

I N D E X

COMPETITION RULES, REGULATIONS, AND OPERATIONS

GENERAL

- Eligibility
 - Composition
 - Size
 - Disqualification
- Entry
 - Certification
 - Dues

ORGANIZATION

- Competition Committee
- Site Selection
 - Personnel and Vehicle Inspection Area
 - Drill field
 - Obstacle Courses
 - Other
- Pre-Competition Meeting
- Judging
 - Selection
 - Instruction Meeting
- Classifications
- Awards
- Banquet

COMPETITION

- General
- Inspection Procedure
- Field Maneuvers
- Obstacle Courses, Slow Ride

ADDENDUMS

- "A" Judges Instructions, Scoring, & Field Layouts

I N D E X

ADDENDUM 'A' - JUDGES INSTRUCTIONS, SCORING & FIELD LAYOUTS

Overview to Shrine and MSMCA

Selection of Judges

Competition Overview

- Close Drill Competition
- Inspections
- Precision Drill
- Obstacle Courses – Slow Ride

Inspection Judges

- Judge #1-Personal Inspection
 - Procedure
 - Scoring
- Judge #2 –Equipment Inspection
 - Non-uniformity of vehicles
 - Procedure
 - Scoring

Field Judges

- Selection
- Intent
 - Process
- General Procedures
- Scoring and Execution
 - Riding Ability
 - Performance of Drill
 - Variety
 - Execution
 - Difficulty
- Completion of Scoresheets

Field Judges –cont'd

- Chief Judge #3
 - Responsibilities
- Field Judge #4 –Entry
 - Responsibilities
 - Procedure
- Field Judge #5
 - Responsibilities
- Field Judge #6
- Obstacle Courses
 - Courses
 - Riders & Vehicles
 - Procedure
 - Timing and Penalties
- Slow Ride
 - Course
 - Rules
- Fields
 - Obstacle Courses
 - Mandatory Maneuvers -Sample
 - Inspection
 - Drill
 - Slow Ride

MIDWEST SHRINE MOTOR CORPS ASSOCIATION

COMPETITION RULES, REGULATIONS, AND OPERATIONS

2018

GENERAL

Eligibility:

Composition

Each Competing Motor Corps Participant:

- must be a paid up member of the MSMCA and his Shrine.
- is a member of one competing Unit in one classification only.
- all competing members in any field competition must stand personal and vehicle inspection.
- must be registered with the MSA for the current year and comply with MSA parade and housing rules.

Size

There will be no upper limit to the Unit's size, but 4 is the minimum size unit to compete on the drill field in the mandatory maneuvers.

Disqualifications

Automatic Disqualification for the following violations:

- Unsportsmanlike conduct and violation of membership rule requirements as assessed by the Executive and the Judges.
- Failure to participate in required MSA parades scheduled by the Host Shrine, unless prevented by situations beyond Unit's control. Approval of the President is necessary.

Entry:

Certification

A Corps Unit authorized Officer must submit a Membership

Application and dues payment to the Secretary prior to the Captains' Meeting stating Unit's Name, Shrine, classification, vehicle specs, number and names of riders, and certifying:

- its intent to enter and in which fields.
- that each competitor is also a current member of his Shrine and the MSA. Each member could be subject to a random verification thereof during competitions.

GUESTS:

Guest competing units from outside the MSA shrine group are welcome, but must adhere to the same rules and qualifications herein for each MSMCA unit. If guest unit does not have its shrine otherwise represented. It will join in with a shrine from MSA for the parades.

Dues

The annual dues of each individual member of the M.S.M.C.A. is Fifteen dollars (\$15.00) in U.S. funds with \$100.00 dollar minimum and \$300.00 maximum per unit payable by January 31st each year.

ORGANIZATION

Competition Committee

- The Committee shall be appointed annually by MSMCA President, and will comprise members in good standing of MSMCA.
- Its size and duties will be at the discretion of President, but will include at least the following:
 - hospitality & guidance –maps -advance information of area
 - meetings & judges briefing -site selection & times
 - advertising, logistics, schedules, MSA Chief of Staff coordination
 - competition site selection, setup, security, hospitality, & cleanup
 - hospitality ride, if possible
 - Awards Banquet tickets, trophies, arrangements
 - Finance, Means & Budget (except trophy & Judges subsidies authorized by MSMCA Executive)

Site Selection:

It is our goal to have all activities confined to one site – if at all possible!

A special traveling trailer(donated in 01 by PP03 Ed Reiners), holds cones, markers, rope, standards, tapes, some cardtables & chairs, etc. for setting up fields. It travels with the incoming President each year for storage until use the following year. Inventory list is with President & Secretary.

Personal and Vehicle Inspection Area

- There will be a minimum of 12 numbered lines, 60 feet by 20 feet, for a competing Unit to set up and prepare for the inspection.
- The Competition Committee will consult President as to the drawing order of classifications & units prior to the setting up the spacing of inspection markers to allot more space for the larger size units &/or vehicles and possibly less for the smaller vehicles/units.
- If possible, an area will be set aside for competing Units to park one support vehicle (parts, supplies, etc.) close to this area.
- The inspection line should be set so the personal judging is from left to right (facing members) and preferably not facing the sun.

Drill Field

-The competing area will be 150 feet by 300 feet, roped off and flagged for safety. The exact center will be marked clearly with non slip tape or a painted cross.

- In the event that a field of this size is not available, the Competition Committee will notify each Unit of the M.S.M.C.A. within 30 days prior to the competition, of the revised field size. -The Committee will also notify each Unit of the field configuration. (entry, exit and judging platform)

-This area should have the best surface available: level and free of cracks and bumps, cleaned and swept free of all sand and debris.

-The competition committee will provide one member to be available to accompany any unit captain who wishes to inspect the field immediately prior to units performance on field for 5 minutes or less. This will not interfere with judges conferring on field nor will it delay any units performances.

-Entry & Exit to be 30 feet wide in the center of the 150 ft end on the right (facing field) of the review stand. A 30 ft. clearance behind the entry/exit will be roped off for safety.

-The review stand (platform) for judging, VIP's, PA system will be located at the center of one of the 300' sides of the field with the scorers' vehicle nearby.

-PA system and announcer to be provided by host.

-Secretary(Scorer) would appreciate a private enclosed air conditioned area with electricity. –motorhome?

-Provide chairs, stools for the reviewing stand and other judges.

-Consider areas to accommodate spectators and their safety.

Obstacle Courses –Slow Ride

-Use of the I.A.S.M.C. layouts to be made wherever possible

-Minor adjustments may have to be made in the course to assure no unsafe cracks or bumps are in the vehicle paths during tight or quick turns.

-Secretary will provide for proper stop watches.

-Clean and sweep the marked fields of all sand and debris.

-Provide chair & table for Judges.

-Provide an area next to the competition field for the spectators.

-Committee will notify Units of the MSMCA within 30 days prior to the competition, of the obstacle course field configuration, if the IASMC standard configuration is changed, or a mirror image.

Other -The Competition Committee should arrange for:

--Picture taking area

--Sanitation –nearby bathrooms or Porta-potties

--Parking for the Units' support vehicles, Unit transportation vehicles and motorhomes or vehicles for changing.

-Possible hospitality tent or area for relaxing, food drinks.

Pre-Competition Meeting (Captains' Meeting)

- The time and place of this Summer Session meeting of Captains or designated Officers of each Unit will be published 30 days prior.
- The payment of any outstanding membership dues will be accepted prior to the beginning of this meeting.
- The competition rules and/or changes will be announced and explained. ASSIGNING ORDER OF COMPETITION IS PRESENTED:
- The Unit heads will be provided with an updated copy of rules and judges instructions, if requested, or, if changes have been made.
- Each Captain will provide to the Secretary, a brief printed updated history or commentary on his Unit to be used by the announcer, while Unit is performing on the drill field.
- Other business of the Association may be conducted at this meeting. one vote/Unit by the Captain or his designated representative is allowed on any business decision.
- The conclusion of the Captains' Meeting will also be last call for tickets to the Awards banquet. Additional requests cannot be guaranteed.

Judging

Selection

-The method of selection is outlined in detail in *Judges Instructions and Scoring (Addendum A)*

-Two seasoned inspection judges with military or law enforcement background will be chosen for the static inspection.

-Five qualified seasoned unit drill competitors will be "peer judges" on the Drill field.

-Two Judges for each Obstacle Course and Slow Ride

Instruction Meeting (see also addendum "A")

-The judges will be provided, in advance, with written instructions

-The Director of Judging and Secretary-Treasurer will brief the judges prior to the competition on the following matters:

-Review of Rules and procedures of the judging/scoring system along with a sample score sheet.

-Conduct for handling the Units and spectators.

-Any Question on procedure or rules that are unclear.

-Invitation to Awards Banquet to see results of their efforts.

Vehicle Classifications

2 wheel - feather 0 - 199 cc

4 wheel feather 0# - 125#

2 wheel - light 200 - 649 cc

4 wheel light 126# -249#

2 wheel - medium 650 - 1199 cc

4 wheel medium 250# -

999#

2 wheel - heavy 1200 cc +

4 wheel heavy over 1000#

3 wheel - all Novelty - all

need weight ticket for 4

wheel class

Combining classifications: If only one contestant in a class. If any of the above classifications has only 1 competing unit it will be combined into the next classifications up or down. Restrictions is that it can be moved only one class and applies only to classed above with one competitor.

Awards

Scores will only be available and announced at the awards ceremony, at which time the presentation of trophies will be made.

The trophies in each applicable classification consist of:

- 1st, 2nd, and 3rd place trophies for inspection/drill competition.

-1st and 2nd place trophies only, for each obstacle course.

-1st place trophy only, for the rider who stays up the longest in the 2wheel Slow Ride.

-The overall high point trophy will be awarded to the Corps Unit whose combined inspection and drill scores were the highest of all of the competing Units of the day
Sportsmanship award. Given out by MSMCA PRESIDENT.

/Banquet

-is under the direction of the MSMCA President and his staff

-advance ticket purchase recommended. Late purchase may result in "as available" or "no" seating, or price increase.

COMPETITION

General

No Unit member or spectator shall approach, interfere or question judges at the inspection and on the drill field, at any time. (See also Judges' Instructions "Addendum A")

The structure of the scoring system will allocate the points as follows:

Category	Points Available
APPEARANCE (Inspection)	
Uniforms	10 Points
Personal Grooming	5 Points
Equipment	9 Points
Uniformity of equipment	1 Points
Total	25 Points
TIMING (5-10 Min.)	5 Points
MANDATORY MANEUVERS	5 Points
RIDING ABILITY (Field)	
Posture	5 Points
Ease of Handling	5 Points
Interval/Distance (rev 2/07)	5 Points
Rider Error	5 Points
Total	20 Points
PERFORMANCE OF DRILL (Field)	
Variety of Drill	15 Points
Execution of Drill	15 Points
Difficulty of Maneuver	15 Points
Total	45 Points
Grand Total	100 Points

Appearance relates to the physical inspection of the rider and the machine in the static inspection. Penalties divided by # vehicles/riders (except uniformity of vehicles)

Timing refers to:

- penalties for being late for Inspection or Drill Field when called.
- penalty for over/under time allotted/unit on drill field.

Mandatory Maneuvers: Failure to perform even 1 of 4 standard IASMC formations in a recognizable manner on Field is a Full 5 point penalty.

Riding Ability relates to the individual rider's abilities to handle his machine and his contribution to all formations while unit is performing. Penalties divided by # riders (except mandatory formations).

Performance of Drill relates to the Units' overall field performance made by the judges in evaluating how a unit compared to the others they have seen thus far in the day, in each of the 3 categories (variety,execution,difficulty). A subjective rating of 0 – 15 points.

JUDGING OVERVIEW: SEE JUDGES INSTRUCTIONS (Addendum A)

Inspection Procedure

See also Judges Instructions (Addendum A)

- units will line up in the assigned order of competition.
- Failure of a unit to report and be prepared to start when judges are ready will result in a 2 ½ full points penalty.
- Units may report to the lineup area for preparation as soon as their designated area is available.
- The Unit's preparation must not interfere, in any way, with the judging of Units ahead in schedule or with another Unit.
- All support equipment, supplies, & helpers must be removed from lineup area prior to approach of judges for inspection.
- Unit members will be at "Parade Rest" when first approached by Inspection Judges.
- The Captain will approach Inspectors, salute, and report. The Captain's report must include the Unit name and the number of riders, and

- may include the model, size and year of equipment, and any equipment violations or damage resulting from parade or transportation to field that could not be remedied for lack of parts
- long lists are not acceptable or reasonable. He is inspected.
- The Captain may appoint an assistant, who must also stand inspection, but will then be released to accompany the equipment Judge. Unit will be at parade rest but as judge 1 approaches each member, he will come to attention until judge1 moves to next in line at which time the rider will resume parade rest. Any overall review of unit is done while unit is at parade rest(not at ease) captain may accompany judge 1 if he wishes.
- Failure of a Unit to be prepared for inspection at the scheduled time will deduct a penalty of 2 1/2 points under Judge #1's timing. The Unit will be then assigned as last unit to perform for the day.
- MSMCA badges may be worn uniformly on shirt or jacket.
- Fezses must be clean and worn straight, as a tilt of fez will result in a deduction of points. A maximum of two tassel holding pins or jewelled bands will be allowed and there must no other pins on the fez. No other factors will be considered, such as two (2) rows of lettering etc. However, since the fez is part of the uniform, one that is crumpled, jewels missing, or untrimmed tassel could result in points deducted under the neatness and appearance categories.
- Age of Fez is not important –condition IS! Units must try to keep fezes as uniform as possible considering the different manufacturers specs and the date purchased.

- If Helmets are required by law in drill, they need not be inspected if legal.
- The static inspection of the machines will be a stand off inspection of at least three (3) feet. To accommodate this, Unit members must line up at least five (5) feet in front of the vehicle. Vehicles will be spaced so inspector can walk through, look over –but not under, each vehicle without touching.

- Machines of different styles or installed with different parts will get one penalty for the difference as opposed to one penalty for each variation. The first machine inspected will set the standard.
- Units with NONUNIFORMITY in vehicles will be penalized one full point as opposed to a penalty divided by the number of vehicles –The Inspector will not judge this nonuniformity with any further penalties on age, size, shape, model, appurtenance, or color.Alignment will be judged on the front extremity only.
- Following the inspection, the Unit will report directly to drill field entry.

Field Maneuvers

Detailed in Addendum "A" –Judges Instructions

- Failure of a Unit to report and be prepared to start when field judges are ready will result in a late start penalty of 2 ½ full points.
- Unit will approach the Field Entry where the Captain will submit Unit name and number of riders to Entry Judge.
- The Captain will wait for judge to signal, before proceeding onto the field. The Unit must start within 30 seconds of the judges signal. If not started within 30 seconds the entry judge will start his timer.
- The time on the drill field will be a minimum of 5 minutes to a maximum of 10 minutes. Any violation will result in a deduction of 5 points. The timing will be determined on the basis of the last rider on the field to the first rider off the field.
- Helmets may be required - subject to local law.
- Use of lights and/or flashers is at the discretion of the Units. There will be no credits given or penalties assessed for their use –unless they are not uniformly used by each vehicle.
- No sirens or other noise making apparatus will be allowed.
- There will be no use of body signals, audible signals, radio signals or any other signals given to Unit members during the competition drill.

-Unit, at its discretion, may use its standards and colors on vehicles, however no penalty or credit will be given. A special "color" vehicle may, or may not, be part of the drill –but--its actions will be judged.

-The number of drill formations in the each routine shall be at Unit's discretion, but must contain the mandatory four (4) basic formations performed such that the judges can easily recognize them.

PENALTY – 5 FULL POINTS - failure to do even one.

-Column of Two's

-Column of Four's -odd # of vehicles in rear rank

-Figure 8's – vehicles evenly spaced through 8

-Matching Circles -wheels must meet & match –even

spaces,moving same direction,even spacing

-A downed or out of place rider must act responsibly, so as to not interfere with balance of Corps Unit's routine. The rider must stay on the field for the balance of the routine duration, or a 5 point penalty will result if he leaves the field prior to the expiration of the five (5) minute minimum. The rider must return to formation, at original position at the first possible opportunity. The Unit has the option to close up the position or to ride with a phantom rider.

-If a vehicle or rider exits the field prior to unit's completion of routine the judging & timing ceases. (except in case of severe injury where rider needs medical assistance. Captain will be given option of starting

over or continuing on with no further error penalty, if timing can be re-

established).

-For the category of Performance of Drill, the subjective judging of their overall cohesive performance of the unit will be divided among the four Field Judges as follows:

Chief Judge #3 - evaluate all areas under this category for

Reference only – to be used at conclusion of Drill.

Entry Judge #4- evaluate Variety of Drill only

Side Judge #5 - evaluate Execution of Drill only

End Judge #6 - evaluate Difficulty of Maneuver only

Asst Ch Field Judge#7 – in training for next year as Chief Judge free to oversee each judges' duties & backup Judge 3.

-The judges will gather centerfield immediately following a Unit's routine, to finalize the rating each Unit's Performance of Drill.

-See Addendum A -Judges Instructions

-There will be no averaging of the scores in this area. This is a subjective evaluation of how a former(or current) competent seasoned drill rider, who is now a peer judge, perceives the Unit's overall performance in his category *in comparison to* other units he has seen thus far.

This system –established in 94 – is the reason the MCMSA Unit total scores will vary greatly from year to year. The judges will compare all units by the first one or two they see each day, but, they are not aware of what is to come later, so, scores start in a "mid range" to insure they can go up or down later.

Thus, if the 1st Unit is very good –All Unit total scores will average low that day. If 1st routine is fair, all total scores will average much higher.

-Upon completion of the field drill, the Corps Unit must clear the exit area. Those participating in the obstacle course or slow ride should proceed to that area for sign up and scheduling.

Obstacle Courses - See Addendum "A" –Judges Instructions

2 Wheel Course and Multi Wheel Course laid out per IASMC standards.

Slow Ride Course – See Addendum "A" –Judges Instructions

2 Wheel "Only" Course laid out per IASMC standards.

SHOWMANSHIP ONLY RIDE: Purpose to encourage new or small units to participate. Any size unit over 2 vehicles can be mixed sizes or shapes. Must be members but not from another participating unit. Use drill field after all competition units are done for a 5 minute max. They must do a safety inspection before going on the drill field. They will be judged by individuals picked at random. This is for fun no trophies.

MIDWEST SHRINE MOTOR CORPS ASSOCIATION

Addendum "A"

JUDGES' INSTRUCTIONS AND SCORING

Overview to Shrine and M.S.M.C.A.

Welcome and thank you for lending us your unbiased eye and judgement in order to judge approximately 12 to 20 of our motorized units, competing for honors in this year's Midwest Shrine Motor Corps Association's annual competitions.

Throughout the year, the main function of these Units is to provide local fun and entertainment at parades and festivities in our 5 State and 3 Provincial areas of USA and Canada.

As Shriners, we support 22 Shriners' Childrens Hospitals and Burns Clinics throughout North America. Each Unit works hard for the Shrine cause, and even harder to compete here.

This competition is just one of many regional Shrine Motorized competitions in North America, and within these regions, each Shrine is host on a rotating basis. In addition to the regional competitions, there is also an Imperial (All North American) competition held in July of each year. The Imperials are rotated amongst the various regional Associations.

Selection of Judges

The MSMCA Director of Judging, President, and 1st VP are responsible each year to provide a smooth continuity of trained judges.

-Inspections: Two strict military style Inspectors will be chosen by the President for the static inspection of the rider and machine.

-Field: Five judges –Chief Judge, Assistant Chief, and 3 field judges. All should be seasoned competitive MSMCA close drill riders selected from a "pool of qualified members". Four of the judges will be used, with the Assistant Chief "training" to become Chief the following year.

--With approval of the Director of Judges, the 1st VP appoints the Assistant Chief for a two year term whereby the 2nd year of the term he will be qualified to be Chief Judge. The Director of Judging will be responsible for selecting the three remaining field judges.

-Obstacle courses (2) and Slow Ride (1) fields will be manned by 2 judges each. The Head Judge of each field was appointed the prior year by the 1st VP to serve for 2 years –this being his last year under his President. The Assistant Judge in each field is serving his "training period" under his Head judge -being selected by the 1st VP for a 2 year commitment by the 1st VP.

-There will be a Judges Briefing prior to the Competition to make sure that each judge understands his responsibilities and the MSMCA scoring rules & procedures outlined herein. At this meeting, you will be furnished with a sample of a completed score sheet of a simulated competition.

-All Judges are invited to the Awards Banquet to receive recognition for their efforts, as well to see the results of the competitions and the presentation of the trophies.

Competition Overview

The MSMCA has developed a set of written Competition Rules, Regulations and Operations available to each member of the Association. This Addendum is a part of the Rules, etc.

-Each Inspection Judge, Field Judge, and Head (Obst –Slow) Judge will receive a set of score sheets, and necessary equipment to do their job, at

the start of the competition. Make sure that the name of the Unit on the score sheet corresponds with the Unit that you are reviewing.

CLOSE DRILL COMPETITION consists of 2 parts:

- a) Military Inspection of the riders and their vehicles, and
- b) Precision Drill Routine conducted on a 150' x 300' field.

-Each Judge has the same duties and responsibilities throughout the day. Consistency in scoring is heavily stressed.

If you are tough on one Unit –be the same for ALL!

INSPECTIONS

-Units will line up in their assigned order of competition. They are expecting a good "military style" inspection, but this inspection "time" is limited to an maximum overall time of "one minute" per person for judge 1 one minute per vehicles for judge 2 –this means that you have approx 8 minutes maximum for a Unit of 8, etc. Split it up however you wish. After dismissing the unit, your paperwork can be finished and comments made. Units then prepare to start their Drill.

-Procedure – When you are prepared to start, both judges approach the Unit, the Captain will approach you with his report & salute. Judge 1 will inspect the Captain, then his Lt. who may accompany Judge 2 to inspect the vehicles. Unit will be at "Parade Rest", but, as Judge 1 approaches each member, he will come to "Attention" until Judge 1 moves to next in line at which time the rider will resume "Parade Rest". Any "overall reviews of unit" will be done while Unit is "at Parade Rest"(This does not mean "at ease"!)

PRECISION DRILL

-The 5-10 minute field routine performance is scored two different ways.

(1) An objective "penalty type" of a system which means that if a mistake occurs in Spacing, Alignment, Posture, Rider Error, or Ease of Handling, - a mark, or "gig", is given for each. Scorekeeper will do the rest.

(2) You will use a subjective "reward type" rating system that will "rate" each cohesive Unit for by how they performed that day "*in comparison to*" the other Units you have seen that day in three categories:

Variety, Execution, and Difficulty.

-Procedure

-Each Unit is introduced by an announcer as they start the drill, providing the spectators with a bit of their history.

-Judges must concentrate their eyes and ears every moment during each routine to detect an individual or Unit flaw, and mark that flaw on their score sheet.

-At the conclusion of each routine, Field judges will meet centerfield and subjectively and collectively rate the Unit's performance.

-The competition goal of most Units, is to be the best overall (of all units competing) and receive the High Point Trophy at our awards banquet. At times 1/3 of a point makes the difference between 1st & 3rd in the scores. For a Unit of 6 – that would be 2 "gigs" in the penalty area -or less than 0.5 mark on your subjective ratings score.

Obstacle Courses –Slow Ride –Scoring is separate, with separate trophies for winners in each class. Entrants must stand inspection!

-The Obstacle Course Judges will time riders from each Unit, working their way through one of 2 set courses of pylons (2 wheel & MultiWheel). The combined times (less penalties) of each Unit's fastest 2 riders is rated.

-The Slow Ride is for 2 wheelers only. The object is to see who can spend the most time on a set 30' x 30' field from start line to finish, without touching feet, sidelines, or dumping. Slowest man wins per classification.

INSPECTION JUDGES

Judge # 1 - Personal Inspection Judge

Procedure

-Failure of a Corps Unit to be prepared for inspection at its scheduled time, will result in a 2 1/2 point penalty being assessed, - note in the space provided on the score sheet. Unit will be reassigned to the last position on the schedule for inspection and performance.

- Approach the Captain with the Judge #2 for salute and report.
- Verify the number of participants in the Unit.
- The Unit Captain may select a lieutenant to accompany the Equipment Judge, but he must stand personal inspection first.
- Unit members will be standing at "Parade Rest". As you approach, each will come to "Attention", then will resume "Rest" after you pass to next member, and remain that way while judged in a "group view".
- The inspecting officer may or may not choose to question members.
- Consistency in your standards between Units is stressed throughout.
- The Captain of the Unit normally accompanies you for the personnel.
- Scoring is on deduction system. One fault means one "gig" or mark on sheet. A severe case could rate a "gig" in more than one category.
- Deductions in each category will be totalled and averaged by the number of riders inspected. This will be completed by the scorekeeper.
- There will be sufficient space on the score sheet for you to make positive comments or explain reasons for the deduction. Each Unit will receive a copy of the score sheets.
- Upon completion of the static inspection, complete your discussions with the Captain, dismiss him, and complete your score sheet, and review your marks for clarity. Sign and time the score sheet, and give the sheet to courier. You may then proceed to the next Unit.
- Please don't provide a view of scoresheet to anyone, but scorer.
- It averages about 17 minutes to announce, perform, and score the field drill after the inspection, so, you can pace your inspections (and breaks) accordingly. Think ahead and notify captains of upcoming units if, and when, you plan to take a break so they can plan for you.

Scoring

- Late Start -2 1/2 point penalty for failure of Unit to be prepared for inspection in a way that it will slow down the Field Competition. Note penalty in the space provided on your score sheet, where it will be transferred to the summary score sheet. The Unit will then be reassigned to the last Unit to perform for the day.
- Uniforms (10 points)
 - Inspect for: neatness and cleanliness, free of spots and dirt, dust, general appearance and style, pin positioning, & overall uniformity.
 - Uniformity within a unit is stressed.
- Personal Grooming (5 points)
 - inspect for: grooming, posture, shave, shoes
 - Fezzes must be clean and worn straight, "gig" for a tilt of fez, Tassel not hanging properly or clipped square at bottom. A maximum of two tassel holding pins or jeweled bands will be allowed and there must be no other pins on the fez. No deductions for -two (2) rows of lettering, -different styles and color shades of fez. Differences occur depending on when the member was admitted to the Shrine.
 - Since the fez is part of the uniform, a severely crumpled fez with jewels missing could warrant a deduction under neatness, general appearance or both.
 - Haircuts & beards -neat but, -to fit individual, not military standards.

Judge # 2 - Equipment Inspection Judge

Non-Uniformity of Vehicles

- Non-Uniformity among vehicles will be assessed a Penalty of ONE FULL POINT. Guide: If they look the same -they are the same
- Approaching the vehicles you can generally assess if the vehicles are the same color, model, size, and appurtenances. Age matters little if they look the same.

- If "non-uniform" mark the box at the bottom of scoresheet and then no further penalties will be marked against this unit on differences in color, model, size, or appurtenances. Alignment will be assessed from the front extremity only.

Procedure

- Approach the Unit Captain with Judge #1.
- Accept report from the Captain of any last minute equipment violations or damage resulting from parade or transportation to the field, that could not be reasonably remedied. These are not to be penalized, if, - in your opinion, they are reasonable. - Long lists are not reasonable!
- The Lieutenant of the Unit may accompany you for the inspection of the machines.
- The inspection is a three (3) foot stand off visual inspection, but, at times, vehicles are lined up tight. You may pass between vehicles but not look under or touch.
- No deductions will be assessed for exhaust pipe bluing and tiny chips or minature scratches in the paint. Parade vehicles!
- The judging of the equipment is same sequence as the personnel.
- Consistency in standards between Units is stressed throughout day.
- The scoring is on a deduction system. One fault means one mark (or gig). A severe case could rate a mark in more than one category.
- Any space left blank means that no deductions were made.
- Deductions in each category will be totalled and averaged by the # of vehicles inspected. - By the scorekeeper.
- Sufficient space on the sheets is provided for you to comment on the vehicles individually or as a whole. After the Awards, each Unit will be provided with a copy of the score sheet.
- After completing a Unit, review your score sheet for clarity of marks, sign & time the sheet, then turn it over to Judge #1 for forwarding.

Scoring

- Please follow the format on the sample score sheet of the simulated competing Corps Unit.
- Use your good judgement and sharp eyes.
- EQUIPMENT CATEGORIES -(ten (10) points)
 - alignment and general appearance, clean and polish, general condition. The age of the vehicles should be considered when judging the condition. You could inquire from the Captain or Lt. as to the year of the equipment if you think it is necessary.
 - Uniformity among the vehicles is stressed

FIELD JUDGES

Selection

- Intent**
 - To utilize the wealth of expertise in the MSMCA by forming a pool of seasoned competitors drawn from all Units within the MSMCA to act as our own Peer Judges.
 - To provide continuity from one year to the next.

Process

- To provide this continuity, The Association Executive Committee

has appointed a Permanent Director of Judging and an Assistant Director of Judging to assess our judging requirements, duties, and competence.

-The Director of Judges will also: 1). Approve any Judges appointed by the President and 1st VP, 2). Gather, qualify, and maintain a "pool" of Field Judges supplied by the Units to fill in the other 3 field judges needed for each competition, & 3). Make sure there is no more than one Field Judge from any Shrine or Unit during any competition.

-The President, each year, will select 2 Inspection Judges, 2 Shine-n-Show Judges, and reappoint 4 Judges he selected last year to be "Assistants". These returning 4, by their prior "training", will then become the: Chief Field Judge, 2 Head Obstacle Course Judges, and a Head Slow Ride Judge, -All of whom served as Assistants last year.

-The 1st VP will appoint an Assistant Chief Field Judge, 2 Assistant Obstacle Course Judges and an Assistant Slow Ride Judge –each for a two year commitment.

-Each Shrine, or Unit, will submit, each year, two qualified names from their various Corps Units, to the Association Secretary to form the "Field Judge Pool" from which -the Director will draw the additional 3 Field Judges needed each year.

-In all, five (5) field judges will attend the Judges' Briefing before the competition. A Chief Field Judge, Assistant Chief Field Judge (in training), and the three others appointed by the Director. The fifth judge will act as an Alternate (last minute fill-in for any field judge position), should it be necessary. Generally, this will be the Assistant Chief Judge.

-Each judge will maintain the same duties and responsibilities throughout the day of the competition for **consistency**.

General Procedures

-Score sheets will be distributed to each judge at start of the day.

-A judge is not to move onto the field while a performance is in progress, however he may move back and forth along his sideline.

-The Color/Standard bearer(s), if used, may or may not be part of any maneuvers.

-An announcer will be providing a commentary during the performance for the benefit of the spectators. The commentary does not form part of the field drill, and no points will be for or against it.

-Each captain may inspect the field for a maximum of 5 minutes immediately prior to his units performance. Criteria – must be accompanied by an appointed competition committeeman, not to interfere with judges conference centerfield and any delay caused by this inspection will be subject to a late start penalty by judge 4.

Scoring and Execution

-Posture - slouching, sloppy, turning head, etc- per occurrence unless same rider has poor posture throughout the drill, in which case –
- 1 "gig" or mark.

-Ease of Handling – Is rider in control of his machine, jerking or having difficulty in maneuvering? One "gig" per occurrence.

-Interval & Distance – look for consistent and equal spacing between machines & rows, columns and ranks aligned. One mark or "gig" per occurrence.

-Rider Error - out of place rider, spill, foot down, stall, equipment failure, collision, wrong turn, etc. One mark per occurrence.

-

Mandatory Maneuvers –Major penalty –5 full points (2/07) Unit Failure to execute any of the 4 mandatory maneuvers in an each recognizable form –by Chief Judge with consultation of others.

Scoring & Execution (cont'd)

-Deductions shall be given for anybody signal, audible signal, radio signal or any other signal given on the field, or any signal given by anyone watching from off the field. One mark/each time in "Rider Error"

-A downed or out of place rider and machine is your call, for the severity of the error. The rider's responsibility is - not to interfere with the balance of the routine. The Unit may choose to close up the formation, or ride with a "phantom" rider - No spacing penalties here! An out of place rider must return to the formation, in his original position, or move machine to a spot on the field where it will not interfere, but not off. First machine off the field stops the timing of the drill.

-Downed or injured rider needs help on field 2wh units will combine to pre-select 3 helpers on sidelines. If help can be given without interference to other riders or helpers, the performance continues without rider. Machine stays on field. If help interferes with safety of unit or helpers. Performance and timing stops until field is cleared(except machine) . Unit has choice to start over without rider or quit. No substitute rider.

-Judging in this section is strictly a penalty only system and requires broad vision and a quick pen throughout the Unit's "field duration".

-The scorer will divide each mark on your score sheet in the above areas by the # riders/vehicles on the field to arrive at the "final score". A space left blank means that no point penalties were assessed.

-The **scoring** starts when the first machine enters the field and continues until the last machine leaves the drill field (except a stalled or severely damaged vehicle) The **timing** of the routine **starts when the last machine enters** the drill field & **ends when the first machine leaves** field.

Performance of Drill

This system encourages Units to sharpen up their Execution, increase Variety, and try something with more Difficulty.

Each of three categories will be judged on a 0 to 15 point scale (in reality it is 6 to 15 points) strictly on your overall assessment, compared to the other Units you have watched thus far today. You will see (what seems like) a lot of Units competing during the day, so remember, when rating the first Unit of the day, the standard should be set for the balance of the day. If the rating is extremely high (15) or low (0), there is no room for a better or worse rating, should you see one later on. Generally, a seasoned judge who has been in prior competitions himself, will start out the day with a rating of somewhere between 8 to 11. **Half or ¼ points are permissible** and most likely necessary later in the day.

These scores will not be averaged, either by the number of participating riders, or by the number of judges.

Variety of Drill -rate 0-15 points

-Scored by Field Judge #4, on his score sheet with consultation from the Chief Judge after completion of that Unit's performance.

- How many different formations over the mandatory, rather than a repetition of the same maneuvers. How Showy, --or Entertaining?
-by comparison to others you have seen thus far today.

Execution of Drill - Rate 0-15 points

- Scored by Field Judge #5, on his score sheet with consultation from the Chief Judge after completion of that Corps Unit's performance.

-Look for the Unit's overall technical execution & smoothness of the whole routine & the transitions in and out of formations in comparison to the others you have seen thus far today. A simple one well done rates higher than a complicated routine done poorly or average.

Difficulty of Maneuver- Rate 0-15 points

-Scored by Field Judge #6, on his score sheet with consultation from the Chief Judge after completion of that Corps Unit's performance.

- Look for the complexity of the routine and overall difficulty of the individual formations performed by the Unit, in comparison to the other units you have seen already today.

Completion of the Score Sheets

-After a routine is completed on the field, each judge will check the legibility of his score sheets for his marks, sign and time the score sheet, make any personal comments to the Unit in the space provided and then meet with the others centerfield for a conference with the Chief Field Judge for consultation on his subjective evaluation of his category. This should take approximately five to eight minutes.

-In the event of a significant difference in the evaluation between the Chief Field Judge and the individual Field Judge, in 'his' category, quick compromise on that category rating will be reached before final evaluation is recorded. If compromise is not possible –the Chief's word is Final.

-The Chief Field Judge will then collect all 4 score sheets.

-At the end of all competitions, any suggestions and recommendations by the judges would be appreciated by the Executive Committee.

Chief Field Judge #3 - Review Stand

Responsibilities

- Coordinate the Start of each routine. Make sure all judges are ready. Signal Entry/Timing Judge #4 to proceed.
- Watch carefully to see that unit complete the 4 mandatory formations! If unit fails to do an easily recognizable mandatory maneuvers, mark the penalty box after checking with others.
- Objectively judge the riding abilities of each rider and assess points where required in the four categories of error or inconsistency.
- Subjectively evaluate all three (3) categories of Performance of Drill. Each of the other three judges will be concentrating and evaluating only one of these categories.
- It will be your responsibility immediately after each routine to assemble the other three judges (5 to 8 minutes) to decide and finalize, the subjective scores only, for the Performance of Drill categories. Example: confer with Judge #4 on the Variety of Drill category and agree on a value for him to mark on his score sheet, but only for that category, etc. If a disagreement between your evaluation and the other judge cannot be negotiated in a short period, the Chief's word is Final and the other field judge will revise his value.

Field Judge #4 - Entry and Timing

Responsibilities

- Start each unit and check # riders with your sheet.
- Record the time spent on the drill field with the stop watch provided. See the procedures and penalties below.
- Objectively judge the riding abilities of each rider and assess points where required in the four categories of error or inconsistency.
- Subjectively evaluate one of the three (3) categories of Performance of Drill, being the *Variety of Drill* category. (See Page 7)
- You will be instructed by the Chief Field Judge to assemble with the other three judges (five to eight min) to decide and finalize, on a subjective score for your category of the Performance of Drill. Confer with Chief Field Judge #3 on the *Variety of Drill* category and agree on a value for you to mark on your score sheet, but only for that category.

Field Judge #4 (Cont'd)

Procedure

- Give the Unit Captain authority to proceed, after Chief Field Judge ensures you that all judges are ready.
- Commence stop watch when the last vehicle enters the drill field or after 30 seconds has elapsed from the approval to start. Stop the watch when the first vehicle is completely off the drill field Record!
- Assess penalties if necessary.

5 full points for being under 5 or over 10 minutes on the drill field.

Field Judge #5 - Opposite Review Stand

Responsibilities

- Objectively judge the riding abilities of each rider and assess points where required in the four categories of error or inconsistency.
- Subjectively evaluate one of the three (3) categories of Performance of Drill, being the *Execution of Drill* category. (See page 7)
- Assemble with the other three judges (5 – 8 minutes) to decide and finalize, on a subjective score for your category of the Performance of Drill. Confer with Chief Field Judge #3 on the *Execution of Drill* only, category and agree on a value for you to mark on your score sheet, but only for that category.

Field Judge #6 - Opposite Entry

Responsibilities

- Objectively judge the riding abilities of each rider and assess points where required in the four categories of error or inconsistency.
- Subjectively evaluate one of the three (3) categories of Performance of Drill, being the *Difficulty of Maneuver* category. (See page 7)
- Assemble with the other three judges (5 to 8 minutes) to decide and finalize, on a subjective score for your category of the Performance of Drill. Confer with Chief Field Judge #3 on the *Difficulty of Maneuver* only, category and agree on a value for you to mark on your score sheet, but only for that category.

Assistant Chief Field Judge #7 -Roaming

This Judge's Scoresheet is not used in Scorekeeping EXCEPT In the case of emergency with another judge –or –backup.

Responsibilities

- To learn the duties and responsibilities of all Field Judges and most especially the Chief Field Judge whom he will replace the following year. This is a training year.
- Fill in your scoresheet the same as your Chief. Be prepared to be BACKUP to Chief on all scoring and mandatory formations in case A problem arises with the chief's or other judge's scoresheet.

OBSTACLE COURSES (2) –Head Judge and Assistant for each Courses

- Narrow (2 Wheel) and Wide (Multi-wheel)
- To be set up in accordance to IASMC standards whenever possible.
- Alterations **should** not reduce the effectiveness or the maneuverability requirements of the standard.

Riders & Vehicles

- Any Unit rider and vehicle completing the static inspection or safety inspection may enter this competition.
- It will be expected that each rider will know the rules and course layout so that further discussion with the judge is unnecessary.
- No equipment or appurtenances are to be removed, adjusted or added on the machines used in Drill.

- Safety helmets must be worn by all riders.
- Each contestant may walk the course prior to competing.
- Any contestant riding this course prior to competition will be disqualified

Procedure

- Contestants approach Judge to print & sign their names on a sheet representing their Unit.
- Units or groups of riders are allowed to "walk the course" for a period of not more than 4 minutes. Announce ahead!
- Call each rider when it is his turn "on deck". The Timer will ask contestant to "start when ready". He has 20 seconds to start.
- The rider must start from dead stop having the front extremity within two feet of start line.
- Rider must follow the course in the exact sequence and direction as layout and must stay within the pylons.
- Rider is disqualified by leaving the course pattern and not re-entering the course at the same place where he left the pattern.
- No penalty for the rider's foot touching the surface.
- On exit, the rider must stop his machine inside a ten-foot area beyond the finish line for 2 wheel or at least one axle for multi-wheel or the rider is disqualified.

Timing and Penalties

- The course is run on a time basis, starting when the front extremity of the machine crosses the starting line and ending as the same extremity crosses the finish line.
- The time is recorded individually for each contestant.
- A Penalty of one (1) second will be added to the contestant's time each pylon knocked over or moved so judge has to reposition.
- The lowest 2 scores in a unit will be combined for Unit score.
- The lowest 2 unit scores in each class vie for 1st & 2nd Place.

SLOW RIDE –2 WHEEL ONLY –Head Judge & Assistant

Course – IASMC standard. 30' x 30' with a 20' partition down the center Starting from the Entry/Exit line.

- The object is to complete the course in the longest period of time.
- Each 2 Wheel classification will compete within their own class for one Trophy.
- Longest time for one rider in each class is the trophy winner.

Rules

- All riders/vehicles from each two-wheel unit can participate, but, must have participated in the personal and equipment inspections or safety inspections
- Participant must use the same vehicle he used in the inspections.

contestants.

- The time starts when the front extremity goes over the start line, and stops when this same extremity crosses the finish line.
- Rider will enter on the left and ride clockwise to exit on the right.
- Time stops when:
 - A riders' foot (body part) touches the ground.
 - the 2 wheeled vehicle falls over and touches the ground. (a scraped kickstand or roll bar does not count)
- A rider is disqualified if he (or the bike) go outside the course lines
- Safety helmets must be worn by all riders.

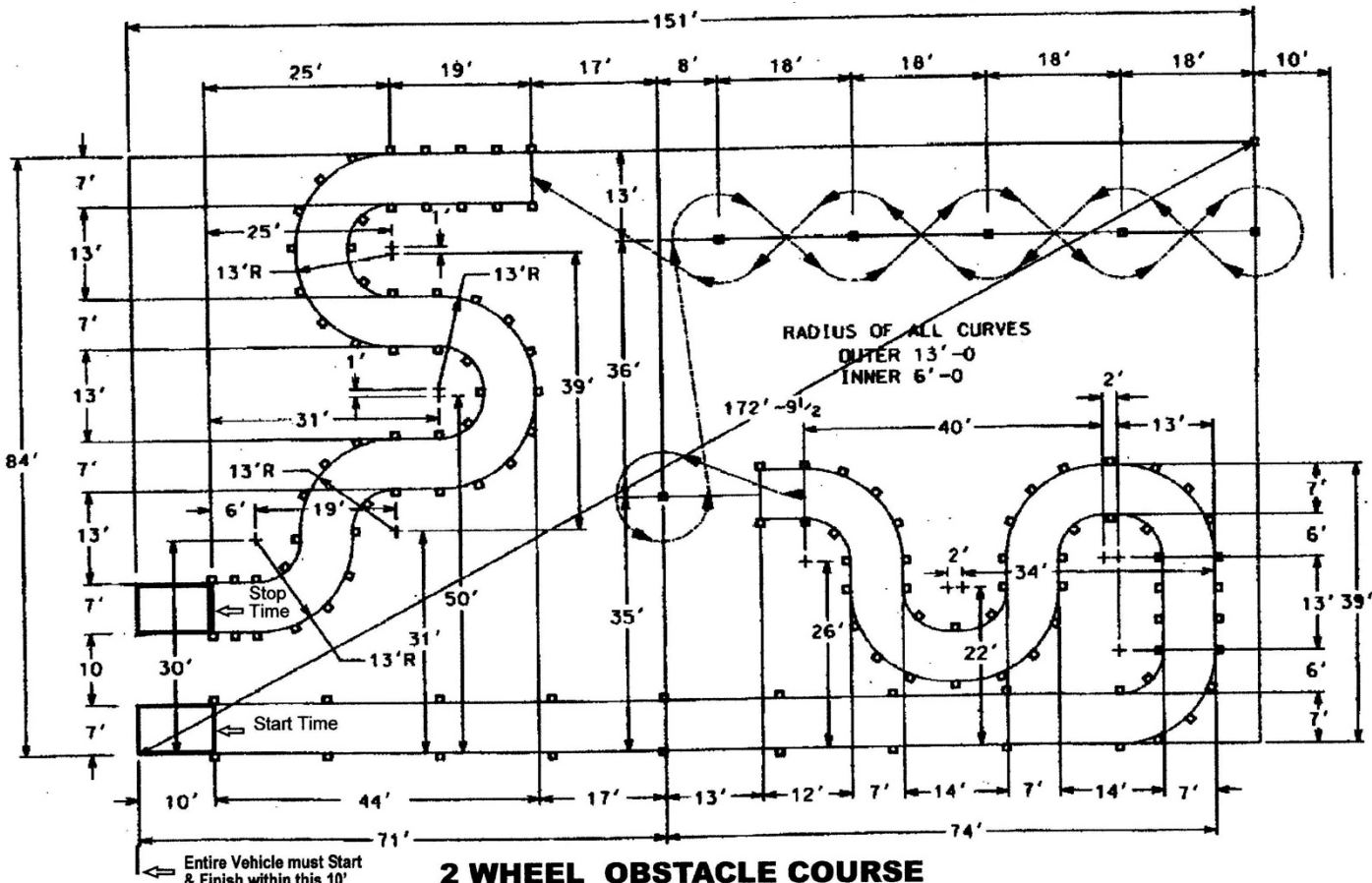
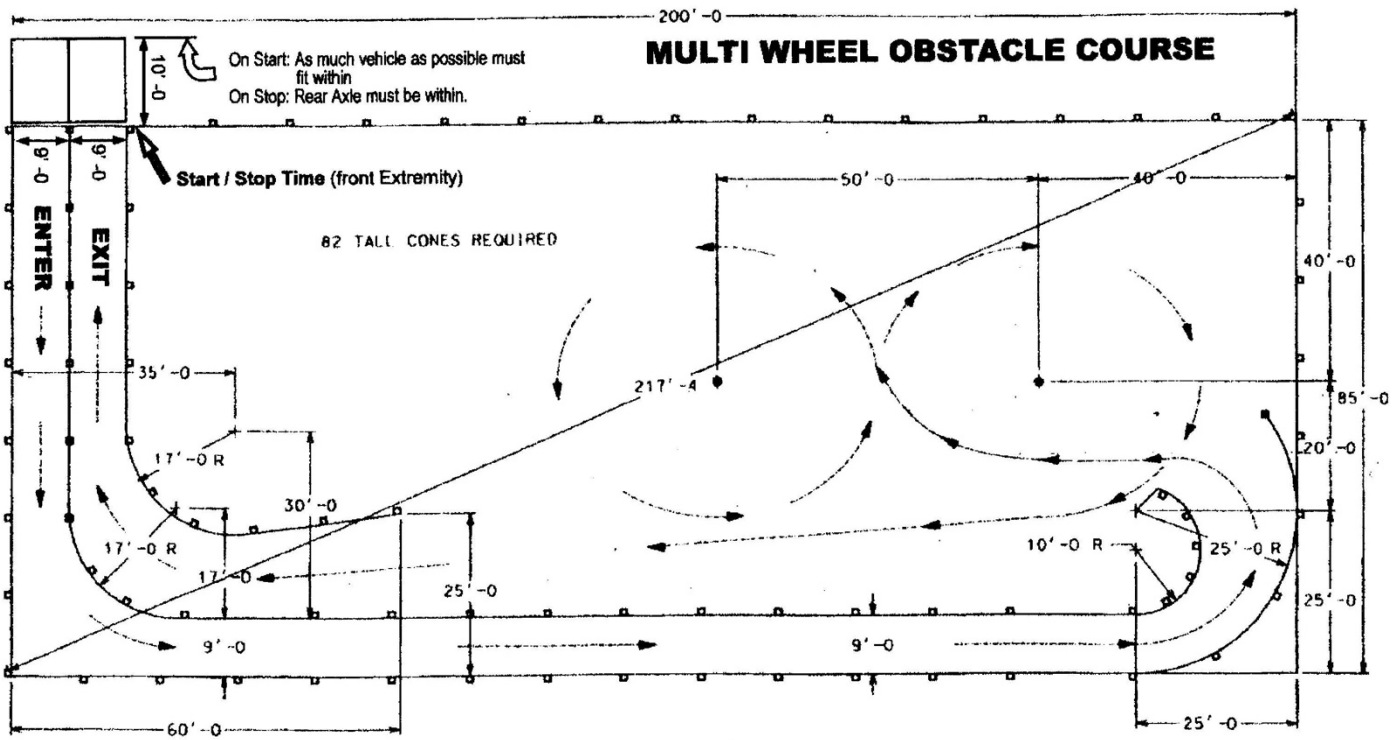
Rules: Members wishing to participate in the slow ride or obstacle course but were not in the drill field competition only need to have the appropriate personal safety equipment and may use a vehicle of his drill team unit for the obstacle course and slow ride course. If the member has his own vehicle it needs to be safety inspected.

RULE CHANGE: APPROVED 2017 SUMMER SESSION

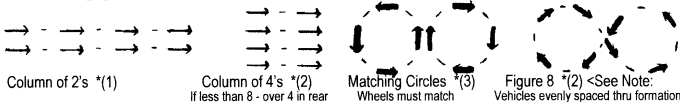
There will be no more draw for competition.

In its place is assigning order of competition that matches MSA HOST LIST. Also, multi wheels go first in odd years and two wheels go first in even years.

-FIELDS



OP LINE - MSMCA MANDATORY! Must be recognizable



- MSMCA FIELDS

10 >

INSPECTION AREA
 10 LINES—20' X 50' MINIMUM

SET UP so men don't face Sun!

9 >

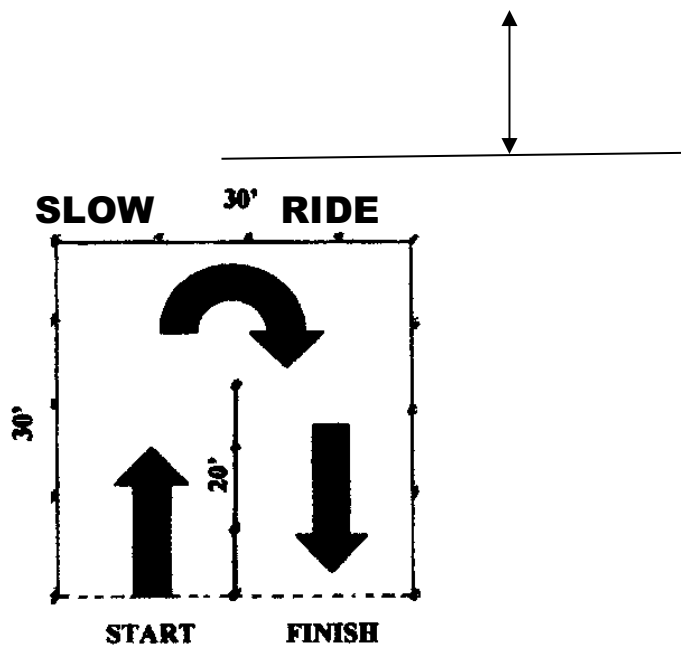
Check with President for line-up sequence of Name Cards in Trailer. New name cards might be necessary.

< REVIEW STAND w/ SPEAKERS >
Either Side -- Notify Captains

NO CENTER MARKINGS

335' -5>

30' Entry



DRILL FIELD

150' X 300'

NOTIFY CAPTAINS if field
Is different SIZE -30 DAYS B4.