

M.M.A. MARSHALS HANDBOOK

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M.M.A. MARSHALS HANDBOOK

Introduction

It has long been recognised that without the active support of our dedicated bands of volunteer Marshals, the different disciplines of motorcycle racing could not take place.

Today's Marshal is a skilled and important member of the organisational team, who makes a valuable contribution to the success of the event. Quick thinking and sound judgement are qualities demonstrated at every meeting and nowadays the Clerk of the Course often has cause to be thankful for the knowledge that he can rely upon a steady stream of reliable information from the Marshals out on the course.

To encourage Marshals to achieve ever higher standards and to obtain a degree of standardisation of working at the various circuits as well as between the numerous clubs and Marshals organisations, more opportunities for training are being created and more training days are being organised.

The ACU Motorcycle Marshals Association (MMA), with the support of the MSA British Motorsport Training Trust and Lockton Companies International Limited, the ACU's insurance Brokers, is co-ordinating the training of Marshals on a national basis and has produced this Training Manual for the guidance of Marshals and Clubs.

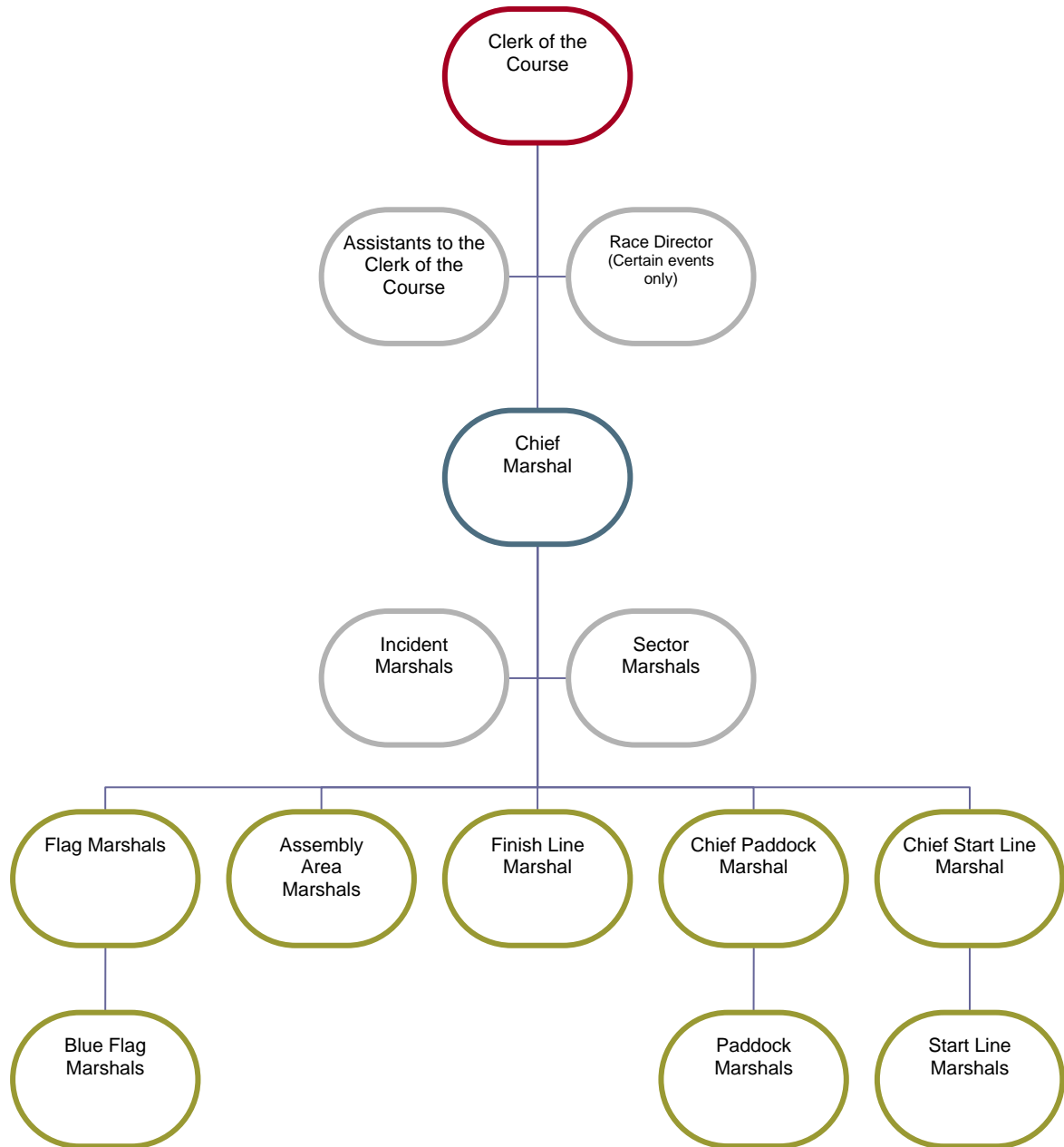
It is hoped that the information contained within this booklet will prove of use to all of you, both to those of you who are already experienced and to those who are relative newcomers to the sport. However, this booklet has been written as a generic guide to Marshalling, dealing with the general aspects of the activity. Marshals should be mindful that clubs may make slight variations on some occasions.

Remember, as a Marshal you are an important member of any racing organisation and without you giving freely of your time and expertise there would be no racing. Your efforts are very much appreciated!

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Race Meeting Officials

Chain Of Command



The above may be adapted to suit individual events

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General Information

Listed Below are a few points that are common to all Marshalling and Officials Duties:

- ✓ The very first thing that you must do on arrival at the circuit is to sign on. This is most important as it ensures that you are covered by the Auto-Cycle Union's insurance scheme.
- ✓ Collect your programme and means of identification and familiarise yourself with your duties for the day
- ✓ You may be required to stand out in the wet and cold for long periods so always take waterproof and sturdy clothing and a supply of food and drink.

You may wish to consider:-

- ✚ Good sturdy boots
 - ✚ Fire proof gloves
 - ✚ Warm clothing
-
- ✓ Make sure you report to your post in good time to begin your duties, for some events you may need to report to a Sector Marshal.
 - ✓ Hi-Vis jackets or overalls if provided, preferably ORANGE, should be worn at all times if possible this gives you recognition from officials, riders and members of the public.
 - ✓ The minimum age for track side Motocross Marshals is 16 with the exception of recognised corps. Cadets/Scouts or other disciplines who can Marshal at 14. All officials who are under the age of 18 must have obtained parental agreement to carry out the duty.
 - ✓ Senior Officials need to be affiliated to the A.C.U., Marshals and Observers do not, it would be preferable if Marshals were to join a favourite club and affiliate to the A.C.U. but this does not effect your insurance in any way.

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Clerk of the Course

1. *Responsibilities*

The Clerk of the Course is the person that holds executive responsibility for the event
– the Clerk of the Course is the Boss!

2. *Duties*

- To ensure that the circuit & track and all legal requirements are complied with.
- To ensure all officials are competent and available to carry out their duties
- To ensure that all medical facilities are in place
- To be responsible for the verification of all competitors.
- To be responsible for the numbering of all machines.
- To be responsible for the briefing of all officials & competitors.
- To collect the reports of the Lapscorers/Timekeepers etc
- To ensure that any Codes of Practice or Conduct are complied with.
- To deal with any disciplinary matters and to adjudicate on all protests
- To keep the Stewards of the Meeting informed about any changes to the running of the meeting or the Course.
- To be responsible for the entire management of the event from day one.
- To ensure that the environmental code is respected
- To ensure that all Officials and Marshals are briefed in their duties

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Chief Marshal

1. *Responsibilities*

The Chief Marshal has a vitally important job of ensuring that the course is properly Marshalled in all respects at all times. He has the responsibility of supervising the Marshals, delegating the various duties, and reporting all incidents to the Clerk of the Course.

To have available Marshal Incident Report Forms to be filled out by a Marshal following a serious incident.

2. *Preparation for Duty*

On arriving at the event the following preparations should be made:

- A. Report to the Secretary and sign on for the event
- B. Collect your identification.
- C. Well before the start of practice report to the Clerk of the Course and find out how many people you can expect to be on duty and discuss any particular problems that are likely to occur or any special duties that are peculiar to the venue.
- D. Accident Report Forms and Marshal Incident Report forms should be available from the Secretary of the Meeting
- E. Ascertain the system of communication to be used. If radios are to be used, collect and test the radios.
- F. Inform the Marshals without radios where or who has a radio nearest to them.
- G. Check that all the necessary equipment is available on the Marshals' posts, e.g. flags and protection if necessary.
- H. Confirm that all your staff has signed on otherwise they will not be covered by the A.C.U. insurance policy.

3. *Operations of Duties*

When all preparatory work and checks have been carried out you should:

- A. Give a comprehensive briefing to the flag and Incident Marshals and allocate your Marshals to specific tasks, ensuring that relatively new staff are not given duties they are beyond their capabilities. Experienced Marshals should be given the responsibility of looking after trainees.
- B. When all duties have been covered and you are satisfied that the track is safe for racing report to the Clerk of the Course that the track is ready for racing to commence.

From the commencement of practice you will need to maintain close supervision of all Marshals under your control ensuring that:

1. All unauthorised persons are behind the proper safety barriers.

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2. Flag signals are given correctly and at the appropriate times.
3. Incidents are dealt with quickly and efficiently and that Marshals operate with proper regard for their own safety and that of the riders. In the event of an accident you should liaise with the First Aid personnel and if necessary request an ambulance or recovery vehicle. If the incident is serious you must decide whether or not you consider it advisable to recommend to the Clerk of the Course to stop the race. If this is the case advise him of the circumstances immediately so that he can take the appropriate action.

**REMEMBER ONLY THE CLERK OF THE COURSE CAN STOP A RACE!!
IT IS HIS DECISION, NOT YOURS!! HOWEVER, HE MAY RELY HEAVILY ON
THE INFORMATION THAT YOU GIVE HIM.**

After all serious accidents ensure that an Accident Report Form is completed and forwarded to the Secretary of the Meeting as soon as it is practicable.

At the end of the day's racing return all equipment, e.g. radio, Marshals' bibs, flags

REMEMBER

1. Good initial preparation is essential if the organisation is to operate efficiently.
2. Supervise your staff at all times ensuring that safety standards are always maintained.
3. Senior officials rely upon you to report matters of importance-without this information they are unable to take the appropriate action.

The Chief Marshal is one of the Clerk of the Course's front line managers and is required to accept the responsibility for the smooth running of the course and to give their leadership to enable the Marshals to provide conditions that are as safe for racing as possible.

Sector Marshals

1. *Responsibilities*

The Sector Marshal, if appointed, has a vitally important job of ensuring that his section of the course is properly marshalled in all respects at all times. He has the responsibility of supervising the marshals, delegating the various duties, and reporting incidents to the Clerk of the Course.

2. *Preparation for Duty*

On arriving at your post, the following preparations should be made:

- A Well before the start of practice, report to the Chief Marshal and find out how many people you can expect to be on duty on your sector and discuss any particular problems that are likely to occur or any special duties that are peculiar to your area.
- B Collect a supply of Incident Report Forms from the Incident Officer.
- C Ascertain the system of communication to be used. Collect and test radio(s) and check telephones.
- D Confirm that all your staff have signed on otherwise they will not be covered by the ACU insurance policy.

3. *Operation of Duties*

When all preparatory work and checks have been carried out you should:

- A Allocate your marshals to specific tasks, ensuring that relatively new staff are not given duties that are beyond their capabilities. Experienced marshals should be given the responsibility of looking after trainees.
- B Check the track for debris and have it swept if necessary.
- C When all duties have been covered and you are satisfied that the track is safe for racing, report to race control that your sector is ready for racing to commence.

From the commencement of practice, you will need to maintain close supervision of all marshals under your control, ensuring that:

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- (1) All unauthorised persons are behind the proper safety barriers.
- (2) Flag signals are given correctly and at the appropriate times.
- (3) Incidents are dealt with quickly and efficiently and that marshals operate with proper regard for their own safety and that of the riders.

In the event of an accident, you should liaise with the Medical Personnel and if necessary, request an ambulance or recovery vehicle.

If the incident is serious, you must decide whether you consider it advisable to recommend to the Clerk of the Course to stop the race/practice. If this is the case, advise the Clerk of the Course of the circumstances immediately, so that he can take the appropriate action.

**REMEMBER ONLY THE CLERK OF THE COURSE CAN STOP A RACE!
IT'S HIS DECISION NOT YOURS! HOWEVER, HE WILL RELY HEAVILY
ON THE INFORMATION THAT YOU GIVE HIM.**

If the race is stopped, upon instructions from the Clerk of the Course, either in your sector or anywhere else, have the flag marshals immediately display the red flag.

After all accidents, ensure that an Incident Report Form is completed and forwarded to the Incident Officer as soon as it is practicable.

At the end of the day's racing, return all equipment to the Chief Marshal e.g. radio, marshals bibs, flags etc. unless directed otherwise by Race Control.

REMEMBER 1 Good initial preparation is essential if your sector is to operate efficiently.

REMEMBER 2 Supervise your staff at all times ensuring that safety standards are always maintained.

REMEMBER 3 Senior officials rely upon you to report matters of importance – without this information they are unable to take the appropriate action.

The Sector Marshal is one of the Clerk of the Course's front line manager and is required to accept the responsibility for the smooth running of his section of the course and to give the leadership to enable the marshals to provide as safe conditions for racing as are possible.

Incident Marshals

1. *Responsibilities*

The Incident Marshals have the difficult and potentially dangerous job of ensuring that the course is kept clear and is in a safe a condition as is possible at all times. They must deal as quickly as possible with any accident or problem which affects the safety of the riders, officials or spectators. They are under direct control of the Chief or Sector Marshal who will allocate their specific duties on the day.

2. *Preparation for Duty*

On arriving at the circuit the following steps should be made:

- A. Report to the Chief or Sector Marshal and sign on for the event
- B. Collect your Identification
- C. Find out your duties for the day from the Chief or Sector Marshal

On arriving at your post the following preparations should be made:

- A. If a radio is available check that it is working.
- B. Check that you can stand in a safe position to carry out your duties.
- C. Inspect the track for debris and clear if necessary. Ensure track marking and public safety fencing is in good order.
- D. Marshals should be positioned in pairs (if possible) and the next Marshal point should be visible.
- E. Report any potential problem to your Chief or Sector Marshal.

Road Racing

- A. Ensure that all necessary equipment is available – fire extinguishers (minimum of 1 dry powder and 1 foam), brushes, circuit dressing with small shovel (or similar equipment to deal with oil spillages).
- B. Make a visual check on your fire extinguishers to confirm that they are charged. Do not tamper with the trigger mechanism as this may render the equipment inoperative. Note Powder extinguishers should be tipped upside down, to allow powder to drop this will avoid compacting.

3. *Operation of Duties*

It is the Incident Marshals job to deal with any accidents, attend to fallen riders (in conjunction with first aid personnel), remove any crashed or abandoned bikes to a safe position or in extreme circumstances protect the injured rider and medical services with the machine or other available equipment, when possible restore the track to a safe condition.

Incident Marshal should not assist riders other than to get them out of a dangerous position, any other action could be deemed as outside assistance and lead to the competitors disqualification.

In the event of an accident, the following actions should be taken:

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- A. Before venturing over the safety barriers and on to the track, check that it is safe to do so and that yellow flags are being displayed. Wait until a safe opportunity presents itself-it is easy to get carried away in the heat of the moment, but remember that if you were to be injured it would not help a fallen rider and would place others at risk. Remember to keep observing oncoming traffic when attending an incident and watch out for fellow Marshals.
- B. When it is safe to do so, remove the machine to the side of the track together with any crash debris, in extreme circumstances you could use the machine to protect an injured rider.
- C. If the rider is injured, assist the first aid personnel to attend him. Do not move an injured person until instructed by the medical services. The rider's helmet should not be removed except by medical staff.
- D. If the rider is not injured ensure that he is taken to a safe position off of the track.
- E. Check the track surface and deal with any debris, repair any track marking or public safety fences.
- F. Note details of all incidents and report them to the Chief Marshal in order that he can complete an accident report form. If the accident is very serious it would be helpful to ask witnesses to remain until details have been taken.
- G. If fire extinguishers are available, in the event of a fire, the dry powder extinguisher should be used first to kill the flames and should be followed by foam only if there is a danger of the flames re-igniting.

Remember:

1. Do not go on the track unless it is completely safe to do so and you have checked that the yellow flag is being displayed.
2. Only the minimum number of Marshals necessary to deal with the incident should be on the track at any time.
3. Get back behind the safety barrier as soon as your job is completed.
4. Always observe the racing, watch out for bikes smoking or mechanical defects and report to incident officer as soon as possible.

It is the duty of all Marshals to ensure no unauthorised people are allowed on to the track or in to any restricted areas and that spectators remain behind the safety fences at all times. Anyone not displaying the appropriate permit must be challenged and, if necessary, escorted back to a public area.

Motocross

Outside assistance - If during a race a rider and/or his passenger receive outside assistance other than that provided by the organiser for the removal of himself or his machine from the course in the interest of safety, he may be disqualified.

Course conduct - If for any reason a rider leaves the course, he must rejoin it as closely as possible to the point where they left the course without any outside assistance other than that provided by the organiser. They must not gain any advantage. Only serious breaches need to be reported to the Clerk of the Course

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Paddock Area Marshals

1. *Responsibilities*

The Paddock and Assembly Area Marshals have the task of maintaining order in the paddock, supervising and controlling the assembly area, and manning any gates or access points to and from restricted areas of the circuit and are responsible to the Chief Paddock Marshal.

2. *Preparation of Duty*

On arriving at the circuit the following steps should be made:

- A. Report to the Chief Marshal and sign on for the event
- B. Find out your duties for the day from the Chief Marshal

All Marshals should familiarise themselves with the various passes and permits to be used on the day, which allows access to any restricted parts of the circuit, samples should be available.

Assembly area staff should ensure that all control barriers and ropes are in place well before the first practice session. They must also ascertain the maximum number of riders allowed on the circuit during practice and racing.

3. *Operation of Duties*

- A. Paddock control - The Paddock Marshals should control the parking of vehicles in the paddock area and ensure that all access and exit roads are kept clear. They should stop the use of small motorcycles, etc. particularly by children and prevent competitors or mechanics driving racing machines in the paddock area unless allowed for in the Supplementary Regulations or by the Clerk of the Course. Familiarise yourself with the fire fighting arrangements as you may be required to deal with an emergency in your area of responsibility.
- B. Assembly Area Control/Work Area/Start Line Marshals - The Assembly Marshals must ensure that the competitors for each race or practice session are ready to go out onto the track at the appropriate time. They should check that the bikes have been scrutineered and that they are the right ones to be out in that particular event. It is usual to have one or more races being assembled at any one time and these must be carefully segregated. Riders may be released onto the track only on the instruction of the Clerk of the Course or his Deputy.
- C. Gate Marshals - The Gate Marshals have the responsibility for manning the gates to restricted areas and must be sure that only people in possession of the appropriate passes are admitted. Any person, who claims they should be given access, but who does not have the appropriate pass, should be directed to the Secretary of the Meeting to obtain correct pass if appropriate. The control of competitors, officials and the general public can be difficult and you should deal with situations firmly with tact and diplomacy. Never lose your temper.

Start Line Marshals

(Finish Line Officials)

1. *Responsibilities*

The Start Line Marshals have the duty of ensuring that the starting area is safely controlled and that all races or practice sessions are able to commence with the minimum of delay. You are under the direct control of the Chief Start Line Official who will allocate your specific duties on the day.

The Finish Line Officials are under direct control from the Clerk of the Course and, indirectly, the official time keepers for the event.

2. *Preparation for Duty*

On arriving at the circuit the following steps should be made:

- A. Report to the Chief Marshal and sign on for the event
- B. Collect your Identification
- C. Find out your duties for the day from the Chief Marshal

On arriving at your post the following steps should be made:

- A. Ensure that all necessary equipment is available – Start Line Officials will require a fire extinguisher (minimum of 2kg dry powder).
- B. Where applicable make a visual check on the fire extinguisher to confirm that they are charged. Do not tamper with the trigger mechanism as this may render the equipment inoperative.

Prior to practice, Marshals should familiarise themselves with the start line/grid and race finish procedure. It should be noted that the solo numbered markings are likely to be different from the sidecars and quads.

The system for allocating start line/grid positions to competitors should be noted so that riders can be directed to their designated place without delay.

Familiarise yourself with the starting procedures that will operate on the day and note that these may vary from race to race.

Brushes and a supply of circuit dressing should be available to deal with leakage of oil etc. from machines on the grid.

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3. Operation of Duties

- A. As riders are allowed onto the start they will be directed to or choose their place on the start line/grid.
- B. If any machine appears mechanically unsound, it should be pointed out to the Clerk of the Course and the Chief Technical Steward before the race starts.
- C. Assist the starter to check that only the permitted numbers of riders are on the start line/grid.
- D. Clear the area of all personnel prior to the start of a race throughout the days racing.
- E. After the race has begun, clear the area of any machines that are unable to start, ensuring that they (and the riders) are removed to a place of safety.
- F. During the practice session or race remain available to deal with any emergency or to carry out the instructions of the Chief Start Line Official or the Clerk of the Course
- G. The following official flags/sign boards signal may be used on the start line.

4. Start Line Judge (If appointed)

This position may be filled by the Clerk of the Course

A Start Line Marshal shall be appointed as the Start Line Judge. This Marshal should position their self so as to be able to indicate a false start.

In the case of a false start the Start Line Judge will raise a red flag to indicate the false start to the Clerk of the Course.

As a Judge the decision of this Marshal will be considered a matter of fact and cannot be protested against.

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5. *Flag Signals*

The following signals may be used on the start line/grid.

General

NATIONAL FLAG (LOWERED) –

Start of race or heat.

YELLOW FLAG WITH BLACK DIAGONAL CROSS –

Start of the last lap.

CHEQUERED BLACK AND WHITE FLAG –

Finish of the race, heat or practice session

Motocross Only

15 / 5 Second Board –

Time to the start of the race.

+2 AND +1 LAP BOARDS

Number of laps remaining

Road Race Only

RED LIGHT

Start of the race or heat when the red light is turned off

The smooth running of the meeting is very much dependent upon the efficiency of the start line/finish line staff. They should deal with riders, mechanics, etc. with firmness and courtesy.

If there is a problem that you are unable to resolve quickly do not get involved in a protracted argument but refer it to the Chief Start Line Official or the Clerk of the Course.

6. *Motocross Starters Orders.*

A rider is deemed to be under starter's orders having been called to the start line. A green flag will be displayed as soon as the first riders is called under starter's orders

Any rider failing to be ready to start within two minutes of the first rider reaching the line or who causes a start to be unnecessarily delayed in the opinion of the Chief Start Line Official and/or the Clerk of the Course will be disqualified.

No persons will be allowed in the start area once riders have come under starters orders at the start line. Except riders, passengers and authorised officials.

If a machine fails to start, assistance may be given following the start and only at the area at the rear of the start line.

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Effective Radio Communications

Make sure you know your correct call sign:
Use it each time you transmit

Speak clearly and slowly and in a positive manner:
Stand out of direct wind/rain and don't transmit whilst running.
All of this will aid clear transmission.

Listen before you transmit:
Don't block another transmission.

Keep your message short and to the point e.g.
"Control from post"
"Chief Marshal from Incident Marshal"
"Rider down"
"Stand-by"

When you have requested a stand-by situation give regular updates.

Other radio positions try to keep the radio clear when other officials of the meeting have an emergency or stand by situation.

Give the rider number at the time of incident whenever possible e.g.
"Control from Marshal post # " (or section of circuit.)
"Rider number 25"
"Attendance required/not required"

If a base station is in use, at all times all transmissions must go through base this avoids confusion and is correct radio communication practice.

Listen to your radio at all times:
This keeps you aware of what is going on around other parts of the Circuit.

Looking after your radio and giving clear messages results in efficient radio communication.

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Road Race Flag Marshals

1. *Responsibilities*

The flag marshal's job is one of the most important on the circuit. The safety of the incident marshals and the riders are dependent upon him giving clear warning of any obstruction or danger on the track ahead.

You are responsible for signals on the section of track between your post and the one ahead in the direction of racing and you are under the direct control of the Sector Marshal.

The Flag Marshal's job is to show the appropriate flag and nothing else.

2. *Preparation for Duty*

On arriving at your post, the following checks should be made:

- A Ensure that all necessary flags are available – Green, Yellow, Blue, Yellow and Red stripes, White and Red.
- B Confirm that from your signalling post you can see the flag points both before and after your position. If visibility is impaired for any reason, report the matter to your Sector Marshal.

It is important that the flag position is properly set up and equipped at the beginning of the day in order that it can operate at maximum efficiency.

3. *Operation of Duties*

There should be two flag marshals on each designated post, who should stand, a few feet apart facing each other. The one in charge of the flags should face in the direction of the racing and the other must face oncoming riders in order to warn of any possible danger.

When an incident happens, you should act instantly on your own initiative and not wait for instructions.

The appropriate flag signal should be given in a clear and confident manner, so as to leave the riders in no doubt as to its meaning.

The sole duty of the flag marshal is to display flags – under no circumstances should you leave your post to deal with any other incident.

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4. Flag Signals

The following flags, where appropriate to the status of the meeting, will be used:

GREEN FLAG	Course is clear. Used on Marshals' posts to indicate their position to riders on first lap of all practice sessions. Also shown immediately after the post where a yellow flag was displayed to indicate circuit now clear ahead.
YELLOW FLAG – MOTIONLESS	Danger in section of track ahead. Overtaking is forbidden.
YELLOW FLAG – WAVED	The danger is more imminent. Riders must slow down and be prepared to stop. Overtaking is forbidden. Maintain positions until clear of section displaying yellow flag.
YELLOW FLAG WITH RED STRIPES	Oil, water or another substance affecting adhesion on this section of the track.
RED FLAG	The race or practice is being interrupted. Riders must return slowly to the Pits, or as directed by Race Control. THIS SIGNAL <u>MUST NOT</u> BE GIVEN UNTIL ADVISED BY THE CLERK OF THE COURSE
BLUE FLAG	This informs the rider that he is going to be overtaken by one or more faster motorcycles.
WHITE FLAG	Slow moving intervention on track. The white flag informs drivers that they are about to overtake a vehicle, which is travelling on the track at a much slower speed than the competing motorcycles. The white flag should be shown when a service motorcycle or car is on the track. The white flag must be WAVED as soon as the slow moving vehicle has gone past the flag waver's post and kept waving until the vehicle reaches the following one, then shown MOTIONLESS while the vehicle is crossing the next sector. The flag must be withdrawn as soon as the vehicle has left this sector.
WHITE FLAG WITH RED DIAGONAL CROSS - MOTIONLESS	This informs the rider that there is a Pace Car out on circuit. Where this flag is used the Chief Marshal will give a briefing. This flag can also be used as a raindrop flag at International events.

Note:- Other flags may be used at certain events

REMEMBER – ALL RELEVANT FLAGS SHOULD BE DISPLAYED

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Motocross Flag Marshals

1. *Responsibilities*

The flag Marshals' job is one of the most important on the circuit. The safety of the Incident Marshals, other officials and the riders are dependent upon giving clear warning of any obstruction or danger on the track ahead.

You should be wearing a Hi-Visibility jacket or Sash, preferably ORANGE so as not to be able to be mistaken for a flag.

You are responsible for signals on the section of track between your post and the one ahead in the direction of racing and you are under the direct control of the Chief Marshal.

The Flag Marshal's job is to show the appropriate flag and nothing else.

2. *Preparation for Duty*

On arriving at the circuit the following steps should be made:

- A. Report to the Chief Marshal and sign on for the event
- B. Collect your Hi Vis jacket
- C. Find out your duties for the day from the Chief Marshal

On arriving at your Post the following checks should be made:

- A. Ensure that all necessary flags are available -Yellow. It is advisable for some Marshal points to have available a first aid flag. White with green cross. (Other signals may be used but must be advised to the medical staff)
- B. Confirm that from your signalling post you can see the flag point after your position, in the direction of racing. If visibility is impaired for any reason, report the matter to your Chief Marshal.

It is most important that the flag position is properly set up and equipped at the beginning of the day in order that it can operate at maximum efficiency.

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3. *Operation of Duties*

There must be one flag Marshal at each designated post displayed on the track plan. If there are spare Marshals they should be used as supplementary Marshals at the discretion of the Clerk of Course.

If only one Marshal is on duty he must be aware of oncoming traffic but constantly monitor events beyond his point, by placing himself in a position where his vision allows for this.

Two Marshals may control a single point with one Marshal facing oncoming riders in order to warn their partner of any possible danger.

When an incident occurs he should act instantly on his own initiative and not wait for instructions. The appropriate flag signal should be given in a clear and confident manner so as to leave the riders in no doubt as to its meaning.

The sole duty of the flag Marshal is to display flags - under no circumstances should he leave his post to deal with any other incident.

4. *Appropriate Signals*

In the case of a minor incident where the rider in question is in clear sight and not being attended to by officials then display a stationary yellow flag.

In the case of an accident where the rider cannot be clearly seen, is in a dangerous position or is being attended by other officials or medics then a waved yellow flag should be displayed.

If officials are making repairs to the track or are on the track for any other reason then a waved yellow flag should be displayed.

If the Marshal at the point ahead of yours in the direction of racing is showing a waved yellow flag then you should display a stationary yellow flag to pre warn the oncoming riders.

If a rider has fallen and appears to require medical attention you should hold up the appropriate medical attention flag if provided

5. *Inappropriate Signals*

The waving of hands by a flag Marshal should not be used to indicate directions to riders.

Flag Marshals should not use their position to wave to or cheer on riders

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6. *Flag signals*

GREEN FLAG	Riders under Starters Orders – The starter will hold up the green flag when the riders are called to the line indicating that they are under the starters orders
YELLOW FLAG-MOTIONLESS	A motionless yellow flag will indicate to a rider that there is danger ahead and that he should take care and ride with caution
YELLOW FLAG-WAVED Waved shall mean that the flag will be moved up and down vertically in an arc of 45°	This flag will be displayed by a flag Marshal when there is a serious incident on the section of track between his post and the next Marshal post in the direction of racing Flag Marshals are advised to use this signal when riders are stopped on the course in a dangerous position or being attended to by another official or medical staff Under a waved yellow flag competitors must ride with extreme caution and be prepared to stop. No overtaking is allowed under waved yellow flags
RED FLAG	The current practice session or race is being stopped. Only the Clerk of the Course can authorise the use of the red flag Riders must not pass a red flag unless authorised or directed to do so by the Clerk of the Course or an assistant
BLUE FLAG	This should be used by an trained ancillary Marshal and not by a flag Marshal on a post. This indicates to a rider that he is about to be lapped by a faster rider
WHITE FLAG WITH GREEN CROSS	Used at the Clerk of the Courses discretion, by the flag Marshal, to inform the first aid personnel that medical attention is required

REMEMBER: ONLY DISPLAY ONE FLAG SIGNAL AT A TIME OTHERWISE IT IS LIABLE TO CONFUSE RIDERS.

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Finally....

DO - Report at least 30 minutes before practice starts and Sign On.

DO - Come prepared for inclement weather and bring something to eat and drink - you may not get a break between practice and racing.

DO - Check all the equipment on your post and make sure it is adequate and in working order, radios, flags, extinguishers, circuit dressings etc.

DO - Make sure there are no members of the public in the immediate vicinity of your post, who could interfere with the riders 'or Marshals' vision or prevent you from doing your job efficiently.

DO - Make sure you have a programme of events.

DO - Report each incident of dangerous driving, outside assistance, disregard of flags signals and incidents no matter how trivial.

DO - Elect one of your section to act as flag Marshal while racing is taking place. This Marshal must not **DO NOT**

- leave his position, so it's a good idea to take it in turns.

DO NOT - Panic

DO NOT - Take Risks

DO NOT - Go on the track unless the yellow flag is displayed

DO NOT - Allow riders to go the wrong way round the circuit unless under instructions from the Clerk of the Course / Race Control.

DO NOT - Allow a vehicle onto the circuit after the circuit has been designated clear

DO NOT - Allow members of the public onto your Post

DO NOT - Move a seriously injured rider unless accompanied by trained First Aid personnel.

DO NOT - Turn your back on oncoming riders whilst on the track.

DO NOT - Pick up objects fallen from a machine - they could be Very Hot, kick them off the track.

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The Auto Cycle union is the Governing Body

For Motorcycle Sport in Great Britain

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