

Middle Of The Track



Marshals Handbook



Version 1

April 2022

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Upon Arrival

Sign On

To be able to marshal, you MUST sign on the Officials sheet.

Clothing

When marshalling, it is compulsory all limbs are covered, and a high visibility jacket is worn. This includes members working on the start line and breakdowns. Refer to page 19 rules 5.2.1 and 5.2.2 in the rule book for more information.

Marshals Briefing

At the beginning of a race meeting, the Chief Track Marshal is expected to hold a marshals meeting. By attending this meeting, you will be allocated a post and you will find out who you will be marshalling with.

It is recommended at least two marshals are on a post.

Refer to the Marshals Brief sheet for information that needs to be communicated to the marshalling team before racing starts.

On Your Post

On your marshals post you should find:

- Fire Extinguishers
- A bucket of sand (for oil spillages)
- A seatbelt cutter
- A set of flags
- Safety glasses (optional)

If any of these items are not present, speak to the Chief Track Marshal / Safety Officer / Chairman before racing starts.

When waving flags, make sure you stand **behind** your marshals' post **at all times**.

The Flags – And When They Should Be Used

Make sure all flags are not visible to racers whilst not in use to avoid confusion

Red Flag – Stop Racing / Don't Start Racing

If there is a rollover or a severe obstruction on track causing danger to drivers, marshals or spectators, racing should be stopped. Allow time for stationary cars on the racing line to move.

If there is a start line infringement, red flag the race immediately. This includes dangerous driving off the start line and problems with the bungee or track.

If marshalling on the corner after the finish line, it is advised to put your red flag out once the lead car has taken the chequered flag to avoid a lap of honour.

If you have mistakenly raised your red, keep it up and explain it was a mistake. If one corner has a red flag up, all red flags should be up.

Yellow Flag – Obstruction on Track

If there is an obstruction on track that is not a danger to anybody, wave your yellow flag. For example, if a track marker has been knocked into the middle of the track, or a car is stationary off the racing line a yellow flag should be waved.

Blue Flag – Mechanical Default

If a vehicle is producing a lot of smoke / steam, has damage to wheels / tyres or has loose car parts / panels issue a blue flag.

Black Flag – Driver is Disqualified

A black flag should be issued if a driver: has hit three or more track markers on one corner on the same lap, has caused a race stoppage, drives on the infield at racing speed, hit one or more track markers and gained a position, continuously makes contact with other cars, receives two green flags, takes another car out of a race or races under red flags. A black flag must also be issued in the pits.

All cars must be under their own control on the start line. Any movement before the bungee should be treated as a jumpstart. If the driver loses any advantage gained before the first corner, the Chief Track Marshal can allow the driver to continue.

Green Flag – Driver Is Docked Two Positions

If a driver hits two track markers, uses excessive contact to pass a car, or hits a car numerous times then issue a green flag. Issue a green flag on the corner of the offence.

Yellow Flag With Black Cross – Last Lap Flag

This flag should be used when the leading car passes the finish line for the penultimate time.

Chequered Flag – Race Finished

The chequered flag should be used when the leading car completes the last lap. When the last car has crossed the line put the red flag up. If a car is a lap down but takes the chequered flag, ensure they receive their points and instruct them to exit the track.

White Flag Red Cross / Green Flag White Cross – Ambulance on Track

The ambulance flag should be raised high when there has been a rollover, or an ambulance is required on track.

With the exception of the Ambulance flag, you should wave your flags low to the ground, so the drivers can see them.

Stay behind your marshals' post at all times when cars are racing.

The Track

Ambulance

Before racing starts check the ambulance crew are ready by using a radio. There must always be ambulance cover whilst a race is underway.

After long periods of downtime, always ensure the ambulance team are ready before resuming racing.

Track Markers

It is advised that a meeting runs with 3 tyres and a cone on the inside tyre. The tyre should be considered part of the track, and the cone is the track marker. A single cone can also be used as a track marker.

The track markers should be spaced out to guide a smooth bend. If the track markers are too close together cars will hit multiple, however if they're too far apart, drivers will lose the direction of the corner. Similarly, a sharp corner encourages contact, and a smooth corner results in less collisions.

Start line

If the track is causing drivers to have little or no control over their cars, stop racing and begin track work. Start line marshals should monitor the start line to make sure no ruts or craters are affecting the race starts.

Track Equipment

It is vital all track equipment (tractors, breakdowns and rollers) and race cars are within the designated area before the race starts. They should remain here until the race is over. All vehicles on the track must be kept to a minimum. Once it is safe to do so breakdowns can recover cars. Make sure all drivers keep their helmets on when being towed.

Start Line Procedure

Make sure there are no vehicles, debris, track markers out of place or obstructions on your corner. When your post is clear raise your yellow flag. When all cars are lined up and the start line is clear the start line marshal should raise their yellow flag. Once checking all yellow flags have been raised, the wind-up marshal can then lower their red and raise the yellow, making sure they remain behind their marshal's post. The wind-up should be on the first post.

Incidents

Rollovers

If a car has rolled over, stop the race immediately. One marshal should ensure the other cars stop by waving the red flag, whilst the other runs to the accident with a fire extinguisher. However, the running marshal MUST make sure it is safe. Once at the car, look for dangers for yourself and the driver. Turn off the isolator switch and extinguish fires if necessary by aiming at the base of the fire and away from the driver. Stand at the front of the car, tell the driver not to move and to continue looking forwards. Make NO attempt to move the car or the driver until the ambulance crew have given clearance, or under extreme circumstances e.g., if the fire cannot be extinguished.

Stationary Cars

If a car has stopped on the infield, edge of the track or in the barrier, make a visual check (such as a thumbs up) from the driver to make sure they are okay. If no signal is received red flag the race.

Barriers

If a car has made contact with the Armco, check the Armco and surrounding posts are still in a suitable condition. If there is damage, racing will have to be stopped until the track is repaired.