



**STIRLING MOSS TROPHY SPRINT
NORTH WEALD
SUNDAY 12th SEPTEMBER 2021**

Marshals Instructions



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Forward

I would like to thank everyone for coming out to help us. We are now getting used to our new ways of operating and this year will be very similar to how we operated in 2020. In line with the current Motorsport UK guidelines we will still be operating in a minimal contact way so all signing on and paperwork issue will be done electronically in advance and penalties will be reported via radio. We all have one aim – to keep motorsport up and running – so we must rely on everyone involved, officials, marshals and the competitors to understand that and make our life easier by complying with the current guidelines that we must adhere to and be seen to be complying with. This document contains procedures for the various roles and we ask that you understand what is needed to perform your allocated tasks.

Remember: those not from the same household should maintain 2 metre social distancing as far as possible and there must not be large gatherings. Everything we have put in place is to follow the guidelines laid down by both the Government and Motorsport UK. Please respect those who wish to maintain social distance or wear face masks and we ask anyone going to Race Control to wear a face mask as they will be in close contact with others.

The latest Motorsport UK guidelines for Speed events, dated 25th June 2021 are at [2021-06-25-getting-motorsport-back-on-track-speed-appendix.pdf \(motorsportuk.org\)](https://www.motorsportuk.org/2021-06-25-getting-motorsport-back-on-track-speed-appendix.pdf) .

We really appreciate your cooperation.

The Organising Team.

Quick Reference Guide

This quick reference highlights points, further detailed information is contained later in these instructions.

- No signing on, gatherings or briefings at venue, all done electronically beforehand.
- At their post marshals should take care to comply with current government social distancing rules with others who are not members of their household.
- When the on-line signing/scrutineering on form is completed the entry passes will be emailed out to you.
- Arrival instructions in a separate document has arrival details and map. Marshals/officials will be required to display/show their entry pass and then proceed to the right for access to the course. Competitors will continue to the paddock entrance
- Marshal allocation specified in covering email. Marshals asked to assist with the arrival of personnel and cars will be given the timings in the email, course marshals will proceed to their points by 8:30. Marshal equipment will be provided at the posts.
- Penalties are taking a wrong course or striking a cone with sufficient force to move it such that it needs replacing in its original location.
- Penalties will be reported by radio to control and marshals should keep a check sheet for reference but this will not be collected.
- Cars stopped on the circuit and any car shown a red flag, plus any safety issues should also be reported by radio.
- Marshals should not touch competing cars. If one stops in their locale they should approach from the front to get indication that the driver is OK and report to radio control to deploy recovery or rescue as required.
- If a following car on the course is approaching a stopped car they should be shown the red flag when they should immediately slow to non-competitive speed and continue slowly to the stop line being prepared to stop in necessary.
- Motorsport UK guidelines do not require PPE to be worn if 2m social distancing or protective barrier such as closed car windows is maintained however we recommend wearing gloves when handling any equipment. Face masks are optional but recommended if 2m social distancing cannot be maintained.

Marshals Procedures

General Instructions

There may be an easing in the legislative COVID restrictions before the event, however all of our procedures are based on the current government and Motorsport UK rules at the beginning of July.

There is no signing on and information/paperwork distribution or briefings at the venue therefore no need to congregate at the start. Marshals should therefore maintain social distancing, unless from the same household, and proceed directly to their posts. All the necessary information and briefing will be provided, signing on will be performed by electronic means prior to event.

The Chief Marshal will check everyone is on post and ready before competitive runs start and the required equipment at each post will be delivered to the post in a COVID-19 safe manner. Each post will be issued with a radio which should be used to report all penalties and incidents.

If a competing vehicle stops on course then the following actions should be taken:

- If there is another vehicle on the course and it is likely to be impeded by the stopped vehicle, then the Red Flag should be raised and shown clearly to the still competing vehicle which should immediately cease competing, slow significantly and proceed slowly back to the paddock/collecting area, being prepared to stop if necessary (Q15.1(j)). Radio control should be notified of any vehicle shown the red flag which will automatically be offered a rerun.
- The nearest marshal should approach the stopped vehicle from the front to elicit a 'thumbs up' from the driver who would normally remain in the vehicle. No attempt should be made to push, or make contact with the car. Marshals should not attend a medical intervention except to control the site, if intervention is required, appropriate PPE must be worn. Should it be necessary to deploy a fire extinguisher, then that can be done from a distance without contacting the vehicle.
- If a 'thumbs up' is seen then the marshal should signal this to other marshals in the vicinity with a raised arm.



- If a 'thumbs down' is seen, or there is no response seen then the marshal should signal to other marshals in the vicinity with crossed arms above the head, this indicates that assistance is required.



- The post marshal with the radio will report the response seen as 'OK' or 'NOT OK' to radio control who will take the appropriate action:
 - With 'OK' – Recovery will be deployed to deal with stopped vehicle.
 - With 'NOT OK' – Recovery and Rescue will be deployed to deal with the vehicle and driver.

In addition to the reporting of stopped vehicles, as detailed above, the post radio shall also report any other incidents to radio control.

Cone penalties shall be logged by the post radio and reported to radio control who will also keep a log. The results team will also log these penalties and the radio control will ensure that they have received the penalties as noted in his log. All the notifications will be by radio, phone or electronic means and no check sheets shall be collected or passed between individuals but should be retained for reference and notification by radio, phone, or electronic means if requested.

Cone penalties are defined as:

- A vehicle striking a cone with sufficient force to move it sufficiently that it needs replacing back in its original position. (*SC – Striking a Cone*)
- A vehicle taking the incorrect route at a cone gate or around a cone. (*WR – Wrong Route*)

When cones are moved requiring intervention/replacement the radio should also request a halt on cars starting. Radio Control will inform the radio car when the course is clear allowing marshals to do the necessary reconstruction which they should carry out wearing suitable gloves. On completion the radio car will inform radio control it is safe to continue.

Weather / Protective Equipment

While much of the current emphasis is on the necessary COVID-19 protection issues it must not be forgotten that this is an open air event and, as such, the weather conditions are an unknown element. Being in the late summer we could experience high temperatures and hot humid conditions, or it could be cold and wet. Therefore all attendees should be prepared for whatever is thrown at us.

Protective footwear and gloves is recommended for all marshals. If it is hot, then suitable protection from the sun is advised along with water or other liquids to ensure good hydration. If it is cold or wet then suitable adverse weather clothing and equipment is also recommended.

Radio

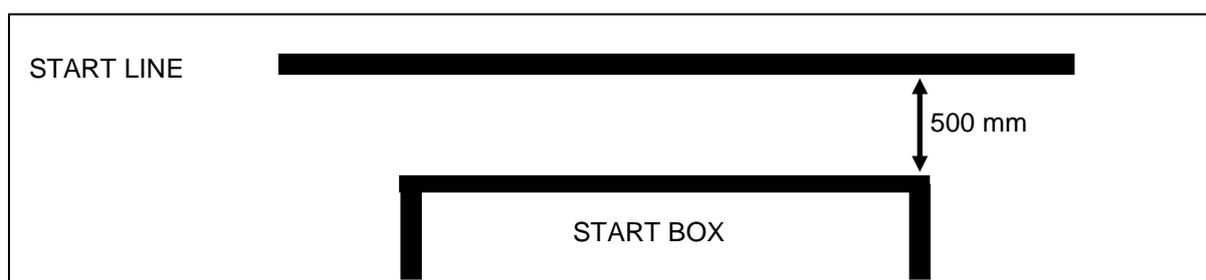
The event will be using dedicated radios supplied by the organisers.

There will be a radio at each marshal's post and a dedicated radio controller to control the channel for the purposes of:

- Reporting of penalties
- Reporting of incidents
- Course safety
- Marshals safety
- Event safety and any other necessary communication

Start Marshals

The start procedure to be used is known as the 'European Start Procedure'



The start line and start box are marked at the start. The start beam is located at the Start Line. The start box is positioned 500 millimetres behind the start line.

- The aim is for participants to stop with the timing strut approximately at the front of the box.
- It is not critical to achieve this and no moving of the car forwards or backwards should be done to change its position.
- A pole will be used to indicate to the driver where the box line is. The car will be driven up, approximately, to the pole under its own power.
- If the car stops too far back the driver will be asked to move forwards under its own power.
- The clear to start will then be indicated, as usual, by a green start lights.

Therefore one marshal should position the pole on the start box as an indication to the driver, it is not necessary to exactly line up the car to the pole. The marshals shall not touch or manually push/pull the car into position, it must be positioned under its own power in the box **approximately** at the front. Once the course is clear and the car is in position the lights shall be operated to indicate the car is clear to start.

Program of the Meeting

Paddock opens:	08.00.
All competitors checked into paddock by:	09.00.
All marshals checked on post by:	08.45
Convoy runs start:	09.30
Practice runs start:	10.00.
Timed runs start:	11.30 approx.
Results announced:	As soon as possible after completion of timed runs.

There will be the option for each competitor to participate in one convoy run. There will be one practice run followed by up to four timed runs, each competitor's fastest time run counting for the awards.

These timings or numbers of runs are subject to change if circumstances dictate.

Competitors will be able to walk the course before 8:45 and will have the option to participate in one convoy run. There will be one practice run and then up to four timed runs, each competitor's fastest time run counting for the awards.

There will be a lunch break of approximately 45 minutes after either the first or second timed run. The exact time and duration will be notified during the day.

During the lunch break competitors are asked to give priority to marshals in the food queue.

These timings or numbers of runs are subject to change if circumstances dictate.

Event Arrival

Passes will be checked on arrival to ensure only authorised personnel attend the venue. Competitors will be checked into the paddock area so that this information can then be communicated to the event secretary to know which competitors have arrived and will be directed to park sensibly and leave clear routes through the paddock area.

All authorized persons should have one of these passes on arrival and should be displayed on arriving at the paddock entrance.



Personal Protection Equipment

Motorsport UK guidelines do not require the wearing of PPE by marshals and officials where 2m social distancing or a protective barrier, such as closed car windows, can be maintained. We recommend wearing gloves when handling any equipment, cones, extinguishers etc., and if the 2m distance or protective barrier cannot be maintained then a face mask is recommended.

Lunch

You can pick up a voucher to the value of £7.00 at the GBMC trailer during the morning.

Contacts

Should you need to contact anyone before or during the meeting:

Secretary of the Meeting: Nick Cook - 07901973687