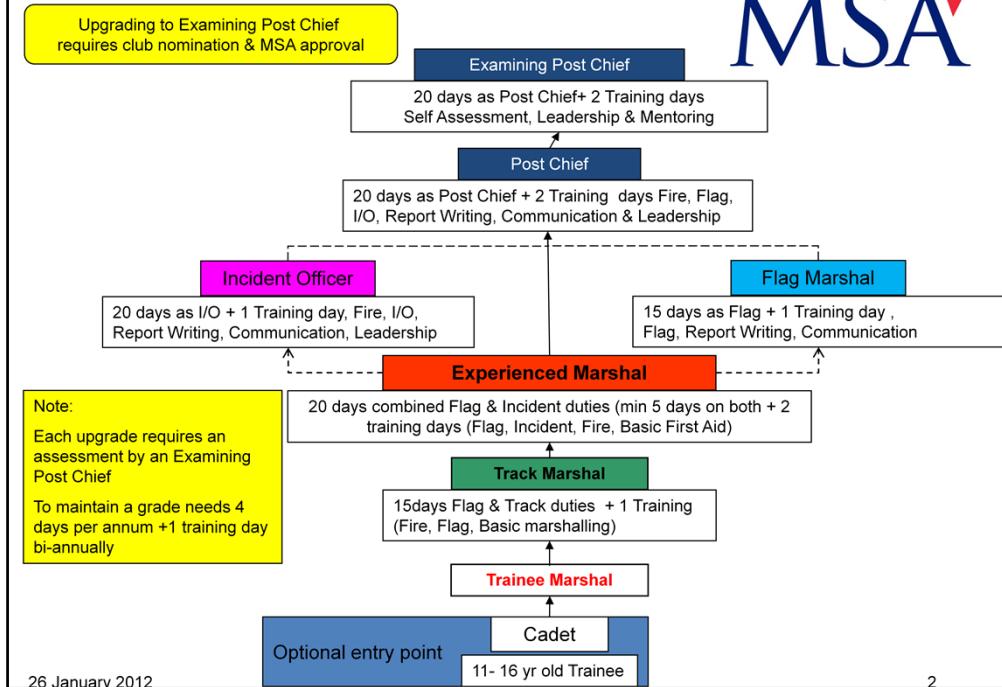




MSA Grading scheme
2012

On Circuit Grading



If you want to marshal out on the circuit you will start as a trainee and your first step will be to Track Marshal, where you will have to demonstrate you understand both flag marshalling and incident marshalling. After that you can train to become an experienced marshal, developing your skills in incident handling and flagging. If you want you can then specialise and become a Flag Marshal.

If the club or the circuit's chief incident officer considers you suitable, you may be invited to train to become an Incident Officer.

If you do not want to specialise as either a flag or I/O, then your next step is to Post Chief and possibly Examining Post Chief.

Senior Officials are marshals who have a number of years' experience either as a Clerk of the Course or, possibly, a steward.

Specialist Grading



Upgrading to Examining Specialist requires club nomination & MSA approval

Examining Specialist
20 days as Chief/Deputy Chief + 2 Training days
, Report Writing, Communication & Leadership, mentoring

Experienced Specialist

20 days in specialism + 2 training days Fire, Basic First Aid, Specialism, Report Writing, Communication, Leadership

Specialist Marshal

15 days marshalling (min. 10 in specialism) + 1 Training day Specialism, Fire, Basic marshalling

Trainee Marshal

Optional entry point Cadet
11- 16 yr old Trainee

Note:

Each upgrade requires an assessment by an Examining Specialist

To maintain a grade needs 4 days per annum +1 training day bi-annually

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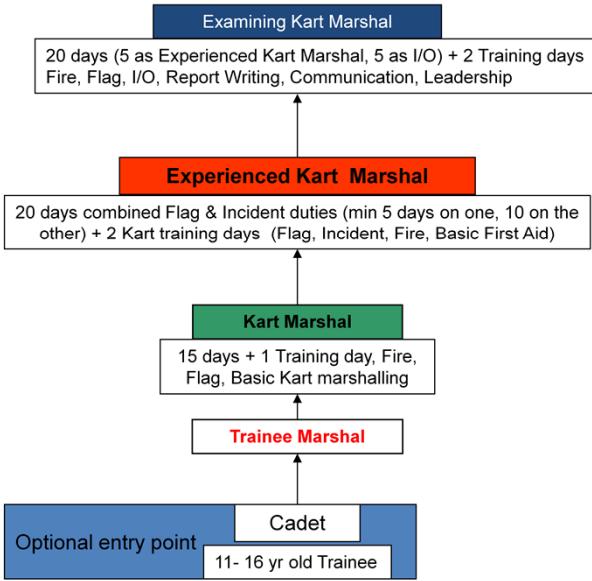
3

There are also grades for marshals who work off course in the pits and on the startline, in the paddock and assembly area and running the communications and administration in Race Control.

Here a trainee marshal will become a “Specialist,” then an experienced specialist, and perhaps, eventually, an examining specialist.

Specialists may also become senior officials

Upgrading to Examining Kart Marshal
requires club nomination & MSA approval



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Kart marshals are recognised in the same way as circuit marshals.

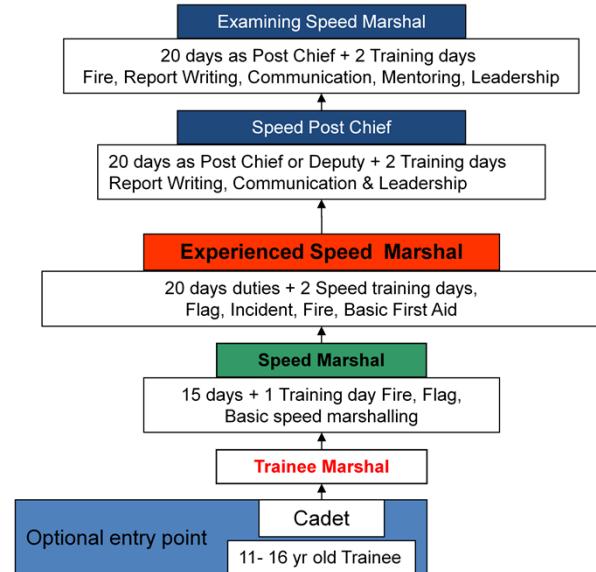
Speed



Upgrading to Examining Speed Marshal
requires club nomination & MSA approval

Note:

Each upgrade requires an assessment by an
Examining Speed Marshal
To maintain a grade needs 4 days per annum +1
training day bi-annually

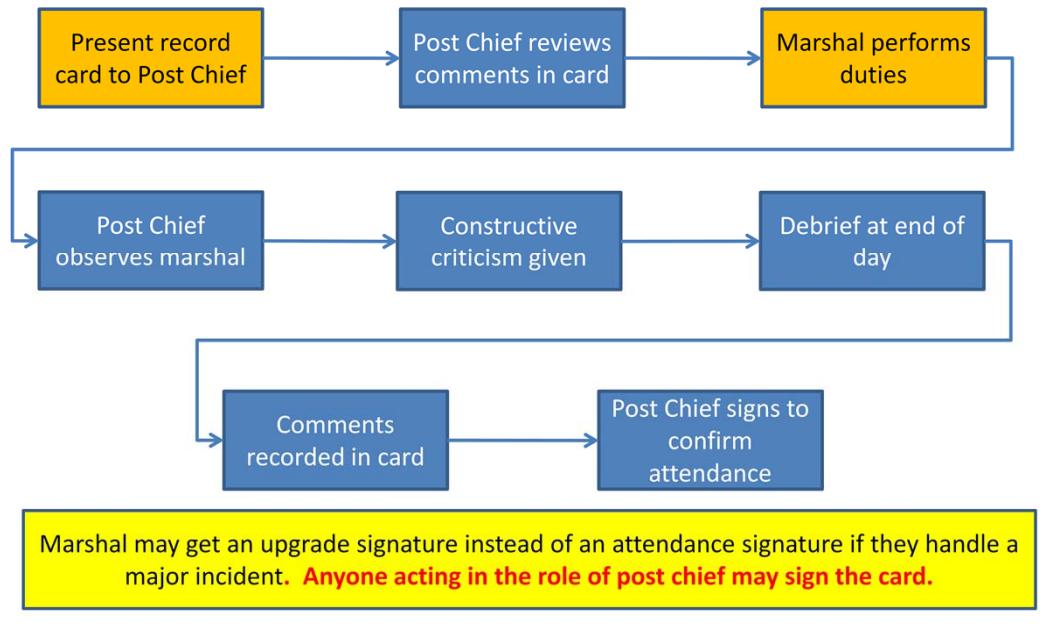


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For those who marshal at hillclimbs and sprints the grading scheme has similar rules.

Attendance signatures



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- On arrival at post present record card to the Post Chief (or marshal carrying out that duty)
- The Post Chief reviews comments in record card
- The marshal must be allocated to the duty for which they are seeking an upgrade in order to gain a signature.
- During the day the Post Chief observes the marshal
- Any adverse behaviours discussed so the marshal can apply any corrective or improved actions.
- Debrief at the end of the day
- Comments recorded in the marshal's record card
- Post Chief signs to confirm the attendance
- If a marshal is seeking track or experienced track gradings and handles a major incident during the day, then the Post Chief may recommend that the signature for the day is treated as an upgrade signature. In this case the Post Chief should indicate so on the card and ask a senior or examining grade official to countersign the record card

Upgrade assessment



Marshal tells club they want an assessment → Allocated to an examining post chief → Present record card to Post Chief

Post Chief reviews comments in card → Marshal performs duties → Post Chief observes marshal

Constructive criticism given → Assessment interview → Debrief at end of day

Comments recorded in card → Signature given IF examining post chief is happy

An upgrade signature is not automatic. If the assessor does not consider the marshal is ready for an upgrade or they had no incidents to handle, they will say so and record the reasons on the record card together with their recommendations for corrective actions.

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Marshal tells sign on they are seeking an upgrade assessment.

The club will do its best to allocate the marshal to a post/position where there is an examining official present.

No more than two marshals seeking assessment on any post in any one day.

On arrival at post present record card to the examining official

The examining official reviews comments in record card

The marshal must be allocated to the duty for which they are seeking an upgrade.

During the day the examining official observes the marshal and makes notes

Any adverse behaviours discussed so marshal can apply any corrective or improved actions.

At some point during the day the examining official will conduct an assessment interview with the marshal (max length 30 minutes). (can be an ongoing process throughout the day.).

Debrief at the end of the day

Comments must be recorded in the marshal's record card

An upgrade signature is not automatic. If the assessor does not consider the marshal is ready for an upgrade they will say so and record the reasons on the record card together with their recommendations for corrective actions.

For Track and Experienced Track grades TWO upgrade signatures are required – one for the flagging aspect, one for incident handling. If the marshal is seeking the incident handling signature but has a quiet day with no incidents, then it is recommended that a signature is not given

Upgrading - KASE



Knowledge



Skills



Attitude



Experience

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What needs to be demonstrated on an assessment day?

Knowledge – does the marshal have the knowledge appropriate to the grade they are seeking?

E.g. for a track marshal – do they know the hand signals, do they know the on-post flag procedures.

For a specialist paddock marshal – do they know the rules for personal passes,

For a startline marshal – do they know the gridding and start procedures.

Skills – can they actually do the job

Attitude – Have they the right attitude to fellow marshals, competitors, spectators. Do they respond well under pressure.

Experience – already demonstrated by the attendance signatures

An open discussion, a learning event

MSA



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