

BMMC Rider Training

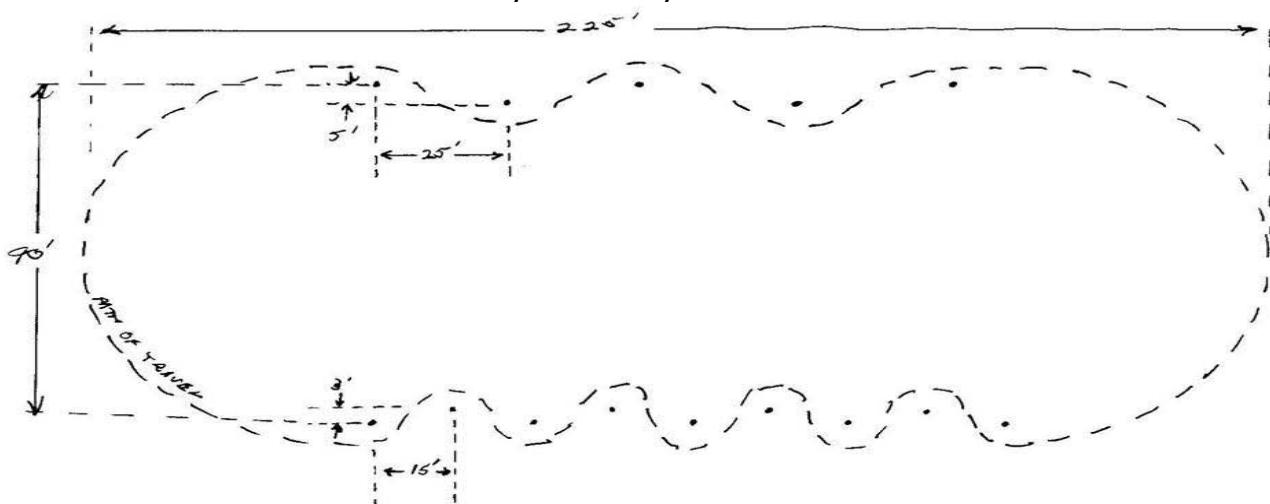
Test Your Own Skill Level (Skills every motorcycle rider should possess)

There are numerous basic rider exercises that are taught in riding schools. Here are four basic exercises where you can both train yourself with repetition and test your skills. Two of the exercises are designed to enhance slow speed maneuvering skill and confidence. Two are designed to train you to better react to hazards at high speed. All motorcycle riders are encouraged to practice these skills on an ongoing basis, so find a vacant parking lot or unused road segment and go for it.



Exercise 1, Cone Weave (1st gear): Two lines of cones are setup down either side of your exercise area. One line of cones is set at an interval of 15' with an offset of 3'. The second line is set at an interval of 25' with an offset of 5'. The 15 X 3 foot offset should have a minimum of 9 cones, and the 25 X 5 foot offset should have a minimum of 5 cones. This exercise is run at slow speed, so you will have to go fast enough to

maintain balance and rhythm but stay within a safe speed so you don't miss any of the cones. Start to the outside of the first cone in the line and weave around each cone in turn. If a cone is missed, skip the next cone so you stay in the offset pattern. Try looking down the line of cones and not at the cone being negotiated and strive to establish a rhythm. Try the exercise in both directions.

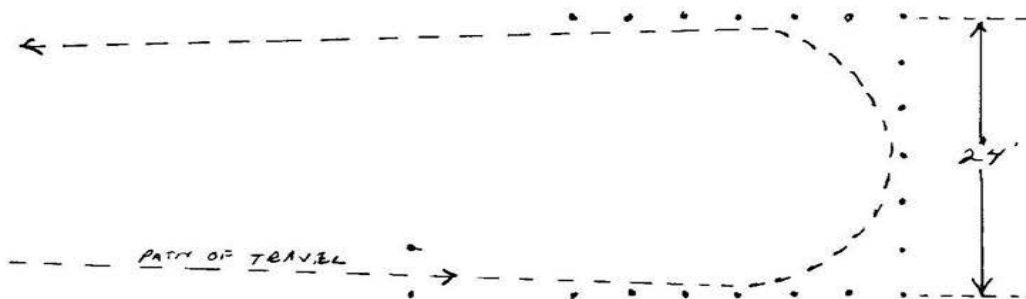


OFF-SET CONE WEAVE
25' x 5' & 15' x 3'

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Exercise 2, U-Turn (1st gear): A U-turn should be setup marked by cones. Make it an area 24' wide to simulate the standard width of a two lane road. Approach the U-turn area on the right, slow to an appropriate speed, negotiate a U-turn to the left within the boundaries of the coned area, and continue back in the opposite direction. This exercise should be done in a smooth and continuous manor, without crossing the cone line or putting a foot down.

Slow to an appropriate speed, maintain speed using proper clutch and throttle technique, use the counter-weight technique, and look in the direction of the path of travel through the u-turn (applying slight back brake pressure sometimes helps stabilize the turn). Try it in both directions.

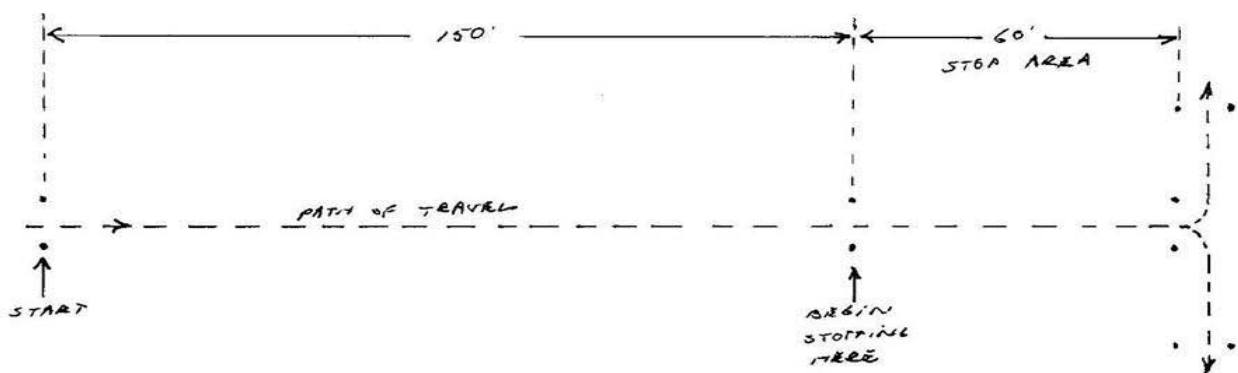


U-TURN

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Exercise 3, Quick Stop and Evasion (3rd gear): An exercise area should be marked by cones consisting of a start point, a straight path of travel about 150' in length, a stop area with a set of entry cones where you begin the stop (the stop area should be about 60' in length), and a right or left turn. You approach the stop area, accelerating to the target speed; after reaching the target speed stabilize and maintain that speed until the front tire reaches the stop area entry cones. At that time stop as quickly and safely as possible, shifting into 1st gear during the stop. After stopping completely, make a right or left turn of your choice and accelerate away from the stop point at a right angle. The quick stop top approach speed is 40 MPH; you should gradually increase your approach speed starting at 20 MPH through practice until the goal of 40 MPH is reached. Increase your speed according to your own comfort level.

To negotiate the quick stop you should apply the front brake with gradually increasing pressure without grabbing or snatching the brake lever. Once the front brake begins to engage, the back brake is applied very gradually with toe pressure on the back brake pedal (usually, by putting the toe on the back brake pedal and allowing the body's forward momentum during the stop to put pressure on the pedal is enough back brake). Continue to gradually increase braking pressure until the motorcycle comes to a complete stop, shifting to 1st gear during the stop. After coming to a complete stop, turn the handlebars and accelerate into a right-angle turn to depart the stop area.

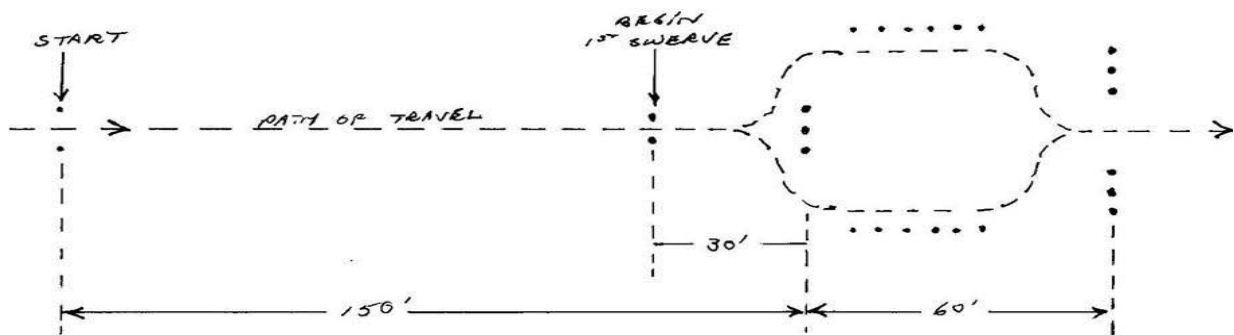


QUICK STOP AND EVASION

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Exercise 4, Double Swerve to Avoid Two Hazards (3rd gear): Your exercise area should be marked by cones consisting of a start point, a straight path of travel of about 150' in length, an obstacle across the path of travel, an escape area to both the right and left of the obstacle, and another obstacle across the escape path about 60' from the first obstacle. Entry cones should be setup 30' before the first obstacles. Approach the obstacle, accelerating to the target speed, after reaching the target speed stabilize and maintain that speed. When the front tire passes the entry cones, swerve to the right or left into the escape path. Once in the escape path and straight, swerve back into the original path of travel before reaching the next obstacle, then decelerate, and stop. The swerve top approach speed is 40 MPH. Try to gradually increase your approach speed starting at 20 MPH, then through practice until the goal of 40 MPH is reached. Increase your speed according to your own comfort level.

To negotiate the swerve you should stabilize speed early. Brakes should not be applied nor should the motorcycle be allowed to decelerate during the swerve. Keep your body lean angle independent of the motorcycle lean angle during the swerve, and look through the swerve in the escape direction. After the second swerve, straighten and brake to a full stop, downshifting to 1st gear in the stop.



DOUBLE SWERVE



Thanks to the MSF for their guidance. Hope this helps.