

ABATE of Indiana's  
Tiny Tots Riding Experience

# Manual





*This manual is designed to assist you in facilitating the "Tiny Tots Riding Experience" and has been compiled based on years of experience in conducting this activity.*

**First and foremost**, our intention is to have a positive and enjoyable experience for everyone involved. This includes the kids, parents, event organizers... and you. Smiles and fun are contagious. By presenting a happy and positive attitude yourself, it is more likely that others will have similar feelings. While we want everyone to have fun, it is neither necessary or appropriate for "big kids" (adults) to ride these machines as the bike or training wheels can be damaged. (Manufacturers recommended limits – approximately 90 lbs.)

**While most of the participants have absolutely no experience riding a motorcycle, it is NOT our intention to "teach" them how to ride.** Our hope is to provide them an opportunity to actually ride a motorcycle while in a safe, controlled, environment and possibly absorb a limited understanding of basic control and perhaps develop some good habits. This is not a class, we are not instructors and we are not "teaching" them. Wordy, or technical explanations are neither necessary or appropriate.

**In keeping positive, we do not want to yell at the child.** Even if there is a situation, you must remain calm, compassionate, concerned, considerate, confident and in control. Allow the kids to have fun, but safety is our primary concern. Don't allow some "hotdog" to ruin it for everyone by crashing into somebody. This is not a "race" and passing should NOT be encouraged. If an "incident" occurs, don't add to the drama by getting excited. Perform what ever assistance is necessary (usually just untangling training wheels from another bike) and move on.

We suggested that most of the riders will not have any experience. We need you to use the process detailed below to provide orientation and evaluate their comprehension and ability, even if they claim to have experience (self-proclaimed).

**Once the child is on the bike, get down on one knee in front of them so you are on their level and look them in the eye.** Take a moment to express interest in them, ask their name and introduce yourself. It is not absolutely necessary to remember their name, but doing so will greatly improve communication. You may ask them if they ride a three- wheeler or a two-wheeler (bicycle). Point out that this motorcycle has training wheels and will not tip over. Demonstrate this by rocking the bike while they keep their feet on the pegs. Emphasize the importance of their feet remaining on the pegs at all times to keep their feet from being injured.

**Explain that they need to turn the handlebars to steer the motorcycle and suggest that they turn their head and look where they want to go.** To go straight, look straight ahead and keep the bars straight. Go through the following directions while turning the bars for them and turning their head by putting your hand on top of their helmet. To turn right, look to the right and turn the bars to the right. To turn left, look to the left and turn the bars to the left. (TECHNICAL NOTE - THESE BIKES DO NOT COUNTERSTEER AS THE TRAINING WHEELS DO NOT ALLOW LEANING) Then say "Right" as you point that direction and have them demonstrate that they understand and can respond. Do the same thing to the left and straight. We suggest doing this at least two times in each direction to evaluate comprehension and proficiency.

**These riders do not understand what a "throttle" is**, nor do they need to. We put it into the most simple of terms, "go" and "slow". With your hand on top of the child's right hand, roll the throttle gradually toward them while saying "go" and allowing them to hear and feel the engine rev. Then return their hand away from them in a quick motion, while saying "slow" so they practice deceleration. The gradual and quick actions will assist in controlling them as they ride with the others. Repeat this process several times. Then, let go of their hand, look them in the eye and say "go" in a calm and deliberate tone encouraging gradual rolling on of the throttle. Allow them to hold that position for a moment, then in a direct, rapid (not panicked) voice say "slow", looking for a quick closing of the throttle. Do this several times to allow the child to become comfortable and confident.

**We're now ready to start riding.** Smile and be excited so the child becomes enthusiastic. As you get ready to put it into gear (LIFT UP INTO FIRST GEAR), advise the rider that it may jump a little. The motorcycle is now "hot" or "live" and will move forward if the throttle is applied. You are now standing and may wish to use your foot sideways as a wheel chock and maybe even have the tire against your shin or knee to prevent the rider from "launching" prematurely. Once the other riders and facilitators are ready, we can begin the ride.

**KEEP  
FEET ON  
PEGGS**

**"GO"  
"SLOW"**

ABATE OF INDIANA'S  
TINY TOTS RIDING  
EXPERIENCE



**We recommend that you start out walking beside the bike on the right side.** Using a counter-clockwise path of travel around the oval, this puts you on the outside, so you don't get tripped up or trapped if the child's cornering is poor. This also allows you to have your right hand on the rider's right hand to either apply or close the throttle as appropriate and necessary. Many youngsters are reluctant to roll on the throttle at first, or may "grab a handful" making it necessary for you to close it. Remember to verbalize the "go" and "slow" as you are performing these functions to get the rider to relate the command to the activity. Your left hand can grasp the frame under the rear fender which allows you to push, direct, hold back, or in extreme cases, lift the bike so the rear wheel is not "driving". Furthermore, this position allows you to place your hand on the rider's helmet and turn their head in the direction of the turn while advising "look where you want to go". We suggest you remain in this position for a few laps until you have assessed the rider's abilities. If the child simply cannot "get it" you remain in this "control" position during the entire ride. If the child is too small, or lacks the ability to operate, but is still able to sit up straight and hold onto the handlebars, you may put the bike in neutral and push them for a couple laps allowing them the illusion of riding and having them steer (if possible). Try to get them to speed up on the straightaways and slow as they approach the turn, then turn their head. Once through the turn, as they are mostly straight and pointed toward the next turn, have them "go". Be sure to communicate with the other facilitators so they don't get their ankles run over without warning.

**They will not be perfect, but if they display some proficiency you can now play "catch" (after the 3 lap assessment).** This is better for the kids and for you. It allows them to ride independently and allows you to "stay home" and not chase after them. This can be like "herding cats", but calm and control here can create a safe environment and instill confidence. Each facilitator takes a corner (ideally four) and is in position directly in front of the rider's straight line path of travel (DIAGRAM). If the rider should fail to turn properly, you will be there to catch them. This position also gives the rider a focal point. Tell them "look at Fred, go to Fred" and this will get them to turn their head. Be animated, wave your arms and point... and don't forget to smile. Other phrases that you'll use a lot include; "head and eyes up", "turn your head", "look where you want to go", "make it GO", "give it some GO" and of course, "good job".

**You will have to "catch" some riders.** Try to make sure that you are stable and don't get caught off balance as you can get knocked down. As they approach, with your knees slightly bent and your upper body weight slightly forward, reach out and either redirect the rider by turning the bars (and their head when possible to establish visual directional control) or catch the bike by grasping the handlebars (the crossbar works great) with one or both hands. All kidding aside, prior to starting, it is a good idea to warm up and stretch a little, just like any athlete. You should also make certain that you stay hydrated by drinking plenty of fluids. Be conscious of your fellow facilitators and if one has a challenged rider and has been walking with them for several laps, you may trade positions and allow them to recuperate a bit.

**If you get everybody going, let them have a few laps to have fun and build confidence.** Don't let it go too long as riders this young fatigue easily, can lose concentration or focus (easily distracted) or can start to get a little cocky and try to impress their parents thereby getting themselves into a situation. Although many factors such as weather, schedules, rider ability and especially the number of people waiting in line, can contribute to determining how long the experience lasts, generally speaking a child's ride should be about 5-10 laps and no more than 5 minutes.

**When it is time to end the ride, make sure that all facilitators are on the same page.** Ideally, have one facilitator in the parking area for each rider and have them come directly to you. Encourage the "slow" and be prepared to "catch" them. As you grasp the bars, reach out with your right foot (as you face the motorcycle) and step on the shift lever to put the bike in neutral. You can then assist the rider in dismounting and escort them to the registration area so they can remove their gear. Smiles are required and high fives are recommended. Be very conscious of traffic so as not to create a situation. At this point you should align the bikes for the next set of riders.

**Parents seeking a "photo op" should be encouraged to do so either before or after the ride** as this will allow them a close up, in focus, shot and they can opt for helmeted or helmetless. If photos are desired during the ride, have the parents position themselves at one of the short ends, rather than the long side. This helps to minimize the distractions and allows you to use mom or dad as a focal point on the straightaways.



**"MAKE  
IT GO"**

**"LOOK  
WHERE  
YOU  
WANT  
TO GO"**

**CATCH  
THE  
RIDER**

ABATE OF INDIANA'S  
TINY TOTS RIDING  
EXPERIENCE



Fuel on  
Ignition on  
Neutral  
Engine cut-off  
-  
Choke/Clutch

PROPERLY  
FIT HELMET

NO OPEN  
TOED  
SHOES

ABATE OF INDIANA'S  
TINY TOTS RIDING  
EXPERIENCE



## Preparation

The bikes are cold blooded and need to warm up for an extended period of time. Using the FINE-C pre-start procedure, and referencing the owners manual are recommended. Use the choke to start, but be sure to turn the choke off once the bike is warm to prevent fouling the plug. Resist the temptation to "tinker" with anything, especially the idle adjustment. If you alter that before the engine is warm, it will then be incorrect once the bike is warmed up. Detailed information specific to the bikes in use (including the owners manuals) can be found in the toolbox.

The area for the ride can be a hard or soft (not too soft) surface, indoors or out. Grass or pavement seem to work equally as well, but mud should be avoided. If you use a grass area and have a lot of traffic, a path will be worn and re seeding may be required. The riding arena MUST be lined by an impact absorbing continuous barrier, leaving no gaps. (DIAGRAM) It is not necessary, or advised, to leave a "gate" as the kids (and even the motorcycles) can be easily lifted over the barrier and we do not want a breach in the perimeter. It is also REQUIRED that you have some barrier in the center to prevent crossover collisions. Depending on the size (DIAGRAM) of your facility, this could be as simple as three barriers.

The size is generally determined by available space and the anticipated crowd. At a minimum, the arena should be about 20' wide to provide for a 10' wide lane in each direction. The length is far less critical, but 30' should probably be considered minimum. The arena should not be too large for the following reasons; longer distances may allow the riders to gain more speed than desired and presents safety issues, a longer distance makes a longer lap requiring more time and creating a back up in the line for events that are well attended and it is farther that the facilitator has to walk.

Having someone (or several people) to work registration is pretty much a necessity. If there is any kind of crowd at all, trying to get the facilitators to handle registration will really slow things down. Theses folks can also talk to the kids and parents and reinforce the concept of riding under supervision, proper gear, leave no trace, stay on the trail and other positive messages. They can also provide information about the Dirt Bike School (DBS) and Lawrence County Recreational Park (LCRP).

The two most important functions of registration are getting a signed waiver for each participant and ensuring that they are properly geared up. Each participant must wear a helmet and it should be size appropriate, we don't want "bobble heads" as the child could get hurt and it is not setting a proper example. Other gear such as jerseys, Moto-X pants, gloves and more may also be available and can enhance the experience and instill good habits. We should be conscios of footwear and address loose laces or anything that is dangling. Open toed shoes are NOT allowed. There may be other activities such as games or toys that registration can use to occupy the children's time while they wait in line.

It is critically important that neither we, nor the parents, force or "bully" the child to participate. Being supportive or encouraging the child to try it are fine, but if the kid doesn't want to, don't make them.

## CHEAT SHEET:

- Don't "tinker" with bikes — Refer to owners manual
- Helmet and waiver — **No open toed shoes**
- Get on their level
- Turn your head — Turn the bars
- Slow / Go
- Look where you want to go (5-10 laps)
- Catch the rider
- No "big kids" (adults) on bikes
- **Have Fun — But Maintain Control**

ABATE of Indiana, Inc., PO Box 665, Bargersville, Indiana 46106, 800-23-ABATE, 317-422-8040  
www.abateonline.org, abate@abateonline.org



# HARLEY'S HONDA 50 TIPS

It is NOT necessary to shut the key OFF as there is no battery and the chance of losing a key is lessened with the key in the ON position.

The engine cut off switch is clearly marked.

The throttle stops have intentionally been set low for safety reasons and should not be altered for more speed. I believe they go plenty fast with inexperienced juvenile riders in an enclosed course.

The choke (left side of carburetor and behind the fuel valve) is ON when the end of the lever is pointing toward the front tire (arrow UP). If the bike does not start using 3 or 4 kicks, recheck the FINE-C before making physical adjustments. The less these bikes are tinkered with, the easier my job is between engagements.

As soon as the engine starts, move the lever down one notch and let the bike warm up. Move the lever down (arrow forward) when the engine is sufficiently warmed. If the air temperature is below 70 degrees, it is not necessary to shut these bikes off between riders.

DO NOT let large persons (read adults) ride these bikes. There's a weight limit on them for a reason. It's fun and hard to resist but the added weight is hard on chains, suspensions, and will bend the axles on the training wheels. This has been a problem in the past and must stop. This program represents a sizeable investment and although the bikes are small, replacement parts carry a "big bike" price tag.

Owners' manuals are in the bottom of the tool box that is in the trailer. It would be a good idea to have someone, if not everyone, look through this book to become a bit familiar with the bike's operation.

After use, please load the trailer as it was when you received it, which means pay attention when unloading it. These bikes are not toys.

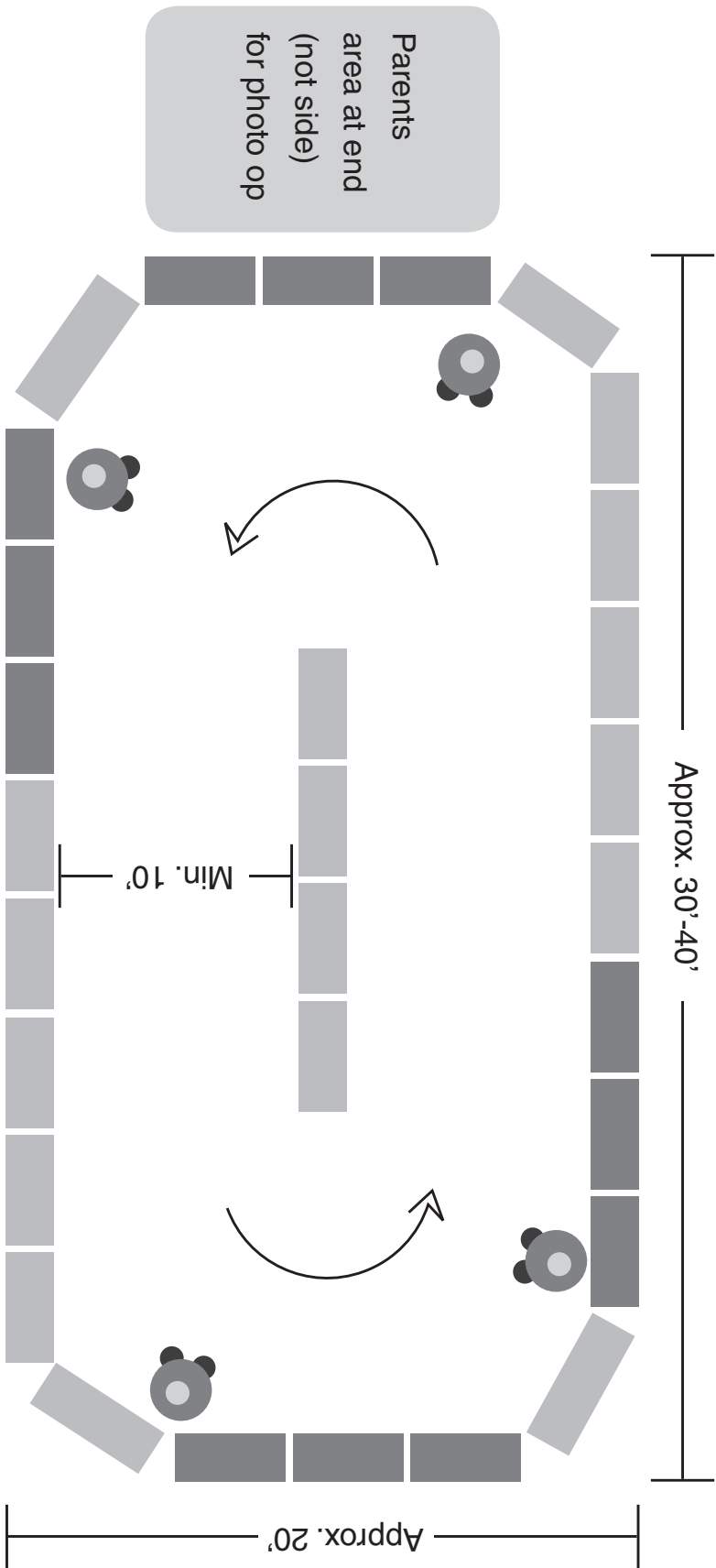
Spark plugs and wrenches are in the tool box, although if the bikes are warmed up and operated properly, you shouldn't need to change a plug.

Have fun and please contact me if you should encounter a problem.

Thank you for your time,

Harley Klopfenstein  
219-863-5676 (C)  
219-279-2579 (H)

# Tiny Tots Diagram



 Facilitator positions

## NOTES

[illegible]



ABATE of Indiana, Inc.  
PO Box 665, Bargersville, Indiana 46106  
800-23-ABATE | 317-422-8040  
[www.abateonline.org](http://www.abateonline.org) | [facebook.com/abateofin](https://facebook.com/abateofin)  
[abate@abateonline.org](mailto:abate@abateonline.org)