

enjoy the ride

KICK START

GETTING STARTED IN MOTORCYCLE SPORT



www.ma.org.au



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The information in this booklet is intended as a guide only, and does not override the General Competition Rules. References made to the Manual of Motorcycle Sport may be subject to change in future editions of the Manual of Motorcycle Sport.

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WELCOME

Welcome to the world of motorcycle sport. This booklet is designed to answer some of your questions about starting out as a motorcycle racer.

Junior riders are the future of motorcycle sport. Many past and current Aussie champs began their racing careers as Juniors.

Australians have had a long and proud history of winning in motorcycle racing, and whether you make a career as a professional rider or a racer who competes at club or state level,

we hope you enjoy every second of it.

You just need to decide how serious you want to make your sport, or how fast you want to go. There's a specialist coaching program run by Motorcycling Australia (MA) and each of the State Controlling Bodies (SCBs) to help you get started.

When you are talking about motorcycle sport, you'll hear many new words. To help you, here are some of the more common terms you might hear as you get into it.



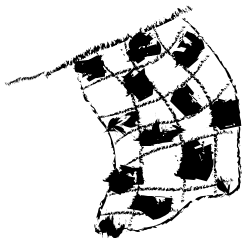
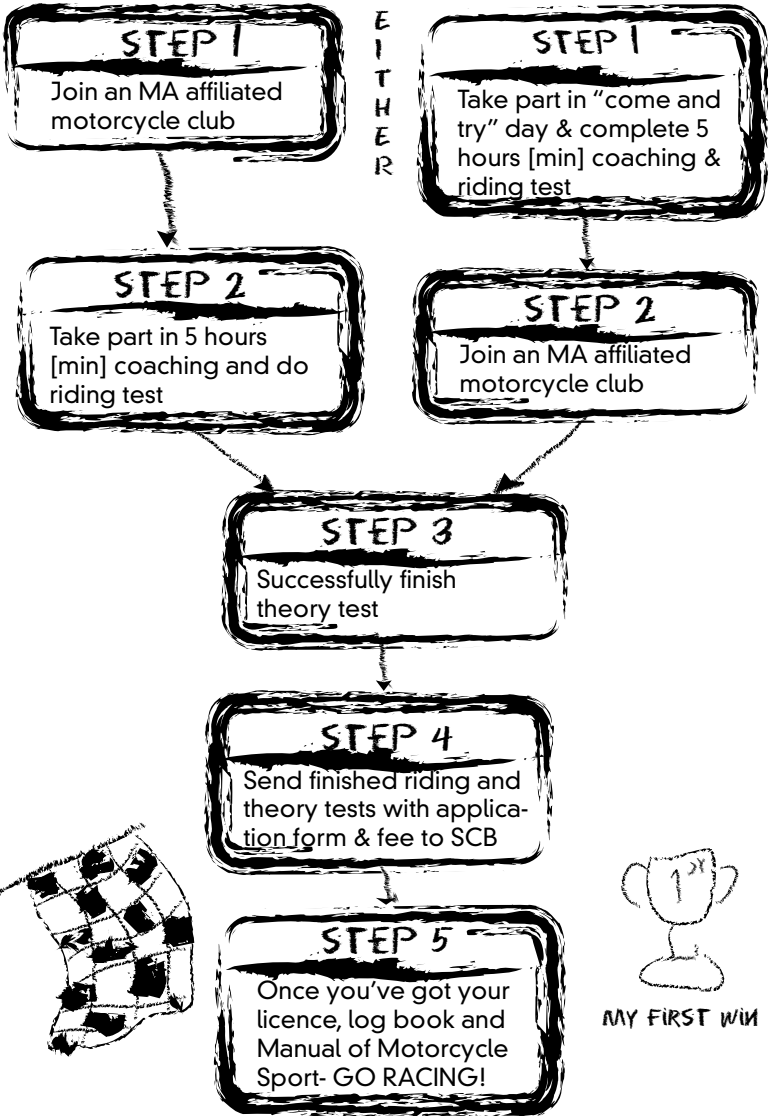
MOTORCYCLE SPORT TERMS

MA	Motorcycling Australia - The controlling body of motorcycle sport in Australia
SCB	State Controlling Body of the sport in each state
FIM	Fédération Internationale d'Motocyclisme or the International Federation of Motorcycling. The international controlling body of motorcycle sport
GCRs	General Competition Rules. The rules which govern motorcycle sport competition in Australia.
Manual of Motorcycle Sport	An annual Motorcycling Australia book which contains the GCRs. You will get a copy of this when you get your licence.
Discipline	Refers to one of the categories of motorcycle sport in which you may participate. There are seven different disciplines. There's more detail about these on page 6
Licence	You need to have a competition licence to compete in motorcycle sport. There's more detail about these on page 16
Solo	A motorcycle which has two wheels and only one rider on the machine in competition.
Sidecar	A motorcycle with a permanently attached sidecar and three wheels, making two tracks on the ground. Two people compete on a sidecar.
Supplementary Regulations	These are sometimes called Supp Regs, and they contain extra rules for a particular race meeting, including the details of the competition and the way the meeting will be run.
Promoter	The people or organisations that conduct the race meeting[s].
Indemnity Form	A document which you need to sign before you take part in an event. Because it affects your rights, you should read the indemnity form carefully before signing it.
Exclusion	Occurs when a rider or his motorcycle are disallowed [stopped] from taking part in, or continuing to take part in a competition.

FIVE EASY STEPS

To get started in motorcycle sport, read this booklet, then follow the five easy steps to go racing.

HOW TO GO MOTORCYCLE RACING



MY FIRST WIN



CLASSES OF COMPETITION

CLUB COMPETITION

A competition exclusively for the registered financial members of that club. You must have a club licence or one-meeting licence as a minimum to take part.

INTERCLUB COMPETITION

A competition between members of two or more clubs. The number of clubs will depend on any special conditions of the SCB. You'll need a club licence or one-meeting licence, as a minimum, to take part.

NATIONAL COMPETITION

A competition open to holders of a current national competition licence. You need a national licence to take part.

INTERNATIONAL COMPETITION

A competition sanctioned by the FIM. It is open to riders who are holders of a current FIM international licence or national licence.

CHOOSING YOUR MOTORCYCLE DISCIPLINE

There are different disciplines, classes and events to cater for every rider. The best place to start is to find out about the different disciplines you can be involved with. Local clubs or your SCB can help you decide this. Most motorcycle disciplines cater for solo and sidecar competition.

MOTO-TRIALS

Moto-Trials is the one discipline that doesn't rely on speed. Instead, riders have to guide their machines over all sorts of obstacles without stopping or letting their feet touch the ground. The typical Moto-Trials



machine is light and nimble, and it's simply amazing what the top riders can do with them.

MOTOCROSS /MOTOX OR MX/



Motocross is the off-road sport for you if slamming whoops, carving berms and flying high over jumps is your idea of fun. One of the most popular motorcycling sports, Motocross is run on tracks shaped from natural terrain and produces fast, close and exciting racing. Motocross is a physically demanding form of motorcycle sport and tests both rider and their machines to the limit.

SUPERCROSS /SUPERX OR SX/

Supercross is a condensed form of Motocross conducted in both indoor and outdoor stadiums. It is spectacular and presents riders with demanding physical and mental challenges. Supercross events at the highest level in Australia attract thousands of spectators. A special licence endorsement and additional competency test is needed to compete in Supercross.



FREESTYLE MOTOCROSS

Freestyle Motocross was conceived in the mid 1990s by a bunch of free-wheeling Americans who just loved flying 15 metres into the air over everything and anything they could find. Today, it's the most popular of all the extreme sports, and even has its own world championship. Australia has already produced world-class Freestyle Motocross riders, in a discipline where timing and poise are everything. Riders need to be endorsed for Supercross and do an additional competency test to compete in Freestyle Motocross.



TRACK

Track Racing is an exciting branch of motorcycle sport for the off-road enthusiast. It's conducted on closed oval shaped tracks between 470m and 1000m in length. The surface can be graded dirt or grass. All you need to get started is a motocross bike or more specialised slider machine, and the appropriate riding gear. Track racing is for both solo and sidecar machines.

DIRT TRACK

Dirt Track Racing is similar to Track but with subtle differences. Dirt Track is conducted on closed tracks of various shapes which differ in length from 275m to 1800m and they have both left and right-hand turns. The surface can be graded dirt or grass. All you need to get started is a motocross bike and the appropriate riding gear. There is competition for sidecar riders.

ENDURO



If racing cross country through tight bush trails and fast open tracks appeals to you, then you should consider Enduro riding.

It's a case of rider and bike versus the elements in events ranging from casual trail rides to Australian championship events.

SPEEDWAY

Speedway is for any rider daring enough to ride a bike without brakes and hardly any suspension. With experience – and if you're brave enough – you'll enjoy the adrenalin rush and explosive action of sliding around a fully fenced oval circuit. You can ride solo, or share the fun with a friend on a Speedway sidecar.



ROAD RACING

The performance of Aussie riders on the world MotoGP and Superbike circuits has ensured Road Racing is a highly competitive discipline with many opportunities for you to get involved. There are many different categories of Road Racing, from junior machines right through to the high-powered Superbikes and Sidecars.



HISTORIC

Old motorcycles were never designed to sit in a garage or shed gathering cobwebs and rust. Today, many have been restored to their former glory and are actively competing in Historic racing. If the idea of racing older machinery appeals, junior [13+] competitors can try their hand at Classic Motocross.



SUPERMOTO

Supermoto racing combines the high-speed grace of Road Racing with the action-packed drama of Motocross-style dirt Track racing. A Supermoto bike can be built with minimal expense. Even better, riders can compete in Enduro or motocross events and still turn up and ride their bike at a Supermoto meeting.



HOW DO I GET STARTED?

Once you have decided which discipline you want to be involved in, you'll need to join an MA affiliated club.

To help you choose, your SCB has a list of affiliated clubs, their location, and the type of competition they promote.

Most clubs will have a number of different activities, although some specialise in one discipline. You might want to go to a club meeting to find out more, before you join.

Many clubs have a qualified coach as a member who can advise you on how to move forward in your quest to become a motorcycle racer.

WHAT GEAR DO I NEED?

Before you go out and spend heaps on a bike and gear, we suggest you contact your club secretary or coach.

They can help by advising you on just what kind of gear you'll need to get started in your chosen discipline. Check out the Manual of Motorcycle Sport, too [which you can download from the MA website: www.ma.org.au]. There's a section on protective gear in each discipline's chapter.

Usually, to start competing you'll need a suitable motorcycle and the right protective equipment, including a helmet, gloves, and boots. You might also need goggles or a visor, a back protector, body armour, and a race suit depending on the discipline.

It is really important that your helmet fits you properly, not one you'll grow into, and is in good condition. If your helmet



has been in an accident, get a qualified person, like a coach, licenced scrutineer or club expert, to look it over. You will not be allowed to compete if your helmet is damaged.

Your coach can advise you on the basic techniques and skills you need to start riding.

Physical fitness, diet and mental preparation also play a big part in how successful you will be, motorcycle sport accredited coaches can assist you in all these areas.

THE BASIC RULES

Once you made your mind up about what discipline you'll follow, have spoken to a coach, and got your bike and gear, you are ready to go riding.

Before you do, you'll need to know the basic rules for your chosen sport: You need to know what is allowed, and what's not. This is especially true of motorcycle sport, because rider safety is very important.

Some rules in the Manual of Motorcycle Sport are applicable to all competitors and competitions, and some only apply to particular situations. Before you even enter an event, it is your responsibility to know the rules.

Rules make sure that events are run safely and so one competitor doesn't have an unfair advantage over another.

Supplementary Regulations are issued by the organisers/

promoters of the competition to provide details on how the event will be run. They can expand on the rules in the Manual of Motorcycle Sport, but can't contradict them.

Following are some of the typical rules, definitions and advice you might see. To read the rules exactly as they are written, you should read your Manual of Motorcycle Sport.

WITHDRAWAL FROM COURSE

If you have been advised that you have been excluded, you must leave the course immediately. You must not affect other competitors' chances by staying on the course to make adjustments, repairs or to restart your machine.

STOPPING A RACE

The Steward or Clerk of Course can decide to stop a race if they think it would be dangerous to continue.



LEAVING THE COURSE

You can be excluded by the Steward or Clerk of Course if you have gained advantage by leaving the track, unless you did so for the safety of other competitors or because of an action of another competitor.

UNFAIR OR DANGEROUS RIDING

You can be excluded by the Steward or Clerk of Course if they think you have been riding unfairly or dangerously.

The Steward can also disallow the race and order a re-run if they think an offending rider has affected the chances of other competitors.

PUNCTUALITY IN STARTING

If you are not ready to race when the Starter is ready, you may be considered a non-starter.

PRACTICE FOR A COMPETITION

You can only take part in practice for an event that you have entered.

FUELS

Only unleaded fuels can be used in junior competition.

STARTS AND FINISHES

In speed events, the start or finish is when any part of the machine passes over the line. The actual

time of the start of a race is when the order to start is given or when the starting line is crossed, [depending on the method of the start]. The finish is when the finish line is crossed.

Both the rider and the passenger need to be on a sidecar on the finish line to be considered to have finished a race.

DRUGS AND ALCOHOL

MA complies with the World Anti-Doping Agency [WADA] anti-doping code and banned substances list. Banned substances include alcohol, anabolic steroids, beta-blockers & marijuana. More details can be found in the Manual of Motorcycle Sport or www.ma.org.au

IMPOUNDING A MOTORCYCLE


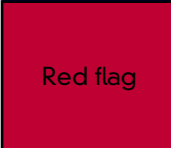








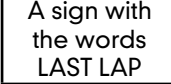

At the end of a meeting, the Steward may impound any motorcycle they believe may not be in accordance with the GCRs or Supplementary Regulations, and keep it until it has been examined.

RACING NUMBERS

There are specific rules for racing numbers, number-plates, etc. Before you make a number-plate, check with your SCB about numbers and number plate rules.

TRACK SIGNALS

Track Signals are given to competitors by the means of lights or flags and are used in practice as well as during a race. The meanings are below.

SIGNAL	HOW USED	MEANING OF SIGNAL
 Australian flag	Dropped or raised	<ul style="list-style-type: none"> • Race / event start
 Red flag	Displayed	<ul style="list-style-type: none"> • Race or practice stopped prematurely. • Riders must stop racing & immediately return to the pits with the utmost care & attention. • Compulsory for everyone. • May also be used to close the circuit.
 Black flag	Stationary and black board with Rider's number/ helmet colour [speedway].	<ul style="list-style-type: none"> • Rider with the number indicated must stop at the pits on the next lap. • In a speedway event, the rider with the colour displayed must immediately and safely stop racing and move to a safe position on the infield.
 Yellow flag	Held stationary	<ul style="list-style-type: none"> • Danger ahead • Slow down • Overtaking forbidden
 Yellow flag	Waved	<ul style="list-style-type: none"> • Immediate danger • Slow down • Prepare to stop • Overtaking is forbidden.
 Yellow flag with red stripes	Held stationary	<ul style="list-style-type: none"> • Track ahead is slippery. • Debris/gravel on the track
 White flag	Held stationary	<ul style="list-style-type: none"> • Slow-moving intervention vehicle [for example; an ambulance] on track.
 Blue flag	Held stationary	<ul style="list-style-type: none"> • Rider is soon to be overtaken.
 Blue flag	Waved	<ul style="list-style-type: none"> • Rider is about to be overtaken.
 Green flag	Waved	<ul style="list-style-type: none"> • Course clear.
 A sign with the words LAST LAP	Held stationary	<ul style="list-style-type: none"> • Last lap of the race/event.
 Black & white chequered flag	Waved	<ul style="list-style-type: none"> • Finish of race/event.



THE FOLLOWING SIGNALS MAY ALSO BE USED -

- Event Start: The national flag at the start of a race may be replaced by a light signal, a rubber band, a dropping gate or starting tapes.
- Yellow Flag: may be replaced with one or more flashing yellow lights.
- Green Flag: may be replaced with one or more flashing green lights.
- Red Flag: may be replaced with one or more flashing red lights.
- Two Minute Warning [for speedway]: A horn, siren or bell and a flashing amber light, visible in the pits will be given to indicate to competitors that there are two minutes left before the start.

Once you know the basic rules, and have the necessary equipment, you should be ready to start racing. To do this, you'll need a competition licence.

HOW DO I GET A LICENCE TO COMPETE?

If you want to compete as a rider or sidecar passenger you'll need to get an MA licence. Your Club Secretary or SCB can supply you with an application form and explain the details of getting a licence.

First-time licence applicants must prove their riding ability, and know the basic competition rules. There is a compulsory coaching program and riding test incorporated [page 23]. A 25 question multiple choice test must also be completed [page 24].

If you're between 7 and under 16 years old, you'll also need to have

at least five hours of coaching before you can get a competition licence, and five hours of coaching each year, until you're 16 in order to renew your competition licence.

You'll get a special logbook that will record all of the coaching you do, as well as a lot of other motorcycling stuff, to keep with your licence and rulebook each time you go racing

The coaching covers the 'modules' on the next page and you need to satisfy a coach that you are competent in all of them before you can get your licence.

RIDING TEST MODULES

• Basic Rules & Personal Safety Equipment	• Scrutineering & Motorcycle Maintenance	• Starts & Riding slowly in a straight line
• Roles of officials	• Motorcycle Controls Start & stop engine	• Riding Position Weight Distribution
• Throttle & clutch control	• Rules of Motorcycle Racing	• Discipline specific skills
• Pick up motorcycle	• Cornering	• Braking

You'll also need extra coaching hours if you want to step up to a 125cc two stroke or 250cc four stroke machine.

You can take as long as you need to complete all the training modules, but they must total 5 hours minimum. You'll need to have your coaching hours recorded in this booklet.

You'll need forward your completed licence application form, including the following to your SCB:

1. Completed Coaching sheet [Assessment 1 – page 23].
2. Completed Multiple Choice Theory Test [Assessment 2 – page 24],
3. Two passport size photographs of yourself,
4. Proof of your age [for example; a copy of your birth certificate], and
5. The appropriate licence fee.

If you are under 18, you'll also need to include a written authorisation from at least one of your parents, or your legal guardian.

To minimise delays, make sure your application is filled in completely and correctly and has been signed by your Club Secretary [Some SCBs require a club stamp as well].

Once all your paperwork has been received by your SCB, you'll get your new licence, a copy of the Manual of Motorcycle Sport, and the logbook to record your coaching hours.



INSURANCE

If you have medical insurance, check whether it includes ambulance cover, because ambulance transport can be very expensive. Even though we try to make motorcycle sport as safe as possible, you must be aware that there is a danger in competing, and that you might one day need to use an ambulance.

We also recommended that you check your insurance policies to make sure that you are covered while you are racing your motorcycle, rather than just riding it in a paddock or on the road.

If you are competing at a permitted event, your MA licence includes a policy which covers you in case of death or permanent disability. It does not pay weekly benefits for sickness or accidents.

Juniors who are injured and cannot attend school may be eligible to have their tutorial costs paid. Parents of injured junior competitors may also be eligible for an inconvenience allowance. Details are in your Manual of Motorcycle Sport.

LICENCE TYPES

You must be between 7 and under 16 years of age to apply for a junior licence. For safety reasons, juniors must not compete against seniors. As a beginner you'll need one of the following types of licence:



Club: This allows you to compete in Club or Interclub competitions for 12 months from the date of issue.

One meeting: This allows you to compete in one Club or Interclub competition.

National: This allows you to compete in any event authorised by MA or an SCB.

Restricted National: This allows you to compete in any Moto-Trials, "Fast 50s" or Mini Moto event authorised by MA or an SCB.

As your riding skills and experience improve, you can upgrade your licence to allow you to compete at a national or international level.

You cannot compete at a higher level than your licence allows.

Your licence is valid for 12 months from the date of issue. You should be aware of when your licence and club membership expire, and make sure you renew each when they fall due.

You must have a valid and appropriate level licence before you enter an event.

You must take your licence and logbook with you to every event, because you'll be asked to show it before you compete. If you forget your documentation, forget racing!

HOW DO I ENTER A COMPETITION?

Check out what events you might want to enter by getting a calendar from your Club Secretary, your SCB or the MA website. There's often extra information about forthcoming events at Club meetings.

There's will be an Entry form and an Indemnity Form to be filled out and a fee payable. These are usually available 4-6 weeks before an event.

You should also read the Supplementary Regulations for the event. You get these entry documents from the organiser of the event.

If you are under 18, you'll also need to have the Indemnity form signed by at least one of your parents, or your legal guardian.

Often you'll need to complete your entry and pay a few weeks before the event, although sometimes you can do it on the day. There's usually a deadline, after which entries may not be accepted or an extra payment may apply.

THE RACE MEETING

ARRIVING

Plan ahead for each event. Make a list of everything you're going to need and have it ready and loaded into your vehicle.

Travelling with friends and family means they can look after your equipment, and you'll have support in case anything goes wrong.

Plan to arrive in plenty of time before your event, because there's a lot to do before the race.

Obey any instructions from the organisers and those contained in the Supp Regs, as they are there to make your event safe.

Check that the Supp Regs include an MA permit number, because without one, neither you nor promoters have insurance cover. Because of this, and for your safety, you should never participate in an event which is not "permitted".

There might also be signs or notices around the venue covering such things as no-go areas or the banning of alcohol in the pits.

Once you have set up, you'll need to find the administration & scrutineering areas. You need to sign in, have your licence & all documentation available, and present your machine to be checked by the scrutineers. This procedure may vary from meeting to meeting, but it shouldn't take you long to work out what is needed.





Your motorcycle and safety equipment will be checked for safety and to make sure they comply with the rules.

Before competing, you'll need to remove side and centre stands [except trials and enduro machines] and tape up any headlight glass or plastic.

At scrutineering, the following will be checked:

• Throttles must self return and have a free action.	• Brake and clutch free-play and effectiveness.
• Wheel and frame bearing free-play	• Valve caps
• Tape over wheel-weights	• Spokes
• Chain adjustment	• Fluid leaks
• Sharp edges and any damage	• Protective clothing and helmet
• Correct numbers and number-plate size	• Handlebar ends must be plugged
• Levers must have ball-ends	

Your machine may also be checked that it meets the noise requirements in the Manual of Motorcycle Sport.

Each discipline has different ways of conducting a machine inspection. If you make sure your bike conforms to the GCRs and Supp Regs before you leave home, you shouldn't have any problems. If your bike does not meet the safety standards, you will not be allowed to compete.

AT THE MEETING

You can learn many things at your first race meeting. The things you learn at your first meeting will make your next meetings easier and safer.

When you sign in or attend scrutineering make sure you ask for a program for the events - sometimes they'll be written on a board near the pit gate.

It is your responsibility to be ready to race, so keep an eye on the clock and the program and listen for the Pit Marshal's instructions.

The Clerk of Course will call a Riders' Briefing before practice. You must attend this meeting.

At the Riders' Briefing you will hear about any last-minute changes for the meeting. You will be reminded of starting procedure and signal flags. You will also hear about relevant rules and other general information which you need to know about. It is your opportunity to ask questions about the meeting.

MA has a Code of Conduct, covering behaviour of competitors, explained in this booklet, which you must follow.

From time to time, you might be asked to undergo a drug test at an event. MA takes drug-taking very seriously.

Remember that the officials at the meeting are volunteers who are

giving their time so that you can compete. Don't abuse them.

If you ask for their help or advice, they will gladly give it. Abuse them and there will be no one around to run your next meeting. Penalties, such as suspensions and fines, may be imposed on competitors who do not adhere to the Code of Conduct.

Above all, don't forget to have fun and ride safely.

OFFICIALS AT THE MEETING

There are various people at race meetings whose job it is to help you and to ensure the meeting is safe and run fairly. Knowing who does what should help you during the meeting.

The three key officials at any race meeting are the Steward [or Referee], Clerk of Course and Race Secretary.

STEWARD /REFEREE/

The Steward is the person who is in supreme control of a race meeting. The Steward is MA's representative.

Protests are heard and determined by the Steward, who has the power to enforce penalties and adjudicate over the rules. It is rare for competitors to have any dealings with the Steward as the actual running of the meeting is done by the Clerk of Course.



The Referee has the same functions as a Steward at a speedway race meeting, but has more direct control over a meeting.

CLERK OF COURSE

The Clerk of Course is responsible to the Steward for the running of the meeting. The Clerk of Course will ensure that the circuit is safe, and that officials are at their posts. You should direct any questions about safety, legality or the running of the races to the Clerk of Course.

The Clerk of Course will refer any issues that cannot be resolved at a lower level to the Steward. Protests can be lodged with the Clerk of Course, who will refer them to the Steward.

RACE SECRETARY

The Race Secretary is the person in charge of the administration of a meeting. You should direct any questions about entries and fees, grid positions and materials to the Race Secretary.

SCRUTINEERS

Scrutineers are responsible for determining the safety and eligibility of machines and riding gear.

STARTER

The Starter is the person responsible for starting races as well as assessing the fairness of the start.

The Starter will decide if any rider[s] 'jump' the start in which case the Clerk

of Course will decide any penalties. A false start may be declared if a rider is disadvantaged. The Starter will normally allow two minutes for you to present yourself at the start of a race.

JUDGE

The Judge's job is to declare the order in which the competing motorcycles cross the finish line.

FLAG MARSHALS

Flag Marshals are responsible for signalling race conditions and instructions to riders and providing initial safety assistance.

ANNOUNCER

The announcer is there to tell the public about the progress of the races and about the riders. They should not show any bias, nor offer advice or instructions to the competitors. May also broadcast instructions from the Steward.

PIT MARSHAL/GRID MARSHAL

The Pit Marshal is responsible for the safe and proper running of the pit area, including the grid. The Pit Marshal ensures that the correct riders are on their appropriate row at the right time. The Pit Marshal will refer problems to the Clerk of the Course.

OBSERVER /MARKER/

The Observer's role in Moto-Trials is to observe riders as they pass through sections of the course and record penalty points on a punch card or tally sheet.

THE CODE OF CONDUCT

MA has developed a code of conduct to provide competitors, officials, and parents with a guide to appropriate behaviour at motorcycle race meetings.

Competitors must always comply with these rules:

- You are responsible for your own conduct as well as the conduct of any person associated with you, such as your parent, mechanic or manager.
 - Most officials have volunteered their services. Avoid arguing with them. If you disagree with a ruling quietly ask the official how the decision was reached.
 - Control your temper. Verbal or physical abuse of officials or other competitors, or deliberately distracting or provoking others is unacceptable behaviour.
 - Treat all competitors as you would like to be treated. Do not interfere with, bully, or take advantage of other participants.
 - Don't use coarse or offensive language.
 - Compete within your skill levels. Only try to extend these skills when there is no likelihood of danger to others, and personal risk is controlled.
- ## PARENTS SHOULD
- Encourage children to participate, if they're interested. Don't force any child who doesn't want to participate, focusing on performance rather than coming first
 - Help the child set realistic goals based on his/her ability.
 - Teach children that an honest effort is as important as victory, so that the result of each race is accepted without undue disappointment.
 - Encourage children to follow the rules and any official's decision.
 - Don't ridicule or scold a child for making mistakes. Positive comments are motivational.
 - Remember children are involved in sport for their enjoyment, not yours.
 - Children learn best by example. Applaud good performance by all competitors.
 - If you disagree with an official, raise the issue through the appropriate channels. Don't question the official's judgement or honesty in public.
 - Demonstrate good behaviour by not using foul or derogatory language and help remove verbal & physical abuse from your sport.
 - Recognise the importance and value of volunteers. They give their time for your children and deserve your support.

ASSESSMENTS

To get a competition licence, you need to satisfactorily complete two assessments which are detailed on the following pages.

ASSESSMENT 1 – COACHING AND RIDING TEST

There are 12 coaching modules you need to do with a coach. The details of these are on page 14. Once you have satisfied the coach you are competent for your age, they will sign the space next the each module.

Remember, you can take as long as you need to complete all modules, but the coaching must take at least 5 hours.

It is okay to do the coaching over a number of days or weeks. Your coach will sign each module as you complete it. You might have a number of different coaches, so make sure that the coach that takes you for a module signs your assessment sheet.

ASSESSMENT 2 – THEORY TEST

This short test is to make sure you have understood the important facts in this booklet. You should also read the Manual of Motorcycle Sport if you want more details.

You will also increase your understanding of the rules and race-craft by attending race days. Your coach and other club members can also help you.

INSTRUCTIONS

- Answer the questions by ticking the response you think is right.
- You may be helped by a parent or guardian.
- You can refer to what's in this booklet or the Manual of Motorcycle Sport when taking this test.
- The pass mark for this test is 23 correct out of 25.

ASSESSMENT 1 COACHING AND RIDING TEST

Applicant's name: _____

Tear this form from this booklet and send to your SCB with your application form.



no	Module	Module Duration [Minutes]	Date	Engine Capacity	Coach name	Coach Licence no	Coach Signature
1	Basic Rules & Personal Safety Equipment						
2	Scrutineering & Motorcycle maintenance						
3	Pick up motorcycle						
4	Motorcycle Controls Start & Stop motorcycle						
5	Riding Position Weight distribution						
6	Braking						
7	Starts & Riding slowly in a straight line						
8	Throttle & clutch control						
9	Cornering						
10	Roles of officials						
11	Rules of Motorcycle racing						
12	Discipline specific skills						



ASSESSMENT 2

MULTIPLE CHOICE THEORY TEST

Tear this form from this booklet and send to your SCB with your application form.

Applicant's name			
1	You need to be a member of a MA affiliated club to obtain a licence		
	TRUE		FALSE
2	Tick at least four items of safety clothing and equipment needed for competition:		
	Sunglasses		Protective Race clothing
	Helmet		T-shirt
	Shorts		Thongs
	Gloves		Visor
	Boots		Back protector
3	Tick at least five items that may be checked on your motorcycle at scrutineering from those listed below:		
	Paintwork		Valve caps
	Throttle		Oil
	Tyre pressure		Spokes
	Brake		Chain adjustment
	Fuel		Speedometer
	Clutch free play		Wheel and frame bearings
	Tape on wheel-weights		Fluid leaks
4	You need to attend a Riders' Briefing.		
	TRUE		FALSE
5	Which official has the supreme control at a race meeting?		
	Race Secretary		Social co-ordinator
	Clerk of Course		Steward
	Track owner		Gate Keeper
6	What does a yellow flag waved during a race signify?		
	Finish of race		Last lap of the event
	Danger, slow down, prepare to stop, overtaking forbidden		You are about to be overtaken, make sure the other rider can pass safely.



7	What should you do when you see a red flag displayed?		
	Ignore the flag and continue racing	<input type="checkbox"/>	Return to the pits immediately with the utmost care
	Pull over to the edge of the track	<input type="checkbox"/>	Slow down until you see a white flag
8	How much time do you have after being called for the start of a race?		
	As soon as you're ready	<input type="checkbox"/>	When the other competitors are ready
	Two minutes	<input type="checkbox"/>	Ten minutes
9	How long does your licence remain valid after it is issued to you?		
	One year	<input type="checkbox"/>	Four years
	Three years	<input type="checkbox"/>	Five years
10	Ball ends must be on handlebar levers & handlebar ends must be plugged.		
	TRUE	<input type="checkbox"/>	FALSE
11	Generally speaking, unleaded fuel must be used		
	TRUE	<input type="checkbox"/>	FALSE
12	There are rules on noise levels		
	TRUE	<input type="checkbox"/>	FALSE
13	If your parent says your bike is OK, does it need to be scrutineered		
	TRUE	<input type="checkbox"/>	FALSE
14	What does a blue flag held stationary mean? [Tick one only]		
	The finish of a race	<input type="checkbox"/>	The weather is good for racing
	The start of a race	<input type="checkbox"/>	You're about to be overtaken
15	Throttles must be self-closing and have a free action		
	TRUE	<input type="checkbox"/>	FALSE
16	Bike stands must be removed for road racing, motocross & dirt track		
	TRUE	<input type="checkbox"/>	FALSE



17	You lodge a protest with the following official:		
	Race Secretary	<input type="checkbox"/>	Clerk of Course
	Announcer	<input type="checkbox"/>	Judge
18	A competitor is responsible for the behaviour of their pit crew, manager, mechanic & parents		
	TRUE	<input type="checkbox"/>	FALSE
19	You need to present your competition licence at scrutineering		
	TRUE	<input type="checkbox"/>	FALSE
20	What licence(s) can you use to compete at club or interclub events?		
	National	<input type="checkbox"/>	Club
	Recreational	<input type="checkbox"/>	One event licence
21	Tick three prohibited drugs		
	Nicotine	<input type="checkbox"/>	Anabolic Steroids
	Marijuana	<input type="checkbox"/>	Aspirin
	Alcohol	<input type="checkbox"/>	Caffeine
22	I may be tested for drugs at any level of event anywhere in Australia		
	TRUE	<input type="checkbox"/>	FALSE
23	I am under 18. Who can sign my entry forms?		
	My Club President	<input type="checkbox"/>	My 21 year old friend
	My parent/guardian	<input type="checkbox"/>	My neighbour
24	To finish a race, the rider & passenger must be in the sidecar at the finish line		
	TRUE	<input type="checkbox"/>	FALSE
25	You are covered by insurance if you compete at events with no permit		
	TRUE	<input type="checkbox"/>	FALSE



I declare that the above-named rider has scored at least 23 correct answers in the attached test

Name of Assessor _____ **Official/Coach** _____
Licence no _____

Signature _____ **Date** _____

MY COACHING NOTES



Stephen Gall's
Academy
of Off Road Riding
Since 1977

Honour Roll

Since 1977 the Academy of Off Road Riding has been building the foundation of Australia's best off road riding talent. The Academy continues to develop riders both here and overseas and is at the leading edge of rider development and training. Our Honour Roll reflects the calibre of rider that at one time or another completed the Academy curriculum. Need we say more?



Michael Byrne
Chad Reed
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Jay Marmont
Ryan Marmont
Troy Carroll
Quentin Carroll
Cody Mackie
Louis Calvin
Shane Metcalfe
Brett Metcalfe
Craig Dack
Kim Ashkenazi
Anthony Gobert
Matt Mladdin
Matt Gangell
Chris Urquhart
Paul Broomfield
Damian Smith
AJ Roberts
Shane Watts
Stuart Morgan
Jason Cater
Danny Ham
Ian Cunningham
Jamie Cunningham
John de Stefano
Craig Carmichael
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