



## GUIDELINES FOR RIDING BRT DEMOS

### Demo Principles

#### Demo bike:

There is no policy regarding which motorcycle should be ridden for the demo. Bikes may be taken from any point in the line. Circumstances (such as a student complaining of an issue with their bike) may require taking a bike from the middle or back of staging.

The demo bike should be straddle-walked or push-walked to the front of the staging area before the demo begins and should always be parked at the back of staging when the demo is completed. Taking the first bike in line is the easiest approach.

Bikes should never be ridden past parked bikes.

#### Demo speeds:

All demos are to be ridden within the speed range specified in the cards for that exercise. Speeds should never exceed the top end of the speed range any time wheels are in motion for the demo.

#### Path of Travel:

“Two laps” means twice around the range from wheels out of staging to wheels into staging.

For cornering demos (Exercises 8, 9 & 13), the technique is demonstrated three times. Upon leaving the staging area, the rider will ride around the outside of the perimeter skipping the first curves (not enough room to leave staging and show clear/good technique for the first curve), begin showing technique at the far end of the range, continue at the end closest staging, repeat at the far end, and return to staging.

“One complete lap” means one ‘run’ on each side of the range/each direction (Exercises 15, 17 & 19). It is permissible to start the demo at either starting point in exercises 15 and 19, and it is permissible to go to either the left or the right first in Exercise 17.

## **Basic I, Ex 8**

### Speed:

Target speed is 10-12 mph. Speed should not exceed 12 mph at any time wheels are in motion.

### Technique:

It is critical to see a definite transition from approach speed to braking, head turn, back on throttle far enough before the turn that students can recognize the transition timing. Also, don't complete the transitions too early (i.e. the middle of the range). After completing braking and rolling on the throttle, maintain a low speed until the last third of the arc at which point you may accelerate to the specified approach speed.

### Common Demo Errors:

- Many Instructors, upon rolling on, immediately accelerate to the specified entry speed. That speed can be intimidating to new riders.
- Speed is generally too high (throughout demo – approach, entry and exit speeds).
- Transitions tend to be late.

## **Basic I, Ex 9**

### Speed:

Target speed is 10-12 mph. Speed should not exceed 12 mph at any time wheels are in motion.

### Technique:

Similar to Ex 8, it is critical to see a definite transition from approach speed to braking, head turn, back on throttle far enough before the turn that students can recognize the transition timing.

As in all cornering demos, the outside, inside, outside path of travel should be shown. Demo should be ridden so that you enter the first curve on the outside, apex center of the first eyebrow, move to the outside between the two curves (riding along the row of boundary cones), maintain that line to enter second turn on the outside, apex center of second eyebrow, and exit outside. This should be executed in one fluid motion without abrupt presses to change the line.

Because there are two curves and two apexes, there are two head turns at the short end. One before entering the curves, looking about 90-degrees then the second head turn about midway between the two curves, again, looking about 90-degrees to the exit (down the long side of the range).

It is not necessary or desirable to demonstrate slowing between the two curves on the short side of the range. While riding on the short side of the range, it is only necessary to hold *steady* throttle and show a good head turn.

All four steps, Slow-Look-Roll-Press are shown in a demo even though not all steps are being coached during the exercise.

Common Demo Errors:

- Speed is generally too high.
- Transitions tend to be late.

**Basic I, Ex 13**

Speed:

Target speed is 14-18 mph. Speed should not exceed 18 mph or drop below 14 mph at any time wheels are in motion. It is critical that the demo is run at the appropriate speed with transitions timed as stated in Ex 8 and 9.

Path of Travel:

Ensure your path of travel links the exit of one turn to the entry of the next turn and do not ride through the unmarked eyebrows. It is helpful if students cut the un-coned turns off in order to obtain a sufficient approach speed on the long side of the range. This path of travel is shown on the cards and should be ridden for the demo.

Common Demo Errors:

- Transitions tend to be late.
- POT tends to be well outside (or through the “eyebrows”).
- Too much roll-on in the turn causing too much gain of speed at the exit.

**Basic I, Ex 15**

Speed:

Target speed is 12-14 mph.

Path of Travel:

The start point of the demo can be either side, though the one nearest staging makes most sense for time. During the directions, you may maneuver the bike into place at the ‘near side’ start gate by pushing or straddle walking. Ride the demonstration to the left. Then ride to the ‘far side’ starting point and repeat. After the second stop, return to staging.

If starting on the ‘far side’ of the range, it is not necessary to show that direction again – ride the perimeter back to staging.

### Technique:

Commit to the lean and don't rush to straighten, which means the straightening will be late in the curve (a good rule of thumb is **at least** midpoint of the arc line). Snap your head and eyes forward, press the outside grip, then wait a heartbeat before applying the brakes for a quick stop. The separation between straighten and brake needs to be distinct enough for students to be able to recognize but not so long as to look like a casual stop.

### Common Demo Errors:

- Speed is generally too low.
- Straighten then brake happens too early in the turn.
- Separation is not distinct enough for students to get the concept.
- Rear wheel skids.

## **Basic I, Ex 17**

### Speed:

Target speed is "adequate speed for balance," which means just fast enough that the front wheel does not dart or jerk back and forth in the cone weave. Offset weave should appear to be one continuous fluid motion.

### Path of Travel:

"One lap" is the showing correct technique on both sides of the range. After leaving the staging area, skip the sharp turn and ride down the middle. Do not demonstrate SMOG-C on the first pass. You may turn either left or right; however, turning right to ride the 'far side' is preferable to most (first run is further from view in case it does not go as smoothly as desired). After the cone weave, accelerate briskly toward the sharp turn so you can show brake and head turn timing while still carrying enough speed to coast through the turn. On the second and third passes up the middle, demonstrate lane changes using SMOG-C.

In the offset weave, you should be looking precisely at where the bike should go – the gap between the cones. This requires a slight head turn (about 30-degrees). Exaggerated 90-degree head turns are not appropriate for the offset weave.

Students should be able to hear the friction zone being used but exaggerated throttle is not appropriate.

### Common Demo Errors:

- Cone weave speed is generally too slow (front wheel of the bike should glide smoothly front side to side, not jerk or wobble).
- Sharp turn approach speed is generally too low.
- Like students, head turns are weak, or eyes are looking down.

- Head and eyes in the cone weave are not precise (either non-existent head turns or too exaggerated head turns).

## **Basic I, Ex 19**

### Speed:

Target speed is 12-14 mph.

### Path of Travel:

This is a “one lap” demonstration. There are two ways of accomplishing this. Both are acceptable from the standpoint of time and POT.

One method is to ride the perimeter all the way around to the starting point for the swerve on the staging side (where the first six riders would go to line up). Ride the swerve closest to staging; proceed to the opposite side, stopping at the start gate. Then ride the swerve opposite staging, round the end of the range and stop at the start gate where you began, then return to staging.

The other method is to ride the perimeter to the starting gate opposite staging (where the second six riders would go to line up). Ride the swerve opposite staging, and then stop at the start gate closest to staging. Next, ride the swerve closest to staging, stopping at the gate where you began. To get back to staging (to end the demo) ride the perimeter to staging – do not repeat the swerve.

Instructors should never ride up the center of the range to begin or end this demo.

### Technique:

Show crisp presses - sufficient enough to get to the middle of the swerve gate without being too abrupt. The preferred line is center of the approach lane to center of the exit/escape lane. Ensure braking to adjust speed is shown after the swerve but before turning.

### Common Demo Errors:

- Presses tend to be too abrupt or too gentle.
- Shoulders lead into the swerve (rider does not stay upright/too much body English).
- Instructors do not ride center through the gates to center of the escape lane.
- Speeds are typically too fast – usually in the 15-18 mph range.