

# MOTORCYCLE GUIDELINES



## MOTORCYCLE PILLION PASSENGER GUIDELINES

### WHAT TO WEAR

Triathlon Australia as part of its Duty of Care requires that all technical officials wear the following equipment, as a minimum:

- A motorcycle helmet that complies with Australian Standards
- Long pants
- Enclosed footwear

You are encouraged to source and wear equipment that maximises your protection. From time to time, a helmet may be provided to you by Triathlon Australia. In most cases, the helmet will have been previously worn by others. **If you accept and choose to wear the helmet, it is your responsibility to inspect the helmet and determine that it is fit for use.**

### MOUNTING / DISMOUNTING THE MOTORCYCLE

Let the rider get on first and make sure he is in position before you approach the back of the bike. Discuss with him and agree on a mounting technique. Make sure he is aware that you are about to mount the bike.

Prior to dismounting, make sure that the rider is aware that you are about to dismount the bike. It's worth practicing getting on and off before you hit the road, so that you are both comfortable with the procedure.

### WHERE TO PUT YOUR FEET

Always place your feet firmly on the rear foot pegs. Do not put your feet down when the rider stops at, for example, traffic lights. Keep your feet on the pegs at all times. Exhausts get hot! Don't put anything on or near them while riding or standing near the bike.

### WHERE TO HANG ON

Prior to mounting the bike, have a discussion with the rider about the most comfortable and effective place to hang on. Each bike is different, and each rider has different preferences.

### HOW AND WHEN TO LEAN

Watch the road well ahead so that you can also see when the rider is going to need to lean. Lean with the rider into curves, trying as best as possible to follow his movements but not quite as dramatically.

### SAFELY CONTROLLING THE MOTORCYCLE

Establishing a good relationship with the rider prior to mounting the bike can assist in the safety and enjoyment of your day. It is important to remember that the motorcycle rider has ultimate control of the motorcycle. He ultimately decides, where, when and how fast the bike goes. If you request him to do something that he considers is unsafe, then you can expect that he won't comply with your request. Similarly, if you consider that his actions are placing the safety of you or competitors at risk, then you should ask him to modify his behaviour.

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## **NON-VERBAL COMMUNICATION WITH A MOTORCYCLE RIDER**

It is important for a technical official to have effective and safe non-verbal communication with a motorcyclist, whilst officiating. In order to create a uniform standard of signals it is recommended that the following signals are adopted:

### **To advise the motorcyclist that you wish to talk to a particular competitor:**

Point to the competitor with your left arm extended over the motorcyclist's left shoulder while alternating the opening and closing of the thumb and fingers of your left hand to imitate a talking action.

### **To decelerate the motorcycle:**

Lightly squeeze the motorcyclist's left shoulder with your left hand. To increase the deceleration, increase the squeeze.

### **To accelerate the motorcycle:**

Tap the motorcyclist's right shoulder with your right hand a couple of times. To increase the acceleration, increase the frequency and the number of taps.

This protocol has been developed in consultation with experienced motorcyclists and has been successfully implemented in many triathlons. However it is important to recognise that not all motorcyclists may be comfortable with these signals, so in these cases an alternate protocol should be developed which meet the needs of both you and your motorcyclist.

**PLEASE TAKE THE TIME TO DISCUSS YOUR PROTOCOL WITH YOUR MOTORBIKE RIDER BEFOREHAND. No two riders are the same and no two pillion passengers are the same. GOOD COMMUNICATION IS THE KEY.**