BICYCLE RODEO

DON'T THUMP YOUR MELON™

INSTRUCTOR'S GUIDE

What is a Bike Rodeo?

Bike Rodeos are an educational community outreach activity supported by "Don't Thump Your Melon", a ~~South Dakota Department of Public Safety and~~ South Dakota EMS for Children program. These events offer children in your community the chance to actively learn and demonstrate bike skills and safety. Several adult volunteers run each skills station, working together to teach the kids how to control their bikes and ride safely.

Skills to Teach:

- Traffic Safety
- Turning
- Maneuvering
- Balance
- Braking
- Helmet Safety
- Rules of the road

Organizing a Bike Rodeo

- Meet with community members, law enforcement, and local media to schedule a date and recruit volunteers. You will want 15-20 volunteers for registration and skills stations, a photographer, and someone to keep track of things like number of volunteers & attendees, costs, time, and materials donated/purchased.
- Choose a location with a solid surface like blacktop or cement. Elementary school playground work well. Make sure that it is large enough for all skills stations and obstacle courses!
- Make a schedule so that your volunteers know what is needed. Setup for a rodeo typically takes about an hour and a half if everyone works together.
- Reach out to businesses in your community to sponsor things like food, water, prizes, and awards or certificates.
- Print off signs that clearly identify stations and written instructions for your station volunteers. These are available from SD EMS for Children by request at sdemsc@usd.edu

Materials Needed:

- Cones, chalk, tape measure, tape
- Basic bike tools, bike pump
- Water and a first aid kit
- Helmets for those that don't have one
- Spectator area for families to watch participants
- Station signs/instructions
- Table and chairs, 10-12 pens
- ~~10 small sandbags~~

Bicycle Inspection Check List

NAME: _____

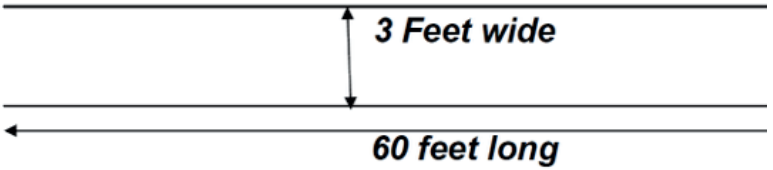
ITEM INSPECTED	SAFE	UNSAFE
Handle Bars	☐	☐
In line with wheel	☐	☐
Tightly fitted	☐	☐
Grips tight	☐	☐
Tubing ends covered	☐	☐
Brakes	☐	☐
Coaster brake stops quickly and evenly within a 20-degree back pressure	☐	☐
Hand brakes	☐	☐
Cable Condition	☐	☐
Stops quickly/evenly	☐	☐
Pad condition	☐	☐
Lights and Reflectors	☐	☐
Ample refelectors on back	☐	☐
Working light on front	☐	☐
Remove dirt/dust	☐	☐
Frame	☐	☐
Straight	☐	☐
Cracks	☐	☐
Front Wheel	☐	☐
Runs true and round	☐	☐
Spoke condition	☐	☐
Inflated properly	☐	☐
Tread condition	☐	☐
Wheel center in fork	☐	☐

ITEM INSPECTED	SAFE	UNSAFE
Rear Wheel	☐	☐
Runs true and round	☐	☐
Spoke condition	☐	☐
Inflated properly	☐	☐
Tread condition	☐	☐
Wheel center in fork	☐	☐
Seat	☐	☐
Proper height	☐	☐
Tight	☐	☐
Condition	☐	☐
Crank Assembly	☐	☐
Chain tension	☐	☐
Chain condition	☐	☐
Sprocket Teeth	☐	☐
Pedal tread	☐	☐
Pedal tight	☐	☐
Chain guard present	☐	☐
Chain guard tight	☐	☐
Frame	☐	☐
Straight	☐	☐
Cracks	☐	☐

Remarks

SKILL STATION 1
Mounting and Dismounting

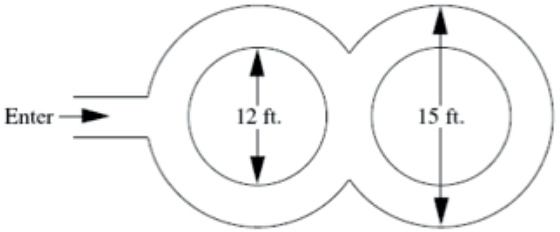
3 FEET WIDE 40 TO 60 FEET LONG



PURPOSE: To test starting and stopping while maintaining control. Rider must mount, steer bike without losing balance or swerving out of the lines, and then dismount.

SKILL STATION 2
Circling and Changing Direction

Inner circle is 12 feet in diameter; outer circle is 15 feet in diameter, providing for a 1.5 foot lane. To draw the circles, a person holds a six-foot length of string in one spot, and the other drawer pivots around the center point with the chalk until a complete circle is made. Using the same center point, us a 7 ½ foot string, except do not complete the circle



To draw the other half of the course, hold the 7 ½ -foot string on the outer edge of the inner circle. After extending it completely, mark an “X” at the end of the string. This is the center point for the second set of circles. Repeat instructions for the first set.

PURPOSE: To test balance and steering control while changing directions. Rider should start to the right and maneuver through the circles in a figure eight.

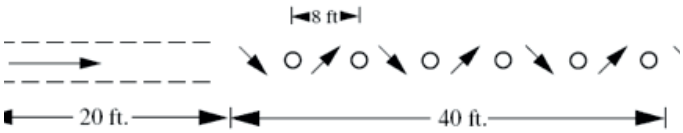
SKILL STATION 3
Straight Line Control

The lane is 60 feet long and six to eight inches wide. There should be 20 feet available in front of the start of the lane for the rider to balance, but it doesn't need to be marked. Reduce the length if space is limited. Place the small cones on the outside of the lane at 10-foot intervals.

PURPOSE: To test balance and steering coordination. The rider should be able to ride in a straight line, without veering over the lines or putting a foot down to balance.

SKILL STATION 4
Weaving and Maneuvering

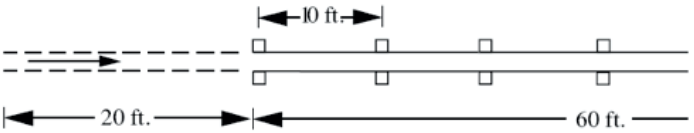
There is no marked lane for this test, but you may want to mark the cone placement in case they are moved. Cones should be placed eight feet apart. Riders should have 20 feet of starting room before the first cone.



PURPOSE: To test balance, steering control, and the rider's ability to judge distance. The rider shouldn't hit any obstacles and should weave alternately to the right and left.

SKILL STATION 5
Stopping Ability

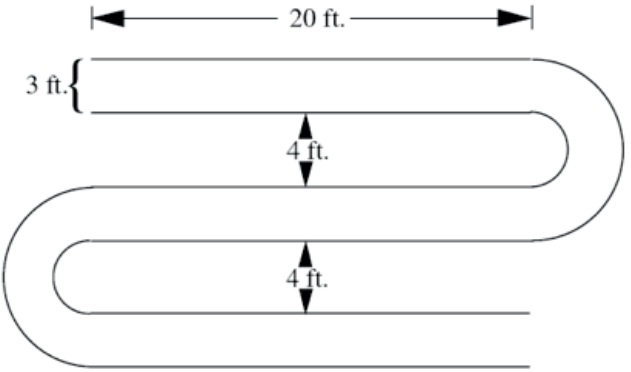
The lane should be 60 feet long and three feet wide. A cross mark should be at 50 feet. If space is limited, this test can be on the same lane as skill station 3.



PURPOSE: To test judgment and braking control. Rider should ride through the first 50 feet and be able to bring the bike to a complete stop before touching either foot to the ground within the last 10 feet.

SKILL STATION 6
Short Radius Turning

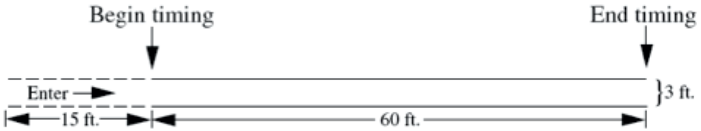
The lane is three feet wide with each straight section 20 feet long. Draw all straight sections first and then connect them with an arc. Each lane is separated by four feet.



PURPOSE: To test balance, speed control, and steering coordination. Rider should maneuver through the course without veering over the lines or putting a foot down to balance.

SKILL STATION 7
Slow Speed Control

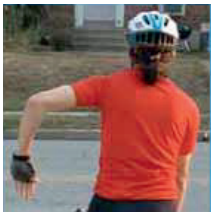
The lane is 60 feet long and three feet wide. A 15-foot running lane should be provided but does not need to be marked. If space is limited, this skill can be done on the course at station 1.



PURPOSE: To test speed control and balance. The rider should maneuver the bike at a slow speed, requiring at least 30 seconds from start to finish. Write the time on the checklist.

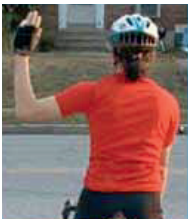
SKILL STATION 8
Hand Signals

It is important that each participant understand the Rules of the Road. It is vital that they communicate with other traffic what their intentions are BEFORE they change directions or move from the path they are on. You can use the following script for this station: “Never change direction or change lanes without first looking behind you and using the correct hand signals. That way everyone knows where you’re going. Use your left arm for all hand signals. To indicate you’re making a **left turn**, hold your arm straight out to the left; to indicate a **right turn**, bend your elbow, holding your arm up in an “L” shape; and before you **stop**, bend your elbow, pointing your arm downward in an upside down “L” shape.



STOP

LEFT TURN



RIGHT TURN

Easy Steps to Properly Fit a Bicycle Helmet

It's not enough to simply buy a bicycle helmet – it should be properly fitted, adjusted, and worn each time you ride.

The Proper Helmet Fit

Helmets come in various sizes, just like hats. Size can vary between manufacturers. For the most comprehensive list of helmet sizes according to manufacturers, go to the Bicycle Helmet Safety Institute (BHSI) site: http://www.danscomp.com/products/charts/helmetchart.htm

To select and properly fit a bicycle helmet, follow the helmet fitting instructions in this flyer.

It may take some time to ensure a proper fit. It is easier if you have someone help you adjust the straps.

Step 1 Size:

Measure your head for approximate size. Try the helmet on to ensure it fits snuggly. While it is sitting flat on top of your head, make sure the helmet doesn't rock side to side. Sizing pads come with new helmets; use the pads to securely fit to your head. Mix or match the sizing pads for the greatest comfort. In your child's helmet, remove the padding when your child's head grows. If the helmet has a universal fit ring instead of sizing pads, adjust the ring size to fit the head.

Step 2 Position:

The helmet should sit level on your head and low on your forehead—one or two finger-widths above your eyebrow.

Step 3 Buckles:

Center the left buckle under the chin. On most helmets, the straps can be pulled from the back of the helmet to lengthen or shorten the chin straps. This task is easier if you take the helmet off to make these adjustments.

Step 4 Side Straps:

Adjust the slider on both straps to form a "V" shape under, and slightly in front of, the ears. Lock the slider if possible.

Step 5 Chin Strap:

Buckle your chin strap. Tighten the strap until it is snug, so that no more than one or two fingers fit under the strap.

Step 6 Final Fitting:

A. Does your helmet fit right? Open your mouth wide…big yawn! The helmet should pull down on the head. If not, refer back to step 5 and tighten the chin strap.

B. Does your helmet rock back more than two fingers above the eyebrows? If so, unbuckle, shorten the front strap by moving the slider forward. Buckle, retighten the chin strap, and test again.

C. Does your helmet rock forward into your eyes? If so, unbuckle, tighten the back strap by moving the slider back toward the ear. Buckle, retighten the chin strap, and test again.

D. Roll the rubber band down to the buckle. All four straps must go through the rubber band and be close to the buckle to prevent the buckle from slipping.

www.nhtsa.gov

NHTSA

When to Replace a Helmet.

Replace any helmet that has been involved in a crash, or is damaged.

The Helmet Should Fit Now.

Buy a helmet that fits your head now, not a helmet to "grow into."

Replace any helmet that has been outgrown.

The Helmet Should Be Comfortable.

If it feels small, put in the thinner sizing pads or purchase a larger helmet. Ideally, select a helmet brand and size that fits well prior to any adjustments. If you buy a helmet that you find comfortable and attractive, you are more likely to wear it.

The Helmet Must Cover Your Forehead.

The Chin Strap Must Be Tight and Properly Adjusted.

The Helmet Should Not Rock Forward or Backward on Your Head.

If it does, see step 6.

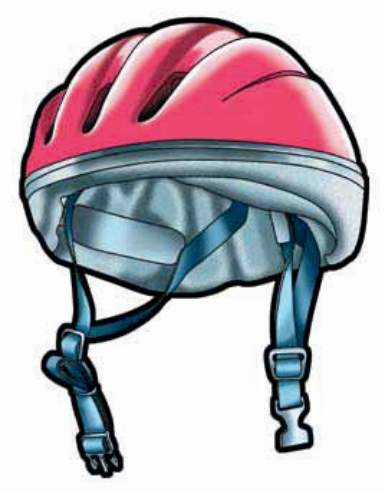
A bicycle helmet can protect your head and brain ONLY if you wear it each time you ride!

Helmet Laws

Many States and local jurisdictions have bicycle helmet laws; please refer to your State or local jurisdiction. To find this information go to **www.helmets.org/mandator.htm**

A bicycle crash can happen at any time. A properly fitted bicycle helmet reduces the risk of head injury by as much as 85 percent and the risk of brain injury by as much as 88 percent.

More children age 5 to 14 go to hospital emergency rooms for injuries associated with bicycles than with any other sport. Many of these injuries involve the head. Helmet laws ensure the safety of our children.



Model Safe Behavior

Everyone — adult and child — should wear bicycle helmets each time they ride. Helmets are the single most effective way to prevent head injuries resulting from bicycle crashes. Wearing a helmet each ride can encourage the same smart behavior in others.

Helmet Certification

Buy a new helmet that has been tested and meets the uniform safety standard issued by the U.S. Consumer Product Safety Commission (CPSC); use an old helmet only if it has a seal from one or more of the voluntary bicycle helmet standards, such as ASTM, Snell, or ANSI. Look for the certification seal labeled on the helmet.

DOT HS 810 600
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For more information on bicycle safety, visit the National Highway Traffic Safety Administration (NHTSA) Web site at: www.nhtsa.dot.gov

www.nhtsa.gov
NHTSA

Notes

LoRes Photo

EMSC
Emergency Medical Services for Children

PLEASE CONTACT US FOR OTHER INSTRUCTOR GUIDES:

It's Not Fine 'Til They're 4'9"
Booster Seat Awareness and Education

Growing on the GO
Carseat Guidelines

I Choose.
Impaired Driving Awareness and Eduction

DRIVESAFESD.COM
SD DEPARTMENT OF PUBLIC SAFETY