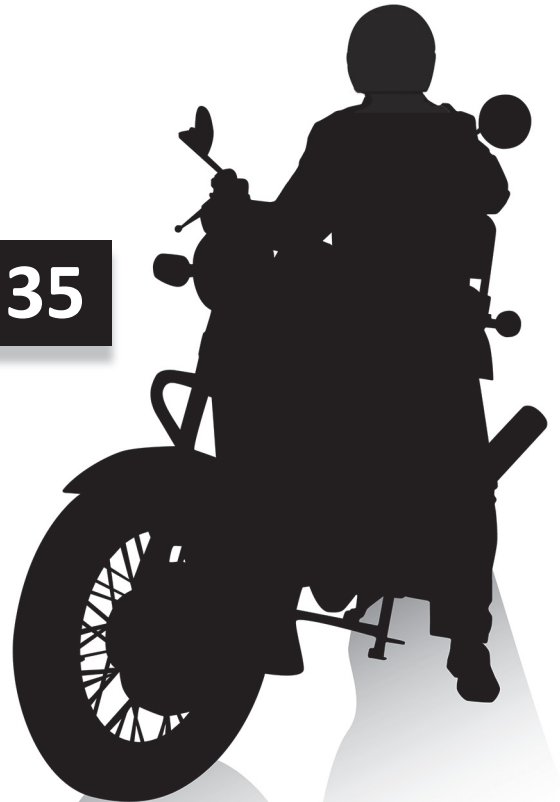


Motorcycle Mentorship Module 35

Where to Best Develop Your Riding Skills





Warning: Incorrect or inaccurate information could lead to tragic results on the road. If a question arises that is not covered in the guide and you don't know the answer from your own experience and training, simply state, "That is a great question, I'll get back to you with the answer."

Your Service Safety Center will help with these types of questions should they arise. Their numbers are as follows:

US Army Driving Directorate: **334.255.3039**

USMC Safety Division: **703.604.4459**

US Navy Shore Safety: **757.444.3520 x7165**

US Air Force Safety Center: **505.846.0728**

USCG Safety Division: **202.475.5206**



Preface

About: The Defense Safety Oversight Council (DSOC) Motorcycle Mentorship Modules are a set of thirty six (36) facilitation modules designed for the purpose of increasing rider knowledge on various aspects of riding and providing additional capability for self-policing within peer groups. The modules are intended as a mechanism to further decrease motorcycle related mishaps and fatalities within Department of Defense (DoD) by encouraging riders to talk, live, and think about the topic.

Using the Module: The module content enclosed is intended as a facilitation guide to assist you with discussing the topic. However, it is still critical to use your skills and talent to engage participants and develop “buy-in” on this subject from your group. To maximize this, motivate and moderate your participants, control the accuracy of participant feedback, and be mindful of their time.

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| 2 | Facilitation Guide – A brief overview on conducting a facilitated discussion of a topic |
| 3 | Module Overview – This section provides the facilitator a synopsis of the topic, learning objectives, and the suggested environment, props, and handouts for conducting the module |
| 4 | Module Discussion Introduction – This section provides guidance to the facilitator in opening up the discussion and getting participants talking about the topic and their relevant experiences |
| 5 | Discussion Areas – This section provides various discussion topics, sample facilitation questions, and factual information for the facilitator to lead the discussion |
| 7 | Wrap-Up – This section provides guidance to the facilitator on wrapping up the topic discussion |
| 8 | Feedback Form – A feedback form to be given to all participants for their feedback on the module discussion |
| 9 | Resources – Additional resources and definitions to assist the facilitator in preparing for and conducting the topic facilitation |
| 9 | Handouts – Figures, pictures, diagrams, etc. to assist the facilitator to better demonstrate a topic idea |

Facilitation Guide for DSOC Mentorship Modules

It is recommended that this Mentorship Module be conducted in a facilitation style. Using the information provided in this Mentorship Module, you, as the facilitator, will lead a discussion on the subject. *You should not be conducting a lecture!* The facilitator's role is to help with how the discussion is proceeding. Participants will have much more "buy in" and connectivity with the information if they have input. One of your roles as the facilitator is to control the accuracy of the input and control the time. From the Mentorship Module, generate questions which will lead to group discussion. The more you let the group participate, the more success you will have.

Competencies of a Facilitator:

- Prepare prior to the event
- Make sure everyone gets a chance to participate and help members to express themselves
- Ask rather than tell
- Honor the group, display respect for the members, and acknowledge participant contributions
- Ask for others' opinions
- Listen without interrupting
- Demonstrate professionalism and integrity

The key characteristic distinguishing facilitation from other types of leadership, like scripted training, is that the outcomes are never predetermined in a facilitative setting. Although the background information provided with this Module remains the same, the result will depend on the participants, the knowledge and experience they bring, and the information that they feel they need to take away. The group uses the activities provided by the facilitator to unlock expertise, ensure thorough discussion, stay focused and reach decisions that are better than those any individual could come up with alone.

At the beginning of each Mentorship Event, discuss why the participants are there and what they will receive as a result of participating. Adults have limited time and they want to know "What's in it for me?" A facilitator should make training fun. Encourage humor and laughter in your Mentorship Event.

Principles of Adult Learning:

- Adult Learners want material that is relevant to them. "What's in it for me?" "What will I get out of this that will make a difference to me?"
- Adult Learners come to training events with varying amounts of experience. They like to share their experiences. If you have minimal or no motorcycle experience, you can still draw from your group.
- Even if you have motorcycle experience, you should draw from your group because people tend to remember what "they" said longer than what you said. Information that they "own" is more valuable to them.
- Facilitators are not always subject matter experts; nor do they need to be. Facilitators may draw on the existing knowledge of the participants and the information provided in these Modules.

Section I: Module Overview

Time Frame: One 30-40 minute facilitator-led discussion

Level of Prior Knowledge: Participants should, at a minimum, have basic riding experience or familiarization with riding motorcycles. This topic is advocated for new or novice riders.

Synopsis: While all personnel should be made aware of their Command's minimum requirements for motorcycle training, discussion should ideally be directed to the importance of improving and developing their riding skills over the entire duration of their riding career. As with any undertaking, practice and training improve abilities and reactions. From our first steps as toddlers to athletic endeavors at the Olympic level, repetitive practice improves performance by ingraining muscle memory so that actions can be performed more quickly and precisely. The obvious benefit to motorcyclists in the possible life-threatening environment of modern traffic is enhanced ability to predict and avoid hazards.

Discussions will be directed to the different types of training available, as well as some examples of instances where additional training may have saved the user from potential injury, thus reinforcing the continuous improvement principle. No matter how good a rider may be, there are always training or practice opportunities available to give you the tools to become a better rider.

Learning Objectives:

- Participants will identify motorcycle specific training available to them in accordance with (IAW) mandatory training requirements.
- Identify, and explore the desirability and usefulness of, further training opportunities beyond minimum/mandatory requirements.
- Participant will be able to state reasons for initial and continued motorcycle training in accordance with specific Branch of Service and Command directives.
- Attendees will discuss and identify opportunities for advanced training and learning environments.
- Participant will be able to explain the advantages of practicing in a controlled environment versus public roadways.
- Participant will be able to list various schools, or seminars, and describe the advantages of each training venue

Suggested Environment/Props/Handouts:

Any comfortable environment, such as classroom, conference room, auditorium, or an informal outdoor setting is suitable for this facilitated discussion.

Handout: 'Resources' list (Attached)

Section II: Module Discussion

Introduction: Facilitate discussion: Riding a motorcycle exposes the rider to more risk as compared to operating a car. Motorcyclists are exposed to weather and road debris; are protected only by the motorcycle riding gear worn; and do not have the benefit of seatbelts, airbags, or impact absorbing bumpers and crumple zones such as those found in modern cars and light trucks. Motorcycle riders must offset those additional liabilities by seeking as much additional training and practice as possible in order to avoid hazards that may lead to a mishap.

Motorcycle riding skills can be compared to the progression from Little League to Professional Baseball. Skills are developed progressively and one must obtain and master fundamental skills before more complex techniques can be introduced. Motorcycle mental strategies are similar to baseball players in that they are ready to react to various scenarios after the ball is hit ... in order to make a play. Baseball players master these mental strategies through awareness and practice. Added mental strategies and motorcycle skills must be practiced repeatedly and frequently before they can be mastered.

Open discussions with participant-focused activities and introductions. Activities should encourage participant interaction and develop camaraderie and peer-relatedness.

Ask for and encourage participants to share their experiences related to the module topic.

Sample questions may include:

- How does training help you to become a better motorcycle rider?
- Where can you learn the minimum training required by your command?
- Do you think that minimum training is enough training to ensure your on-going safety?
- How does novice and advanced training help you to become a safer motorcycle rider?
- Where can you learn about the minimum training required by your command?
- Do you think that minimum training is enough training to ensure your on-going safety?
- Where can you find more information on the topic of motorcycle training?

Suggested Discussion Areas:

Discussion Area 1: Mandatory Training for Military Personnel

Facilitation Questions:

- What training is required by your branch of service or command?
- Who do you contact locally to schedule or receive that training?
- Is that training available to you locally or is travel necessary?
- Are there follow-on/retrain requirements?
- Has anyone ever experienced a situation where training (of any kind!) paid off?

Facilitator Notes:

The facilitator **MUST** be familiar with mandatory requirements specific to branch of Service and appropriate echelon commands. Refer to Module 3 for further ideas and information.

Information on local points of contact, availability and schedules are necessary for this discussion. Facilitator should be able to answer all the above questions clearly or reference participants to appropriate sources.

Discussion Area 2: Practice

Facilitation Questions:

- What is practice?
- Why does one practice?
- What should practice drills consist of?
- What is the value of practice?
- Where should practice take place?

Facilitator Notes:

- In the motorcycle training arena, Practice is the repetitive performance of properly timed and/or executed actions that can increase skill levels and help a rider recognize or avoid hazardous situations.
- Motorcycle riding skills, whether newly acquired or long-standing, are perishable. Purposeful, controlled, and goal-oriented training reinforces fundamental skills and develops higher-order riding techniques and knowledge.
- All motorcycle riding consists of four basic techniques; riding in a straight line, turning, shifting and braking. Maximum braking and swerving are the two skills most likely to save a rider from a crash.
- Practice of proper skills, when performed over and over, establishes neural pathways that specialize in that particular movement and situation. When the same or similar situation arises in the future (emergency braking, for example) conscious actions are not required to initiate the proper sequence of physical actions; it happens ‘automatically.’ This process is known as ‘muscle memory.’ After a period of time which varies from person to person, if the practiced actions are not used, the brain ‘forgets’ those stored responses.
- Practice should always take place in a low-threat environment such as a parking lot or other open area where errors will have a minimal impact on rider safety. Falling in a parking lot is one thing, falling in traffic at speed is another.

Discussion Area 3: Riding skill Development Through Additional and Advanced Training Opportunities

Facilitation Questions:

- What types of additional training are available?
- Is each type of advanced training appropriate for every type of motorcycle?
- At what point can a rider think that he has received enough training?
- Can a motorcyclist who owns a cruiser or dual sport machine benefit from a track school?
- Can a sport-bike rider benefit from a dirt-bike course?
- Where can attendees learn more about training available in the local area?
- Is additional skill development limited to formal schools or training?

Facilitator Notes:

- The Motorcycle Safety Foundation's (MSF) Military Sportbike RiderCourse (MSRC) and Advanced RiderCourse (ARC) are effectively the same course teaching the same rider skills that work on any type of motorcycle. Other schools are available for almost any type of riding or motorcycle; dirt-bike, cruiser, sport-bike. On-Road, Off-road, street specific or track oriented. Any one of them can add to a rider's skill set.
- Introduce riders to advanced training opportunities such as California Superbike School's *Advanced Rider Track Days (ARTD)*, *Advanced Motorcycle Operational Skills (AMOS)*, and Lee Parks' *Total Control*; additional courses available in the reference section. These training venues provide riders the opportunity to practice and operate their motorcycles at or near real world speeds and explore ridership and skills that are beyond beginner rider courses. A key emphasis is that each course is conducted in a controlled environment, without distractions, and free of public roadway hazards and obstructions. Riders can practice new skills and experience errors without catastrophic consequences.
- On-road riders can benefit a great deal from a dirt-bike school and vice-versa. Any chance to acquire and practice new skills will enhance a rider's ability to predict or respond to hazards.
- Many track schools accept cruiser type motorcycles because they understand that every motorcyclist can benefit from advanced skills.
- A motorcycle rider should never stop learning or practicing. Continuous improvement means that anyone can get better. No matter how good you are, there are always ways to improve your skills.
- The attached Resources section along with internet searches will provide substantial information to get started with additional training.
- Many riders and racers have created informational books and video series for motorcycle skills development. They help develop the mental approach and suggest additional physical skills. See attached Resources handout for details.

Wrap-Up:

Close out discussion on the following prime learning objectives:

- ▶ Can participants identify motorcycle specific training available to them IAW mandatory training requirements?
- ▶ What is the reason for further training opportunities beyond minimum/mandatory requirements?
- ▶ What are the reasons for continued motorcycle training IAW specific Branch of Service and Command directives?
- ▶ Can attendees identify opportunities for advanced training and additional learning opportunities?
- ▶ What are advantages of practicing in a controlled environment versus public roadways?

Invite participants to share how this discussion has changed their view of their current skill levels and their need or desire for additional skill development.

- Has this discussion changed you opinions of additional training and skill development? If so, how?
- What additional training courses are of interest to you?
- Are you considering signing up for other training courses?
- Would anyone consider coordinating an advanced training opportunity for a group?

Handout: Make sure all personnel have a copy of the ‘Resources’ document attached.

Mentorship Module 36: *Advanced Training for Motorcyclists* is an excellent follow-on to this module because it continues the theme of continuous improvement in more specific and methodical detail.

Distribute copies of the DSOC Motorcycle Mentorship Module Evaluation form to all participants and request that they deliver or mail the completed form to the Command or Command Safety Office for processing.

Remind everyone to ride safe, and see you at the next Mentorship Meeting.

DSOC Motorcycle Mentorship Feedback Form

Presenter Name:

Date:

Topic/Title:

Unit Number:

Please review each statement below and check the response that closely matches your experience in the Mentorship Module today:

1. Please rate the presenter's performance:

Prepared
 Not Prepared
 Engaging
 Not Engaging
 Led Discussion
 Lectured

Comments:

2. I was given opportunities to participate in the module's discussion

Never
 Only Once
 2-4 Times
 Many Times Throughout Discussion

Comments:

3. With regard to my personal riding experiences, this discussion was:

Relevant
 Not Relevant
 Interesting
 Not Interesting

Comments:

4. This discussion topic has provided me with specific learning points that I can use to be a safer, better informed rider

None
 One Idea or Fact
 2-4 Learning Points
 5 or More

Comments:

5. I would be interested in participating in other Motorcycle Mentorship Module discussion topics

Never Again
 Willing to Try Another Module
 Would Like to Do Modules Regularly

Comments:

Thank you for your participation. Please make note of any other suggestions or comments below (continue on the back if needed):

Deliver or mail this completed form to the Command or Command Safety Office for processing. Please do not return this form directly to the Module Presenter.

Resources

Continued Reading:

Christensen, Loren (1998). *Far Beyond Defensive Tactics – Advanced Concepts, Techniques, Drills and Tricks for Cops on the Street*. Boulder, CO: Paladin Press

Code, Keith (1983). *A Twist of the Wrist* (Vol. I.) Glendale, CA: California Superbike School, Inc.

Code, Keith (1993). *A Twist of the Wrist* (Vol. II.) Glendale, CA: California Superbike School, Inc.

Condon, Ken (2009). *Riding in the Zone*. Conway, New Hampshire: Whitehorse Press

Hough, David (2010). *Proficient Motorcycling : the Ultimate Guide to Riding Well*. Irvine, CA: Bowtie Press

Hough, David (2012). *More Proficient Motorcycling: Mastering the Ride*. Irvine, CA: Bowtie Press

Ibbott, Andy (2006). *Performance Riding Techniques – The MotoGP Manual of Track Riding Skills*. Newbury Park, CA: Haynes North America, Inc.

Ienatsch, Nick (2003). *Sport Riding Techniques: How To Develop Real World Skills for Speed, Safety, and Confidence on the Street and Track*. Phoenix, AZ: David Bull Publishing

Motorcycle Safety Foundation, (2005). *The Motorcycle Safety Foundation's Guide to Motorcycling Excellence*, 2nd Edition. Irvine CA: Whitehorse Press

Parks, Lee (2003) *Total Control – High Performance Street Riding Techniques*. St. Paul, MN: Motorbooks International

Schools/Websites to visit:

California Superbike School:
<http://superbikeschool.com/>

Kevin Schwantz School:
<http://www.schwantzschool.com/index.cfm/p/courses>

NESBA Track Days:
<http://www.nesba.com/>

Police Rodeo Style Courses – check by state

Ride Like A Pro:
<http://www.ridelikeapro.com/>

Stayin' Safe – Advanced On-Road Rider Training:
<http://stayinsafe.com/>

Total Control Advanced Riding Clinic – Lee Parks School:
<http://totalcontroltraining.net/>

Wheels-in-Motion – list of training sites by state:
<http://wheels-in-motion.com/USA.html>

Yamaha Champions Riding School:
<http://www.millermotorsportspark.com/riding-school/yamaha-champions-riding-school>

Cornerspeed:
<http://www.cornerspeed.net/>

Cornerspin:
<http://www.cornerspeed.net/>

American Supercamp:
<http://www.americansupercamp.com/>

Forums, Blogs, etc.

Beginnerbikers.org:
<http://www.beginnerbikers.org/>

Faster Safer:
<http://fastersafer.com/>

Motorcycle Training Forum:
<http://motorcycle-training-forum.com>





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Some of the principal contributors to this effort include the following:

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