



APPENDIX

BIKE SET-UP

There is a wealth of information out there on how to fit a bike correctly to you and you only. Simple fact of the matter is however, people by their very nature, vary tremendously and getting a bike correctly fitted is far more complex than just finding out how tall they are. True story - my buddy and I are both 6'2", yet I ride a 17.5" frame and he a 19.5". He has much longer arms and legs than me, whereas I have the opposite with quite a long torso. Consequently, a 19'5" (which is supposed to be my 'correct size') feels way too big for me and my bike feels too small for him. Basically, most people can fit okay on a couple of different size frames and it purely comes down to individual preferences and 'feel' at the end of the day. So, what do you do? Best thing is to go to a good bike shop where you can actually get advice from someone who can actually see you on a/your bike and advise accordingly.

That said, follow these points to get you started:

- As you straddle over the frame of the bike with your feet flat on the ground, you should have a couple of inches clearance from your privates.
- As you sit on the bike (see pic 1.b) with the seat height correctly adjusted, you should be able to reach the ground with your toes.
- The reach to the handlebars should be comfortable – not too upright and 'cramped' or not too stretched out.
- Take this as a rough guide and go from there – generally speaking if it feels too small or big, it probably is!

Seat Height: A more common issue that people have is that of correct seat height which is easy to fix: With the pedal at the bottom of the stroke, and your foot placed correctly on the pedal, your leg should be slightly bent. If it is completely straight, this can cause stability issues and strain the hips and knees. Too bent and it's difficult to get enough power out of your pedal strokes which makes very inefficient riding!

PICTURE 1A: LEG EXTENSION AND FOOT PLACEMENT





PICTURE 1B: BIKE FIT





MENTAL ASPECTS - SELF COACHING

The information below is written for a real student to learn from. This gives the “Instructor in Training” a useful insight into how much a real student may or may not know and what it might seem like to be at their level of riding and knowledge.

Mountain Biking is not all about riding techniques - there is more to learning how to ride better than simply knowing how to physically ride your bike. You can tell someone how to ride off a drop but if they’ve never done anything like it or are scared, no matter how good the instruction, the chances are they’re not going to be able to do it. This chapter will discuss these other, mental aspects of Mountain Biking that are not physical and what you can do to self-coach yourself to improve and stay safer whilst you’re progressing. Essentially this will allow you to maximize the information given to you, so you can get the techniques into your riding quicker, gain confidence and stay safer whilst you’re learning.

part 1: MENTAL PREPARATION

Mountain Biking is a physical sport, we know that. However, there is a huge and very important mental component to the sport as well. This section will discuss a few ideas to help you mentally adjust to and progress with your riding. Mountain Biking, by its very nature, can be pretty demanding in many ways; physical exertion and stress, mental exertion and stress as well as the possibility of physical and mental injury. Improving the physical aspect to it can be very clear-cut and simple - “move your body like this, the bike does this” or “workout three times a week and riding uphill will get easier”. It is therefore just as important to address the mental side of things and see how we can improve our riding simply by learning how to be mentally prepared and therefore stronger, for the task at hand. Whatever stage you are at and whenever you learn a new technique in a sport like mountain biking, you must always consider this; there is a huge difference in knowing how to do something and being able to do it. The way in which you improve and the speed with which you do it, will all depend on your ability to be able to put your knowledge of the theory into effective practice.

As you begin to learn and practice new techniques you will discover (if you already haven’t figured it out!) just how much of mountain biking and sports alike, is indeed mental and not physical. The best riders out there are the ones that are able to put their knowledge of technique into their riding sooner, more effectively and most importantly of all – at the right time. There are two factors that we can discuss to help us achieve exactly that; these are fear and memory.

I. FEAR - HOW TO DEAL WITH IT...

Trying something new naturally involves going out of your ‘comfort-zone’ and into the ‘unknown/why am I doing this again-zone’. Attempting something you’ve never experienced is going to make you, at the very least, aware of the fact that it may not end up with smiles and laughter. Fear is a very powerful emotion that can both help and inhibit our ability to ride, learn and so progress to the next level. When faced with this emotion, people will often adapt one of two strategies (one more so than the other) according to their personality, experiences, riding ability and what it is they are about to do. These mental strategies, we’ve named them “ROBOT” or “HUMAN”, both have their pro’s and con’s... let’s take a look and see how they can help us cope with fear.



THE ROBOT STRATEGY:

Reducing or eliminating how fear affects you, and therefore your bike control, by keeping a positive “I can” attitude and ignoring or not submitting to the natural human emotions of anxiety and fear.

This will encourage you to...

- try new techniques, ride new trails or attempt new obstacles
- try them more often
- be more likely to try again after failure
- learn by fewer, yet larger, steps at a time

THE PRO'S: Everyone is different. When faced with a new challenge some people will analyze things and become aware of the potential risks involved, more so than those people who just look at things at face value and “give it a go”. As such, The Robot can make it easier and quicker to learn by encouraging you to act like a robot with no emotions; it simply is told what to do, then does it. You can do this through a mental focus of telling yourself “you can do it”, thus blocking out the human emotions such as fear, anxiety and stress, so by reducing or eliminating them altogether. This in turn, will help you relax and commit to what you are doing - enabling you to try new things more often, so improving your riding. It’s amazing what people can do if they just believe in themselves and trust they can do it by conquering (not submitting to) their fears!

THE CON'S: However, there is a downside to this particular strategy. By ignoring your fear (or not having any) and simply “going for it”, this can cause riders to try things outside of their own ability level. Especially for less experienced riders, this can be a huge issue, having not yet familiarized themselves enough with bike handling, trail obstacles and their own limits. Because of this, those riders who are able to adopt this strategy are more prone to injury; typically due to the “Huck Factor”...

Fear is important for giving you that “edge” so you focus on what you are doing and are realistic with what you attempt on your bike. Without it, riders tend to just “go for it and see what happens” - great for trying new things but bad for actually doing it with any technique, style or finesse; hence the “Huck Factor”! Consequently, this “going for it” can often result in failure in the form of a crash. On the other hand, if there is success then it often isn’t due to any technique that’s been learnt - it’s simply a case of “they gave it a go and they survived”. Not having any fear to interfere with the learning process, although allowing you to try new things, can easily result in a lack of judgment, over confidence and poor technique. The downsides to this strategy can be summarized as...

- more prone to injuries



- false, over-confidence
- learning without technique

THE HUMAN STRATEGY:

This type of strategy will see a rider analyzing the situation and associated risks, carefully weighing up the pro's and con's and finally coming to a conclusion as to whether they want to, are ready or can "do it".

This can encourage you to...

- concentrate on technique whilst riding
- keep you safe
- learn by small, yet more, steps at a time
- learn good technique and style

THE PRO'S: Because The Human is emotional s/he will naturally be more fearful, or at the very least, more aware of the risks involved. Consequently, they will often look at and think about things in much greater detail before attempting them. So whilst they may be more scared, they will at least be focusing more on whether its within their ability level and on the specific "how-to" instructions to actually make sure, should they decide to go ahead, of completing the task successfully so they don't get hurt. Thus, a rider more prone to adopting this mental strategy, whilst not necessarily willing to try everything, will learn more safely and often with better technique.

THE CON'S: The Human can however often over-think and analyze things as a result of the fear causing them to become stressed and anxious. Whilst its good to evaluate the situation, we can let the fear cause us to do this too much, effectively "psyching" ourselves out of the task, so we don't even try. Fear, or at the very least being aware of failure, can cause a rider to be tense and not commit to what they are doing when they're riding; reducing the likelihood of success as riding tentatively, both physically and mentally, will only make it harder to achieve the desired goal. Subsequently, after a fall, a Human rider is far more likely to get "put off" and not try again. The Human strategy can therefore...

- decrease how often you try new things by "psyching" yourself out
- limit progress
- can increase the chance of failure through not committing and being tense or scared as you ride

WHAT TO DO THEN... WHAT STRATEGY TO USE:

You've probably figured out already which kind of strategy you are more prone too. For me, I'm more of a Human than a Robot, though it depends sometimes on how I feel that day physically (whether I'm tired, hungry, full of energy - we'll talk more about the physical affects on mental state later) and mentally (have I been riding well that day, had a crash recently, happy or not) as well as what I'm trying to do (something like I've done before, completely new or within my skill level). Essentially though, for you to deal with fear properly, a combination of both strategies is best - reaping the rewards whilst minimizing the con's of each one. Let's use the following example (please think of a scenario more closely related to your ability level if you prefer!) to show how you can do this yourself out on the trails: Let's say you come across a drop-off in a trail that's challenging for you, according to your experience and ability level.



STEP 1: Taking part of the Robot strategy you control your fear by keeping positive and telling yourself “you can do it”.

STEP 2: With this mindset in hand, use the Human to focus on the risks involved (how big it is, is it achievable by you and you only) and the “how-to” riding techniques to prepare for a successful drop

STEP 3: At this stage use the Robot to control how you analyze and review things without letting fear complicate the issue

STEP 4: Having decided you are ready and able to try, keep focused on the technique (body movements, speed, trail position) with the Human whilst remaining relaxed and confident as the Robot. You need the Robot to help you try new things and to keep you relaxed whilst you’re doing it, but you also need the Human to keep you from killing yourself and to give you that edge, so you concentrate on what you’re trying and how you’re doing it... something like this:



Fair enough – stupid picture I know, but it highlights our point: if you want to maximize your progress then your best bet is to become a morph of the two mental strategies. Try to avoid being completely Human - you need to relax and minimize your fear to attempt new things. Try to avoid being completely Robot - you need to think about what you are doing, focus and do your best to learn the techniques properly and try things that are within your ability level. Now that you know how to deal with being outside of your “comfort-zone”, let’s talk about how you can process and use the information given to you to the best of your abilities... memory, first.

II. MEMORY - HOW TO RECALL & USE THE INFORMATION



It is completely pointless reading about and/or watching how to do something if you never remember to do it. This, though an incredibly obvious statement, is a very important one as well. One of the biggest problems any instructor faces whilst teaching is getting his/her students to remember what they say – particularly whilst actually riding. Many riders will understand and remember everything whilst you are talking to them, but once they are actually riding they can easily forget to try things correctly, or even at all! In order for you to not fall short of this ‘goldfish syndrome’, you need to;

- Remember and understand the riding technique/theory very clearly.
- Whilst riding, actively remember to apply this technique
- Pick only one theory/technique at a time to work on.

Not only do you need to actually remember the technique correctly and whilst you are actually riding, but you also need to work on just one thing at a time. If you do everything else wrong, it doesn't really matter (within reason!) as long as you concentrate on the skill you are working on and get that right. Say you're working on keeping your weight low and forward whilst climbing so you can keep the bike balanced, if you forget to change gears, don't worry about that too much – as long as you improve on what you are thinking about. It's very difficult to work on a whole bunch of different techniques (e.g.; braking, body position, gears, cornering) all at the same time. If you can, great (most people can't!) but what you'll most likely end up doing is learning each skill less effectively and more slowly. Take your time and be smart about your learning. Pick one skill, improve it, then move on to another; the learning process will be quicker and more satisfying for you this way. Confusion will be avoided and it will make the learning process more fun and successful. Working on one thing means you only need to master that one new skill before you feel like you have improved and achieved your goal. The more goals, the bigger the chance of confusion, failure and the more mileage and hard work is required to achieve them; Lots of small steps instead of fewer, bigger steps, so...

Pick one skill, know and understand it then remember to try it when you're actually riding!

part 2: LEARNING BY PROGRESSION



So, we've talked about how fear and the ability to recall information can affect the way we learn so let's now have a look at Progressions as a learning tool. Rome wasn't built in a day – walk before you run and all that. You get the point. The quickest and safest way to improve your riding is a little bit at a time: The official definition of a progression is:

“a movement or development toward a destination or a more advanced state, esp. gradually or in stages : the normal progression from junior to senior status | their mode of progression through the forest. a succession; a series : counting the twenty-four hours in a single progression from midnight.”

As far as we're concerned then, a progression is where we take apart a skill and break it down into logical, smaller and easier steps for a student, so they find it much easier and more fun to learn. When trying something you have never done before, say a 2 foot drop-off, there are two options. First option is to use a progression; start with rolling off small drops, and then front wheel lifts off small drops, taking it up to a 1 foot drop, then a 2 foot drop and so on. Option two is to just go straight for the 2 foot drop and see how it goes.

Hmm, good luck! If you are lucky, you may just be able to do the 2 foot drop straight away but you won't have learnt as much. If you are able to do the 2 foot drop straight away, then it won't take you any time to go through the progression anyway, during which you will not only learn the correct technique but also experience different ways (rolling, front wheel lift) of riding a drop off as well as different size drop offs. In any case, the progression is always going to limit the chance of getting hurt and we don't have to say why that's a good thing. Progressions involve learning by a number of logical, sequential, small steps as opposed to fewer, bigger steps.

- They help you learn more by giving you better technique and more terrain experience
- Progressions will also keep you safer and build confidence as you learn by pushing yourself only a little bit at a time

Learning this way makes new skills appear far more achievable and less daunting; allowing you to stay more relaxed as you ride, giving you an all together much faster, easier and safer learning experience. So again, be smart and build up your new skills gradually by using and learning the progressions and exercises given to you.

part 3: SESSION TRAINING



This section relates to the actual learning stage on the bike - out on the trails. 'Sessioning' basically involves practicing something over and over again, until you feel like you've got it right. This can be a new or old technique or even a section of trail or both at the same time – it can be anything you ride and want to improve on. Sessioning something is super fun and is a great way of improving specific skills or specific maneuvers that will help your overall riding ability. There are two main types of Session Strategies; **TECHNIQUE & TRAIL**.

I. TECHNIQUE SESSIONING

Practicing techniques requires a slightly different approach than practicing a section of trail or particular obstacle, such as a drop-off. By following this 3-step process you'll be able to not only focus and practice on a specific technique, but get it into your riding quicker and more safely.

- **STEP ONE: MINIMUM TERRAIN – MAXIMUM PERFORMANCE;** Try the new technique somewhere safe!

First thing when you are practicing a technique is to take away any other complications or distractions, particularly a challenging environment. This avoids what we call the "Survival Factor". If the trail/environment you are riding in is challenging you to any kind of degree, a lot of your concentration is going towards simply "surviving" the trail and riding it without crashing. In this situation it's much harder for a rider to take their focus and put it completely into the riding technique and what they are doing; hence, inhibiting their ability to learn successfully. Make the environment you are riding on as easy as possible (for you) to start with – that way you can focus 110% on your technique. This works for whatever skill level you are as well; here's some examples for you...

- LEVEL 1 Rider
Goal: How to use the gears correctly.

EXERCISE: Use the Merry-Go-Round exercise in a park/open area to practice and learn how to select the appropriate gears for climbs and descents.

OUTCOME: Learnt about gears quickly and safely in a super easy environment so all they needed to worry or think about was working the gears instead of what's going on with any trail they may be riding, instead.

- LEVEL 2 Rider
Goal: To learn Outside Pedal Down (OPD) in the corners.

EXERCISE: Use the OPD exercise, again in an open area, to practice getting the outside pedal down with each turn.

OUTCOME: With no trees, trail obstacles or anything to distract them; getting the 'feel' for this skill is quick and easy.

- LEVEL 3 or 4 Rider
Goal: How to ride berms (banked corners) or ride them faster

EXERCISE: Leaning – by riding progressively harder berms, the rider will start with easy, wide corners that are not too tight and that have a gradual bank to them. In the Downhill Body Position they will practice riding one corner on its own, leaning towards the inside of the corner more and more as their speed progresses with each go.

OUTCOME: For newcomers, corner difficulty is low so the rider is relaxed and happy to try the leaning technique. For the more advanced rider, practicing on easier terrain will help them really 'hone' the leaning skill to get maximum performance from minimum terrain, before moving on to harder berms.

- **STEP TWO: APPLY the TECHNIQUE to COMFORTABLE TERRAIN**



- LEVEL 1 Rider
- TECHNIQUE: Gears

COMFORTABLE TERRAIN: Gentle trail with unchallenging, smooth surface, not too narrow with minimal climbing and descending

OUTCOME: Having already learnt how to use the gears in a park, their first trail experience will be far more successful, fun and safe as their ability to keep in and select the correct gears has improved prior to riding the any trail.

- LEVEL 2 Rider
- TECHNIQUE: OPD in corners

COMFORTABLE TERRAIN: Any trail they have previously ridden that is neither challenging or super easy.

OUTCOME: They already understand and have practiced the technique – much of the learning process is done before they even ride the trails! As they do, the technique is easy to apply to their riding, so progress is immediate.

- LEVEL 3 or 4 Rider
- TECHNIQUE: Berms – Leaning

COMFORTABLE TERRAIN: A trail with lots of berms one after the other, that is neither too steep, fast or narrow.

OUTCOME: Newcomers to the concept have practiced on easy corners keeping them relaxed and happy to try the new technique in an unchallenging environment. Pro's to the skill have honed their technique as they haven't had the "Survival Factor" to deal with allowing them to concentrate on what they are doing 100%.

- **STEP THREE: MAXIMUM PERFORMANCE – MAXIMUM TERRAIN;** use the technique to progress your riding!

Having practiced and "dialed in" the technique on comfortable terrain, each rider can now take their new found skills and use them to take their riding to the next level. The Level 1 rider can use their gear skills to ride more difficult trails with bigger and more climbs and descents, or the Level 2 will be able to corner more confidently, allowing them to maintain speed through their turns and try more technical and twisty trails. The Level 4 rider can now ride berms quicker and take those skills to new, unfamiliar berms making him/her more adaptable and skilled overall. This may seem to you like another progression; well, that's exactly what it is...

- Take the skill you want to learn
- Try it in a super easy environment
- Progress to a more challenging environment
- Re-assess: stay and practice or are you ready for somewhere more difficult?

Techniques Sessioning, following these three main steps, is an excellent way to learn new skills with the correct technique whilst minimizing the chance of failure or injury. Pro-riders do this when they are trying something new - learning how to do a back flip into a foam pit, before trying it on a soft smaller jump, to then take it into the competitions where they try the trick over something bigger. So, next time you're out there, give it a go and see how you get on...

II. TRAIL SESSIONING



Trail Sessioning is generally performed after Technique Sessioning – how can you practice a section of trail if you don't have the necessary skills to either ride it in the first place, or at least to ride it repeatedly with the intent to get better at it?! For example, a Level 4 Rider may have been sessioning their drop-off techniques – starting with a small drop-off and building up to larger ones so they can then go and session a drop-off on a particular trail.

Often a tactic used by racers (in many sports), Trail Sessioning is great for improving skills on specific types of terrain and trail obstacles. It's also a lot of fun and can vastly improve your speed and smoothness through sections, whether you're out just having fun or trying your hand at some racing. The following "smart learning" list will enable you to session (practice) a section of trail or obstacle with some structure and objectivity, so you can analyze your progress to learn more quickly and successfully.

SMART LEARNING:

1. Pick one section of trail or trail obstacle (If it involves a specific technique, say cornering, make sure you are already competent at this, or at the very least, this has already been practiced through technique sessioning)
2. First ride it at 70% - not slow, just a *comfortable* speed for you
3. Evaluate what it is you want/need to do to improve – change gear sooner/different line/less braking/look ahead more/bend you arms more
4. Pick one of these that you think needs improving on the most, then go again at 70%
5. Evaluate – was it quicker/smoother/better and why
6. Try again until the answer is yes, and only then go with "another 5%" - so you're riding at %75 of your full ability level
7. Repeat until you are confidently riding the section of trail like you never have before!

The primary goal for trail sessioning is to get better at that particular section of trail or obstacle. Its kind of like skateboarding: skaters will session a rail over and over until they can board-slide down it perfectly. We're doing the same just with our bikes, out on the trails. By picking one thing to work and evaluate yourself on, as per the list above, this will give your riding some focus and structure as you keep practicing the same trail. It figures that if you want to get faster or better at something, then having some focus on how to achieve that is only going to help.

So, although trail sessioning focuses on improving your overall riding on that particular section, it will also help you to improve a specific part of your riding as you self-evaluate with each go as to why that one was slower/faster/smoother, for example.

Think of Technique Sessioning as getting the "tools" you need to ride better and Trail Sessioning as using those tools so you can practice sections of trail or whatever it is you want to ride better.



OPERATIONAL SAFETY PROCEDURES - OSP's

OSP's are the backbone to operating a safe product. Mountain biking is an inherently dangerous sport, so it is therefore the primary responsibility of a PMBI instructor to ensure the safety of his/her clients at all times, through their training and the use of OSP's. Failure to do so will immediately put both clients and instructors at risk of many factors including serious injury, or death.

DISCLAIMER: THE FOLLOWING OSP'S ARE SIMPLY RECOMMENDATIONS AND EXAMPLES OF WHAT TO DO IN CERTAIN SITUATIONS. AS AN EMPLOYEE, A PMBI INSTRUCTOR MUST FOLLOW THE PROTOCOLS OF THEIR EMPLOYER AND FIRST-AID TRAINING PROTOCOLS, BEFORE ANYTHING ELSE.

1. FIRST AID

Every PMBI Instructor should carry a complete, up-to-date first-aid kit that is relevant to their personal first-aid training, as well as a current and valid first-aid certification. The following items are recommended *in addition* to a first-aid kit.

Cell Phone and Spare Battery complete with contact numbers for and directions to:

Emergency Services
Nearest Hospital
Local Bike Patrol (if one available)

Portable Neck Brace for suspected Spinal Injuries
Pad, Paper and Torch
Space Blanket (emergency insulation)
Spare clothes, food and water
Duck-Tape
Client Personal Information Form if riding in remote areas and/or for extended periods of time – weight, age, medication, allergies, contact numbers etc

2. EMERGENCY ACTION PLANS

Emergency Action Plan – CROSS COUNTRY SETTING

During any first aid incident, minor or major, the PMBI Instructor will always endeavor to act in the best interests of the injured client, to the best of their abilities according to their professional first-aid training and protocols.

For the purpose of a PMBI Instructor, a cross country setting is defined as any trail outside of a Bike Park/Ski Resort environment that is within 1 hour of emergency medical care. In the event of an incident, the PMBI Instructor will primarily follow the protocol of their First Aid Training, determining the severity of the accident and act accordingly...



Minor Accident – whereby the client does not require any emergency first aid in the form of Bike Patrol and/or Ambulance Care. In this case, the PMBI Instructor will treat the client appropriately, ensuring their health and safety.

Major Accident – whereby the client requires emergency advanced first aid that is beyond the training of the PMBI Instructor and/or requires Ambulance/Hospital Care. Whilst following the protocol of their First Aid training, the PMBI Instructor will contact the appropriate emergency services and act accordingly. Relevant colleagues will also be immediately contacted along with any family/party members.

MOI Spine Incident – In the event of a Mechanism of Injury for the spine (suspected spine injury) the PMBI Instructor, whilst following their First Aid Training protocol, will immediately contact emergency services and prepare for the client's evacuation accordingly.

Emergency Action Plan - BIKE PARK SETTING.

During any first aid incident, minor or major, the PMBI Instructor will always endeavor to act in the best interests of the injured client, to the best of their abilities according to their professional first-aid training and protocols.

For the purpose of PMBI Instructor, a 'Bike Park' setting is defined as any trail inside the boundaries and responsibilities of a resort's Bike Patrol (First-Aid) Services. In the event of an incident, the PMBI Instructor will primarily follow the protocol of their First Aid Training, determining the severity of the accident and act accordingly...

Minor Accident – whereby the client does not require any emergency first aid in the form of Bike Patrol and/or Ambulance Care. In this case, the PMBI Instructor will treat the client appropriately, ensuring their health and safety whilst adhering to the rules of the Bike Park and its own protocols.

Major Accident – whereby the client requires emergency advanced first aid that is beyond the training of the PMBI Instructor and/or requires Ambulance/Hospital Care. Whilst following the protocol of their First Aid training, the PMBI Instructor will contact the Bike Park Patrollers and act accordingly. Relevant colleagues will also be immediately contacted along with any family/party members.

On arrival of a Bike Patroller, the PMBI Instructor will then turn the primary care of the client over to the 'Patroller. Once the Bike Patroller no longer requires assistance, the PMBI Instructor will then act accordingly to the situation by either continuing the lesson with the other clients or ending the lesson to ensure the care and welfare of the injured client at the hospital - the primary concern is the injured party however.

MOI Spine Incident – In the event of a Mechanism of Injury for the spine (suspected spine injury) the PMBI Instructor, whilst following their First Aid Training protocol, will immobilize the clients spine immediately and contact the Bike Park Patrol. On arrival of a Bike Patroller, the PMBI Instructor will then turn the primary care of the client over to the 'Patroller. Once the Bike Patroller no longer requires assistance, the PMBI Instructor will then act accordingly to the situation by either continuing the lesson with the other clients or ending the lesson to ensure the care and welfare of the injured client at the hospital - the primary concern is the injured party however.



3. TRAIL EVACUATION PROCEDURES

Any evacuation procedures will be coordinated with emergency services accordingly; based on client location, condition, environmental factors and group size. the PMBI Instructor will always stay with the injured client and may send other party members for help, but only when absolutely necessary.

The *only* situation in which the injured client will be left alone is in the highly unlikely event that s/he requires emergency advanced first aid (ambulance) during a private lesson in a cross country setting, when the PMBI Instructor is unable to attain a useable cell phone signal.

However, all trails should be specifically selected for their close proximity to emergency services and reliable cell phone coverage to severely minimize or eliminate this possible scenario, all together.

During any first aid incident, minor or major, the PMBI Instructor will always endeavor to act in the best interests of the injured client, to the best of their abilities according to their professional first-aid training and protocols.

4. TRAIL SELECTION PROTOCOL

All trails must be selected according to the clients' ability levels, lesson content, safety, close proximity to emergency services, reliable cell phone coverage and accessibility for any evacuation procedures that may be required.

Any trail that does not conform to these requirements, should not be ridden by a PMBI Instructor at any time, whilst working as an Instructor.

Any unfamiliar trails must be inspected and ridden *before* being used in a lesson or session, to analyze their safety, condition and suitability. Any trail changes, repairs or issues can therefore be dealt with appropriately beforehand.

5. LOST PLAN

To help prevent clients becoming separated and lost from the group and/or instructor, a PMBI Instructor must follow these protocols.

PREVENTION

- Explain during the *Introduction* how clients are to ride as a group, paying particular attention to the *Navigation and Turning Rules* (explained in the *Teaching Techniques* section).
- Before setting off, point out and make sure everybody will remember a common meeting place where you will finish the lesson.
- Then explain if someone does get lost, they must wait where they are and only return to the meeting place after 20 minutes of waiting and *only* if they are confident they know the way back - otherwise, they must remain where they are.
- Regularly check all riders are present, know where to go and are happy to keep riding.



SEARCHING

- Despite following the above protocols, somebody still may get lost. In this situation, the PMBI must take the whole group back with them to find the lost party.
- If, within 20 minutes, the lost party has not been found, everybody must return to the common meeting place together and wait a reasonable length of time (according to the trails, meeting place location, client ability etc) for the lost party to show up.
- After the reasonable time has passed without the lost party arriving, the PMBI Instructor must act accordingly, organizing a "Search & Rescue" appropriate for the circumstances with his/her employer immediately. The remaining and present clients safety and well-being must also be ensured.

MOUNTAIN BIKE RESPONSIBILITY CODE

1. Ride in control and within your ability level. You must be able to avoid other people or objects.
2. Stay off trails if your ability is impaired by drugs, alcohol, or fatigue.
3. All riders must wear a helmet and gloves. Other protective equipment is strongly recommended.
4. Inspect your bike or have it checked by a qualified bike mechanic before you ride.
5. Be aware of changing conditions on trails and features. Inspect features before use and throughout the day.
6. Stay on marked trails. Obey all signs and warnings. Do not cut switchbacks. Keep off closed areas.
7. Avoid riders ahead of you. They have the right of way.
8. Look uphill and yield to other riders when entering a trail or starting downhill.
9. Do not stop where you obstruct a trail, or are not visible from above.
10. If you are involved or witness an accident or collision, never leave the scene before making sure all parties are accounted for and okay. Identify yourself to the local Bike Patrol, if available
11. Do not feed, provoke, or approach wildlife.

KNOWING THIS CODE IS YOUR RESPONSIBILITY - USE IT, RESPECT IT