



KEEP IT ON THE BLACK STUFF

MotorcycleRidersHub.co.uk

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The information contained in this ebook is accurate at the time of publication.

This ebook is intended to be used alongside the corresponding Motorcycle Riders Hub Academy and professional motorcycle training.

Use this document as a guide and learning platform to help enhance skills and knowledge. Use of this ebook is subject to Motorcycle Riders Hub terms and conditions.



ABOUT SIMON HAYES

A full time instructor since 1991, Simon Hayes is a highly experienced motorcycle instructor and well known within the industry. Simon's first six years as an instructor were spent teaching military personnel, where he had a 100% success rate and earned a reputation for high level training.

Since 1996 Simon has operated a respected multisite motorcycle training business covering Birmingham and the Midlands. Over thirty years of dedication to the highest possible standards of motorcycle training has forged a reputation for excellence. Simon has seen many changes and challenges affecting the industry, his own training school has continued to thrive and develop.

Over these decades Simon has covered over a million miles and personally delivered novice to advanced training to many thousands of bikers. Simon is also sought after UK wide as an accomplished instructor trainer and has introduced countless new motorcycle instructors to the sector. In addition, Simon maintains a busy diary of European Tours covering advanced riding on the continent, off road training, track day training, local club and charity rides.

Some years ago, Simon began to improve his students motorcycle training experience through complimentary video based training.

Through pre-course learning students are able to visualise motorcycle skills training and find that their practical training is greatly enhanced.

Over a ten year period, these video training resources were refined, resulting in a first edition being formally published and more widely available.



ABOUT SIMON HAYES CONTINUED...

From starting video training on a DVD, the delivery has been changed and nurtured into Motorcycle Riders Hub, the UK's first 100% video based motorcycle training resource. As the founder of Motorcycle Riders Hub, Simon's vision is to enhance rider training and safety across the UK, empowering both new and experienced riders to continually improve their skills.

Simon believes that the Motorcycle Riders Hub resources should not be used in isolation and must not be viewed as a substitute for professional motorcycle training. To get the best out of the training resource, riders should use the video training and practical training in conjunction to elevate their learning experience. Practical training alone does not give learner riders all the tools they need.

Motorcycle Riders Hub is supported by a number of full time trainers and other professional motorcyclists, as well as an Advisory Panel, they are all committed to road safety and the values of 'Keep it on the black stuff'.

As Motorcycle Riders Hub continues to develop, its aim is to give riders a useful dedicated elearning platform. Simon's ambition is to reach as many new riders as possible countrywide to help and guide them to become better riders, his commitment to motorcycle training continues with an ongoing full schedule of practical courses.

Motorcycle Riders Hub
Keep it on the black stuff



ABOUT MOTORCYCLE RIDERS HUB

Over the decades there has been significant changes made to motorcycle training. The latest development in rider training saw the introduction and implementation of CBT, Module One and Module Two motorcycle tests. The result has been a substantial uplift in learner riders skills and ability.

Our vision is to help learner riders at all levels to improve their knowledge, ability and skills by using an online elearning platform to raise personal riding standards.

Motorcycle Riders Hub is the UK's only 100% online motorcycle video training resource helping learner riders through their Compulsory Basic Training (CBT), Direct Access, Module One and Module Two motorcycle tests.

The online program of dedicated guidance and learning resources will help all riders to develop and enhance their skills, ensuring they are better and safer riders and can keep it on the black stuff.



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Note

The Module One motorcycle test has a left and right hand circuit. During the Module 1 test candidates will only complete the test in one direction.

The training notes only show and reference the left hand circuit. The right hand circuit is exactly the same in the opposite direction

LEARNING TO RIDE A MOTORCYCLE

Biking is a fabulous pastime, people are learning to ride a motorcycle for economic reasons. On the whole, motorcycles are less expensive to purchase, tax and insure than cars. Taking account of the cost of learning, they offer a cheaper route to getting mobile.

Motorbikes can be a faster way to travel, which means riders will not get frustrated with traffic congestion. Given these benefits, there is also a good case for motorcycles as a greener mode of transport, especially in towns and cities with electric motorcycles.

Riders must recognise and take responsibility for their own vulnerability on the roads. This requires an investment in good protective clothing, plus a commitment to take part in compulsory and ongoing motorcycle training.

Compulsory Basic Training (CBT) is a starting point. It sets the minimum standard for new riders, allowing them to ride unaccompanied on the road, it is the lowest level of rider skill and rider safety.

Taking further training to pass the Module 1 and 2 tests are just a start on the riding ladder. Seeking professional training and guidance will be an advantage to pave the way for the Module 1 test. It is essential to know what the criteria is prior to turning up at the test centre for the Module One test.

Module One tests take place around the UK at a purpose built Motorcycle Manoeuvring Areas (MMA). The Module One test assesses that a rider is safe and has sufficient control of a motorcycle.

The Module One test includes a variety of slow-control manoeuvres, manual handling and high speed exercises.

Although there are some subtle variations, each MMA is identical. One difference can be the position of the entry gates, which can vary from site to site. Each site is identical in size, high friction tarmac surface, cone position and the overall dimensions.



ABOUT MODULE ONE

Module One tests take place throughout the UK at a network of purpose built Motorcycle Manoeuvring Areas (MMA). The Module One test assesses that a rider is safe and has sufficient control of the motorcycle to proceed to the Module Two test.

The Module One test includes a variety of slow control manoeuvres, manual handling and high-speed exercises.

Whilst there are some subtle variations, each Motorcycle Manoeuvring Area (Module One test area) is identical. One difference can be the position of the entry gates, which can vary from site to site.

Each site is identical in size, road surface (high friction tarmac), cone position and the overall dimensions of each exercise.

In order to book a Module One test you must have a valid driving licence, a Compulsory Basic Training (CBT) and theory test certificates, both must be in date.

Although Module One tests can be booked directly with the DVSA, it is advisable to book Module One training (including the test) through a local motorcycle training school.

Module One training should result in much higher levels of preparation, confidence, skill and safety. Statistics show that there are higher first time pass rates when candidates have taken a professional training approach.

Instructor Tip

“Always choose a training provider that uses the actual test centre for pre test practice.”



MODULE ONE ACADEMY EXPLAINED

The Motorcycle Riders Hub Module One Academy does not substitute professional motorcycle training. It has been structured to enhance the skills and knowledge gained through Module One training when delivered by qualified motorcycle instructors.

For candidates embarking on Module One training for the first time, there is a lot to take in. This is especially true for those with limited riding experience. Motorcycle Riders Hub does not recommend a DIY approach to Module One motorcycle training.

The Module One Academy has been put together by a team of highly experienced, skilled and qualified motorcycle instructors. It has been further enhanced through candidate feedback and endorsed by independent professional motorcyclists.

Content includes:

- ➡ Instructional training videos
- ➡ Complete Module One mock tests
- ➡ Podcasts for each training exercise
- ➡ eBooks showing exercise diagrams
- ➡ Progress check tests
- ➡ Instructor tips

The aim of the Module One Academy is to make the test easier which creates more confident and safer riders. The course enhances a candidate's Module One training experience through pre-learning and the opportunity to experience, visualise and internalise the actual Module One course.

Candidates can watch the Module One videos as many times as they like. Plus listen to podcasts, read the eBooks and complete the progress tests. The outcome is a better prepared, less stressed experience.

Candidates who know what is coming will have a better mind set and will be better prepared as they go through each exercise during the practical test. Having an understanding of how to safely navigate the slow control and speed exercises prepares for success and is a step closer to a full licence.



WHAT TO TAKE

Prior preparation is essential, don't leave getting things ready until the last minute or overlook the required Module One test paperwork. Failure to provide the correct documents will result in a cancelled Module One test and loss of test fee.

Mandatory requirements:

➡ Compulsory Basic Training (CBT)

The CBT certificate must be in date and correctly filled out

➡ UK driving licence

Current full or provisional UK photocard driving licence (photographs are valid for 10 years)
Address should be correct (current address)
For paper licence holders (no photocard) a valid UK passport is required

➡ Theory test certificate

In date and valid motorcycle theory test pass certificate (Valid for two years from date of issue)

➡ Motorcycle

The correct engine size for test being undertaken
Road legal - MOT if required
Taxed and Insured
Full sized L Plates on the front and rear

➡ Don't be late

There are no allowances for being late and missing a test booking will result in a lost test fee



WHAT TO WEAR

Although it is not a mandatory test requirement, it is advised that appropriate protective clothing is worn.

This should include leather motorcycle boots that provide a good level of ankle protection, along with armoured textile or leather motorcycle trousers and jacket.

These should be worn with a motorcycle helmet that meets the correct safety standards, plus quality motorcycle gloves and a high visibility vest.

Minimum acceptable clothing requirements: (if not wearing purpose made motorcycle clothing)

- ➡ Motorcycle helmet: that meets the required safety standards
- ➡ Sturdy footwear: must support and protect ankles
- ➡ Denim trousers: heavy denim (no holes/tears or fashion jeans)
- ➡ Denim jacket: heavy denim (no holes/tears), with several layers worn underneath
- ➡ Motorcycle gloves: good quality and condition

Instructor Tips

“Put everything out the night before, including documents. So that you pick everything up on the way out the house and don’t forget anything.”

“Wearing the right clothing means you’re less likely to need hospital treatment if you are involved in an accident.”



EXAMINERS BRIEFING

With sufficient practice and an adequate number of lessons prior to the Module One test, candidates can be fully prepared and know what to expect.

30 minutes is allocated for each Module One test and only about 15 minutes is required within the Motorcycle Manoeuvring Area, there is no time pressure and no need to rush.

The examiner's briefing will be straightforward and to the point. General instructions include:

- 1) don't hit any cones
- 2) carry out all relevant safety observations

With the aid of a diagram, the examiner will explain the requirements of each Module One exercise. If a manoeuvre is attempted, but clearly misunderstood, the examiner may invite a second attempt.

Where mandatory speed requirements are not met (emergency stop and avoidance exercise) a second attempt will generally be given.

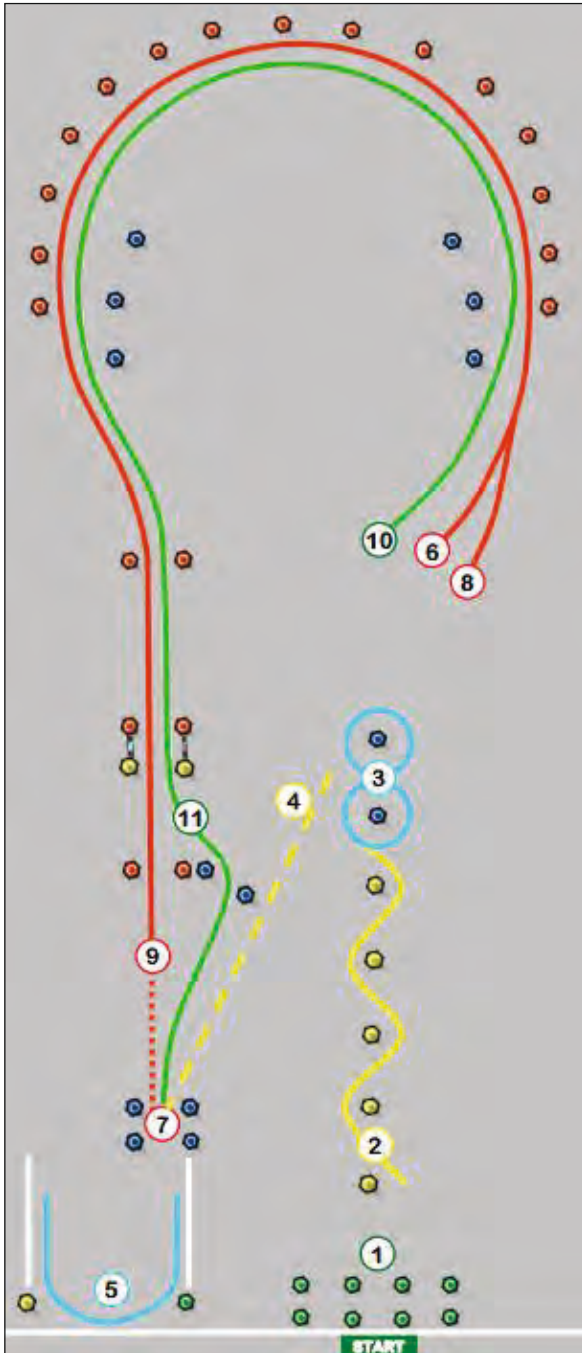
If asked, the examiners will advise the measured speed on the first attempt. This can help candidates to reach the required speed on their second attempt.



MODULE ONE TEST AREA

LEFT CIRCUIT DIAGRAM

USED BY EXAMINER TO EXPLAIN THE TEST



- | | |
|------------------------|--------------------|
| 1. Stands and handling | 7. Controlled stop |
| 2. Slalom | 8. Circuit ride |
| 3. Figure-of-eight | 9. Emergency brake |
| 4. Slow ride | 10. Circuit ride |
| 5. U-turn | 11. Avoidance |
| 6. Cornering | |

Diagram for illustrative purposes only and is not exactly to scale. See later chapters for the specifics of each exercise and speed requirements.



MODULE ONE TEST AREA CONTINUED...

RIGHT CIRCUIT DIAGRAM
USED BY EXAMINER TO EXPLAIN THE TEST



- | | |
|------------------------|--------------------|
| 1. Stands and handling | 7. Controlled stop |
| 2. Slalom | 8. Circuit ride |
| 3. Figure-of-eight | 9. Emergency brake |
| 4. Slow ride | 10. Circuit ride |
| 5. U-turn | 11. Avoidance |
| 6. Cornering | |

Diagram for illustrative purposes only and is not exactly to scale. See later chapters for the specifics of each exercise and speed requirements.



RIDER FAULTS AND FAILS

Candidates are allowed up to five minor rider faults that do not impact on safety. Minor faults can include missed gear changes and stalling. Being too slow for the emergency stop and/or the avoidance exercise could also count as a minor fault.

Missed observations can be minor faults, but if safety dictates can be recorded as major faults, resulting in a fail. Five or less non serious faults would result in a Module One pass.

More than five minor faults will result in a failed attempt. One major fault will also result in a fail and in most cases, too many missed observations will also result in a failure. Major faults are usually rider errors that could present danger to the rider or other road users.

Major faults can include:

- ➡ Too many missed observations
- ➡ Putting a foot down during an exercise to prevent the bike falling over
- ➡ Making contact with cones
- ➡ Failing to complete a manoeuvre
- ➡ Failing to reach a mandatory speed
- ➡ An uncontrolled/dangerous skid
- ➡ Failing to stop in the correct place
- ➡ Taking too long to stop on the emergency stop

In the event of a dangerous fault or unsafe riding, the examiner could stop the test. Candidates are advised to continue and not to assume the worst or keep their own score.

Instructor Tip

“If you make a mistake, try to forget about it. Keep going and don’t convince yourself that you have failed.

There are plenty who think they have failed, only to be awarded a pass certificate.”



ENTERING THE TEST AREA

The Module One test begins as soon as the candidate is handed over to the examiner. This is when the test assessments start.

At all times act as if on a public road, ensuring that road safety observations are constantly being carried out. Listen carefully to the examiner and always ask for clarification if needed.

The candidate will be invited to enter the Motorcycle Manoeuvring Area and to stop just inside the gates. Listen carefully, take your time and do not rush.

To enter the Motorcycle Manoeuvring Area:

- ➡ Sit on the bike
- ➡ Start the bike and select 1st gear
- ➡ Carry out rear observations and if safe, ride into the test centre
- ➡ Stop where indicated and select neutral
- ➡ Await further instructions from the examiner

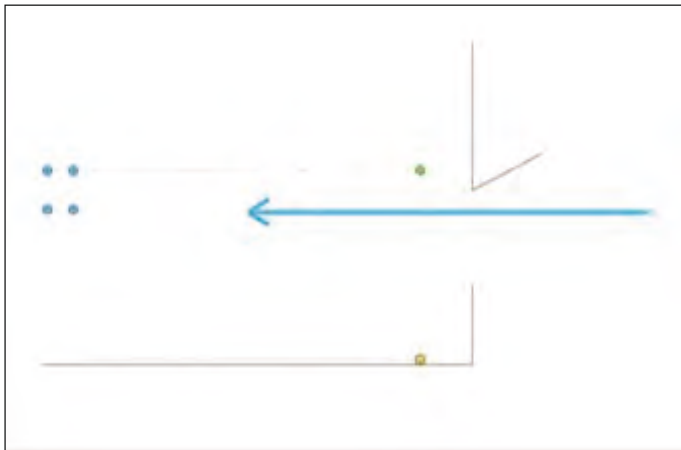
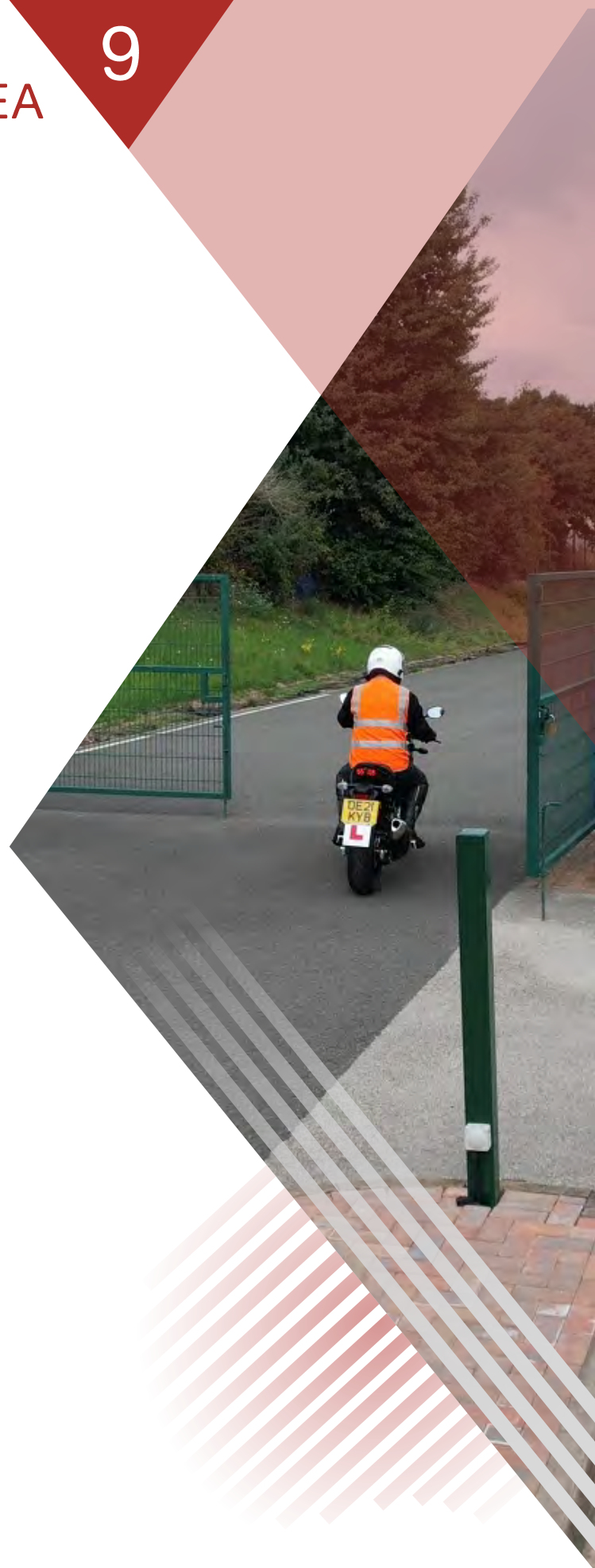


Diagram: Entering Motorcycle Manoeuvring Area



PARKING UP

The gates will be closed and the candidate will be asked to ride and park the bike in a parking bay, facing the fence, in one of the two parking bays (marked by four green cones).

Candidates are advised to think about the exercise first, remain calm and not to rush. The examiner will already be making assessments.

Not rushing to park up can help to settle test nerves, giving time to view the test centre, position of marker cones and general layout.

To park up in the parking bay:

- ➡ Select 1st gear and carry out rear observations
- ➡ Look and ride forward, riding a large arc to help position the motorcycle
- ➡ Ensure the bike is straight in the parking bay
- ➡ Stop and select neutral
- ➡ Turn engine off and put the bike onto the stand
- ➡ Dismount and await further instructions

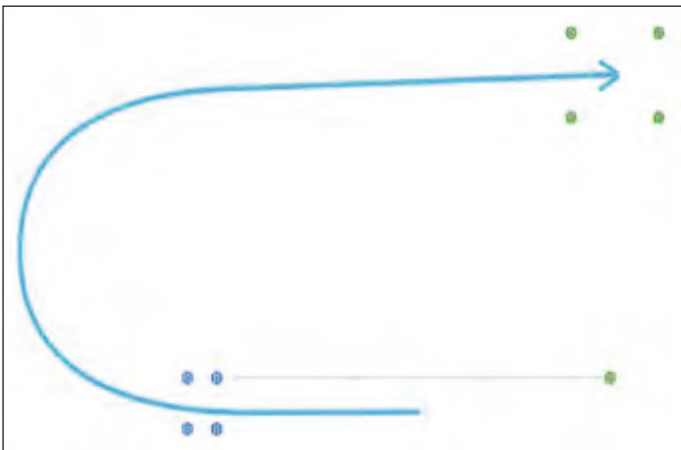


Diagram: Parking up (left circuit)



MANUAL HANDLING AND STANDS

The motorcycle must be wheeled to the opposite parking bay. This can be achieved by pushing the bike back in a semi-circle or by walking the bike straight back, then forward in a semi-circle, then back into the opposite parking bay.

Do not rush. Carry out safety observations and look in the direction of travel. Avoid parking at an awkward angle, ensure the side stand is up before moving the bike. Use the front brake as required and take your time.

Nb. A side stand is easier to use than a centre stand.

To carry out this manual handling exercise:

- ➡ Take the bike off the stand
- ➡ Hand on the back seat and push the bike backwards in a straight line
- ➡ Look in the direction of travel
- ➡ Use front brake as required
- ➡ Ensure the bike is straight in the opposite parking bay
- ➡ Put the bike safely on to the stand and await further instruction.

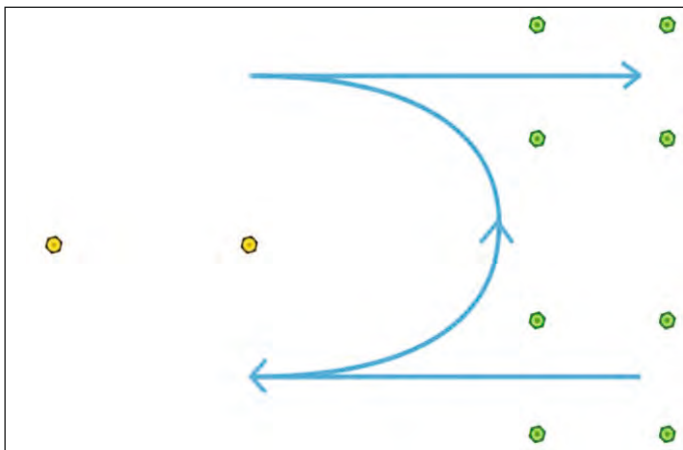


Diagram: Manual handling (left circuit)



SLALOM AND FIGURE OF EIGHT

For this exercise candidates should use the throttle, clutch control and rear brake. Adequate revs to prevent stalling and a steady speed are essential.

Candidates should keep their focus as far ahead as possible, rather than on the closest cone. The slalom is around the five yellow cones. The figure-of-eight then follows around the two blue cones. Prior training with a professional motorcycle instructor is crucial.

Steering wide in the figure-of-eight reduces the risk of putting a foot down. During this whole exercise, candidates should avoid using the front brake.

To carry out the slalom and figure-of-eight:

- ➡ Sit on the bike, remove the stand and start up
- ➡ Select 1st gear and carry out rear observations
- ➡ Ride forward using slow control
- ➡ Look ahead through the course
- ➡ Slalom between yellow cones
- ➡ Two figure-of-eight around blue cones
- ➡ Do not ride tight circles, go as wide as required
- ➡ When instructed, ride out of the exercise
- ➡ Select neutral and await further instructions

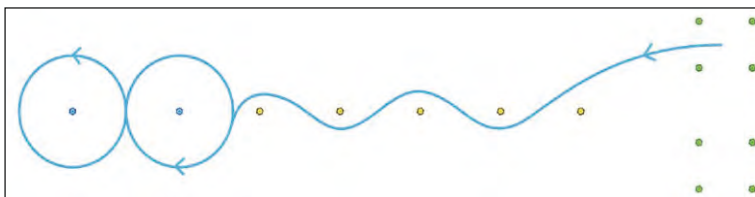


Diagram: slalom and figure of eight (left circuit)



SLOW CONTROL RIDE

This walking pace slow ride assesses a candidate's balance as well as their control of the rear brake, throttle and clutch.

This exercise simulates the skills required to ride safely in slow moving traffic and in other slow control scenarios. It is important to look ahead, whilst keeping the revs up, slip the clutch and lightly use the rear brake to keep the speed at a walking pace. A light grip of the handle bars and gripping the fuel tank with the knees can aid rider balance.

The examiner will watch from behind. The candidate should keep their focus ahead and not use the front brake. Stop the bike at the beginning of the U-turn exercise area near the four blue cones.

To carry out the slow control ride:

- ➡ Select 1st gear and carry out rear observations
- ➡ Ride forward and focus ahead
- ➡ Ride at a walking pace
- ➡ Use throttle, clutch and rear brake
- ➡ Do not use the front brake
- ➡ Approach blue cones straight
- ➡ Stop, select neutral and await further instructions from the examiner

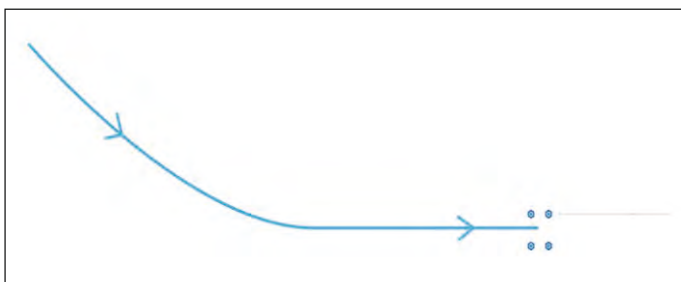


Diagram: Slow control ride (left circuit)



U-TURN

This slow control exercise requires good balance and effective use of the throttle, clutch and rear brake.

Starting from near the four blue cones, the rider must turn the bike around as if on a public road i.e. with due care, without hitting the white lines (simulating the kerb) and without putting a foot down on the floor.

The U-turn must remain within the white lines, with the bike coming to a stop, adjacent to where the exercise started, facing in the opposite direction. The key is to keep the head up, look in the direction of travel and not to look down.

To complete the U-turn:

- ➡ Select 1st gear and carry out rear observations
- ➡ Right shoulder check last (as if on the public road)
- ➡ Look forward and ride parallel to the white line
- ➡ Midway along line, carry out a right hand life saver
- ➡ Ensure the bike is near the white line prior to turning
- ➡ At centre of turn, look to the right and down the line
- ➡ Stop at the end of the white line
- ➡ Select neutral and await further instructions

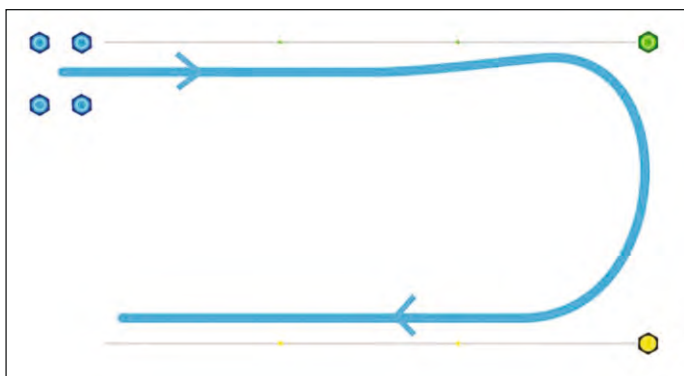


Diagram: U-turn (left circuit)

Instructor Tip

"Make sure the front wheel is near the white line before starting the turn."



RIDING THE CIRCUIT

There are three riding the circuit exercises, they are:

- 1) Controlled stop
- 2) Emergency stop
- 3) Avoidance exercise

Common factors shared by all three exercises:

- ➡ Select 1st gear and carry out rear observations
- ➡ Riding towards curve, select 2nd gear (max 20mph)
- ➡ Avoid braking in the curve (maintain 19mph)
- ➡ Entering the curve, aim for 1 metre from red cones
- ➡ Two cones past the centre cone, turn towards blue cones
- ➡ On exit from curve, aim for 1 metre from blue cones
- ➡ Avoid target fixation on the cones. Look up and ahead for a safe and correct exit from the circuit.

Speed requirements

Controlled stop

Curve: 19mph (30km/h) - advised

Speed camera: >30mph (>48km/h) - advised

Emergency stop

Curve: 19mph (30km/h) no camera - required

Speed camera: 32mph (50km/h) - required

Avoidance

Curve: 19mph (30km/h) no camera - required

Speed camera: 32mph (50km/h) - required

Instructor Tip

“Practice makes perfect, try to find a training school that hires the test centre for practice.”



CONTROLLED STOP

The controlled stop is the first of the speed exercises and has no mandatory speed requirements. Riding towards the curve at no more than 20 mph should prevent the need to brake which will help with positioning, both in the curve and on exiting.

Avoid looking directly at the cones, but keep them in peripheral vision. Look up and ahead through the corner and then down the course in the direction of the four blue cones. Do not use excessive speed and no higher than 2nd gear (depending on the motorcycle being used).

To carry out the controlled stop exercise:

- ➡ Select 1st gear and carry out rear observations
- ➡ Look and ride forward. 2nd gear and 20 mph
- ➡ In curve, position 1 metre from red cones
- ➡ At centre point, look for 2nd cone (as a guide)
- ➡ Turn towards blue cones to straighten up the exit
- ➡ Accelerate towards speed camera
- ➡ At first red cones close throttle
- ➡ At speed camera, start braking using both brakes
- ➡ Approaching blue cones use the rear brake only and select 1st gear
- ➡ Stop with front wheel inside the area designated by the four blue cones
- ➡ Once stopped, go into neutral and await further instruction from the examiner

Instructor Tip

“Stopping with the front wheel outside the box of blue cones will result in test failure.

Imagine you are stopping at the end of a road and there is a white line between the two last cones.”



CONTROLLED STOP CONTINUED...

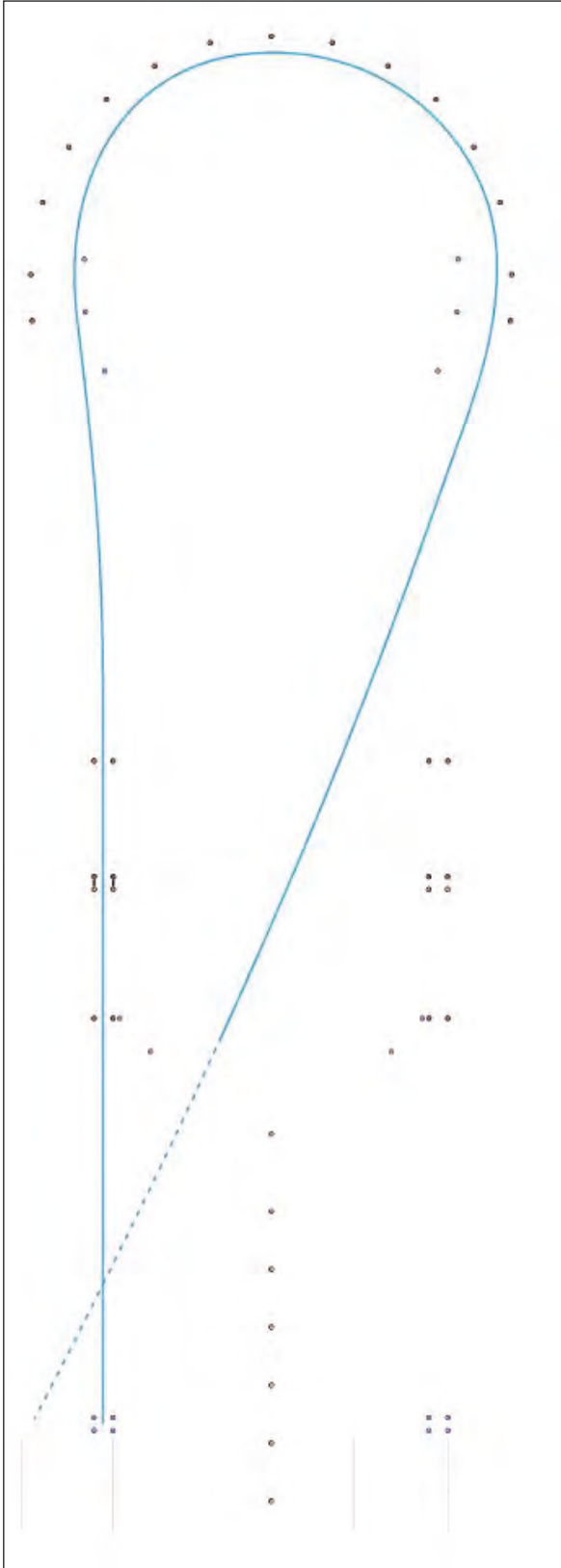


Diagram: Controlled stop (left circuit)



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EMERGENCY STOP

With the emergency stop, the speed requirements are: 19mph (30kmh) in the curve and 32mph (50kmh) at the speed camera.

The candidate should ride towards the curve at 20mph. This reduces the need to brake and makes it easier to line up in the best position during and exiting the circuit. Look up, ahead and use peripheral vision to locate the cones position. Exiting the curve, look down the site and towards the four blue cones.

Be aware of how the weather may affect braking and stopping distances. Ensure that this exercise has been thoroughly practiced. Sometimes a second attempt will be allowed if the candidate fails to reach the required speed.

To carry out the emergency stop:

- ➡ Select 1st gear and carry out rear observations
- ➡ Look and ride forward. 2nd gear with a max speed of 20mph
- ➡ In the curve, position 1 metre from red cones
- ➡ Avoid braking and maintain 19mph in the circuit
- ➡ At the centre point, look for the 2nd cone away (as a guide)
- ➡ Turn towards blue cones to straighten up the exit
- ➡ Accelerate and maintain at least 32mph
- ➡ Examiner will raise their hand to start the emergency stop
- ➡ Power off and carry out an emergency stop
- ➡ Once stopped, select 1st and await instructions
- ➡ Examiner may instruct you to move forward
- ➡ When the bike is in 1st gear, carry out observations and move forward
- ➡ Stop where requested, select neutral and await further instructions from the examiner



EMERGENCY STOP CONTINUED...

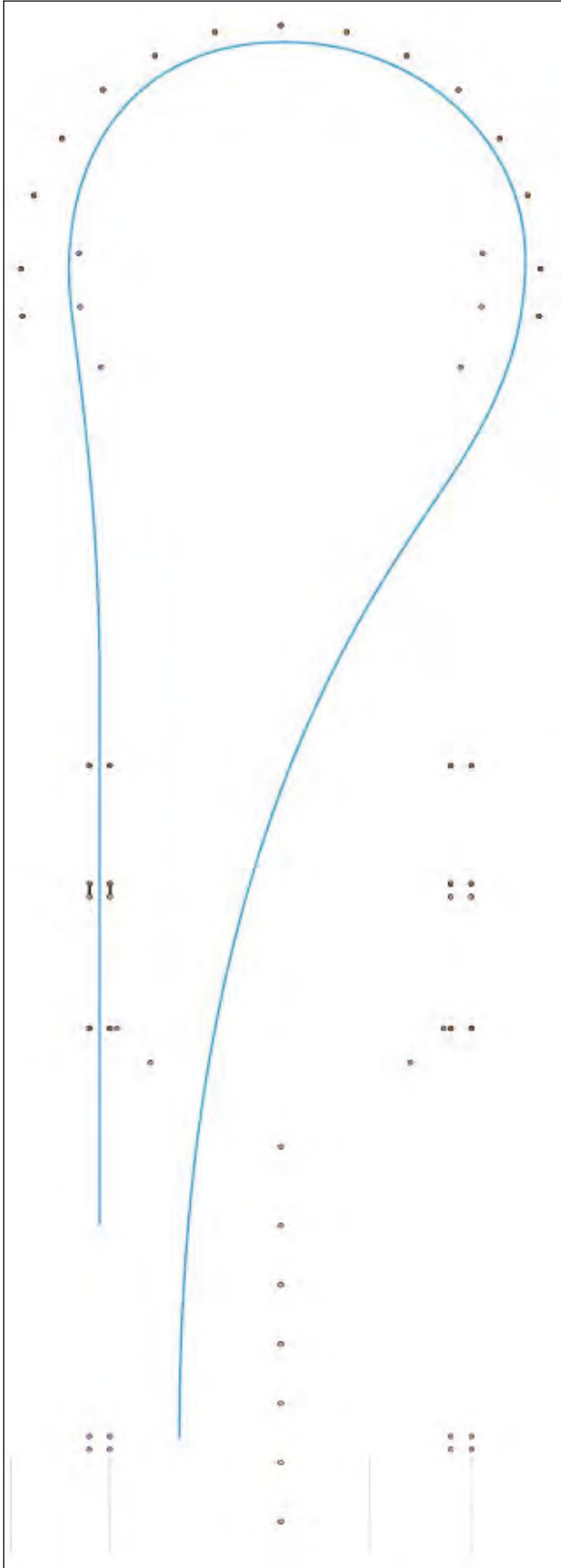


Diagram: Emergency stop (left circuit)



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AVOIDANCE EXERCISE

The final speed exercise is the avoidance. The key to this exercise is practice. It is generally accepted that 2nd gear is best and works well for most bikes. When exiting the circuit accelerate to 35mph, then close the throttle at the first set of red cones. This transfers the weight to the front wheel, which aids counter steering and results in a speed of 32mph at the speed camera.

It is vital to look between and beyond the two blue avoidance cones and not to focus on the first one. After the avoidance, gently steer back, lightly applying the rear brake and when straight and upright, use both brakes. Do not use the front brake while the bike is not upright. A second attempt is generally allowed if the candidate fails to reach the required speed

To carry out the avoidance exercise:

- ➡ Select 1st gear and carry out rear observations
- ➡ Look and ride forward in 2nd gear at 20mph
- ➡ In the circuit, position 1 metre from the red cones
- ➡ Avoid braking and maintain 19mph in the circuit
- ➡ At centre point, look for the 2nd cone away (as guide)
- ➡ Turn towards blue cones to straighten up the exit
- ➡ Accelerate and maintain 35mph
- ➡ At the first set of red cones turn the power off
- ➡ Go through speed camera at 32mph (50kmh)
- ➡ Look between the two blue cones
- ➡ Swerve through the two blue avoidance cones
- ➡ Look and steer towards blue cones at the end of the course
- ➡ Lightly apply rear brake to slow down after swerving through the first blue cones
- ➡ When bike straightens up, apply the front brake
- ➡ Stop between blue cones at the end of the course
- ➡ Select neutral and await further instructions from the examiner



AVOIDANCE EXERCISE CONTINUED...

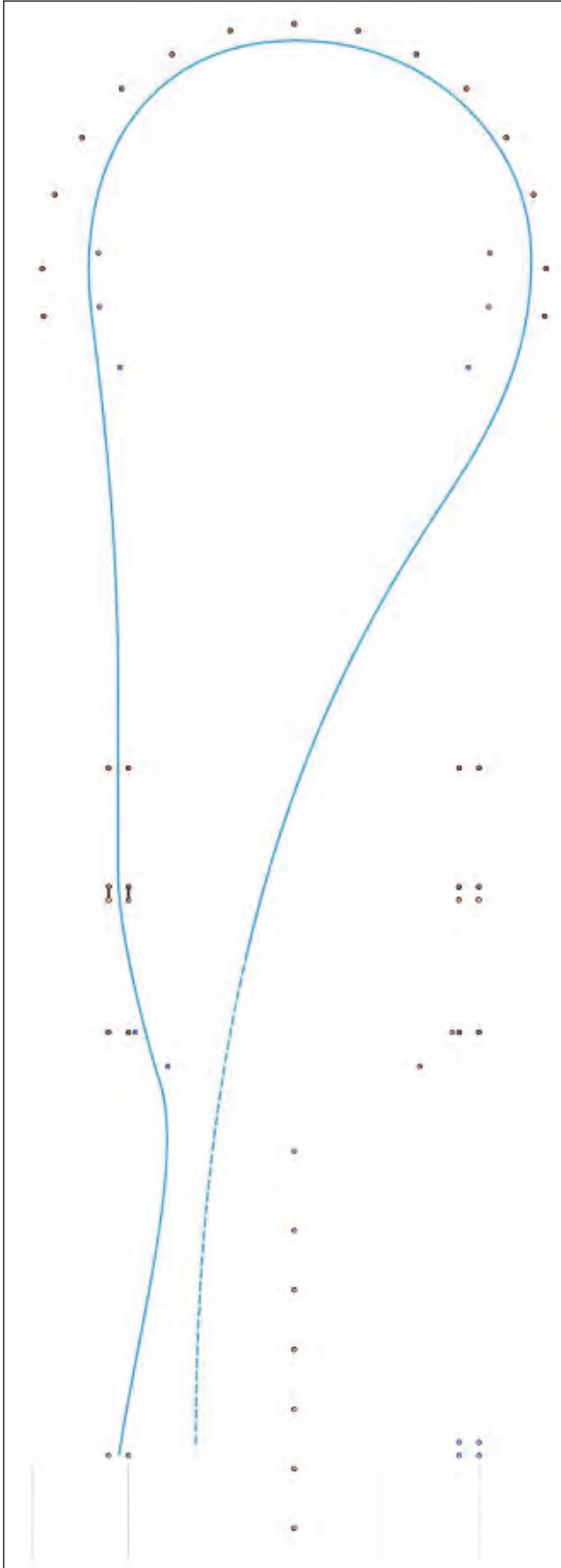


Diagram: Avoidance exercise (left circuit)



LEAVING THE TEST CENTRE

The Module One test ends when the candidate leaves the Motorcycle Manoeuvring Area and parks up (outside the gates). The examiner continues making assessments and there is still room for mistakes.

Candidates must avoid rushing or being complacent. Having parked up and putting the bike onto the stand, the candidate will be invited into the test centre for test result, feedback and paperwork.

To leave the Motorcycle Manoeuvring Area:

- ➡ Select 1st gear and carry out rear observations
- ➡ When the gate is open, ride forward and out of the test centre
- ➡ Park as instructed by the examiner or in a safe place
- ➡ Stop, select neutral and put bike on stand
- ➡ Dismount and await further instructions from the examiner

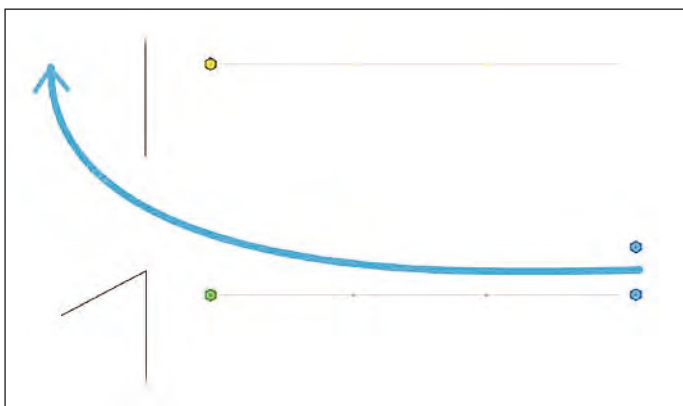


Diagram: Leaving Motorcycle Manoeuvring Area (left circuit)

Instructor Tip

"The test isn't over until the bike is securely on the side stand."



NOW FOR MODULE TWO

Once the Module One test has been passed it is time for the Module Two test. Because it is a two part practical motorcycle test, both tests must be passed within two years of the motorcycle theory test certificate being issued.

During the Module Two test, the examiner will follow on their motorbike during a road based assessment to ensure the candidate has the required road skills.

Test routes cover a variety of road and traffic situations, including an independent ride. The Module Two test generally takes around 40 minutes to complete, even though 57 minutes are allocated.

Candidates should book their Module Two test through a professional motorcycle training school to ensure they get the best support in order to pass. Having sufficient training will give candidates the highest chance of passing the test first time.

Taking a DIY approach for the Module Two test is not recommended. Candidates who are not properly prepared are more likely to fail their test and require further training to ensure they are ready, resulting in it costing more because of lack of training and a longer waiting time to take another test.

Motorcycle Riders Hub advice is to always prepare properly and be mentally ready before taking a Module Two test.



KEEP IT ON THE BLACK STUFF

Riders must accept that to improve their riding skills they must undertake ongoing training, coaching and guidance. Rarely does a rider's perceived ability match their actual ability but many tend to think they are better than they actually are.

The importance of ongoing training is crystal clear to develop personal performance, police riders are at the top of the tree because of training. Be reminded that they once started off as novice riders.

The Module One and Module Two tests are merely stepping stones for the future on two wheels. They are to biking what base camp is to Everest, but to reach a higher position requires time and effort with further enhanced training.

Motorcycle training schools will be able to guide riders on the best advanced training routes. They will advise new riders on the Enhanced Rider Scheme (ERS), which is run by Driver and Vehicle Standards Agency (DVSA) instructors.

Advanced rider qualifications can then be taken through organisations such as The Royal Society for the Prevention of Accidents (RoSPA) and the Institute of Advanced Motorists (IAM).

Riders must always take responsibility for their own riding and always be committed to ongoing training and development. The most common error is when riders think that once they have passed their test, there is nothing more to learn. Experimenting by trial and error is not the best course of action to take, it usually ends in disaster!

If it is accepted that as riders, safety is always in your own hands, you should improve slowly into a more proficient and capable rider. The hope and aim for Motorcycle Riders Hub is that all new riders have the ability to **Keep it on the black stuff**.

