

# Rider Education Report

This month we are planning a training on May 30, 2026, at the Indian / KTM dealer in Walton, KY.

I am hoping that there is a large interest in this training, such that we fill the class and have enough inquiries to force a second (or third) training date to be made. I have heard several, and can think of other, reasons why many do not want to participate in the various training being offered, especially the on-bike courses. I would like to explain why I believe the same reasons people express not to participate are in actuality the reasons why they should embrace the training.

Training courses that practice basic skill sets are a form of rote learning. Wikipedia gives us the following definition: “**Rote learning** is a memorization technique based on repetition. The method rests on the premise that the recall of repeated material becomes faster the more one repeats it.” It is true that the on-bike training courses in which I have participated have all basically, if not completely, utilized the same exercises in every instance. This is probably the same experience that you have had. And in fact, the training course being planned for May 30 will indeed use the same exercises as in the past from the “Sunny-side Up” course. Repeating the same training exercises is an example of rote learning. It is meant to reinforce what was learned in the past and potentially what may have been forgotten since the last training experience.

In school, rote learning was used for things like multiplication and division, verb tenses, spelling, and such. It was usually associated with a test, usually in written form, which gave students a goal to achieve and the means to measure their success. Motorcycle training exercises in a controlled environment are a form of rote learning which I believe to be important. I understand that practicing on a closed course, especially when people are watching, can feel like a test but I would suggest that people are always watching every move we make when we are out riding. This means that every day we ride, we take a test. During the training day, you may be pulled aside and offered some advice or constructive criticism, but there will be no formal test. Normally, nothing serious will happen and everyone will be dismissed to go home. During a ride, like a commute to work, or for ice cream, or wherever, there (hopefully) will be no one to pull you aside if you make a small mistake or otherwise not perform your best. But I argue that every ride is a test, with a pass or fail score. And when you make it to the end of that ride, you know the score.

One other thing that participating in on-bike training on a regular basis will provide is a consistent set of experiences you can use for comparison. I would suggest that many riders, including me, are not realistically able to compare and properly evaluate their day-to-day riding. This is because every ride has constantly changing variables that make it unique from any other ride. An on-bike training course that uses the same exercises on the same measured course has only one real variable – you. Any difference you notice, or the trainer/observer advises, is because of you. For me, this is valuable information that I can use to evaluate my ability to continue to ride and do so safely.

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