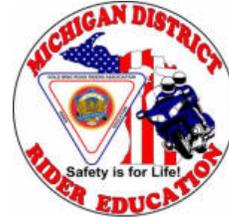




Michigan District

Region D "The Great Lakes Region"

"Friends for Fun, Safety and Knowledge"



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Our Mission:

**To Save Lives
Through Quality,
World Class Education**

Our Motto:

"Safety Is For Life"

RIDER ED DIRECT

May 2009

A Monthly Communication to Michigan's Chapter Educators
From your GWRRA Michigan District Rider Ed Team
Volume 3 Number 4

To: All **Chapter Educators**, and **Chapter Directors** *without* an Educator

This is intended to *support* your Rider Education efforts. If you need a topic idea for your required "Gimme 5" talk at your Gathering or for your chapter newsletter article this month, feel free to use this material in part or in whole. It is **not** mandatory that you use this either for your talk or in your newsletter. If you choose to use it, feel free to change it to suit your audience. If you use this as your article *without change*, however, please credit the MI District Rider Ed Team. *Thanks!*

The attempt to combine the Rider Ed Direct with the Michigan District Newsletter has been abandoned. We will continue with the Rider Ed Direct as it has been done in the past.

(Possible "Gimme 5" for Chapter Educators for **May, 2009**)

MONTHLY TOPIC: What Is the Difference Between an ERC and an ARC?

At last weekend's Michigan Officer's Meeting, there were several questions about what the Chapter Educators could tell their members about the difference between the Advanced Rider Course and the Experienced Rider Course. There were sufficient questions that we felt it would be a good idea to redistribute the following article that was originally published in the Spring edition of the Michigan Wing News.

The Motorcycle Safety Foundation (MSF) ERC is the rider course we have been using in Michigan for several years. It must be taught by certified MSF Instructors on certified MSF ranges. When I took my first two ERCs, the program consisted of classroom instruction followed by range instruction. In 2003, MSF changed the program. The current version of the ERC is conducted entirely on the range and is expected to take about 5 hours to complete. It consists of 9 exercises.

Exercise 1 is called "Control at Low Speed." The participants begin by circling the range, and then begin a cone weave that is 20 feet between cones on one side and 30 feet between cones on the other side. Finally, they are asked to do the cone weave while moving the left hand from grip to thigh.

Exercise 2 is called "Control Skills Practice." The participants perform a pause-n-go, then enter a clutch control lane. Upon leaving the lane, the rider alternates between a 15 foot by 3 foot offset cone weave to the right and a 20 foot by 8 foot offset weave to the left. They then merge back together at the center of the range.

Exercise 3 is called “Stopping Quickly.” This is a straight line stop on each side of the range, followed by a crisscross with pause-n-gos in the center. At the beginning, the stops are triggered by the cone position and, later, the instructor directs the riders to initiate the stop. There is a break after exercise 3 to discuss some safety topics with the instructor.

Exercise 4 is the “Limited Space Maneuvers.” This is the double U-turn in the box, followed by the snake. The box has outside dimensions of 28 feet by 70 feet. There is also a line at 24 feet.

Exercise 5 is “Cornering Judgment,” where there are 3 gates set up across the range and the participant rides down the edge of the range and then slows the motorcycle sufficiently to make a smooth arc to the desired gate. There is a break after exercise 5 to discuss some safety topics with the instructor.

Exercise 6 is called “Cornering Finesse.” Starting along the short edge of the range, the rider makes a 90 degree turn to the left, travels the long edge of the range, and makes a 135 degree left turn back to the center of the opposite side of the range. Half way through the exercise, all the bikes are repositioned to make the turns to the right.

Exercise 7 is “Stopping Quickly In a Curve.” In this exercise, the riders alternate stopping in a right or left turn lane. There is a break after exercise 7 to discuss some safety topics with the instructor.

Exercise 8 is “Hazard Avoidance: Swerving and Stopping Quickly.” This is where the rider must swerve to the right or left then come to a quick stop after the bike is traveling straight again. The riders then go through a 30 foot by 3 foot offset cone weave back to their starting position.

Exercise 9 in the ERC is called “Multiple Curves.” We have called it the “Peanut” or the “Mini-Dragon” on the range. This is a track with multiple curves of various radiuses, to the right and left. Up to three bikes enter this track and proceed around in one direction for 3 to 4 revolutions, then reverse direction for 3 to 4 revolutions. There is a final break after exercise 9 to discuss some safety topics with the instructor.

The ERC has served us well for the past several years, however, we are no longer able to get enough MSF Instructors to volunteer to teach for GWRRA ERC classes. GWRRA has had similar problems in other districts, so they have developed the ARC to address the ability to certify their own Instructors.

The GWRRA ARC utilizes the classroom and range method of teaching. The classroom portion of the ARC should take about 3 hours. There is more detail provided in the classroom portion of this course than can be presented in the breaks in the ERC. The range portion of the ARC should take about 5 hours. It consists of 9 exercises as well.

Exercise 1 is “Normal/Quick Stop In a Straight Line.” This exercise is performed in two parts. The rider proceeds down the long side of the range and begins a normal stop simulating a stop sign or a traffic light. In the second part, the rider executes a quick stop in 30 feet or less.

Exercise 2 is “Apexing In a Curve.” The rider starts into a 60 foot radius curve, either to the right or the left, using the outside-inside-outside path of travel. Half way through the exercise, the riders will switch to the curve in the other direction.

Exercise 3 is “Normal/Quick Stop In a Curve.” Using the same curves as exercise 2, the rider will begin the outside-inside-outside path of travel, then execute a normal stop. After doing this a few times, the rider will perform the quick stop technique in the curve. Half way through the exercise, the riders will switch to the curve in the other direction.

Exercise 4 is the “Slalom – Push or Counter Steering.” One side of the range has a 30 foot by 3 foot offset cone weave set up which allows counter steering to lean the bike.

The other side of the range has a 30 foot by 6 foot offset cone weave which requires slower speed and push steering to turn the motorcycle.

Exercise 5 is “Obstacle Avoidance and Swerving.” In this exercise, the rider begins down the range then serves to the right or left, proceeds about 40 feet, then swerves back to the original path of travel and stops when straight. The rider then returns to the start position, traveling through a clutch control lane on the way back.

Exercise 6 is call “Turning and Cornering – Both Directions.” The exercise is performed on an oval course where 2 or 3 riders at a time accelerate on the 100 foot straightaway then break to make the 30 foot radius half-circle. Riders begin with left hand turns then, halfway through the exercise, they are instructed to switch directions and run to the right.

Exercise 7 is the “Slow Speed Tight U-Turns.” The riders are to enter the exercise, travel 40 feet, and perform a u-turn to the left in a lane with a 24 foot outside diameter. They then have 40 feet to cross over to a right hand u-turn with a 24 foot outside diameter.

Exercise 8 is called “Slow Speed Tight Circles.” We call it the bowtie. The riders are to enter the exercise and perform a 24 foot diameter circle to the right, then follow immediately with a 24 foot diameter circle to the left.

Exercise 9 is called “Tight U-Turns, Sharp Corners, Sharp Turns Both Directions.” This exercise ties together the techniques that were learned in the previous exercises. The riders begin by making a u-turn to the left (with a decreasing radius) then make a 135 degree sharp right turn and come to a stop in 14 feet. They then start with an immediate 90 degree right turn and accelerate to the other end of the range where they stop again. They then start with an immediate 90 degree left turn followed by a 135 degree right turn and finish with a u-turn to the right with an increasing radius. Following that, they circle back to the starting position.

Well, there you have it. I think there is a little more information provided and a little more challenge to the ARC. Both the ERC and the ARC are good courses and everyone can benefit from them. Even those who have been riding “forever” can improve on their technique under controlled conditions. And you might be surprised that there is something you forgot as old Father Time crept up on you! I hope we see you on the range, soon.

Planning Reminders:

1. Co-Rider, Team Riding, Road Captain, and other seminars are available for presentation at your chapter. Invite neighboring chapters and share the knowledge opportunity. Seminar request form is available here:

<http://www.gwrra-mi.org/RiderEdForms/REQUEST%20SEMINAR%20FORM.doc>

2. There is still time to set up your off-season First Aid / CPR / AED training. The request form is available here:

http://www.gwrra-mi.org/RiderEdForms/MFA_Request_Form.pdf

Thanks for all you do for Rider Education! And remember: **Safety Is For Life!**

Your comments about this communication and your questions about Rider Education can be directed to:

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