



Officials Training Seminar

Scrutineer



INTRODUCTION

SEMINAR OVERVIEW

- Introduction
- Role of the Scrutineer
- The Race Meeting
- Machine Examination
- Case Studies and Scenarios
- Assessment
- Seminar Evaluation



Why was this accreditation established



- Increase confidence & competence
- Improve communication skills
- Promote progressive officials
- Credible Education & Training process
- Ensure uniformity

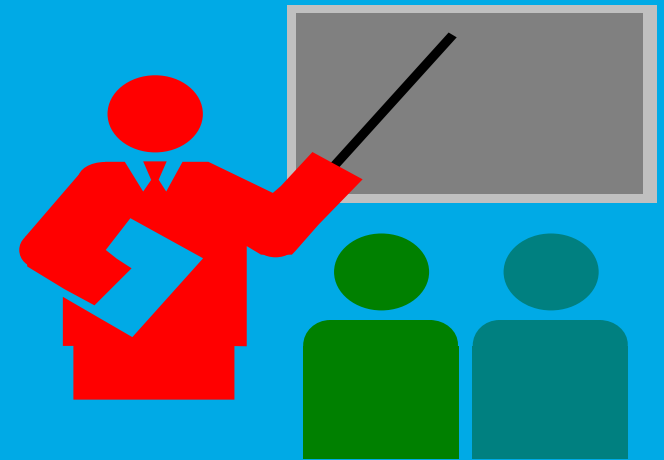
ACCREDITATION LEVELS

Allows officials to be in charge at;

- Level 1 - Club level
- Level 2 - Interclub/zone level
- Level 3 - Open event / State championship level
- Level 4 - National championship level
- International (FIM issue only)

WRITTEN ASSESSMENT

- Level 2 75% - 30 min
- Level 3 90% - 20 min
- Level 4 95% - 13 min



Times to be taken on assessment #3 only



UPGRADING YOUR OFFICIALS ACCREDITATION IS DEPENDANT ON:

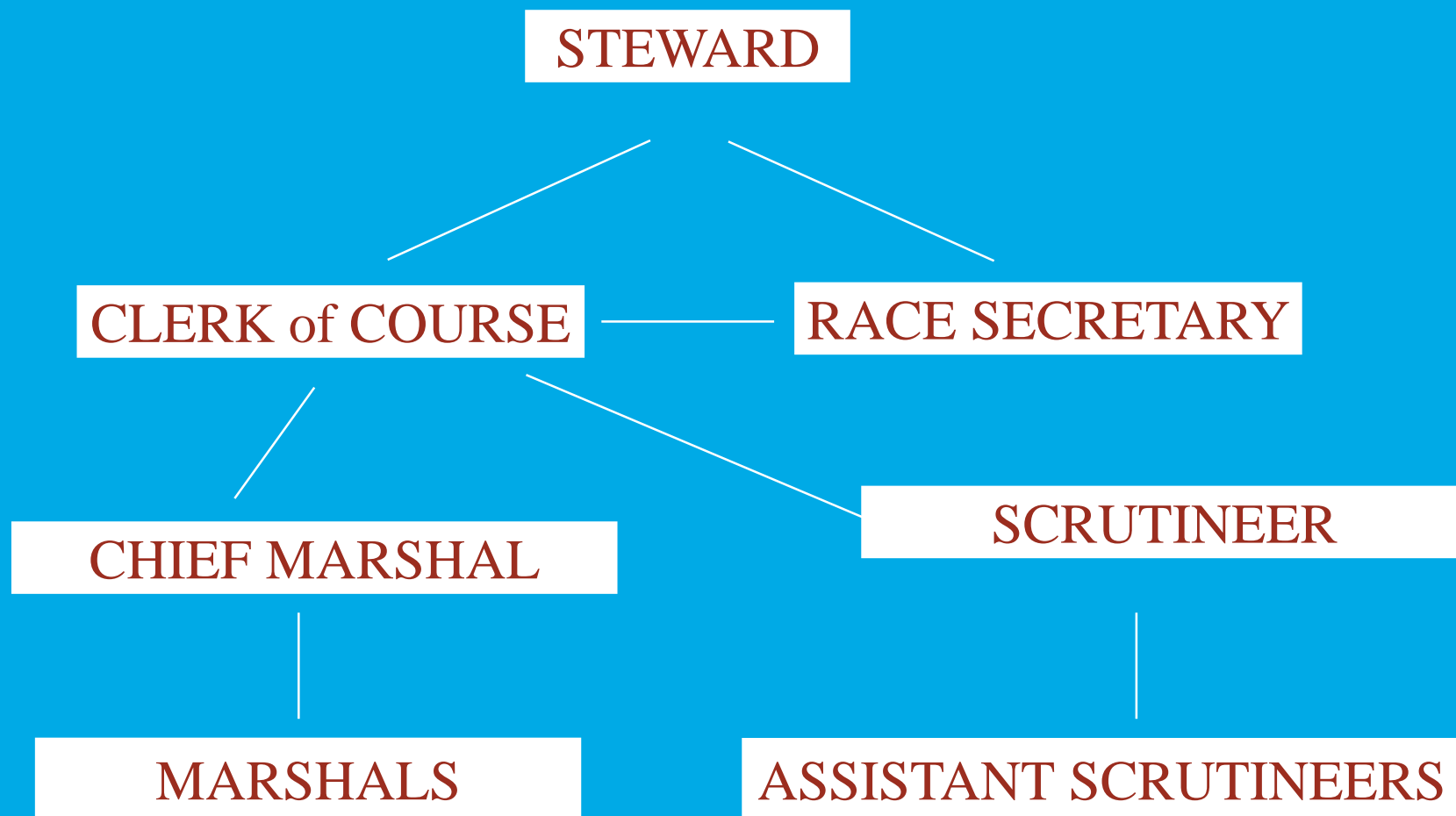
- Successful completion of relevant seminars;
- Passing relevant Seminars at the appropriate level;
- Demonstrated proof of practical experience in the role for which you are trying to upgrade (maintain in Log Book);
- Advancement to the positions of Level 3 Scrutineer will require you to have undertaken at least 2 x Officials Assessments at (Level 3) race meetings



The simple fact of life for scrutineers, and indeed most other officials is that the training that we give you is only the beginning.

The most important place of learning is
“On The Job”

WHERE DOES THE SCRUTINEER FIT IN AT AN EVENT?





The best possible outcome of our training seminar is to see all volunteer officials become unpaid professionals.

ASSESSMENTS

- Please write your name, date and venue on the answer sheet. Do NOT write on the question sheet.
- Read the question, and give the closest to correct answer by placing a cross on the appropriate letter.
- If you change your mind scrub out the "X", and re-mark the paper. If you again change your mind, scrub that out and put the correct letter in the adjacent margin.



THE SCRUTINEER

ROLES & DUTIES



THE SCRUTINEER

- The Chief Scrutineer is responsible to the Clerk of Course.
- Assistant Scrutineers are responsible to the Chief Scrutineer.



THE SCRUTINEER

- Must be satisfied that each machine and all riding gear is safe for competition and conforms with the MOM's and Supplementary Regulations for the meeting.
- The Chief Scrutineer must make a report to the Clerk of Course if a machine or a riders equipment does not conform with the rules.

THE SCRUTINEER

- Responsibilities also include:
 - Record keeping
 - Accuracy
 - Courteousness
 - Consistency

- As scrutineers we play a major role in risk management.
- Rider's machines and protective equipment must be checked to ensure suitability for use.
- Our skills and experience can be used to help competitors by pointing out a possible defect in any thing that we inspect.



Scrutineer

The Basic Rules

PURPOSE OF RULES

- To ensure that events are "safe, free and fair" for:
 - Competitors
 - Officials
 - Spectators
 - Sponsors



PURPOSE OF RULES

- The philosophy of our rules is that good sense, co-operation and a fair and reasonable interpretation of reasonable rules, should be more important than “rule book racing”.
- Our rules allow MA, its SCBs and officials discretion in applying them.
- Officials are expected to act wisely and fairly in applying rules and in accord with natural justice.



THE MANUAL OF MOTORCYCLE SPORT (GCR'S)

- The Manual of Motorcycle Sport covers everything relating to motorcycle sport.
- You must know where information can be found.
- The Manual of Motorcycle Sport is available electronically from <http://moms.org.au/>



THE MANUAL OF MOTORCYCLE SPORT (GCR'S)

- Each year changes can be made to our rules.
- New or altered rules appear in **bold** type.
- Deleted wording will be shown with a ~~line~~ through any deletions.



- Examples for 2017 of these issues can be found on page 117.
- GCR 12.13.2.1 has both new wording and deletion relating to helmet cameras.
- They can only be used if integrated in the helmet. They may be mounted on the motorcycle subject to approval of the scrutineer.

MANUAL OF MOTORCYCLE SPORT

- For 2017 many changes have again been made.
- Please read thoroughly any section for a meeting that you are soon to officiate at.
- Snell 2015 decals on helmets are now approved, and 2005 are not.
- Rule and interpretations appear on MA's web site and should be read often.

THE BASIC COMPETITION RULES

- Discipline specific chapters now begin at 10 for Road Race and follow on to Minikhana at 21.
- Generally technical rules are covered in “D” in each chapter, but not all.
- So you must read each one that you will need for working at differing discipline events.

SOUND LEVELS MUST BE MINIMISED

- Every club has to have a Sound Control Officer who must be properly trained and have the correct equipment to test at every event.
- Appropriate sound testing equipment can be purchased from the Motorcycling Queensland office.

CHANGES OF IMPORTANCE FOR 2017

- Helmet cameras are not allowed in any competition, unless integrated into the helmet. They can be on the bike if attachment is approved by the chief scrutineer.
- For handle bar ends hand grips is all that is needed for 'plugging the bars';
- Valve caps have been deleted as a requirement;
- Exhaust systems for many disciplines now have simpler wordings;
- For tyres the past prohibition of scoop and paddle tyres has been removed, and they are allowed if SRs say that they can be used.



CHANGES OF IMPORTANCE FOR 2017

- Appendix A 7.2 bans 'tear offs' for all off road events.
- Appendix C now has all info on sound control and fuel requirements.
- Dirt Track events on tracks over 500 metres now need two Clerks of Course.
- Speedway log books are no longer needed.
- Supermoto still needs plugged bar ends.

WHERE DOES IT SAY?

- That you do not have to prove that you are right?
- GCR 10.6.0.4 for road race, 12.7.0.4 for motocross, 17.6.0.3 for dirt track, and similar for others. However some are differently located.



HOW WELL DO YOU KNOW HOW TO NAVIGATE OUR RULE BOOK?

- Where is a Short history of MA?
- Where is MA and its structure explained?
- Where is the Code of Behavior?

A SCENARIO FOR A MEASURER

- GCR 16.17.4.3.a) Says that senior sidecar engines must not exceed 1045 cc.
- GCR 16.26.2 Says that junior sidecar engines must not exceed 250 cc.
- However 16.17.2.1 allows an engine tolerance of 2% “unless otherwise specified”.



THE RACE MEETING

On the Day

- ◆ Supplementary Regulations
- ◆ Event Program
- ◆ The General Competition Rules
- ◆ Note Pad, Pen and Watch
- ◆ Suitable Clothing
- ◆ Relevant Paperwork
- ◆ Scrutineering Stickers
- ◆ Final Instructions

Pre Event Checklist

- ◆ Arrive Early
- ◆ Sign on for the Day
- ◆ Meet Key Officials
- ◆ Check Scrutineering facilities and equipment
- ◆ Find out your helpers and assign tasks

The Scrutineering Area

- ◆ Size and space requirements
- ◆ Location
- ◆ Access and Security
- ◆ Impound Area (if required)
- ◆ Safety eg Fire Extinguishers (Dry Powder)
- ◆ Required Equipment

Scrutineering Functions

- ◆ Machines
- ◆ Protective Clothing and Helmets
- ◆ Licence Checks
- ◆ Reporting and Record Keeping
- ◆ Knowledge to seal



Responsibility

- ◆ As scrutineer you should never assume control of the motorcycle – the rider or mechanic must manoeuvre and manage the machine.

PERSONAL PRESENTATION

- ◆ It is important to be appropriately attired at a race meeting.
- ◆ Officials should be neatly dressed and identifiable.
- ◆ Uniforms, clothing with logos and identification tags may be required to be worn.

Record Keeping

“The Scrutineer is personally responsible for the accuracy of his / her records.”



SCENARIOS...

The following notes are given by a messenger to the Race Secretary.

Discuss each note and what further action (and by whom) is required.



MEMO

From: James Coad (Chief Scrutineer)
To: Race Secretary
Re: Clive Everett #171
Yamaha 250

Clive's bike had 2 broken spokes on the rear wheel so I excluded him from the meeting and sent him home.

MEMO

From: James Coad (Chief Scrutineer)

To: Race Secretary

Re: Alan Humphries #220

Junior Lites – 125 Kawasaki

Alan's back brake is not working but he only uses the front brake so I told him to get it fixed before the next Club Day. Please make a note.



MEMO

From: James Coad (Chief Scrutineer)

To: Race Secretary

Re: Stickers

I am only halfway through Scrutineering but we are running out of Scrutineering stickers. Please help!



MEMO

From: James Coad (Chief Scrutineer)

To: Race Secretary

Re: Alex Morrison #260
Yamaha 250

Morrison presented his bike with Avgas 100 fuel, which he admitted.

He cheats a lot like this and should be fined the maximum amount and excluded from the series.



MEMO

From: James Coad (Chief Scrutineer)

To: Race Secretary

Re: Boris Morrison #601
Yamaha 250

Morrison presented his safety gear for presentation and his Bell helmet does not have any standards sticker on it.

Please note that as it is a well known brand I have allowed him to use it at this event but he has to get an appropriate standards sticker fitted before he can use it again.

