

**EXERCISE 1**

25 MINUTES

**LOCATE/OPERATE CONTROLS,  
ENGINE START/STOP,  
FRICTION ZONE/ROCKING****RANGE  
NOTES****STATIC DEMO**

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

**CONDUCT EXERCISE AND PROVIDE INSTRUCTIONS:**

Familiarization: Walk around the motorcycle and identify the ignition, fuel supply valve, and choke (if applicable).

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

Assume proper riding posture (cover clutch, all fingers wrapped around throttle with wrist in a flat position, back straight, head and eyes up, arms relaxed and elbows bent)

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

Properly mount the motorcycle

- Lean motorcycle left and right to feel weight, straighten
- Turn handlebars full lock left, full lock right, center
- Roll on throttle full, release and allow to snap back
- Roll on throttle 1/4 turn, hold, roll off (repeat 2 - 3x)

Reach and squeeze front brake lever, return all fingers to throttle (repeat)

**EXERCISE 1**

25 MINUTES

**LOCATE/OPERATE CONTROLS,  
ENGINE START/STOP,  
FRICTION ZONE/ROCKING**

Roll on throttle 1/4 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 2 - 3x)

Squeeze clutch lever in fully

- Ease out part way, into the friction zone, and hold, then ease out the rest of the way
- Repeat squeeze and ease (repeat 2 - 3x)

Shift to 1st gear (show signal)

- 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 motorcycle forward/back with clutch released (should not roll far)

Shift to 2nd gear (show signal)

- Find left foot peg and gear shift lever, squeeze clutch, upshift into 2nd gear (full click)
- Release gear shift lever, foot down, ease out clutch
- Try to roll motorcycle forward/back with clutch released (should not roll far)
- Then shift back to 1st gear (full click down)

Find neutral (between 1st and 2nd)

- Squeeze clutch lever, lift gear shift lever lightly with toes, release gear shift lever, foot down, ease out clutch
- Roll motorcycle forward/back with clutch released (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

**EXERCISE 1**

25 MINUTES

**LOCATE/OPERATE CONTROLS,  
ENGINE START/STOP,  
FRICTION ZONE/ROCKING**

*Make certain no rider is directly behind another!*

**INTRODUCE AND SHOW SIGNALS:**

Read engine starting/stopping procedures:

ONE-C starting procedure:

Fuel and Ignition **ON**, **N**eutral, **E**ngine cut-off,  
**C**hoke/Clutch

Stopping the engine:

Engine cut-off switch, Ignition, Fuel

- Have students start/stop engine
    - Start the engine using ONE-C
    - Raise left hand to indicate neutral (show signal)
    - (Hand back on grip), roll on throttle 1/4 turn and hold, then roll off (repeat)
  - Stop the engine (show signal)
    - Engine cut-off switch, ignition off, fuel off
- (Repeat start/stop — allow students to practice)

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 motorcycle, shift into 1st gear
    - Keep the clutch squeezed
    - Push back on heels
    - Ease clutch lever out until you feel the engine start to connect
    - Allow motorcycle to pull forward until feet are flat (1– 2 feet)
    - Squeeze clutch lever in
- (Repeat: Push back, ease, motorcycle pulls forward, squeeze)

Stop engine

Properly dismount

**DEBRIEF:**

- *Are you comfortable with the location and operation of controls? How about with your head and eyes up?*
- *How did it feel to start and stop the engine?*

**DON'T FORGET**

**From the left side of the motorcycle:** Demonstrate a walking straight line stop with the front wheel and handlebars square, followed by a stop with the front wheel turned.

**Note how the motorcycle tends to fall, if the handlebars are not square with the motorcycle when braking.**

**EXERCISE 2**

50 MINUTES

**GETTING UNDERWAY**

RANGE  
NOTES

3 PARTS: PART A, PART B, PART C  
WITH 10 MINUTE BREAK

**OBJECTIVES:**

- To become comfortable with using the clutch lever/friction zone to smoothly start out
- To use the clutch lever/friction zone to adjust motorcycle 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 (WWP) (*getting practice w/clutch/Friction Zone 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 middle of the range and stop with handlebars square at the cones on the short side.
- After stopping at the cones on the short side, turn up the center path 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.

## EXERCISE 2 | GETTING UNDERWAY

50 MINUTES

## Part B — Riding and Stopping:

**Briskly** accelerate, put your feet on the foot pegs, and use both brakes to stop smoothly at the gates at mid-range. Proceed when the next stop point is open and repeat for gates at the end of the path. Then, move to gate on the short side of the perimeter and stop. Then, line up at the green cones in the center.

## 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 direct each rider to stop only at the middle and ends of the range instead of going cone to cone.
- Riders proceed when their next set of cones is clear.
- Riders should **briskly** accelerate from the start cones.
- Riders should still stop at the cones on the short sides of the perimeter, then line up at the start gate for the center.
- Run Part A and part of Part B.
- Debrief
- Take a 10 minute break (adhere strictly to this time as a regular break will occur at the end of this exercise).

## DEBRIEF:

- What helped you start out smoothly?
- What helped you bring the motorcycle to a smooth stop?
- What made it easier to put your feet on the pegs?

Use the break to discuss speed with tentative riders.

**AFTER BREAK:** Read directions for parts B and C.

## EXERCISE 2 | GETTING UNDERWAY

50 MINUTES

## Part B — Riding and Stopping:

**Briskly** accelerate, put your feet on the foot pegs, and use both brakes to stop smoothly at the gates at mid-range. Proceed when the next stop point is open and repeat for gates at the end of the path. Then, move to gate on the short side of the perimeter and stop. Then, line up at the green cones in the center.

## 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. Then, move to gate on the short side of the perimeter and stop. Then, line up at the green cones in the center.

## For Part B:

- Riders proceed when their next set of cones is clear.
- Riders should **briskly** accelerate from the start cones.
- Riders should still stop at the cones on the short sides of the perimeter, then line up at the start gate for the center.
- Complete Part B then run Part C.

## For Part C:

- Outside cone of mid-range gate may be removed.
- Stack riders at start points (2 lines) and direct 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.
- Riders should still stop at the cones on the short sides of the perimeter.
- Riders should line up at the start points (green cones) 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.

**EXERCISE 2 | GETTING UNDERWAY**

50 MINUTES

**CONDUCT EXERCISE AND WATCH FOR:**

- Smooth clutch control.
- Fingers back around throttle when moving (riding or WWP).
- Smooth brake operation.
- In Parts B and C — using **both** brakes, left foot down first, with handlebars square. Head and eyes up.
- Part A — good “launch”
- Part B — **brisk** acceleration
- Part C — attaining pre-shift speed

***Coach posture, basic controls operation, and accuracy before speed.***

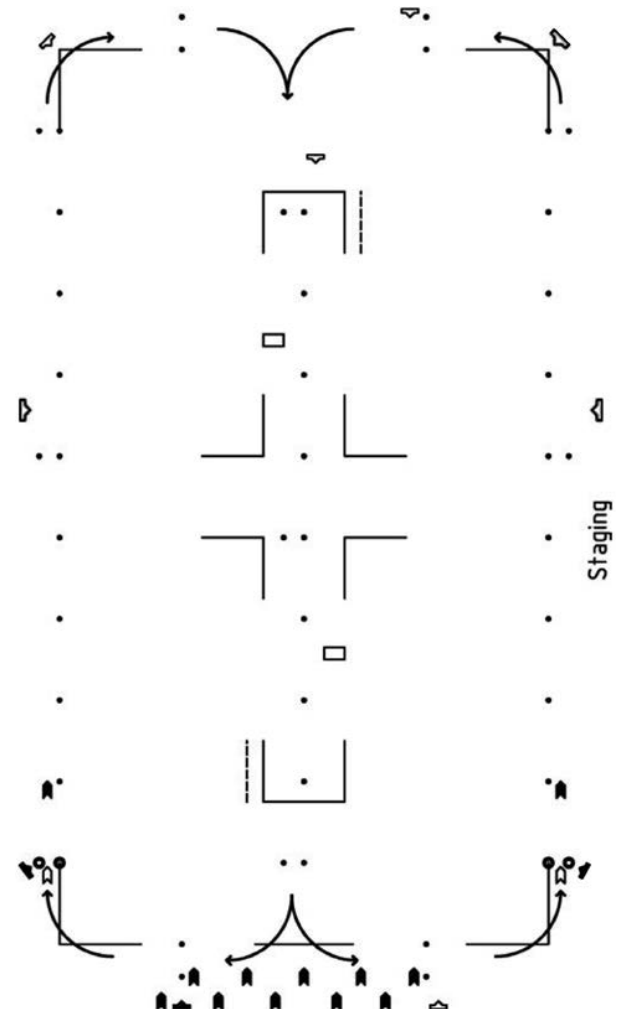
**STAGE:** The Instructor stops riders at start points and directs them to stage individually (controlled release). The co-instructor directs them to park on the “T” in the staging area.

**DEBRIEF:**

- *How comfortable are you starting out and stopping?*
- *How did it feel to increase speed?*
- *When might you use these skills on the street?*

**EXERCISE 2 | GETTING UNDERWAY**

50 MINUTES

**PART A: CONE TO CONE****PART B: STOP AT MID-RANGE AND END****PART C: STOP AT FAR END**

**EXERCISE 3**

30 MINUTES

**UPSHIFTING &  
DOWNSHIFTING****RANGE  
NOTES**

2 PARTS: PART A COUNTER-CLOCKWISE,  
PART B CLOCKWISE  
STATIC PRACTICE REVERSAL

**OBJECTIVE:**

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

**DIRECTIONS:**

Part A — Start on Signal (Counter-Clockwise)

- 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*

**EXERCISE 3**

30 MINUTES

**UPSHIFTING &  
DOWNSHIFTING**

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

**NOTE:** It is strongly encouraged to use green cones for the second gear gates.

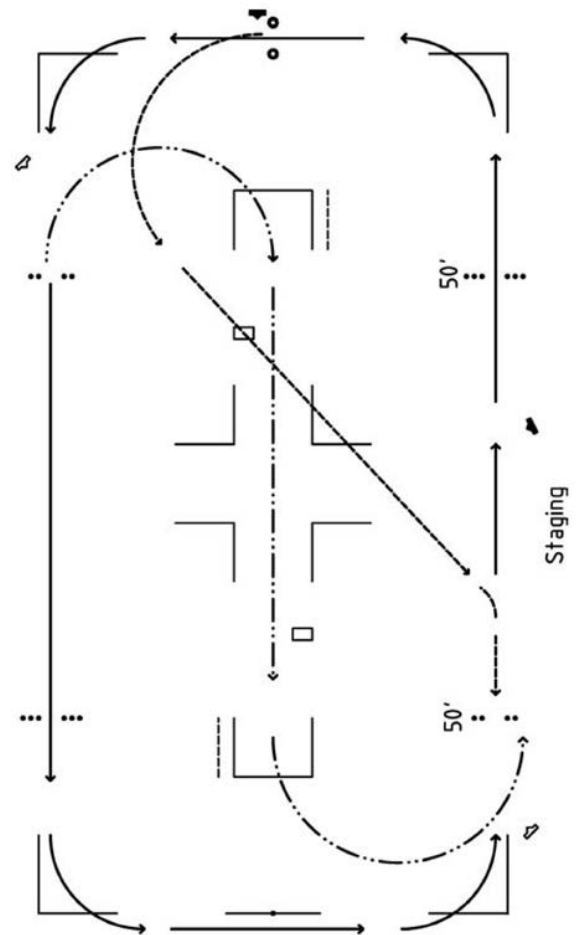
**CONDUCT EXERCISE AND WATCH FOR:**

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

**STAGE:** In staging area, after stopping on far side and reversing.

**DEBRIEF:**

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



**EXERCISE 4**

30 MINUTES

**SHIFTING, STOPPING, AND  
TIGHT TURNS FROM A STOP**RANGE  
NOTES**STATIC PRACTICE****OBJECTIVES:**

- To shift smoothly
- To stop smoothly with both brakes at a designated point
- To make a tight turn from a stop

**DIRECTIONS:**

Ride up the center to a starting gate.

- One-at-a-time and on signal, ride down the range, shifting up into 2nd gear.
- As you approach the perimeter corner, down-shift to 1st, hold clutch in, and use both brakes to come to a smooth stop at the double 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 double cones at the end of the path.
- Be in 1st gear when you stop.
- Perform 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 until straight on the new path.
- Lean the bike slightly.
- Ease out the clutch lever smoothly.
- Continue looking to the new path.

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**EXERCISE 4**

30 MINUTES

**SHIFTING, STOPPING, AND  
TIGHT TURNS FROM A STOP****CONDUCT EXERCISE AND WATCH FOR:**

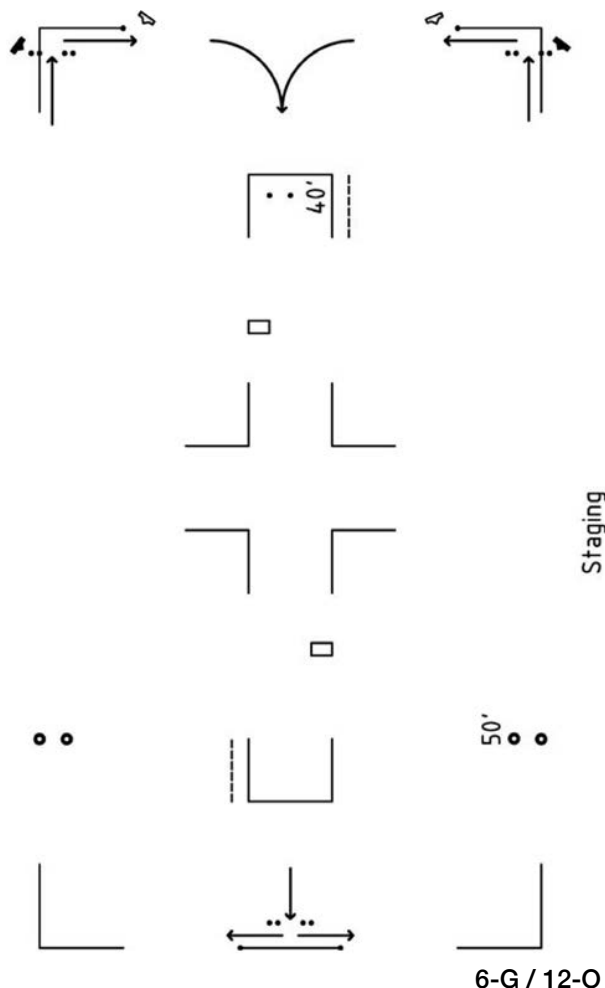
- 1st gear before stopping.
- Stopping (using both brakes smoothly, left foot down first).
- Stopping with front tire (contact patch) between the cones.

**NOTE:** Riders will have more success if they position near the outside of the lane when stopping.

**STAGE:** In staging 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?



19

6-G / 12-O

**EXERCISE 5 | WEAVING (20')**

15 MINUTES

RANGE  
NOTES**20' STRAIGHT WEAVE****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

**CONDUCT EXERCISE AND WATCH FOR:**

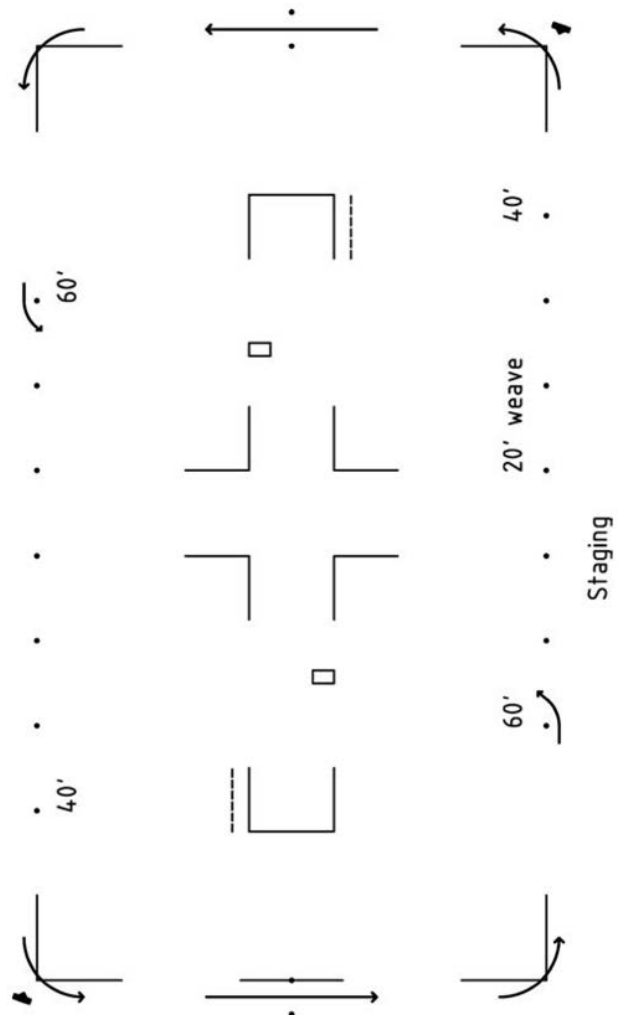
- Speed for stability. Coach only if they are wobbling/unsafe.
- 2nd gear.
- Head and eyes up, looking a few cones ahead.
- No front brake during weave.
- Good following distance (spread riders out as needed).
- Allow students to discover counter-steering on their own (if going fast enough).
- Provide students with a successful riding experience. Allow them to enjoy their success without adding unnecessary coaching.
- Don't over coach. Allow students to practice.

**STAGE:** In staging area.**EXERCISE 5 | WEAVING (20')**

15 MINUTES

**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?



## EXERCISE 6 | WEAVING AND SHARP PERIMETER TURNS

20 MINUTES

RANGE  
NOTES

15' X 3' OFFSET WEAVE  
CLOCKWISE REVERSAL

### 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 using the friction zone.
- The front brake should not be used.
- Maintain a good following distance.

### INTRODUCE AND SHOW SIGNALS:

Head/eyes up (look ahead), Use clutch, No front brake.

### CONDUCT EXERCISE AND WATCH FOR:

- Smooth clutch/throttle control.
- Clutch use (as needed).
- Rear brake only, if needed during weaves. Front brake should not be used.
- Head/eyes up, looking through turn or ahead to path of travel for weave.
- Looking (and going) through turns.

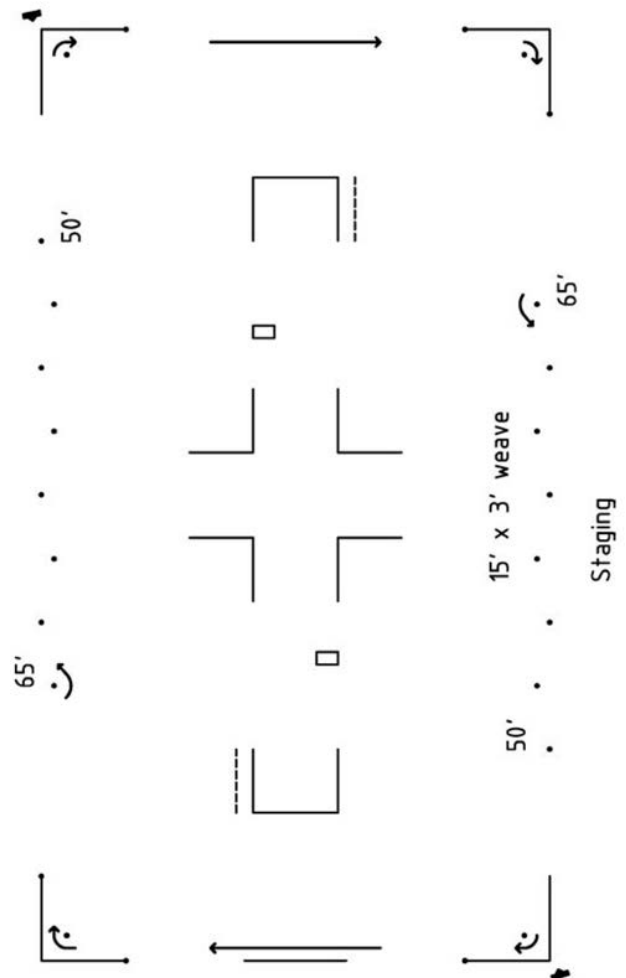
**STAGE:** In staging area, after stopping on far side and reversing.

### DEBRIEF:

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

## EXERCISE 6 | WEAVING AND SHARP PERIMETER TURNS

20 MINUTES





## EXERCISE 7 | LANE CHANGES, SHARP TURNS, AND WEAVING

15 MINUTES

RANGE  
NOTES

20' STRAIGHT WEAVE  
STATIC PRACTICE

### OBJECTIVES:

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

### DIRECTIONS:

- Ride to a starting gate.
- One-at-a-time and on signal, 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

## EXERCISE 7 | LANE CHANGES, SHARP TURNS, AND WEAVING

15 MINUTES

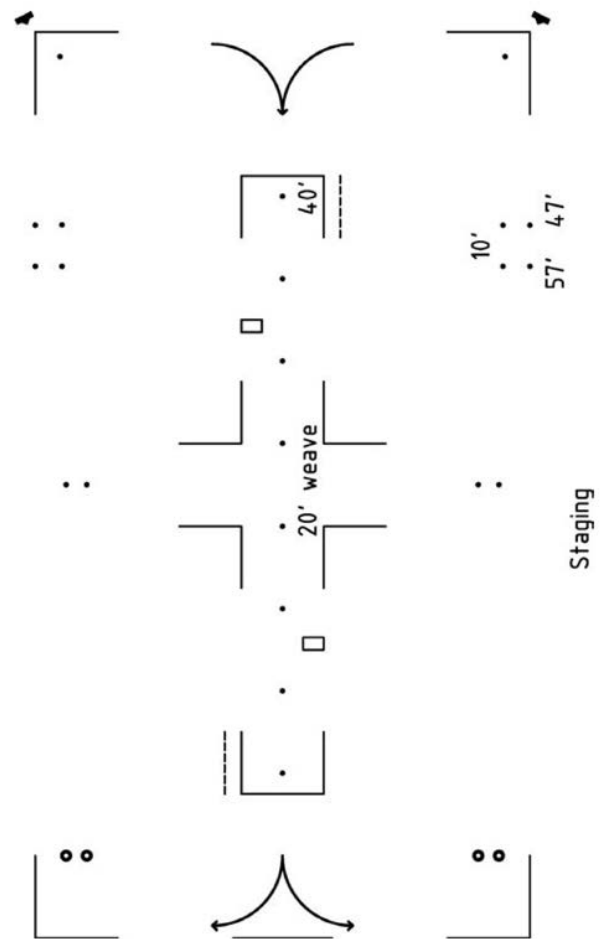
### CONDUCT EXERCISE AND WATCH FOR:

- 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 staging area.

### DEBRIEF:

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



4-G / 22-O

**EXERCISE 8 | PRESSING TO LEAN**

45 MINUTES

RANGE  
NOTES2 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 lane.

- Ride up the center, then stop at the far side starting gate.
- One-at-a-time and on signal, **briskly** accelerate to a steady speed between 10 - 15 mph, **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. **1**
- 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, then return to the end of the line.
- Maintain adequate safety margins.
- The exercise will be reversed and run to the left. **2**

Part B — Use middle lane.

- After some time, an exit lane 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 lane. **3**
- When directed, repeat in the opposite direction, again maintaining a steady speed through the exit lane. **4**

**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 (motorcycle should lean while forks are straight)

**EXERCISE 8 | PRESSING TO LEAN**

45 MINUTES

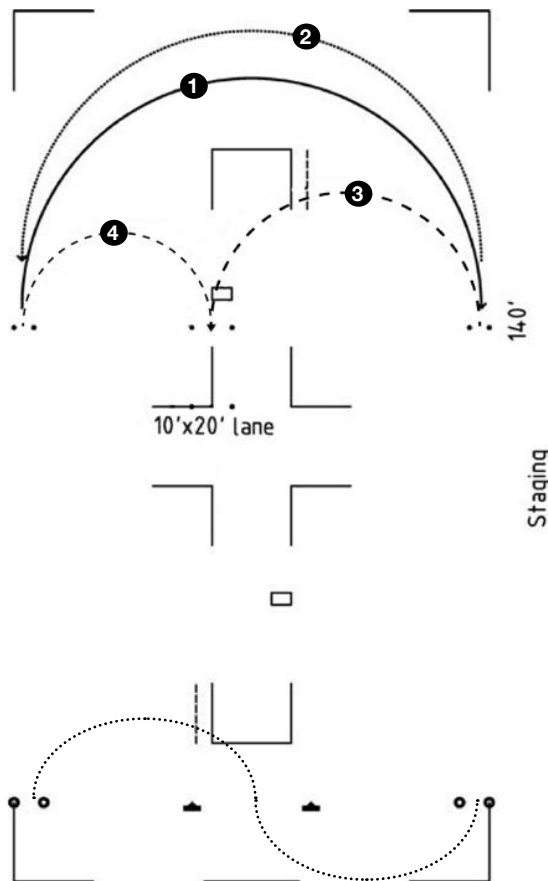
**CONDUCT EXERCISE AND WATCH FOR:**

- 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 staging area.

**DEBRIEF:**

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



Part A — Both start gates and only the left or right turn gate should be set up. 4-G / 2-O

Part B — Both start gates, both turn gates, and the middle lane should be set up. 4-G / 8-O

## EXERCISE 9

25 MINUTES

## INTRODUCTION TO CURVES

RANGE  
NOTES

2 GROUPS  
SPLIT  
REVERSAL

### 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, hold the throttle steady and **Press** the handgrip to maintain your path.
- Maintain a steady speed throughout the path.
- 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.

### CONDUCT EXERCISE AND WATCH FOR:

- Run each group only 3–4 laps in each direction.
- Most schooling takes place in the staging area.
- Steady (or slightly increasing) throttle throughout curve.
- Adjust press to maintain path of travel.

**STAGE:** In staging area, after stopping on far side and reversing.

## EXERCISE 9

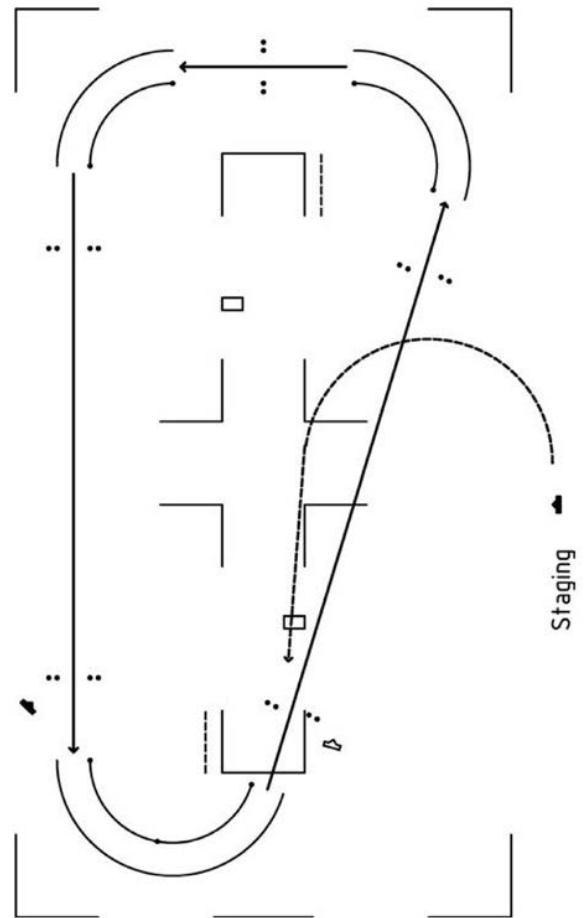
25 MINUTES

## INTRODUCTION TO CURVES

### 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?

**NOTE:** It is strongly encouraged to use green cones for the cue cones.



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.

END OF DAY 1 RANGE

## START OF DAY 2 RANGE

EXERCISE 10 | U-TURNS, SHARP  
TURNS, AND WEAVER

30 MINUTES

RANGE  
NOTES2 GROUPS | STATIC DEMO  
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 gate.
- On signal, perform the sharp turn to the right, then make a U-turn to the left and stop in the box.
- Perform a Tight Turn From a Stop (TTFS) (turn handlebars, lean motorcycle, 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.
- Perform a sharp turn to the right and get back in line.
- Maintain an adequate safety margin.

## STATIC PRACTICE — COUNTERBALANCING:

- Turn handlebars to left.
- Lean motorcycle left.
- Lean upper body to the outside (right).
- Weight outside foot (right).
- Turn head/look over left shoulder.

## DON'T FORGET

**From the left side of the motorcycle:** Demonstrate a walking straight line stop with the front wheel and handlebars square, followed by a stop with the front wheel turned.

**Note how the motorcycle tends to fall if the handlebars are not square with the motorcycle when braking.**

EXERCISE 10 | U-TURNS, SHARP  
TURNS, AND WEAVER

30 MINUTES

## CONDUCT EXERCISE AND 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.
- TTFS (from box).

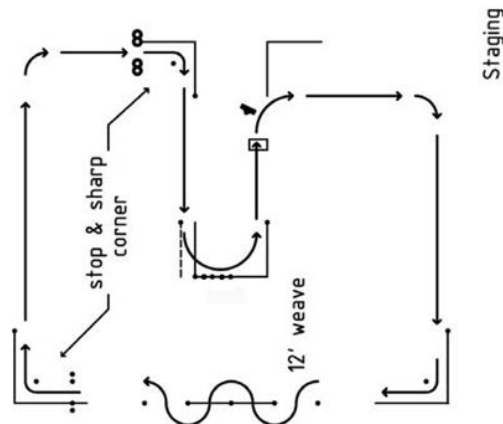
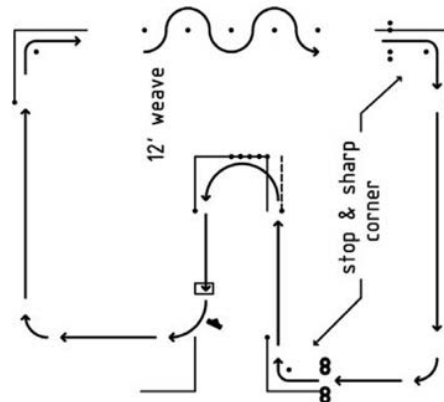
## STAGE: In staging area.

## DEBRIEF:

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

**NOTE:** Do not call next rider until previous rider exits the first perimeter turn.

**NOTE:** Part of good range management includes communicating with your co-instructor.



8-G / 44-O

**EXERCISE 11 | STOPPING QUICKLY**

30 MINUTES

RANGE  
NOTESDEMO  
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 gate.
- On signal and one-at-a-time, approach the stopping area at approximately 15 mph 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. Keep the clutch squeezed.
- Begin braking (or downshifting) after your front tire reaches the cue cones.
- After stopping and coaching, make the sharp perimeter turn then 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. Then accelerate **briskly** to about 15 mph in first gear, and after your front tire passes the cones, stop safely and quickly.
- Stop again (not quickly) before the end of the range, then 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; perform sharp left turn, and stop at near side starting gate 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". Instructor should mark the distance for comparison.

**EXERCISE 11 | STOPPING QUICKLY**

30 MINUTES

**STATIC PRACTICE — BRAKING:**

1/4 roll on, roll off, and use smooth, increasing pressure on front brake (Note: NOT a grab!) Explain what to do if wheel locks (skid).

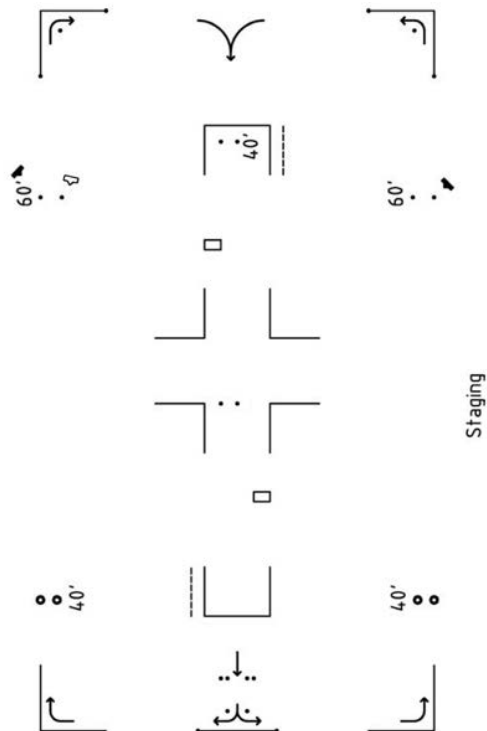
**CONDUCT EXERCISE AND WATCH FOR:**

- Smooth, increasing pressure on front brake.
- Light to lighter pressure on rear.
- Head & eyes up.
- Front tire skids—Immediately release & reapply.
- 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 staging 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 MINUTES

RANGE  
NOTESSTATIC PRACTICE  
REVERSAL**OBJECTIVE:**

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

**DIRECTIONS:**

- Ride to a starting gate.
- One-at-a-time and on signal, 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, with the handlebars square, 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 motorcycle
- Straighten, then brake (straighten and brake are two separate components)

**CONDUCT EXERCISE AND WATCH FOR:**

- Separating straightening from braking.
- Stopping quickly (proper brake application).
- Head and eyes up.
- Give **STOP** signal smoothly and slowly — no surprises for the students!
- Front wheel straight, handlebars square.
- Reverse exercise.

**NOTE:** Be conscious that the line behind you does not interfere with your students.

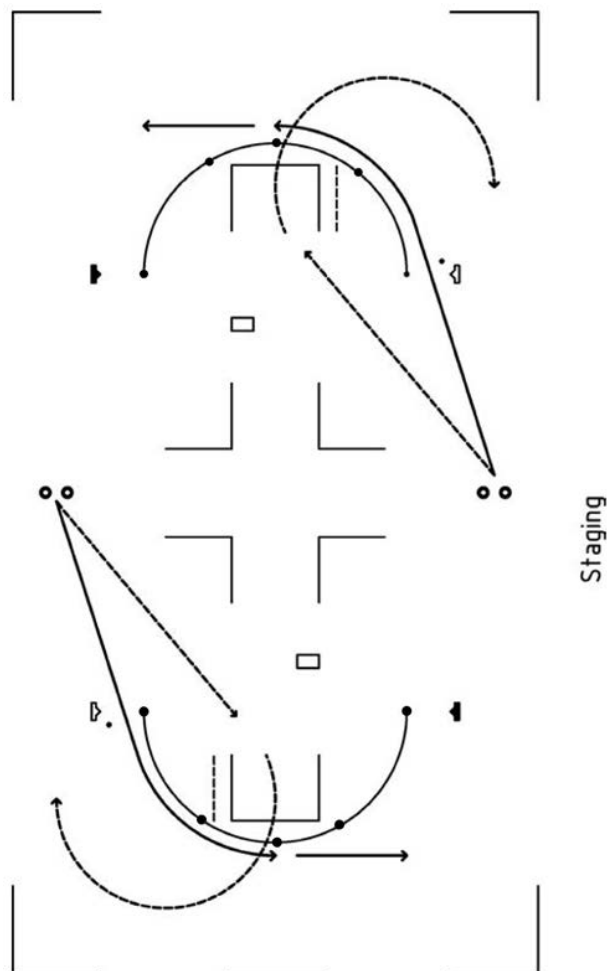
**STAGE:** In staging area.

**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?

## EXERCISE 12 | STOPPING QUICKLY IN A CURVE, STRAIGHTEN, THEN BRAKE

25 MINUTES



**EXERCISE 13 | BASIC CORNERING – SLRP**

35 MINUTES

**RANGE  
NOTES**

2 GROUPS  
REPEATED SPLIT, DEMO  
REVERSAL

**OBJECTIVE:**

To ride smoothly through curves with different radii (multiple radiuses), practicing the **Slow, Look, Roll, Press** (SLRP) 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.

**DEMO** (2 laps to the left)

Show some acceleration on the straights. Only enough to allow smooth slowing with both brakes before entry. A lot of speed is not needed. Show 4 distinct parts of SLRP.

**INTRODUCE AND SHOW SIGNAL:**

Use both brakes.

**NOTE:** Coach SLRP procedure while students are waiting in staging area.

**NOTE:** It is strongly encouraged to use green cones for the cue cones.

**CONDUCT EXERCISE AND WATCH FOR:**

- Some acceleration on the straights (only enough to require slowing with both brakes before entry — a lot of speed is NOT needed) concentration should be on the 4-part SLRP procedure.
- Most schooling takes place in the staging area.
- Slowing \*before\* entry cones (with both brakes).
- Look through turn.
- Ensure riders are distinctly using SLRP procedure.
- Roll through turn (steady throttle is okay — no deceleration).

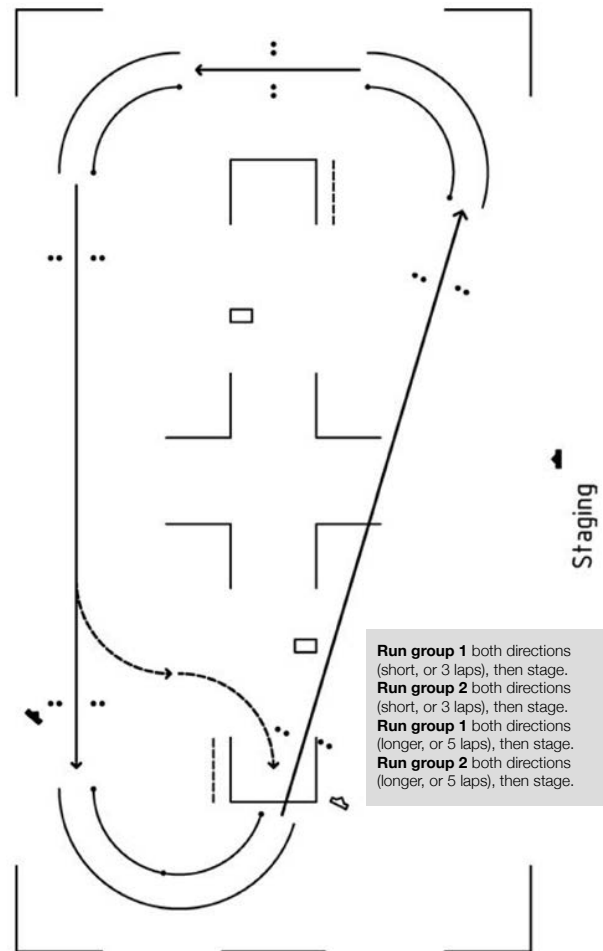
**EXERCISE 13 | BASIC CORNERING – SLRP**

35 MINUTES

**STAGE:** In staging area, after stopping on far side and reversing.

**DEBRIEF:**

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



**EXERCISE 14 | SWERVING**

20 MINUTES

RANGE  
NOTESDEMO  
STATIC PRACTICE**OBJECTIVE:**

To swerve to avoid an obstacle in your path

**DIRECTIONS:** *(with students at end of the range)*

- Ride to a starting gate.
- One-at-a-time and on signal, ride toward the gates and obstacle at 12–15 mph.
- 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 1st gear and swerve to the right.
- After straightening, stop at the next starting cones.
- Accelerate **briskly** in 1st 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.) This is not a stop.
- 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 starting gate before staging.

**EXERCISE 14 | SWERVING**

20 MINUTES

**STATIC PRACTICE — SWERVING:**

- Press to swerve (hold press for a moment).
- Press to straighten.
- Keep body upright, letting motorcycle lean under you (independently).

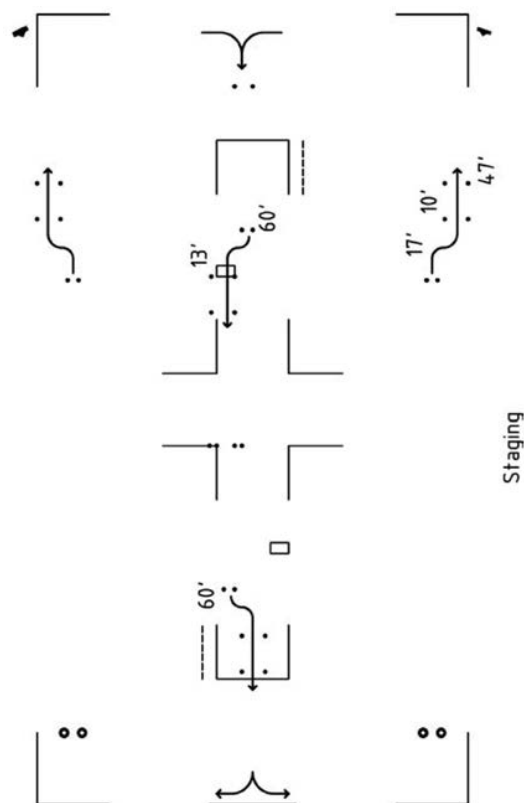
**CONDUCT EXERCISE AND WATCH FOR:**

- 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?
- Why do we separate braking from swerving?





**EXERCISE 15 | CONTROLS PRACTICE**

25 MINUTES

**OBJECTIVES:**

- To improve techniques for avoiding hazards by stopping quickly or swerving
- To improve low-speed control in weaves, perimeter corners, and turns from a stop

**DIRECTIONS:**

- Line up at a starting gate on the long sides.
- Weave between the cones starting to the right of the first cone.
- Stop at the cones to prepare for a swerve.
- **Briskly** 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.
- Perform a turn from a stop staying between the cone and lines, watch for traffic, and get in line at the starting gate in the middle path of the range.
- In the middle path from the starting gate, **briskly** accelerate to approximately 15 mph and stabilize your speed.
- After your front tire passes the cones, make a quick stop.
- Ride to and stop at the double cones near the end.
- Perform a turn from a stop to the opposite side. Try to alternate sides
- Maintain a good safety margin.
- Wait until the stop point ahead of you is clear before starting out. You will not be signaled to begin.
- On signal, return to stage.

**CONDUCT EXERCISE AND 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).

40

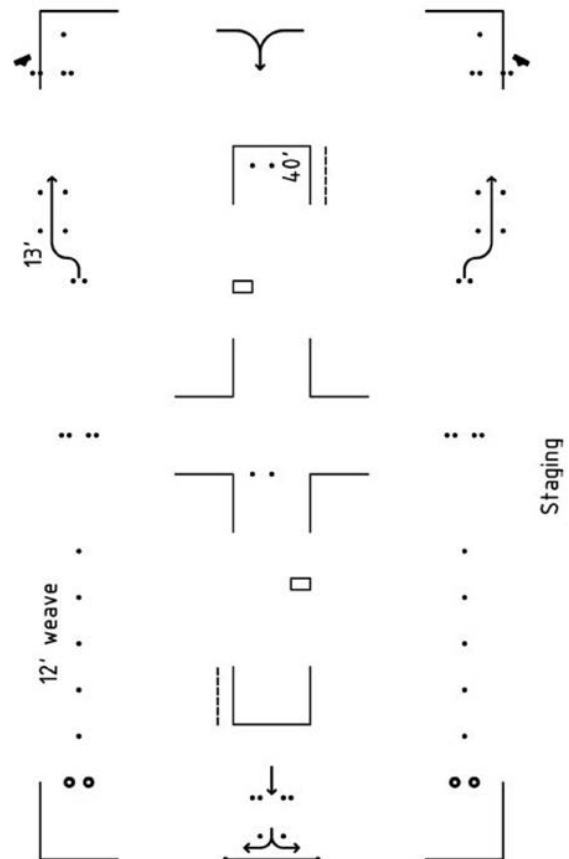
**EXERCISE 15 | CONTROLS PRACTICE**

25 MINUTES

- Adequate speed with brisk acceleration (minimum 12 MPH) for swerve.
- Control while making the turn from a stop.
- Stop at beginning of weave path.
- Starts to right side of first cone for weave.

**STAGE:** In staging 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?*



Staging

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6-G / 48-O

**EXERCISE 16 | TRAFFIC INTERACTION  
AND U-TURNS**

20 MINUTES

**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 in a simulated street environment

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

- Welcome to Safety Town. The center intersection is a 4-way stop. Double cones represent stop signs. Two streets are deadends. Two streets intersect the outer-belt perimeter. The outer-belt perimeter is one way travel to the left.
- Begin riding the perimeter to the left, going through the perimeter turns staying between the cone and the lines.
- Turn in toward (or out from) the center of town only from the middle of a long side (green gates).
- Before re-entering the perimeter, come to a complete stop at the double cones.
- Select a safe gap to re-enter the perimeter (one-way travel to the left).
- Use (and cancel) turn signals.
- At the center intersection, go straight to return to the perimeter, or turn right or left toward the dead-end.
- At the dead-end make a U-turn to the left, staying within the solid lines, to return to the center intersection.
- Obey the rules of the road - if riders reach the center stop at the same time, the rider on the right has the right-of-way.
- Maintain adequate safety margins, especially in following distance.

**CONDUCT EXERCISE AND WATCH FOR:**

- Interacts safely with traffic.
- Selects a safe gap.
- Turns from a stop.
- Direct traffic/coach intersections as needed.

**EXERCISE 16 | TRAFFIC INTERACTION  
AND U-TURNS**

20 MINUTES

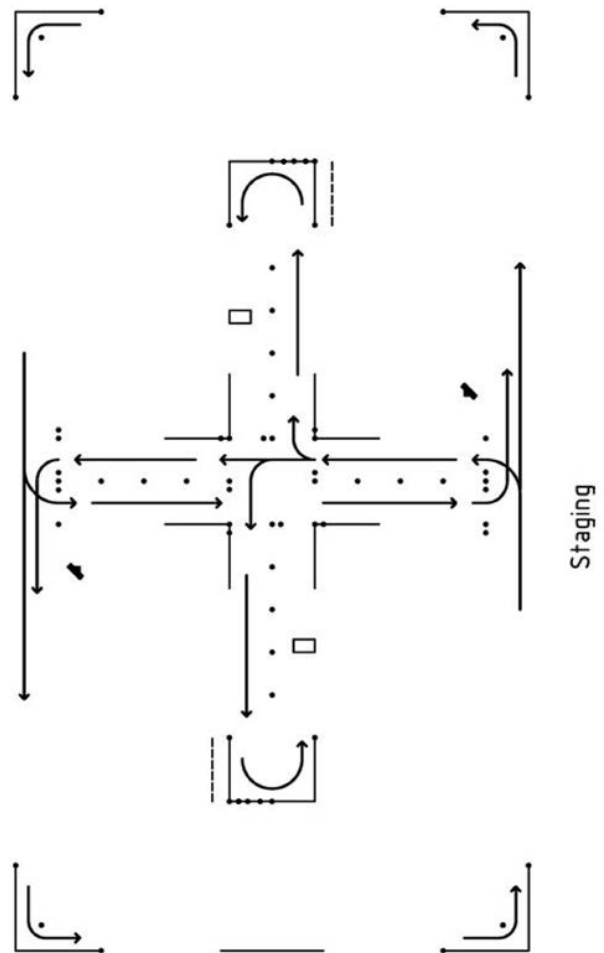
- Coach U-turn (within 20' solid lines) as needed.

- Allow students to experience the environment. Don't over-coach.

**STAGE:** In staging area.

**DEBRIEF:**

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



64-O  
4-G

**EXERCISE 17 | CORNERING PRACTICE  
– READY-SET-GO**

30 MINUTES

**RANGE  
NOTES**2 GROUPS, REVERSAL  
REPEATED SPLIT**OBJECTIVE:**

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

**DIRECTIONS:**

- Begin riding around the path to the left in 2nd gear toward the curves.
- **Briskly** accelerate to at least 20 mph on the long straights.
- Get **READY** as you approach each curve — **Slow** with both brakes to a suitable entry speed (prior to the cue cones).
- 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 (green cones).
- Maintain a safe following distance.
- The exercise will be reversed.

**CONDUCT EXERCISE AND WATCH FOR:**

- Brisk acceleration on straights.
- Braking done before the curve (prior to cue cones).  
Give slow signal if needed (timing critical).
- 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 and judgment for the timing of braking (slow).

**EXERCISE 17 | CORNERING PRACTICE  
– READY-SET-GO**

30 MINUTES

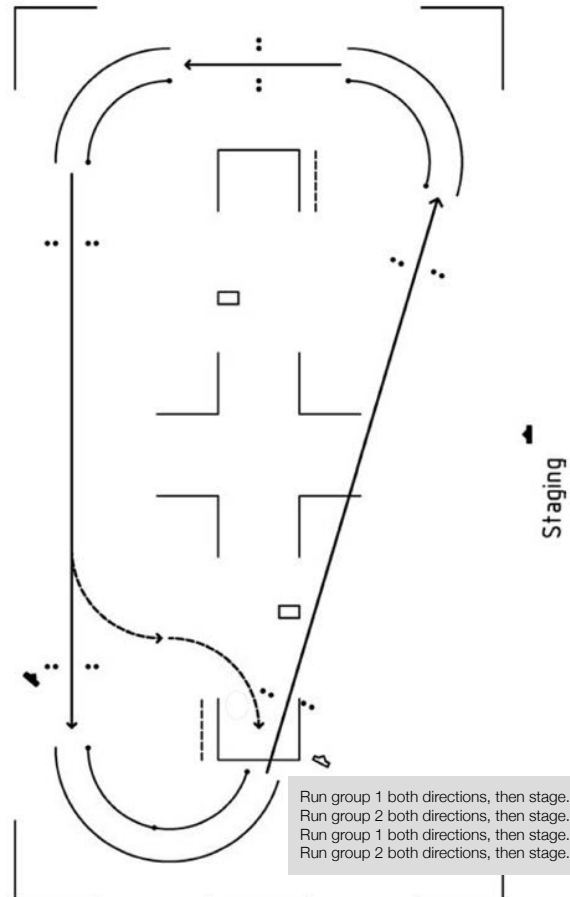
- Second session in the path should provide some polish on cornering and smooth transitions.
- Most schooling takes place in the staging area.

**NOTE:** Coach Ready-Set-Go Strategy (Combines SLRP and SIPDE in real time)

**STAGE:** In staging area, after stopping on far side and reversing.

**DEBRIEF:**

- What helped make your turns smoother?
- What happens if braking transitions are late or not smooth?



**EVALUATION**

50 MINUTES

**RIDER SKILL  
EVALUATION****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.
- Riders that are not successful on their first attempt will be offered an opportunity to retest.
- A retest must include all 5 exercises in the skill evaluation.

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**EVALUATION**

50 MINUTES

**RIDER SKILL  
EXERCISES****EVALUATION 1 — CORNERING:****NOTE:** *No re-runs*

- When signaled, ride the curved path to the right and **briskly** accelerate to at least 20 mph 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 (one complete lap), stop at the triple cones.
- On signal, return to the back of the line.

**EVALUATION 2 — STRAIGHT-LINE WEAVE & NORMAL STOP:****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.
- Continue forward and make a smooth, non-skidding stop with your front tire inside that box (point to box).
- When stopped, your front tire must not touch the painted lines. Remain stopped.
- On signal, move to the next starting gate.

**EVALUATION 3 — TURN FROM A STOP & U-TURN:****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 front tire inside that box (point to box).
- On signal, move to the next starting gate.

**EVALUATION**

50 MINUTES

**RIDER SKILL  
EVALUATION****EVALUATION 4 – QUICK STOP:**

**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 quickly as you safely can.
- Once stopped, do not allow your motorcycle to roll in either direction.
- On signal, move to the next starting gate.

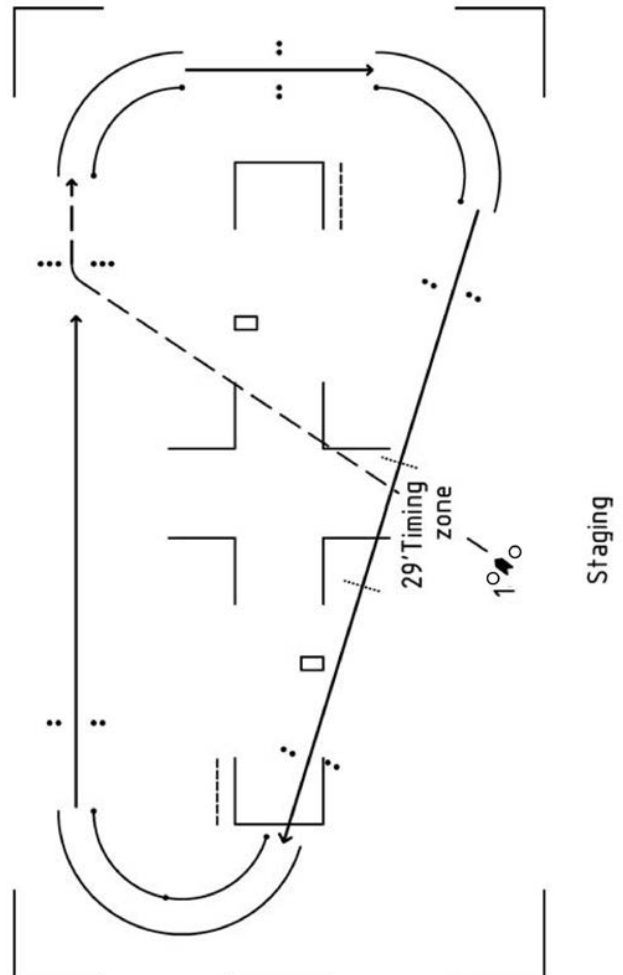
**EVALUATION 5 – SWERVE:**

**NOTE:** One re-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, ride to the staging area and park.

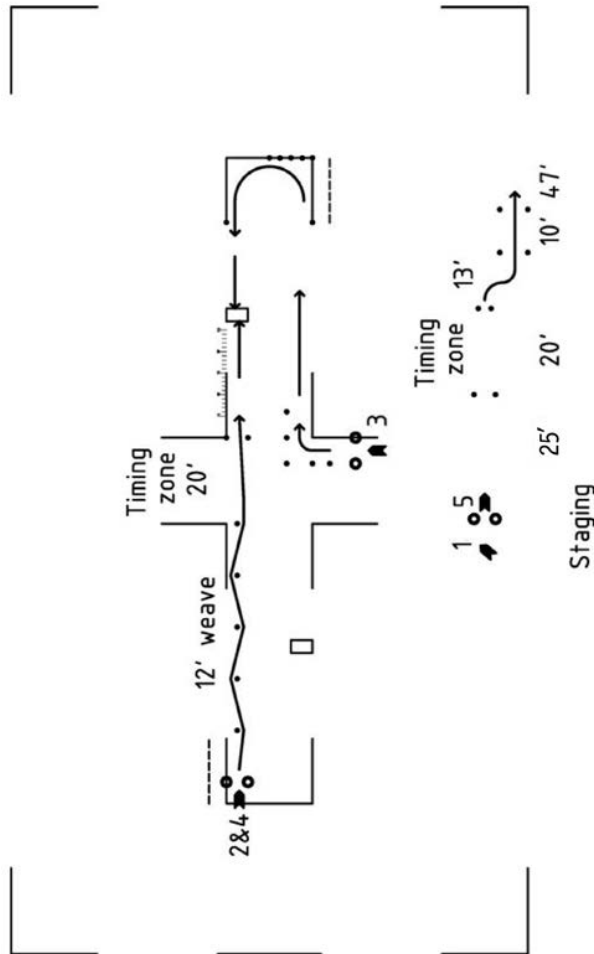
**EVALUATION**

50 MINUTES

**RIDER SKILL  
EVALUATION****EVALUATION 1 – CORNERING**

**EVALUATION**

50 MINUTES

**RIDER SKILL  
EVALUATION****EVALUATION 2 – 5**

**NOTE: Ensure start point for Evaluation 5 is 25 feet from the start of timing zone. Riders should stabilize speed by the time they reach the timing zone.**

6-G / 27-O

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**WRAP-UP TOPICS:**

- Have students complete Course Participant Evaluation Form.
- We hope that this class has helped you to gain the knowledge and skills to become a safer rider now, than you were before taking the class.
- Skill Evaluation:
  - Snapshot of skills
  - Re-test options (if applicable)
  - Are you ready for the street?
- Retain your ABATE completion card:
  - Confirm the spelling of your name
- Your course results are electronically forwarded to the BMV. This will allow you to obtain a motorcycle endorsement on your Indiana license (designated by an "L"). Go to [mybm.com](http://mybm.com)
- Insurance is required:
  - Possible insurance discount with copy of completion card, check w/insurer
  - Encourage uninsured/underinsured coverage
- Clubs - Manufacturers' brand groups, Gold Wing Road Riders Association, STAR Touring and Riding, Harley Owners Group, local riding clubs:
  - possible reimbursement for class.
- Rights Organizations: ABATE, MRF, AMA
- Groups: Ride your own ride; Don't try to keep up; Know your limits
- Passengers: Practice and be comfortable solo riding first. Provide instruction to your passenger
- Practice: Every time you're out.
- Additional training:
  - Experienced and advanced offerings, as well as, track days and specialized courses (such as 3-wheel and off-road) are available. Check [www.abateonline.org](http://www.abateonline.org) for updates.
- Consider becoming an instructor. It's a lot of work, but it's extremely rewarding.
- This has been a public safety presentation and not a course designed to guarantee a rider's safety. Be proud of your accomplishment in completing this class, but that doesn't make you an expert rider. Being a responsible motorcyclist means knowing your limits as well as the limits of your motorcycle and the environment and riding within those limits. You, as the rider, know these limits better than anyone else. You are responsible for your decisions and actions, as well as your safety. Thank you... Ride Safely!

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