Advanced RiderCourse – SportBike Techniques
Frequently Asked Questions

1. What is the MSF Advanced RiderCourse – SportBike Techniques (ARC-ST) course?

- The ARC-ST is the public version of the Military SportBike RiderCourse (MSRC), and may be taken by riders using any type of motorcycle. It is a one-day course consisting of approximately 3½ hours of classroom activities and 4½ hours of riding. There are eight riding exercises. There is no formal skill test, but there is a knowledge test that may be self-scored (or it may be given as a formal, end-of-course assessment). Special RiderCoach certification is required to conduct the ARC-ST.

- The procedures for riding a sport bike do not vary greatly from the procedures for riding other types of motorcycles. But the techniques some riders use are different (two-finger braking, balls of feet on footrests, use of leg pressure for control, etc.), and these depend somewhat on the specific motorcycle as well as the specific talent and skill level of a rider. Most sport bike riders appreciate the outstanding performance and handling characteristics provided by the design and technology that is incorporated into sport bikes. This is why the course uses the title it does; that is, the techniques used for more performance-oriented riding can be used to enhance the skills and techniques for riders of any type of motorcycle. Techniques that extend beyond basic riding procedures are addressed in the ARC-ST. Sport bike riding techniques are not intended to encourage or endorse riding at higher speeds, but are provided to improve the performance capabilities of riders, particularly related to overall control, cornering and emergency maneuvers.

2. What is the overall aim of the ARC-ST?

- The overall aim is to provide rider development in the areas of risk management, decision-making, riding strategies, and rider behavior and choices. This includes learner activities to foster gains in knowledge, skill, attitude, values and habits.

3. How many riders can be trained in one ARC-ST?

- The maximum is 12 riders. The rider/RiderCoach ratio is 12:2, with a requirement that two RiderCoaches conduct the range exercises no matter the class size. One RiderCoach may conduct the classroom portion.
4. How similar is the ARC-ST to the Military SportBike RiderCourse (MSRC)?

- The courses are nearly identical. The MSRC is administered and operated by specific military branches and/or their contractors. Specific questions about the MSRC should be addressed to a specific military branch.

- Although the classroom activities and range exercises are nearly identical for the courses, the ARC-ST removes references related to the military, and sport bike-only emphasis has been removed. The MSRC requires a sport bike to be used by each student, and a RiderCoach must own and/or frequently ride a sport bike. There is a take-away for the MSRC (a booklet titled *Sport Bike Survival Guide*), which is not provided in the ARC-ST, and a DVD that features video intro/outro segments for the MSRC is not included with the ARC-ST.

- The quality assurance processes for the two courses are different, thus leading to a different path to RiderCoach certification.

5. If a RiderCoach is certified in either the ARC-ST or the MSRC, are they automatically certified in the other?

- No. Although the courses are similar, their conduct is specific to their context. The MSRC is designed specifically for military sport bike riders, and may only be conducted by RiderCoaches who have completed requirements specific to the course and administrative process.

- RiderCoaches who earn certification in the ARC-ST may choose to become a candidate for the MSRC by completing its application process. RiderCoaches who earn certification in the MSRC may choose to become a candidate for the ARC-ST by completing its application process. The materials for each course are purchased separately. Contact MSF for details (Eileen Cornish at ecornish@msf-usa.org or 949.727.3227, ext. 3003).

- MSRC RiderCoaches interested in offering ARC-ST to military personnel must have approval from their branch safety office.

6. Is coaching the same for both the MSRC and ARC-ST?

- For the MSRC, the target rider is the sport bike rider; for the ARC-ST, the target rider is any rider. For the MSRC, classroom activities and discussions focus on the characteristics of sport bikes and the riders who choose to ride them. For the ARC-ST, a rider of any type of motorcycle may enroll, so coaching classroom discussions may be different, and the coaching during a range exercise needs to be tailored to each rider for their specific motorcycle.
7. **What are the range exercises for the ARC-ST?**

- There are a total of eight riding exercises. The titles are:
  1. Basic Control
  2. Quick Stops
  3. Stopping Demonstration
  4. Curve Adjustments
  5. Cornering and Swerving
  6. Multiple Curves
  7. Decreasing Radius Curves
  8. Gap Analysis and Safety Margins

8. **Are training aids used?**

- No motion training aids are used. The classroom consists of interactive lessons using a PowerPoint program and several forms and handouts

9. **Does ARC-ST use the same principles as the BRC?**

- Yes. Just like other curricula in the MSF Rider Education and Training System, the ARC-ST honors the principles of SAM: Safety and risk management, Adult/Accelerated learning, and Motor skills development. RiderCoaches who understand these principles and apply them in other MSF training programs should have no difficulty incorporating learner-centered coaching activities in course.

- The materials provided to an MSF RiderCoach who is certified are supplemental to the content in the *RiderCoach Guide*. Only the material that is distinctive to ARC-ST is provided, and it is an insert tab for the BRC *RiderCoach Guide*, or similar 3-ring binder.

10. **How extensive was the pilot and field-testing for ARC-ST?**

- The field-testing was completed per the Military *SportBike RiderCourse*, as the course is nearly identical, and processes were in alignment with producing and distributing bona fide research-based, field-tested curricula. There was extensive subject matter expert and peer review, staff oversight and scrutiny, previous experience from other MSF Rider Education and Training System courses, and program evaluation data were gathered from RiderCoaches as well as from program participants.