

INTRO

- Mirror checks and head checks— always before setting off, changing lanes, U Turns and parking.
- Mirror checks when stationary at traffic lights, before and after making a turn, exiting a roundabout. Basically, at any time you are changing direction and every 20 to 30 seconds whilst riding, especially prior to buffering - you may be buffering to an area of your lane that is not safe.
- If you can't see at least 5 seconds in front of you e.g. blind corner.....THROTTLE DOWN AND SLOW DOWN.
- Maintain a 5 seconds crash avoidance space.
- Scan for cars that may move into your lane or may not have seen you.

DRILL 1: Setting off

- Check for danger mirror, mirror, head check, head check.
- Release the clutch, engage the throttle in millimetres, release the rear brake.
- Head up, eyes to the horizon.
- Enough throttle will give speed to keep the motorbike up right.

DRILL 2: Stopping at a line

- Allow enough space in front to gear down. (if required)
- Bring in the clutch and set up and squeeze the front brake.
- Continuously press the rear brake.
- Left foot gently on the ground with right foot on the right peg.

DRILL 3: Flat Road Starts stopping with front brake

- Allow enough space in front to gear down.
- Bring in the clutch and set up and squeeze the front brake. • Left foot gently on the ground with right foot on the right peg.

DRILL 4: Flat Road Starts stopping with rear brake

- Allow enough space in front to gear down.
- Bring in the clutch.
- Continuously press the rear brake.
- Left foot gently on the ground with right foot on the right peg.

DRILL 5: Flat Road Starts stopping with front and rear brake simultaneously

- Allow enough space in front to gear down.
- Bring in the clutch and set up and squeeze the front brake.
- Continuously press the rear brake.
- Left foot gently on the ground with right foot on the right peg.

DRILL 6: Foot brake in a straight line

- Ride in first gear
- Engage the rear brake on for 4 seconds and off for 4 seconds.
- Feel the stability of the motorbike when the rear brake is applied
- Vary the throttle accordingly - Apply the rear brake you will need slightly more power from the throttle. Disengaging the rear brake, you may need slightly less throttle.
- Throttles may differ from one bike to another. Know your throttle, throttle is gradual in millimetres.

DRILL 7: Foot brake in a corner

- Throttle down, slow down or gear down prior to the corner.
- Prior to the corner with throttle control, indicate, check mirrors, lightly engage the rear brake.
- Riding out of the corner release the rear brake once the bike is upright as you are riding out of the corner increase the throttle in millimetres.
- Indicate off and recheck your mirrors.
- With throttle control you will tend to use less rear brake assistance.

DRILL 8: Slow speed riding -Fast Idle Friction Point & Rear Brake (FIFPRB) straight line

- Riding in 1st gear
- Engage the rear brake, you may need a millimetre more.. test it!
- Set the clutch to the friction point
- Fast idle - throttle up
- Once clutch and throttle are in the right position, to vary speed: rear brake in millimetres or you may need to reset the clutch to regain the FIFPRB.

DRILL 9: Slow speed riding Fast Idle Friction Point & Rear Brake (FIFPRB) roundabout small

- Riding in 1st gear, prepare your speed prior with throttle control or set and squeeze just to the thick part of the front brake, indicate
- Engage the rear brake as you are
- Setting up the clutch to the friction point
- Fast idle - throttle up
- Turn your chin early in the direction you want to go, scan for vehicles approaching.
- Once clutch and throttle are in the right position, to vary speed: rear brake in millimetres or you may need to reset the clutch to regain the FIFPRB.
- Looking ahead, as you are exiting the roundabout, regulate throttle, release the clutch out and increase throttle, indicate off.

DRILL 10: Knowing your friction point

- **With both feet on the ground** use the clutch by hovering at and around the friction point.
- Remember the friction point is the point between having no power and power.
- Without throttle, simply release the clutch slowly to the friction point.
- The motorbike's engine will pitch lower and the bike, at that exact point when the bike starts to move forward, this is the friction point.

DRILL 11: Using the clutch to manoeuvre the motorbike – parking or walking U Turns

- **With both feet on the ground** use the clutch by hovering at and around the friction point. You are in fact using the clutch as a throttle
- Remember the friction point is the point between having no power and power.
- For a U turn, start turning the handlebars early and continue to turn handlebars through the turn.
- Check the camber/ slope of the road, **be ready with fingers on the front brake to set up and squeeze the brake prior instead of a last minute grab of the front brake.**
- **It is essential that you turn your chin and look in the direction you want to go.**

DRILL 12: Indicator in a stationery position

Once you've got this, it's one less thing that will take your eyes off the road.

- Sitting on your bike with feet placed on the ground, with side stand down, gloves on.
- Manoeuvre your thumb to turn the indicator on, return your thumb to the handlebar, manoeuvre it back and turn off. Each time your hand must be positioned back holding the handlebar, left then right and the same for the horn.
- I want your thumbs to know the exact location of all three buttons. It's all about muscle memory!!
- If you have turned on the ignition, remember to switch your bike off so you don't drain your battery.

DRILL 13 Clutch & Front Brake setup & Squeeze Stationary

- As you are about to stop, bring in the clutch
- Set up and squeeze the front brake.
- To avoid grabbing the front brake, wash off speed prior to stopping

DRILL 14 Muscle Workout

Using the clutch and hand brake will initially make your hands fatigue very quickly. I suggest a squishy ball or even a tennis ball will help work the muscles. Squishy balls are available at Officeworks. Squish for 30 seconds and rest for 15 seconds try for a 5 minute workout on both hands. **If your hands are feeling any pain, please stop.**

DRILL 15 Slow Riding Roundabout large only rear brake

- Prepare your speed with throttle control prior or gear down using slight front brake to smooth out the transition of gears.
- Indicate, scan for vehicles, if safe to proceed
- Engage rear brake when the bike is upright early as you take the roundabout you may want slightly more rear brake, with throttle control to ride the circle with balance.
- Be mindful of not cutting the corner entering the roundabout, start wide and finish centre. The rear brake will control the speed so you can successfully make the roundabout.
- First and foremost incorporate TURNING YOUR CHIN WHERE YOU WANT TO GO. As you know if you are turning your chin early it will make a huge difference to your line, balance and smooth movement.
- Keep the upper body central and quiet, EYES TO THE HORIZON. Looking down will only unbalance you and the bike.
- Scanning eyes and if you have to stop suddenly, check mirrors, bring the bike upright first clutch in and set up and squeeze the front brake to stop.

DRILL 16 Counter-Steer

- Initiate the weave with counter steering not your upper body. Push the right handlebar then push the left, you can assist by slightly pulling up the opposite handlebar.
- Feel the pinch in the waist and feel the bike pressing on your inner thigh.
- Try this drill for a part with the rear brake engaged, it will mimic the feeling when riding a corner.

DRILL 17 Layback Drill

- Wash off speed with the front or rear brake on approach to slow down
- Prior to the soft gutter or layback, bring in the clutch and set up and squeeze the front brake till the front tyre hits the soft gutter.
- At this point release the clutch slowly (dragging the clutch through the friction point) whilst increasing the throttle in millimetres.