

STARTING OUT IN MOTORCYCLE SPORT



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1. Introduction

Welcome to the world of motorcycle sport. Australia has a long and proud history of success in motorcycle racing, and whether you take up the sport as a hobby or as a competitor, we hope you enjoy every minute of it.

Motorcycle sport is spectacular and great fun. You can make a career as a professional rider or just be an everyday racer who competes at club or state level. You decide just how serious you wish to make it, or how fast you want to go.

There are different levels of competition and events to cater for everyone. Motorcycling Australia has an accredited coaching program which will help you achieve your goals.

This booklet is designed to answer some of the questions you may have about starting out in motorcycle sport.

You will come across many new terms and abbreviations when talking about motorcycle sport. To help you, here are a few of the more common terms you will hear on your introduction to the sport.

MA Motorcycling Australia

The controlling body of motorcycle sport in Australia

SCB State Controlling Body of the sport in each state

MNSW Motorcycling New South Wales (inc. ACT)

MQ Motorcycling Queensland

MSA Motorcycling South Australia

MTAS Motorcycling Tasmania

MV Motorcycling Victoria

MWA Motorcycling Western Australia

MANT Motorcycling Australia Northern Territory

GCRs General Competition Rules

The rules which govern motorcycle sport competition in Australia.

“Manual of Motorcycle Sport”

An annual Motorcycling Australia publication which explains the GCRs. You will receive a manual upon obtaining your licence.

DISCIPLINE

Refers to one of the categories of motorcycle sport in which you may participate. Motorcycling has seven disciplines: Track, Enduro, Motocross, Supercross, Moto Trials, Road Racing and Speedway.

LICENCE

This is a competition licence which you must have to compete in motorcycle sport. There are different types of licences, so you should discuss which would suit you with a club official or someone at your SCB office.

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

Often abbreviated to Supp Regs, these are the additional rules of a particular race meeting, which lay down the details of the competition and essentially direct the race meeting. Supp Regs commonly contain information including race dates, venues, promoters, entry fees, entry forms and prizemoney, and depending on the event, are available from clubs, SCBs and MA's website.

PROMOTERS

The person/s or organisations which conduct race meetings.

PERMIT

This document is issued by the SCB and gives a promoter permission to conduct a race. Without a permit neither riders nor promoters have insurance cover. For this reason, plus safety issues, you should not participate in an event which is not "permitted".

INDEMNITY FORM

A document which you must sign before participating in an event. It protects the organiser from liability in the event that you are involved in an accident. You should read the indemnity form carefully before signing it.

EXCLUSION

Occurs when a rider or his motorcycle are disallowed from taking part in, or continuing to take part in a competition.

CLASSES OF COMPETITION

CLOSED TO CLUB COMPETITION

A competition confined exclusively to the registered financial members of that club. A club licence or one-meeting licence is a minimum requirement.

INTERCLUB COMPETITION

A competition conducted between clubs. The number of clubs will depend upon any special conditions laid down by the SCB prior to granting the permit. A club licence or one-meeting licence is a minimum requirement.

NATIONAL COMPETITION

A competition which is open to holders of a current national competition licence. A national licence is required.

INTERNATIONAL COMPETITION

A competition sanctioned by the FIM, the international controlling body of motorcycle sport. It is open to riders who are holders of a current FIM international licence or national licence. FIM licences may be "annual" or "one event" and you require them when you travel overseas to compete.



2. Choosing your motorcycle discipline

The range of motorcycling disciplines is diverse enough to satisfy any taste. You can choose from Motocross, Supercross, Track, Speedway, Enduro, Historic, Road Racing, and/or Moto Trials. Local clubs can assist you in deciding which motorcycling discipline to participate in. Most motorcycle disciplines cater for solo and sidecar competition.

TRACK

Track Racing is an exciting branch of motorcycle sport for the off-road enthusiast. It's conducted on closed tracks that can be up to 1800m long, and in various shapes with left and right-hand turns. The surface can be graded dirt or grass. All you need to get started is a motocross bike or more specialised dirt track machine called a slider, and the appropriate riding gear.

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. For many enduro events a standard requirement is a registered, adequately silenced motorcycle. A civil licence or permit is required in some states.

HISTORIC

Old motorcycles were never designed to sit in the corner of 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 you've got an old bike you'll certainly find a class to suit riders of most ages and machines of almost any vintage in Road Racing, Dirt Track, Motocross, Speedway and Moto Trials.

MOTOCROSS

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

Supercross is a condensed form of motocross conducted in both indoor and outdoor stadiums. It is very spectacular and presents riders with a demanding physical and mental challenge. Supercross events at the highest level in Australia attract thousands of spectators.

MOTO TRIALS

Speed doesn't matter in Moto Trials. Rather, it is the skill demonstrated by the riders in overcoming difficult and various types of obstacles without stopping or allowing the feet to touch the ground which wins at the end of the day. The typical observed trials machine is light and nimble, and it's simply amazing what the top riders can do with them.

ROAD RACING

The performance of Aussie riders on the world GP and Superbike circuits has ensured Road Racing is thriving. There are many different categories of Road Racing, from 250cc Production bikes and sidecar machines right through to the exclusive Grand Prix machines and high-powered Superbikes.

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. Both solo and sidecar speedway racing is available.

Thousands of riders throughout the country have proven that you can never be too young or too old to start. Many past and current Aussie champions began their racing careers in junior motorcycling.

Junior riding caters for ages from four through to 15, and is very much family oriented. Junior riding is available in most motorcycle sport categories including road racing, motocross, track, moto trials, speedway and, in some states, minikhana.

Motorcycle sport provides non-stop action and also great fun.

But don't just take our word for it.

Get in touch with your local club and ask for a calendar of events or visit www.ma.org.au so you can see for how much fun and excitement this sport has to offer.

Motorcycling – something for everyone.

3. How do I get started?

The first thing to do, once you have selected the discipline you wish to participate in, is to join a club. Your SCB will have a list of affiliated clubs, their location, the aims and goals of the clubs, the type of competition they promote and their social aspects.

Most clubs accommodate a number of activities, although some specialise in one discipline. It certainly pays to visit the clubs that interest you and find out about them before you join. Contact your state office for more information.

State Offices

Motorcycling New South Wales
PO Box 9172 (67 High Street)
Harris Park, NSW 2150
Tel: (02) 9635 9177
Fax: (02) 9635 5277
E-mail: mnsw@motorcycling.com.au
Web: www.motorcycling.com.au

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Web: www.motorcyclingsa.org.au

Motorcycling Victoria
PO Box 414 (10 Hilton Street)
Clifton Hill, VIC 3068
Tel: (03) 9482 5422
Fax: (03) 9482 5488
E-mail: motorvic@motorcyclingvic.com.au
Web: www.motorcyclingvic.com.au

Motorcycling Western Australia
Suite 25/168 Guildford Road
Maylands, WA 6051
Tel: (08) 9371 5333
Fax: (08) 9371 5311
E-mail: mail@motorcyclingwa.org.au
Web: www.motorcyclingwa.org.au

Motorcycling Queensland
PO Box 2072 (Tivoli Raceway)
North Ipswich, QLD 4305
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Web: www.mqld.org.au

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South Melbourne, Vic 3205
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Fax: (03) 9684 0555
Email: mail@ma.org.au
Web: www.ma.org.au



Your club will advise which type of motorcycle would best serve your needs to start and what type of safety equipment you require.

Once you have learned the basics and feel your competency level is adequate, you can take the next step and upgrade your equipment. Many clubs have a qualified coach as a member who can advise you when the time is right to proceed to the next level.

4. What type of gear do I need?

Like all sports, there are start-up costs. To begin competition you will need a suitable motorcycle and the appropriate protective clothing, including: helmet, gloves, boots, goggles, visor, back protector and/or racing outfit as required for the type of event.

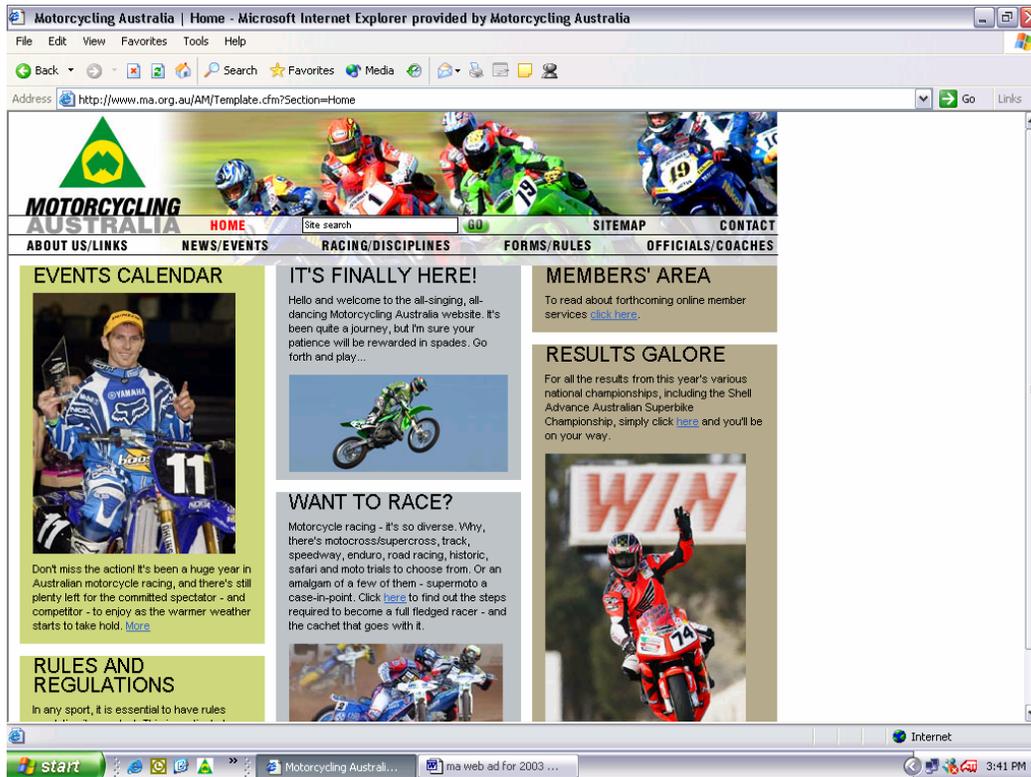
Have a look at the "Manual of Motorcycle Sport" which will be issued once you have a licence. Check the section on protective clothing in each discipline's segment.

It is important that the helmet you use fits you correctly and is in good condition. If your helmet has been in an accident get a qualified person, such as a coach or club expert, to look it over before you begin racing. You will not be allowed to compete if your helmet is not up to scratch.

When you have selected your motorcycle and safety equipment we suggest you contact the club coach or obtain a coaching contact list from your SCB or club secretary. A coach can advise you on the basic techniques and skills required for you to begin practicing. Don't forget that physical fitness, diet and mental preparation also play a big part in how successful you are in your chosen sport. Motorcycling Australia's accredited coaches can assist you in all these areas.

Once you have your motorcycle, protective equipment, have followed the advice of your coach, trained and practiced you may feel you are ready to start racing. It is important, however, that you have a basic understanding of the rules of racing prior to competing and to obtaining your competition licence.

Visit the all-new Motorcycling Australia website for the latest news and information, results and resources.



Subscribe to MA's e-news service – regular motorcycle news in your inbox, free!

www.ma.org.au

5. The basic rules

It is essential that you are aware of the following rules before you commence competition. There are many rules in the “Manual of Motorcycle Sport” which are applicable to all competitors and competitions and are binding on all participants. Once you have been issued with your copy of the “Manual of Motorcycle Sport” it is your responsibility to know the rules.

Rules are a necessary part of any organisation with the main aim being for all the participants to comply with a common standard and of course to ensure that events are conducted in a safe environment.

Supplementary regulations are issued by a competition organiser to provide particular details about an event. They may expand on any rule, but may not go outside them.

The following list outlines some rules, definitions and advice.

WITHDRAWAL FROM COURSE

Any competitor whose exclusion from a race has been signalled shall immediately leave the course. A competitor whose machine has stopped on the course should not jeopardise the chances or safety of others by staying on the course to make adjustments, repairs or restart their machine.

STOPPING A RACE

If, in the opinion of the Steward or the Clerk of the Course it would be dangerous for a race to continue, the race may be stopped.

LEAVING THE COURSE

The Steward or Clerk of Course of the meeting can exclude any competitor who has gained an advantage by leaving the track, unless such action was for the safety of other competitors or was due to the action of another competitor.

FOUL OR DANGEROUS RIDING

The Steward or Clerk of Course of the meeting will exclude any competitor who in their opinion is guilty of any foul, unfair or dangerous conduct.

The Steward may also declare the race void and order a re-run if, in their opinion, an offending rider jeopardised the fair chances of one or more of the other riders in the race.

PUNCTUALITY IN STARTING

All meetings must commence at the published time (however, there may be changes in extreme circumstances). Any competitor not ready to start at the end of this time may be considered a non starter.

PRACTICE FOR A COMPETITION

Only competitors entering an event and/or nominated reserves shall participate in any practice for the particular competition for which they have entered.

START AND FINISH

The crossing of the starting and finishing lines in speed events is when any part of the machine passes over the line. The actual time of the start and the finish of the race shall be taken when the order to start is given or when the starting line is crossed, according to the method of start, and when the finishing line is crossed. A sidecar shall be considered to have finished a race provided that both the rider and the passenger are in the machine at the finish of the event.

DRUGS AND ALCOHOL

MA has adopted the Australian Sports Commission (ASC) Doping Policy, and adheres to the International Olympic Committee (IOC) definition of doping and listing of banned substances. These can be found in the ASC Doping Policy. For further information see the *Manual of Motorcycle Sport* or visit www.ma.org.au.

IMPOUNDING A MOTORCYCLE

The Stewards of a meeting may order any motorcycle, which they have reason to believe may not be in accordance with the GCRs or Supplementary Regulations, to be impounded at the end of the meeting. The motorcycle may be retained until it is examined.

RACING NUMBERS

There are specific requirements concerning racing numbers, number plates, types of numbers etc. Before you select a number or make a number-plate for your bike check with your club, coach or SCB as to the allocation of numbers and number plate requirements. Rules relating to number plates are contained in the GCRs.

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 meaning of the various flag colours are explained on the following two pages.

TRACK SIGNALS

| SIGNAL | MANNER USED | MEANING OF SIGNAL |
|------------------------------|--|---|
| Australian flag | Dropped or raised | Starting flag. |
| Red flag | Displayed | Race or practice stopped and riders must stop racing and immediately return to the pits with the utmost care and attention. Compulsory for everyone. May also be used to close the circuit. |
| Black flag | Stationary and black board with rider's number | Rider with the number indicated on the blackboard must stop at the pits on the next lap. For speedway, a light or coloured disc indicating the rider's helmet colour shall be displayed. The rider must immediately and safely stop racing then move to a safe position on the infield. |
| Yellow flag | Held stationary | Danger. Drive slowly and overtaking forbidden. |
| Yellow flag | Waved | Immediate danger, slow down, prepare to stop, overtaking forbidden. |
| Yellow flag with red stripes | Held stationary | Deterioration of adhesion of the track. |
| White flag | Waved | Slow-moving intervention vehicle on track. |
| Blue flag | Held stationary | Overtaking signal warning that the rider is SOON TO BE overtaken. |

TRACK SIGNALS

| SIGNAL | MANNER USED | MEANING OF SIGNAL |
|-----------------------------------|-----------------|---|
| Blue flag | Waved | Overtaking signal warning that the rider is about to be overtaken. |
| Green | Waved | Course clear. |
| A sign with the words LAST LAP | Held stationary | Indicates last lap of any event. |
| Black-and-white chequered flag | Waved | Finish of race. |

Please note the following signals which may also be used:

- (a) 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.
- (b) Flag signals may be supplemented by light signals as follows:
 - i) **One or two flashing yellow lights:** same meaning as the yellow flag.
 - ii) **Green light:** same meaning as the green flag.
 - iii) **Red light:** same meaning as the red flag.
- (c) For speedway: A warning shall be given to indicate to competitors that there is two minutes left before the start. The warning shall be audible in the pits and be a horn, siren or bell. A flashing amber light, visible in the pits, shall also be used to indicate the two-minute warning.

Now that you know the basic rules you should be ready to start racing. To do this, you'll need a competition licence.

6. How do I get a licence to compete?

You don't need a competition licence to be a member of a club, but you will need one if you wish to participate as a rider or sidecar passenger in any competition. Once you have joined a club the club secretary can supply you with an application form and explain what you need to do to get a licence. Licence costs will vary from state to state.

It is a very good idea to check if your medical insurance covers you for the cost of ambulance transport. If not, join an ambulance scheme as the cost of ambulance transportation is very expensive. Remember, motorcycle sport can be dangerous and although we stress safety you may one day need the services of an ambulance.

It also is recommended that you check all your insurance policies to ensure that you are covered for **racing** your motorcycle rather than just **riding** it in a paddock or on the road.

MA has a policy which covers licence holders for death and permanent disability. It does not cover weekly benefits for sickness or accidents. Juniors are eligible to have their student tutorial costs paid to a maximum of \$250 per week in the event they are injured and cannot attend school. Parents may also be eligible for an inconvenience allowance of \$15 per day.

There are a number of accident policies available to cover racing situations. It is recommended that you investigate insurance cover which will protect you from the loss of your earnings if you are injured.

FIRST-TIME LICENCE APPLICANTS

SCBs are required to satisfy themselves that first-time licence applicants are capable of competently controlling a motorcycle before they issue a licence. This can be in the form of any one of the following:

- (1) Holder of a current road motorcycling licence
- (2) Attendance at an accredited training course run by a state government authority.
- (3) Attendance at an SCB-accredited training school.
- (4) Attendance at a course conducted by a MA-accredited coach.
- (5) Endorsement by an official authorised by the club

First-time licence applicants must satisfy the SCB that they have a basic knowledge of the rules relating to competition and competition protocol. Your knowledge will be tested in the form of a questionnaire based on this booklet.

See your club secretary to obtain a licence application form which must be forwarded to your SCB once fully completed. You will need to include the following items with your form:

- (1) Two passport size photographs of yourself;
- (2) Proof of your age e.g. a copy of your birth certificate;
- (3) Proof that you have passed the appropriate test as listed in the previous paragraph; and
- (4) The prescribed licence fee

If you are under the legal age your application must also be accompanied by the written authorisation of at least one of your parents, or your legal guardian.

ENSURE THAT YOUR FORM IS FILLED IN CORRECTLY AND SIGNED BY YOUR CLUB SECRETARY.



LICENCE CATEGORIES

As a beginner you are likely to obtain either of the following two categories of licence. These licences are offered at both junior and senior level.

(1) **Club licence**: This authorises the holder to compete in "closed to club" or "interclub" competitions for 12 months from the date of issue.

(2) **One meeting licence**: This authorises the holder to compete in one "closed to club" or "interclub" competition.

The holder of a junior licence must be aged under 16 years. For safety reasons juniors must not compete against seniors.

As your riding skills improve you are able to upgrade your licence to allow you to compete at a national or international level.

COMPETITION LICENSEES CANNOT COMPETE AT A HIGHER LEVEL THAN THAT ENDORSED ON THEIR LICENCE

Your licence is valid for 12 months from the date of issue. Please take notice of the expiry dates on both your licence and club membership and renew accordingly when due.

YOU MUST BE ISSUED WITH A LICENCE BEFORE YOU ENTER AN EVENT

You must take your licence with you to any race meeting at which you compete as an official will ask you to produce it. If you forget your licence you may not be able to race!

7. How do I enter a competition?

All competitions are conducted according to the “Manual of Motorcycle Sport”. This publication is issued annually and is also provided to all new licence holders. The manual contains the General Competition Rules and other relevant information on motorcycle sport. These rules are designed to ensure fair and safe competition for all involved.

SUPPLEMENTARY REGULATIONS AND ENTRY FORMS

Supp Regs are produced by the club or promoter of an event to explain any additional rules that are relevant to the particular event. It contains an entry form for the event, the amount of entry fee and the date and time of closing of entries.

Supp Regs are usually available 4-6 weeks prior to an event. Entries must be returned by the stipulated time. Entries which are received late may not be accepted or a penalty may apply.

A calendar of events is available from your SCB or club secretary.

You should also attend club meetings to find out about forthcoming races.



8. The race meeting

It is a good idea to plan and prepare for your race meeting the week leading up to the meeting and have everything ready to go the night before and loaded in your vehicle. It is always advisable to travel with friends and family in case anything goes wrong. The moral support provided by your team can be a great help. They can also look after your equipment to ensure it gets home safely. After a big day of riding, the drive home is also best left to someone else as you'll no doubt be exhausted.

When you arrive at the race meeting park your vehicle in the designated area, unload your motorcycle and obey the instructions from the officials or Supp Regs as to the equipment you may have in the pit or paddock area.

Notices to the public will also be displayed, covering such topics as a prohibition on consuming alcohol in the pits. These notices must be obeyed.

Arrange your site and find out what is required in relation to signing on (letting the organiser know you are there). Sign the indemnity form if you have not already done so with your entry form and inquire about machine examination. These functions will vary from meeting to meeting. It won't take long to work out what is required.

At all race meetings your machine, safety equipment and rider's licence will be checked and scrutineered for general safety and to ensure your equipment complies with the rules. Scrutineering will be carried out by an appointed machine examiner.

Scrutineering at a race meeting will be checking the following areas:

-  Throttle return
-  Brake and clutch free-play and effectiveness
-  Wheel and frame bearings free-play
-  Valve caps
-  Tape on wheel weights
-  Spokes
-  Chain adjustment
-  Sharp edges and any damage
-  Fluid leaks
-  Correct numbers and number-plate size
-  Protective clothing and helmet
-  Handlebar ends

Each discipline of the sport has variations as to what happens at machine examination. Ensure your bike conforms to the GCRs and Supp Regs before you leave home and you should not have any problems. Motorcycles which do not meet safety standards will not be allowed in competition.

When you sign on or attend scrutineering you should receive some form of program of events, or they will be written on a board near the pit gate area. It is your responsibility to be ready to race so keep an eye on the program or listen for the pit marshal's instructions.

The Clerk of the Course will call a riders' briefing prior to practice. Attendance at this briefing is compulsory for all competitors. The officials will pass on any last-minute changes concerning the conduct of the meeting and remind you of starting procedure and signal flags. They will also reinforce any rules and other general information which needs to be brought to your attention. It is also an opportunity for you to ask questions about the meeting.

MA has an anti-doping policy, which is extensively covered in the "Manual of Motorcycle Sport" and identifies prohibited substances. As an example, alcohol, marijuana and anabolic steroids are prohibited.

MA has a Code of Conduct which is to be observed and is explained in part 10 of this booklet. Officials conducting the meeting are volunteers who are giving their time so you can compete. Do not abuse officials. Ask for their help and 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.

You will learn many things at your first race meeting. What you learn at your first meeting will also make future meetings easier and safer.

Remember, coaches, club personnel or your family can all assist you.

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

9. The officials of the meeting

At any race meeting there are numerous officials present to assist you and to ensure the safe and fair running of the meeting. The three primary officials at a race meeting are the Steward, Clerk of Course and Race Secretary.

Steward The person with the supreme control of a race meeting. The Steward is Motorcycling Australia's representative. All protests must be lodged with 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 the Course.

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

Clerk of Course The Clerk of the Course is responsible to the Steward for the running of the meeting. The Clerk of the Course will ensure that the circuit is safe, the officials are at their posts and refer to the Steward those difficulties that cannot be resolved at a lower level. If you have any questions regarding safety, legality or the running of the races direct them to the Clerk of the Course.

Race Secretary The person in charge of the administrative aspects of a meeting. Matters of entries and fees, grid positions, materials and equipment should be directed here.

Measurers and Scrutineers Responsible for determining the safety and eligibility of machines and riding gear.

| | |
|----------------------|--|
| <i>Starter</i> | The Starter is responsible for the actual starting of the race as well as assessing the fairness of the start. He will decide if any rider(s) 'jump' the start and inform the Clerk of the Course who will recommend any penalties. He may also declare a false start if someone is disadvantaged. The Starter will normally allow two minutes for you to present yourself at the start of a race. |
| <i>Judge</i> | The function of the Judge is to declare the order in which the competing motorcycles cross the finishing line. |
| <i>Flag Marshals</i> | Responsible for signalling race conditions and instructions to riders and providing initial safety assistance. |
| <i>Announcer</i> | Commentates the races and broadcasts details about the races and contestants to the public. Announcers are not to show bias to any riders or offer advice and instructions to any riders. The announcer shall also broadcast any instructions from the Steward. |
| <i>Grid Marshal</i> | In charge of the safe and proper running of the pit area, including the grid. The Grid Marshal ensures that the correct riders are on their appropriate row at the due time. The Grid Marshal will refer problems to the Clerk of the Course. |
| <i>Observer</i> | The observer or marker is an important official in the discipline of Moto Trials. The Observer's role is observe riders as they pass through sections of the course and record penalty points on a punch card or tally sheet. |

10. The code of conduct

BACKGROUND

The code of conduct has been developed to provide competitors, officials, and parents with a guide to appropriate behaviour at all motorcycle race meetings. Please note the following points:

COMPETITORS

Competitors must always comply with these rules:

-  Competitors are responsible for their own conduct as well as the conduct of any person associated with them, such as mechanic or manager.
-  Most officials have volunteered their services for the smooth, efficient and fair conduct of a meeting. Avoid arguing with an official. If you disagree with a ruling quietly check with the official on how the decision was reached.
-  Control your temper. Verbal and physical abuse of officials or other competitors, and deliberately distracting or provoking others is not acceptable or permissible behaviour.
-  Treat all competitors as you would like to be treated. Do not interfere with, bully, or take advantage of another participant.
-  Avoid the use of coarse or derogatory 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

-  Encourage children to participate, if they are interested. Do not force any child who is not willing to participate.
-  Focus upon the child's efforts and performance rather than the overall outcome of the event.
-  Assist the child to 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.
-  Never ridicule or scold a child for making a mistake during a competition. Positive comments are motivational.
-  Remember children are involved in motorcycling for their enjoyment, not yours.
-  Children learn best by example. Applaud good performance by all competitors.
-  Respect an official's decision. If you disagree with an official, raise the issue through the appropriate channels. Do not question the official's judgement/honesty in public.
-  Support all efforts to remove verbal and physical abuse from sporting activities.
-  Recognise the importance and value of volunteers. They give their time to provide recreational activities for your children and deserve your support.
-  Demonstrate appropriate social behaviour by not using foul or derogatory language.

11. Test yourself!

This is a simple test which will help you make sure you have understood a few of the important facts in this booklet. We ask that when you receive your *Manual of Motorcycle Sport* you read the racing rules and motorcycle specifications appropriate to your discipline. You will also obtain knowledge of the rules and race craft by attending race days. A coach and club members can also assist you.

INSTRUCTIONS

- * The pass mark for this test is 8 out of 10.
- * Answer by circling the response you believe to be correct or writing in the space provided.
- * You should complete this test within 30 minutes.
- * Junior riders may be assisted by a parent or guardian.
- * You may refer to this booklet whilst taking the test.

QUESTIONS

1. Do you have to be a member of a Motorcycling Australia affiliated club to obtain a licence?

YES NO

2. To enter a competition you need safety clothing and equipment. Circle at least four items of safety clothing and equipment from those listed below.

- Helmet
- Sunglasses
- Shorts
- Gloves
- Boots
- Sunscreen
- Back protector
- Visor
- Thongs
- T-shirt
- Racing outfit

3. Circle at least five items that may be checked on your motorcycle at scrutineering from those listed below.

- Paintwork
- Throttle
- Tyre pressure
- Brake
- Fuel
- Clutch free play and effectiveness
- Wheel and frame bearings
- Valve caps
- Oil
- Tape on wheel weights
- Spokes
- Chain adjustment
- Speedometer
- Fluid leaks
- Handlebar ends
- Correct numbers

4. Do you have to attend the riders' briefing prior to practice?

YES NO

5. Which official has the supreme control at a race meeting?

- Race Secretary
- Clerk of the Course
- Track owner
- Social co-ordinator
- Steward
- Gate Keeper

6. What does a yellow flag, waved during a race, signify?

- (A) Immediate danger, slow down, prepare to stop, overtaking forbidden
 - (B) Finish of race
 - (C) Last lap of the event
7. What action should you take when you see a red flag displayed?
- (A) Ignore the flag and continue racing
 - (B) Return to the pits immediately with the utmost care
 - (C) Pull over to the edge of the track
8. What does a blue flag held stationary mean?
- (A) The finish of a race
 - (B) The start of a race
 - (C) A warning that you are soon to be overtaken
9. Which of the following types of licence **MUST** you possess as a minimum in order to compete at club or interclub level?
- (A) International licence
 - (B) National licence
 - (C) A club or one-event Licence
10. For how long does your licence remain valid after you are issued with it?
- (A) One year
 - (B) Three years
 - (C) Five years

Thanks for taking the time to complete this test.

**Best of luck with your involvement in motorcycle sport. Finally -
don't forget that it's meant to be fun!**

For more information, contact Motorcycling Australia; tel (03) 9684 0500;
visit www.ma.org.au; or get in touch with your SCB.