

# KICK START

## GETTING STARTED IN JUNIOR MOTORCYCLE SPORT



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



## Motorcycling Australia (MA) and State Controlling Bodies (SCB)

If you have an enquiry regarding Kick Start and Junior Log Books, please contact your SCB.

If you have an enquiry regarding licensing, please contact the Licensing Team at Motorcycling Australia. Email [licences@ma.org.au](mailto:licences@ma.org.au) or call 1800 262 678.

If you have an enquiry regarding an FIM/International Licence please contact the Licencing Team at Motorcycling Australia on [licences@ma.org.au](mailto:licences@ma.org.au)

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**Kick Start- Getting Started in Junior Motorcycle Sport**

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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 junior 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 racer, a club or recreational rider, 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.

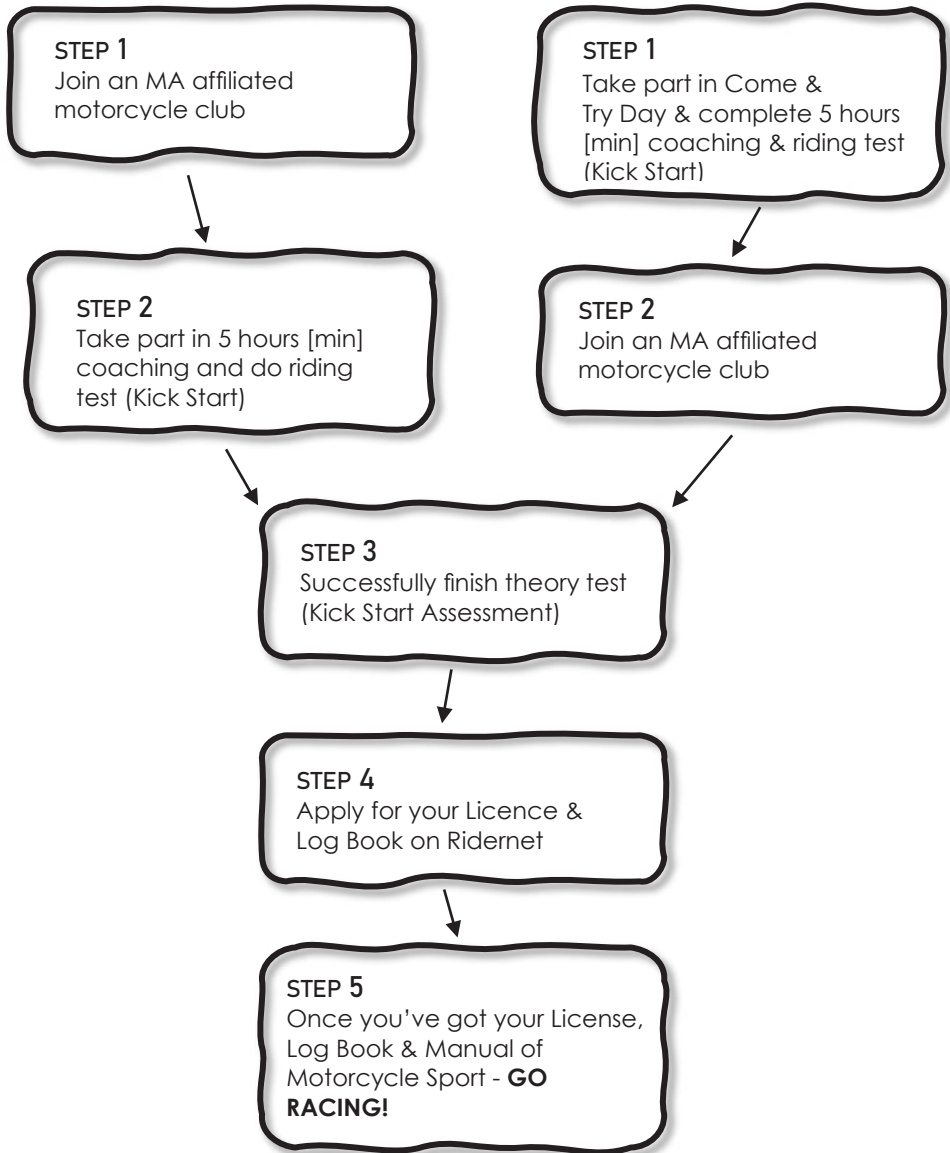


# Motorcycle Sport Terms

MA	Motorcycling Australia - The controlling body of Motorcycle Sport in Australia.
SCB	State Controlling Body of the sport in each state.
RCB	Relevant Controlling Body of the sport in each state.
FIM	Fédération Internationale de 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	MoMS. An annual Motorcycling Australia book which contains the GCRs. The Manual is available online from <a href="http://www.ma.org.au">www.ma.org.au</a>
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 an appropriate licence to compete or participate in Motorcycle Sport. More detail on page 15.
JCP Log Book	JCP stands for Junior Coaching Program. The JCP Log Book is the book which records your coaching hours, penalties, and any medical attention you receive.
Ridernet	Ridernet is the online platform where you can apply for licenses, enter events and update your profile. Ridernet is available online from <a href="http://www.ma.org.au">www.ma.org.au</a>
Solo	A motorcycle which has two wheels and only one rider on the machine in competition.
Supplementary Regulations	These are sometimes called Supp Regs or SRs, 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 their motorcycle are disallowed [stopped] from taking part in, or continuing to take part in a competition.

# 5 Easy Steps

To get started in motorcycle sport, read this booklet, then follow the five easy steps to go racing. Contact the MA Licensing Team with any licensing queries. (excluding NSW)



# Classes of competition

## Club competition

A competition exclusively for the registered financial members of that club. You must have a Junior National Competition Licence or One Event Competition 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 One Event Competition Licence, as a minimum, to take part.

## National competition

National competition is open to holders of a current Junior National Competition Licence.

## International competition

A competition sanctioned by the FIM, is open to riders who are holders of a current FIM International Licence or Junior National Competition Licence.

## Recreational

Don't want to race? No problem! There are many recreational events, practice days, coaching and training events to take part in. You'll need a Mini Licence or a One Event Recreational Licence as a minimum, to take part.

# Choosing your discipline

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

## Trial

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



## Motocross (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 (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 meters 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 has racing 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 championships.

## 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 adrenaline 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.



## All Terrain Vehicle (ATV)

The four-wheeled cousin of the motorcycle, the ATV or quad. ATV racing is emerging as an exciting discipline where quads of various capacities compete on Enduro loops, Motocross and dirt tracks.

## Minikhana

The express purpose of Minikhana motorcycling is the development of riding skills and techniques for Juniors.

This is done by providing organised, safe and fair competitions where skill, rather than speed, is the determining factor.



## Road Race

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 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.

## 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 rider or racer.

# What gear do I need?

Before you go out and spend a lot of money on a bike and gear, we suggest you contact your Club Secretary or Coach for suggestions.

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 website: [www.ma.org.au](http://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 armor, 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 or licensed scrutineer 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 and how much fun you will have. Motorcycle Sport accredited coaches can assist you in all these areas.

## The basic rules

Once you've 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. It is your responsibility to know the rules before you even enter an event.

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

Supplementary Regulations (SRs) are issued by the organiser/promoter 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

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. More information is available in the Manual of Motorcycle Sport or [www.ma.org.au](http://www.ma.org.au).

## 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](http://www.ma.org.au)

## Impounding a motorcycle


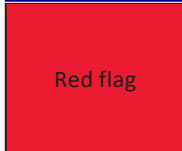
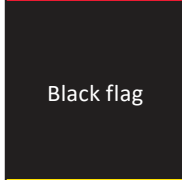
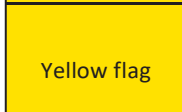






At the end of a meeting, the Steward may impound any motorcycle they believe may not be in accordance with the GCRs or Supplementary Regulations, and keep it until it has been examined.

## Racing numbers

There are specific rules for racing numbers, number-plates, etc. Before you make a number-plate, check the Manual of Motorcycle Sport chapter for your discipline, then contact your SCB for your number allocation.

## Track signals / Flags

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
	Dropped or raised	<ul style="list-style-type: none"> <li>• Race / event start</li> </ul>
 Red flag	Displayed	<ul style="list-style-type: none"> <li>• Race or practice stopped prematurely</li> <li>• Riders must stop racing &amp; immediately return to the pits with the utmost care &amp; attention</li> <li>• Compulsory for everyone</li> <li>• May also be used to close the circuit</li> </ul>
 Black flag	Stationary and black board with Rider's number/ helmet colour [Speedway]	<ul style="list-style-type: none"> <li>• Rider with the number indicated must stop at the pits on the next lap</li> <li>• 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</li> </ul>
 Yellow flag	Held stationary	<ul style="list-style-type: none"> <li>• Danger ahead</li> <li>• Ride cautiously</li> </ul>
 Yellow flag	Waved	<ul style="list-style-type: none"> <li>• Immediate danger</li> <li>• Slow down and Prepare to stop</li> <li>• Overtaking and jumping forbidden</li> </ul>
 Yellow flag with Red Stripes	Held stationary	<ul style="list-style-type: none"> <li>• Track ahead is slippery</li> <li>• Debris/gravel on the track</li> </ul>
 White flag	Waved	<ul style="list-style-type: none"> <li>• Slow-moving intervention vehicle [for example; an ambulance] on track</li> </ul>
 Blue flag	Held stationary	<ul style="list-style-type: none"> <li>• Rider is soon to be overtaken/lapped</li> </ul>
 Blue flag	Waved	<ul style="list-style-type: none"> <li>• Rider is about to be overtaken/lapped</li> </ul>
 Green flag	Displayed	<ul style="list-style-type: none"> <li>• Course clear</li> </ul>
 A sign with the words LAST LAP	Displayed	<ul style="list-style-type: none"> <li>• Last lap of the race/event</li> </ul>
 White flag with Red Cross	Waved	<ul style="list-style-type: none"> <li>• Medical staff on track</li> <li>• Slow down and proceed with extreme caution</li> <li>• Overtaking and jumping forbidden</li> </ul>
 Checkered flag	Waved	<ul style="list-style-type: none"> <li>• Finish of the race, practice session or qualifying</li> </ul>

## 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?

If you want to ride or compete at an MA sanctioned event, or be a sidecar passenger, you will need to get an MA Licence. Your Club Secretary or SCB can supply you with information and explain the details of getting a licence.

It is a requirement that you obtain ambulance cover prior to obtaining an MA Licence. Although we stress safety, accidents can and do happen and occasionally an ambulance is required. Having ambulance cover may save your family thousands of dollars in the unfortunate event of an accident.

First-time licence applicants must prove their riding ability, and know the basic competition rules. There is a compulsory riding competency assessment on page 24-25 and a multiple choice theory assessment that

completed on page 26-28.

Prior to progressing to a larger capacity motorcycle, a rider must be endorsed. This is a competency based assessment conducted under the tuition of an accredited coach and under a coaching

permit to assess whether the rider is competent to ride the next sized machine.

You will receive a special Log Book which includes the means for an accredited coach to record your endorsements. In addition you will be able to record all the coaching you undertake, as well as any major injuries, suspensions and competition penalties you may receive.

The need to complete the competency and multiple choice assessment applies even if you want a One Event Licence.

The competency covers the 'modules' on page 24 and you need to satisfy a coach that you are competent in all of them before you can get your licence.

You will need to pass a competency assessment by an accredited coach each time you wish to step up to a larger capacity machine.

You'll need to apply for your licence and Log Book on Ridernet and upload the following documents. If you have troubles, please contact your SCB:

1. Completed Assessment 1 Competency [page 24],
2. Completed Assessment 2 Multiple Choice Theory [page 26-28],
3. Proof of your age [for example; a copy of your birth certificate], and
4. The appropriate licence fee.
5. A written authorisation from at least one of your parents, or your legal guardian.

Once your completed application has been made on Ridernet and processed by your SCB, you'll get your new licence and the Log Book to record your coaching hours.

## Your logbook

Your Log Book is the one place where all the important information about your riding and coaching is stored. You will get one with your licence. As well as your coaching hours, it will also be used to record any major injuries and competition penalties you receive.

If you lose your Log Book, you may have difficulty in renewing your licence, or even getting a ride, so make sure you look after it.

## Insurance

If you have medical insurance, check whether it includes ambulance cover, because it is a requirement for you to get a licence and take part in any events. 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 the Manual of Motorcycle Sport.

## License types

You must be between 4 to under 16 to apply for a Mini Licence or 6 to 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 license:

**Mini Licence** (4 to under 16): This is an annual licence that allows you to participate in club, interclub, national non-competition events or Minikhana events.

**One Event Recreational Licence** (4 and over): This allows you to compete in one recreational/non-competition event.

**One Event Competition Licence** (6 and over): This allows you to compete in one Club or Interclub competition.

**Junior National Competition Licence** (6 to under 16): This allows you to compete in junior classes in any event authorised by MA or an SCB.

**Junior Restricted National Licence** (6 to under 16): This allows you to compete in any Trial, "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 Log Book with you to every event, because you'll be asked to show it before you compete. If you forget your documentation - forget racing!

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.

# **PARENTS, MECHANICS, COACHES AND SUPPORTERS PLEASE REMEMBER:**

**1. THESE ARE KIDS**

**2. THEY RIDE BECAUSE THEY  
LOVE IT**

**3. WE WANT YOUR KIDS TO  
HAVE FUN**

**4. THE EVENT IS RUN BY  
VOLUNTEER OFFICIALS  
WHO ARE HUMAN**

**5. THERE ARE NO  
SHEEP STATIONS  
INVOLVED**

**RIDE RACE ENJOY!**



# Parents Questionnaire

1 A competitor must be a member of an MA/SCB affiliated club to apply for an MA licence.

TRUE  FALSE

2 How long does an MA licence remain valid after it is issued?

One year  Four years  
 Three years  Five years

3 A competitor must have a current ambulance subscription to be eligible to apply for an MA licence.

TRUE  FALSE

4 Noise limits don't apply for machines at motorcycle events.

TRUE  FALSE

5 A competitor is responsible for the behavior of their pit crew, manager, mechanic, and parent/guardian

TRUE  FALSE

6 What do you do when your child crashes on track?

Alert officials and stay calm  Run to them and assist

7 Who does MA's Member Protection Policy apply to?

MA licence holders  Team Managers  
 Officials  Parents/guardians  
 Coaches  All of the above

8 An MA Event Permit must be issued for an event to be covered by insurance.

TRUE  FALSE

9 If a participant is under 18, who can sign their entry forms?

Club President  21 year old friend  
 Parent/guardian  Neighbour

10 Parents/guardians must remain at the event with the junior competitor.

TRUE  FALSE

11 What documentation must a rider and parent/guardian read and understand prior to an event?

Supp Regs  Final Instructions

# How do I enter an event?

All events can be entered through Ridernet. If for some reason it cannot be entered through Ridernet, there 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 by contacting your SCB or organising Club.

You must read the **Supplementary Regulations** and the **Final Instructions** for the event from the event organiser.

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. Check with the event organiser.

## 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 a permit, 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 center stands [except Trial, Enduro and the 50cc class of all disciplines] and tape up any headlight glass or plastic.





At scrutineering, the following will be checked:

• Throttles must be self-closing and have a free action.	• Brake and clutch free-play and effectiveness.
• 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 covered
• 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 pitgate.

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 and safety information. 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 behavior of competitors. This code is explained in this booklet and must be followed at all times.

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

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 [Referee at Speedway meetings], 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

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 & Track Marshals

Flag Marshals are responsible for signaling

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. They 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 Trial 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's Member Protection Policy applies to all individuals associated with competition in accordance with requirements set out by the Australian Sports Commission. The full policy is available from [www.ma.org.au](http://www.ma.org.au).

The code of conduct provides competitors, officials and parents with a guide to appropriate behavior at motorcycle events. As a participant or competitor, you are responsible for your own behavior as well as the behavior of anyone associated with you such as parent/guardian, pit crew, mechanic, team manager.

The MA Code of Conduct is as follows:

1. Respect the rights, dignity and worth of others,
9. Be fair, considerate and honest in all dealing with others,
10. Be professional in, and accept responsibility for, your actions,
11. Make a commitment to providing quality service,
12. Be aware of, and maintain an uncompromising adherence to MA's standards, rules, regulations and policies,
13. Operate within the rules of the sport including national and international guidelines which govern MA,
14. Do not use your involvement with MA or a member to promote your own beliefs, behaviors or practices where

these are inconsistent with those of MA,

2. Demonstrate a high degree of individual responsibility especially when dealing with any person under 18 years of age, as your words and actions are an example,
3. Avoid unaccompanied and unobserved activities with any person under 18 years of age, wherever possible,
4. Refrain from any form of harassment of others,
5. Provide a safe environment for the conduct of the activity,
6. Show concern and caution towards others who may be sick or injured,
7. Be a positive role model,
8. Understand the repercussions if you breach, or are aware of any breaches of, this code of behavior.



# Assessments

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

## Kick Start Assessment 1 – COMPETENCY

There are 10 coaching competencies/modules for an accredited coach to run through when assessing a junior rider. Each activity carries a 'recommended time' and it is expected that riders will take this time to be deemed competent at each activity. It is anticipated that some riders will be able to demonstrate these competencies in less than the recommended time which is indeed one of the ways in which the program aims to allow juniors to progress through the system in an efficient manner. Once you have satisfied your coach that you are competent for your age, they will sign the space next to each module.

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 who takes you for a module signs your assessment sheet.

## Kick Start Assessment 2 – THEORY

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.

# Kick Start Assessment 1- Competency

Applicant's name: \_\_\_\_\_

Applicant's phone no [    ] \_\_\_\_\_

Scan or take good quality photos of these assessment pages and upload them to your Ridernet profile. If you need any assistance, please contact your SCB.

Module no. and Coaching Activity	Duration: Recommended Minimum and Actual	Competent?  Yes / No	Date	Permit Number
<b>Group Based Discussion:</b>				
1. Discuss/Present the correct riding safety gear/ attire for your discipline and demonstrate the ability without help to pick up your own bike	Rec Min.- 15 mins			
	Actual -			
2. Describe and understand the safe entry and exit of the competition and pit areas	Rec Min.- 15 mins			
	Actual			
3. Group discussion based on knowledge and understanding of the sport - Existing, recent and relevant rules from the GCR's, pertaining to behavior, protests, drugs in sport etc.	Rec Min.- 25 mins			
	Actual -			
<b>On-bike practical skills Session:</b>				
4. Discuss/Demonstrate and evaluate the ability to use the clutch in a number of areas applicable to your discipline	Rec Min.- 20 mins			
	Actual -			
5. Discuss/Demonstrate and evaluate the ability to start from the starting area while maintaining a reasonably straight line (if applicable)	Rec Min.- 15 mins			
	Actual -			
6. Discuss/Demonstrate and evaluate correct riding position in a range of applications (straights, corners, over obstacles relevant to their sport if applicable)	Rec Min.- 30 mins			
	Actual -			
7. Discuss/Demonstrate and evaluate the ability to maintain control of your bike while riding various track/section conditions	Rec Min.- 30 mins			
	Actual -			
8. Discuss/Demonstrate and evaluate the ability to maintain safety while riding with other competitors	Rec Min.- 30 mins			
	Actual -			
9. Discuss/Demonstrate and evaluate the ability to use brakes applicable to your discipline a) in a controlled drill/skill. b) on a track/section	Rec Min.- 40 mins			
	Actual -			
10. Discuss/Demonstrate and evaluate the ability to negotiate discipline specific skills and obstacles	Rec Min.- 25 mins			
	Actual -			
<b>Overall competency (circle):</b>			<b>YES / NO</b>	







# Kick Start Assessment 2 – theory

Applicant's name: \_\_\_\_\_

Applicant's phone no [    ] \_\_\_\_\_

Scan or take good quality photos of these assessment pages and upload them to your Ridernet profile. If you need any assistance, please contact your SCB.

The pass mark for this test is 23 correct out of 25.

1	If I don't want to race straight away, I can participate in recreational, non-competition events?	
	TRUE	FALSE
2	To enter MA events you need safety clothing and equipment. Mark 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	Mark 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
	Handlebar ends	Correct numbers
4	All riders need to attend the Riders' Briefing.	
	TRUE	FALSE
5	Which official has the supreme control at a race meeting?	
	Race Secretary	Team manager
	Clerk of Course	Steward
	Track owner	Rider's parent/guardian



6	What does a yellow flag waved during a race mean?		
	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?		
	Come to a complete stop		Return to the pits immediately with the utmost care
	Pull over to the edge of the track		Slow down until you see a white flag
8	A green flag waved means:		
	End of the race		Slow down
	Course clear		Ambulance on track
9	A black and white checkered flag means:		
	Start of race or session		Finish of race or session
	Danger		Course clear
10	Ball ends must be on handlebar levers and handlebar ends must be covered.		
	TRUE		FALSE
11	Noise limits don't apply for machines at motorcycle events		
	TRUE		FALSE
12	A Steward can order that any machine be impounded for examination		
	TRUE		FALSE
13	If your parent/guardian says your bike is OK, it doesn't need to be scrutineered		
	TRUE		FALSE
14	What information is in the MoMS?		
	Riding locations		General Competition Rules
	National Events		Motorcycle Club List
15	Your machines' throttle needs to be self-closing:		
	TRUE		FALSE
16	You must have a current ambulance subscription to be eligible to apply for an MA licence		
	TRUE		FALSE

17	You can lodge a protest with the following Official:		
	Race Secretary		Clerk of Course
	Announcer		Judge
18	A competitor is responsible for the behavior of their pit crew, manager, mechanic, and parent/guardian		
	TRUE		FALSE
19	You need to present your competition licence when you enter an event:		
	TRUE		FALSE
20	What do you need to do when a Black flag is pointed at you?		
	Go faster		Stop on the track
	Get off race line and return to the pits		Slow down
21	What behavior is strictly forbidden at MA events?		
	Laughing		Harassment
	Bullying		Playing with friends
	Dangerous riding		Riding without a helmet on
22	You don't need an MA licence to participate in competition events:		
	TRUE		FALSE
23	If a participant is under 18, who can sign their entry forms?		
	Club President		21 year old friend
	Parent/guardian		Neighbour
24	A competitor can be excluded from competition by the Steward or Clerk of Course for foul, unfair, or dangerous riding and/or conduct:		
	TRUE		FALSE
25	If I pass my Kick Start assessment, I don't need a Junior Coaching Log Book with my licence.		
	TRUE		FALSE

**I declare that the above-named rider has scored at least 23 correct answers in the above Kick Start Assessment.**

**Assessor Name** \_\_\_\_\_ **Licence no Official/Coach** \_\_\_\_\_

**Signature** \_\_\_\_\_ **Date** \_\_\_\_\_



# My Coaching notes



# Ride Parks Australia Ride Park Days

**Safe, Controlled, Non-Competition Riding Days  
where families, friends and kids of all abilities  
can enjoy social riding**

**Available for riders of all ages and no club membership is required**

**No Licence Required!**

- \* You do not need a state issued motorcycle licence or MA Licence
- \* At time of booking or at the event, you will have an option to purchase Personal Accident coverage which is highly recommended
- \* Junior KickStart Licence or Logbooks are not required

**More information available here - [www.ma.org.au/ride-park-days](http://www.ma.org.au/ride-park-days)  
or contact your State Controlling Body**

