

CYCLING PROFICIENCY COURSE

The assessment for this course is based upon participation and your work completed in this booklet.

On completion, you will receive a proficiency certificate and a badge that looks like this:



This is an approved Proficiency course, as part of the Grand Prior's Award program for St John Ambulance Australia Cadets.

Candidates must:

- Have an elementary knowledge of the working parts of the bicycle and be able to maintain them in good condition.
- Be able to carry out simple repairs to a bicycle (such as checking the brakes and mending a flat tyre).
- Be able to ride a bicycle in a safe and correct manner in normal traffic conditions.
- Know the contents of the traffic code, particularly the sections on traffic signals, road signs and the paragraphs relating to cyclists.
- Know how to read a road map of the type issued by the major oil companies and also a street directory.
- Have planned and carried out a cycling tour of not less than one day's duration and made a log and map of the tour, marking in not less than three places of interest as well as geographical features.
- Pass the Cycling Proficiency Test, which will include: maintenance and adjustment; riding position and cycle control; pedalling and braking; safe starting and stopping.
- Demonstrate the use of safety equipment, e.g. helmets, lights, shoes.

The course:

- Minimum total instruction time must be approximately 12 hours.
- The examination shall consist of test plus other questions, either oral or written, to cover the remaining parts of the outlined syllabus. The log and map of the day tour must be sighted and assessed.

Suggested instructors/examiners:

- Members of police force and road safety organisations.
- Suitably qualified members/instructors of pedal or cyclist clubs.

Suggested references:

- Bicycles Network Australia (www.bicycles.net.au)
- Kids Health (http://kidshealth.org/kid/watch/out/bike_safety.html)
- Bicycling.com (www.bicycling.com)
- Safe Cycling Australia (<http://www.safecyclingaustralia.org>)
- Police force pamphlets and literature.

Maintenance and adjustment

Before being allowed to take the test, the candidate must know how to adjust a bicycle to obtain a good riding position how to maintain the machine in good condition, particularly the brakes, tyres, bearings, chain and lights.

Also, demonstrate how to test the brakes, tyres, saddle, chain and lights prior to mounting.

NOTE: As this is not a test of mechanical aptitude, candidates must use a mechanically sound and properly adjusted machine.

Cycling proficiency test:

During the test candidates must give correct hand signals.

Riding position and cycle control

- From a standstill, ride slowly straight through a lane 22 metres long and 1.5 metres wide without touching the lines on either side. (*Assessment:* riding position; not touching lines or foot on ground.)

It is important that this skill is achieved prior to continuing with the test. This may require further instruction in correct adjustment of the bicycle.

The Slalom Circuit

Start well behind the circuit so that cycle is under full control before obstacles are negotiated and then ride along course indicated. Assess:

- not touching feet to ground;
- not touching any obstacle;
- using the brake correctly.

This, the most difficult part of the test, is intended to test the candidate's mastery of the machine. Every candidate should be allowed to make a preliminary attempt and should be warned against trying to ride too fast. The start should be made well behind the line so that the cycle is well under full control before the close turns have to be made. Point out that the turn at the end is not restricted in radius.

Pedalling and braking

- Mount, ride at average speed and brake on my level surface 30 metres long.
- Park cycle.

This part of the test should be done twice:

- to assess braking ability;
- to judge braking ability in an emergency.

For the second test, the rider is required to stop quickly and safely at a given signal.

- to assess braking ability;
- to judge braking ability in an emergency.

(*Assessment:* feet parallel on pedals, safe application of brakes in first test, safe application of brakes in second test, intelligent parking).

Safe starting and stopping

The rider must ride 30 metres, then stop.

The examiner should note whether the rider uses the brakes to bring the machine to a smooth stop, without skidding the back wheel. The rider must ride back and make a quick but safe stop at a signal from the examiner. After assessing the rider's ability to stop safely within a reasonable distance, the examiner should instruct the rider to park the cycle for a few minutes. The examiner will note whether the candidate parks so that the bicycle will not be likely to fall or be knocked down and will not obstruct passageways.

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Acknowledgments:
National Cadet Group

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