



Getting Started in Motorcycle Sport

**A guide to obtaining your
first senior competition
licence**



Australian Government
Australian Sports Commission

enjoy the ride





Motorcycling Australia & State Controlling Body Contacts

Motorcycling Australia

PO Box 134
South Melbourne VIC 3205
Ph: (03) 9684 0500
Fax: (03) 9684 0555
email: mail@ma.org.au
www.ma.org.au

Motorcycling Australia Northern Territory

PO Box 154
Howard Springs NT 0835
Mobile 0417 842 480
Ph/Fax: (08) 8983 2200
email: mant@bigpond.com.au

Motorcycling South Australia

251 The Parade
Beulah Park SA 5067
Ph: (08) 8332 9000
Fax: (08) 8332 9100
email: administration@motorcyclingsa.org.au
www.motorcyclingsa.org.au

Motorcycling Victoria

PO Box 414
Clifton Hill VIC 3068
Ph: (03) 9482 5422
Fax: (03) 9482 5488
email: info@motorcyclingvic.com.au
www.motorcyclingvic.com.au

Motorcycling New South Wales

PO Box 9172
Harris Park NSW 2150
Ph: (02) 9635 9177
Fax: (02) 9635 5277
email: mnsw@motorcycling.com.au
www.motorcycling.com.au

Motorcycling Queensland

PO Box 2072
North Ipswich QLD 4305
Ph: (07) 3281 2255
Fax: (07) 3812 2742
email: info@mqld.org.au
www.mqld.org.au

Motorcycling Tasmania

PO Box 270
Latrobe TAS 7307
Ph: (03) 6426 1988
Fax: (03) 6426 1988
email: mtas@southcom.com.au
www.mtas.org.au

Motorcycling Western Australia

25/168 Guildford Road
Maylands WA 6051
Ph: (08) 9371 5333
Fax: (08) 9371 5311
email: mail@motorcyclingwa.org.au
www.motorcyclingwa.org.au

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Contents

1.	Introduction	4
2.	Glossary	4
3.	How do I get started?	6
4.	Choosing your motorcycle discipline	7
5.	What type of gear do I need?	9
6.	The basic rules	10
7.	Supplement insert	13
8.	How do I get a competition licence?	22
9.	How do I enter a competition?	24
10.	The race meeting	24
11.	The officials of the meeting	26
12.	Motorcycling protocols	27
13.	Test yourself	29

The information in this booklet is intended as a guide only, and does not override the official rules. References have been made to the Manual of Motorcycle Sport - these references are subject to change in future editions of the Manual of Motorcycle Sport.

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Visit the Motorcycling Australia website for all the latest news and information, results and resources:

www.ma.org.au

1. Introduction

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

Motorcycle sport is exciting and fun to take part in. You can ride professionally, compete at a club or state level - you can decide just how seriously you wish to take it and how far you want to go.

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

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

2. Glossary

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 in your introduction to the sport.

FIM	Fédération Internationale de Motocyclisme - the international governing body of motorcycle 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



General Competition Rules (GCRs)

The rules which govern motorcycle sport competition in Australia.

Manual of Motorcycle Sport (MoMS)

An annual MA publication which explains the GCRs. You will receive a copy of the Manual upon obtaining your competition licence.

Discipline

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

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 **www.ma.org.au**.

Promoters

The person/s or organisations that conduct race meetings.

Permit

This document is issued by the SCB or MA 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 that is not "permitted".

Indemnity Form

A document which you must sign before participating in an event. It protects the promoter 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 is 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

The Fédération Internationale de Motocyclisme (FIM) is the international governing body of motorcycle sport. A competition sanctioned by the FIM is open to riders who are holders of a current FIM international licence. FIM licences may be "annual" or "one event" and you require them when you travel overseas to compete. These licences are issued by MA.

3. How do I get started?

The first thing to do in order to begin 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 SCB for more information- their details can be found on Page 2.

www.ma.org.au

4. 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, Supermoto, Quad and 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 grass or graded dirt. 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.
- 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.
- 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 their feet to touch the ground. The typical 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 125GP solo 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.
- 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.
- 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.
- QUAD RACING** The four-wheeled cousin of the motorcycle has found its place in Motorcycle Sport in the form of Quad Racing. Quad Racing is emerging as an exciting discipline where quads of various capacities compete on Enduro loops, Motocross and dirt tracks.

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 (which are organised events for juniors where skill, rather than speed, is the determining factor).

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.

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.

5. 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. MA strongly recommends that riders obtain the best clothing and safety equipment available.

Have a look at the *Manual of Motorcycle Sport (MoMS)* 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 licenced Scrutineer to look it over before you begin racing. You will not be allowed to compete if your helmet is not up to scratch. It must also carry Australian Standard 1698 approval (or approval by FIM Technical Rules).

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. MA'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.

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www.ma.org.au

6. The basic rules

It is essential that you are aware of the following rules before you commence competition. There are many rules in the MoMS which are applicable to all competitors and competitions and are binding on all participants. Once you have been issued with your copy of the MoMS 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.

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 on 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

Drugs, alcohol and sport do not mix. MA has adopted the Australian Sports Commission (ASC) Anti-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 Anti-Doping Policy. For further information see the MoMS or visit www.ma.org.au. Random drug testing will be carried out at MA endorsed competitions, severe penalties apply for breaches of the Anti-Doping Policy.

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 Supp Regs, to be impounded at the end of the meeting. The motorcycle may be retained until it is examined.

Rider 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.

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check out [**www.ma.org.au**](http://www.ma.org.au)

Track Signals

Track signals are given to competitors by 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 below, and continued on Page 21.

Signal	Manner Used	Meaning of Signal
Australian flag	Dropped or raised	Starting flag.
Red flag	Displayed	Race or practice stopped prematurely. Competitors must slow down, must not overtake and must slowly proceed to the Parc Fermè, pits, or other area indicated to them by officials. This flag will also be used to signal the end of a demonstration.
Black flag	Stationary and black board with rider's number	Competitor 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, ride slowly, 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.

7. Supplement to Getting Started in Motorcycle Sport

Motorcycling Australia is committed to the improvement of motorcycle racing throughout Australia.

Part of this commitment includes a stringent licence testing procedure aimed to ensure the safety of all those involved with motorcycle events. This is in addition to the test alternatives contained in the General Competition Rules (GCRs). This supplement contains the theoretical test, details of the practical test and an application form.

Licence Application

This form follows your licensing progress. To apply for a competition licence, this completed booklet should be submitted to your **SCB** with the application for competition licence form and the appropriate paperwork (SCB details can be found on Page 2 or on the rear page of this supplement).

If you do not wish to apply for a competition licence at this time, you should retain the booklet with test results, which will enable you to purchase one-event licences. You will be required to present your completed test results to be eligible to purchase one-event licences.

Test results are valid for two years from the date of the later test. If you have not applied for a competition licence within the two-year period, the licensing process will need to be repeated.

Licence Testing

Theory Test

The licence testing involves a theory test of 25 questions based on the *Getting Started in Motorcycle Sport* booklet distributed by MA. The pass mark is 23/25. The test is designed to test the applicant on a variety of safety, track craft and rider responsibility areas. This is an open-book test and can be done at your leisure and marked by a club secretary.

On passing this licence test and upon application for a competition licence, the applicant will receive a copy of the MoMS, which contains the GCRs. The applicant is required to read all general chapters contained in the book, together with the chapters relevant to his/her sport.

Practical Riding Test

The practical riding test covers basic riding skills and is designed to prove that the applicant has the ability to control a motorcycle through the use of clutch, brake, throttle and body position.

It is not designed to be a complete motorcycle training test and MA recommends riders attend more sport specific or advanced training courses to improve their ability to handle a motorcycle in race conditions.

An MA authorised examiner conducts the practical riding test. (Your club will provide you with the contact details of an authorised examiner.)

A rider must successfully demonstrate the following:

1. Start and stop

Objective: Start the motorcycle, engage gear and accelerate, change gears, then do an emergency stop on a signal given by the instructor.

Assessment: Clutch control/gear changing/front and rear brake control.

2. Slow ride

Objective: Ride between markers as slowly as possible for six metres without putting feet down or crossing over the markers. Lanes marked out approximately 40 centimetres apart.

Assessment: Correct body position/clutch, throttle and brake control/balance.

3. Figure eights

Objective: Instruct candidates to ride in decreasing figure eights without stopping or putting feet down.

Assessment: Body position/weight distribution/clutch and throttle control.

After successful completion of all tests you may apply for a competition licence or purchase one-event licences. Your successful completion of the tests is valid for two years.

Licence Types and Activity Eligibility

Licence Type	Age	Status	Practice Coaching Recreation	Activity Type		
				Club	Inter- Club	National
a) Junior Club *	7-Under 16	Competition	✓	✓	✓	X
b) Junior National*	7-Under 16	Competition	✓	✓	✓	✓
c) Junior Restricted National* ("Fast 50's", Mini Moto, Moto-Trials)	7-Under 16	Competition	✓	✓	✓	✓
d) Senior Club	16 & Over	Competition	✓	✓	✓	X
e) Senior National	16 & Over	Competition	✓	✓	✓	✓
f) Senior Restricted National* ("Fast 50's", Mini Moto, Moto-Trials)	16 & Over	Competition	✓	✓	✓	✓
g) One Meeting	7 & Over	Competition	✓	✓	✓	X
h) Senior One Meeting National^ (Classic/Historic & Masters/Veteran)	16 & Over	Competition	X	X	X	✓
i) Nipper*	4-Under 9	Non- Competition	✓	✓	✓	✓
j) Single Recreational Activity	4 & Over	Non- Competition	✓	X	X	X
k) Recreational	4 & Over	Non -Competition	✓	X	X	X

(*check the Licencing Chapter of the Manual of Motorcycle Sport for details)

Theory Test

Licence Applicant Name _____

1. *All motorcycles must be fitted with ball ends on the handle bar levers and the handlebar ends must be plugged:*
 True False
2. *Unleaded fuel must be used in the majority of events:*
 True False
3. *There are no rules on noise levels:*
 True False
4. *All throttles for all disciplines must be self-closing and have an easy action:*
 True False
5. *Side and centre stands do not have to be removed for road racing, motocross or dirt track machines:*
 True False
6. *A competitor is responsible for the conduct of his pit crew, manager, mechanics and parents:*
 True False
7. *You do not need to produce your competition licence at scrutineering/sign-on:*
 True False
8. *You are covered by insurance if you ride at an event not covered by a permit:*
 True False
9. *You must have your machine scrutineered:*
 True False
10. *You must attend a riders' briefing prior to competition:*
 True False
11. *Parents' behaviour is not included in the code of conduct:*
 True False

12. *You must be a member of an MA-affiliated club to obtain a competition licence.*

- True False

13. *To enter a competition you need safety clothing and equipment. Mark at least four items of safety clothing and equipment from those listed below:*

- Sun screen Helmet Back protector
 Boots T-shirt Gloves
 Visor Shorts Sunglasses
 Racing outfit (protective clothing)

14. *Mark at least five items that may be checked on your motorcycle at scrutineering from those listed below:*

- Fluid leaks Handlebar ends Chain adjustment
 Oil Paintwork Fuel
 Tyre pressure Spokes Correct numbers
 Speedometer Brake Throttle
 Clutch free play and effectiveness Wheel and Frame Bearings

15. *Who has the ultimate authority at a race meeting?*

- Race Secretary Track Owner Flag Marshal
 Social Co-ordinator Steward Clerk of Course

16. *What must you do when a red flag is waved?*

- Ignore it and continue racing
 Pull over to the track edge
 Ride faster
 Immediately return to the pits with the utmost care

17. *What does a blue flag held stationary mean?*

- The finish of a race The weather is fine for racing
 The start of a race You're about to be overtaken

18. *Which types of licences can be used in order to compete at club or inter-club level?*
- National One event licence Club
19. *How long does your licence remain valid after it has been issued to you?*
- One year Ten years Three years
20. *Which are the three primary officials at a race meeting?*
- Steward Announcer Timekeeper
 Grid girl Starter Race Secretary
 Flag Marshal Clerk of Course Machine Examiner
21. *A rider and passenger must be in a sidecar for it to be classified as a finisher?*
- True False
22. *With whom is a protest to be lodged?*
- Race Secretary Clerk of Course
 Announcer Judge
23. *Identify three prohibited substances:*
- Alcohol Coffee Aspirin
 Nicotine Marijuana Anabolic Steroids
24. *How much time do you have after being called to present yourself for the start of a race?*
- When you are ready Two minutes
 When all competitors are present
25. *If I am under 18 years old, who must I get to sign all entry forms?*
- My neighbour Parent/guardian
 Club president Another rider

Getting Started in Motorcycle Sport - Supplement Result Sheet

Personal Details

Applicant Name: _____

Address: _____

Postcode: _____ City: _____

Date of Birth: _____ Telephone No: _____

Email: _____

Club: _____

Signature: _____

Theory Test Results

Name of Examiner: _____

Examiner Signature: _____

Date of Examination: _____

Mark: /25

(Pass is equal or greater than 23/25)

Overall Result of Theory Test: Pass Fail

Comments: _____

Getting Started in Motorcycle Sport - Supplement Result Sheet

Practical Test Results

Name of Examiner: _____

Examiner Signature: _____

Date of Examination: _____

Applicant's number (if applicable): _____

Location of examination: _____

Type of test conducted:

Solo Senior Quad Sidecar passenger

Discipline/s rider intends to compete in:

Road Racing

Speedway

Enduro

Motocross

Quads

Moto Trials

Track

Supermoto

Supercross

Start and Stop Test

Pass Fail

Slow Ride Test

Pass Fail

Figure Eights Test

Pass Fail

Overall Result of Practical Test:

Pass Fail

Comments: _____



Motorcycling Australia & State Controlling Body Contacts

Motorcycling Australia

PO Box 134
South Melbourne VIC 3205
Ph: (03) 9684 0500
Fax: (03) 9684 0555
email: mail@ma.org.au
www.ma.org.au

Motorcycling Australia Northern Territory

PO Box 154
Howard Springs NT 0835
Mobile 0417 842 480
Ph/Fax: (08) 8983 2200
email: mant@bigpond.com.au

Motorcycling South Australia

251 The Parade
Beulah Park SA 5067
Ph: (08) 8332 9000
Fax: (08) 8332 9100
email: administration@motorcyclingsa.org.au
www.motorcyclingsa.org.au

Motorcycling Victoria

PO Box 414
Clifton Hill VIC 3068
Ph: (03) 9482 5422
Fax: (03) 9482 5488
email: info@motorcyclingvic.com.au
www.motorcyclingvic.com.au

Motorcycling New South Wales

PO Box 9172
Harris Park NSW 2150
Ph: (02) 9635 9177
Fax: (02) 9635 5277
email: mnsw@motorcycling.com.au
www.motorcycling.com.au

Motorcycling Queensland

PO Box 2072
North Ipswich QLD 4305
Ph: (07) 3281 2255
Fax: (07) 3812 2742
email: info@mqld.org.au
www.mqld.org.au

Motorcycling Tasmania

PO Box 270
Latrobe TAS 7307
Ph: (03) 6426 1988
Fax: (03) 6426 1988
email: mtas@southcom.com.au
www.mtas.org.au

Motorcycling Western Australia

25/168 Guildford Road
Maylands WA 6051
Ph: (08) 9371 5333
Fax: (08) 9371 5311
email: mail@motorcyclingwa.org.au
www.motorcyclingwa.org.au

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Blue flag	Held stationary	Overtaking signal warning that the rider is soon to be overtaken.
Blue flag	Waved	Overtaking signal warning that the rider is about to be overtaken
Green	Held stationary	Course clear
Last lap board	Held stationary	The last lap of the race is about to commence
Black and white chequered flag	Waved	Finish of race, practice session or qualifying

Please note the following signals that 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 are 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.

NEWS, RESULTS, INFORMATION

www.ma.org.au

8. 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 now a requirement that you obtain ambulance cover prior to being issued a competition licence. Although we stress safety, motorcycle sport can be dangerous and you may one day need the services of an ambulance. Having ambulance cover may save you thousands of dollars in the unfortunate event of an accident.

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.

If you are under the age of 16, ask your Club Secretary about Kickstart and the Junior Coaching Program (JCP)- they will tell you how to get started.

Browse the Coaching Section on www.ma.org.au for more information.

First-time Licence Applicants

SCBs need to know that first-time competition 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 demonstrate to 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 or drivers licence;
3. Proof that you have passed the appropriate test as listed in the previous paragraph;
4. Proof you have a current ambulance subscription; and,
5. The prescribed licence fee.

If you are under eighteen years of 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.

As your riding skills improve you are able to upgrade your licence to allow you to compete at a higher 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 event in which you will be riding a motorcycle; be it a practice session or competition race meeting, as an official will ask you to produce it. You will also be required to produce evidence that your club membership is up to date in order to participate in any event. If you forget these two items you may not be able to ride!

9. How do I enter a competition?

All competitions are conducted according to the MoMS. This publication is issued annually and is also provided to all new licence holders. The Manual contains the GCRs 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 and Club Secretary while a national calendar is available on the MA website (www.ma.org.au).

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

10. The race meeting

It is a good idea to plan and prepare for your race meeting in the week leading up to it 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. The status of your club membership may also be verified at this stage, please ensure you have evidence of your club membership every time you attend an event as a riding participant. Scrutineering will be carried out by an appointed machine examiner.

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

- Handlebar ends
- Wheel and frame bearings free-play
- Chain joining link, clip or rivets
- Sharp edges and any damage
- Correct numbers and number-plate size
- Brake and clutch free-play and effectiveness
- Throttle return
- Valve caps
- Tape on wheel weights
- Fluid leaks
- Spokes

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 to be used 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 MoMS and identifies prohibited substances. Alcohol, illicit drugs and anabolic steroids are examples of substances covered by the policy.

MA has a Code of Conduct which is to be observed and is explained in *Chapter 11* 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 or parents who do not adhere to the Code of Conduct.

You will learn many things at your first race meeting and what you learn will make future meetings easier and safer. Remember, coaches, club personnel and your family can all assist you.

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

11. 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 MA's representative. The Steward has the power to enforce penalties and adjudicate over the rules. The Steward will adjudicate over all protests lodged with the Clerk of the Course. 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 the 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. All protests must be lodged with 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.

Starter 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.

Judge The function of the Judge is to declare the order in which the competing motorcycles cross the finishing line.

Flag Marshals 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.

12. Motorcycling protocols

Code of Conduct

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 to do so.
- 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.

Member Protection Policy

A major component of the core business of MA is to ensure the safety and wellbeing of its members through the implementation of rules and policies in relation to motorcycle sport activity (racing, practice, coaching etc).

The Member Protection Policy now provides for processes and outcomes in dealing with all forms of inappropriate behaviour.

All members, clubs and regulatory bodies should ensure they are familiar with the Member Protection Policy and be aware at all times of the high standards we should be setting for competitors, officials, parents and spectators.

MA's Member Protection Policy can be found in the MoMS and at www.ma.org.au.

Occupational Health and Safety Policy

MA recognises the importance of providing all stakeholders, employees, volunteers, officials, contractors, visitors and participants with a safe and healthy work environment under their control.

As such an Occupational Health and Safety Policy has been created and can be accessed from the MA website: www.ma.org.au.

Environmental Sustainability Policy

MA is committed to the environment through development and promotion of an environmental program which is committed to incorporating principles of sustainability in motorcycle sport within Australia.

MA's Environmental Sustainability Policy can be downloaded from the MA website: www.ma.org.au.

13. 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 before you tackle the Theory Test in the supplement. We ask that when you receive your MoMS you read the racing rules and motorcycle specifications appropriate to your discipline. You will also develop an understanding of 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, you may use this booklet
- Junior riders may be assisted by a parent or guardian.

Questions

1. *Do you have to be a member of an MA affiliated club to obtain a competition 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
- 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
- Fluid leaks
- Wheel and frame bearings
- Valve caps
- Oil
- Tape on wheel weights
- Spokes
- Chain adjustment
- Speedometer
- Clutch free play and effectiveness
- 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
- Gate Keeper
- Steward
- Social co-ordinator

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

If you have achieved a score of at least 9 / 10, you are now ready to attempt the Theory Test contained in the yellow supplement in order to obtain your first competition licence.

**Best of luck with your
involvement in motorcycle
sport and remember to enjoy
the ride!**



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