

Riding Practice Skills Retest

Range Cards



Range Rules

RANGE RULES AND HAND SIGNALS FOR eRider™ COURSE ORIENTATION

- Do not practice without the instructor's permission.
- Stay with each exercise as it's being practiced.
- Wear all protective gear when seated on the motorcycle.
- Cover the clutch lever with four fingers at all times—this enables you to immediately disengage power from the rear wheel, if necessary.
- Keep your throttle hand in a flat wrist position with four fingers around the throttle/handgrip.
- Do not “cover” the front brake while moving forward. Keep all four fingers wrapped around the throttle.
- Always check around you—front, sides and behind—before moving.
- Don't crowd other riders—leave plenty of space between you and them.
- Do not pass other riders/motorcycles.
- Always use the engine cut-off switch to stop the engine, and then turn off the ignition.
- If you have a problem, move out of the way and signal your instructor.
- If you hear a referee-style whistle, stop smoothly and immediately and wait for further directions.
- If you don't understand an exercise, ask the instructor for clarification.
- Notify your instructor if you are too uncomfortable to ride safely.

Continue with hand signals and remaining bullets on opposite page.

Range Day Preparation and Orientation

RANGE PREPARATION

- Cordon off range using large cones and/or banners.
- Clear range of debris and gravel.
- Start and warm up all training bikes.
- Set cones for first set of exercises.
- Cones needed: 30 Small, 4 Large
- Place bikes in staging. Turn OFF engine cut-off switch and ignition. Leave fuel valve in ON position.
- Place first aid kit, fire extinguisher, extra cones, and water near staging, but off range.

STUDENT ORIENTATION

- Greet students and help them select helmets as needed.
- Inspect and approve riding gear.
- Inspect and approve student-owned motorcycles.
- All students must sign the Master Release Form.
- Introduce Instructors.
- Read Range Rules, opposite page.
- Review hand signals: eRider™, also cover:
 - Start engine
 - Stop engine
 - Slow down
 - Speed up
 - Stop
 - Staging
 - Referee's whistle—all stop
 - Neutral
 - Cover clutch
 - Uncover brake
- Identify range riding area.
 - Small cones define outside perimeter of range. Remain within 10' of the perimeter at all times. Do not ride off the range.
- Assist students in selecting motorcycles using the following criteria:
 - Students with short legs on low motorcycles.
 - Students with long legs on tall motorcycles.
- Write student name on front number plate.
- Late arriving student policy:
 - Students who arrive after the start of the first exercise of the day may not be allowed to continue. Instruct them to call the **STAR** office at 1-208-639-4540.

Exercise 1

10 MINUTES

WEAVING (20')

RANGE
PREP

Set 20' weave cones and 2 cones for each gate. Place motorcycles in staging.

● -18

OBJECTIVE:

You will ride around the perimeter and weave between the 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 cone, and so on.
- Ride through the gates (*point out*) on the end of the range.
- Keep your head and eyes up, looking where you want to go, not down at the cones.

EVALUATE UNDERSTANDING:

- What will help you balance the motorcycle in the weave?
(*Speed, head and eyes*)
- How do you make the motorcycle lean?
(*Press on the handgrip*)
- Do you have any questions?

DEBRIEF:

- Was it easier going faster or slower?
(*Faster*)
- What happened if you looked down at the cones? (*Went toward cones/hit cones*)

WHAT TO COACH:

1. Speed for stability. Coach only if they are wobbling/unstable.
2. Head and eyes up.

Exercise 1

EXERCISE GUIDELINES:

- Coach as needed.
- Allow students to discover countersteering on their own.
- One of the objectives of this exercise is to provide the students with an opportunity to warm up for the day with a familiar, fun exercise. Let them ride!

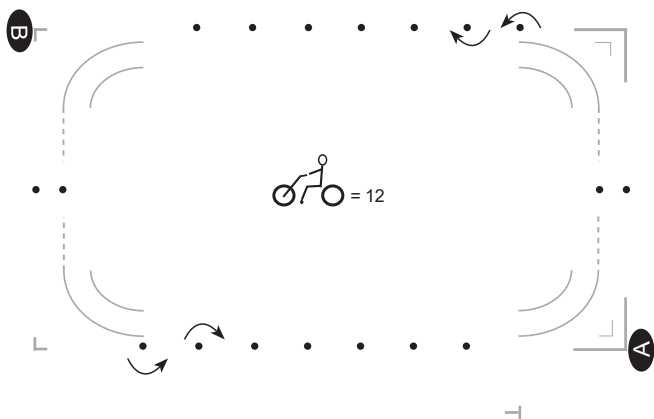
RANGE CONTROL TIPS:

- Keep speeds under 15 mph.

TIME/REPETITIONS:

- Run this drill for 10 minutes.

RANGE/CONE LAYOUT:



STAGING:

Instructor B give staging signal to riders in motion.

**RANGE
PREP***Strike previous setup. Set 6 cones each to mark two curves.*

● -12

OBJECTIVE:

You will ride through the curves demonstrating proper cornering technique.

DIRECTIONS:

- Begin riding around the perimeter to the left in 2nd gear toward the marked curves (*point out*).
- Speed up to 15-20 mph on the long sides of the range.
- As you approach the curve, use both brakes to slow to a suitable entry speed, then turn your head and look through the turn.
- Apply throttle slightly before you lean, then press on the left handgrip to initiate your turn.
- Complete the curve and repeat the technique at the opposite corner.
- After both groups have ridden to the left, you will repeat the exercise to the right. Continue to practice proper cornering technique and entering from the outside of the turn.

DEMONSTRATION:

(Demo two laps to the left. Approach speed, 15-20 mph)

As this exercise is demonstrated, watch for:

- When the SLOW is completed.
- When the LOOK and ROLL begin.

EVALUATE UNDERSTANDING:

- When should you begin rolling on the throttle?
(Before the turn)
- What should you do if you are running wide in the turn?
(Press more to lean more – maintain throttle)
- Do you have any questions?

DEBRIEF:

- Was it smoother starting the roll-on before the turn or in the turn?
(Before)
- What is the best position for entering a curve?
(Outside)

WHAT TO COACH:

1. SLOW (both brakes) and ROLL before the turn (steady throttle is OK).
2. LOOK through the turn.

Exercise 2

EXERCISE GUIDELINES:

- Coach as needed.
- To the left, Instructor A coaches “SLOW/ROLL.” Instructor B coaches “LOOK TO YOUR NEXT TURN” or “ROLL” on same corner. Observe entire range, but allow students to ride opposite corner and find their own line without coaching.
- After both groups have ridden left, one Instructor moves curve cones while the other Instructor reminds riders to enter the curve from the outside.
- To the right, Instructor A coaches “LOOK TO YOUR NEXT TURN” or “ROLL” as needed. Instructor B coaches students in staging. Observe and help Instr. A if needed.
- For classes with 6 or fewer students, you must still run this exercise in two groups.

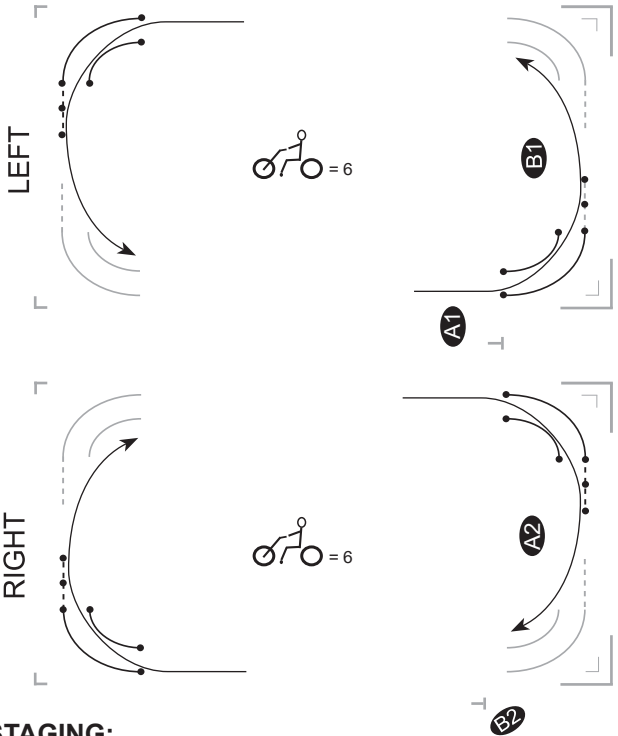
RANGE CONTROL TIPS:

- Give “SLOW” signal early enough for students to complete transitions before the curve.
- Instructor B give stage signal in motion (left only).
- Use R3 reversal (pg 60) from staging (right).

TIME/REPETITIONS:

- Run each group 6 minutes in each direction.

RANGE/CONE LAYOUT:



STAGING:

Instructor A - stop riders on perimeter. Direct lead rider to make a wide S-turn and return to staging.

RANGE
PREP

Strike small cones. Set 4 large cones in start and stop cue locations. Place blank side to face approaching riders.

▲ - 4

OBJECTIVE:

You will stop the motorcycle quickly.

DIRECTIONS:

- Ride towards the large cone (*point out*) and upshift into 2nd gear to 15 mph.
- Maintain a steady speed.
- When your front tire reaches the large cone, stop quickly, downshifting to 1st gear. Do not start braking until reaching the cone.
- After stopping, ride up the center of the range and get in the shorter line.
- Remember to brake smoothly as you work on quicker stops.
- When signaled (*show signal*), you may speed up to 20 mph and continue to practice.

EVALUATE UNDERSTANDING:

- How do you use the front brake for a quick stop?
(*Smoothly with increasing pressure*)
- What will help you stop in a straight line?
(*Head and eyes up*)
- When will you begin braking?
(*When the front tire reaches the cone*)
- Do you have any questions?

DEBRIEF:

- What happened if you grabbed the front brake?
(*Abrupt, jerky, skid*)
- What is the key to a quick stop?
(*Smooth increasing pressure on the front brake*)

WHAT TO COACH:

1. Smooth, increasing squeeze on the front brake.
2. Light pressure on rear.
3. Head and eyes up during stop.

Exercise 3

EXERCISE GUIDELINES:

- Coach as needed.
- Gradually coach the students to use more front brake pressure. The **minimum** standards are:
15 mph – 13 feet; 20 mph – 23 feet
- The goal is to coach them to maximum braking. Watch for increasing fork compression and shorter stopping distances to indicate improved braking performance. The front wheel may 'howl' or 'chirp' indicating impending skid.
- Let them know when they have achieved maximum braking (we do not want them to exceed).

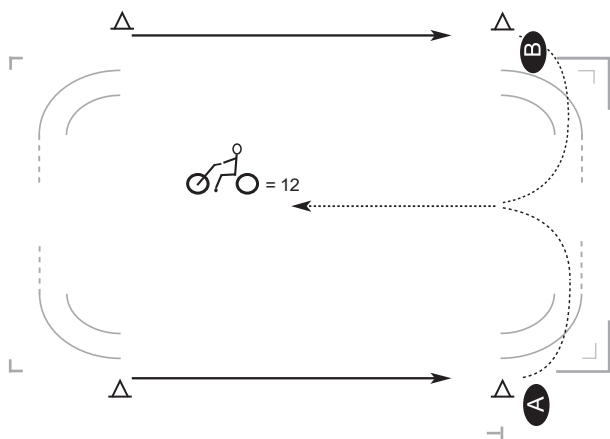
RANGE CONTROL TIPS:

- Send 1st 6 up the center to line up to the right of the far start cone; send 2nd 6 up the center to line up to the left of the staging side start cone.
- Stand on the brake side of the braking chutes to evaluate brake application.

TIME/REPETITIONS:

- After about 10 minutes, give the 20 mph signal. Students have the choice of 15 or 20 mph.

RANGE/CONE LAYOUT:



***IF THE STUDENT SKIDS EITHER TIRE:

- Remind them to release the brake immediately, then reapply.

STAGING:

Stop calling riders. Direct group nearest staging to return to staging. Direct other group to make a wide S-turn and return to staging.

BREAK 15 MINUTES

Exercise 4

20 MINUTES

SWERVING

RANGE
PREP

★ - 30
▲ - 2

Strike previous setup. Set the swerve obstacle lines and gates (57' & 25') and large pivot cones such that "SLOW" can be read by approaching riders.

OBJECTIVE:

You will swerve to avoid an obstacle in your path.

DIRECTIONS:

- Line up at the start gates (*point out*).
- Ride toward the gates and obstacle (*point out*) at 12-14 mph.
- After passing through the 2nd set of cones press forward on the appropriate handgrip to swerve into the lane.
- Press on the opposite handgrip to straighten the motorcycle in the lane.
- After straightening, slow before rounding the pivot cone. Be prepared to stop if directed.
- Move to the next starting point and repeat the swerve on the other side. Proceed when the rider ahead passes the first set of cones.

DEMONSTRATION:

(Demo one lap, 12-14 mph)

As this exercise is demonstrated, watch for:

- How the motorcycle moves and rider remains upright.
- How the rider separates swerving and braking.

STATIC PRACTICE: PRESS-PRESS (PG 63)

EVALUATE UNDERSTANDING:

- How will you initiate a swerve?
(Press forward on the handgrip)
- What do you need to do after completing the swerve?
(Slow)
- How long do you pause at the start gate?
(Just until the rider ahead clears the first cones)
- Do you have any questions?

DEBRIEF:

- How long did you need to hold the first press?
(Long enough to clear the obstacle)
- Why do we always separate braking and swerving? *(Maintain traction reserve)*

WHAT TO COACH:

1. Press to lean/press to straighten.
2. Does not brake while swerving.
3. Posture for swerving.

Exercise 4

EXERCISE GUIDELINES:

- Coach as needed.
- Part B: Swerving from 13'. Move forward and stop riders approaching the swerve area. Move swerve gates from 25' to 13'. Resume exercise.
- Students found braking while swerving **MUST** be corrected.

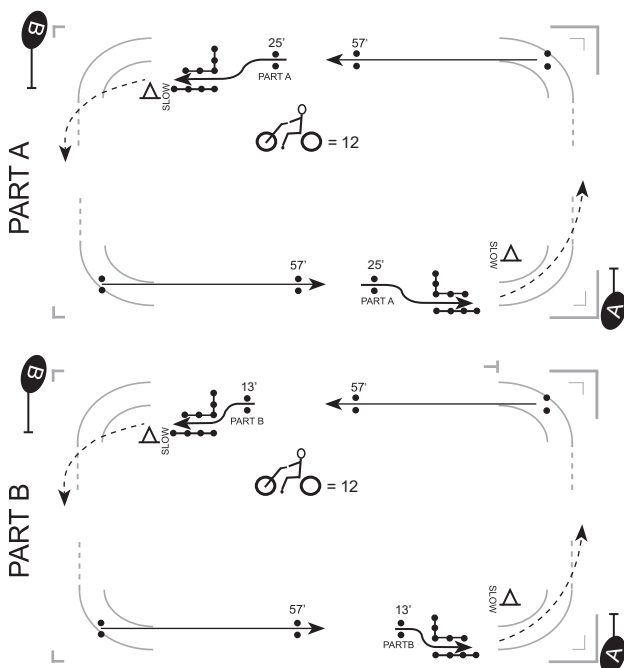
RANGE CONTROL TIPS:

- Send 1st 6 all the way around to line up at staging side cones. Send 2nd 6 to far side cones.
- Position yourself well behind the swerve box (you should be back far enough so that you are standing on the short side of the perimeter). This allows you to stop students if they need coaching.
- If individual riders must be pulled out for coaching, move them outside the path of travel.
- Both instructors stop riders then send to staging.

TIME/REPETITIONS:

- At 10 minutes move to Part B.

RANGE/CONE LAYOUT:



STAGING:

Stop both lines. Direct group nearest staging to return to staging then direct other group to return to staging.

Exercise 5

25 MINUTES

**LOW SPEED TURNING
AND CHANGING LANES**RANGE
PREP

☪ - 18

▲ - 2

● - 10

Strike previous setup. Set offset weave (7), sharp turns (5), 'gates' (2) on both sides, large lane change cones (2).

OBJECTIVE:

You will balance and control the motorcycle in slow speed maneuvers and make safe lane changes.

DIRECTIONS:

- Begin by riding up the center of the range. At the end, turn left or right through the gate (*point out*) and down the perimeter.
- Ride to the right of the first cone and weave between the cones.
- After completing the weave, ride through the sharp turn (*point out*).
- After exiting the sharp turn, enter the lane closest to you. When you reach the large cones (*point out*), make a safe lane change using signals, mirrors, and head checks.
- At the end of your lane, turn left or right through the gate (*point out*).
- Repeat the cone weave and the sharp turn.
- Continue the circuit by alternating sides.
- You may select 1st or 2nd gear.

DEMONSTRATION: (*Demo one complete lap. Speed, fast enough to show balance and control*)

As this exercise is demonstrated, watch for:

- Adequate speed for balance.
- Using the friction zone to control speed.
- Head and eyes for directional control.

EVALUATE UNDERSTANDING:

- What helps you balance the motorcycle?
(*Speed, head and eyes*)
- What guides you through a sharp turn?
(*Looking through the turn*)
- How do you control speed when riding slowly?
(*Friction zone*)
- Do you have any questions?

DEBRIEF:

- Was it easier going faster or slower?
(*Faster*)
- What helped you get through the sharp turn?
(*Turn head*)

WHAT TO COACH:

1. Head and eyes for directional control.
2. Friction zone to control speed.
3. Safe lane changes.

Exercise 5

EXERCISE GUIDELINES:

- All coaching in this exercise is as needed.
- The objective is to teach the students how to maneuver the motorcycle at slow speeds in the “real world” by using head and eye placement and the friction zone. It is not about teaching them how to ride *this* cone weave.

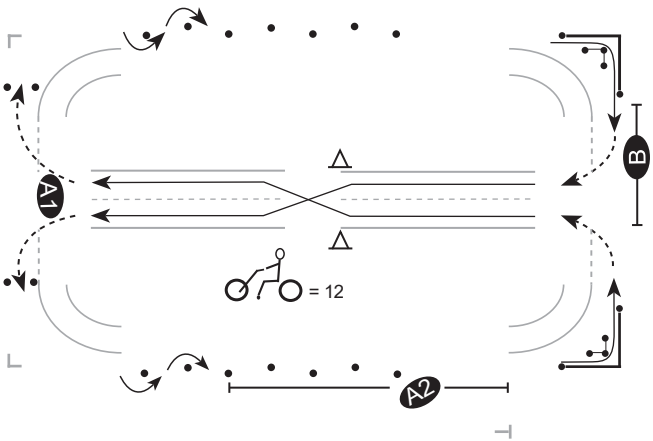
RANGE CONTROL TIPS:

- Instructor A – help the students get started by sending riders from the center to alternating sides.
- Instructor B – send from staging.
- Both instructors have coaching objectives:
Instructor A – coach lane changes (A1) and the offset weave (A2).
Instructor B – coach the sharp turn, using “SLOW/LOOK” or “LOOK AT ME”.

TIME/REPETITIONS:

- Run this exercise for 25 minutes.
- For first 5 minutes, Instructor A coaches lane changes from the A1 position.
- After 5 minutes, Instructor A moves to the A2 position.

RANGE/CONE LAYOUT:



STAGING:

Stop the students in the center of the range in one line then send them to staging.

BREAK - 15 MINUTES

Greet/ Collect paperwork from new arrivals.
Assign testing order and prepare eval score sheet.

RANGE
PREP

● -18

Set 20' weave cones and 2 cones for each gate. Place motorcycles in staging.

You **MUST** run this exercise if there are new arrivals for the retest.

OBJECTIVE:

You will ride around the perimeter and weave between the 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 cone, and so on.
- Ride through the gates (*point out*) on the end of the range.
- Keep your head and eyes up, looking where ^{you} want to go, not down at the cones.

EVALUATE UNDERSTANDING:

- What will help you balance the motorcycle in ^{the} weave?
(*Speed, head and eyes*)
- How do you make the motorcycle lean?
(*Press on the handgrip*)
- Do you have any questions?

DEBRIEF:

- Was it easier going faster or slower?
(*Faster*)
- What happened if you looked down at the cones? (*Went toward cones/hit cones*)

WHAT TO COACH:

1. Speed for stability. Coach only if they are wobbling/unstable.
2. Head and eyes up.

Warm-Up

EXERCISE GUIDELINES:

- Coach as needed.
- Allow students to discover countersteering on their own.
- One of the objectives of this exercise is to provide the students with an opportunity to warm up for the day with a familiar, fun exercise. Let them ride!

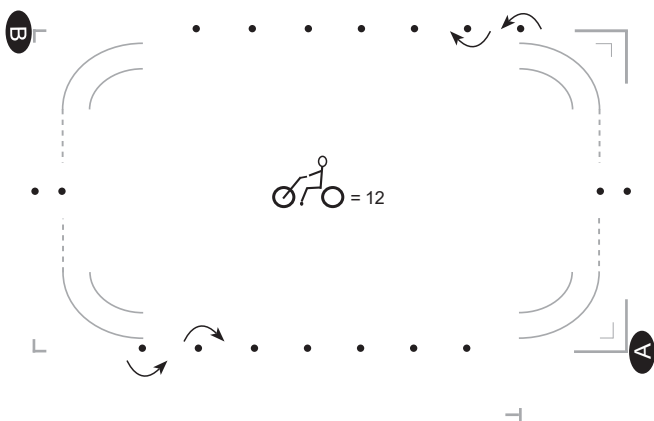
RANGE CONTROL TIPS:

- Keep speeds under 15 mph.

TIME/REPETITIONS:

- Run this drill for 10 minutes.

RANGE/CONE LAYOUT:



STAGING:

Instructor B give staging signal to riders in motion.

BRT Skills Evaluation 1

SWERVE

RANGE PREP

- - 20
- ▼ - 9
- ▲ - 2

Set start cone in the center of the lane lines. Set cone weave (7), sharp turn (5), and gate (2) on far side. Set the swerve obstacle and gates (15 cones, 57' & 13') and SLOW cone. Stopwatch, clipboard, score sheet required.

Assemble class in staging area to assign testing order and read instructions for Evaluation 1.

READ TO CLASS:

We will begin a Skills Evaluation that consists of five exercises that evaluate your ability to perform basic vehicle control, riding judgment, and hazard-response skills that have been taught and practiced in this course. The test may be terminated due to falling or dropping the motorcycle or committing an unsafe act. You may stop the test for any reason, but you must complete the entire test to pass it. Do you have any questions?

OBJECTIVE:

You will execute a proper swerve maneuver.

DIRECTIONS:

1. Line up next to the large cone in the center of the range (*point out*).
2. One at a time and on signal, proceed to the start gate (*point out*) and ride toward the swerve gates and obstacle (*point out*) at 15 mph.
4. Ride between the last set of cones (*point out*), then swerve to the right. Stay within the boundaries. Do not brake while swerving.
5. Slow and turn left around the pivot cone and get back in line.
6. Wait for further instructions.
7. You will lose points for braking during the swerve, touching or crossing any line or cone, or not obtaining proper speed.
8. Do you have any questions?

Direct students to ride up the center of the range and line up next to the large cone.

NOTE: Some students may stop at the start gate before proceeding to the swerve; others may not. Either is OK.

SCORING

POINTS

Once More

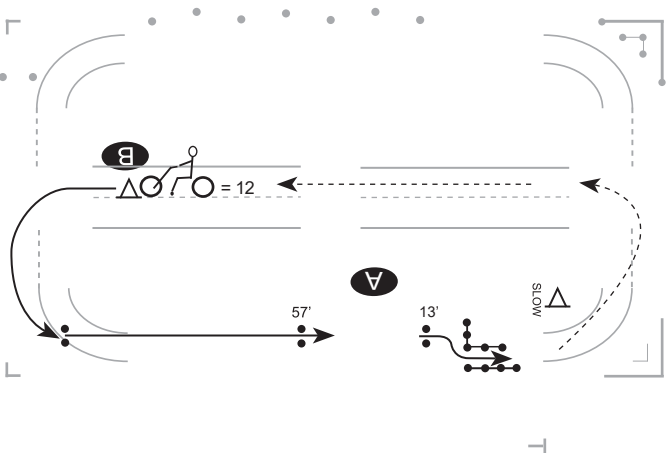
1. Swerve		
a. Brakes during swerve maneuver	-5	
b. Touches any line or cone	-3	-5
c. Tire(s) crosses obstacle or boundary line	-5	-10
d. Does not attain proper speed, 2 nd attempt		-10
e. Swerves prior to gate cones, 2 nd attempt		-10
Maximum Penalty Points Allowed		-10

NOTE:

- Score if any part of the motorcycle touches a cone, line or boundary.
- Only one student at a time is allowed on the course.
- A second attempt is authorized in the swerve maneuver only under the following conditions:
 - speed too fast – under 1.66 seconds with points violation
 - speed too slow – over 2.51 seconds
 - swerves prior to gate cones
- Brakes during swerve – watch for brake light from the time the front tire reaches 13' swerve gate until rear tire reaches barrier line.
- Drop bike (21 pts) - front tire enters the timing zone to rear tire clears pivot cone.

A – Position for timing and to score swerve

B – Position to line up and direct traffic as needed



BRT Skills Evaluation 2

OFFSET WEAVE AND SHARP TURN

RANGE
PREP

No cone movements.

OBJECTIVE:

You will ride through a cone weave and execute a proper sharp turn.

DIRECTIONS:

1. One at a time and on signal, begin riding toward the end of the range. At the end, turn right, ride through the gate (*point out*) and down the perimeter.
2. Ride to the right of the first cone, left of the second, and continue weaving past all the cones without hitting or skipping a cone or putting your foot down.
3. After completing the weave, ride toward the sharp turn (*point out*).
4. Turn your head and execute a tight turn without hitting a boundary or cone or putting your foot down.
5. After completing the maneuver, ride up the center of the range and get back in line.
6. Wait for further instructions.
7. You will lose points in the cone weave for hitting a cone, skipping a cone, or putting your foot down.
8. You will lose points in the sharp turn for not turning your head and looking through the turn, touching or crossing any line or cone, or putting a foot down.
9. Do you have any questions?

NOTE: Some students may stop at the gate cones before proceeding to the cone weave; others may not. Either is OK.

SCORING

POINTS

Once More

1. Offset Cone Weave

- | | | |
|-------------------|----|----|
| a. Hits cone | -3 | -5 |
| b. Skips cone | -3 | -5 |
| c. Puts foot down | -1 | -3 |

Maximum Penalty Points Allowed -10

2. Sharp turn

- | | |
|---|-----|
| a. Does not turn head and look through turn | -5 |
| b. Touches boundary line or cone | -3 |
| c. Puts foot down | -1 |
| d. Tire crosses boundary line or cone | -10 |

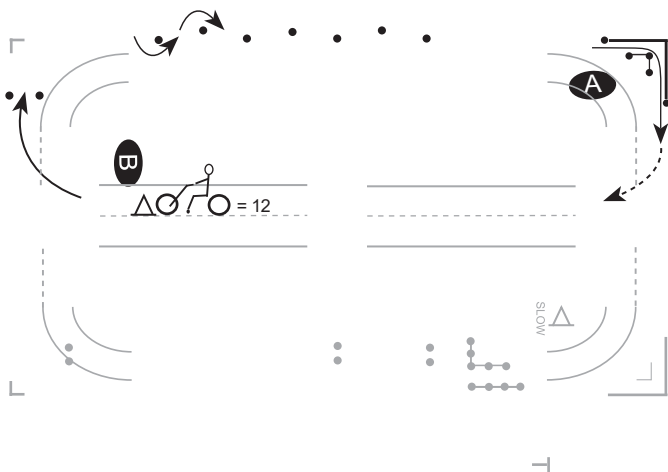
Maximum Penalty Points Allowed -10

NOTE:

- Score if any part of the motorcycle touches a cone, line or boundary.
- A proper head turn includes head turned and looking all the way through the turn. Looking halfway through the turn, looking down, turning head but not looking, or looking but not turning head are all scorable violations.
- Drop bike (21 pts) - front tire passes the gate to rear tire clears all sharp turn boundary lines.

A – Position to score

B – Position to line up



BRT Skills Evaluation 3

CORNERING PROFICIENCY

RANGE
PREP

Strike previous setup. Set 2 curves and one pivot cone.

● - 12

▲ - 1

OBJECTIVE:

You will demonstrate cornering proficiency.

DIRECTIONS:

1. One at a time and on signal, begin riding toward the end of the range. Turn right, round the pivot cone (*point out*) and ride toward the first marked turn, upshifting to 2nd gear.
2. Continue riding around the range to the 2nd marked turn (*point out*).
3. Stabilize your speed between 15-20 mph.
4. Use both brakes to slow to a suitable entry speed.
5. Turn your head and apply steady or slightly increasing throttle through the curve. Ride through the curve as rapidly as you safely can, staying within the boundaries.
6. Continue riding around the perimeter of the range and get back in line.
7. Wait for further instructions.
8. You will lose points for not using both brakes to slow prior to the turn, not turning your head and looking through the turn, decelerating in the curve, touching or crossing any line or cone, or not obtaining proper speed.
9. Do you have any questions?

SCORING

POINTS

	Once	More
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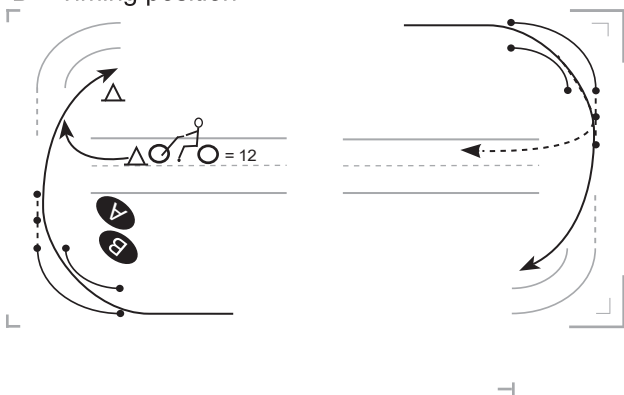
- | | | |
|--|----|-----|
| 1. Does not use both brakes to slow | | -5 |
| 2. Does not turn head to look through turn | | -5 |
| 3. Decelerates in curve | | -3 |
| 4. Touches boundary line or cone | -3 | -5 |
| 5. Tire crosses boundary line | -5 | -10 |
| 6. Turns 1.80 – 1.90 | | -3 |
| 7. Turns 1.91 or over | | -5 |
| Maximum Penalty Points Allowed | | -10 |

NOTE:

- Score if any part of the motorcycle touches a cone, line, or boundary.
- Riders not meeting the speed requirements are not given a second chance.
- Timing is from when the front tire enters the curve (painted line) to when the front tire exits the curve (end of solid painted line).
- The boundary includes the 20 feet past the end of the painted curve.
- Deceleration includes any loss of speed while in the painted curve (late roll-on, clutch in, or rolling off the throttle). Watch for fork compression and extension.
- A proper head turn includes head turned and looking all the way through the turn. Looking halfway through the turn, looking down, turning head but not looking, or looking but not turning head are all scorable violations.
- Drop bike (21 pts) - front tire at 20' before curve entrance to rear tire past third outside curve cone.

A – Position to evaluate

B – Timing position



BRT Skills Evaluation 4

QUICK STOP

RANGE
PREP

▲ - 2

● - 2

Strike previous setup. Set 2 large cones for start/stop cue locations (same as Exercise 14) and rotate to blank side. Set the braking timing zone (2).

OBJECTIVE:

You will stop the motorcycle as quickly and safely as possible.

DIRECTIONS:

1. One at a time and on signal, ride toward the start cone (*point out*) and stopping area at about 15 mph in 2nd gear.
3. Maintain your speed.
4. When your front tire reaches the large cone (*point out*), stop in the shortest distance possible, downshifting to 1st gear.
5. Remain stopped until your distance is measured, then return up the center of the range and get back in line.
6. Wait for further instructions.
7. You will lose points for not using both brakes, not downshifting to first gear, or stopping beyond the standard for your speed.
8. Do you have any questions?

NOTE: Some students may stop at the start gate before proceeding to the stopping area; others may not. Either is OK.

TIMING CHART: 44-FOOT TIMING ZONE

SECONDS	STANDARD (FEET)
1.20 - 1.24	34
1.25 - 1.29	32
1.30 - 1.35	30
1.36 - 1.42	27
1.43 - 1.49	25
1.50 - 1.57	23
1.58 - 1.66	20
1.67 - 1.76	18
1.77 - 1.87	16
1.88 - 1.99	14
2.00 - 2.14	13
2.15 - 2.30	11
2.31 - 2.50	10
2.51	9

SCORING

POINTS

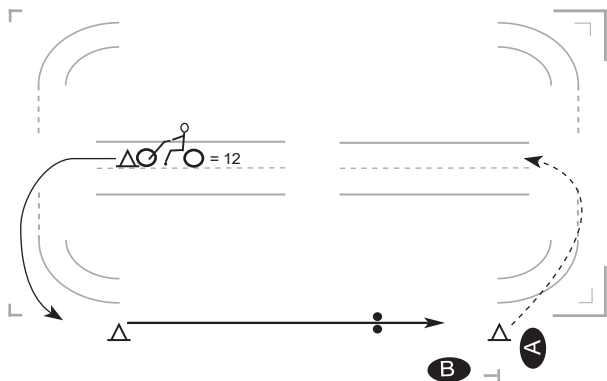
1. Does not use both brakes	-5
2. Does not downshift to 1 st gear	-1
3. Stops beyond standard (per foot)	-1
4. Does not attain proper speed, 2 nd attempt	-10
5. Begins braking in timing zone, 2 nd attempt	-10
Maximum Penalty Points Allowed	-10

NOTE:

- A second attempt is authorized in the quick stop maneuver only under the following conditions:
 - Speed too fast – under 1.20 seconds and stops beyond 34' standard
 - Speed too slow – over 2.51 seconds
 - Braking in the timing zone (brake light or obvious and significant fork compression more than 2 feet before reaching the end of the timing zone - a slight roll-off is not considered braking)
- Riders who ride too fast (under 1.20 seconds) and stop within the standard (34' or less) do not get a second attempt.
- Score stopping distance at the leading edge of the front tire (if in between marks, score the next highest number).
- Drop bike (21 pts) - front tire passes timing cones until motorcycle comes to full stop or rider loses control at full stop in the braking chute.

A – Position to score

B – Timing position



STAGING:

Direct riders to return to staging. Let the students know the Skills Evaluation is over.

Range Completion Debrief

IF THEY ARE GRADUATING ON THE RANGE (ABOUT 45-60 SECONDS PER STUDENT)

- Passed or did not pass.
- Identify strengths in their riding skills.
- Identify areas in which they need more practice.
- If students want more specifics, ask them to wait until class is dismissed.
- If the student did not pass (and qualifies for a retest), present retest form and briefly review retest scheduling procedures.
- Identify appropriate 'next step' in their training.

ON-RANGE GRADUATION (PM CLASSES)

Instructor Note: Identify possible candidates, provide handout with web resource. ID potential candidates on course roster.

- Thank students for participating
 - Dismiss
-

Reversal/ Static Practice

STATIC PRACTICE

- Students are mounted, side stands up, engines off.
- Both instructors guide, evaluate, and coach static practice (no more than six students each).
- Guide these enough times to see each student succeed at least once. Coach as needed.
- Increase pace to 'real time' through repetitions, as appropriate (e.g., Ex. 6, Ex. 19).

EX. 19: PRESS – PRESS

1. Both feet down
2. Press right and hold; press left to straighten
3. Press left and hold; press right to straighten
4. Students repeat Steps 2 and 3 several times on instructor direction

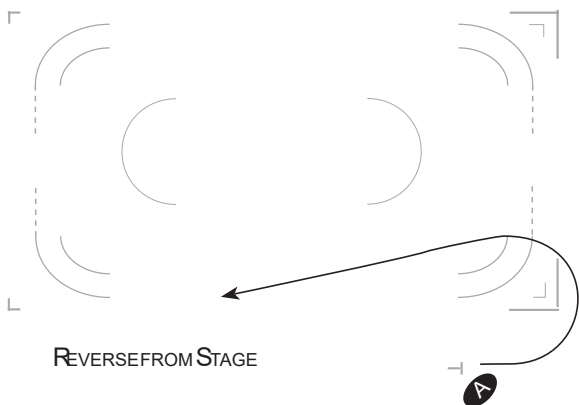
WHAT TO COACH

- Just enough forward press to create front wheel deflection

R3 reverse from staging:

- Direct lead rider to “ride toward end of the perimeter and make a sweeping left U-turn.”

R3



Range Principles

RANGE CARDS

- Read the **Exercise Title, Objectives, and Directions** for each exercise. Don't make additions.
- Directions and Debrief questions are read with students off the bikes and gathered together.
- Limit verbal directions for reversals to what is in quotation marks in Reversal Procedures. If no verbal instruction is printed, none is required.

DEMOS

- Show accurate technique and timing.
- Students observe demos from the staging area.
- POT (path of travel) matches what the students will ride. Reversals are not demonstrated.
- Limit narration during demos.

STATIC PRACTICE

- Both Instructors guide, evaluate, and coach static practice (no more than six students each).
- Guide these enough times to see each student succeed at least once. Coach as needed.

STAGING

- Always cut engine power once safely stopped, then turn ignition to OFF.
- Enter – Hold “stop” signal until all riders are stopped; direct riders to cut off engines. It is not necessary to move forward to “catch” riders. Be ready to step up to assist if needed.
- Ensure that there is 2-3' of space between bikes (nose to tail). OK to tell students.
- Exit – Ensure students are ready to go before sending from staging. Direct first rider; allow remaining students to exit on their own.
- Split exercises - Waiting riders move forward. If dismounted to watch, stand right (outside) of staging area; maintain a clear escape route for incoming riders. Instructor stands at the tail of the line of parked motorcycles to park incoming riders.
- Be in position to assist and direct entry and exit.

VERBAL COACHING

- Prioritize for
 1. Safety
 2. Exercise main objective (“What to Coach”)
- Limit to 1-2 items, presented in a positive manner.
- Brief and concise, typically limited to 3-5 seconds.
- Limit narration in staging during split exercises.

Range Principles

SIMULATED COACHING

- Large enough to be seen from across the range.
- Smooth motions.
- Consistent.
- Early enough that student can respond to signals.

EXERCISE TIME

- Run exercises for full time allotted.
- Exercise time includes:
 - Striking and setting cones as appropriate
 - Objective and Directions
 - Static Practice (when appropriate)
 - Demo (when appropriate)
 - Evaluation of Understanding
 - Exercise activity
 - Staging
 - Debrief
- Allow for 2 to 2½ minutes to stage and debrief.

RANGE CONTROL

- Students in front of Instructors at all times (unless otherwise specified).
- Students stay within 10' of perimeter at all times.
- Be aware of where all students are, all the time.
- No surprises for students.
- Coordinate with other Instructor regularly.

INSTRUCTOR POSITION

- Place yourself so:
 - You can see/control entire range and coach for safety at all times.
 - If students must pass behind your back, it is only for a brief moment.
- If you need to move from your position to assist a student to meet a specific objective, return to your coaching position as soon as possible.

INSTRUCTOR PROFICIENCY

- Instructors should routinely and independently ride exercises to reinforce timing, technique and performance.

SPEED


- Coach speed that is designated in the exercise directions, or if student is wobbly or unstable.
- If no speed is defined in the exercise directions, coach speed only if wobbly or unstable.


Range Guide Legend and Markings

Range Guide Legend

• - Small cones (2")

△ - Large cones (18")

 - Large cone with sign orientation

 = 12 - Max. number of students at one time

————→ - Primary Path of Travel

-----→ - Secondary/Return Path of Travel

Ⓐ - Instructor position: Where to stand & direction to face

Ⓑ

Range Markings

● - Ex. 5-20 Small cone locations

■ - Ex. 1-3 Small cone locations

▲ - Ex. 15 Small cone locations

★ - Ex. 11, 19 Small cone locations

☪ - Ex. 17 Small cone locations

▲ - Large cone locations

▬ - Ex. 1, 2 Hash marks

The STAR Mission:

***We share knowledge and skills to make
motorcycling safer.***

Our Values:

Integrity

Service

Excellence



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