



General Officials Online Training Seminar

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Welcome

Welcome to the Motorcycling NSW *General Officials Online Training Seminar*. We hope this is an enjoyable learning experience and contributes in a positive way to your officiating.

Good luck with your Officiating





Disclaimer

- The information in this seminar is provided as General Information and Overview only
- It is delivered in good faith by Motorcycling NSW LTD
- The aim is to give you a base to build on
- As a definitive source of information you should consult the Manual of Motorcycle Sport





Agenda

- Overview / General Information
- Officials Accreditation System
- Self Management
- Rules and Regulations
- Flags and their placement
- The Law in Sport
- Risk Management
- Accidents and Injury
- Drugs in Sport
- Personal Preparation
- Other Seminars
- What's Next
- Assessment





Overview

This short General Officials Online Seminar is designed for those volunteers who currently do not hold an Officials License.

This online General Seminar can be completed online allowing volunteers more free time over the weekend and to streamline the application process.





Objectives

- Improve communication skills
- Promote progressive improvement in officiating knowledge and expertise
- Ensure a uniformed approach to officiating throughout NSW
- Increase confidence and competence in officiating ability
- Provide a credible education and training process to attract new officials and retain existing ones





Abbreviations

- MNSW - Motorcycling NSW
- MA. - Motorcycling Australia
- F.I.M. - Federation Internationale de Motorcyclisme
- G.C.R's - General Competition Rules
- M.O.M.S - Manual of Motorcycle Sport
- S.C.B. - State Controlling Body (MNSW)
- R.C.B. - Relevant Controlling Body
 - ❖ The body which issues the permit for a particular event and to whom all reports and documents for that event are returned to. (ie. Motorcycling NSW)





Officials Accreditation Scheme

- Officials are the lifeblood of our sport and without them our sport would not be able to continue.
- Officials duties are many and varied. Officials have the responsibility to ensure that the race meetings are conducted in the safest environment possible for competitors and spectators
- No role is more important than the other
- Common sense is the most important tool when confronted with a problem
- The job of officiating should not be a chore, and at the expense of your pleasure and sanity
- If you are not enjoying it, maybe you shouldn't be there in that role





Officials

- All officials should
 - Arrive early
 - Sign on for the day
 - Meet the key officials
 - Check facilities and equipment
 - Comply with direction from Steward / Clerk of Course
 - Be appropriately attired, uniforms appropriate to position
 - Do the best job you can
 - Only do what is right
 - Enjoy yourself





Operational Officials

- Marshals
- Timekeepers
- Judges
- Observer
- Handicappers
- Starters, Communicator, Announcer etc...
- Note – Depending on the type of event it is desirable, BUT NOT essential that all these positions are filled.





Key Officials

- Steward / Referee
 - Clerk of Course
 - Scrutineer
 - Race Secretary
- Note – These Officials MUST be present for any competition meeting.





Steward / Referee

- The person with supreme control of a competition
- Has the power for reasons of **Safety or Fair Competition** to
 - Alter / amend the Program and Supplementary Regulations
 - Alter the course
 - Stop the meeting, or any part of it
 - Order any event to be restarted or rerun
- Adjudicate over the rules and any protests lodged
- Impose penalties of Reprimand, Fines, Relegation, Exclusion or suspension
- Impound machines
- Order measurements of machines
- Authorize testing and sampling from persons or machines
- Do any act, publish any document, make any declaration, not inconsistent with the M.O.M.S which is necessary for the fair and proper conduct of the meeting
- Return reports of the meeting to the R.C.B.
- Plays **NO OTHER ROLE** in the conduct of the competition meeting.





Clerk of Course

- Subject to the control and direction of the Steward / Referee of a meeting, the Clerk of Course is responsible to/for:
 - All aspects of the actual running of the meeting
 - Inform and instruct operational officials
 - Ensure that all operational officials are carrying out their duties fully and effectively
 - Inspect the venue and do what ever is necessary to make sure the venue complies with the track license
 - Ensure that the meeting is conducted in accordance with the M.O.M.S and the supplementary regulations
 - Receives all race protests





Race Secretary

- The Race Secretary is responsible for the organisation and management of a meeting.
 - May publish notices and documents as directed
 - May ensure that operational officials are informed of their functions and duties and properly equipped
 - Must provide the Steward with a copy of the program and the results of events conducted at the meeting
 - Must comply with the instructions of the Steward and the Clerk of Course





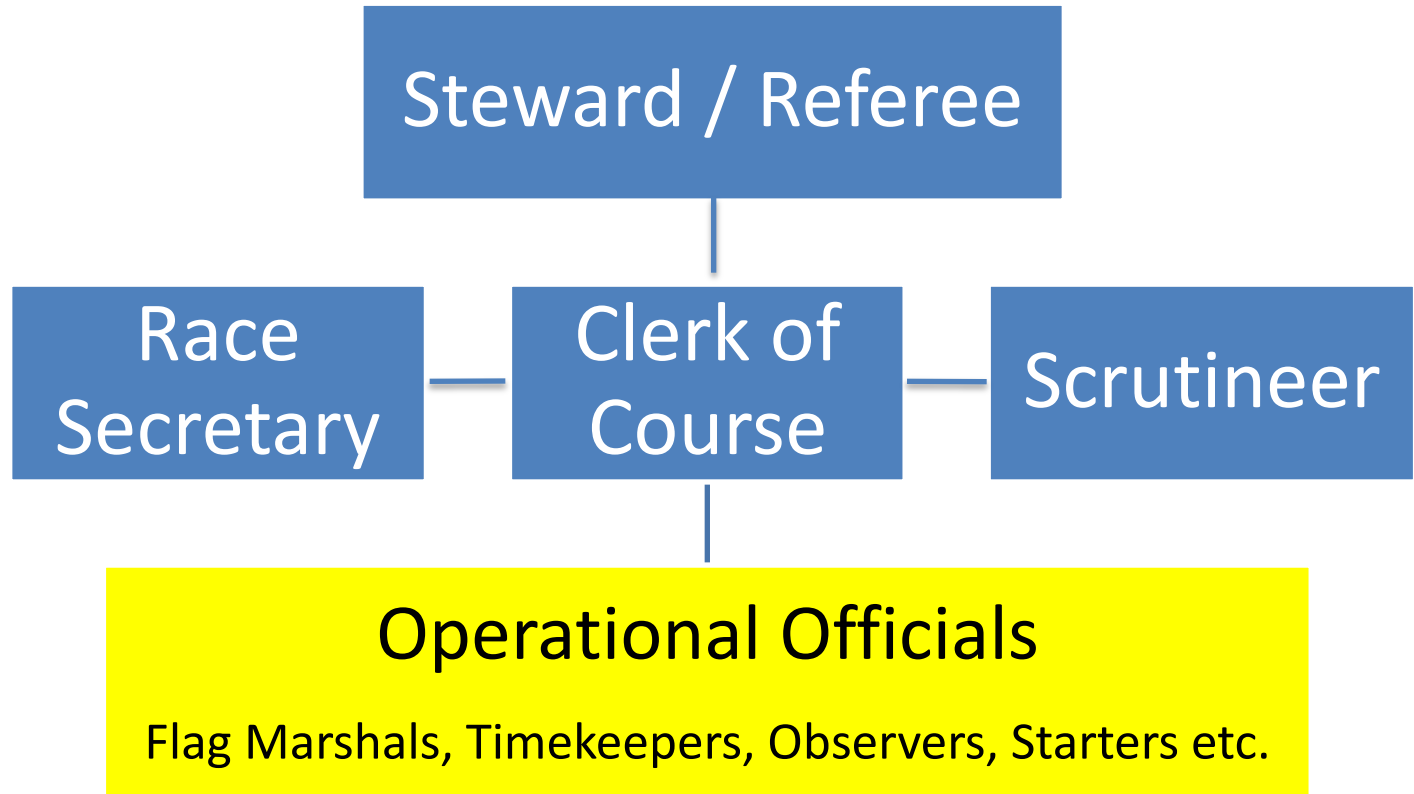
Scrutineer

- The Scrutineer is responsible to the Clerk of Course
- Must be satisfied that each machine complies with the M.O.M.S and supplementary regulations.
Including:
 - ❖ Protective Clothing / helmets
 - ❖ Noise emissions
 - ❖ License checks
- Reports to the Clerk of Course if a machine does not comply with the rules





Officials at the Race Meeting





Levels of Accreditation

- **Level 1 – Club Level**

Issued by Motorcycling NSW to someone who wants to officiate at their own club, attended the relevant Seminar and completed the necessary accreditation requirements

- **Level 2 – Interclub/Zone**

Issued by Motorcycling NSW to someone based on relevant experience and supporting evidence





Continued

- **Level 3 – State Championships / National Events**

Issued by Motorcycling NSW on recommendations by the relevant committee

- **Level 4 – National Championship Level**

Issued by Motorcycling Australia on recommendation by the National Officials Review Commission

- **FIM License – International Level**

Issued by F.I.M. after successful completion of seminar. Invitation only by MA.





Self Management

It is important for Officials to know their own strengths and weaknesses in order to undertake effective self management.

Officials should be aware that their approach to officiating can influence participants' experience and enjoyment of the sport. Officials provide participants with leadership and guidance, facilitating and ensuring that racing is conducted in a safe and fair manner.

Qualities such as integrity, honesty, trustworthiness and respect are integral to the role of the Official.

The officials actions should be linked to these qualities, including the manner in which they behave and relate to others prior to, during and following competition, how they represent as an official and how they go about undertaking their role.





Rules and Regulations

- Without rules our sport cannot exist
- Ensure fair competition for competitors, officials and spectators
- The M.O.M.S is the book which contain the rules governing Motorcycle competition
- You don't have to know the rule book from front to back
- **You should know where information is located, and how to find it when required.**





Basic Competition Rules

- Officials should familiarise themselves with an outline of the following basic competition rules pertaining to the disciplines in which they are licensed to operate.
 - Starts
 - Finishes
 - Measurements
 - Protective clothing
 - Noise emissions
 - Fuel Testing
 - Stopping events
 - Re-Running events
 - Change of Machine
 - Licensing/Logbooks
 - Prohibited substances
 - Protests
 - Appeals
 - Offenses and Penalties





Flags and their Placement

- Track signals are given to competitors by the means of lights or flags and are used in practice as well as a race.
- The purpose of a Flag Marshall is to warn the rider of a hazardous situation on or near the track and to protect workers and downed riders from oncoming traffic
- **Your flag covers everything from YOUR position onto the next flag point**
- As long as there are riders on the track, do not leave your position










Flags and their Placement

- Always position yourself at the same location so riders know where you will be lap after lap
- Keep your flag concealed and do not point it or let it flutter
- Position yourself to view the areas ahead where the oncoming riders have a clear unobstructed view of the track ahead ie: turns, jumps etc
- Do not watch the results of a crash, leave rescue efforts to officials, your job is to prevent accidents





Flags

	Yellow Waved = danger ahead. Stationary = used at preceding marshal's post to reinforce warning. Riders not allowed to overtake.		White Slow-moving vehicle on the track.
	Green All clear. Riders free to overtake.		Chequered Race or session over.
	Black Rider whose number is shown on the flag must stop at the pits on the next lap.		Blue Stationary – motorcycle coming up behind. Waved – motorcycle about to overtake.
	Yellow and Red Track surface slippery.		Red Race or practice session stopped.





The Law in Sport

- The Law does involve itself in sport
- Anyone who accepts an Officials position in motorcycle sport, whether voluntary or as a professional, has a legal responsibility to provide the upmost care.





Negligence

- Officials owe a Duty of Care to ensure the safety for all participants
- A breach of this Duty is called Negligence
- The standard of care owed will not be judged on what you know but by **what you *should* have known.**





Elements of Negligence

Negligence refers to the failure to perform a Duty of Care as would a *'reasonable and prudent official'*

- **Duty of Care:**
 - A duty owed by one person to another based upon a particular relationship between the parties, to avoid causing harm where harm is foreseeable
- **Duty of Care was Breached:**
 - Failure to meet the required standard to care where there is a duty of care
- **Actual damage has resulted:**
 - Material injury resulting to a person caused by the negligent act of another who has a duty of care





Reasonable Person

- The reasonable Person Test has been developed to address the question of whether or not a reasonable standard of care has been provided.
- The standard of care must reflect that of an ordinary official, not just an ordinary prudent person.
- A breach of the Standard of Care may occur through an error, act or omission.





Risk Management

- (definition) Risk Management is the systematic elimination or reduction of risks which may give rise to injuries or dangerous situations.
- Everyone involved in the administration of Motorcycle sport is responsible for implementing a Risk Management Plan.





Risk Management Program

1. Identify the Risks
2. Assess the Risks
3. Plan a response
4. Implement the response
5. Communicate/ Review





Accidents / Injuries

As an Operational Official, what happens if there is an accident / Injury?

- Do not admit liability
- Refer to Medical Team
- Reasonable comfort/assistance to be provided
- Refer to Clerk of Course





Drugs in Sport

- Motorcycling NSW condemns doping as fundamentally contrary to the spirit of sport
- Motorcycling Australia has an Anti-Doping Policy which refers anti-doping functions, powers and responsibilities to the Australian Sports Anti-Doping Authority (ASADA)
- ASADA carry out the procedures for testing and detection of banned substances
- Please refer to the MOMS for the full policy





Drugs in Sport

The following is a basic list of prohibited substances

- Alcohol
- Marijuana
- Stimulants
- Anabolic Steroids
- Diuretics
- Narcotics
- Beta Blockers
- If you are not sure of your prescribed medications contact ASADA for clarification on 1300 027 232





Personal Preparation

- The M.O.M.S
- Supplementary Regulations
- Event Program
- Other relevant paperwork
- Note Pad – Pens
- Passes – Security & Pitt Access
- Hat/Cap
- Food / Water
- Sunscreen / Insect repellent
- Glasses – Reading / Protective / Sun
- Hearing Protection
- Personal Medications





Other Seminars

There are more advanced seminars that are position or role specific. These seminars separately cover:

- Steward / Referee
- Clerk of Course
- Scrutineer
- Race Secretary





What's Next?

- Aim for a good pass in today's Assessment
- Complete application form - available at [Motorcycling NSW](#)
- An Operational Officials Licence will be issued for a period of four (4) years
- **AT NO COST TO YOU AT ALL**





Assessment

Please click the link below to be taken to your assessment paper. This paper is to be completed electronically and emailed / faxed to Motorcycling NSW.

[Click Here](#)

Please also complete the New Officials Application [form here](#).

