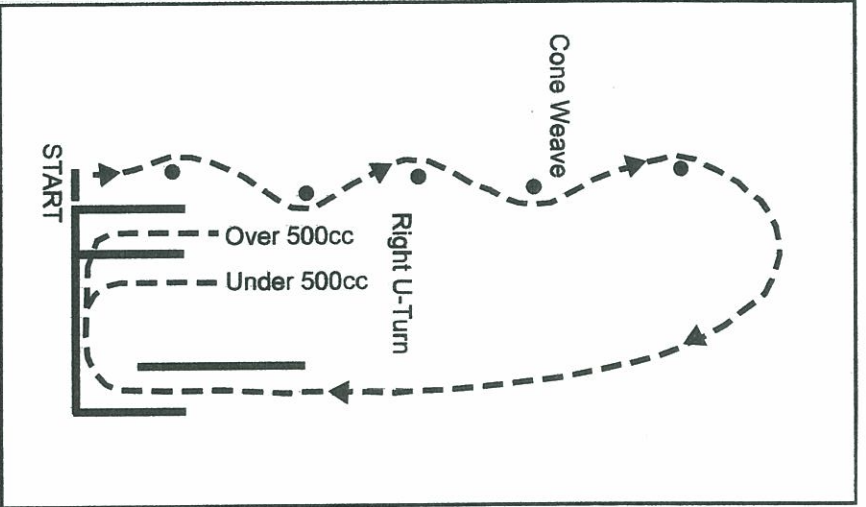
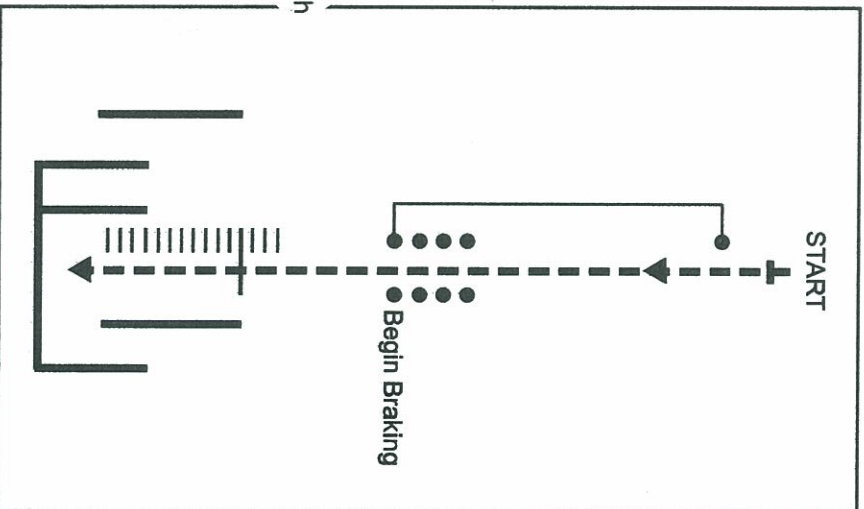


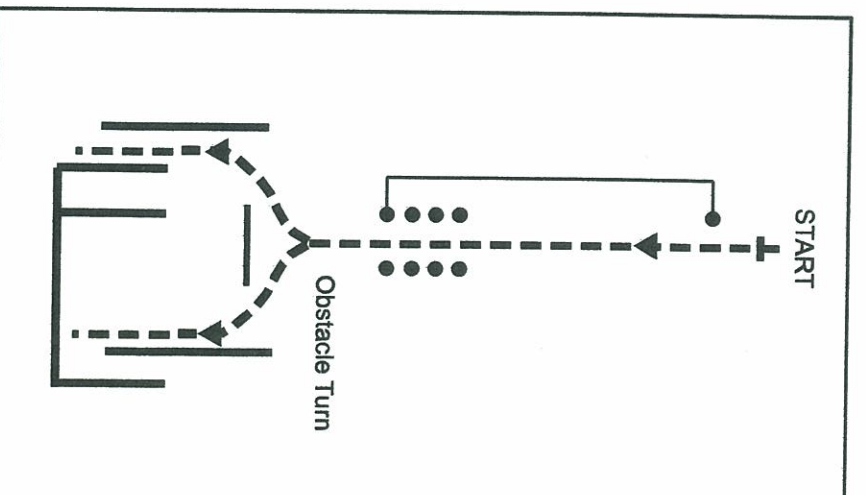
Exercise One tests your ability to control the motorcycle while turning and performing a precise stop. You will be evaluated on your ability to stay within the path of the turn and stop in the painted box without putting your foot down or skidding the motorcycle.



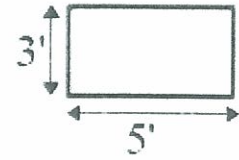
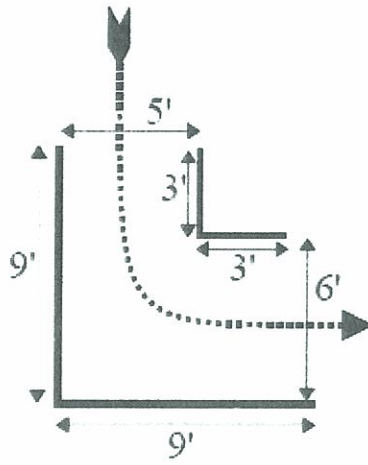
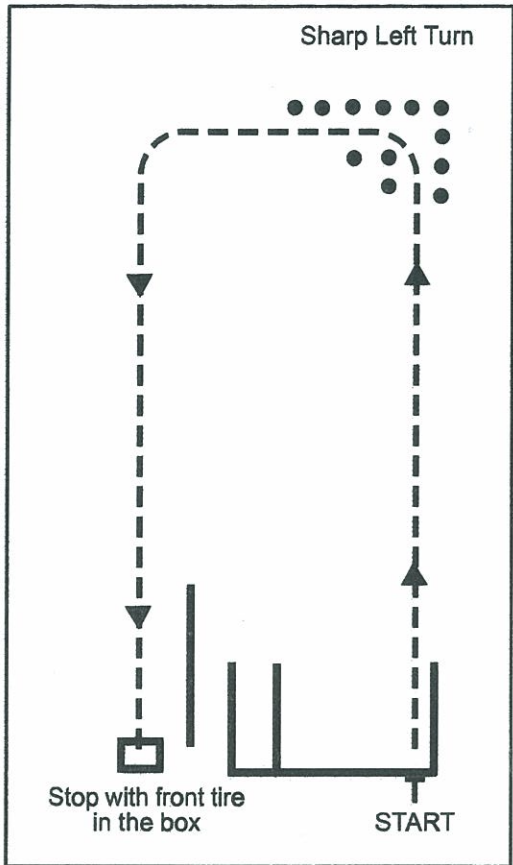
Exercise Two tests your ability to control the motorcycle at low speed while weaving through cones and to make a U-turn in a designated area. You will be evaluated on your ability to stay within the path of travel without touching lines or cones and without putting your foot down.



Exercise Three tests your ability to brake quickly and safely in the shortest possible distance. You will be evaluated on stopping distance in relation to speed of travel.



Exercise Four tests your ability to turn the motorcycle quickly to avoid an obstacle in your path. You will be evaluated on your ability to stay within the path of travel and turn quickly without touching a boundary line.

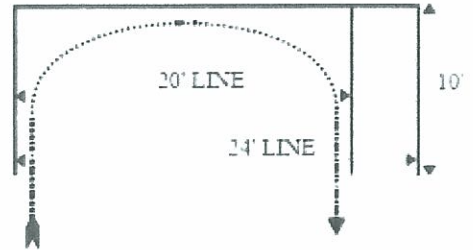
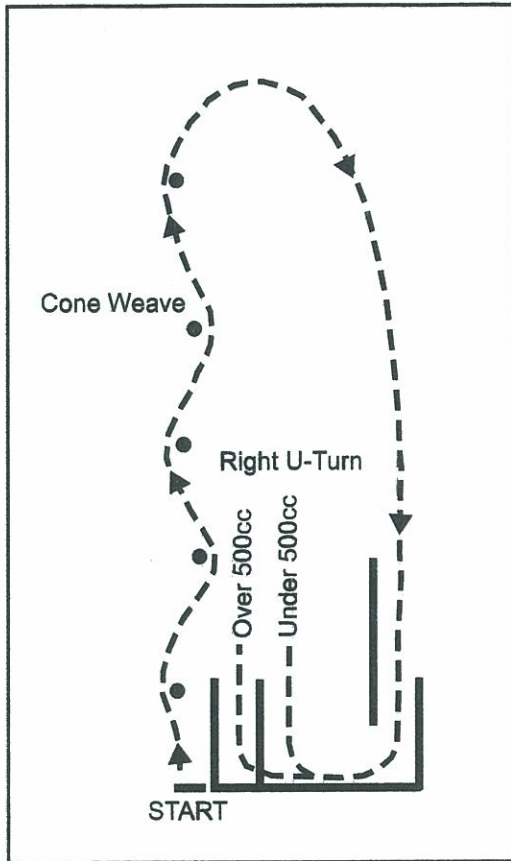


Exercise One tests your ability to control the motorcycle while turning and performing a precise stop. You will be evaluated on your ability to stay within the path of the turn and stop in the painted box without putting your foot down or skidding the motorcycle.

Run #1: Left Turn and Normal Stop

Begin this test approximately 30 feet away from the left hand turn diagramed below. You must complete the turn inside the boundary lines and without putting a foot down. Once you exit the turn, you will make a sweeping 180 degree turn to a 5'x3" box painted on the ground. You need to be able to stop with your front tire inside the box and not touching the line and without skidding. You will approach the box on the 5' side.

Skidding during the stop is a 3 point deduction and not stopping in the box is a 5 point deduction.



Cone Weave

Right Hand U-Turn Test

Exercise Two tests your ability to control the motorcycle at low speed while weaving through cones and to make a U-turn in a designated area. You will be evaluated on your ability to stay within the path of travel without touching lines or cones and without putting your foot down.

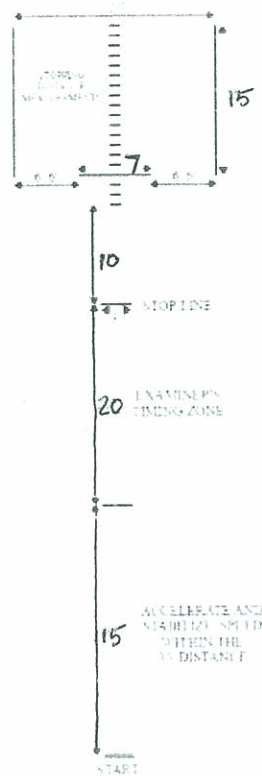
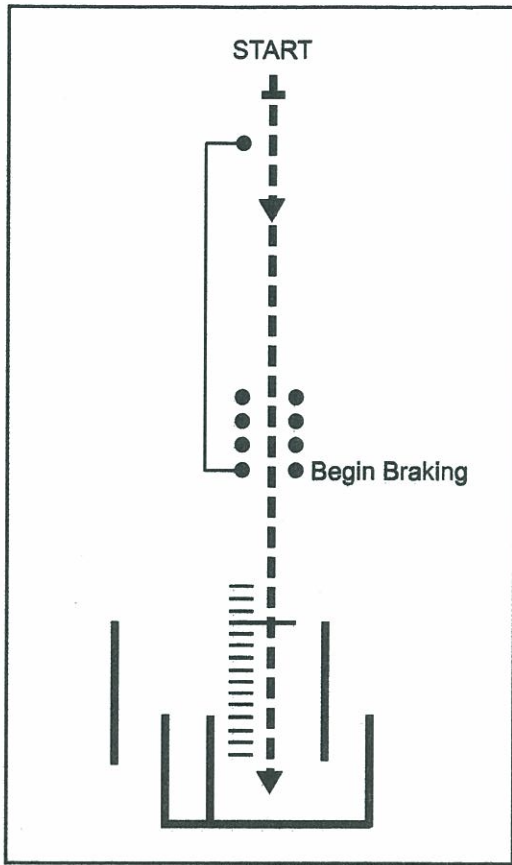
Run #2: Cone Weave and Right Hand U-Turn

The offset cone weave (below) and U-turn are the cause of more test failures than all of the other exercises combined. The run begins with the rider approximately 10 feet away from and in line with the first cone.

The rider must pass the first cone on the left and the second on the right and so on. Three points are deducted for the first cone missed and 5 points if you miss more than one. In addition, 3 points are deducted for putting a foot down once and 5 points for the second and subsequent occurrences.

Once the offset cone segment is completed, the rider must perform a sweeping 180-degree turn and perform a right hand U-Turn in the box shown. 500cc bikes and above use the 24' line while those under 500cc's use the 20' line. Five point deductions are earned for touching the boundary lines and/or putting a foot down.

Due to the point weighting on this run it is possible to earn 10 points on the offset weave and another 10 on the right hand U-Turn, so this is a good place to focus your practice.



Quick Stop Test

Exercise Three tests your ability to brake quickly and safely in the shortest possible distance. You will be evaluated on stopping distance in relation to speed of travel.

Run #3: Quick Stop

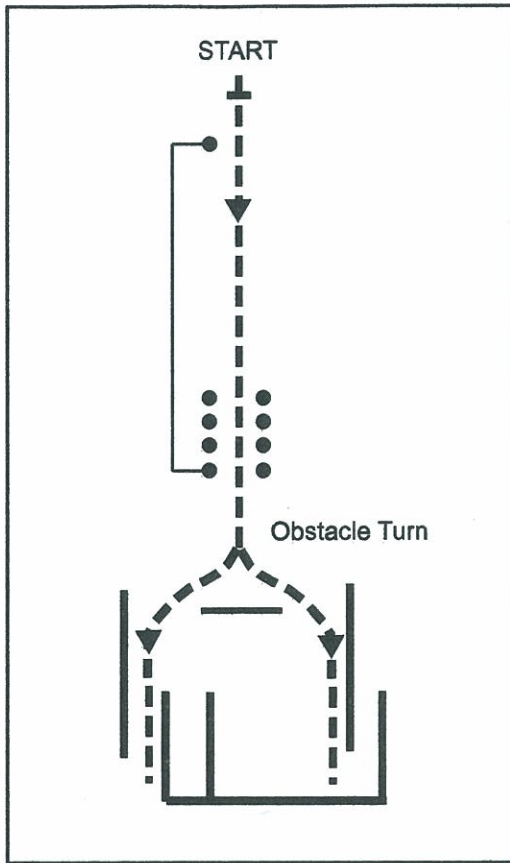
The quick stop (below) is one of two timed maneuvers. The rider begins on a start line and accelerates for 35 feet, stabilizing the motorcycle's speed between 12 and 20 MPH. A 20' long timing box is then entered; the box is usually defined by two sets of cones.

When the front tire reaches the end of the timing box (second set of cones) the brakes are applied and the motorcycle is stopped as quickly and as safely as possible. Unlike the controlled stop you do not earn deductions for skidding, although it isn't encouraged.

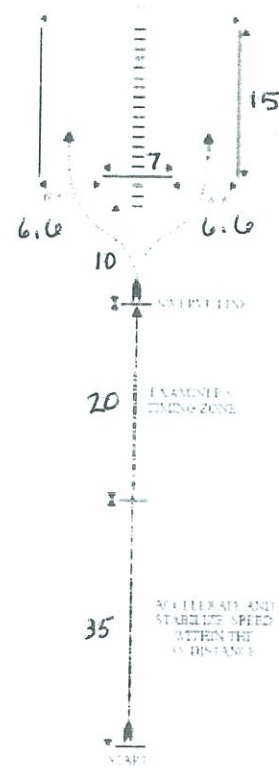
There is a standard distance based on your speed and you earn a 1-point deduction for every foot over that standard. In practice if you use both brakes properly you will be within the standard with room to spare.

There are several portions of this test that cause trouble for many riders. Points will most likely be deducted if the rider uses only the rear brake. An automatic failure will be charged to riders who end up skidding and dropping the motorcycle, so don't get carried away.

The last potential trouble spot is either going too fast or too slow or anticipating the stop. Examiners will be looking for any attempt to brake before the stop line, but if you do you will get one more chance at it in this portion of the test. You also get a second run if you are riding too fast or too slow, so take a glance at your speed. Remember the 12 to 20 MPH speed limit; 14 to 15 MPH is ideal.



Exercise Four tests your ability to turn the motorcycle quickly to avoid an obstacle in your path. You will be evaluated on your ability to stay within the path of travel and turn quickly without touching a boundary line.



Obstacle Swerve

Run #4: Obstacle Swerve

The Obstacle Swerve (below) is the second timed test with the same target speed of 12 to 20 MPH. The rider will begin a swerve either to the left or right as directed at the second set of cones.

Thirteen feet from the swerve line (10 feet plus the 3 one-foot hash marks in image below) is a second line which is 7' wide representing a car and 6'6" to the outside of that is a vertical boundary line. The rider must swerve through the 6'6" opening without touching the 7 foot horizontal line or the vertical boundary line to the outside. It is a 5 point deduction for touching the boundary. If you are too slow you get one more chance.