

Modified Article	Date of Application	Date of Publication

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Any **HEADING** is for reference only and has no regulatory effect.

ARTICLES 1 AND 2 BELOW ARE A GUIDE TO MOTORSPORT AUSTRALIA'S REQUIREMENTS FOR TRACK CONTROL PERSONNEL DUTIES AND FACILITIES.

ARTICLE 3 IS AN EXTRACT FROM THE APPENDIX H TO THE INTERNATIONAL SPORTING CODE, WITH SOME AMENDMENTS TO SUIT AUSTRALIAN MOTOR RACING CONDITIONS.

1. TRACK CONTROL MARSHALS – RESPONSIBILITIES

Each Track Control Marshal is a vital part of *Circuit Race* operations. They are stationed at Marshal Posts around the *Track* and their responsibilities include:

- (a) immediately to report to Race Control incidents occurring within the area controlled by the post concerned;
- (b) to suggest to Race Control the mobilising of a service vehicle, ambulance, fire-fighting apparatus or, in case of unruly crowds, a police car;
- (c) to ensure that the race is run in a sportsmanlike and fair manner, and to correct misbehaviour either by flag signal or by report to Race Control;
- (d) to protect each *Driver* from any danger or difficulty which they may be unable to foresee;
- (e) to enquire promptly into the stopping of any *Automobile*, to remove it from the *Track* and, if necessary, to announce its withdrawal to Race Control;
- (f) to clear and clean the *Track* after an incident, oil-spill or spreading of gravel or stones.

2. TRACK CONTROL MARSHALS – FACILITIES

In order to discharge their responsibilities as outlined above, each Track Control Marshal must be provided with appropriate facilities and equipment, which must include:

- (a) **Track observation posts:** The position of each post must be chosen to ensure that:
 - (i) no section of the *Track* is unobserved;
 - (ii) each post may communicate by sight with both the preceding and the following one.
- (iii) If on a straight section of the *Track*, the main posts are too far from one another to ensure quick action in the case of an incident, supplementary posts must be added between the main ones.
- (b) **Communication:** Each main post must be able to communicate by speech with Race Control.
- (c) **Staff:** Each main post will be commanded by a Track Control Marshal, known as the Post Chief, who will have a deputy and a staff, preferably of 3 other persons. Two of these latter will use the flags according to the instructions of the Post Chief or their deputy, and the others will be available for the following duties:
 - (i) Under the protection of the relevant signals they will ensure that an *Automobile* stopping in their section of *Track* is pushed to the side of the *Track* without restarting the engine;
 - (ii) they will enquire as to the reason for such stop, and report to the Post Chief the reason and the intention or otherwise of the *Driver* to withdraw;
 - (iii) they will assist an injured *Driver*, and will if possible prevent their removal further than to the side of the *Track* and any change of their posture;

- (iv) they will immediately report to the Post Chief any information they may gather;
- (v) they will attempt to clean up any oil spilt by spraying the pool of oil with an absorbent substance and then removing the mixture with spade and broom.

Each person must remain behind the protection provided unless directed otherwise by a more senior official. No person may move onto the *Track* unless specifically directed to do so by the Clerk of the Course or their delegate.

The flag marshal will use the flags according to the instructions of the Post Chief. One flag marshal at least must be visible to the *Drivers*, even when not signalling, to signify that the *Track* is controlled.

- (d) **Closing of the *Track*:** The most important things to do for the safety of the *Track* are to ensure before the *Start* of each race:
 - (i) that the *Track* is quite free from any obstacle;
 - (ii) that each official is properly posted;
 - (iii) that each entrance to and exit from the *Track* is closed, either by the police or officials appointed for the purpose.

To affect this, a course car displaying a red flag or light will cover a last reconnaissance lap, during which the following precautions must be observed:

- (A) the course car closing the circuit must NEVER overtake and leave behind any other vehicle running on the *Track* (eg, a police car checking police position, and so on);
 - (B) the driver of the course car must make a PERSONAL report to the Clerk of the Course.
- (e) **Opening of the *Track*:** After the end of the *Event* or when a long break is anticipated, the Clerk of the Course or their nominee will open the *Track* by completing a lap in a course car displaying a green flag or light. This signal indicates that service vehicles may use the *Track*, and that officials may approach and work on the *Track*, e.g. to move broken-down *Automobiles*.

3. SIGNALLING

In the supervision of the *Track*, the Clerk of the Course (or their deputy) and each marshal (flag) post relies largely on the use of signals to contribute to each *Driver's* safety and enforce the regulations. Signals are given in daylight by the different coloured flags which may be supplemented, or under some circumstances replaced by lights. It is necessary to warn *Drivers* of any modifications made to the *Course* arrangements since they became familiar with the *Track* in practice etc. If some such particular abnormality becomes permanent, there is no point in continuing to signal it for more than 2 laps, as by that time *Drivers* will be familiar with it and the flag concerned then becomes available for the use in other cases.

Black and white signal boards of similar dimensions to the flags may also be used for certain signals: these should be clearly specified in the regulations for the *Event* concerned. At night the flags may be replaced by lights and reflective panels, but all *Drivers* must be made aware of this at a briefing beforehand. Yellow lights at each post are obligatory for *Events* run at night (see 3.2).

It will be deemed a serious breach of the *Rules* if a *Driver* fails to take any action stated herein to be required by the display of a flag or signal, and the Stewards will be vested with the discretion as to whether such failure has occurred.

3.1 FLAGS:

The minimum size of each flag is 600 mm x 800 mm except the red and chequered flags which must be at least 800 mm x 1000 mm (please refer to the end of this document for visual references to the principle flags used).

- (a) Flag signals to be used by the Clerk of the Course or their deputy at the start line:
 - (i) **National flag:** This flag is normally used to *Start* the race if the starting lights are not functioning. The starting signal, using the flag, will be given by lowering the flag, it having been raised above the Starter's head 5 seconds after the 5 second signal has been displayed. It will be raised for between 2 and 3 seconds before being lowered. If the national flag is not used for any reason, the colour of the flag (which must not cause confusion with any other flag described in this Chapter), will be specified in the *Supplementary Regulations*.
 - (ii) **Red flag:** This flag will be waved at the *Start Line* when it has been decided to stop a practice session or the race using other than a chequered flag. Simultaneously, each flag post around the *Circuit* will also wave a red flag. The red flag may also be used by the Clerk of the Course or their nominee to close the *Circuit*.

- (iii) **Black and white chequered flag:** This flag will be waved to signify the end of a practice session or the race. Each *Automobile* must cease racing after crossing the *Finish Line* when this flag is displayed and proceed to the pit/paddock area by following the *Track*, or as directed by officials.
- (iv) **Black flag:** This flag will be used to inform the *Driver* concerned that they must stop at their pit or at the place designated in the regulations on the next approach to the pit entry. If a *Driver* fails to comply for any reason, this flag will not be shown for more than 4 consecutive laps. The decision to show this flag rests solely with the Stewards, the team concerned will immediately be informed of the decision. Where regulations for an *Event* specify that the Clerk of the Course may use the Black Flag in certain circumstances, the Stewards will be deemed to have authorised the use of that flag [please refer to Notes].
- (v) **Black flag with an orange disc 400 mm in diameter:** This flag will be used to inform the *Driver* concerned that their *Automobile* has mechanical problems likely to endanger themselves or others and means that they must stop at their pit on the next lap. When the mechanical problems have been rectified to the satisfaction of the Chief Scrutineer the *Automobile* may rejoin the race [please refer to Notes].
- (vi) **Black and white flag divided diagonally:** This flag will be shown once only and is a warning to the *Driver* concerned that they have been reported for unsportsmanlike behaviour [please refer to Notes].

NOTES

1. These last 3 flags (iv, v and vi) must be shown motionless and accompanied by a black board displaying in white the number of the *Automobile* of the *Driver* concerned.
2. Normally the decision to show the last 2 flags (v and vi) rests with the Clerk of the Course, however it may be taken by the Stewards provided that this is stipulated in the regulations. The team concerned will immediately be informed of the decision.
3. These flags (iv, v and vi) may also be displayed at places other than the *Start Line* if the Clerk of the Course deems this necessary.

- (b) Flag signals to be used at each flag post:
 - (i) **Red flag:** This will be shown waved only on instruction from the Clerk of the Course when it becomes necessary to stop a practice session or the race by other than the chequered flag. Each *Driver* is required to slow down immediately and proceed to the pit lane (or the place foreseen by the regulations of the *Event*) and must be prepared to stop if necessary. Overtaking is prohibited.
 - (ii) **Yellow flag:** This is a signal of danger and will be shown to *Drivers* in 2 ways with the following meanings:
 - (A) Single waved: Reduce your speed, do not overtake and be prepared to change direction. There is a hazard beside or partly on the *Track*.
 - (B) Double waved: Reduce your speed significantly, do not overtake and be prepared to change direction or stop. There is a hazard wholly or partly blocking the *Track* and/or officials working on or beside the *Track*.

Yellow flags will be shown only at the flag post immediately preceding the hazard.

In some cases, however the Clerk of the Course may order them to be shown at more than 1 flag post preceding an incident.

Overtaking is prohibited between the first yellow flag and the green flag displayed after the incident.

Yellow flags will not be shown in the pit lane unless there is an incident of which the *Driver* needs to be made aware.

- (iii) **Yellow flag with red stripes:** This will be shown motionless to inform *Drivers* that there is a deterioration of adhesion due to oil, water, dirt etc on the *Track* in the area beyond the flag. This flag will be displayed, for at least (depending on the circumstances) 4 laps unless the surface returns to normal beforehand. It is not however necessary for the flag post beyond where this flag is being shown to show a green flag.
- (iv) **Light Blue flag:** This will be waved, as an indication to a *Driver* that they are about to be overtaken. It has different meanings during practice and the race.

At all times: A stationary flag will be displayed to a *Driver* leaving the pits if traffic is approaching on the *Track*.

During practice: Give way to a faster *Automobile* which is about to overtake you.

During the race: The flag will be shown to an *Automobile* about to be lapped and, when shown, the *Driver* concerned must allow the following *Automobile* to pass at the earliest opportunity.

- (v) **White flag:** This flag will be waved and is used to indicate to the *Driver* that there is a much slower *Automobile* on the sector of *Track* controlled by that flag post.
- (vi) **Green flag:** This will be used to indicate that the *Track* is clear and will be waved at the flag post immediately after the incident that necessitated the use of 1 or more yellow flags. It may also be used, if deemed necessary by the Clerk of the Course, to signal the start of a formation lap or the start of a practice session.

3.2 LIGHT SIGNALS:

When light signals are intended to supplement, or under some circumstances to replace, flag signals, the following requirements must be respected.

(a) Light code:

- (i) lights may replace waved red, yellow, green, blue or white flags;
- (ii) if a double waved yellow flag is deemed necessary this must still be shown;
- (iii) the installation must include two of each colour to be used;
- (iv) lights must be spaced so as to be a distinct flashing pair, they should not appear to merge;
- (v) red and yellow lights must not be positioned next to each other.

(b) Light properties:

- (i) each light must flash alternately at 3-4Hz;
- (ii) the type of light used must give instantaneous light, with little or no rise time;
- (iii) each light must be able to give at least 70° visual range;
- (iv) 360° lights must not be used;
- (v) for maximum colour contrast, each light must be mounted on a matt black background;
- (vi) lights must be fitted with a repeater which will inform the following flag post of their activation;
- (vii) the lights used must have sufficient colour saturation to ensure they cannot be mistaken for another colour under all ambient light conditions.

(c) Light position:

- (i) each light must be positioned no more than a 30° angle from the main line of sight, the racing line;
- (ii) each light must always be angled in order that the maximum viewing surface is visible for the longest period of time;
- (iii) each light must be equipped with some form of anti-glare to avoid low sun angles causing difficulties.
- (iv) each light must be mounted on a black background.

(d) Light operation:

- (i) each red light must only be operated from Race Control;
- (ii) all other lights may be operated by marshals or from Race Control;
- (iii) each control box must be designed so as to avoid the possibility of accidental operation and must incorporate repeater lights;
- (iv) an emergency power supply must always be available.

4. STARTING LIGHTS

When lights are installed for the starting of a race, the following requirements must be respected.

4.1 MEANINGS:

The lights will have the following meanings:

- (a) **RED lights illuminated:** Remain stationary and prepare to start racing.
- (b) **RED lights extinguished:** Start racing.
- (c) **GREEN lights illuminated:** The race has started. Note: It is not compulsory to show green lights.
- (d) **YELLOW flashing lights illuminated:** Remain stationary and switch off engine (if these lights are switched on after the red lights, the red lights must remain switched on).

The time lapse between switching on the red lights and extinguishing them will be between 2 and 3 seconds. The yellow lights at the *Start Line* must not be used at any other time during an *Event*.

4.2 LOCATION:

All lights used for signalling at the *Start* of a race must be clearly visible to each *Driver* seated in their *Automobile* on the grid in the normal driving position. The red lights must be mounted directly above the green lights. The yellow flashing lights may be mounted above or beside the red/green lights

4.3 SPECIFICATION:

The lights must be as large and bright as is possible and practical and at least as large and intense as the permanent traffic lights used to control public roads. All the lights must be duplicated, in case of bulb failure.

The switch circuit must enable any of the following combinations:

- (a) all lights off,
- (b) red lights on alone,
- (c) red lights replaced by green lights (one switch operation),
- (d) -yellow flashing lights on alone,
- (e) red lights and yellow flashing lights on together (separate switches).

4.4 "5 SECONDS" BOARD/SIGNAL:

When lights are used to give the *Start*, the Starter will display a "5 SECONDS" board/signal when the last *Automobile* arrives at the back of the grid after the formation lap to warn that there are 5 seconds to go before the red lights are shown.

5. BOARD SIGNALS

Before the start of a *Circuit Race*, board signals may be displayed to the *Drivers* by an official under the orders of the Starter, which boards will carry respectively the figures "3", "2" and "1", and which may be displayed approximately 3, 2 and 1 minutes respectively before the *Start* to indicate the number of whole minutes remaining before the start or the commencement of the formation lap.

The figures must be large, clearly legible to a *Driver* at a distance of 60 metres in daylight and must not be accompanied by any advertising matter on either side of the board.

The holding aloft of the 1-minute board will in any case be mandatory. The display of the 5-second signal will denote that the field is under the Starter's Orders (refer the CRSR). No *Automobile* may thereafter join the field unless specified otherwise in *Supplementary Regulations* for the *Event*.

A "START DELAYED" board will be provided for use by the Starter, or at their direction.

The number to be used in conjunction with the black and white triangle flag, the black flag with orange disc and the black flag (see 3.1a) and any time penalty sign, must be:

- (a) white in colour;
- (b) 300 mm high and of 50 mm stroke width;
- (c) displayed on a solid black board;
- (d) impervious to rain and firmly attached to the board.

The holding aloft of a black board with the words "TAIL LAMPS ON" will require each competing *Driver* to switch on the *Automobile's* tail lamp/s.

Flag Signals

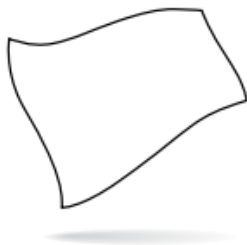
The illustrations below provide a quick colour reference to the flag signals referred to above.



BLUE
Overtaking signal



GREEN
All clear ahead



WHITE
Slow moving vehicle
or service vehicle
on the track ahead



**BLACK
& WHITE
DIAGONAL**
Warning flag,
displayed
to a Driver
behaving in an
unsportsmanlike
manner



YELLOW
Danger ahead – slow
and be prepared to
take avoiding action



**BLACK WITH
ORANGE DISC**
Mechanical
problems: stop at
pit on the next lap



**YELLOW WITH
RED STRIPES**
Deterioration of
adhesion /
slippery surface
ahead



BLACK
Enter pit lane on
the next lap



RED
Stopping the race
or practice



**BLACK
& WHITE
CHEQUERED**
Finishing flag
– end of race or
practice