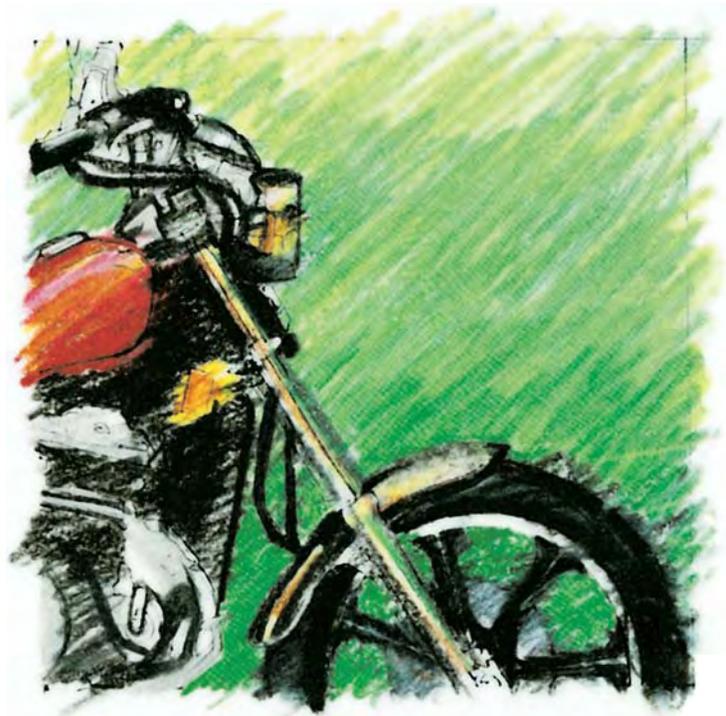


Motorcycles



MOTORCYCLES

The information in this section is for two-wheeled motorcycles only. To get a permit or license for a three-wheeled motorcycle or a motorcycle with a side car, refer to the three-wheeled motorcycle handbook.

How To Get License/Permit

To get your permit you must be at least 15 years old and take a knowledge test at one of SCDMV's driver license examining offices.

Rules that cover driver permits for other vehicles also apply to you, except that you may not operate a motorcycle, motor scooter or light motor driven cycle from midnight to 6 a.m. with a beginner's permit unless you are accompanied by a Class M licensed parent or guardian. If you are 15 or 16 years of age, you must also pass a driver's education course before you apply for your motorcycle license. Courses offered by the Motorcycle Safety Foundation do not meet the driver's education requirement.

Your knowledge test consists of multiple-choice questions with three or four possible answers, only one of which is correct. You will need to study all of the material in this guide (except the section for truck drivers) in order to pass the test.

After you have had your permit at least 180 days, you may take the motorcycle skills test.

Getting to Know Your Motorcycle

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Know Your Vehicle And Its Controls

In order to become a safe operator, you must learn the location and smooth operation of the motorcycle's controls. Most two-wheel motor vehicles have standard controls located at about the same places on all models.

The accelerator is controlled with the right handgrip, the rear brake is operated with one foot, usually the right, and the opposite foot operates the gearshift. The lever on the right handlebar operates the front wheel brake. The clutch control is located on the left handlebar. This location eliminates the necessity for removing the hand from the grip. Make sure your clutch lever is at a right angle from your wrist. Having to reach up or down for a lever is not only unsafe, it is much more tiring to the operator.

How To Accelerate

A beginner who twists on a large handful of throttle and lets the clutch out too abruptly will find his speed very difficult to manage. Most motorcycles have enough power to start the back wheel spinning violently under these conditions. Practice rolling on the throttle gently and smoothly while letting out the clutch the same way. The mark of a veteran rider is his ability to ease off from a stop quietly and smoothly.

Learn To Shift Smoothly

If your motorcycle is equipped with a foot-lever type gearshift, as most motorcycles now are, smooth shifting is not difficult. It is possible to go through the gears quickly and quietly. The experienced rider can shift into a higher or lower gear at will without grating noises coming from the gearbox. Decelerate just before downshifting when approaching a traffic signal or a stop sign, and at other places where you are required to come to a stop.

Brake

Use both brakes every time you slow or stop. Using both brakes for even “normal” stops will permit you to develop the proper habit or skill of using both brakes properly in an emergency. Squeeze the front brake and press down on the rear. Grabbing at the front brake or jamming down on the rear can cause the brakes to lock, resulting in control problems.

Steering The Motorcycle

You must demonstrate proficiency in turning and handling a motorcycle before you can be licensed to operate one.

You must constantly allow for such hazards as loose sand, pebbles, mud, moisture or wet leaves on the pavement, as well as the oil slick in the middle of the travel lane. In winter allow for ice and snow. All of these factors can cause the wheels to slide from under you. Following are some safety tips for the motorcyclist:

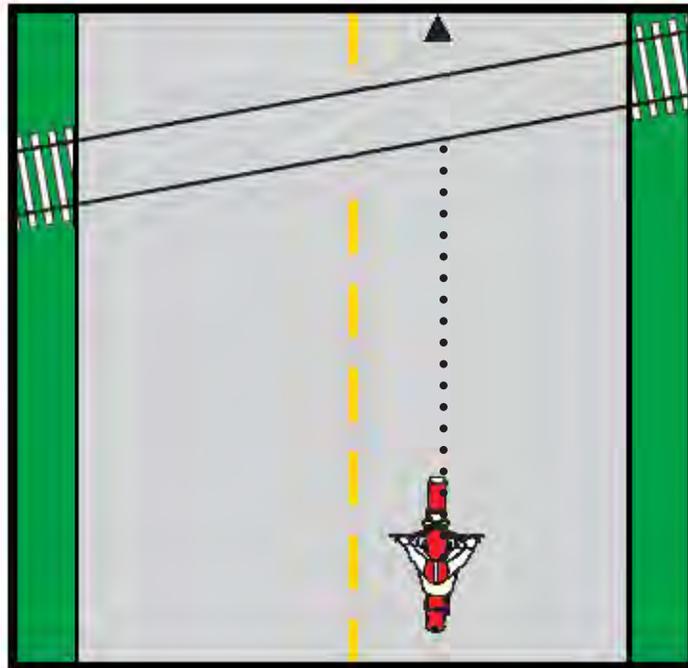
1. Slow to a safe speed before turning.
2. Lean in the direction you wish to go, turning slightly. Handlebars will turn almost by themselves with no apparent effort on your part. Learn through practice the correct amount of lean. (A passenger should lean with the driver.)
3. Avoid dragging your feet on the roadway by keeping them on the footrests except in emergencies. A quick stab with the foot can sometimes correct a skid, but this is a tricky business and should be done with great caution.

Railroad Tracks

You don't have to cross railroad tracks head-on (at a 90 degree angle). Usually, it's safer to take the tracks as they come, riding straight within your lane. A motorcycle can cross tracks at an angle as sharp as 45 degrees without difficulty. Changing your course to take tracks head-on can be more dangerous than crossing at an angle, which may carry you into another lane of traffic. Slow down and check conditions carefully before crossing.

You do need to change direction, however, to cross something that runs in the same direction you are going. For example, you may wish to cross trolley tracks, ruts in the middle of the road, or pavement seams that run parallel to your course.

To cross these tracks safely, move far enough away to be able to cross them at an angle of a least 45 degrees. Then, make a quick, sharp turn across. Do not try to edge across. The tracks or a seam could catch your tires and throw you off balance.

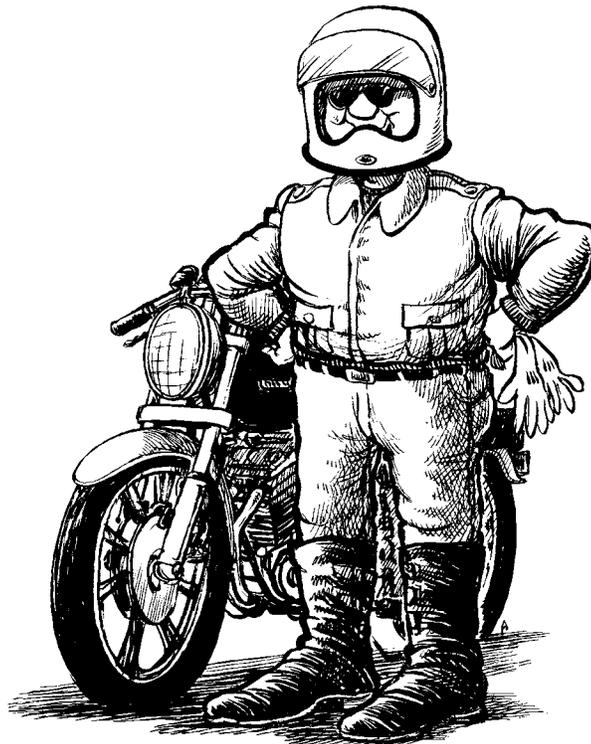


Cross tracks with caution, riding straight within your lane.

Preparing to Ride: Protective Clothing

Protective clothing is necessary for safe riding.

The smart rider wears: Clothing that covers the entire body. Heavier material furnishes the most protection. Brightly-colored materials will make it easier for other motorists to see you. A long-sleeved shirt or jersey, or a leather jacket can be protective in case of a fall. Long pants, especially heavy denim, and full finger gloves are also good protection.



When riding a cycle of any kind, dress for the occasion – for safety and your life.

Proper Footwear

Laced up boots are best, but high-top boots or heavy shoes that support your ankles are fine. Never ride barefooted.

Riding around in light clothing and without proper shoes may look sporty, but if you have to leave the bike in a hurry there's nothing to protect you between your body and the surface on which you are traveling.

Protective Helmet

South Carolina law requires motorcycle operators and passengers under 21 years of age to wear approved motorcycle helmets at all times while they are riding a motorcycle.

Statistics prove that most motorcycle fatalities are the result of head injuries received in accidents. Properly constructed helmets provide a high degree of protection from the fractures, abrasions and other injuries which are so common to the victims of motorcycle accidents.



In South Carolina, drivers and passengers under the age of 21 are required by law to wear a helmet and eye protection while riding.

Eye Protection

State law requires operators under 21 years of age to provide themselves with some acceptable type of eye protection while riding. This may be in the form of face shields attached to helmets or goggles. Dark, off-colored protection should be worn on bright days, but should be avoided at night because the rider needs all available light to see the road ahead, and colored shields or lenses reduce the amount of light reaching the eyes.

Flying insects and dirt which are not diverted by proper eye protection devices may not only cause damage to the eyes but may also lead to temporary loss of control and thereby to accidents.



You Have Chosen A Motorcycle

You have chosen a motorcycle, either for recreation or useful transportation.

If you are just learning, choose a well-qualified instructor, preferably a mature person with several years of experience in operating a motorcycle.

Where you practice is important; it should be removed from traffic congestion and other distractions. Learn to ride on a paved surface rather than an unpaved surface.

Many learners easily master the fundamentals of riding. On the modern lightweight machines, balance is relatively simple. The bike will almost balance itself.

You should always have the proper size of motorcycle for your size and weight, recognize its limitations, and keep the cycle in good repair. Proper inspection and maintenance are important. You will enjoy the use of your motorcycle much more and in greater safety if it operates dependably.

Getting Comfortable On The Motorcycle

You must be comfortable on your motorcycle in order to operate it safely. Enjoyment of your ride is increased by having the various components of the cycle fit you.

Handlebars may be adjusted forward or back and different style handlebars permit higher or lower grip. As a general rule, short, low bars are recommended for average driving. In some cases, motorcycle saddles can be positioned differently for greater comfort and convenience in riding.

Position the gear lever where you can operate it easily with your toe. Make sure the clutch and brake levers are located on the bars in positions that are comfortable for you.

Make certain the transmission is in neutral before starting the engine. Most motorcycles have a neutral indicator on the speedometer which lights when the ignition switch is on and the cycle is in neutral. Make sure the fuel petcock is turned to the “on” position. The petcock is usually on the bottom of the gasoline tank.

Depress the kick starter as you turn on the throttle about halfway. Don't be afraid to kick, using your full body weight. Practice operating the controls while the cycle is on the stand. Do this until you become familiar with the controls, or until you automatically know where each control is. This is essential to you in preventing or avoiding accidents.

If you are trying out a strange motorcycle, don't attempt to ride it until someone has gone over the controls with you. They are generally similar on most models, but you need to know for certain. Check the brakes shortly after placing the motorcycle in motion.

Defensive Attitudes Aid Survival

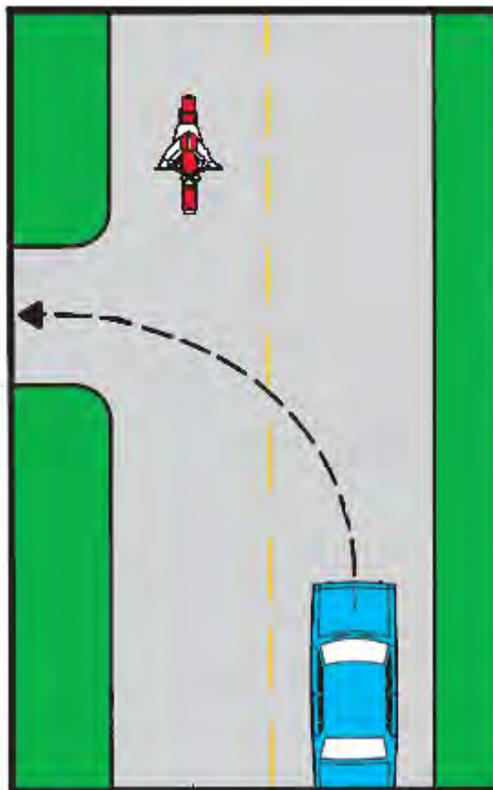
In motorcycling, as in automobile driving, you must drive defensively to keep from having an accident.

The cyclist's attitude toward driving plays a large role in his safety record. That is, developing a defensive attitude toward other traffic makes you a more alert and prepared rider.

You must never assume the other driver will give you the right-of-way. If you have any doubt about who has the right-of-way, you should always yield. Remember, a motorcycle is no match for an automobile or truck if there is a collision. Always assume that other motorists will do the unexpected.



Do not assume other vehicles are watching for you. Be prepared to yield right-of-way when approaching vehicles, particularly at intersections and signals.



Motorcycle Safety

This manual cannot teach you how to control direction, speed, or balance. That's something you can learn only through practice. However, here are a few pointers to help you keep control and avoid accidents.

When you travel on major streets with stop signs for crossing traffic, don't assume that vehicles on those streets will stop. For your own protection, slow down and prepare to stop in case other vehicles don't.

When you are angry or upset, you are a good candidate for an accident, which the motorcyclist can never win. Never ride when you are tired or sleepy.

Seeing And Being Seen

While it's most important to keep track of what's happening ahead, you can't afford to ignore what's happening behind.

Traffic conditions can change quickly. By checking your mirrors every few seconds, you can keep track of the situation.

Knowing what's going on behind you can help you make a safe decision about how to handle trouble ahead. For instance, if you know someone is following you too closely, you may decide to avoid a problem ahead by turning away from it, rather than by trying to stop quickly and risk being hit by the tailgater.

Frequent mirror checks should be part of your normal scanning routine. Make a special point of using your mirrors in these situations:

- When you are stopped at an intersection. Watch cars coming up from behind. If the driver isn't paying attention, he could be right on top of you before he sees you.
- Anytime you plan to change lanes. Make sure no one is about to pass you.
- Anytime you slow down, it is especially important to check the driver behind you. He may not expect you to slow down, or he may be unsure about exactly where you will slow down. For example, he might see you signal a turn and think you plan to slow for a turn at a distant intersection, rather than at a nearer driveway.

Many motorcycles have rounded "convex" mirrors. These give you a wider view of the road behind you than do flat mirrors. However, they also make cars seem farther away than they really are. If you are not used to convex mirrors, get familiar with them before you ride.

Here's how: While you are stopped, pick out a parked car in your mirror. Try to form a mental image of how far away it is. Then, turn around and look at it. See how close you came. Practice with your mirrors until you become a good judge of distance. Even then, allow extra distance before you change lanes.

Head Checks

Mirrors do a pretty good job of letting you see what is behind you. But motorcycles have "blind spots" just like cars. Before you change lanes or enter a lane of traffic, make sure to make a head check: turn your head, and look at traffic to the side. This is the only way you can be sure of spotting a car just about to pass you.

On a road with several lanes, check the far lane as well as the one next to you. A driver in the distant lane may be headed for the same space you plan to take.

Body Position

To control a motorcycle well, your body must be in the proper position.

- **Seat**-Sit far enough forward so that your arms are slightly bent when you hold the handle grips. Bending your arms lets you turn the handlebars without having to stretch.
- **Hands**-Hold the handle grips firmly. This will help you keep your grip if the motorcycle bounces. Start with your right wrist down. This will help you keep from accidentally using too much throttle- especially if you need to reach for the brake suddenly.
- **Knees**-Keep your knees against the gas tank. This will help you keep your balance as the motorcycle turns.
- **Feet**-Keep your feet firmly on the foot pegs. Firm footing can help you keep your balance. Don't drag your foot along the ground. If your foot catches on something, you could lose control of the motorcycle.

Rearview Mirror

South Carolina law requires every motorcycle to be equipped with at least one rearview mirror. It is almost as important for a motorcyclist to know what is behind him as it is to know what is ahead. Since a look to the rear at the wrong time could easily contribute to an accident, the rearview mirror is the safest method of keeping tabs on what is behind you. A good practice to follow is to use the mirror often, and to verify what you see in the mirror from time to time by turning to look back when it is safe to do so.

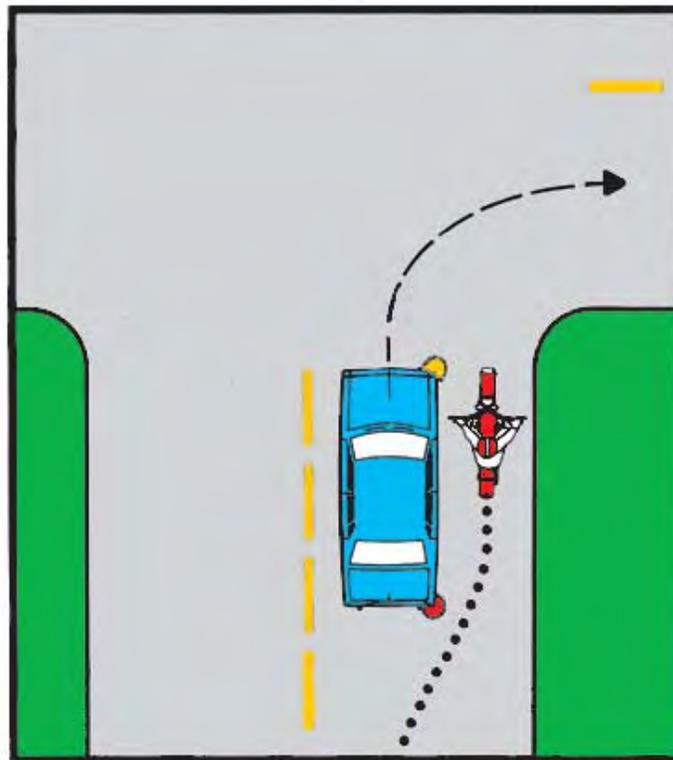


Your Position In Highway Lane

The motorcyclist may choose whether to ride near the right edge of a two-lane highway, in the center of the lane or nearer to the center line. Generally, however, it is best to avoid the direct center of the lane because that's where oil drippings from other vehicles have coated the pavement. In the event of rain or the need for an emergency stop, the motorcycle's tires will have less traction there. Also, avoid painted lines on pavement when they are wet, as they are more slippery than when they are dry.

When following an automobile or truck, the motorcyclist's line of sight is greatly reduced if he is directly behind the vehicle ahead. By riding to the left side of the lane, he will have a better chance to avoid a rear-end collision with the vehicle if it should stop unexpectedly. Also, the leading driver will be able to see the motorcyclist in his outside rearview mirror if the motorcycle is riding to the left side of the lane.

If the vehicle immediately in front of a motorcycle rider stops suddenly, the motorcyclist should apply his brakes and steer to the right or left side. Try to stay in your lane.



Don't create your own lane. It's dangerous and it's illegal.

Use Of Headlights

State law requires that all persons operating motorcycles or motor-driven cycles on public streets and highways have the headlight of the motorcycles turned on at all times when the vehicles are in use. Automobile drivers can see a lighted headlight in an oncoming traffic lane long before they are able to recognize a motorcycle and its rider. The use of headlights also makes motorcyclists more noticeable to drivers traveling in the same direction. They are less likely to pull out into a traffic lane occupied by a motorcycle in order to pass some other vehicle.

How To Avoid Trouble

The biggest dangers facing you as a rider are (1) oncoming cars that turn left in front of you, and (2) cars on side streets that pull out into your lane. Never count on “eye contact” as a sign that a driver has seen you and will yield the right of way. All too often, a driver looks right at a motorcyclist and still fails to see him.

The only eyes you can really count on are your own. The best way to avoid trouble is to see it coming as soon as possible. Experienced riders make a practice of looking far ahead. On city streets, they scan the road from one-half to a full block ahead. On the highway, they look as far ahead as they can see clearly.

Experienced riders don't just “stare off into space.” They keep track of what's happening right ahead of them as well.

By looking far as well as near, they get a complete picture of the situation ahead and leave themselves plenty of time to adjust to problems. Thus, they can spot and handle trouble without having to make a panic stop or a sudden swerve that can cause an accident.

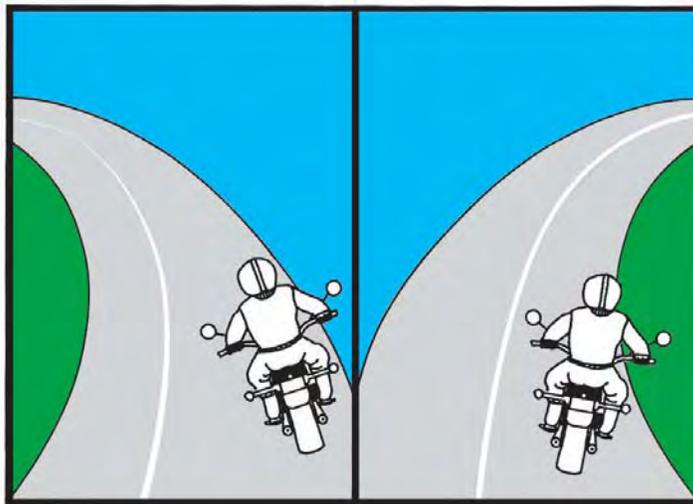
Here's what to look for while scanning the road ahead:

- **Road Conditions**-Keep checking the road surface ahead for slippery spots, bad bumps, broken pavement, loose gravel, wet leaves or objects in your path.
- **Traffic Conditions**-When there is a car directly in front of you, look over or through the car for traffic stopping or turning further down the road. Check the roadside for cars that may pull away from the curb or cut into your lane from side streets or driveways.
- **Escape Routes**-Look for open space where you can leave the road in a hurry if you have to. Scanning the road and roadside for escape spots is most important when you are riding in heavy traffic.



Get in a Position To See

As a motorcycle rider, you can put yourself in a position to see things that a car driver cannot see.



Moving to the right portion of your lane before a left-hand curve, and staying on that side until you come out of the curve, allows you to spot oncoming traffic. On right-hand curves, a left center position is best. This allows you to see, and be seen, better.

- **On Curves**-You can move from one portion of a lane to another to get a better view through a curve. Moving to the right portion of your lane before a lefthand curve and staying on that side until you come out of the curve lets you spot traffic coming toward you as soon as possible. On righthand curves, a left center position is best. It lets you see oncoming cars early without putting you so far left that you run the danger of being hit by a car that tries to “cut” the curve by drifting into your lane.
- **At Blind Intersections**-An intersection is anywhere a driveway, alley, or road meets another road. Blind intersections can make it hard to see danger coming from the side. If you have a stop sign, stop there first. Then edge forward and stop again, just short of where the cross-traffic lane meets your lane. From that position, you can lean your body forward and look around buildings, parked cars, or bushes to see if anything is coming. Just make sure your front wheel stays out of the cross lane of travel while you’re looking.



- **At The Roadside**-Angle your motorcycle so that you can see in both directions without straining and without having any part of the cycle in the lane of travel. Angling your motorcycle so that you can get a clear view in both directions is particularly important if you plan to turn across a lane of traffic.

When Vehicles Turn Left

One of the major causes of accidents involving motorcycles is when automobiles or other vehicles turning left into a driveway, parking lot, or side street disregard an oncoming motorcycle.

You, as a motorcyclist, must be alert to avoid this situation. Watch every vehicle approaching you and look for signs the driver is turning without having seen you. Ease off the throttle and be ready to stop quickly or turn defensively if necessary. Also, watch carefully if you are attempting to pass a vehicle that may turn left and push you into opposing traffic. Watch for roadsides, driveways or other places that might require you to be especially careful.

Trouble At Stop Signs

Never take for granted that a vehicle will stop for a stop sign just because it's there. Many don't and hundreds of accidents occur every year as a result.

Don't get caught in the middle. You should always keep a safe distance between yourself and the vehicles in front of and behind you.

Try to regulate the distance between yourself and the vehicle behind you. If the vehicle following you insists on tailgating, your best bet is to pull over when it is safe to do so and let the vehicle pass.

Your vision is greatly reduced when you are following other vehicles too closely. By riding too closely to them, you may fail to see an object or condition in the road ahead, and may strike a hole or debris in the roadway as a result. You should never be closer than the distance it will take to stop if the vehicle you are following stops suddenly.

Group Riding

The proper formation for group motorcycle riding is a staggered pattern. This way, cyclists can be more easily seen by motorists approaching from the opposite direction.

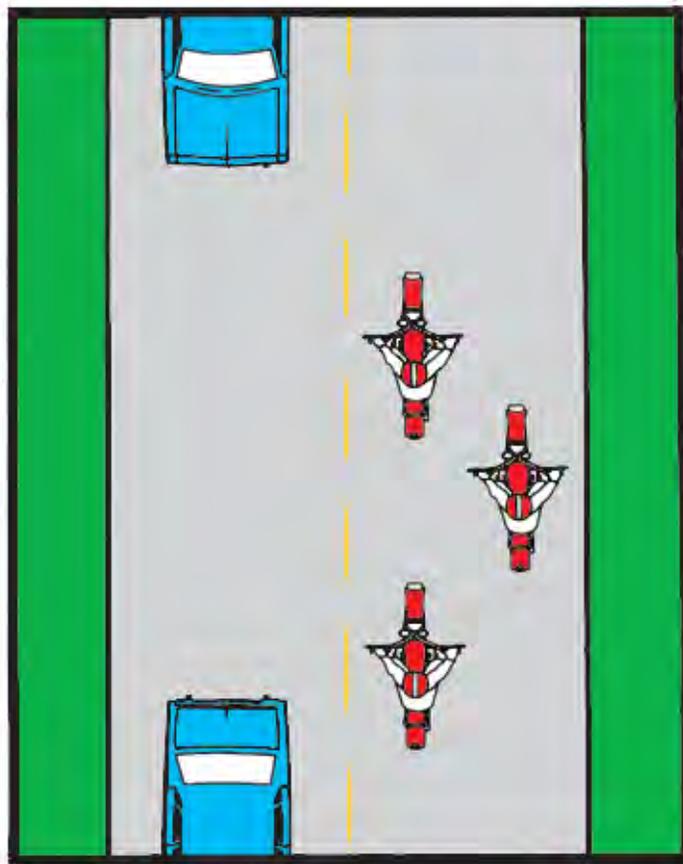
If you are riding in a group at night, a staggered pattern lessens the chances that you will be mistaken for an automobile by approaching motorists.

Side-by-side riding should be avoided, because it reduces the space for maneuvering available to each operator. When traveling in a group in the staggered formation, each cyclist should be careful to maintain the proper following distance at all times.



Staggered Formation-Riding in a “staggered” formation is the best way to keep ranks close and yet maintain an adequate space cushion. In a staggered formation, the leader rides to the left side of the lane, while the second rider stays a little behind and rides to the right side of the lane. A third rider would take the left position. The fourth rider would be a normal position behind the second rider. (See visual aid.) This formation keeps the group close and keeps each rider safe distance from others ahead, behind and to the sides.

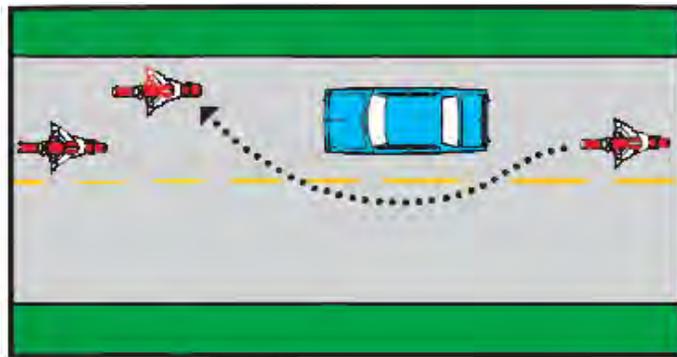
A staggered formation can be used safely on an open highway. However, it is best to move into a single-file formation when taking curves, making turns, or entering or leaving a highway.



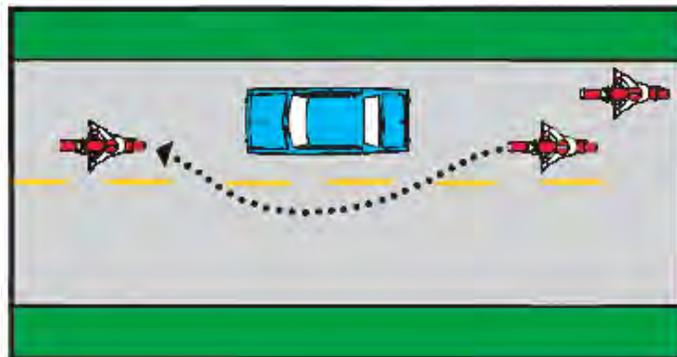
Avoid riding side-by-side. Use the staggered formation when traveling in a group.

Passing In Formation-When riders in a staggered formation want to pass, they should do it one at a time. First, the lead rider should pull out and pass when it is safe. After passing, the leader should return to the left position and keep up to passing speed until he has opened up room for the next rider. As soon as the first rider has passed safely, the second rider should move up to the left position and watch for a safe chance to pass. After passing, this rider should return to the right position and open up room for the next rider.

Some people suggest that the leader should move to the right side after passing a vehicle. This is not a good idea. By taking up a right-side lane position, the leader would encourage the second rider to pass and cut back in before a large enough cushion of space has been opened up in front of the passed vehicle. It's safer if each rider waits until there is enough room ahead of the passed vehicle to allow the rider to move into the same position held before the pass.



A.



B.

Riders in staggered formation should pass one at a time.



Passengers And Cargo

Part of the fun of owning and operating a motorcycle is taking others to ride. But be certain you do it safely.

Carrying passengers or any other load alters the handling characteristics of your motorcycle. An extra burden is placed on the novice rider, and even an experienced rider still has to be more careful in this situation. If you want to carry a passenger on a motorcycle, you must make some special considerations. Be sure you have the necessary experience and know-how to carry a passenger. Your motorcycle should be designed and equipped to carry an extra rider. All packages should be strapped to the carrying rack. You may not carry any package or articles which prevent you from keeping both hands on the handlebars.

Instruct your passenger to lean with you when turning, not against you. A leaning passenger can actually steer a motorcycle. Caution the passenger not to lean except when you do; know how to compensate if your passenger leans the wrong way or at the wrong time. If under 21 years of age, your passenger must wear a helmet and face shield. Loose clothing or equipment such as shoe laces, pant legs, and scarves can become tangled in the chains or spokes, so check your passenger's clothing carefully before riding.

Never allow a passenger to ride sidesaddle. The passenger should always ride behind you and should hold firmly and securely onto your waist, hips, midsection, or the handgrips provided on some cycles. The passenger should avoid unnecessary distraction or dismounting until told to do so.

Do not carry a passenger unless the motorcycle is equipped with a saddle and foot pegs for two persons. Remind the passenger to keep his or her feet on the passenger's foot pegs at all times.

Remember to ride at slower speeds. Give yourself extra time and distance to slow down and stop.

A.

Handling Hazards and Dangerous Surfaces

You must be constantly alert in residential areas for children and other pedestrians who may dart from between parked cars or from behind other obstacles that block your vision.

Animals, particularly dogs that like to chase motorcycles, are a hazard for you. Always be ready to act quickly if a pedestrian or animal appears in your path.

You should also be constantly alert for automobiles and trucks backing from driveways, which pose a special hazard for motorcycle riders.

Raised pavement markers placed on center lines and at other locations may be hazardous for motorcyclists if crossed at an angle or while leaning in a turn.

Handling Dangerous Surfaces

Your chance of falling increases whenever you ride across:

- Slippery surfaces.
- Uneven surfaces or obstacles.
- Railroad tracks.
- Grooves and gratings.

Motorcycles handle better when ridden on surfaces giving good traction. Surfaces that provide poor traction include:

- Wet pavement
- Gravel roads, or places where sand and gravel have collected on paved roads. (A motorcycle is more stable on pavement than it is on gravel.)
- Mud, snow, and ice.
- Lane markings and steel plates and manhole covers, especially when wet.

Handling Slippery Surfaces

There are a number of things you must do to ride safely on slippery surfaces:

- Reduce Speed-Slow down before you get to a slippery surface. Your motorcycle needs more distance to stop. By going slower, you can stop and turn more gradually, lessening your chances of skidding.
- Avoid Sudden Moves-On slippery surfaces, any sudden change in speed or direction can cause a skid. Speed up, shift gears, turn and brake as little and as smoothly as possible.
- Use Both Brakes-Don't be afraid to use the front brake as well as the rear brake when making a quick stop on wet pavement. The front brake is still more effective than the rear brake, even on a slippery surface. Just be careful to apply it gradually and avoid locking up the front wheel. Don't squeeze the brake lever too hard.
- Avoid Slippery Areas-Wet wooden surfaces or wet leaves in the fall can be slippery as a patch of ice. Avoid them when possible. If not, be sure to drive as slowly as possible and stay off the brakes to avoid skidding. Try to find the best surface available, and use it.
- Ride in the tire tracks left by cars.
- Watch for oil spots when you stop or park.
- Stay away from the edge of the road, particularly when making sharp turns at intersections and when getting on or off



interstates at high speeds. Dirt and gravel tend to collect among the sides of the road-especially on curves and ramps leading to and from highways

- Try to stay on the driest, least slippery part of the lane at all times. Rain dries and snow melts faster on some sections of a road than on others.

Uneven Surfaces And Obstacles

Watch for uneven surfaces such as bumps, broken pavement, potholes, or railroad tracks. If you have to ride over them, or obstacles such as a piece of tire tread or tail pipe, here's what you should do:

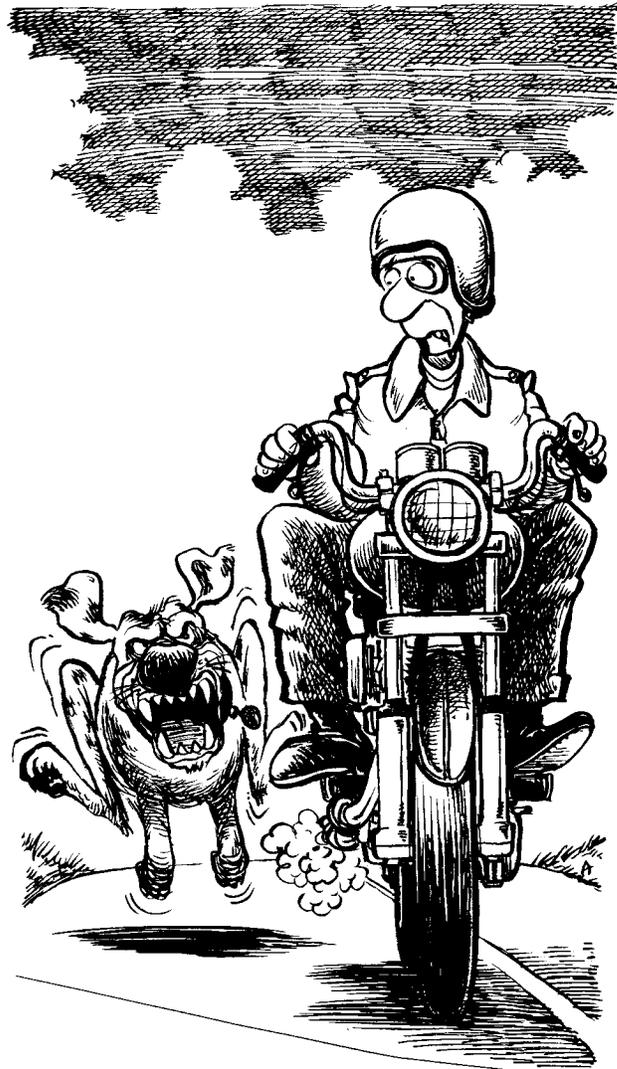
- Slow down to reduce the jolt.
- Make sure the motorcycle is straight up.
- Rise slightly off the seat with your weight on the foot pegs so you can absorb the shock with your knees and elbows.

Rising off the seat will cut your chances of being thrown off the bike. However, controlling the throttle can be somewhat tricky. Practice this technique in a safe area (such as a deserted parking lot) before you try to do it on-street.

If you ride over an object on the street, it's a good idea to pull off the road and check your tires and rims for damage before going any further.

Grooves and Gratings

When you ride over rain grooves or metal bridge gratings, the motorcycle shakes. It's an uneasy, wandering feeling, but it's generally not dangerous. The best thing to do is relax, stay on course, maintain speed, and ride straight across. Some riders make the mistake of trying to cross these surfaces at an angle. This may reduce the uneasy feeling, but it also forces the rider to zigzag to stay in lane. The zigzag is far more dangerous than the wandering feeling.



Always be ready to act quickly if a pedestrian or animal crosses your path. Be cautious for their safety...and for your own.

Motorcycling Laws and Information

The following laws apply almost entirely to motorcyclists and should be well known to every motorcycle operator.

1. A person shall ride a motorcycle only while sitting astride the seat, facing forward, with one leg on each side of the motorcycle.
2. No person shall operate a motorcycle while carrying any package, bundle or other articles which prevent him from keeping both hands on the handlebars.
3. No operator shall carry any person, nor shall any person ride, in a position that will interfere with the operation and control of the motorcycle or the view of the operator.
4. No person riding a motorcycle shall attach himself or the motorcycle to any other vehicle on a roadway.
5. All motorcycles are entitled to full use of a lane and no motor vehicle shall be driven in such a manner as to deprive any motorcycle of the full use of a lane. This shall not apply to motorcycles operated two abreast in a single lane.
6. The operator of a motorcycle shall not overtake and pass in the same lane occupied by the vehicle being overtaken.
7. No person shall operate a motorcycle between lanes of traffic, or between adjacent lines or rows of vehicles. Items 6 and 7 shall not apply to police officers in the performance of their official duties.
8. Motorcycles shall not be operated more than two abreast in a single lane.
9. Any motorcycle carrying a passenger other than in a sidecar or enclosed cab shall be equipped with footrests for such passengers.
10. No person shall operate a motorcycle unless it is equipped with a rear view mirror that will afford the operator ample vision to the rear at all times.
11. Every person operating a motorcycle shall be granted all the rights and shall be subject to all of the duties applicable to the drivers of motor vehicles, except as to special regulations or other provisions of law which by their nature would not apply.
12. Any person who operates a motorcycle or motor-driven cycle on public streets or highways shall, while so engaged, have the headlights of such motorcycle or motor-driven cycle turned on and the light burning.
13. Any person under 21 years of age who operates or rides a motorcycle or motor-driven cycle must wear an approved motorcycle helmet. Such helmet must be equipped with either a neck or chin strap and be reflectorized on both sides with at least four square inches of reflectorized material, provided the helmet

- is not constructed of a reflectorized material.
14. Any person under 21 years of age who operates a motorcycle or motor-drive cycle must wear goggles or face shield affixed to a protective helmet or have a windshield affixed to the front of the cycle.
 15. If a motorcycle is five brake horsepower or less it may not be ridden on limited access highways (freeways such as the interstate highways).

Some points to remember

1. Know your motorcycle before you begin riding. Know its controls, and make certain it is adjusted for you.
2. When learning, choose a mature, experienced rider as your instructor.
3. It takes time to become a safe, proficient rider. You will need practice, so don't try to learn everything at one time.
4. When you have a choice, avoid heavily-traveled streets.
5. Before every trip, make certain your cycle is in sound mechanical condition.
6. Know and obey all traffic laws and rules of the road.
7. Drive defensively at all times. As a motorcyclist, you must never assume you have been seen by the other motorist.
8. Watch for road hazards that are particularly dangerous to motorcyclists.
9. Keep a cool head. Never show off or ride recklessly.
10. Ride with increased caution at night and when roads are wet.
11. Always wear your protective helmet, properly fastened, and proper eye protection.
12. Laws that apply to all other motor vehicle operations apply to motorcycle operations.

Keep Your Motorcycle in Good Condition

The rider is responsible for the motorcycle being in proper working order. Have it checked regularly and know as much about your motorcycle as you possibly can. The owner's manual is the key to doing this. You should carry it with you at all times and follow the maintenance schedule it suggests.

You will need a tool kit for use at home and when you are on the road. Carrying it with you may save you from walking if you have a breakdown. In your kit you should carry spare parts including spark plugs, fuses and tire repair material.

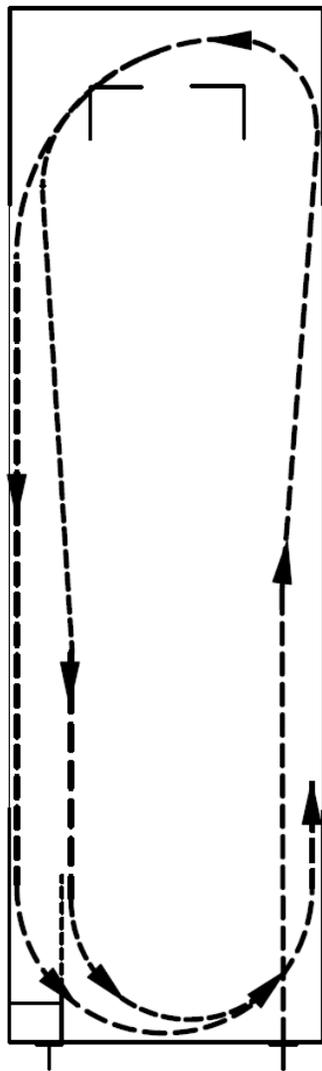
Before you ride, always check your motorcycle; brakes and steering, tires, oil and fuel levels, chains, sprockets, cables, and lights.

Your life depends on your machine. Be certain it is in the best possible condition.



Motorcycle Test

The test consists of several exercises designed to measure your ability to perform basic vehicle controls and hazard response skills. Most of the exercise involve speed of approximately 15 m.p.h. You will be scored on time and distance standards as well as path and foot violations. The test may be ended for point accumulation, falling or dropping the motorcycle, committing an unsafe act, or failure to follow directions. The following diagrams illustrate the maneuvers you will be asked to perform:



Sharp Turns and U-Turns to the Left

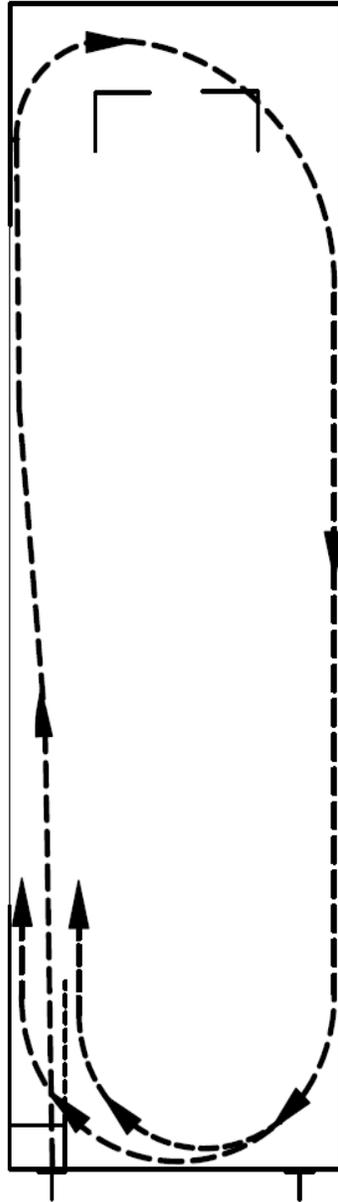
You will be asked to accelerate straight ahead and make a left sharp turn staying inside the boundaries marked by the yellow "L" lines. You must not put a foot down or cross the lines.

Once you have completed the sharp turn, continue around to the far side of the course and ride back toward the start of the course. Then, you will make a left U-Turn, staying inside the boundaries marked by the yellow solid lines or (yellow dashed entry line and solid exit line).

You must not put a foot down or cross the lines. Stop in a straight line after completing the U-Turn and wait for further directions.

You will lose points for putting your foot down or path violations.





Sharp Turns and U-Turns to the Right

You will be asked to accelerate straight ahead and make a right sharp turn, staying inside the boundaries marked by the yellow “L” lines. Do not put a foot down or cross the lines.

Once you have complete the sharp turn, continue around to the far side of the course and ride back toward the start of the course. Then you will make a right U-Turn, staying inside the boundaries marked by the yellow solid lines or (yellow solid entry line and dashed exit line).

Do not put a foot down or cross the lines. Stop in a straight line after completing the U-Turn and wait for further directions.

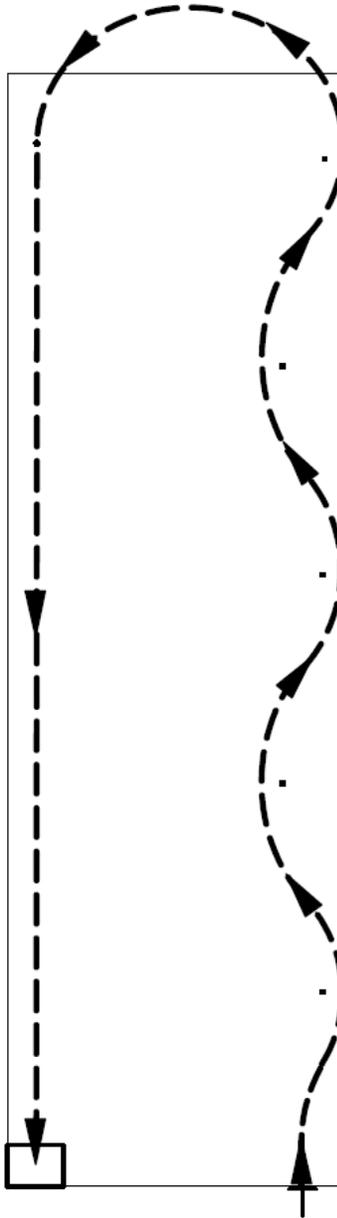
You will lose points for putting your foot down or path violations.

Cove Weave - Regular Stop

You will ride to the right of the first cone, to the left of the second, and so on. Weave past all five cones without touching or skipping a cone, or putting your foot down.

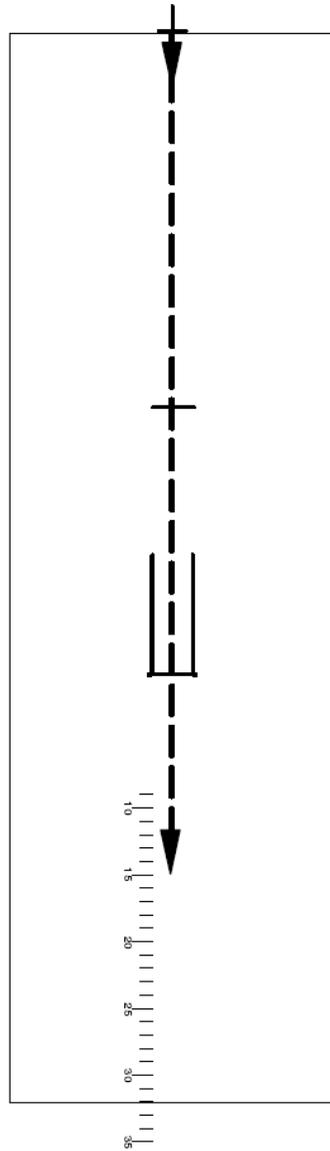
After rounding the last cone, continue around to the far side of the course. Ride down the perimeter toward the start of the course. Make a smooth, non-skidding stop with your front tire inside that white box.

Once stopped in the box, your front tire cannot be touching any painted lines. You will lose points for hitting or skipping a cone, putting a foot down, or stopping before, after, or with your front tire touching the box.





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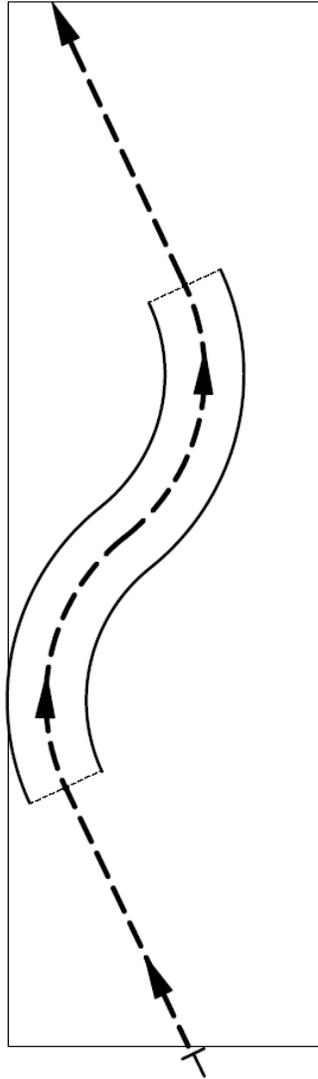
Sudden Stops

You will accelerate straight toward the braking area.

Stabilize your speed between 12-20 mph by the time you reach the first red line. Maintain a steady speed from the first red line until you reach the second red line. When your front tire passes the second red line, stop as quickly and as you safely can.

Remain stopped until instructed to move. You will not be assessed points for skidding.

You will lose points for failing to stop in a specified distance, failing to use both brakes or failing to obtain proper speed or anticipate the stop.



Cornering

You will ride through the multiple curves marked by the white lines at a speed between 10 to 15 mph.

You must stay within the boundaries marked by the curved white lines while slightly accelerating through the curve.

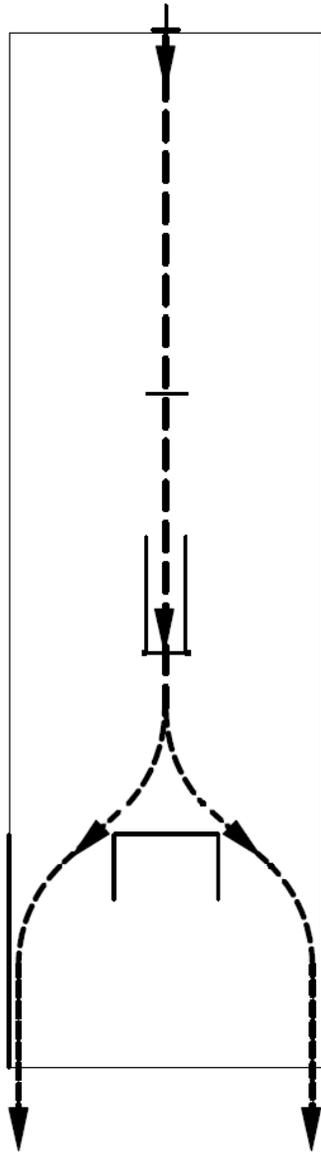
After exiting the curved lines you may slow down and then turn in either direction to return to the end of the course.

You will lose points for path violations, decelerating or failing to obtain the proper speed.





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Obstacle Avoidance

You will accelerate toward the path marked by the red lines. Stabilize your speed between 12-18 mph by the time you reach the first red line.

Maintain a steady speed from the first red line until you reach the second red line. When your front tire passes the second red line, swerve to avoid the obstacle box marked by the yellow lines.

Avoid crossing the yellow obstacle box while staying inside of the yellow sideline. Once past the sideline, stop and wait for further instructions.

You will lose points for hitting obstacle box or sideline, failure to obtain proper speed or braking during the swerve.

Motorcycle with Sidecar Skills Test

Safely operating a motorcycle with a sidecar depends largely on your knowledge and skills. The skills for a motorcycle with sidecar operation require a lot of practice. If you have just learned to handle a motorcycle with a sidecar and have very little riding experience, the most important part of learning to ride is still ahead. Before you go out on the street with other traffic, there are certain basic skills needed for your safety. To make sure you have the basic skills to ride, you will be given a riding test.

When you report for your test, it is recommended that you have:

- Protective clothing that covers your body (gloves, boots, long sturdy trousers, long sleeve shirt or jacket).
- An approved helmet and eye protection are required for operators under the age of 21.

During the on-cycle test, you will be graded on how safely you handle your motorcycle with sidecar. For example, you may be tested on:

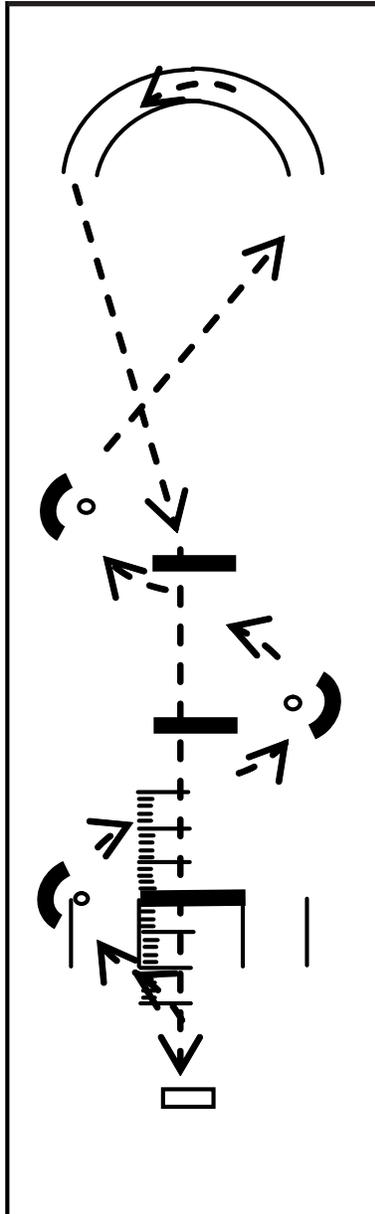
- Selecting safe speeds while going straight and turning.
- Picking the correct path and staying there.
- Making normal and quick stops.
- Making normal and quick turns.

The Examiner will score you on factors related to safety, such as:

- Distance - Did you stop in the space allowed?
- Time - Did you turn fast enough to handle the situation?
- Position - Did you keep the system in the proper path?

The test will end immediately if you:

- Commit an unsafe act.
- Disregard or fail to understand instructions.



Vehicle Placement - Cone Weave and Turn

Ride to the left of the first cone, to the right of the second cone and so on. Weave past all three cones without hitting or skipping a cone. Your inside wheel must stay between the cone and curved line, not hitting or skipping any of them. After rounding the last cone make a left-hand turn through the curve marked by the lines at approximately 10 MPH. You must stay between the lines of the curve.

Points will be assessed for:

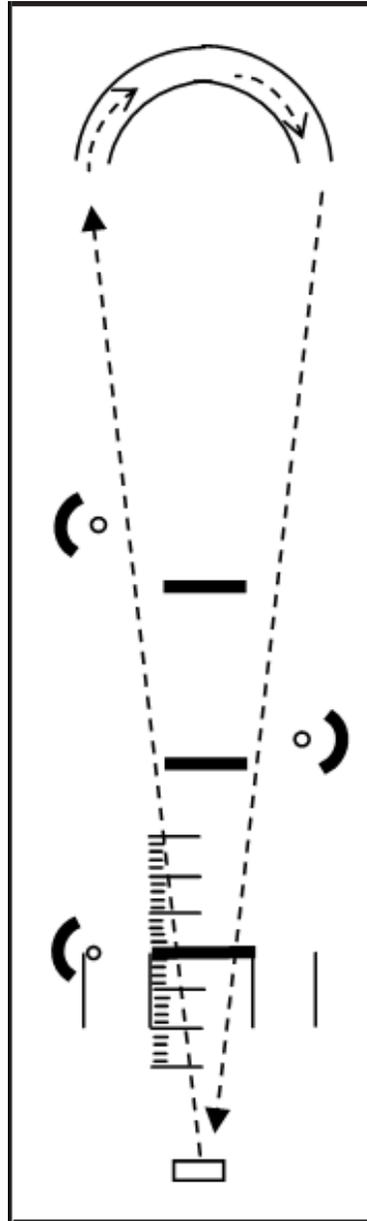
- Stalling the engine.
- Hitting or skipping a cone.
- Riding too slowly.
- Path violation, inside tire more than four feet from weave cone or any tire outside the curve boundary.

Cornering and Normal Stop

Ride toward the left of the curve quickly accelerating. Brake prior to making a right hand turn through the curve at approximately 10 MPH. You must stay between the lines and the curve. After completing the turn, ride to the end of the course and make a smooth stop without skidding the tires and with your front tire inside the box. Your front tire must not touch the painted lines. You will be timed from the time you start moving forward until you are stopped near the box.

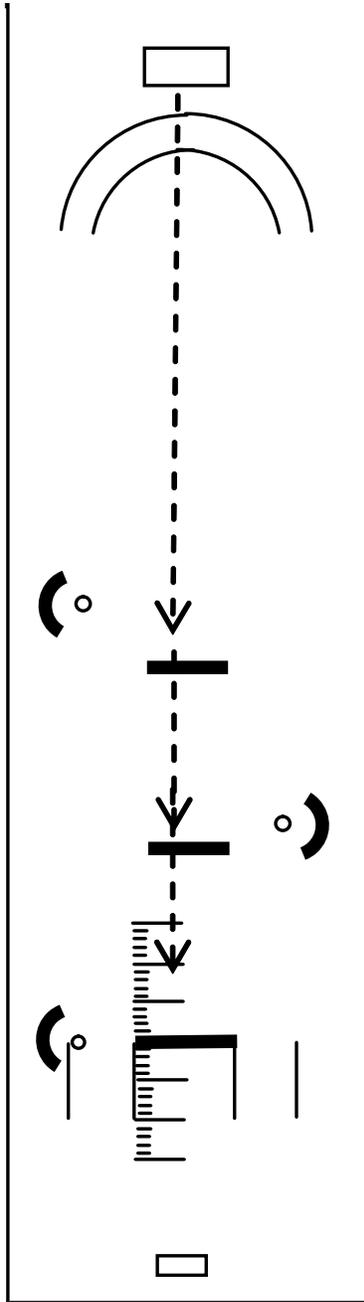
Points will be assessed for:

- Stalling the engine.
- Skidding tires.
- Stopping before, after or with your front tire touching the box.
- Riding too slowly.





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Quick Stop

Position your vehicle with your front tire on the "T" at the end of the course. On signal, accelerate straight up the path and shift into second gear. Stabilize your speed between 15 and 20 MPH by the time you reach the first line. Maintain a steady speed. When your front tire passed the second line, stop as quickly as you safely can while downshifting to the first gear. Remain stopped.

Points will be assessed for:

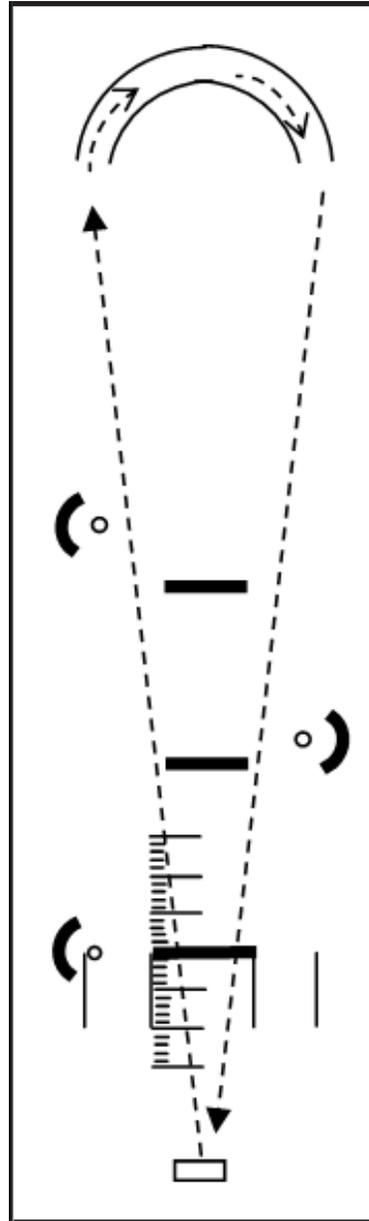
- Stalling the engine.
- Failure to stop in specified distance.
- Failure to use both brakes.
- Failure to obtain proper speed.

Obstacle Avoidance - Swerve

Position your vehicle with the front tire on the line or "T" at the other end of the course. On signal accelerate straight up this path. Stabilize your speed between 12 and 18 MPH by the time you reach the first line. Maintain a steady speed. After your front tire passes the second line swerve to the right. Avoid the obstacle line and stay inside the boundary line. Do not touch either line. Once you have passed the lines marking the box, stop and wait for further instructions.

Points will be assessed for:

- Stalling the engine.
- Tires crossing the lines.
- Improper speed.



Generally, you will be evaluated on your ability to control the cycle, speed maneuverability, left turns, right turns, quick stops, straight line riding, posture, used of clutch, brakes and overall attention that can be observed and scored.

You can stop the test anytime you desire. You should not attempt an exercise that you do not feel you can perform. If an exercise is too difficult for you, or you cannot safely follow instructions, tell the Examiner. You will be allowed to come back another day after you have taken more time to practice.

If you motorcycle with sidecar is wider than six feet, let the Examiner know before beginning the skills test. The Examiner may need to make additional modifications to the skills test pad.

