

TRAIL & ENDURO

MOTORCYCLE CLUB

(Incorporated)

Welcome and Thankyou

By joining or renewing your membership with the club you are ensuring the future of off road riding in WA.

To find out what's happening, when this year, take a look at our calendar for 2009 on-line. You will also find your membership card, along with other relevant information. For the latest up to date information check out our website on [_www.trailandenduro.com.au](http://www.trailandenduro.com.au).

The Trail and Enduro Club is made up of people just like yourself that are mad on riding Dirt Bikes. We have a meeting on 1st Wednesday of every month at the Sportsman's Association in Mt Lawley, come along, bring a friend and met with other people interested in bikes and organising events. Talking about dirt bikes is the next best thing to riding them.

If you have nominated to help at an event during the year and the event organiser has not contacted you a few weeks beforehand, please give them a call to make the necessary arrangements.

We look forward to seeing you at one of these events soon. Remember, if you've got any questions or would like to know any more information feel free to give me a call.

Regards

Libby Barker

Libby Barker
Membership Officer
0417 962 960

LICENSING YOUR BIKE



To race enduros you need to hold a B Class license for your motorbike.

To obtain a B Class license, your bike will need to comply with the below requirements.

Once you've done that, simply take your bike down to your local police station or licensing centre. There they will inspect the bike and if it is all OK, they will issue you with a B Class license.

“B” Class Motorcycle Licence

An endure motorcycle may be defined as “a motorcycle designed primarily for off road use with minimal road going equipment, ie headlight, tail light and stop light.”

Examiners should note that the only documentation required for licensing purposes will be the certificate of inspection and a noise level test report, should the motorcycle's noise level be considered excessive. These motorcycles may be examined at any Licensing & Examination centre or authorised inspection station.

The following criteria is to be observed in the examination and licensing of these machines.

Compulsory Requirements

It is not a requirement for the machine to be fitted with a compliance plate, but the following is mandatory:

Working headlight

Working stop and tail light

Mudguards front and rear (MX guards are fine)

Red rear reflector

Noise levels must not exceed 94dbA

Adequate chain guard protection for front sprocket

Deviations

Off road tyres may be fitted to the machine

A battery is not required to be fitted

The frame of the motorcycle is to provide an effective chain guard

A horn, although desirable, is not required to be fitted

A rear view mirror is not required

Any additional fittings which conform to VSR or ADR motorcycle requirements are also acceptable

Insurance Class

Under arrangements made with the State Government Insurance Commission, motorcycles solely used for Enduro Motorcycle Events and conditionally registered under the provisions of this instruction will now be classified with an insurance class 7(a). This allows for a reduced cost of Third Party Insurance due to the limited public road use of these vehicles. Examiners should ensure the correct insurance class is entered on the MR1 form.

Owners of previously registered Enduro Motorcycles wishing to take advantage of this registration class and reduced premium must present their vehicle for a reassessment and meet the provisions of this instruction.

Conditions

License to be carried with motorcycle at all times.

Daylight use only.

License not transferrable without prior police approval.

To be used only between signs erected by a competent body and in concurrence of the Local Government Authority.

To be used on a road only whilst participating in an event arranged by Motorcycling Australia Western Australia (MAWA) or other organisation approved by the Authority.

HOW DO THEY WORK?

Trail Rides

One of the biggest events of the year would have to be the "Adventure Rally"

This is a non-competitive event that has riders covering over 120kms of some of the best riding country in the state. From wide open fire trails, to some old enduro goat trails, this is one event not to be missed!

Enduro

Lots of fun with challenging trails, hills, creeks etc. This is a competitive event.

Riders are graded into skill and class groups.

Usually covering 120-170kms of trails, with short 2-4km timed sections to determine the fastest rider in each class.

By the end of the day there's no question you've had a great days riding.

Pony Express

A combination of two riders taking turns to ride the course, whether you share a bike or one each is up to you.

Riders are divided into classes, the riders who complete the most number of laps around an approximately 15km course wins. If you don't have someone to ride with, you may enter the event under 'Ironman' and ride the entire race yourself.

Great fun!

Natural Terrain

A motocross style start, that follows a marked track through paddocks, following the natural terrain of the countryside.

There are no high flying jumps of a made motocross circuit, but the competitive racing is still prevalent.

Riders are divided into classes, we even include a headlight and age class for some of us older enduro riders.

Junior Events

The club strongly believes that a big part of the future of the club is with our kids.

These events are run under a similar format to a senior event.

Whether it be natural terrain or enduro, the kids have a ball and it's great as a parent to watch the kids have as much fun as we do.

Rider Training Schools

Within the club we have a number of expert riders that are also accredited coaches.

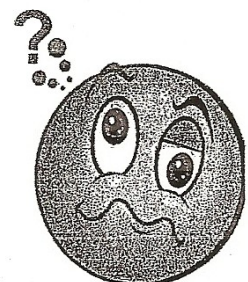
During the season specialised training schools are held for club members to learn and improve their riding skills.

Officials Courses

Through Motorcycling WA, the T & E Club regularly organises training schools that provide you with the necessary skills to help organise a motorcycling event.

It may not be the same as riding yourself, but there is a great deal of satisfaction to be had from participating in the running of an event that was great fun for everyone involved.

These courses are common sense and fun and the club is always in need of more officials.



TIPS ON BIKE PREPARATION

By Allan Kenwood L1 Coach

Having a well set-up bike not only makes it safer, but adds to the enjoyment of riding it. The following is a list of set up tips, some are statutory requirements (Competition use) and others are aimed at safety and reliability.

Before any motorcycling event your bike will have to pass through scrutineering (Machine Examination). The term scrutineering refers to having your bike inspected by a suitably experienced person.

The reason for this is to ensure that the bike is in a safe condition, so as not to injure the rider or any other riders.

Scrutineers check the following areas:

1. Helmet must comply with AS1698 (Australian Standards), be in good condition and fit correctly.
2. Throttle snaps closed when released.
3. Front and rear brake levers return freely.
4. Front and rear brakes work effectively and have sufficient free-play.
5. No broken or sharp ends on brake or clutch levers.
6. Handle bar ends are plugged.
7. Handle bar crash pad fitted.
8. Steering head bearings – free-play.
9. Wheel bearings – wear/movement.
10. Wheel spoke tension.
11. Swing arm – wear/movement.
12. Chain adjustment.
13. General condition ie. Missing bolts, sharp objects, fluid leaks.

It is important to realise that it is your responsibility to make sure your bike is in a safe and reliable condition. Don't rely upon the scrutineer to carry out an inspection and find any problems.

The best time to check your bike is after you have just cleaned it. If it's covered in mud or dust it can be difficult to notice faults eg. Cracks in frame/swing arm/rims, oil leaks.

A common problem is bolts coming loose due to vibration, particularly on kick starters and gear shift levers. To prevent this occurring, use a thread locking product such as Loctite 222.

Ensure fuel containers and funnels are kept clean. Dirt and dust can block the fine jets/air bleeds in carburettors and also lead to an increase in piston and valve seat wear.

Environmental Considerations:

Noise: It is recommended that you repack the muffler after every 10 rides.

Mud: Clean off after each ride. Mud can transfer plant diseases ie. Dieback, is a real problem in our State forests.

