

Modified Article	Date of Application	Date of Publication
Due to a review of these regulations for 2024 most articles have been modified	01/01/2024	01/01/2024

**A capitalised and italicised word in this document is defined in the FIA International Sporting Code (Code) or the National Competition Rules (NCR), including their Appendices. Any HEADING is for reference only and has no regulatory effect.**

#### 1. INTRODUCTION

The supervision of the *Course* is intended to maintain appropriate conditions for the conduct of a *Circuit Race Competition* through observation, signalling and intervention. The following articles explain how this is to be achieved.

Each official must be subject to a Motorsport Australia Officials Licence and be trained for the task to which they have been appointed.

For the conduct of a *Circuit Race* at night at a *Circuit* without flood lighting refer *Motorsport Australia*.

For a *Circuit Race* conducted for electric vehicles refer to Electric Vehicle Appendix.

#### 2. RACE CONTROL

Race Control is the center of race supervision and provides the Clerk of the Course and assistants (and the Race Director if appointed) with the facilities to perform their duties. The Clerk of the Course must remain in Race Control for the duration of all on *Track* activities. The duties of the Clerk of the Course and Race Director are specified in the *NCR*.

In respect to a communication system refer Circuit Race Appendix – Communications Guidelines.

In the case of a new *Circuit* project or modifying/upgrading of an existing *Circuit*, *Motorsport Australia* must be consulted regarding Race Control location and layout prior to works commencing.

#### 3. TRACK CONTROL

##### 3.1 Position, staffing and equipment

Each marshal post is positioned such that all of the *Track* and verge between the first line of protection is visible between the preceding and the following post. Generally, there will be at least 3 marshals at each post, e.g. 2 flag marshals, 1 communicator. One of these will be appointed the Post Chief.

For a long-distance *Competition* and to allow adequate rest periods, it is recommended that the number of personnel at each post be increased.

Unless instructed to do so by Race Control, each marshal must remain behind the first line of protection.

In addition to each trackside marshal post at least 1 marshal per 10 garages must be stationed on the signalling wall along the *Pit Lane*. Each marshal must be equipped with a whistle to warn of an approaching *Automobile* and yellow flag to be displayed for an incident.

Each marshal post must have a full complement of flags/boards as detailed below, absorbent material for fluid spills, brooms and at least 2 x 9kg fire extinguishers.

##### 3.2 Responsibilities

The responsibility of each marshal within their area of control will include as appropriate:

display signal/s (flag and/or trackside light panel);

report to Race Control any incident including any stopped *Automobile*;

recommend to Race Control the deployment of an emergency response vehicle/s, e.g. fire, medical, recovery;

report to Race Control any breach of the Code of Driving Conduct;

under the direction of Race Control, remove a stopped *Automobile* and, if necessary, report its withdrawal; and

clear and clean the *Track* as directed by Race Control.

### 3.3 Signage

Each marshal post must be identified and clearly visible from the *Track* on the approach side by a sign which must measure 400 mm wide x 300 mm high with a white background and black lettering. The identifying method commencing from the *Start Line* (MP0.0) is determined by its relevant distance to the next turn, e.g. a position halfway between turn 2 and turn 3 is identified as MP2.5, one close to turn 3 may be MP2.9. No other numbering system may be used.

Each fire extinguisher and each track access/egress point around the *Track* must be identified by a sign as specified in Attachment B.

### 3.4 Closing of the *Track*

Prior to the start of any *Track* activity, or if the *Track* has been re-opened, the Clerk of the Course must confirm that:

each official with equipment is in their allocated position;

each entrance to and exit from the *Track* is controlled; and

the *Track* is free from any obstacle.

An official car displaying a red flag or light and sounding a siren will cover a closing lap under the following conditions:

unless authorised otherwise by the Clerk of the Course, this car must not overtake or leave behind any other vehicle;

the driver must report to the Clerk of the Course that the *Track* is closed.

### 3.5 Opening of the *Track*

At the direction of the Clerk of the Course, an official car displaying a green flag or light and sounding a siren will cover an opening lap to indicate that after it has passed, service vehicles and marshals can enter the *Track* to remove debris, collect equipment, remove any stopped *Automobile*/s, etc.

## 4. SIGNALLING

### 4.1 General

In the supervision of the *Track*, the Clerk of the Course and each marshal post use signals to advise each *Driver* of the *Track* condition and enforce the regulations. Each signal is given by a different coloured flag which may be supplemented or replaced by a trackside light panel.

Boards of similar dimensions to the flags may also be used for certain signals.

At night the flags may be replaced by trackside light panels and/or lights and reflective panels and each *Driver* must be made aware of this at a briefing beforehand. Yellow lights at each post are mandatory for a *Competition* conducted at night.

If more than one means of signalling is used, the *Rules* for the *Competition* must specify which are regulatory.

### 4.2 Flag Signals

Except for the red and chequered flags which must be at least 800 mm x 1000 mm, the minimum size of each flag is 600 mm x 800 mm (refer Attachment A for an illustration of each flag).

The colour of each flag must comply with the Pantone colours as below:

Red	186C
Yellow	YellowC

Blue	298C
Green	348C
Black	BlackC
Orange	151C

#### 4.3 Flag signals to be used on instruction of the Clerk of the Course:

**National flag:** If the start lights are not functioning, this flag is used to *Start* a race. If the national flag is unavailable, it may be replaced by a green flag.

**Red flag:** This flag will be waved at the *Start Line* when it has been decided to stop a practice session or a race. Simultaneously, each marshal post around the *Circuit* will also wave a red flag. The red flag may also be used by the Clerk of the Course to close the *Circuit*.

**Black and white chequered flag:** This flag will be waved to each *Automobile* at the *Finish Line* to signify the end of a practice session or a race. Each *Automobile* must proceed to the pit/paddock area or as directed by officials.

**\*Black flag:** This flag will be displayed stationary with a competition number at the Starter's podium to inform the *Driver* concerned to stop at their *Pit Bay* or at the place designated in the *Rules* 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 and the team concerned will immediately be informed of the decision.

**\*Black flag with an orange disc 400 mm in diameter:** This flag will be displayed stationary with a competition number at the Starter's podium to inform the *Driver* concerned that their *Automobile* has a mechanical problem and means that they must stop at their *Pit Bay* on the next lap. The team concerned will immediately be informed of the decision. When the mechanical problem has been rectified to the satisfaction of the Chief Scrutineer the *Automobile* may rejoin.

**\*Black and white flag divided diagonally:** This flag will be displayed stationary with a competition number at the Starter's podium. It will be shown once only and is a warning to the *Driver* concerned that they have been reported for unsportsmanlike behaviour. The team concerned will immediately be informed of the decision.

#### \* NOTES

The decision to show the last 2 flags listed above rests with the Clerk of the Course, however it may be taken by the Stewards.

The last 3 flags listed above may also be displayed at places other than the Starter's podium at the discretion of the Clerk of the Course.

#### 4.4 Flag signals to be used at each flag post:

**Red flag:** This flag will be waved only on instruction from the Clerk of the Course when it is necessary to stop a practice session or a race by other than the chequered flag.

When the red flag is waved, the *Pit Lane* exit will be closed, overtaking is prohibited, and each *Automobile* must reduce speed and proceed with caution as follows:

During practice or qualifying, to its respective pit bay.

During a race, to the location specified in the *Rules*.

**Yellow flag:** This flag is a signal of danger and will be shown to *Drivers* in 2 ways with the following meanings:

**Single waved:** Reduce speed, do not overtake, and be prepared to change direction. There is a hazard beside or partly on the *Track*. It must be evident that a *Driver* has reduced speed, i.e. a *Driver* is expected to have braked earlier and/or noticeably reduced speed.

**Double waved:** Reduce speed significantly, do not overtake and be prepared to take evasive action or stop. There is a hazard wholly or partly blocking the *Track* and/or personnel on or beside the *Track*. During practice or qualifying, the *Driver* must abort the lap and not attempt to set a meaningful lap time.

A yellow flag/s will be waved at the flag post immediately preceding the hazard, however the Clerk of the Course may order this flag/s to be waved at more than 1 flag post preceding the hazard.

Overtaking is prohibited between the first yellow flag and the green flag waved after the hazard.

**Yellow flag with red stripes:** This flag will be displayed stationary to inform *Drivers* 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 until the surface returns to normal.

It is not necessary for the flag post beyond where this flag is being shown to show a green flag.

**Blue flag:** This flag is an indication a *Driver* is about to be overtaken. It has different meanings as follows:

**At any time:** A stationary flag will be displayed to a *Driver* leaving the pit lane to indicate traffic is approaching on the *Track*.

**During practice/qualifying:** A waved flag will be displayed to indicate a faster *Automobile* is approaching and the *Driver* concerned must allow the following *Automobile* to pass at the earliest opportunity.

**During a race:** A waved flag will be displayed to indicate an *Automobile* is about to be lapped and the *Driver* concerned must allow the following *Automobile* to pass at the earliest opportunity.

**White flag:** This flag will be waved to indicate there is a much slower *Automobile* or service vehicle ahead.

**Green flag:** This flag will be waved to indicate the *Track* is clear at the flag post immediately after the hazard which necessitated the display of a yellow flag/s.

If directed by the Clerk of the Course, this flag may also be waved by the Starter to signal the commencement of a practice/qualifying session.

#### 4.5 Trackside Light Panel (TSP)

A Trackside Light Panel (TSP) operated from the marshal post may supplement or replace any flag signal including an accompanying board and must be described in the *Rules* when used.

As *FIA* homologated TSP systems will become mandatory in the future it is highly recommended that they are used for any new installation. Otherwise, subject to the approval of *Motorsport Australia*, the following are the minimum requirements:

- an emergency power supply must always be available.

- each TSP signal must be of sufficient power/size to be easily identified from at least 300 metres in bright sunshine;

- each signal must flash alternately at 3 to 4 Hz;

- each signal must give instantaneous light, with little or no rise time;

- each light must provide 70° visual range;

- 360° lights must not be used;

- each light must have sufficient colour saturation to ensure it cannot be mistaken for another colour under all ambient light conditions;

- each TSP must be fitted with a repeater to inform the following marshal post of their activation;

- each control box must be designed so as to avoid accidental operation and must incorporate repeater lights;

- it is recommended each TSP status is automatically relayed to Race Control;

- each TSP must be positioned no more than a 30° angle from the *Track* centreline;

- each red and Safety Car signal must only be operated from Race Control;

- each other TSP signal must be operated by a trackside marshal;

- if a blue light signal is used to warn a *Driver* exiting the *Pit Lane* that traffic is approaching on the *Track*, it must be located such that it cannot be seen by a *Driver* on the *Track*.

## 5. STARTLIGHTS

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

### 5.1 Location

Each light 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 lights must be fixed to a gantry over the *Track*, 20 to 30 metres downstream of the *Start Line* and not less than 4.5 metres above the *Track*.

The red lights must be mounted directly above any green lights, and the yellow flashing lights mounted above them.

## 5.2 Specification

Each light must be duplicated in case of failure and as large and intense as the permanent traffic lights used on public roads.

An automatic auxiliary power supply is recommended.

It may also be necessary to install repeater lights on the side and/or downstream of the gantry or elsewhere to ensure that each *Driver* has a clear line of sight.

The switch circuit must enable each of the following:

All lights off;

Green light/s on alone;

Red light/s on alone;

Red light/s replaced by green light/s (one switch operation);

Yellow flashing light/s on alone; and

Red light/s and yellow flashing light/s on together (separate switches).

## 6. STARTER'S BOARD SIGNALS

Each board must be at least 600 mm x 800 mm with black figures a minimum of 400 mm high on a white background with the same sign on each side, without advertising and available to the Starter.

5 min

3 min

2 min

1 min

30 sec

5 sec

Delayed Start

Formation Lap

Extra Formation Lap

SC (also required at each flag post)

Rain Light On

Wet Track

Headlamps On

Track Limits

Time Penalty

Additionally, 3 sets of the numbers 0 to 9 on a white board with black figures at least 300 mm high x 50 mm stroke

# ATTACHMENT A

## Flag Signals

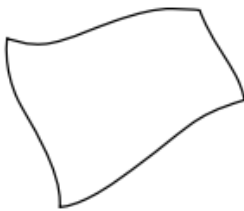
The illustrations below provide a quick colour reference to the flag signals referred to above.



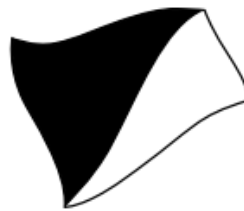
**BLUE**  
Overtaking signal



**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



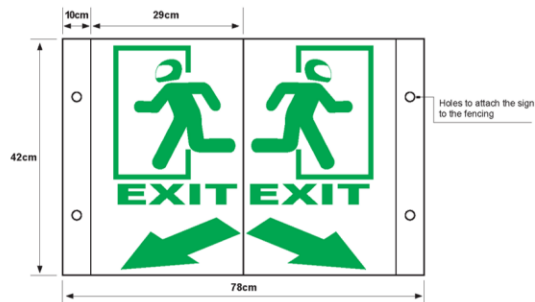
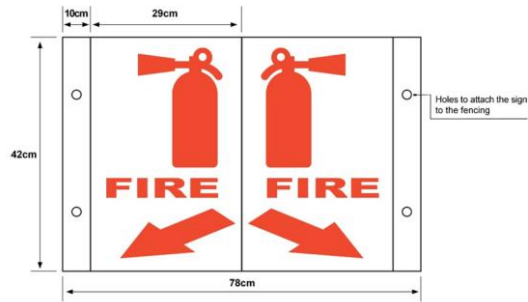
**RED**  
Stopping the race  
or practice



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

# ATTACHMENT B

## Fire Extinguisher and Track egress signage



Each sign must be fixed to the fence, facing the track, at least 2 metres above track level