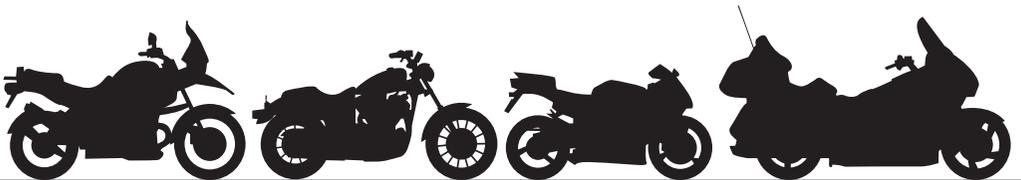




# Motorcyclist Training Course Student Workbook



**The smart rider's way to the critical skills, judgment and attitudes associated with a successful, life-long riding career!**



## **The Objectives and Requirements for the Course**

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**Our goal is to teach and reinforce the knowledge and skills needed for safe beginning riding on the street in order to prevent crashes and injuries.**

You are required to be on time, participate, wear suitable apparel and bring snacks, water and lunch for yourself. You must accept the coaching of your instructors.

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## **Risks of Motorcycling**

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**Riding a motorcycle is risky and risk management begins with smart choices.**

You will have the opportunity to make smart choices that we call "Smart Rider Commitments."

### **Smart Rider Commitment #1:**

\_\_\_\_\_ (initial) **"I acknowledge that part of being a responsible rider is knowing and following the 'rules of the road.' I accept this fact and commit to learning and complying with state laws, rules, regulations and equipment requirements."**

**Part of making smart choices is understanding the risks.**

Motorcycling is \_\_\_\_\_ times more dangerous than driving a car!

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## Smart Rider Commitment #2:

\_\_\_\_\_ (initial) "I acknowledge that riding a motorcycle in a complex traffic and roadway environment is an activity involving risk and danger. I accept this fact and commit to managing those risks."

In the wild, humans are the top of the food chain—on the road motorcyclists are the bottom of the food chain so we need to understand how to manage fear.

Fear is perception-based, not danger-based.

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## Preparing to Ride

**Knowing how to select and use protective riding gear, and how to perform a motorcycle pre-ride check, are critical for safely operating a motorcycle.**

**Helmets** help to protect your brain against injury. **Earplugs** protect your hearing from long-term, permanent damage. **Eye protection** should be impact and penetration resistant. **Gloves** should be motorcycle-specific and form-fitting. **Boots** should be above-the-ankle, abrasion resistant, with a grippy sole. **Jacket, pants and suits** should have impact-absorbing armor and be constructed from abrasion-resistant materials.

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## Smart Rider Commitment #3:

\_\_\_\_\_ (initial) "I acknowledge that when riding a motorcycle, the only thing between me and the elements (hot, cold, rain, hail, bugs, the asphalt, other vehicles, etc.) is the gear I am wearing. I accept this fact and commit to getting and wearing riding gear that is right for me and as well as any passengers I may carry."

**Each and every day that you ride your motorcycle, do a pre-ride check to identify and correct potentially dangerous problems.**

This includes checking fluids, tires, controls, electrical components and final drive.

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### **Smart Rider Commitment #4:**

\_\_\_\_\_ (initial) "I acknowledge that a motorcycle requires more frequent inspection and maintenance than a car. I accept this fact and commit to learning how and when to perform a pre-ride check on my motorcycle."

## **Basic Operation of the Motorcycle**

**Most motorcycles sold in the USA have similarly located and operated controls.**

It is important to familiarize yourself with any motorcycle's particular controls before you ride.

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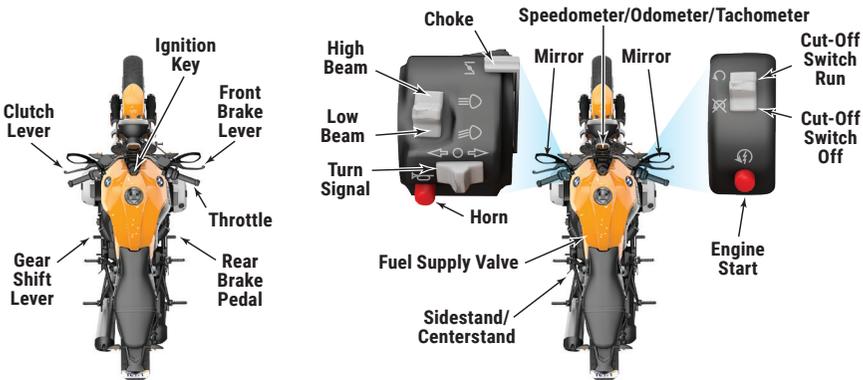
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The standard procedure for starting and stopping the engine.

## Starting

Turn the fuel and ignition to the “on” positions (if equipped).

Transmission is in neutral. With the clutch fully out try to roll the motorcycle. If it rolls freely, you’re in neutral!

Engine cut-off switch in the “run” or “on” position.

Clutch in.

Press start button and use choke as needed (if equipped).

## Stopping

Engine cut-off switch off.

Ignition off.

Fuel valve off at end of day (if equipped).

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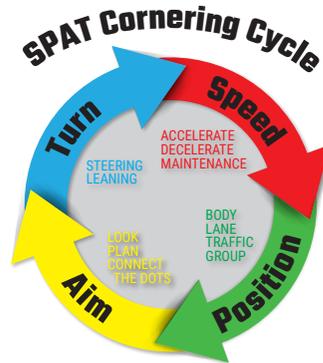
All corners can be negotiated using the SPAT process.

**S is for SPEED:** Adjust to an appropriate entry speed for every corner before you take any other action.

**P is for POSITION:** Your body position on the bike, and the bike’s position in the lane, traffic or within a group is your next priority.

**A is for AIM:** You go where you aim. Look through the corner and plan your line by “connecting the dots” of your turning and exit points.

**T is for TURN:** Depending on your road speed, some combination of steering and leaning will get you where you want to go.













Sometimes it's your friends that need support or a voice of reason. Pre-plan strategies for preventing others from riding impaired.

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**Smart Rider Commitment #9:**

\_\_\_\_\_ (initial) "I acknowledge that an impaired rider in the group puts me at risk. I accept this fact and commit to avoiding riding with others who are impaired."

There are also many normal day-to-day factors that can cause impairments.

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**Smart Rider Commitment #10:**

\_\_\_\_\_ (initial) "I acknowledge that there are a wide variety of factors that can impair my ability to ride safely. I accept this fact and commit to minimizing factors that can negatively affect my riding ability and performance."

**State-Specific Laws**

It's like a whole other country.

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