MBCUK LOG BOOK

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MISSION STATEMENT

TO PROVIDE PROFESSIONAL MOUNTAINBIKE COACHING, LEADER AND SKILLS AWARDS, IN A SAFE, ENJOYABLE AND LEARNING ENVIRONMENT

DEVELOPING AND SHARING BEST PRACTICE TO ENABLE AWARD HOLDERS TO PASS ON THEIR EXPERIENCES TO THE WIDER CYCLING COMMUNITY

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Registration

Name _____

Address _____

_____

Date of Birth _____ **Date of Enrolment** _____

Registration number approved sticker

Training and Assessment Matrix and Record (See page 23)

LEVEL	LOCATION	DATE	TUTOR	MBCUK sticker
Training TL				approved sticker
Assessment TL Level 1				approved sticker
Training TTL				approved sticker
Assessment TTL Level 2 Expedition Module				TTL sticker TTL (E) sticker
Training MBC				approved sticker
Assessment MBC Level 3				approved sticker
Tutor				approved sticker

First Aid Certificate	Issued by	Expires

MBCUK Mountain Bike Coach Awards

Foreword

The Mountain Bike Coaching UK MBCUK awards scheme exists to improve mountain biker's awareness of the knowledge and skills required to coach and lead on bikes with optimum safety education and comfort.

The Association of British Cycling Coaches (ABCC) Preliminary Cycling Coaches Award (PCCA) was the original cycle leader award which started out primarily as a generic cycle coaching award and was developed by popular demand to meet the needs of people coaching and leading in cycling activities on and off road.

It is the longest established coach leader award in the UK (circa 1994) and many other Mountain Bike course providers throughout the UK have adapted the course template.

The ABCC devolved Mountain Bike Coaching to MBCUK and their Scheme offers training and assessment courses for their national coaching and Leader awards.

It continues to be endorsed by the Association of British Cycling Coaches ABCC www.abcc.co.uk for membership and insurance and is licensed and inspected by Adventuremark www.adventuremark.co.uk the national licensing and advisory body for non-statutory adventure training activities. It is also inspected and recognised by the Adventure Activities Licensing Services AALS www.aals.org.uk

The Philosophy of Mountain Biking

Over the past decade mountain biking has become one of the fastest growing sports as well as an adventure activity in the UK. There is at present no National UK Governing Body for mountain biking. But many organisations that have awards and give provision of them.

British Cycling (BC) is directed by the government to manage cycling as a sport and not an adventure activity. BC's main aim is the training and performance of cyclists including the national teams through the provision of cycle coaching rather than leading qualifications. However, BC have recently brought in leadership awards to support their coaching awards.

The Adventure Activities Licensing Scheme AALS is responsible as part of HSE for the inspection and licensing of organisations providing mountain biking activities to under eighteen-year old's and vulnerable members of society! Adventuremark the national Inspecting and advisory body for non-statutory adventure training activities fill a useful gap in the activities.

MBCUK Panel

The MBCUK scheme is an Awarding Body and a course provider. It is run by a professional steering and focus Panel of members, including the Managing Director, Manager, and a highly qualified team of Tutors from world class mountain biking, international mountain guides, adventure activities, insurance specialists and ABCC Senior Coaches.

They meet at workshops and hold regular meetings to provide and maintain the high quality of the scheme and respond to the ever-changing demands of mountain bikers.

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Scope of the scheme

The scheme comprises of three main awards which are trained and assessed through a core syllabus standardised nationally by Mountain Bike Coaching UK (MBCUK) Levels 1,2,3.

- TRAIL LEADER (TL)
- TECHNICAL TRAIL LEADER (TTL) (TTL) + Expedition module
- MOUNTAIN BIKE COACH (MBC)

The Tutor award is an appointment that requires a period of training and assessment for the more experienced coaches who have gone through the scheme

Outcomes depend on the following criteria:

The candidates logged personal and leader experience in cycling.

The candidates practical riding skills and theoretical knowledge.

The candidates demonstrated coaching, and leadership skills.

The Courses limitations and liabilities are described in the Course Profiles as are the progressions through the scheme. See courses Matrix (page 6).

Registering for the course can be done by logging on to www.mountainbikecoaching.com where an easy to follow Administration Pack can be downloaded.

Training

Training courses are an integral part of the MBCUK scheme. They can be stand alone courses or integrated into the assessment course.

Training courses give candidates a clear idea of standards required and core skills as well as group management and coaching skills.

Exemption from Training

Experienced mountain bikers who already have substantial experience and transferable skills from leading and coaching in activities such as hill walking, skiing and other outdoor activities may apply for exemption from training and be awarded Accreditation for Prior Experience and Learning (APEL).

An application form that lists recognised previous learning can be obtained from MBCUK.

Assessment

For each course the candidate must complete a Rider Profile. Any formative experience from other outdoors activities considered contributory to gaining MBCUK qualifications should also be added to this form.

The progression through the assessment scheme with its outcomes and limitations are illustrated in the course matrix page and the course descriptions page in this handbook

The training and assessment is carried out by fully qualified MBCUK Tutors who have the right to terminate an assessment if the candidate is not up to the required standard or effecting safety.

Currency of the awards

The awards are only valid when the award holder has an up to date log book and is working within the limitations of the award, their own skills and experience and a daily risk assessment is completed and adhered to.

Insurance and First Aid is the responsibility of the award holder. Advice is available on the MBCUK website.

Revalidation

Award holders that hold awards coming up to the three point should submit their log books for a check on their currency and will be issued with a Revalidation Report.

Anomalies

No document is sufficiently thorough to cover every eventuality. If there is good reason for doing something non-standard or not in the scheme or its supporting documentation, then an application should be made to MBCUK in writing or by e-mail.

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THIRSK

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e-mail: info@mountainbikecoaching.com

website: mountainbikecoaching.com

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MBCUK Mountain Bike Coach MBC Awards Matrix

Trail Leader (TL) Level 1

Aim	Prerequisites	Limitations	Assessment criteria
• To lead beginner cyclists on low technical difficulty terrain and coach basic riding skills	• 10 logged days • TL training or exemption	• Trail Centres moderate as a guideline • Cycle permitted pathways and tracks of low technical difficulty	• Logged experience • Skills assessment Level 1 • Practical coaching and leading assessment TL

Technical Trail Leader (TTL) Level 2

• To coach and lead • Technical riding for intermediate riders on appropriate terrain • TTL has a bolt on two-day expedition Module TTL(E)	• Trail leader • 20 logged days • Proficient in a hill walking environment	• Trail Centres difficult • Cycle permitted pathways and tracks of medium technical difficulty	• Logged experience • Skills assessment level 2 • Practical coach and leading assessment TTL

Mountain Bike Coach (MBC) Level 3

• To coach and lead technical skills and leadership at all levels including performance Training	• Technical Trail Leader • 40 logged days • Proficient in a hill walking environment	• Trail centres severe • Cycle permitted pathways and tracks of hard severe technical difficulty	• Skills assessment level 3 • Coaching and leading severe • ABCC level 3 Coach Award

Tutor

• To implement the Mountain Bike Coach award Scheme by Training and assessing	• One year's experience as an MBC coach or equivalent • Training and assessing skills	• As for Mountain Bike Coach	• Coaching process module • Training and assessing module • Six months mentoring

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Syllabus - The Syllabus is presented on the courses in a modular form to include the following:

The Mountain Bike

Know the parts of your bike

Knowing the parts of your bike is a fundamental skill for all coaches as it allows you to:

- **Accurately describe the bike and the parts to others**
- **Have credibility as a leader in that you know your 'stuff'.**

Listed below are the main parts of the bike; however, you can expand on this basic knowledge by researching the different parts.

What Bike

It is critical that you select the bike "fit for purpose" i.e.: the bike to suit the main type of riding you will be doing. For example, it would be unwise to ride a 34lb+ downhill bike (as good as it may look) if most of your biking is in trail and cross-country activities.

Hardtail **A hardtail is a bike without rear suspension, most have a suspension fork. Bikes without a suspension fork are often referred to as fully rigid. Remember that tyres are suspension too.**

Full Suspension & Enduro **Full suspension bikes have a suspension fork and a rear shock. The amount of suspension travel varies according to what the bikes intended for, from 100mm (4in) for XC use upwards.**

E-Bikes **More brands are responding to the fact that e-bikes are in high demand and are being designed to function and ride as well as any of the top enduro bikes**

Big Wheelers & Fat Bikes **Big wheels (29in diameter) roll better than smaller ones over bumpy terrain. In performance terms, these slight pros balance out with the cons, such as weight and slightly slower acceleration. The same applies for the larger 650b wheels. Large tires 3' plus have a stability and grip advantage**

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Riding Types

Cross-Country (XC)
Ranging from recreational to highly competitive, XC bikes are designed to pedal fast and efficiently on all terrain. Regardless of whether they're hardtail or full suspension, XC bikes are not meant for nerve shredding trails.

XC Hardtail
4-inch suspension forks long frame and lightweight. Spend at least: £400
Weight range: Entry level sub-30lb down to 20lb for a thoroughbred.

XC Full Suspension
4-inch travel front and rear. Spend at least: £800
Weight range: Entry level 32/33lb down to 22/23lb for a thoroughbred.

Trail
5-inch suspension, all round tough XC full suspension bike but more travel, shorter ride compartment and stronger slightly heavier build.

All Mountain (AM)
6-inch suspension front and reardesigned for the alps. Rides downhill well and capable at climbing but too much travel for XC use.

Trail Hardtail
5-inch fork and shorter rider compartment than xc hardtail so feels much more capable and confident descending.
Spend at least: £700
Weight range: 30lb +

Enduro
This bike falls between x country and all mountain and is designed to be fast and light as well as capable on technical downhill terrain specifically made for Enduro races.

Trail Full Suspension
Spend at least: £1200
Weight range: 30lb +

Freeride (FR)
Freeride refers to full suspension bike that is intended for big fun downhill terrain, although a few hardtails are available. Off-the-peg FR and DH bikes are pretty similar, but you only get a single front chainring on a DH bike.

Downhill (DH)
8-10 inch front and rear suspension coil shock and triple clamp forks. Short ride compartment. very slack head angle for stability. Every component designed for DH use, therefore doesn't pedal uphill or XC.

E-Bike
Spend at least: £3000
Weight range: Entry level 43lb +

Freeride Full Suspension
6-8 inch travel usually coil suspension for strength slack head angle. Built as a DH bike that you can pedal well and jump. Spend at least: £1500
Weight range: 34lb +

*Performance and durability; generally as price increases, performance and durability increase and weight decreases.

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Optimum Position

The fundamental reasons for setting an optimum position for riders, are to do with safety and efficiency. Setting the optimum position differs greatly from a new rider to an experienced rider.

New Rider

The key things to consider are:

- **Safety is the first consideration**
- **Correct frame size and type of bike for intended use (XC, All mountain etc.) Check rider compartment with forearm and 4 finger check.**
- **Ability to touch the ground with both feet whilst seated**
- **Ball of the foot over the pedals for efficiency**
- **Handle bar height for all round vision**

Experienced Rider

The key things to consider are:

- **Selecting the right bike for the type of riding you will be doing**
- **Correct size and bike geometry**
- **Saddle height adjustment using the heal to pedal when seated comfortably and cranks are in the vertical position, then watch from the back for bobbing whilst riding at speed**
- **Correct seat position forward or backwards by using a plumb line to ensure that when cranks are in the horizontal position; a line is made through the side of the kneecap and the axle of the pedal when seated comfortably**
- **Handle bar height and stem length to ensure rider is not stretched out or bunched up. From the front of the seat measure riders arm length from elbow to finger ends plus 4 inches. That should reach the stem handle bar connection for optimum position.**
- **Suspension setup i.e. "sag" is usually 25-30% overall travel in the suspension. Put the rider on the bike in the out of the seat attack riding position to check this. Alternatively check the specific bike manual for the suspension for adjustments per rider weight**
- **Downhill Trials and cross country may have specific setup requirements to the above**

The Safe Cycle

The safe cycle check in a mandatory part of a dynamic risk assessment before, during and after a ride, there are a number of ways of carrying out a safe cycle check of which the two most common are;

- **A safe cycle checklist see (page 43)**
- **A practical safe cycle check demonstrated by the leader**

Using the cycle checklist has the advantage of being more thorough and also gives you documentary evidence if each cyclist has their own checklist for the bike, they are riding.

The practical cycle "top to bottom M check" is more informal and relies upon the group imitating the checks as the coach stands in front of them carrying out each check.

The alternative with more novice groups is for the coach to check each bike individually. However, the former is a lot quicker and also involves the group encouraging them to take on the responsibility for checking the safety of their own bike.

Further checking can be done by observing the bikes whilst been ridden at the beginning of the ride and also on the skills course rider assessment.

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Cycle Maintenance

Cycle maintenance is a wide and varied subject. Cycle maintenance courses range from up to a day long to two weeks long. Therefore, it is important that the fundamental issues of cycle maintenance appropriate to coaches are dealt with before getting too involved with the more complex skills and techniques used by a qualified cycle mechanic. The main considerations in cycle maintenance are as follows;

- **The ability to carry out common trailside repairs**
- **Basic cycle cleaning, lubricating and maintenance**
- **The home-based cycle maintenance workshop**

Trailside Repairs

Leaders should carry a minimum of the following kit

- **Multitool with Chain Splitter, Spare Tubes, Tyre Levers, Pump and Self-Adhesive Patches. Extras such as Power Links, Plastic Ties and Cables etc. are worth considering as well as specific tools for the bikes being ridden.**

The leader should have the skills to carry out the following repairs;

- **Punctures**
- **Tyre wall split**
- **Bent, loose spokes**
- **Broken Chain**
- **Gear and brake malfunctions**
- **Snapped rear derailleur**
- **Loose headset**
- **Suspension setting**
- **Loose bolts etc.**

Time and effort spent at becoming proficient at carrying out these repairs is seldom wasted, as is the investment of attending a maintenance training course.

Cleaning and Lubricating

Good maintenance of a bike starts here and educating the group on how to clean and lubricate the bike after a ride is an essential part of the cycling experience.

The following kit is recommended;

- **'bike de-greaser' or similar product**
- **Brushes of various sizes**
- **Chain cleaner**
- **Power Jet Spray (on a low setting)**
- **Light oil spray (WD40)**
- **Dry and Wet oils**
- **Greases and Frame Wax**

After every ride the bike should be sprayed using 'Muck Off' to clean thoroughly. After drying, lubricating oil sprays should be used with care taken not to contaminate rotors or brake callipers.
Greasing is usually done when dismantling the bike! Areas to consider are hubs, links, spindles, head set, cranks etc. Also it is useful to use a grease gun to apply grease in areas where mud and grit accumulate i.e. Lower headsets, brake cables and gear cables, seat posts and pedals and any recess locking nuts where mud and rust might accumulate.

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Home Base Workshop

The investment in a home-based workshop can be essential to saving time and costs on repairs. The workshop can be mobile or set up as a base where the riding activities are carried out.

A typical home based workshop would include the following;

- **Bike stand**
- **Tools for all major repairs**
- **Cycle repair books and DVDs**
- **Time and patience**
- **Investment in a maintenance course**

Prices for the workshop can vary from as little as £100 or up to £1000 for a fully kitted out professional workshop.

Purchasing of the cycle maintenance kit described is recommended from local bike shops or internet sites such as www.wiggle.com or www.chainreaction.com each of which offer free next day delivery. Its important to support your local bike shop!

Websites such as www.bikeradar.com and www.youtube.com are useful for instruction on all cycle maintenance and repair.

Clothing and Equipment

"Look the part, be the part" Has a certain amount of logic when a group of students are eagerly assessing how the coach looks and the equipment they are carrying.

The main considerations when selecting clothing are:

- **Safety**
- **Protection – warmth and cooling**
- **Efficiency**

Clothing and Safety

- **Clothing that has a high visibility is essential for safety. Bright colours and/or high visibility vests should be worn and are mandatory for riding on the road in an urban environment.**
- **Reflective clothing is a good idea in case of failing light or poor visibility on misty or overcast days. Small LED lights offer even greater visibility to drivers and other road users and can be useful as a focal point to keep the group together. Effective night riding lights and reflective equipment should be used and practiced with.**
- **Helmets are a mandatory safety item and should be worn at all times whilst biking. A good fitting, appropriately sized helmet can be adjusted to ensure it does not remove on impact. The leader should be confident at fitting helmets to riders.**
- **Full finger gloves should always be worn for mountain biking, lightweight and breathable for summer and wind stopper/waterproof for winter. Finger-less gloves (mitts) are intended for road use. Avoid trauma or vibrations on hands and lower arms.**
- **Eye protection in the form of well-fitting purpose made cycling glasses will protect from any impact, avoid eye damage from UV rays and protect the eye from cumulative wind irritation. Glasses with 'photo-chromic' lenses are a good idea when moving from shaded woods to direct sunlight or in overcast conditions. Consider full goggles in certain conditions**
- **Clothing for protection is essential. As you progress "personally" to more technical terrain you may consider elbow and knee protection as well as full face helmets and body armour.**

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- Multiple clothing layers not only allow for temperature control, but in the case of a fall also create a second and third synthetic skin before human skin is exposed. Clothing and Warmth can be a lot harder to manage than in most sports because of the immediate lowering in temperature through wind chill i.e. 15-30mph is a reduction of up to 8 degrees centigrade.
- Precipitation compounds the cooling effect as the conductivity of water is 24 times that of air, and no matter how resilient you are, if you get wet and cold, eventually you're going to stop performing effectively.
- Head, hands, feet and lower back is where the greatest exposure occurs whilst biking. Strategies for keeping warm such as neoprene boots for the feet, Buffs as Neckers or Hats, and appropriate Gloves for the hands are vital in cold and wet conditions.
- Clothing appropriate for cooling is equally as important, as overheating, and sunburn can result in problems of dehydration being compounded. The ability to vent clothing as well as multiple layers such as armlets and leggings which can be easily removed reducing overheating.
- Clothing and riding efficiency work hand in hand, close fitting and aerodynamic clothing will allow the biker to travel at greater speeds and more efficiently. Shoes should have firm soles and/or clipless pedals to optimise speed and for comfort.
- Padded shorts are also essential for comfort as many a novice may recount the painful experience of riding without padded shorts.
- Equipment both individual and group should be appropriate for the trip undertaken which may include night riding and multi-day routes.

On Road Safety Guidelines

The national statistics for road traffic accidents shows that road accidents have fallen over the last decade. However, the national average for road traffic accidents involving bikes increased.

The most likely place to have a road traffic accident is on a bike.

The Main Considerations

- Be selective about the chosen route and potential hazards
- Ensure the group and individuals know the Highway Code and can apply it while riding.
- Consider difficult manoeuvres i.e. right hand turn on a busy road, roundabouts and slip roads.
- Carry appropriate kit i.e. first aid, means of communications, navigational aids, emergency repair kit etc.
- Ensure the groups are kept small for group control and management.
- Consider busy times of the day i.e. school run pre 9am and 3pm as well as traffic heavy areas.
- Confirm that the bikes are road worthy by carrying out the safe cycle check.
- Ensure the coach and assistant have high visibility vests and LED lights turned on. Students should also wear high visibility clothing.
- Practise verbal and visual communication i.e. turning left and right, slowing down, overtaking, being left behind, avoiding parked cars.

Group Control and Management

- Brief the group about the route, potential hazards and riding discipline
- Nominate an assistant and brief them about their responsibilities i.e. go to the front or rear as appropriate, communicate and signal effectively, keep at an appropriate speed, navigate and watch out for potential hazards

- As a coach your most effective position is at the back and/or riding at the middle of the group, assuming that the navigation is not too complex, and the assistant can deal with way finding and making decisions on avoidance of hazards.
- If in doubt always dismount and walk, or better still in the first instance use a bike trailer to transport the group to the off-road riding venue.

Skills Test

The skills test should be used before undertaking a ride on or off road to enable the leader to identify the needs and skill levels of the individuals in the group. (See Skills Score Card Annex page 39).

- It will also confirm the suitability of the bike and its road worthiness whilst been ridden.
- It is essential that the skills test is carried out in a formal way so that safety is not compromised, and a true assessment is documented and recorded for each individual rider.
- The group should be organised in such a way that half act as staff running the skills course i.e. Controller, Time Keeper, Recorder and Sweepers replacing the kit. The other half should in turn have a practice run then a recorded run which is timed.
- The results should be kept and used to assess the ability of the group, which can be thereafter split up for the days ride.
- Other uses of the course are, skills development, riding in limited areas, developing confidence, or as an alternative activity in a sheltered area when conditions are poor.
- The skills course requires a limited amount of equipment, most of which can be sourced from basic sports coaching kit. However always consider the dangers of riders falling onto metal, concrete, or other solid materials, and select plastic bollards, poles, and wood when building the course.

Access and Conservation

Mountain biking has a high impact on the environment and coaches should use good planning and strategic route choices to minimise that impact.

A three-point approach to conservation should look at:

- Parking access
- Route vulnerability
- Group sizes (including other users)

See Annex page 37 (Location Vulnerability Guidelines).

Access

With regards to access useful sources of information may include mountain bike Guide Books; Internet e.g. www. Bikeradar.com, www.Forestry Commission.co.uk and National Trust or National Park information centres if using these locations.

Local knowledge from cycle clubs or bike shops in the location used can also be a useful source of information.

- Minimising impact using the country or bikers code is essential. It is you as the coach who has the responsibility for your group's impact on the environment. Insure you discuss and educate all those you are leading with special attention to the following; Not leaving litter, respecting other users, minimising erosion etc.

Take only memories and leave only tyre tracks

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Navigation

The ability to navigate on a bike is a key skill for all coaches. At the least you could be embarrassed if you get lost with a group, at the worst safety could be compromised in the case of an injury or darkness whilst lost.

The main considerations are:

- **Selecting appropriate navigation equipment**
- **Knowing the key skills for navigation on a bike**
- **Navigation equipment will include an appropriate map which may range from a trail map drawing in a guide book to a full 25,000 OS map. Having the correct map for the route is essential**
- **Carrying a compass is mandatory, even though you may only use it once or twice it is essential in certain situations, i.e. complex forestry, and in poor visibility**
- **Bike computers are a useful aid to assessing distance rather than guessing whilst moving at speeds ranging from 5mph climbing to 30mph descending**
- **Having a handle bar mounted map holder is a safe and hands-free way of reading the map and following direction using the compass**
- **A GPS is now regarded as an essential (get out of trouble) item. However, it is always worth remembering that anything that relies on batteries is going to let you down sooner or later. Furthermore, it can never replace the skills and knowledge of a good navigator**

Navigation Skills

Essential to good navigation is a working knowledge of the compass and your chosen map. You don't have to know every part of the compass or every description on the map legend. However, for speed and efficiency you must know the basics i.e. taking a bearing off the map, setting your course and direction through good interpretation of the information on the map.

- **Assessment of distance may be essential, and, in most cases, a good bike computer will indicate the distance travelled. Also using check points as well as time travelled to assess distance are useful techniques**
- **Direction is assessed with the use of the compass and/or relating the map to the ground (orientating), is a useful skill as is the aspect of a slope i.e. (taking the direction the slope is facing to identify your position on the map)**
- **Map relief i.e. the contours on the map showing climbs and descents as well as the aspect of the slope is a very useful skill in identifying your whereabouts**
- **Night riding and navigation is covered on the TTL course with key learning points being group management and micro navigation in poor visibility and the effective use of light and reflective cycle gear**
- **Finally the safe use of navigational aids whilst biking is essential; Too many people have come to grief trying to read a map and use a compass whilst riding rather than bringing a simple map holder on the bike stem, or at least stopping to study the map in safety**

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Planning your Trip

"Fail to prepare" Then "Prepare to fail" is a coaches mantra, and in mountain bike activities the consequences of not planning appropriately can have dire consequences.

The main considerations when planning your trip are (see Annex page 47. Coach Checklist)

- **Risk assessment**
- **Weather**
- **Destination and route**
- **Access and conservation**
- **Safe cycle and equipment**

Risk Assessment

The Risk Assessment should be completed before each ride is undertaken.

It will assess; Leaders ability; Knowledge of the local area; Students Ability; Environmental Conditions; Local Weather; Activity Choice.

(Practice filling in the Risk Assessment paying careful attention to the risk assessment guidelines).

Types of Risk Assessment

There are three types of risk assessment

Generic – Stand-alone document kept permanently and updated.

Daily Risk Assessment -Assessing, weather, locality , the group's ability and the planned ride.

Dynamic - On the go, constantly assessed by the leader.

Arguably the most important is the Dynamic, that is the ongoing assessment of hazards and risk by the leader and students whilst biking.

Why Assess

- **To prevent accidents**
- **To enable the leader and individuals to control the risk**
- **To carry out sensible actions and judgements to reduce the risks**
- **Because it is a legal requirement to carry out some form of risk assessment**

Weather

In nearly all cases when the emergency services are called out to an outdoor activities incident, weather has played a contributing factor.
At the least the group may suffer levels of discomfort as the weather deteriorates, however at the worst there could be, and have been, fatal consequences caused by the weather.

The main considerations for weather and mountain biking are:

- **Sources of forecast**
- **Interpretation of the weather information**
- **Relating the weather to the activity and the route undertaken**

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Sources of Weather Forecasts

Sources of weather forecasts are numerous; newspapers, radio, telephone, fax etc. The key thing is to use two sources, one national and one local, the local forecast should relate closely to the route you are riding.

Interpretation of Weather Information

You should have enough knowledge of the weather to be able to interpret the information given i.e. synoptic charts, key symbols and technical terms such as fronts and troughs, high and low pressure etc. Books from outdoor shops on mountain weather can be a good and relevant source of information.

Relating Weather to the Activity

Knowing what the weather is going to do is a starting point, however relating the weather to the activity and route undertaken is equally as important as it allows you to adjust your plans to avoid hazards such as:

- Precipitation results in wet roots and rocks, muddy trails, poor visibility in mist, getting wet and cold.
- Winds result in difficult biking into the wind, wind chill factor, blown off the bike.
- Temperature changes can result in cold extremities i.e. cold hands, head and feet create inability to perform simple manoeuvres. Can result in hypothermia. Alternatively, heat may result in dehydration, sun stroke, sunburn, and impaired visibility.

Destination and Route Card (see Annex page 40)

The route card serves two main purposes. Firstly, it acts as a destination note to be left with a responsible person back at base. Secondly it allows the coach and group to plan and become familiar with the route to be undertaken.

The main considerations in planning a route card are:

- The overall length of the ride
- An assessment of how challenging or easy the route might be with special attention to steepness of climbs and descents, terrain types including the technical riding grade.
- Escape routes in the event of problems occurring.
- The exposure to the weather conditions in altitude and terrain features such as ridges, gully's, flats and marshland.

It is always a good idea that you ride the routes first to become familiar with them, therefore reducing the risk and also selecting areas for coaching the group giving them a more fulfilling experience.

Access and Conservation

This subject has been dealt with in the previous module, however to summarise; Mountain biking has a high impact on the environment and it is the coaches responsibility to ensure that the correct access issues have been addressed and that coaches should take sensible measures to minimise the impact of their group on the environment they are biking in. Check that there are no access restrictions on a given day.

Safe Cycle, Clothing & Equipment

This has also been dealt with in a previous module. However it is worth reinforcing these key points.

- Carry out the safe cycle checks before during and after the ride
- Check each individual rider is appropriately clothed and equipped for the ride and the prevailing weather conditions
- Ensure you as the coach are carrying the group and emergency kit
- Ensure the clothing and equipment is appropriate to the type of riding undertaken

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Leadership & Group Management

All the skills and techniques noted previously come to nothing if they are not used in a sensible way, with good judgement and an assessment of the environments effect on the groups and individual's needs. (Sports coach UK handbook 'How To Coach Sport Safely' form part of this module and should be read in conjunction with these notes).

In leadership and group management the main considerations are;

- **Control and safety**
- **Position of coach and assistant**
- **Speed and safe distances**
- **Coaching skills and training practices**
- **Environmental interest**
- **Codes of conduct**

Control and safety is about using the generic, daily, or dynamic Risk Assessment to make good judgements, therefore, reducing risk.

Typical problems that occur whilst on the trail may include;

- **Steep, fast sections**
- **Technical ground**
- **Inclement weather making riding conditions difficult**
- **Tired, slow or injured riders**
- **Cycle maintenance problems**
- **Over enthusiastic or 'showboating' riders**
- **Poor communication between the leaders and riders**
- **Lack of contingency plans in the event of an accident or problem**
- **Night riding problems**
- **Multi day routes**

Control and safety is not just about "doing the right things" it's about "doing things right" and that comes with experience and using current, best practise.

Position of the leader and assistant is a situational decision, sometimes the leader has to be in front checking the route, navigating and making the right calls. At other times a position at the back is more effective where the group can be observed and communicated with. However whichever position is chosen to ensure you have briefed the assistant appropriately as to their role.

Communication between the leader and group is essential. It can be spoken and or signaled. Typically, one word; Right, Left, Slow, Car, Out (to go round obstacles) Hole (for any hazard coming up) Off (rider being left behind etc).

Speed and safe distances are determined by the terrain. For example on a steep fast slope the distances would be adjusted by getting each rider to count between 5 and 10 seconds before setting off with the strict instructions not to get within 5 bike lengths of the bike in front. Also, in the event of a fall, to get themselves and the bike off the trail as soon as possible.

Long, fast run outs on well surfaced fire roads can mean speeds of up to 30mph so the same procedures as above work well. Technical play parks and training areas also need careful management of line and speed.

Coaching Skills and Training Practises

Are covered in the 'Sports Coach UK handbook' How to Coach Sports Effectively; Also Annex page 46, "Coaching Tips", and Annex page 41 "Skill Levels" are useful guides to be carried and used on the Trail.

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Environmental Interest

Whilst mountain biking, we cover some of the most outstandingly beautiful and interesting environments. To send student's home after a day's riding without any knowledge and education of the environment they have been riding in would be doing them a disservice.

The main considerations are;

- **Flora and Fauna (plants & wildlife)**
- **History and points of interest**
- **Environmental agencies i.e. Forestry Commission and National Trust**
- **Geology and landforms**
- **Other users i.e. Walkers and climbers**
- **Social and economic activity i.e. Farming, Forestry, Fell running and Hunting**

Alpine and Overseas

The Overseas and Alpine environment have some key differences in culture and practice, which need to be considered.

- **Navigational differences, maps waymarking and rights of access**
- **Weather and altitude, local effects, and limitations**
- **Emergency procedures - how the emergency response services operate and what is expected of you**
- **Language and communication, the essentials of language, information sources and operation**
- **Legal factors "in country qualifications and Insurance" - roles and responsibilities in country and limitations that may apply**
- **How the MBCUK "bolt on" Expedition Module covers these differences.**

Codes of Conduct

You as a leader take on a great responsibility not only for the wellbeing and conduct of the group in your charge but also, for the future of mountain biking as an activity.

As already noted, mountain biking is a high impact activity, not only on the environment but on the other users,
owners and agencies, who are often competing with, but mostly supporting this relatively new and relatively unregulated activity of mountain biking.

Treating that responsibility sensibly, by adhering to codes of conduct and educating the groups in your charge is the measure by which a coach is judged; to fall short of that does no good service to the great activity which is

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Expeditions and Night Riding

Multi day expeditions such as the "Coast to Coast" route is becoming increasingly more popular as are the Government sponsored "Bike Link" routes that encourage mountain bikers to journey and overnight. This all offers fresh challenges to the mountain bike coach in regard to:

- **Effective planning and route selection**
- **Keeping the kit light and minimalistic**
- **Method of carrying loads, light rucksack, Panniers, Bob Trailer or a mixture of all three**
- **Bike maintenance on a journey means extra problems, extra tools, more skills**
- **Greater emphasis on group management skills as well as keeping morale high on long journeys is essential**
- **Campsite skills, site selection, tents bivies, and lightweight stoves, hygiene and cooking skills**
- **Minimising impact on the environment; problems with animals and insects need managing**

Night Riding

Night riding can be very challenging in developing skills and group management, but also can be great fun and is being used increasingly especially at purpose made trail centres The challenges it offers include:

- **Selection of appropriate lights, helmet mounted and bike mounted, also high visibility reflectors and LED attachments**
- **Micro navigation techniques and getting lost procedures**
- **Effective group management, safety and communication between the group**
- **Dealing with technical ground and control of speed and line**

Everything is a bit more difficult to manage especially if things start going wrong. However, it can be and is a great experience, not to be missed.

Coaching

Coaching is fundamental to the MBCUK awards and is supported by Sports Coach UK with their handbooks on coaching safely, and coaching effectively. The Association of British Cycling Coaches ABCC Level 3 Coach Award is also an integral part of the MBCUK MBC Award. What these organisations both offer is a limitless supply of skills and techniques including:

- **ABCC course modules, anatomy and physiology, physical performance, training for racing, psychology, coaching cycling core skills**
- **Planning coaching sessions, risk assessing, session planners, SMART goals, safety enjoyment and learning SEL.**
- **Teaching styles, explanation demonstration etc, EDIP, guided discovery, reciprocal.**
- **Learning Cycles such as Honey and Mumford, feedback and reviewing methods. Further details can be found in the Coach UK booklets provided on the course.**

All these and many other coaching methods ensure groups and individuals go away with a great experience and a big smile.

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Cycling Disciplines

Mountain Biking

This individual sport requires endurance, bike handling skills and self-reliance, and can be performed almost anywhere from a back yard to a gravel road, but the majority of mountain bikers ride off-road trails, whether country back roads, fire roads, or single-track (narrow trails that wind through forests, mountains, deserts, or fields). There are aspects of mountain biking that are more similar to trail running than regular bicycling. Because riders are often far from civilization, there is a strong ethic of self-reliance in the sport. Riders learn to repair their broken bikes or flat tires to avoid being stranded miles from help. This reliance on survival skills accounts for the group dynamics of the sport. Club rides and other forms of group rides are common, especially on longer treks.

Mountain biking is dominated by these major categories:

Downhill (DH)

Is, in the most general sense, riding mountain bikes downhill. Downhill-specific bikes are universally equipped with front and rear suspension, large disc brakes, and use heavier frame tubing than other mountain bikes. Because of their extremely steep terrain, downhill courses are one of the most extreme and dangerous venues for mountain biking. They include large jumps, drops and are generally rough and steep top to bottom. To negotiate these obstacles at race speed, racers must possess a unique combination of total body strength, aerobic and anaerobic fitness, and mental control. Minimum body protection in a true downhill setting is knee pads and a full face helmet with goggles, although riders and racers commonly sport full body suits to protect themselves.

All-Mountain (AM)

Bike category typically provides 6 inches of rear and front suspension travel and stronger components then XC models, while still providing overall weight suitable for climbing and descending on a variety of terrain.

Four Cross/Dual Slalom (4X)

Is sport in which riders compete either on separate tracks, as in Dual Slalom; or on a short slalom track, as in 4X. Most bikes used are light hard-tails, although the last World Cup was actually won on a full suspension bike. The tracks on which the racers race on have dirt jumps, berms, and gaps.

Freeride / Big Hit

Freeride, as the name suggests is a 'do anything' discipline that encompasses everything from downhill racing without the clock to jumping, riding 'North Shore' style (elevated trails made of interconnecting bridges and logs), and generally riding trails and/or stunts that require more skill and aggressive techniques than XC. Freeride bikes are generally heavier and more amply suspended than their XC counterparts, but usually retain much of their climbing ability. "Slopestyle" type riding is an increasingly popular genre that combines big-air, stunt-ridden freeride with BMX style tricks. Slopestyle courses are usually constructed at already established mountain bike parks and include jumps, large drops, quarter-pipes, and other wooden obstacles.

Dirt Jumping (DJ)

Is one of the names given to the practice of riding bikes over shaped mounds of dirt or soil and becoming airborne. The idea is that after riding over the 'take off' the rider will become momentarily airborne, and aim to land on the 'landing'. Dirt jumping can be done on almost anything but the bikes are generally smaller and more maneuverable hardtails so that tricks e.g. backflips, are easier to complete.

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Gravity Enduro Racing

Gravity Enduro Racing mixes x country with downhill racing. Enduro races have four to six timed stages downhill and a minimum time to complete the x country in between stages. In the last few years it has become massively popular with a world cup international series as well as a UK national series.

Trials

Riding consists of hopping and jumping bikes over obstacles, without touching a foot onto the ground. It can be performed either off-road or in an urban environment. It requires an excellent sense of balance. As with Dirt Jumping and BMX-style riding, emphasis is placed on style, originality and technique. Some trials bikes look almost nothing like mountain bikes. They use either 20", 24" or 26" wheels and have very small, low frames, some types without a saddle.

Urban/Street

Is essentially the same as urban BMX, in which riders perform tricks by riding on/over man-made objects. The bikes are the same as those used for Dirt Jumping, having 24" or 26" wheels. Also, they are very light, many in the range of 25-30 lbs. and having 0-100 millimeters or front suspension. As with Dirt Jumping and Trials, style and execution are emphasized.

Cross-Country (XC)

Is the most popular form of mountain biking, and the standard for most riders. It generally means riding point-to-point or in a loop including climbs and descents on a variety of terrain. A typical XC bike weighs around 9-13 kilos (20-30 lbs), and has 0-125 millimetres (0-5 inches) of suspension travel front and sometimes rear.

Short Cross or Speed Cross (SC)

Is the newest form of mountain biking. The idea is to ride short, narrow forest paths with rocks, roots and dints, but not necessarily any ramps on them. The optimal length of the paths is from a few tens to hundreds of meters. The shortness is to provide extreme speed and thrilling to get through the hindrances as fast as possible without crashing. This form of mountain biking is similar to what might be experienced in a XC or downhill race. The bikes for this purpose can vary from XC to FR.

BMX

BMX- (Bicycle Motocross) a form of bicycling in which specially designed bikes (with 20-inch wheels) race on a dirt track. The term "BMX" has been used to refer to all forms of riding done with these bikes, including freestyle and jump. BMX racing was inspired by motocross racing.

The sport of Bicycle Motocross began in the early 1970's in southern California. A handful of riders started riding their stingray type bikes off road in vacant lots and fields. Not much competition, but lots of fun.

Today the sport of BMX is sweeping the country and the world. There are over 150,000 riders of all ages racing organized races at permanent tracks across the UK. BMX racing is clean, exciting fun that whole families can get involved in whether as a racer, spectator, pit crew or track volunteer.

BMX has something to offer everyone. Races are organized according to age groups and skill levels so everyone gets the opportunity to compete on a fair and competitive basis. Even beginner riders have the chance to race safely and competitively with other new riders.

Road Cycling

Road bicycle racing is a popular bicycle racing sport held on roads (following the natural terrain of the area), using racing bicycles. The term "road racing" is usually applied to events where competing riders start simultaneously (unless riding a handicap event) with the winner being the first at the end of the course (individual and team time trials are another form of cycle racing on roads).

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Single-day races

- Criterium – short course (usually under 5 km); mass start
- Circuit race – medium course (5–10 km); mass start
- Road race – long course (usually over 60 km) can be several laps or a single lap; mass start
- Time trial – medium course (usually 20–50 km); solo start. Also known as the "Race of truth."

The first competitor to cross the finish line after completing the prescribed course is declared the winner. Race distances vary from a few kilometers to more than 200 km. Courses may run from place to place or comprise one or more laps of a circuit; some courses combine both, i.e., taking the riders from a starting place and then finishing with several laps of a circuit (usually to ensure a good spectacle for spectators at the finish). Races over short circuits, often in town or city centres, are known as criteriums. Some races, known as handicaps, are designed to match riders of different abilities and/or ages; groups of slower riders start first, with the fastest riders starting last and so having to race harder and faster to catch other competitors.

Stage races

Stage races consist of several races, or stages, ridden consecutively. The competitor with the lowest cumulative time to complete all stages is declared the overall, or general classification (GC), winner. Stage races may also have other classifications and awards, such as individual stage winners, the points classification winner, and the "King of the Mountains" (or mountains classification) winner. A stage race can also be a series of road races and individual time trials (some events include team time trials). The stage winner is the first person to cross the finish line that day or the time trial rider (or team) with the lowest time on the course. The overall winner of a stage race is the rider who takes the lowest aggregate time to complete all stages (accordingly, a rider does not have to win all or any of the individual stages to win overall).

Track Cycling

Track cycling is a bicycle racing sport usually held on specially-built banked tracks or velodromes (but many events are held at older velodromes where the track banking is relatively shallow) using track bicycles. The sprint is a track cycling event involving a one-on-one match race between opponents who, unlike in the individual pursuit, start next to each other.

Keirin

The Keirin is a variant of the sprint in which a higher number (usually 6-8, or 9 in Japan) of sprinters compete in a very different format. Riders are paced in the early laps by (and are required to stay behind) a derny motorcycle, which slowly increases the speed of the race from 25km/h to about 50km/h. It then leaves the track with about 600-700 meters remaining. The first rider across the finish line in the high-speed (sometimes 70 km/h) finish is the winner.

Olympic sprint

Despite its name, the Olympic sprint (also known as the team sprint) is not a conventional match sprint contest but a type of short distance three-man team pursuit held over three laps of a velodrome. Like the (much longer) team pursuit event, two teams race against each other, starting on opposite sides of the track, but at the end of the first lap, the leading rider in each team drops out of the race by riding up the banking leaving the second rider to lead for the second lap; at the end of the second lap, the second rider does the same, leaving the third rider to complete the last lap on his own. In the women's event, teams of two compete over a two-lap distance.

Chariot

The chariot is a short, usually one lap, race. Depending on track size, between 4 and 8 cyclists start from a standing start, and do an all-out sprint for one lap. The first rider across the finish line is the winner.

Track Time Trial

In the track time trial, a track cycling event, cyclists compete individually against the clock to record the fastest time over the specified distance from a standing start.

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TRAIL LEADER TL

Course Profile

1. Course Description

The Trail Leader TL is a three (two days if exemption applies) training and assessment course in cycle coaching and leading, in an on and off-road environment, on low to medium technical terrain.

2. Aim

The aim of the TL course is to train and assess candidates to lead cycling activities, on and off-road using evidence of their previous logbook experience, personal riding skills and Coaching -Leading ability in a variety of terrains and biking scenarios.

3. Pre-Course Standards

A Minimum age 18 years of age with 10 logged off road rides, on varied terrain and Mountain Bike environments Must be a competent Level 1 in personal cycling skills and have passed Training Course or applied for exemption.

4. Liabilities and Limitations

The Mountain Bike Trail Leader TL may lead and coach on cycle permitted areas or unmarked cycle trails with a risk assessment, normally a maximum of one hour away from help when leading novices or under 18s.

Terrain must be Low to Moderate technical difficulty but must not be defined as mountainous unless technically proficient in that Terrain.

Furthermore, the Coach Leader must be operating within the limitations of their current logbook experience with a maximum instructor to student ratio of 1-6. An appropriate and valid first aid certificate and insurance must be held.

5. Course Outcomes

On receiving a pass it is recommended that the candidate gains further Coaching and Leading experience, using their Action Plan, before applying for the Technical Trail Leader TTL course.

A defer must complete an action plan, and a fail must re-sit the course after a minimum time of 6 months after completion of an Action Plan.

6. Assessment Reports and Award

Upon successful completion of the course the candidate will receive a verbal report by the course tutor, and a written report will be issued, along with an action plan which should be kept as an integral part of the candidate's logbook. (MBCUK logbook is a key reference manual)

The ABCC will issue a membership and coaching licence along with the insurance document. The candidates name and details will be input on to the ABCC and MBCUK coaching database (ICO Data protected). The award remains current by keeping an up to date logbook and showing continued personal development within the relevant cycling activities.

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TECHNICAL TRAIL LEADER TTL

Course Profile

1. Course Description

The three-day course (two days if exemption applies) follows the same syllabus as the Trail Leader but trains and assesses the candidate's ability to coach and lead at a higher level and in more challenging environments including overseas. It is suitable for more experienced cyclists who have passed the Trail Leader award and have a strong leadership background. The award has a bolt-on expedition module TTL (E)

2. Aim

The aim of the course is to train and assess TL's or equivalent candidates to lead cycling activities on and off road using evidence of their previous logbook experience, personal riding skills, and coaching leading ability in a variety of terrains and biking scenarios. An overseas cultural module studies the differences of working overseas.

3. Pre-Course Standards

A Minimum age 18 years of age (TL or equivalent) with 20 logged, off road rides, including coaching and leading groups on varied terrain and Mountain Bike environments. (Overseas experience highly recommended). Must be a competent Level 2 in personal cycling skills and be proficient in a hillwalking environment.

4. Liabilities and Limitations

The Mountain Bike Technical Trail Leader TTL may lead and coach on cycle permitted areas or unmarked cycle trails, including overseas, with a risk assessment, normally a maximum of one hour away from help when leading novices or under 18s.

Terrain can be up to and including Difficult but must not be defined as mountainous unless technically proficient in that Terrain.

Furthermore the Coach Leader must be operating within the limitations of their current logbook experience with a maximum instructor to student ratio of 1-6. An appropriate and valid first aid certificate and insurance must be held.

5. Course Outcomes

On receiving a pass, it is recommended that the candidate gains further Coaching and Leading experience, using their Action Plan, before applying for the Expedition Module TTL (E) and the Mountain Bike Coach MBC award.

A defer must apply for a one-day assessment after completion of an Action Plan and a fail must re-sit the course after a minimum time of 6 months and completion of an Action Plan.

All candidates will receive an immediate verbal feedback followed, by a written report and Action Plan

6. Transfer of awards

Candidates with equivalent qualifications from other awarding bodies i.e. BC, MBLA, CTC, MIAS,

Mountain Bike Leader Awards may apply to transfer their awards to MBCUK.

This course is a bolt-on two-day expedition module TTL (E). It trains and assesses the candidate's ability to plan an overnight journey to include night riding. It also assesses the candidate's ability to effectively lead and coach whilst on a multiday journey including overseas. The course can be combined with the TTL course.

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TECHNICAL TRAIL LEADER TTL (Expedition module)

Course Profile

1. Course Description

This course is a bolt-on two-day expedition module TTL (E). It trains and assesses the candidate's ability to plan an overnight journey to include night riding. It also assesses the candidate's ability to effectively lead and coach whilst on a multiday journey including overseas. The course can be combined with the TTL course.

2. Aim

The aim of the course is to train and assess the candidate's ability to lead and coach on multi day cycling journeys on and off road. It also trains and assesses the candidate's ability to night ride and navigate at night. An overseas cultural module studies the differences of working overseas.

3. Pre-Course Standards

A Minimum age of 18 years (TTL or equivalent) with 20 logged, off road rides, including coaching and leading groups on varied terrain and Mountain Bike environments. (Overseas experience highly recommended). Must be a competent Level 2 in personal cycling skills and be proficient in a hill walking environment

4. Liabilities and Limitations

The Technical Trail Leader (Expedition) TTL (E) may lead and coach on cycle permitted areas or unmarked cycle trails (including overseas), on multi day journeys and at night with a risk assessment. Terrain can be up to and including Difficult, but must not be defined as mountainous unless technically proficient in that Terrain.

Furthermore the Coach Leader must be operating within the limitations of their current logbook experience, with a maximum instructor to student ratio of 1-6. An appropriate and valid first aid certificate and insurance must be held.

5. Course Outcomes

On receiving a pass, it is recommended that the candidate gains further Coaching and Leading experience, using their Action Plan, before applying for the Mountain Bike Coach MBC award.

A defer must apply for a one-day assessment after completion of an Action Plan, and a fail must re-sit the course after a minimum time of 6 months.

All candidates will receive an immediate verbal feedback followed, by a written report and Action Plan

6. Transfer of awards

Candidates with equivalent qualifications from other awarding bodies i.e. BC, MBLA, CTC, MIAS,

Mountain Bike Leader Awards may apply to transfer their awards to MBCUK. The Mountain Bike Coach MBC course is a modular course to assess a candidate's ability to coach and lead technical riding at advanced levels including racing and physical performance. Module one is a two-day training and assessment course. Module two is the successful completion of the ABCC Coach Level 3 Award or equivalent.

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MOUNTAIN BIKE COACH MBC

Course Profile

1. Course Description

The Mountain Bike Coach MBC course is a modular course to assess a candidate's ability to coach and lead technical riding at advanced levels including racing and physical performance. Module one is a two- day assessment course. Day 1 Guiding day and day 2 Coaching day. Module two is the successful completion of modules from the ABCC Coach Level 3 Award. An MBC Training Course is recommended

2. Aim

The aim of the course is to train and assess TTL's or equivalent candidates to lead and coach advanced cycling activities on and off road. The main emphasis of the course is on coaching and developing a coached rider's performance in a variety of mountain bike disciplines and environments.

It is also aimed at training and assessing the candidate's theoretical and practical ability in cycle coaching through the completion of the ABCC Coach Level 3 Award or equivalent.

3. Pre-Course Standards

A background of coaching is essential, with TTL or equivalent and 40 logged off road rides, including coaching and leading groups on varied terrain and Mountain Bike environments and personal riding in at least three major UK geographical biking areas.

Overseas experience is expected, and the candidate must be a competent Level 3 in personal cycling skills, and be proficient in a hill-walking environment.

4. Liabilities and Limitations

The Mountain Bike Coach MBC may lead and coach on Skills Parks, all cycle permitted areas or unmarked cycle trails, including overseas, with a risk assessment.

Terrain can be up to and including Severe but must not be defined as mountainous unless technically proficient in that Terrain.

Furthermore the Coach must be operating within the limitations of their current logbook experience with a maximum instructor to student ratio of 1-6. An appropriate and valid first aid certificate and insurance must be held

5. Course Outcomes

On receiving a pass, it is recommended that the candidate gains further Coaching experience, (using their Action Plan), before applying for the MBCUK Tutor appointment.

A defer must apply for a one-day assessment after completion of an Action Plan and a fail must re-sit the course after a minimum time of 6 months and completion of an Action Plan.

All candidates will receive an immediate verbal feedback, followed by a written report and Action Plan.

6. Transfer of awards

Candidates with equivalent qualifications from other awarding bodies i.e. BC, MBLA, CTC, MIAS, Mountain Bike Leader Awards may apply to transfer their awards to MBCUK.

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TUTOR COURSE

Course Profile

1. Course Description

The Tutor Course is a modular course designed to train suitably qualified and experienced candidates to implement the MBCUK Coaching Scheme. It includes a Coach Process and Trainer Assessor module, and a six month Mentoring module

2. Aim

The aim of the course is train and assesses the candidates in the delivery of MBCUK courses through a process of mentoring, to include the shadowing and running of courses. It includes Coach Process and Trainer Assessor modules.

3. Pre Course Standards

Candidates are expected to have a wide range of experience in leading and coaching. They should be an active MBC with at least one year's experience or equivalent. They should also have completed the level 3 ABCC Coach Award or equivalent. Candidates should have a working knowledge of training and assessing.

4. Liabilities and Limitations

On completion of the course the Tutor will sign a contract with MBCUK which details the Tutors Terms and Conditions along with the liabilities and limitations of operating as an MBCUK Tutor.

5. Transfer of awards

Candidates with equivalent qualifications from other awarding bodies i.e. BC, MBLA, CTC, MIAS, Mountain Bike Leader Awards may apply to transfer their awards to MBCUK.

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Training Courses

Course Profile

1. Course Description

The Training Courses run at all levels and form an integral part of the MBCUK scheme. They are standalone courses or built in to the assessment course. The training generally mirrors the assessment course syllabus, and may be tailored to meet the requirements of the candidates. Exemption from training can be applied for by contacting MBCUK.

2. Aim

The aim of the courses is to train candidates in preparation for the future assessment they may undertake, or as a standalone skills training course.

3. Pre Course Standards

At entry level into the scheme (TL Training) the requirement is that the candidate is personally competent at mountain biking. As the candidate progresses through the scheme, the requirement is that they are qualified or equivalent to the level of course preceding the training.

4. Liabilities and Limitations

Training Courses have no formal qualification to lead or coach, awarded. However a Course Report and Action Plan are issued illustrating the training undertaken and the candidate's competence level.

5. Course Outcomes

On receiving a pass it is recommended that the candidate gains further Coaching and Leading experience, using their Action Plan, before applying for the appropriate assessment course.

A defer must complete an Action Plan, and a fail must re-sit the course after a minimum time advised.

All candidates will receive an immediate verbal feedback followed, by a written report and Action Plan.

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MBCUK Mountain Biking Trail Grading

A Grading System for Off Road Cycling falls into two main categories

- **Way Marked off Road Trails and Skills Parks.**
- **General Mountain Bike Terrain**

Way Marked off Road Trails

These are provided by official bodies such as the Forestry Commission for example Dalby Forest, Thetford Forest etc; and may include skills parks with jumps and obstacles. Cycling UK in their web page Cycling UK off-road-trail-grades, has a grading system widely used for grading mountain bike trails and routes. As with Ski Routes the categories are;

- **Green- Easy**
- **Blue- Moderate**
- **Red- Difficult**
- **Black -Severe**

They also list UK trails by overall grade i.e. Dalby Forest in Yorkshire is graded overall Severe. However there may be easier routes at the venue.

Note: Grading of routes is subjective and may differ from one centre to another and should be used as a guide only.

General Mountain Bike Terrain

Because mountain biking is not centrally regulated by a National Governing Body (NGB) for National Awards the interpretation of Mountain Biking Terrain categories differs from one provider to another. For example (BC) categorise Licensed and Non Licensed Terrain which closely relates to the type of terrain used by qualified hill walkers or mountaineers.

Alternatively the Mountain Bike Instructor Award Scheme (MIAS) have three levels; Low Level; Wild Country; Mountainous.

Mountain Bike Coaching UK (MBCUK) recommend a common sense approach whereby if you are using a purpose built trail centre, then for guidance use only the Moderate, Difficult and Severe overall gradings. However, if you are operating in General Mountain Bike Terrain as well, then the following categories should be used in conjunction with a current Log Book and a Risk Assessment (MBCUK downloads). www.mountainbikecoaching.com

MBCUK Moderate Terrain

Off road cycling on Public Highways, Cycle Trails and other Permitted Rights of Way up to and including graded moderate technical difficulty. Help must be almost immediate, and the coach must be familiar with the route and operating within the limits of their current mountain biking Logged Experience and a Risk Assessment.

MBCUK Difficult Terrain

Off road cycling on Cycle Trails, Public Highways and all other permitted Rights of Way up to and including graded Difficult. Not Mountain or Hill as defined by Mountain Leader Training UK (MLT UK) unless technically proficient in that environment. Furthermore coaches should only operate within their current mountain biking Logged Experience and a Risk Assessment.

MBCUK Severe Terrain

Off road cycling on Cycle Trails, Public Highways and all other permitted Rights of Way up to and including Severe in hill or Mountain Terrain as defined by the MLT UK on Cycle Permitted Routes.

Coaches must not operate in this terrain unless technically proficient in that environment. Furthermore coaches

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Biking Logbook

General

As a Coach and Mountain Bike Leader it is important to keep an up to date logbook for several reasons.

- **For your personal professional development, you should make evident your current and previous mountain biking experience. This will be required before attending training and assessment and also in other circumstances (entering events, riding advanced trails at trail centres) to prove competency.**
- **Your qualifications are only valid when accompanied by an up to date logbook showing current and relevant experience.**

Logbook Content

Your logbook should be split in to four sections to make it easier to read and access specific information.

- **Personal Cycling – Riding solo or as part of a group, you should state whether you have followed cycle routes or the type of navigation aids you used.**
- **Leading or assisting leading – Experience gained working with as a leader or assisting a qualified leader with groups of up to 6. Leading is when you are solely responsible for the planning, implementation and follow-up of the ride.**
- **Coaching Cycling – Experience gained where you are involved in enhancing an individuals performance or skills, for example teaching someone to bunny-hop to writing them a performance enhancing training programme.**
- **Events and competitions – any type of race or event should be logged as this shows professional experience and competency.**

Note: When logging a ride, see page 44 of this handbook.

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Leading or Assisting

Date	Grade	Location	Description	Time

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Personal Riding

Date	Grade	Location	Description	Time

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Coaching

Date	Grade	Location	Description	Time

Competition

Date	Grade	Location	Description	Time

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Risk Assessment Guidelines

A sensible approach must be taken at all times when filling in the Risk Assessment. Instructors and Coaches should be aware of 'downplaying' risks to avoid high risk grade. Awareness of risks allows us to mitigate and limit potential accidents. You should carry out dynamic risk assessments throughout the day.

Instructor Ability

Points	Code	Description
1	Expert	Extensive knowledge of MTB and long term experience of associated risks. Experience in emergency procedures. Most likely hold other AT qualifications that benefit MTB leading (MEL).
2	V experienced	Similar experience as above but less qualified. Broad knowledge of associated problems and some emergency procedures.
3	Skilled	Lesser qualified to the above but is well practiced in areas of MTB leading. May have no practical experience of emergency procedures.
4	Newly trained	Recently qualified leader, caution required in adverse conditions or with inexperienced students.

Environmental Conditions

Environmental Conditions

Points	Code	Description
1	Friendly	Conditions do not hinder activity in anyway. Of no physical or mental concern to any student.
2	Awkward	Conditions may impede the activity in some way. Some student concerns when learning new skills.
4	Unstable	Conditions inhibit the activity performance. Students are uneasy, causing effect on leader's ability to safeguard individuals.
8	Hostile	Conditions that inhibit activity performance. High student anxiety and stress/fear. Objective dangers may arise that are uncontrollable.

Local Weather

Local Weather

Points	Code	Description
1	Good/fine	Calm weather conditions, no effect on the activity.
2	Inclement	Rain, increased wind and changes in temperature may affect activity.
4	Poor	Conditions affect activity such as constant rain, sleet or snow, high winds or large changes in ambient temperature. Weather conditions combined with environmental conditions may lead to dangers.
8	Stormy	Extreme weather conditions, certain affect on activity affects the student's performance. Overall activity risk id therefore likely to increase.

Instructor Familiarity

Instructor Familiarity

Points	Code	Description
1	Current	Detailed and current knowledge of the area. Aware of potential hazards.
2	Familiar	Familiar with the area though not extensively. Knowledge of potential hazards.
3	Unfamiliar	Recent knowledge of similar activity areas and potential hazards but unfamiliar with particular area.
4	Unknown	Instructors who are unfamiliar with the activity areas without any 'up to date' available information.

Student Ability

Student Ability

Points	Code	Description
1	V competent	Student at appropriate course level and has experience in mountain biking. Self sufficient to deal with potential problems.
2	Competent	Student capable of coping with the activity and able to take care of himself in most situations. Sensible and aware.
3	Inexperienced	Student has some experience in activity yet may require observing at times.
4	Novice	Student is new to the activity or is unknown to the leader. Day one students.

Activity Choice

Activity Choice

Points	Code	Description
2	Controlled	Leader in full control. Occasionally students may have to perform some tasks unaided. Leader should always be in a position to assist if necessary.
5	Complex	Students may have to remember previously taught skills and emergency action. An activity that students have to perform unaided by the instructor.
10	Difficult	Students required to perform learned skills, in hazardous situation. Weather changes and environmental impact may affect students and cause potential problems.
20	Hazardous	Real risk to 'life and limb' which the instructor must carefully control. Students will be more reliant on the leaders help and guidance. Student anxiety may lead to activity becoming difficult and hard to control. This activity should not be undertaken.

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Mountain Biking Risk Assessment

		Leader Ability	Leader Familiarity	Student Ability	Environmental Conditions	Local Weather	Activity Choice	Total Score	Risk Grade	
		1 Expert	1 Current	1 V Competent	1 Friendly	1 Good/Fair	2 Controlled	7-13	Low	
		2 V experienced	2 Familiar	2 Competent	2 Awkward	2 Inclement	5 Complex	14-19	Medium	
		3 Skilled	3 Unfamiliar	3 Inexperienced	4 Unstable	4 Poor	10 Difficult	20-39	High	
		4 Newly Trained	4 Unknown	4 Novice	8 Hostile	8 Stormy	20 Hazardous	40-48	Very High	
Date/Time	Activity Location / Description							Actions Taken	Total Score	Grade

Leader Signature		Date/Time	
Seconding Signature		Date/Time	

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Vulnerability Guidelines

Location Vulnerability Guidelines

The attached assessment chart is intended to be a sensible and professional approach by centres and leaders to monitor environmental impact on cycling routes. The assessment and resulting actions should be of use to all agencies involved in the provision of mountain biking activities.

Vulnerability Assessment Criteria

Parking Access/Egress Vulnerability

Score	Grade	Description
1	Low	Parking is usually provided with a hard standing surface with ample room
2	Medium	Parking is not on a prepared hard surface and maybe for a small number of vehicles only. Damage to verges may occur
3	High	Parking is problematic with no designated site. Verge damage will be apparent in most cases.

Estimated Maximum Numbers Impact

Score	Grade	Description
1	Low	Site can cope with 2 groups or more without overuse problems occurring. Consider other group's use at the same time.
2	Medium	Site can only cope with 1 group of six – maximum, before environmental impact becomes apparent
3	High	Site should not be used with numbers exceeding 3, inclusive of 1 instructor.

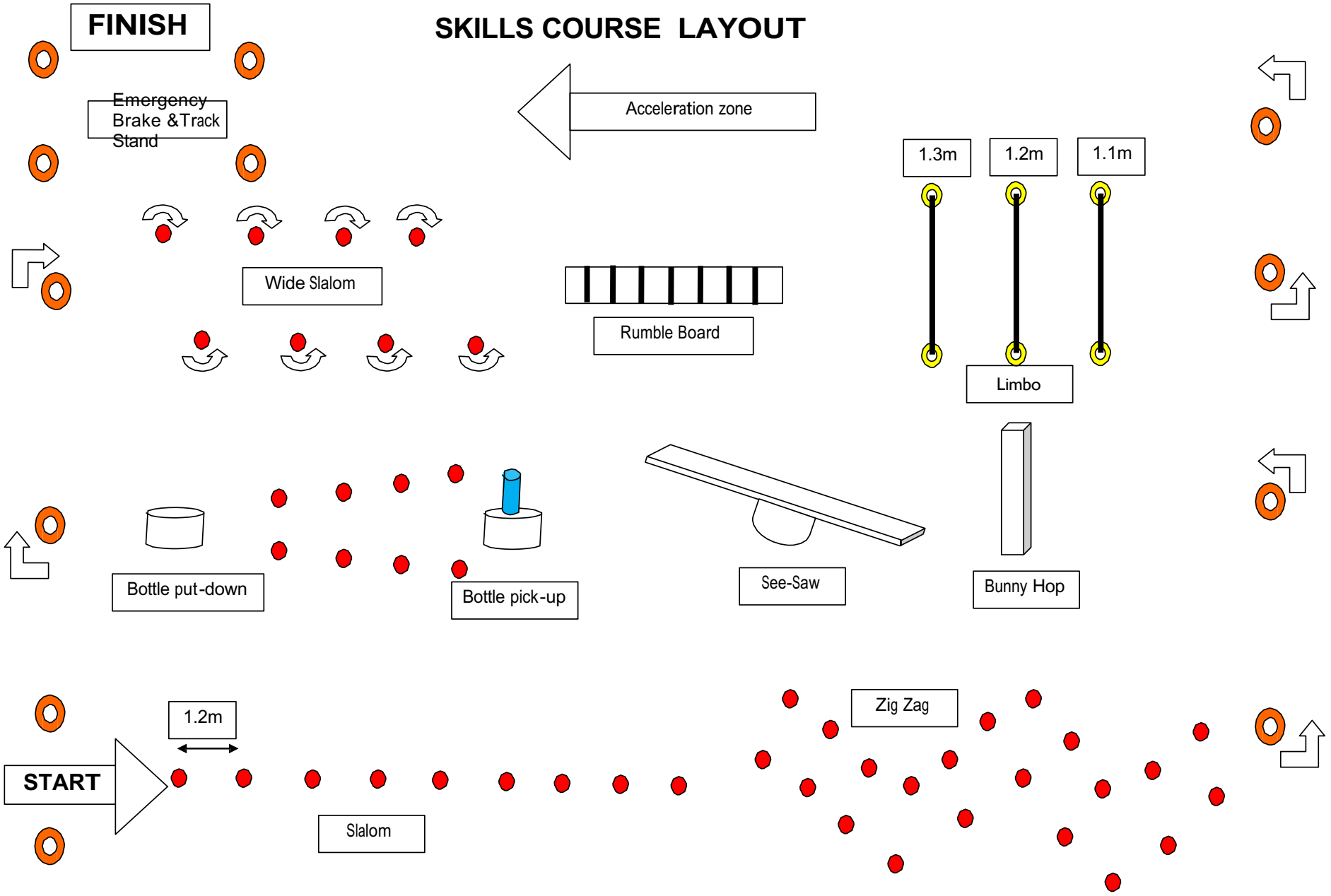
Site Specific Vulnerability

Score	Grade	Description
1	Low	Regular usage by 2 or more groups results in minimal environmental impact
2	Medium	There is evidence of overuse at the location, consider paths, area erosion, litter and human debris; site-specific damage to trees, walls, fences, etc.
3	High	Access problems have occurred in the past. This site is environmentally delicate and vulnerable to overuse because of damage/impact on flora, fauna and also landowners specific needs.

Action Strategies for Environmental Protection

Grade		DESCRIPTION
Low	Concern	Good conservation practise required during use and a high educational input in conservation issues specific with the site.
Medium	Concern	First main action level. Alternative site should be considered. If essential, use should be limited to a small group consisting of experienced members. Active on-site action such as cleaning up litter, selecting hard surface parking areas and liaising with landowners or wardens. Publicise problems on centre notice board.
High	Concern	DO NOT USE!! Identify problems and report to Head of Centre Also 'action follow up' with civilian agencies Park Wardens and Governing Bodies Access and Conservation Department.

SKILLS COURSE LAYOUT



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Skills Test Score Card

Course _____ **Course Location** _____

Date _____

Place a cross in the box for each aspect of the skills course not completed correctly.

		Penalties					
Test Breakdown		**Name**	**Name**	**Name**	**Name**	**Name**	**Name**
Slalom	Must not hit any cones						
Zig-zag	Must not hit any cones						
Bunny-Hop	Clear bar front + rear wheels						
See-Saw	Ride Full length						
Bottle Pick-Up	Pick up whilst riding						
Bottle Put-Down	Place whilst riding						
Wide Slalom	Must not hit any cones						
Rumble Board	Ride full length						
Limbo Bar 1	Ride under bar						
Limbo Bar 2	Ride under bar						
Track Stand	Stop using breaks and balance.						
	Time						
	Total penalties						
	Style 1 - 5						

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Mountain Biking Route Card

Date		Emergency call out time and instructions:	Group Names:
Start Time			
End Time			

Place or Grid ref		Direction	Distance	Height (+/-)	Description	Time	Emergency Route

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Skill Levels

Personal	Level 1	Level 2	Level 3
Safe and correct use of brakes	Use of both brakes with rear applied slightly before front, modulation of power to avopid skidding	Complete use of brakes to full potential showing control when using maximum power	As level 2 plus squaring off corners
Correct use of gear selection	Appropriate selection of gears to suit terrain. No cross chaining	Appropriate selection of gears to suit terrain with proactive selection and smooth shifting	As for two using single speed
Pedal Kick	Lift wheel clear of ground	Lift front wheel 30cm from ground	Wheelie 5 metres
Track Stand	Hold balance for up to 5 seconds	Hold balance for 5-10 seconds	Hold balance for 10-20 seconds
Front wheel lift	Lift wheel over 10cm high object	Lift wheel over 15cm high object	Lift wheel over a 20cm obstacle
Small drop-offs	Drop-off up to 15cm	Drop-off between 15 & 50cm	Drop-off over 50cm
Short down-hill descents	Up to 30°	Up to 30° & 45°	Over 45°
Short up-hill climbs	Up to 20°	Up to 20° & 30°	Over 30°
Balance	Show movement of weight around the bike to keep balance	Movement of weight from side to side and front to back without hesitation as required by the terrain	Demonstrate extreme body position and slow speed positioning of the bike.
Hopping	Demonstrate understanding of principals	Stationary hop with both wheels clear of ground	Stationary hop 5cm
Bunny hop	Demonstrate understanding of principals	Hop a 7.5cm high object	Bunny hop 7.5cm
Speed jumps	Demonstrate understanding of principals	Clear a 7.5cm high object	Jump and clear 7.5cm
Obstacles	Most small objects such as roots, logs under 12cm and “ruts” can be cleared without posing much of a problem.	Most medium sized obstacles such as roots, logs 12-15cm and “ruts” cab be cleared without posing a problem	Roots logs and ruts over 15cm negotiated
Cornering	Inside pedal up, weight on outside foot, knee pointing into corner, wide entrance hitting apex on exit.	As Level 1 but applied through switchback corners	As level 2 on tight downhill and berms including rear wheel endo

MBCUK Accident Report

Injured Persons Details			
First Name		Surname	
Male/Female		Address	
Contact Tel			
Accident Location		Time of Accident	
Injuries sustained			
First Aid			
Reason for accident			
Actions taken			
Leader Details			
First Name		Surname	
Contact Tel		Address	
Additional Notes			

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Bike Checklist

Bike Part	Check Areas	Comments
Frame	Cracks or bends	
	Derailleur hanger straight	
	Corrosion	
Forks	Straight and aligned	
	Dropout safe	
Front and rear wheel	Secure in dropout	
	Centred with no play and runs free	
	Tyre condition	
	Rims and spokes checked	
Brakes	Solid and responsive	
	Correctly adjusted	
	Mounted securely	
	Cables tidy and good condition	
Headset	No play and no stiffness turning	
Saddle	Straight and adjusted correctly	
	Secure	
Handlebars	Adjusted correctly	
	Levers and attachments tight	
Pedals	On tight	
	No bend in spindle and no play	
Chain-set	Bottom bracket free	
	Chain-rings tight	
Chain	Lubricated	
	No stiff links	
Front and rear gear mech	Shifting correctly and end stop set	
	Lubricated	
	Cables in good condition	
Front and rear suspension	No play	
	Sag adjusted for rider	
	Free movement	
Mudguards	Attached securely	
	Not fouling wheels	
Accessories	Securely fastened	
	Not fouling other mechanisms	

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Quality Mountain Bike Ride

To assist candidates in making a judgment when recording their levels of MTB experience please use criteria below

- **The ride is instigated, planned and completed through, or partly through, one's own initiative.**
- **The duration is at least three hours riding time. An all-day ride is to be counted as one complete ride, not separated into multiple three-hour rides.**
- **Whilst distance and height climbed and descended may not be absolute, routes should be demanding and challenging.**
- **There is a variety of terrain encountered on the route.**
- **Personnel should gradually gain experience of riding in mountainous terrain,**
- **Road riding should be minimized where possible.**
- **At least part, if not all, of the area covered by the route should be unfamiliar.**
- **The use of a map and compass may be necessary.**
- **Riding conditions have an effect on the day.**
- **Knowledge is increased or skill is practiced.**

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MOUNTAIN BIKE COACHING

Coaching Tips

When leading a group you should be aware of all the fundamental coaching points and be able to deliver a lesson/ skill practice on any of them. Three coaching points are the maximum to consider when explaining a skill to novices. Remember to involve the whole group 'Maximum Class Activity' and 'Safety Enjoyment Learning'.

Fundamental skills coaching:

Skill	Coaching Points	Explanation and exercise
Balance	Body Position Braking	Optimum position for track-stand – attack position, cranks horizontal, bars turned, modulating brakes front and rear to aid balance. Balance without brakes using incline and pedal force. Slow Race over a set distance. Square exercise, last man standing. Develop with body position and one handed. Stopping at the line – mark out several points and balance for 2 secs at each.
Braking	Body Position Brakes Gears	Full speed to stop drills – body weight back. Stopping with only front break, check distance. Stopping with only rear brake check distance. Feathering the brakes on descents
Gear Change	Pedal Power Obstacle Position	Explanation of gearing for different situations, descents and ascents. Smooth/quiet changing. Changing before obstacle. Changing on a hill, increase power before change, relax pedaling to change. Range of gears – race in lowest and then highest gears to see demonstrate entire range.
Body Position	Pedals Brakes	Attack Position – goalkeeper analogy. Pedals level, Knees bent, elbows bent, low position, head up, hands relaxed. Front, Back, Left and right position – number off the positions and do drills. Awareness of positions for different situations – cornering and hills.
Climbing	Body Position Gears Line	Sit for rear wheel traction, with body weight forward on the seat – relaxed upper body. Different terrain on hills. Coaching session – cadence and gear selection. Hill starts for novices.
Descending	Body position Brakes Line	Body position for steep descents. Feathering the brakes on steep sections. Saddle down, body weight over feet, head up, hands light. Confidence hill descents (short with run-out).
Cornering	Line-Low-Look-Lean	Line into and put of turns – enter wide to carry speed Slow entry speed – Get low and lean the bike into the turn – look to exit Practice on berms – bike perpendicular to the floor and pedal position horizontal.

Advanced skills:

Skill	Coaching Points	Explanation and exercise
Manual	Speed Body weight shift	Front attack position – drive body weight back and low dropping hips behind the saddle to raise front wheel. Cover back brake to bring front wheel down if needed.
Speed Hopping	Body Position Pumping	Begin and end in the attack position – ready for more. Pump the bike, extend upwards and raise bike using hands and feet, weight forward. Multiple hops in straight line, timing and technique needed. Hopping on the spot, attack position. Rotating bike on the spot, swing hips and turn when popping after pumping. Maneuvering bike sideways, forwards and backwards using body position.
Bunny-hopping	Body Position Obstacle	Attack position – Pump the bike then front wheel lift with weight back. Whilst front wheel is raising pull on handlebar and stand up on the pedals. Manual to hopping – longer front wheel lift
Pumping the bike	Body position Driving with legs	Riding In the attack position, allow the bike to rise up over humps by bending arms and knees. Drive the bike down into dips (pump) to gain speed. Timing – drive with legs when rear wheel enters the downslope.

Games:

Game	Coaching	Explanation
Relays	Speed Gears Braking	2 teams race against each other over course or out and back. Cat and mouse. Skills course challenge using natural surroundings.
Pairs Games	Balance Control	Pass the bottle and head to head balance. Last man standing balance games.

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Coach Checklist

Pre-Trip Planning

1. Risk Assessment
2. Weather Report
3. Route Card, Access and Conservation
4. Aims of the day
5. Individual and group safety equipment

Practical Checks

1. Group equipment checks

   Food and Water, Repair Kit, Tubes, Clothing (Windproof/waterproof)
2. Rider Position checks

   Novice position (comfort/stability), Experienced (optimum/efficient)
3. Safe cycle check

   3 times - before ride, after lunch and end of day
4. Any special needs i.e. medical etc

Ride

1. Warm-up at start of ride, gear and brake check
2. Fundamental rider skills

   Cornering, Ascent/descent, Body Position, Balance, Braking
3. Advanced rider skills

   Bunny-hopping, obstacle tackling/avoidance
4. Dynamic Risk Assessments and Hazard Awareness

Remember

- Road Safety
- High Visibility and Lights
- Teaching Practices – EDIP, Experiential, Reciprocive (in pairs)

SEL – Safety, Enjoyment, Learning

MCA – Maximum Class Activity

EDIP – Explain, Demonstrate, Imitate, Practice

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Rider Profile

Course Date		Course Location	

Name			
Name Known as			
Club Member			
First Aid Qualification			
Riding experience	Beginner	Intermediate	Advanced
Riding	Less than 20 days	20-40 days	More than days
Experience: • Assisting Coaching • Personal riding • Leading • Racing			
Coaching and Leading Experience in other Sports and Activities			
Other sport qualifications			
Areas ridden			
Additional Information			

Please give contact details of a Referee

……

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Course Questionnaire

Name _____ **Date** _____

Where did you hear about this course? _____

Please complete this questionnaire by encircling a score in each of the four columns.
Please hand in the questionnaire at the end of the course.
This questionnaire is private and will not be discussed with other students unless stated otherwise.

Theory sections of the course

Section	Subject	Relevance Low – high	Time allowed Too Little – Much	Understanding Low – High	Comments
1	Aims, Liabilities + Limitations	1 2 3 4 5	1 2 3 4 5	1 2 3 4 5	
2	About the bike	1 2 3 4 5	1 2 3 4 5	1 2 3 4 5	
3	Optimum position theory	1 2 3 4 5	1 2 3 4 5	1 2 3 4 5	
4	Safe Cycle theory	1 2 3 4 5	1 2 3 4 5	1 2 3 4 5	
5	Maintenance theory	1 2 3 4 5	1 2 3 4 5	1 2 3 4 5	
6	Clothing and Equipment	1 2 3 4 5	1 2 3 4 5	1 2 3 4 5	
7	Road cycle theory	1 2 3 4 5	1 2 3 4 5	1 2 3 4 5	
8	Skills test theory	1 2 3 4 5	1 2 3 4 5	1 2 3 4 5	
9	Conservation	1 2 3 4 5	1 2 3 4 5	1 2 3 4 5	
10	Navigation	1 2 3 4 5	1 2 3 4 5	1 2 3 4 5	
11	Risk assessment	1 2 3 4 5	1 2 3 4 5	1 2 3 4 5	
12	Pre-trip planning	1 2 3 4 5	1 2 3 4 5	1 2 3 4 5	
13	Cycling organisations	1 2 3 4 5	1 2 3 4 5	1 2 3 4 5	
14	Coaching	1 2 3 4 5	1 2 3 4 5	1 2 3 4 5	

Practical sections of the course

Practical sections of the course

Section	Activity	Relevance Low - High	Time allowed Too little – Much	Activity difficulty Easy – Hard	Comments
1b	Optimum position verification	1 2 3 4 5	1 2 3 4 5	1 2 3 4 5	
2b	Safe cycle checks	1 2 3 4 5	1 2 3 4 5	1 2 3 4 5	
3b	Maintenance session	1 2 3 4 5	1 2 3 4 5	1 2 3 4 5	
4b	Road cycle	1 2 3 4 5	1 2 3 4 5	1 2 3 4 5	
5b	Skills test course	1 2 3 4 5	1 2 3 4 5	1 2 3 4 5	
6b	Coaching	1 2 3 4 5	1 2 3 4 5	1 2 3 4 5	
7b	Risk assesment on route	1 2 3 4 5	1 2 3 4 5	1 2 3 4 5	

Your experience on the course

Your experience on the course

Serial	Question	Answer	Comments
1c	Did you have sufficient opportunity to demonstrate your leading?	Yes No	
2c	Did you have sufficient opportunity to demonstrate your riding skills?	Yes No	
3c	Were the teaching methods appropriate?	Yes No	
4	lecture delivery - clearly?		
5c	Were the lectures delivered at the right level?	Yes No	
6c	Did you have any administration difficulties?	Yes No	
7c	Did you enjoy the course?	Yes No	

Any other comments?

Any other comments?

Thank you for taking the time to help us improve our course for you.

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ABCC Application for Registration 2019

Association of British Cycling Coaches

Membership is annual and renewable on the anniversary of the date you join. The services you receive depends upon your type of membership. These include insurance, Cycle Coaching Journal, Newsletters and membership of your own independent organisation which successfully protects your rights. The fees this year remain unchanged. We have a comprehensive insurance package which covers incidental activities that cycling coaches do in addition to direct coaching. This insurance also covers the possible long-term effects of advice which a coach might give. The cost of membership including £5 million insurance cover is £52, for the uninsured level of membership it is £35. You should ask your club to subsidise your ABCC membership as you are doing them a service by being comprehensively insured for coaching.

Please check the details carefully before returning the form together with your payment.

Full member (Senior Coach, Coach, Mountain Bike Coach/Leader etc.) including insurance £52 ☐
(Insurance does not cover those resident overseas)

Full member (Senior Coach, Coach, Mountain Bike Coach/Leader etc.) without insurance £35 ☐

Associate member (Student Coach, Assistant Coach, Subscriber) £35 ☐

Please make cheques payable to 'ABCC'

Qualification Source (Please tick) - evidence of qualification is required with the application.

ABCC ☐ MIAS ☐ MBCUK ☐ OTHER ☐ DETAILS:

Children's Act 1989: Protection of Children. Disclosure of criminal background of those with access to children. Under the terms of the Rehabilitation of Offenders Act 1974 (exceptions) amended by the 1986 order, convictions, including spent convictions, must be disclosed.

Do you have any criminal convictions (not road traffic) YES ☐ NO ☐

If 'yes' please give details (continue overleaf if necessary):

Where did you find out about ABCC :

Web search ☐ Word of Mouth ☐ Advertisement ☐ Other please state

I agree to obtain a criminal records bureau disclosure if my name arises from the ABCC random check procedure provided that ABCC pays the fee for such a disclosure.

PLEASE COMPLETE CAREFULLY, USE PAGE OVERLEAF IF REQUIRED – THIS INFORMATION WILL APPEAR ON YOUR MEMBERSHIP CARD AND FORM PART OF THE NEW DATABASE OF COACHES.

Full Name:	
Address:	**Post Code:**

Date of Birth:		**Membership Grade:**		
Home Phone:		**Mobile Phone:**		
Work Phone:		**First Aid Cert. Valid to:**		**Office use:**
Email Address:				

I confirm that the above information is true and correct:	**Date:**	**Signature:**

Post to: ABCC Renewals, 3 Glebelands, Calstock, Cornwall, PL18 9SG.

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