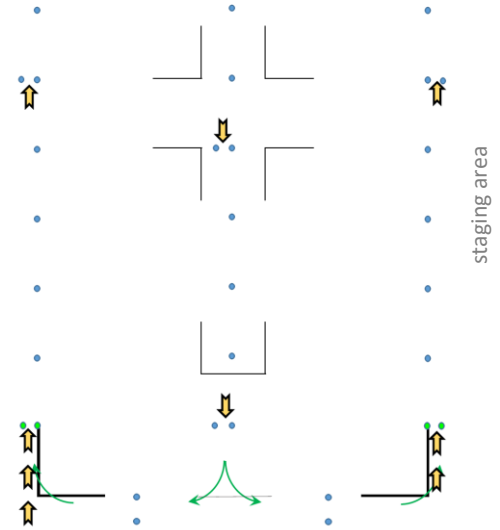
Stage – Co-Instructor stops riders (middle path) & instructs them to stop on the "T" the other Instructor directs them to.

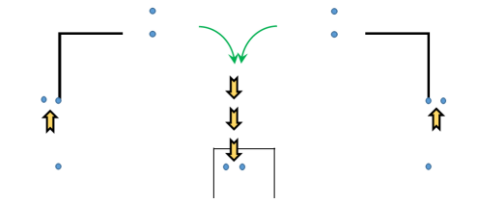
Debrief:

- How comfortable are you starting out and stopping?
- What made it easier to put your feet on the foot pegs?

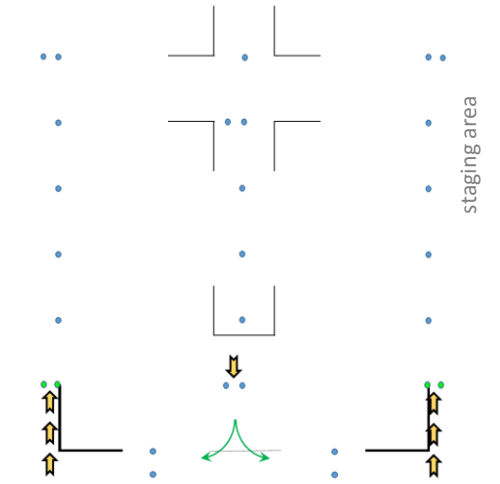


Part B: half-range length





Part C: full range length



Exercise 3: Upshifting & Downshifting
(30 min) (2 Parts [Part A Counter-Clockwise, Part B Clockwise], Static practice)

Objective:

- To smoothly upshift and downshift to match engine speed and riding speed.

Directions:

Part A – Start on Signal (Counterclockwise)

- Line up at the starting gate.
- One at a time and on signal, ride through the gates around the perimeter to the left and upshift on the long side of the range.
- Stay in 2nd gear around the short side of the perimeter, then downshift to first gear and stop next to the instructor near mid-range.
- After coaching, return to the line.

Part B – All Ride (Clockwise)

- Ride around the perimeter to the right and through the gates on each side.
- Upshift to 3rd gear at the beginning of the long sides (3-cone gates).
- Downshift to 2nd gear near the end of the long sides (2-cone gates).
- Ease the clutch out completely before entering the short sides.
- Maintain a good following distance.

Introduce and show signals: Spread out, Upshift, Downshift, Stop (in straight line)

Static Practice – Upshifting:

Roll off throttle, Squeeze clutch, Lift gear shift lever, Ease out clutch, Roll on throttle

(After first few times, may be shortened to: Roll, Squeeze, Lift, Ease, Roll)

NOTE: Tell students Only one firm lift on the gearshift lever is needed to pass through neutral and get to 2nd gear.

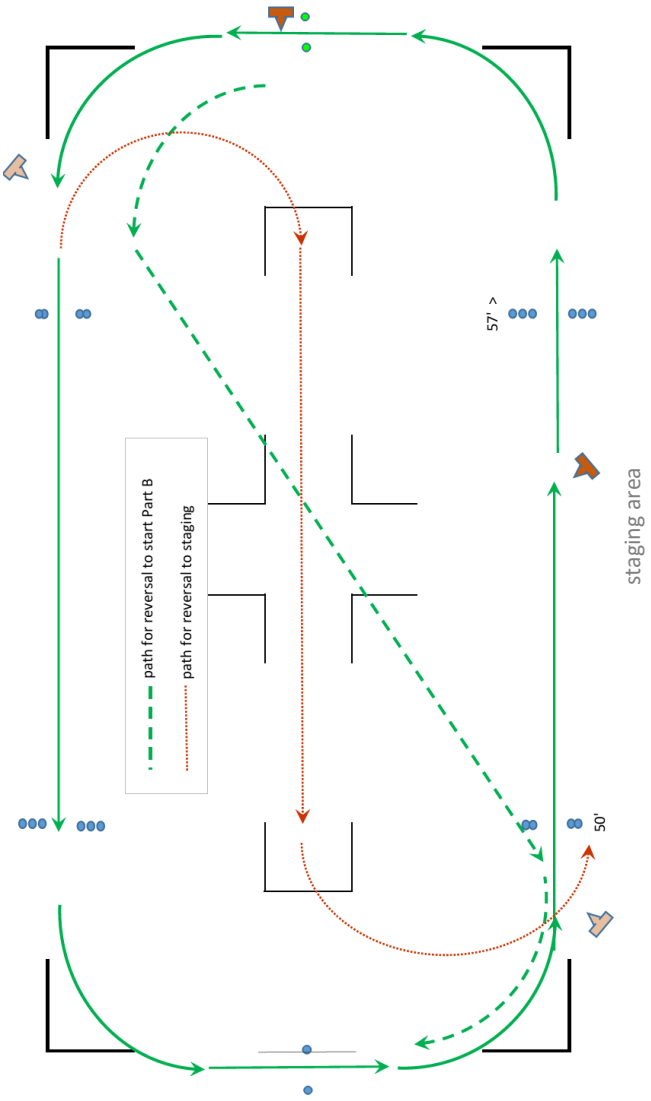
Instructors watch for:

- *Ease* out the clutch (don't dump the clutch) after shifting
- Brisk acceleration from start gate
- Are students actually shifting?

Stage – In parking area

Debrief:

- How comfortable are you with shifting and matching engine speed to riding speed?


path for reversal to start Part B
path for reversal to staging
57' >
50'
staging area

Exercise 4: Shifting, Stopping, and Tight Turns from a Stop (30 min) (Static practice)

Objectives:

- To shift smoothly; to stop smoothly with both brakes at a designated point, and to make a tight turn from a stop.

Directions:

- Ride up the center to a start point.
- One at a time and on signal, ride down the range, shifting up into 2nd gear.
- As you approach the perimeter corner, downshift to 1st and use both brakes to come to a smooth stop at the set of cones.
- After coaching, perform a tight turn from a stop and then stop at the center start cones.
- When the center stop cones are open, ride up the center of the range, shifting up into 2nd gear, and stop at the cones in the corners at the end of the path. Be in 1st gear when you stop.
- Do a left or right tight turn from a stop to get into the shorter line. Try to alternate sides.
- Maintain a safety margin.

Static practice – Tight Turn From a Stop:

Both feet down, clutch lever in
Turn head and look to new path
Turn handlebars full lock in that direction
Lean the bike slightly
Ease out the clutch lever smoothly

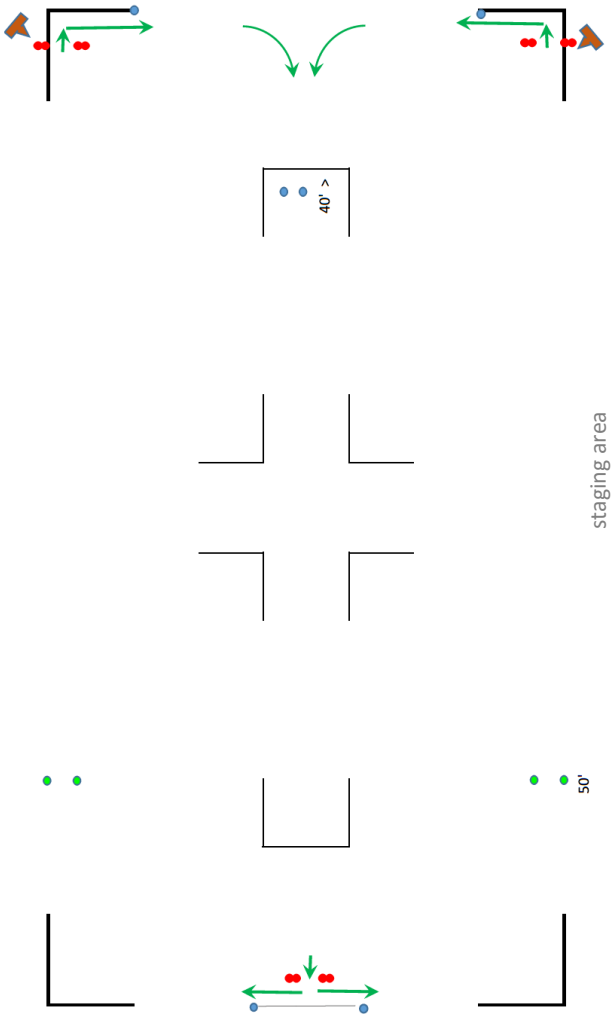
Instructors watch for:

- 1st gear before stopping
- Stopping (using both brakes smoothly, left foot down first)
- Stopping with front tire (contact patch) between the cones

Stage – In parking area

Debrief:

- What helps you stop in a straight line?
- How comfortable are you with stopping at a specific point?
- What made tight turns from a stop easier?


40' >
staging area
50'

Exercise 5: Weaving (20')
(15 min)

Objective:

- To maintain smooth control while weaving between cones

Directions:

- Begin riding around the perimeter to the left in 2nd gear.
- When you reach the far side of the range, begin weaving between the cones.
- Ride to the right of the first cone, left of the second, and so on.
- Ride through the gates on the short ends of the range.
- Keep your head and eyes up, looking where you want to go.
- Maintain a good following distance.

Introduce and show signals: Speed up, Slow down, Knees in

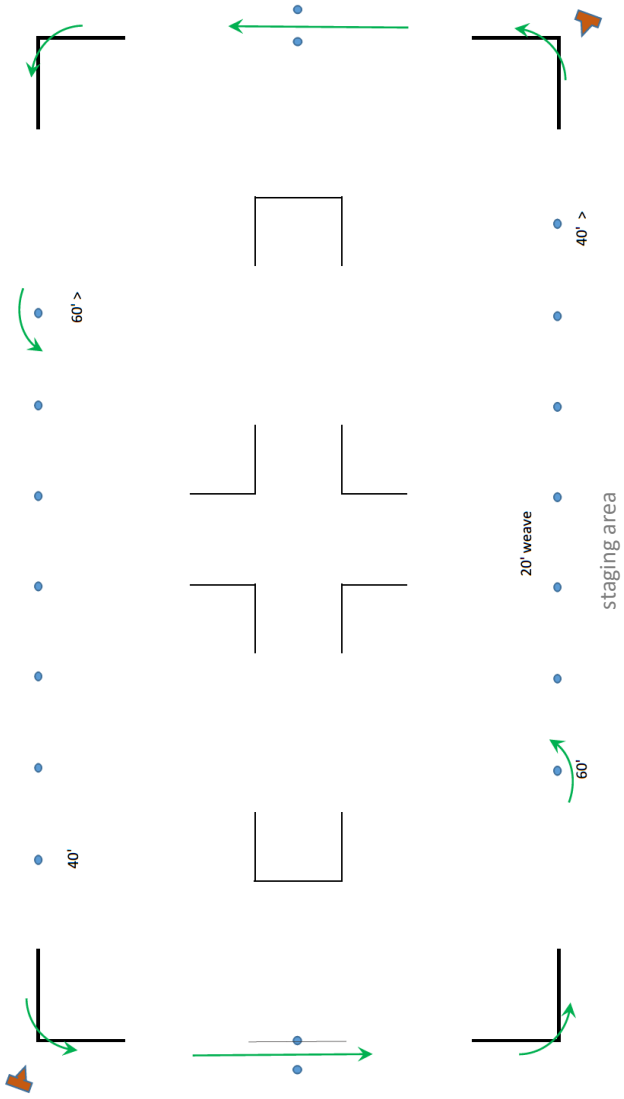
Instructors watch for:

- Speed for stability. Coach only if they are wobbling / unsafe.
- 2nd gear
- Head and eyes up, looking a few cones ahead
- (No front brake during weave)
- Good following distance (spread riders out as needed)
- Allow students to discover countersteering on their own (if going fast enough)
- Provide students with a successful riding experience. Allow them to enjoy their success without adding unnecessary coaching.

Stage — In parking area

Debrief:

- Was it easier going faster or slower?
- How did looking ahead help you negotiate the weave?
- How did looking ahead help you make it through the gates on the short sides?


60' >
40' >
20' weave
staging area
60'
40'

Exercise 6: Weaving (15'x3' offset) and Sharp Perimeter Turns
(20 min) (Clockwise)

Objective:

- To improve basic motorcycle control skills and maintain smooth control while weaving between cones

Directions:

- Make a sweeping U-turn to ride clockwise.
- Ride through each sharp perimeter turn, staying to the outside of the middle cone and inside the solid lines and cones marking the ends of the corner.
- On the long sides, weave between the cones, starting to the right of the first cone.
- Use 1st or 2nd gear and coordinate your clutch and throttle use to smoothly negotiate the weaves and sharp corners.
- Maintain a good following distance.

Introduce and show signals: Head/eyes up (look ahead), Use clutch, No front brake

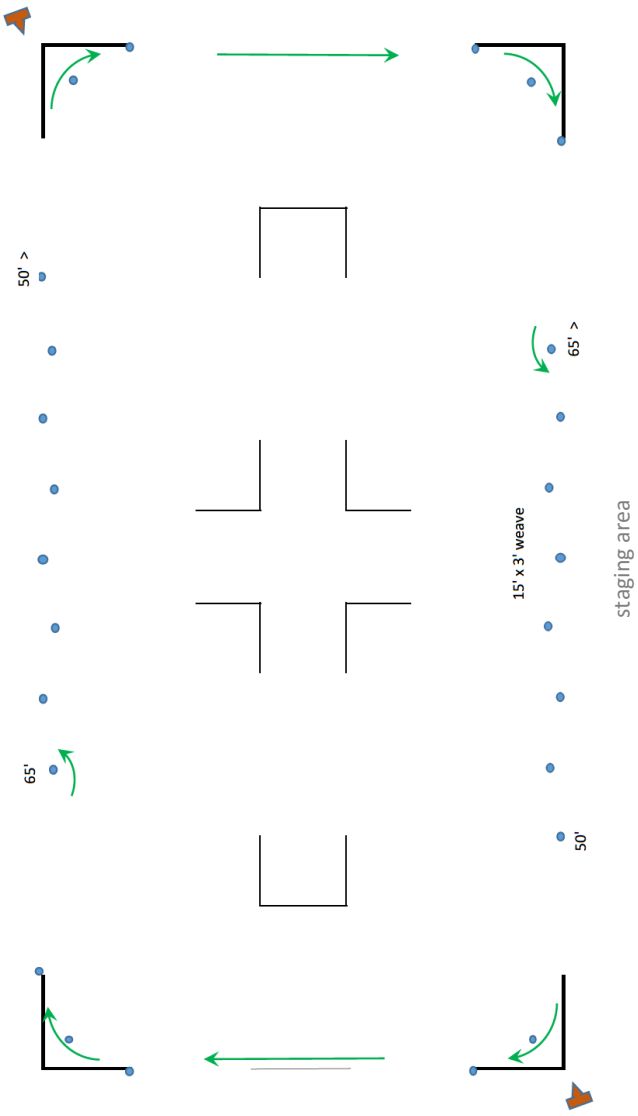
Instructors watch for:

- Smooth clutch/throttle control
- Clutch use (as needed)
- Rear brake only, if needed during weaves
- Head / eyes up, looking through turn or ahead to path of travel for weave
- Looking (and going) through turns

Stage – In parking area

Debrief:

- What helped you go through the weave smoothly?
- What helped you make the sharp perimeter turns?


50' >
65' >
15' x 3' weave
staging area
65'
50'

Exercise 7: Lane Changes, Sharp Turns, and Weaving (20' straight)
(15 min) (Static practice)

Objectives:

- To use proper lane change procedures
- To improve basic motorcycle control skills

Directions:

- Ride to a starting point.
- Ride down the long side of the perimeter and properly change lanes as you go through the cones at mid-range.
- Remember to check your mirror, signal, and do a head check before changing lanes.
- Cancel your signal and go through the sharp perimeter corner.
- Watch for traffic from the other side of the range.
- Turn up the center of the range and weave between the cones, starting to the right of the first cone.
- At the end of the center lane, turn left or right to get in the other line.
- Alternate sides so you can practice lane changes and perimeter turns in both directions.
- Maintain a good following distance.

Introduce and show signal: Turn signal (off)

Static practice – Lane Change:

Check mirror
Signal
Head check
Change lanes
Cancel signal

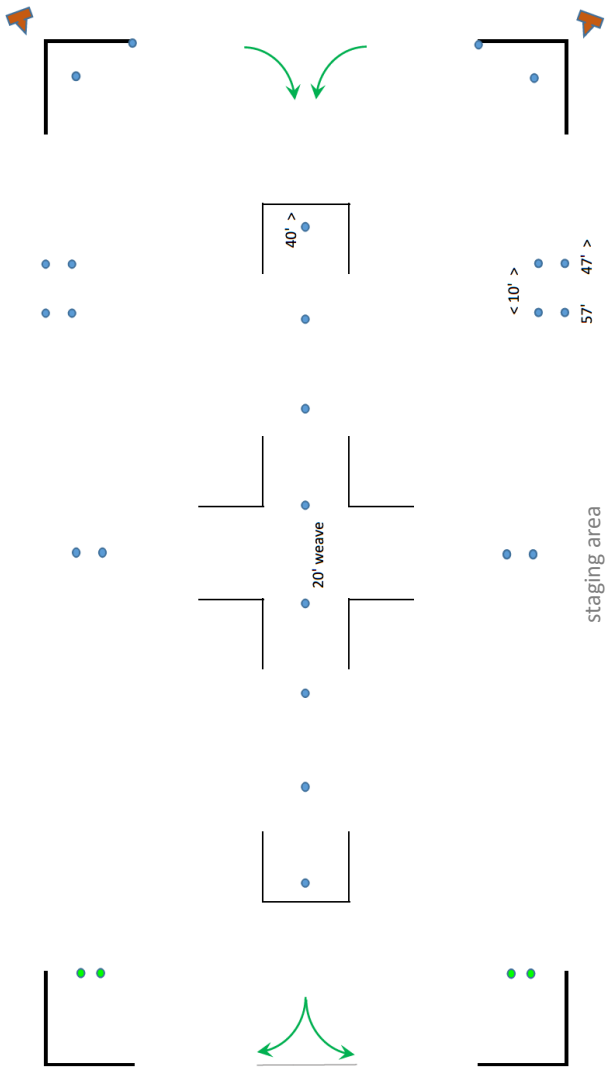
Instructors watch for:

- Proper lane changes (head check *before* going through cones)
- Head / eyes up, looking through turn or ahead to path of travel for weave
- Smooth clutch/throttle control
- Looking through turns

Stage – In parking area

Debrief:

- What will be the hardest part about changing lanes on the street?


40' >
< 10' >
47' >
57'
20' weave
staging area

Exercise 8: Pressing to Lean
(45 min) (2 Parts, Reversals, Static practice)

Objective:

- To cause the motorcycle to lean by pressing on the handgrip in the direction of the turn

Directions:

Part A – no middle gate

- Ride up the center and stop at the far side start point.
- One at a time and when signaled, briskly accelerate to a steady speed between 10-15mph, staying in 1st gear.
- Maintain a steady speed as you pass between the cones, look across the range, and press on the right handgrip to initiate a right turn.
- Continue to press until you complete a large right turn across the range.
- Maintain a steady throttle throughout the turn, and look to the end of the turn (toward the instructors).
- Stop by the instructor who called you if signaled, else return to the end of the line.
- Maintain adequate safety margins.
- The exercise will be reversed.

Part B – use middle gate

- After some time, an exit gate will be added. Still briskly accelerate to a steady speed in 1st gear and maintain a steady throttle as you adjust the amount of press on the handgrip to ride through the exit gate.
- When directed, repeat in the opposite direction, again maintaining a steady speed through the exit gate.

Introduce and show signals: Head turn, Steady throttle, Press more

Static Practice – Pressing to Lean:

Look (head turn)
Roll on throttle 1/4 turn and hold
Press handgrip

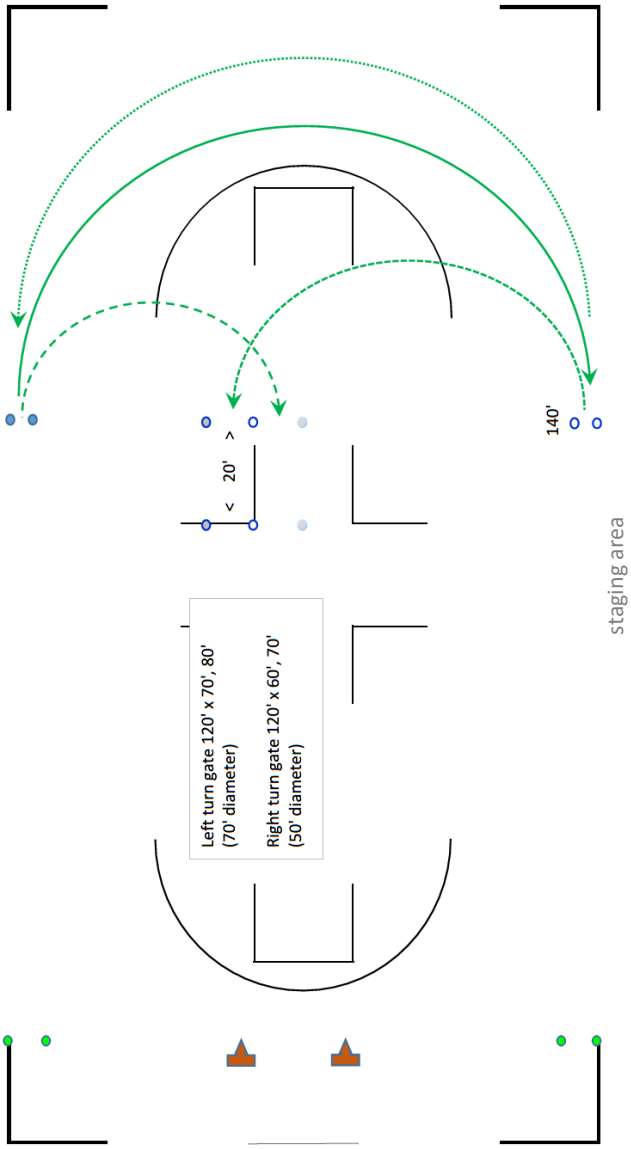
Instructors watch for:

- Press on handgrip (adjust pressure as needed)
- Head and eyes up, looking through turn
- Smooth, constant throttle
- No braking / deceleration during turn
- Steady speed, steady press

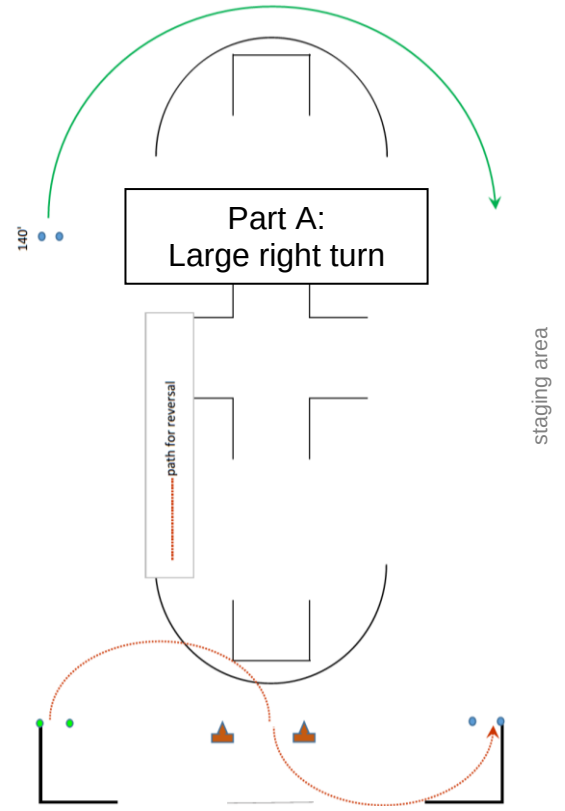
Stage – in parking area

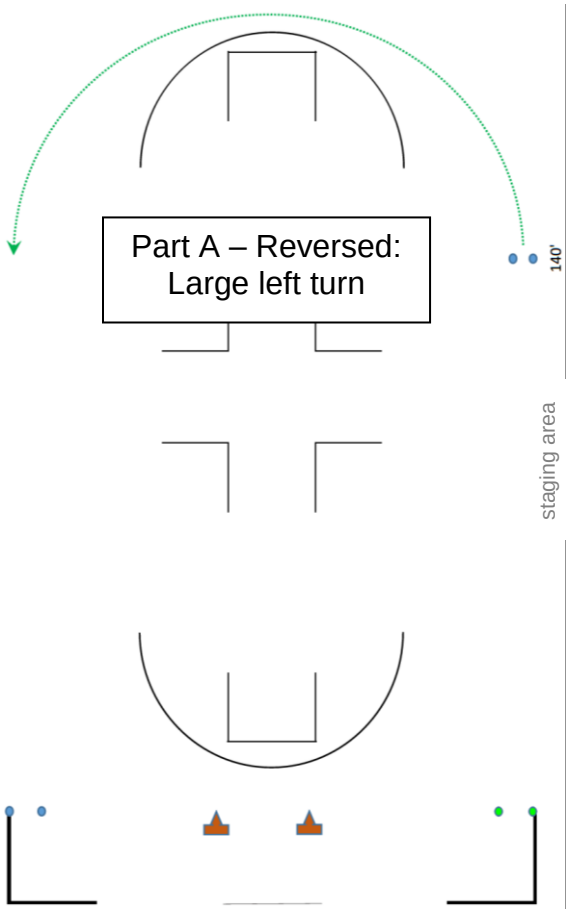
Debrief:

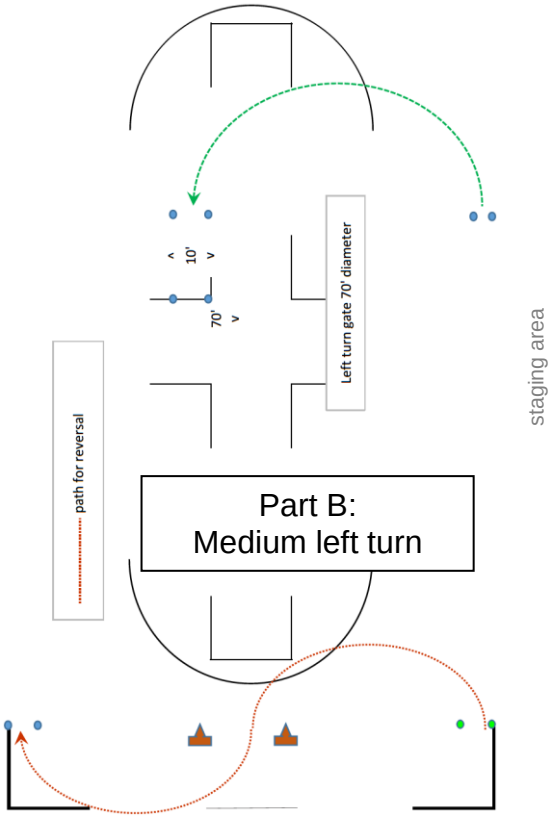
- What helped you make it through the gate?
- What happened when you changed the amount of pressure on the handgrip?



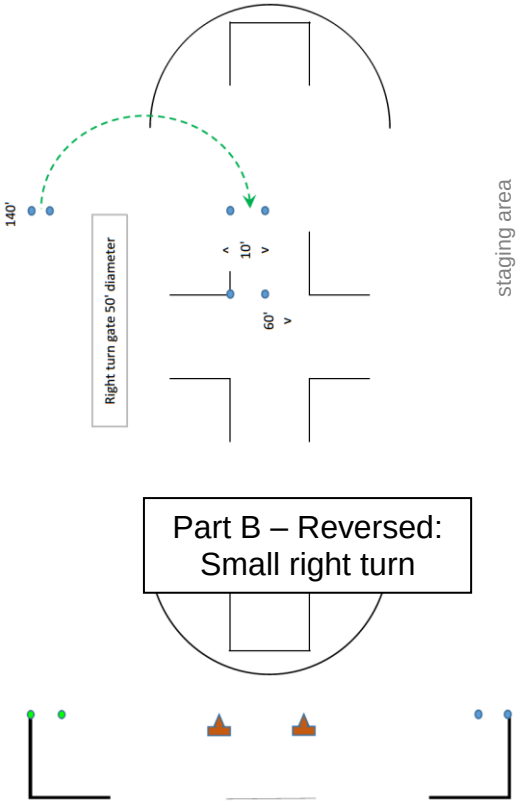
- Remove far side entry gate and place near side entry gate when reversing Part A.
- Place middle gate only when going to Part B.
- When reversing Part B, adjust middle gate cones.


Part A:
Large right turn
140'
path for reversal
staging area


Part A – Reversed:
Large left turn
140'
staging area



Part B:
Medium left turn



Part B – Reversed:
Small right turn

Exercise 9: Introduction to Curves
(25 min) (Split, Reverse)

Objective:

- To ride through different curves, using handgrip pressure to maintain path of travel

Directions:

- Begin riding the path to the left in 2nd gear.
- As you approach each curve, turn your head to Look to the exit of the curve.
- At the entry point, Roll on slightly and Press the handgrip to maintain your path.
- Keep a steady or slightly increasing throttle throughout the curve.
- Adjust pressure on the handgrip as needed to stay inside the curve boundaries.
- After the 2nd group rides to the left, the groups will ride to the right.

Run each group only 3-4 laps in each direction.

- Run Group 1 left only, then stage. Run Group 2 left only, then stage.
- Run Group 1 right, then stage. Run Group 2 right, then stage.

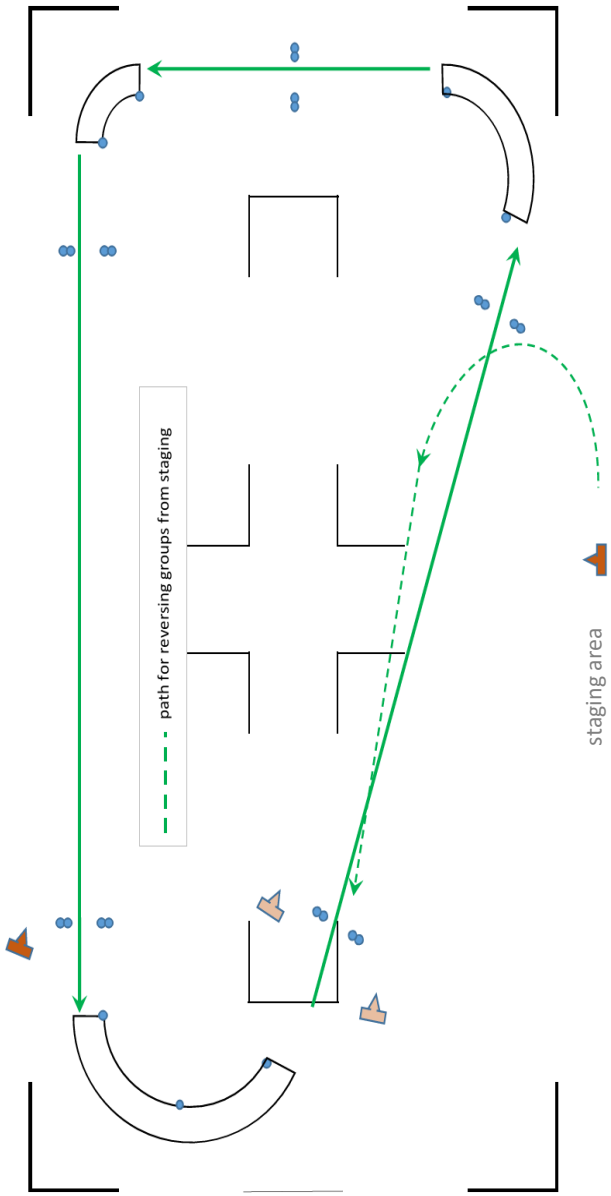
Instructors watch for:

- Most schooling takes place in the staging area
- Steady (or slightly increasing) throttle throughout curve
- Adjust press to maintain path of travel

Stage – In parking area

Debrief:

- What differences did you notice in the pressure used for the different curves?
- What helped you maintain a steady or slightly increasing throttle through the curves?
- Were either left or right curves easier for you?



(End of Day 1 Range)

(Start of Day 2 Range)

Exercise 10: U-turns, Sharp Turns, and Weaving (12' straight)
(30 min) (2 Groups, Static practice)

Objective:

- To improve basic motorcycle control skills and make U-turns

Directions (have students near the U-turn area):

- Ride around the perimeter to a starting point.
- On signal, do the sharp turn to the right, then make a U-turn to the left and stop in the box.
- Do a Tight Turn From a Stop (turn handlebars, lean m/c, ease out clutch) to the right and turn right down the perimeter.
- Ride through the perimeter corner to the right, then weave between the cones, starting to the right of the first cone.
- Stop at the cones in the perimeter corner after the weave.
- Do a sharp turn to the right and get back in line.
- Maintain an adequate safety margin.

Static practice – Counterweighting:

Turn handlebars to left
Lean m/c left
Lean upper body to the outside
Weight outside foot
Turn head / look over left shoulder

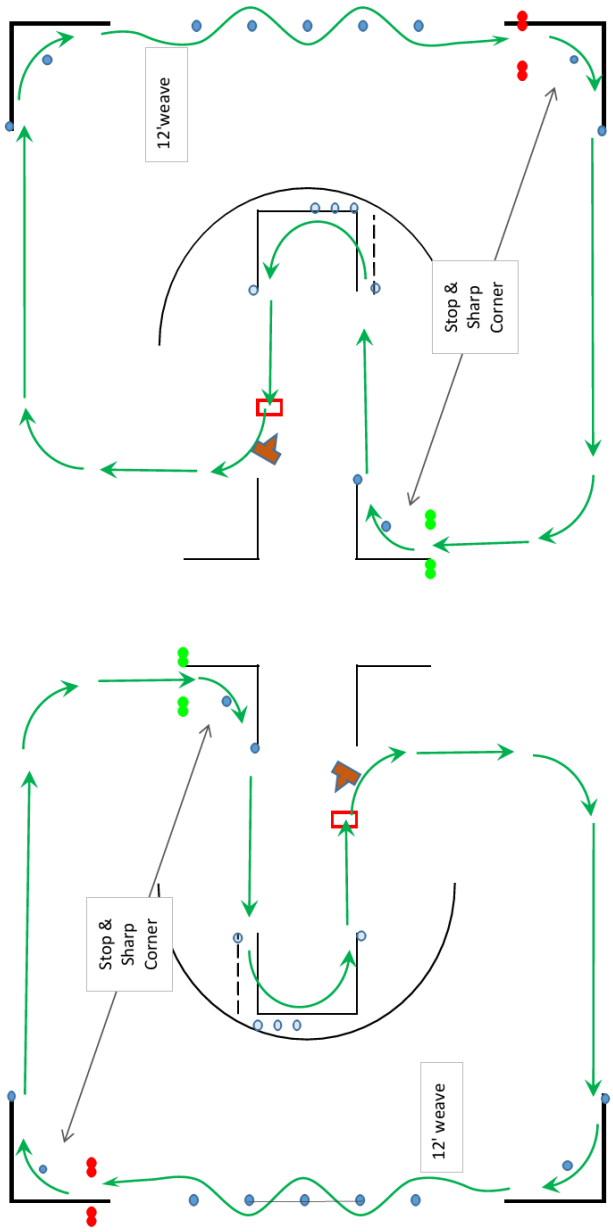
Instructors watch for:

- Smooth clutch/throttle control
- Looking through turns
- Weaving; sharp turn after stop at the 2nd perimeter corner
- (Have students work toward completing the U-turn within the solid lines.)
- Coach TTFS (from box) as needed

Stage – In parking area

Debrief:

- What made the U-turns easier for you?
- How comfortable are you now with sharp corners and weaving?


12'weave
Stop &
Sharp
Corner
staging area
Stop &
Sharp
Corner
12' weave

Exercise 11 – Stopping Quickly
(30 min) (Demo, Static practice)

Objective:

- To stop the motorcycle quickly and safely in a straight line.

Directions (have students near stop point):

- Ride up the center of the range to a starting point.
- On signal and one at a time, approach the stopping area at approximately 15mph in 2nd gear.
- Maintain a steady speed.
- When your front tire passes the cue cones, stop quickly by properly using both brakes and downshifting to 1st gear before you are completely stopped.
- Do not start braking or downshifting until your front tire reaches the cue cones.
- After stopping and coaching, make the sharp perimeter turn and stop at the first set of cones in the center of the range.
- Wait until the rider ahead of you leaves the stopping point in the middle of the range. Accelerate briskly to about 15mph in first gear, and when your front tire passes the cones, stop safely and quickly.
- Stop again before the end of the range and make a sharp turn to the shorter line. (Try to alternate sides.)
- As you become comfortable with the quick stop procedure, gradually increase pressure on the front brake to decrease your stopping distance (work toward threshold braking).

DEMO – Normal stop (from 2nd gear) on near side; perimeter turn to middle start gate. Show brisk acceleration (1st gear only) and a quick stop in the center path. Stop at the end for the sharp corners at the end of the range; turn left and show good quick stop (from 2nd gear) on the near side. Repeat demo up center of range; do sharp left turn, and stop at near side start point before staging. (Note: Speed for both runs on near side should be similar so students can see difference in stopping distance between "normal" and "quicker".)

Static Practice – Braking:

(1/4 roll on, roll off, and) use smooth, increasing pressure on front brake (note: NOT a grab!)

Instructors watch for:

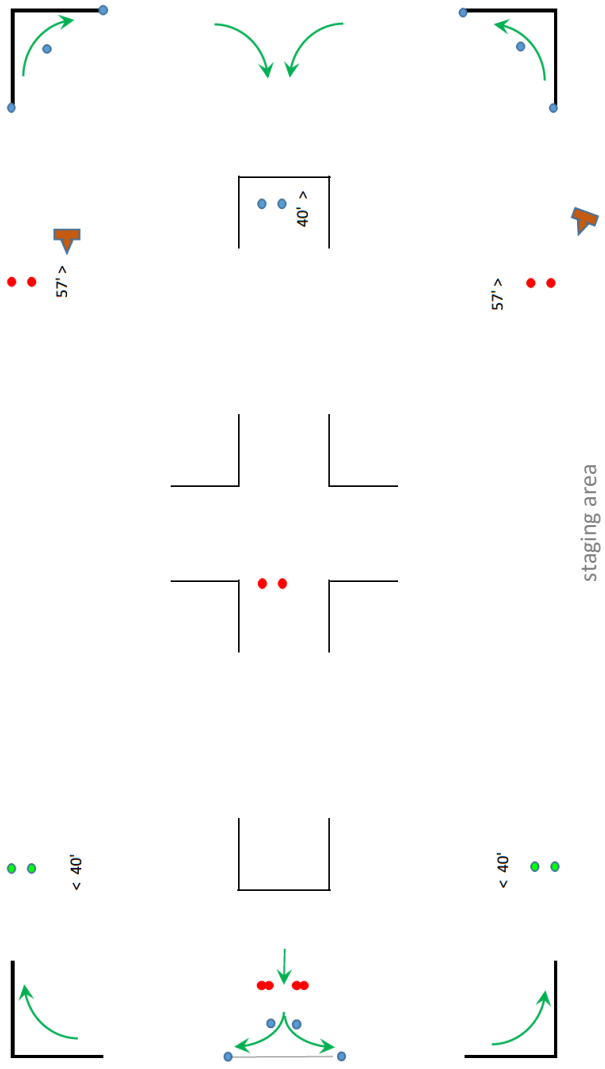
- Smooth, increasing pressure on front brake
- Light to lighter pressure on rear

- Front tire skids – release and reapply
- Head & eyes up
- Rear tire skids – hold pressure on rear brake until stopped
- As riders become more comfortable, coach to increase pressure on the front brake without skidding.

Stage – In parking area

Debrief:

- What is the key to stopping quickly?
- How did you determine when you could apply more pressure?
- What helped you keep the motorcycle in a straight line?



Exercise 12 – Stopping Quickly in a Curve
(Straighten then Brake) (25 min) (Static practice, Reversal)

Objective:

- To stop quickly in a curve using the Straighten, then Brake technique

Directions:

- Ride to a starting point.
- When called, ride through the entry gate and around the curved path to the left in 2nd gear.
- On signal, straighten the motorcycle and come to a quick stop in a straight line, downshifting to 1st gear.
- After coaching, move to the next line and continue to practice.
- The exercise will be reversed.

Static Practice – Stop in Curve:
(Look and lean m/c)
Straighten, then Brake

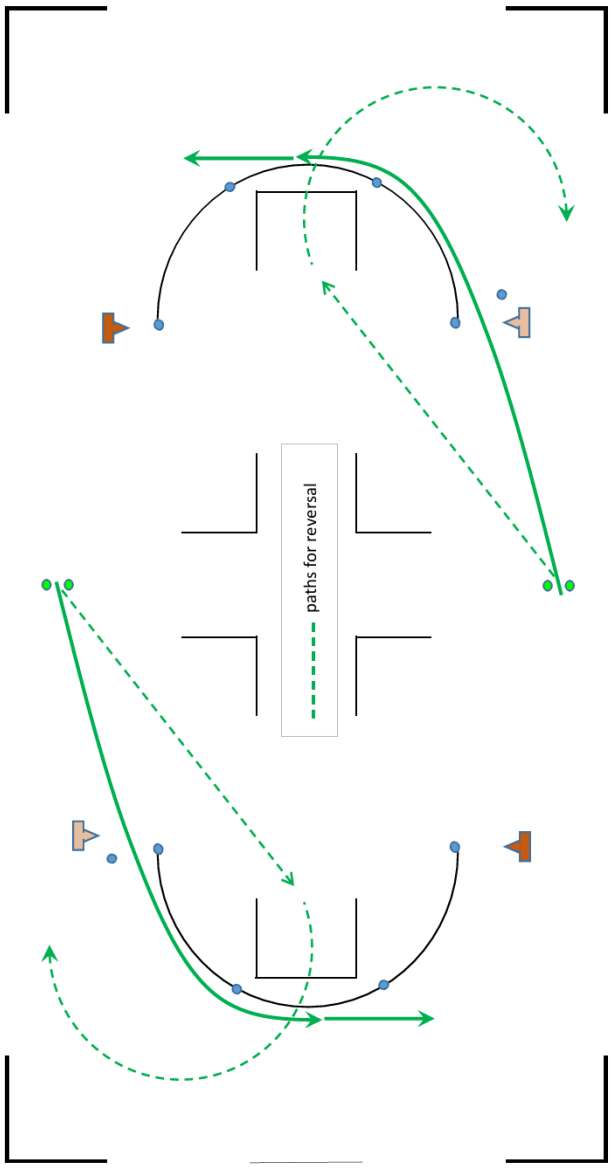
Instructors watch for:

- Separating straightening from braking
- Stopping quickly (proper brake application)
- Head & eyes up
- Give stop signal smoothly & slowly – no surprises for the students!

Stage – In parking area

Debrief:

- How comfortable are you with the Straighten, then Brake technique?
- How will you determine if this technique can be used to stop quickly in a curve?


paths for reversal
staging area

Exercise 13: Basic Cornering – SLRP
(35 min) (2 Groups, Repeated split)

Objective:

- To ride smoothly through curves with different radii, practicing the Slow, Look, Roll, Press sequence of cornering

Directions:

- Begin riding the path of travel to the left in 2nd gear.
- Accelerate slightly on the straight paths between curves.
- As you approach each curve, use both brakes to Slow to a suitable entry speed, and Look through the curve.
- Slightly Roll on the throttle, then Press to initiate your turn, and adjust your lean (press) as necessary to stay within the path of travel.
- On signal, stop to reverse direction.
- On signal, stop and return to stage.
- Maintain adequate safety margins.

Introduce and show signal: Use both brakes

Coach SLRP procedure while students are waiting in staging area
Run first group in both directions, then return to stage
Run second group in both directions
Repeat groups for a longer time in both directions

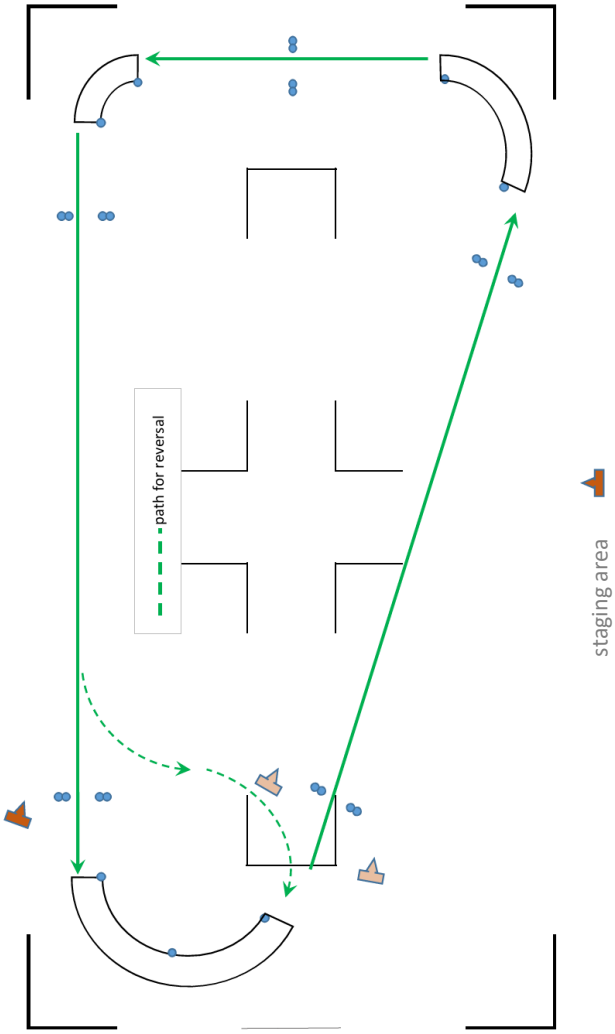
Instructors watch for:

- Some acceleration on the straights (only enough to allow slow with both brakes before entry – a lot of speed is NOT needed; concentration should be on the 4-part SLRP procedure)
- Slowing *before* entry cones (with both brakes)
- Look through turn
- Roll through turn (steady throttle is okay)
- Ensure riders are distinctly using SLRP procedure

Stage – In parking area

Debrief:

- Was it smoother starting the roll before or during the turn?
- How do you know how much to slow before each turn?


path for reversal
staging area

Exercise 14 – Swerving
(20 min) (Demo, Static practice)

Objective

- To swerve to avoid an obstacle in your path

Directions

- Ride to a starting point.
- On signal, ride toward the gates and obstacle at 12-15mph.
- After passing the cones, press on the appropriate hand grip to swerve into the escape lane. Press right, go right. Press left, go left.
- Press on the opposite handgrip to straighten the motorcycle in the escape lane.
- Maintain a steady throttle during the swerve.
- After straightening, stop by the instructor for coaching.
- Watch for traffic from the other side of the range and line up at the first start cones in the center.
- When the rider ahead of you leaves the 2nd start gate, accelerate briskly in first gear and swerve to the right.
- After straightening, stop at the next starting cones.
- Accelerate briskly in first gear and swerve to the left.
- After straightening, slow before the end of the range and get in the shorter line. (Try to alternate sides.)
- Maintain a safety margin.

DEMO – 2nd gear for near side swerve; stop at end of range. Show brisk acceleration (1st gear only) from stop for center swerves. Stop at near side start point before staging.

Static Practice – Swerving:

Press to swerve
Press to straighten
Keep body upright, letting m/c lean under you (independently)

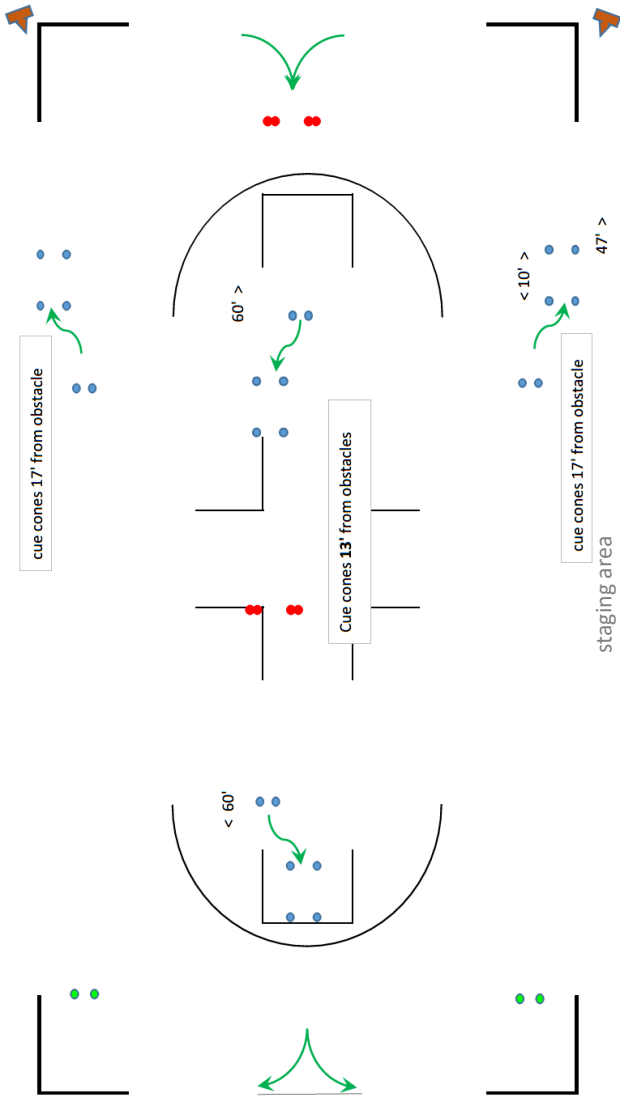
Instructors watch for

- Press / press to swerve
- Steady throttle during swerve (no braking, no engine braking)

Stage – In place

Debrief

- How would you swerve around a wider obstacle? How about if you were going faster?
- Why do we separate braking from swerving?


cue cones 17' from obstacle
60' >
Cue cones 13' from obstacles
< 10'
47' >
cue cones 17' from obstacle
staging area
< 60'

Exercise 15 – Controls Practice
(25 min)

Objectives:

- To improve techniques for avoiding hazards by stopping quickly or swerving
- To improve low-speed control in weaves, perimeter corners, and stops & sharp turns

Directions:

Line up at a starting point on the long sides.

- Weave between the cones, starting to the right of the first cone.
- Stop at the cones for a swerve.
- Quickly accelerate to approximately 15mph.
- Maintain a steady throttle, go through the cue cones, and swerve into the escape path.
- Straighten in the escape path and stop at the cones in the perimeter corner.
- Do a sharp turn, watch for traffic, and get in line at the start gate in the middle path of the range.

In the middle path from the start cones, quickly accelerate to approximately 15mph and stabilize your speed.

- After your front tire passes the cones, make a quick stop.
- Ride to and stop at the cones in the perimeter corner.
- Do a sharp turn to the opposite side.

Maintain a good safety margin.
Wait until the stop point ahead of you is clear before starting out.
On signal, return to stage.

Instructors watch for:

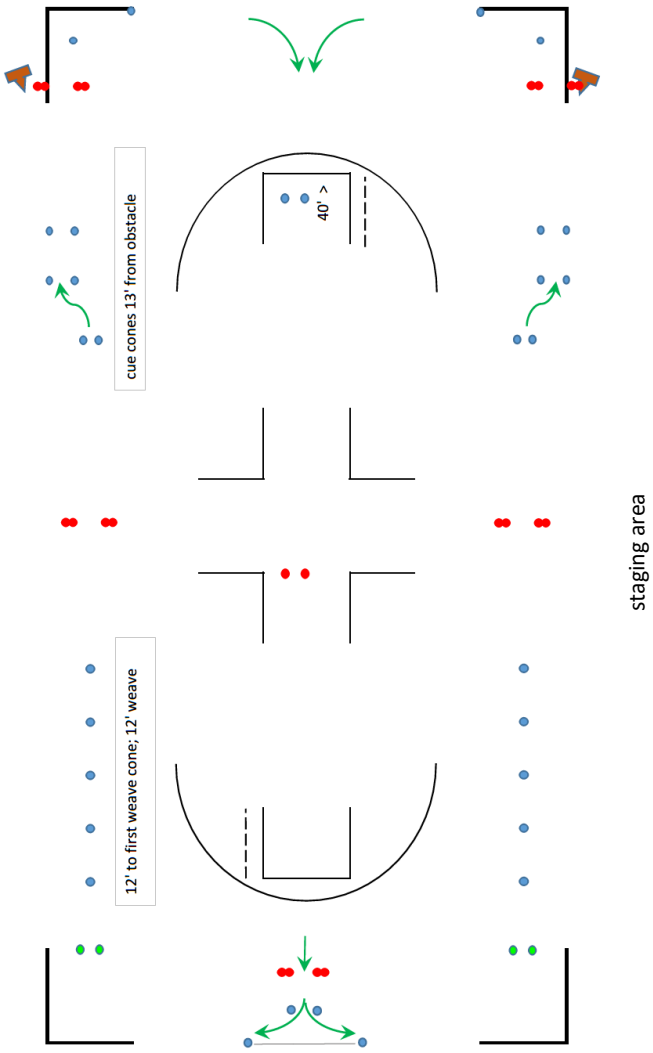
- Anticipation on the quick stop
- Good quick stop procedure (no skids, increasing pressure on front brake)
- Steady speed through swerve (no roll-offs, no braking)
- Adequate speed (brisk acceleration) for swerve
- Control while making the sharp corner from a stop.
- Stop at beginning of weave path.
- Starts to right side of first cone for weave.

Stage – In parking area

Debrief:

- How much shorter are your stops with more practice?
- Are you comfortable with swerving?

- Are you comfortable controlling your motorcycle through the weave and turns from a stop?



Exercise 16 – Traffic Interaction and U-turns
(20 min)

Objectives:

- To interact with other traffic, using SIPDE, turn signals, space cushions, and head checks
- To practice sharp turns from a stop and U-turns to the left.

Directions (have students in the near side entry "lane" near the center intersection):

- Begin riding around the perimeter to the left, going through the sharp corners.
- You can turn in toward the center from the middle of a long side.
- Use (and cancel) turn signals.
- The center intersection is a 4-way stop. Obey rules of the road – if riders reach the center stop at the same time, the rider on the right has the right-of-way.
- At the center intersection, you can choose to turn right or left to practice a U-turn to the left, or you can go straight to return to the perimeter.
- For U-turns, stay within the solid lines.
- Stop before re-entering the perimeter.
- Yield to riders already on the perimeter.
- Maintain adequate safety margins, especially in following distance.
- Select a safe gap to re-enter the perimeter path of travel (one-way travel to the left).
- On signal, return to stage.

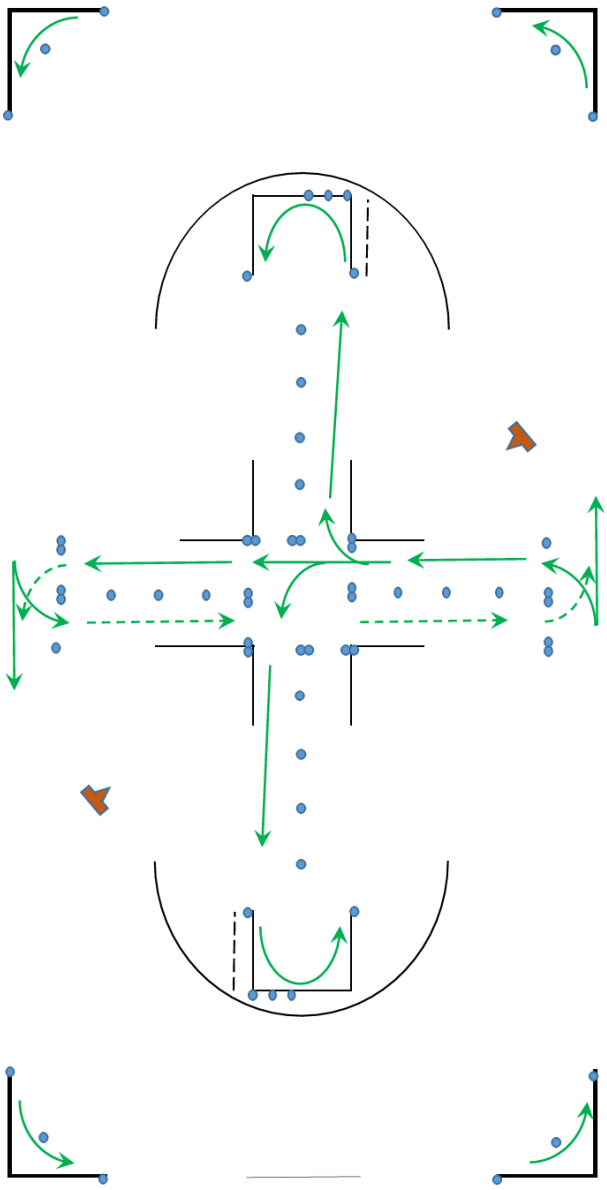
Instructors watch for:

- Interacts safely with traffic.
- Selects a safe gap.
- Turns from a stop.
- Direct traffic / coach intersections as needed.
- Coach U-turn (within 20' solid lines) as needed.

Stage – In parking area

Debrief:

- How comfortable are you with traffic interactions / perimeter corners / U-turns / turns from a stop?
- Are you ready to ride in traffic?


staging area

Exercise 17 – Cornering Practice – Ready-Set-Go
(30 min) (2 groups, Reverse, Repeated split, Demo)

Objective:

- To ride through faster corners, demonstrating proper braking, throttle application, and the Ready-Set-Go cornering strategy
-

Directions:

- Begin riding around the perimeter to the left in 2nd gear toward the curves.
- Briskly accelerate to at least 20mph on the long straights.
- Get READY as you approach each curve – Slow with both brakes to a suitable entry speed.
- Get SET – Look through the turn and choose your path.
- GO through the curve with a steady or slightly increasing throttle Roll throughout the curve and adjust the amount of Press on the handgrip to maintain your path.
- Briskly accelerate on the long straights between the curves.
- Repeat the Ready-Set-Go sequence for each curve – remember to complete all braking and maintain or start a slight throttle roll before the curve entrance.
- Maintain a safe following distance.
- The exercise will be reversed.

DEMO – 2 laps left

- Show brisk acceleration on long sides, followed by a good (hard) slow prior to the entry cones. Stop near the entry cones for the 160-degree curve before staging.

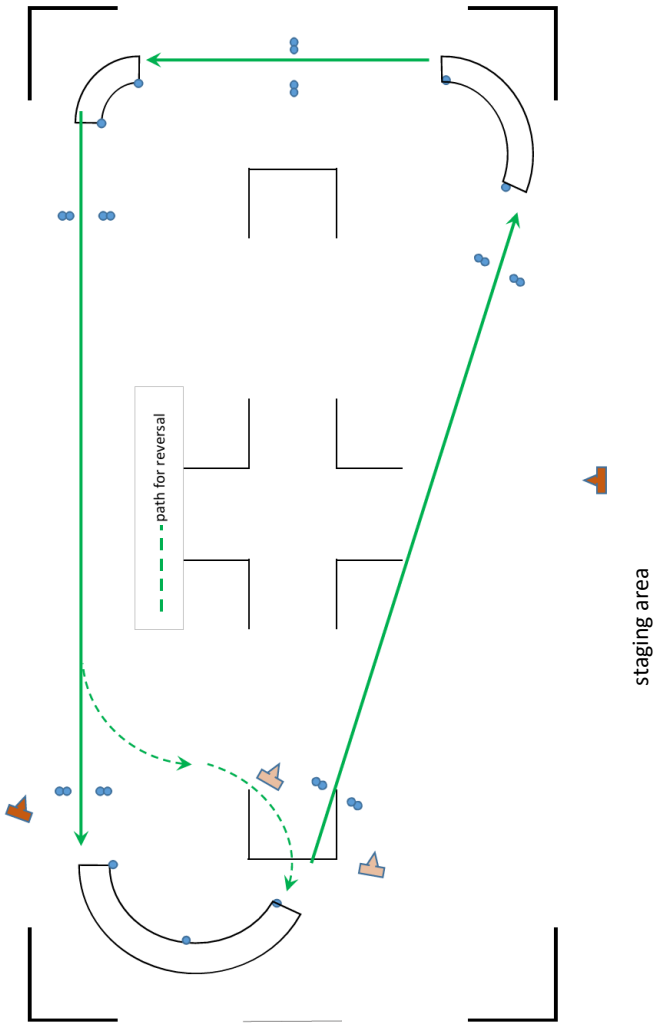
Instructors watch for:

- Brisk acceleration on straights
- Braking done before the curve (give Slow signal if needed)
- Head / eye turn for directional control
- Smooth throttle throughout curve
- Sufficient press to stay within the path of travel
- First session in the path is for speed adjustment judgment and timing of slow
- Second session in the path should provide some polish on cornering and smooth transitions

Stage – In parking area

Debrief:

- What helped make your turns smoother?
- How will using the Ready-Set-Go cornering strategy help on the road?


path for reversal
staging area

Rider Skill Evaluations
(50 min)

Objectives:

- To demonstrate control in slow speed and limited space maneuvers
- To demonstrate the ability to avoid hazards in your path by stopping quickly and by swerving
- To demonstrate the ability to judge entry speed and corner skillfully

General Information:

- This evaluation consists of five exercises that measure your motorcycle control, hazard response skills, and cornering judgment and ability.
- You will be scored on time and distance standards as well as path and foot down violations and stalling the engine.
- You may stop the test at any time, but you must complete all evaluation exercises to be able to pass.
- Two actions will result in stopping your evaluation immediately:
  - Falling or dropping the motorcycle during an exercise.
  - An intentional unsafe act.

Evaluation Exercise 1
Straight-line weave and normal stop:
(Instructor note: No re-runs)

- When signaled, ride to the right of the first cone, to the left of the second, and so on. Weave past all five cones without touching or skipping a cone or putting a foot down.
- Angle left and make a smooth, non-skidding stop with your front tire inside that box.
- When stopped, your front tire must not touch the painted lines. Remain stopped.
- On signal, move to the next starting point.

Evaluation Exercise 2
Turn from a stop and U-turn:
(Instructor note: No re-runs)

- When signaled, make a right turn between the boundary lines and cones. Do not touch any lines or cones or put a foot down.
- Make a left U-turn inside the solid painted lines. Do not touch the solid lines or put a foot down.
- Stop with your front tire inside that box.
- On signal, move to the next starting point.

Evaluation Exercise 3
Quick stop:
(Instructor note: One re-run allowed for A. anticipation, or B. speed too slow, or C. speed too fast and stopped beyond standard)

- When signaled, briskly accelerate and stabilize your speed between 15-20 mph.
- After your front tire passes the cones, stop as fast as you safely can.
- Once stopped, do not allow your motorcycle to roll in either direction.
- On signal, move to the next starting point.

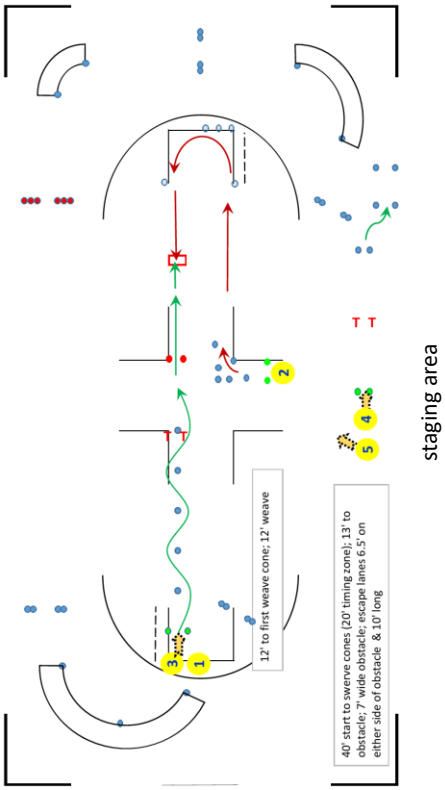
Evaluation Exercise 4
Swerve:
(Instructor note: One re-run allowed for A. anticipation, run allowed for A. anticipation, or B. speed too slow and no path violation, or C. speed too fast and path violation, or D. swerving in wrong direction)

- When signaled, briskly accelerate and stabilize your speed between 15-20 mph.
- After your front tire passes the cones, swerve right to avoid the obstacle line and stay inside the escape lane.
- Do not touch any cones or lines.
- After straightening, stop before the end of the range.
- On signal, move to the next starting point.

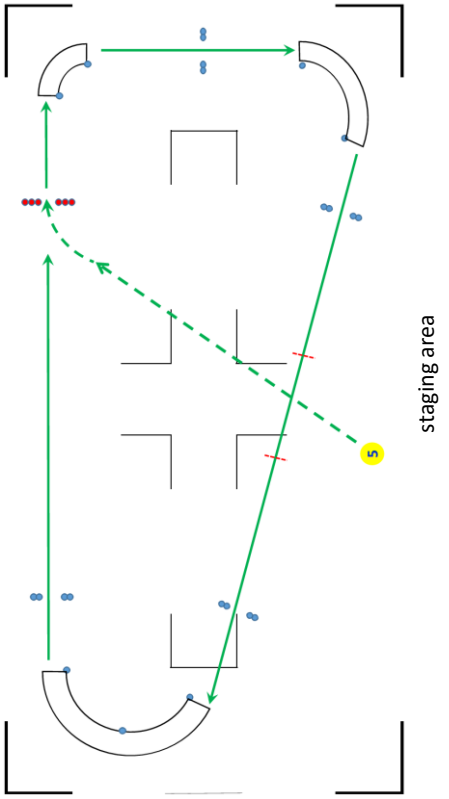
Evaluation Exercise 5
Cornering:
(Instructor note: No re-runs)

- When signaled, ride the curved path to the right and briskly accelerate to at least 20mph on the diagonal straight.
- Use the Ready-Set-Go strategy of cornering to safely negotiate the corner at the end of the long diagonal.
- Use both brakes to slow and set your entry speed and path.
- Ride as quickly as you safely can through the corner, staying inside the path marked by the cones and painted lines.
- After completing the corner, stop at the last set of cones.
- On signal, ride to the staging area and park.
- Points will be lost for not attaining an adequate approach speed and for touching or crossing a corner boundary.

Evaluation Exercises 1 – 4:



Skill Evaluation Exercise 5 (Cornering):



End of Course Wrap-Up Topics

Have students complete Course Evaluation

Learned / Increased Skills from class night to now

Skill Evaluation – Snapshot of Skills
- Not perfect rider; not terrible rider
- Re-test options (if applicable)
- Practice every time out

Keep copy of MORE Completion Card
- Check Name, License #

Licensing Info
- 60 days to BMV – license, temp, card, $$
- M on license – also when renewing
- "M/C Novice" – helmet (passenger also)

Insurance is required

Insurance discount
- (possible with copy of completion card)
- Club reimbursement possible

Clubs – Manufacturer's (HOG, StarTouring, Honda…), Women's (Motor Maids, WOW), Marque/Model

Rights Organizations – AMA, ABATE, MRF

Groups – Ride Own Ride; Riding Buddy

Passengers – Practice & comfortable first

Practice – Every time you're out

Additional Training –
- BRS-Returning Rider
- BRS-2 (MORE Experienced)
- MORE Advanced
- Track Days – Mid-Ohio, Nelson Ledges
- Road – Stayin' Safe (Pittsburgh-based)
- Dirt Bike Course – Troy

3 yrs Endorsed – become Instructor

"This has been a public safety presentation and not a course designed to guarantee a rider's safety."

Thank you / Ride Safely