



Marshalls Briefing



To be given by a designated Chief Marshall, or Clerk of the Course. Make copies available for Marshalls

1. Your Safety Is Paramount

Never turn your back on a race car if you are the only one on a point.

- If you are the only marshall on a point, face the track so you can see the track from both directions, thus seeing oncoming and ongoing cars.
- When attending an incident, always put the stricken car between yourself and oncoming cars.
- If there are two or more marshall's on a point, the two flag marshall's stand facing each other. The yellow flag marshall stands with his back to oncoming cars, the blue flag marshall stands facing oncoming cars. The blue flag marshall's secondary role in this case, is to watch the other marshall's back for any danger.

2. Clothing and PPE

- ALL personnel on the track **MUST** wear high viz at all times. No exceptions.
- Wear clothing that is suitable for the weather. A hat is recommended in sunny conditions.
- Do not wear open shoe's. Work boots are the recommended footwear.
- Do not wear clothing that matches the colour of the flags; this can cause confusion to drivers in the heat of battle. Borrow something suitable if you have to.
- Natural fibres are the safest, especially in the event of a fire. They are also generally warmer in cold conditions.

3. Marshall Emergency Equipment

Each marshall point should be equipped with the following:

- Flags, (minimum, 1 x yellow)
- High viz for each marshall
- Communication (RT or similar)
- Fire extinguisher(s). Check pressure and certification date. An expired extinguisher is more dangerous than nothing as it could **FAIL** when you need it!
- Leather/welding/fireproof gloves. Minimum 1 pair
- Razor/sharp knife (for cutting safety belts in emergency)
- Wire cutters (removing debris/wire)
- Flat screwdriver (removing panels to access fire seat)

4. Displaying Flags

From the ORANZ Rulebook....

FLAG SIGNALS

GREEN: Signals race start.

YELLOW: Held stationary – signifies an obstacle or obstruction ahead, retain position until past the obstacle, no passing. Waved – Extreme caution, reduce speed and be prepared to stop. Retain position (no passing) until past the obstacle. **Only the flag immediately preceding the obstacle is too held or waved.**

Once vehicles are past the obstacle or incident, racing resumes.

RED: IMMEDIATE STOP. May be used when a vehicle has rolled over or a fire occurs.

BLACK: Retire from the course immediately. Used in conjunction with a car number. Used in Short Course racing for matters of urgency only, e.g. A car is on fire or a competitor is driving dangerously putting others at risk. May also be used in Enduro / Long Course races for the purpose of a stop/go penalty

WHITE: Signifies vehicles are commencing the final lap.

CHEQUERED: Signifies end of race.

BLUE: Signifies that a competitor is being closely followed. Be prepared to be overtaken. This is an advisory flag only.

WHITE WITH RED DIAGONAL CROSS: Flag or board displayed at start/finish line of Enduro races only. To warn competitors that an official vehicle or ambulance is on the race

- The marshall with the yellow flag must never leave the point during a race.
- The yellow flag must always be waved while marshalls are on the track.

- When displaying a stationary flag, hold it high and hold a bottom corner of the flag to show the maximum amount of that flag to drivers to react to. (*demonstrate*)
- When waving a flag, do so in a figure 8 motion, rolling your wrist. Make the wave as big and obvious as you can. (*demonstrate*)

5. Attending an Incident

If two or more marshalls attend an incident, one of them must carry an extinguisher.

- Refer back to paragraph 1.

Injury

- Check the driver to see if they are conscious. If unconscious or hurt, **raise your arms and cross them over your head**; this signals that medical attention is required, and will be reported to Race Control by the point's radio operator. (in the event that there are no radios, or they are not working, make sure this signal can be seen at Race Control; stand on a car if you have to).

(A short briefing by the Medical Officer should be given at this point)

Fire

- Approach with the wind at your back, as far as possible.
- Isolate the fuel/ignition sources if safe to do so. Look for marked ignition and fuel isolation points. Prolite Class 8 trucks have contained panelling that make it extremely difficult to access the fire source. Look for the emergency FIRE access point.
- Aim the extinguisher at the base of the fire, set it off, and walk in towards the fire as far as you safely can. Work from the base up.
- Extinguish the fire if possible.
- Separate other fuel sources (cars, fauna) from the fire.

Disabled Cars

- Disabled cars may not be removed from the track during a race. If in a position to cause a danger to other drivers, the Point Chief is able to make a call on moving a car **ONLY** after reporting to Race Control.
- Rescue vehicles are under the control of the Point Chief. They may only go out on the Point Chief's advice.
- If a car is disabled and requires a tow, signal this by holding both arms out horizontally, until acknowledged. If it requires a trailer, move your outstretched arms up and down.

6. Incident Reporting

Report all incidents, however minor.

- Remember, too much information is better than too little! But don't be frivolous. Give as much information as you can, but don't give opinions. If an incident warrants it, the officials will discuss it with you later, and may or may not ask for your opinion.
- Always include car numbers in a report.
- In the event of a serious incident a standard ORANZ form (CS08 Accident/Incident Investigation Form) will be completed. You may be asked to help with this form.

7. Other Marshall Information

- The yellow flag marshall's responsibility is the track beyond the point, the blue flag marshall's the track before the point.
- If there is a waved yellow flag at the next point, hold out a stationary yellow at yours. When their flag goes to stationary, pull yours in.
- Before going out to your point, select, or ask the Clerk of the Course to designate, the most experienced person to be Point Chief. This person is in charge of the point, and will be able to make all decisions required, and is the only person to do so. The Point Chief must always remain on the point and is the only one to make reports to Race Control. This person is only answerable to Race Control, no one else.
- Report any abuse by drivers to Race Control as soon as you can; let Race Control handle it. **DO NOT** get into arguments with upset drivers.
- Take your own food and drink with you to the point, you could be out there all day. No alcohol!!
- Any questions?
- Be careful, have fun.