

## Level 2 Exercises

### **Ex 10 - Limited-Space Maneuvers**

This exercise is designed to allow riders to develop their abilities in areas with limited maneuvering space. Although considered convenience skills, these maneuvers provide riders with additional practice time on basic skills within a practical context. The skill of handlebar turn/counter weighting is emphasized, and is introduced with simulated practice. Three exercises are provided: a U-turn box, an S-turn, and a perimeter turn. The U-turn box has two width dimensions, 24' and 20'. The former is the minimum width of most roadways and the latter provides a goal to increase skill. (The 20' width is used in the skill test.) For the perimeter turns, note the middle cone is now in a position to form a 90-degree turn. This is to develop the skills associated with turning from a stop at an intersection. RiderCoaches provide active assistance when needed, but allow riders the opportunity to practice and develop these skills on their own. It is important that each rider demonstrates control in making low speed, limited space paths of travel before proceeding. Particular attention should be focused on the U-turn since it develops basic control and is a skill test exercise.

#### **COUNTERWEIGHT & HEAD TURN**

Turn handlebars  
Lean m/c in & lean upper body out  
Press down on (weight) outside foot  
Turn head & look over shoulder

*Ride near side box, s-curve, and perimeter turn; Ride far side box, s-curve, and perimeter turn to near side start. Return to stage unless asked to demo near side again.*

### **Ex 11 - Pressing to Initiate Lean**

This exercise is designed to focus on the effects of counter steering. To this point counter steering has been subtly developed. Because pressing to initiate lean is a critical skill to realize and is difficult to explain, this exercise provides the opportunity to emphasize the technique. A repeated split is used; this is a technique that allows half the group to be coached verbally as they observe the other riders practicing (a motor skill principle), and to complete the path of travel two separate times. Simulated practice is used to ensure the technique is understood prior to riding. A subtlety of this exercise is that the weave is set at two different dimensions. For the first run the cones are placed in a straight-line 30' weave; for the second run a 3' offset is used. The offset requires an increase in pressure to initiate and control lean (developmental). One RiderCoach divides time between coaching the non-riding group and the riding group, while the other RiderCoach is responsible for the middle of the range. It is important that each rider recognize the effects of countersteering before proceeding.

#### **PRESS & LEAN**

Press handlebar  
Lean with motorcycle

*Ride from start cones, through jog, head nod, weave. Continue through start cones to ride jog again (and head nod) and stage.*

### **Ex 12 - Cornering Judgment**

This exercise is designed to add cornering finesse as it requires additional rider judgment. The path of travel includes lanes on the long sides of the range and two exit lanes in the middle. Riders practice the slow/look/press/roll technique as they adjust the entry speed for the exit lane they choose. RiderCoaches have riders start individually and coach by correction as needed. The exercise is reversed to allow practice in both directions. It is important that each rider demonstrates overall motorcycle

control when adjusting speed for cornering before proceeding.

#### **LOOK & PRESS**

Turn head in direction of turn  
Press handlebar in direction of turn

*Start on near side. Ride closer (small) gate, including downshift; ride farther gate; return to stage.*

*Braking (and downshift) should be completed prior to the single cue cone. Transition from brakes to throttle between single & double cue cones; start roll at the double cue cones.*

### **Ex 13 - Negotiating Curves**

This exercise is designed to develop the technique for effective cornering. Two different curves are used. The first is a 90-degree curve while the second is a 135-degree curve. Having two different curves adds to the judgment and skill required. A 135-degree curve is utilized so that a rider must extend the handlebar pressure for a longer time period. Second gear is used for both curves. RiderCoaches may initially observe and coach near the entry point of the curve, and later (as soon as reasonable) move to the stop point to coach the overall technique. This second curve (135 degrees) happens to be the path of travel in the skill test. It is important that each rider demonstrates smooth and precise cornering technique before proceeding.

*Ride left-hand cornering; ride right-hand cornering; return to start.*

*Slow about mid-range. Show transition from brake to throttle, and set up to the outside. Start roll at the 20' cones, show outside-inside-outside path of travel. Stop rolling after the last 20' cue cones; downshift and stop at stop cones.*

### **Ex 14 - Stopping Quickly in a Curve**

This exercise is designed to develop the skill of stopping quickly in a curve by straightening first, then stopping quickly in a straight line. Two 90-degree curves are used. This provides a crisscross traffic pattern as riders

move to the opposite line, requiring real-world time and space judgment. RiderCoaches allow riders to practice the skill on their own, coaching by correction and providing encouragement as necessary. No signals are given as to when to stop, so riders can determine their own degree of difficulty with minimal interference (a motor skill development principle). Simulated practice is used to introduce the stopping technique. If a rider chooses 2nd gear to ride into a curve, be sure 1st gear is used to start out from a stop. It is important that each rider demonstrates overall control when stopping quickly in a turn before proceeding.

#### **STRAIGHTEN, THEN BRAKE**

Square handlebars  
Squeeze front brake

*Ride right curve; cross to other line; ride left curve; return to start.*

*Ride at least halfway through curve with lean before showing a distinct straighten, short straight-line travel (3-4 feet), then transition to brakes and show good quick stop.*

#### **Ex 15 - Changing Lanes and Crossing Obstacles**

This exercise is designed to develop proficiency in crossing over obstacles and to provide practice in changing lanes. It is a 2-part exercise. First, riders practice crossing over obstacles (four 2"x 4s") on the perimeter. RiderCoaches need to recognize that participants using cruiser-type motorcycle may need to adjust the technique because they cannot effectively stand up on their footrests. Once the objective is achieved, the obstacles are removed and the riders are divided into two groups (which allows more practice time). Two lane change areas are set up in the interior of the range. Simulated practice is used to remind riders how the turn signal switch operates and to emphasize the blind spot check. Each long side of the range is used as a return path and uses a 30' x 3' offset weave. It is important that each rider is

able to cross an obstacle and execute a proper lane change before proceeding.

#### **LANE CHANGE**

Mirror check  
Signal  
Head check  
Cancel signal

*Ride 1-1/2 laps crossing over obstacles (far side, near side, far side) and stop at start cones for near side lane change. Ride lane change to left; stop; weave; ride lane change to right; stop; weave; return to start.*

#### **Ex 16 - Avoiding Hazards**

This exercise is designed to develop collision avoidance skills. It complements the previous exercise in that obstacles are now to be avoided, and the "lane change" is now quick. There are two parts to this exercise and riders remain in two groups.

Part I has the RiderCoaches signal riders to swerve left or right, and Part II adds a stop signal to the swerve (for a total of three choices). This follows a natural developmental process and it introduces a "real world" reaction time to crash avoidance skills. The cone weave dimensions upon the return to the end of the line are again 30' x 3'. Simulated practice is used to emphasize keeping the upper torso upright during the swerve. The dimensions of the critical cones in the swerve are 15' from cue cones to barrier; cue cones are set 3' apart. It is important that each rider demonstrates overall control when responding to RiderCoach signals before proceeding.

#### **SWERVE**

Press in direction of swerve  
Press to straighten

*Ride swerve left; stop; weave; ride swerve right; stop; weave. Ride Part 2 quick stop; ride through box (over hazard); stop; weave; return to start. Instructor reading the cards should \*not\* provide signals to the riding instructor during demo.*

#### **Ex 17 - Skills Practice**

This exercise is designed to provide continued development of overall control skills. It is a capstone exercise that provides practice of important skills, including the collision avoidance skills of straight-line braking and swerving left and right. It reinforces basic skills as it mixes at-speed skills and slower speed, manipulative skills. The exercise has four paths: two stopping lanes, a U-turn box with a 20' width, and a swerve area that uses the dimensions on the skill test (13' from cue cones to barrier with the cue cones 3' apart). Riders first practice quick stop skills in the two stopping lanes, with the other exercises (U-turn and swerve) added after skill and control are demonstrated.

It is important that each rider maintains a safety margin and demonstrates overall control operation. Because riders will next complete the skill test, RiderCoaches should be cognizant of each rider's skill level as well as any potential effects of fatigue.