

OFFICIALS DUTIES:

RACE CONTROL: is the Clerk of Course's office while the track is in use. It is located in the Control Tower at the start-line above the Race Office. The Clerk of Course is the Senior Official at the track, responsible for conducting the event according to the program and regulations laid down. The Clerk of Course gives direction to the Assistant Clerk of Course and Communications people.

COMMUNICATIONS: Two personnel act as Communications between Race Control, Chief Marshal, Flag Marshals and Crash Crews. They control radio communications with all marshal points and log data on all track activity during practice, qualifying and racing.

PIT LANE / DUMMY GRID: Controlled by a number of grid and pit lane officials who set up the starting grid before each race and control vehicles and people in Pit Lane during events. They also control the Pit Exit, acting under direction from Race Control.

STARTER / FINISHER: Under the direction of Race Control, responsible for commencing the start and finish of each practice/qualifying session and race. For such purposes the Starter, on the instructions of a key official, may: Delay a start, direct a restart, direct a competitor to start from rear of grid, pit lane etc. Must be familiar with all Flags and starting light procedures.

FLAG & TRACK MARSHALS & CRASH CREWS : The most vital and largest number of volunteers are required for these roles. Flag marshals are appointed to each marshal Post around the circuit to give flag signals to the riders while they are on the track.

Track Marshals/ Crash Crews are also based at the marshal Posts (sometimes one of the same) Duties include helping the fallen riders, using the flags if requested, sweeping the track and assisting the Recovery Crews. They are also expected to check the track thoroughly between each session in order to remove all debris which could cause a hazard to the next competitors using the track. Entering onto a "hot track" must always be under the direction of Race Control.

One Marshal at each Post will have radio contact with the Race Control Comms people.

SCRUTINEERING: is made up of scrutineers/machine examiners whose duty is to check all motorcycles for safety and eligibility at the beginning of the meeting . To examine any motorcycles involved in accidents prior to being permitted to return to the track, and to conduct tyre checks as per the supplementary regulations. Specific Accreditation courses are held yearly. Mechanical/ engineering knowledge required.

SCRIBES: assist the Scrutineer/ machine examiners with the checking of competitors MA Licences' and all riding gear ie leathers (back protector) , helmet, gloves and boots.

RECOVERY CREW: is the trailer teams and their assistants, whose job it is to recover the "crashed bikes" from around the circuit after each session or race, and return them to the Pit Paddock or scrutineering bay as appropriate.

TIMING : is the group of timekeepers working from the timing room adjacent to Race Control, overlooking the Start/Finish line. Their task is to record the time taken for every lap of every competitors during all qualifying sessions and races, and to produce the printed results of each race. Computer knowledge is an advantage here but also a quick keen eye for lap scoring as a volunteer is welcome.

MEDICAL: comprises Paramedics, doctor/nurses and support staff available to provide medical intervention at any time and any place around the circuit. The Medical Centre is located at the base of the Infield Tower (opposite the start/finish line).

RACE ADMINISTRATION OFFICE: is at ground level below the Race Control/ Timing Tower. It is the sporting and event administration centre and the location of the Race Secretary, who is responsible for the sporting organization of the event.

BRIEFINGS AND ON THE SPOT TRAINING ARE PROVIDED ON THE DAY.

ADDITIONAL TRAINING IS PROVIDED BY WAY OF ACCREDITATION COURSES thru Motorcycling Australia WA visit <http://motorcyclingwa.org.au/> or telephone the MCRC 94091002 for course info.