

Marshals' Introduction

What Is It All About?

Motor Racing is Dangerous

It says so on the fence!

“Whatever can possibly happen
sooner or later will happen here “

Paul Hashagan Firefighter
FDNY Rescue 1 Manhattan
2 days prior to Sept 11th 2001

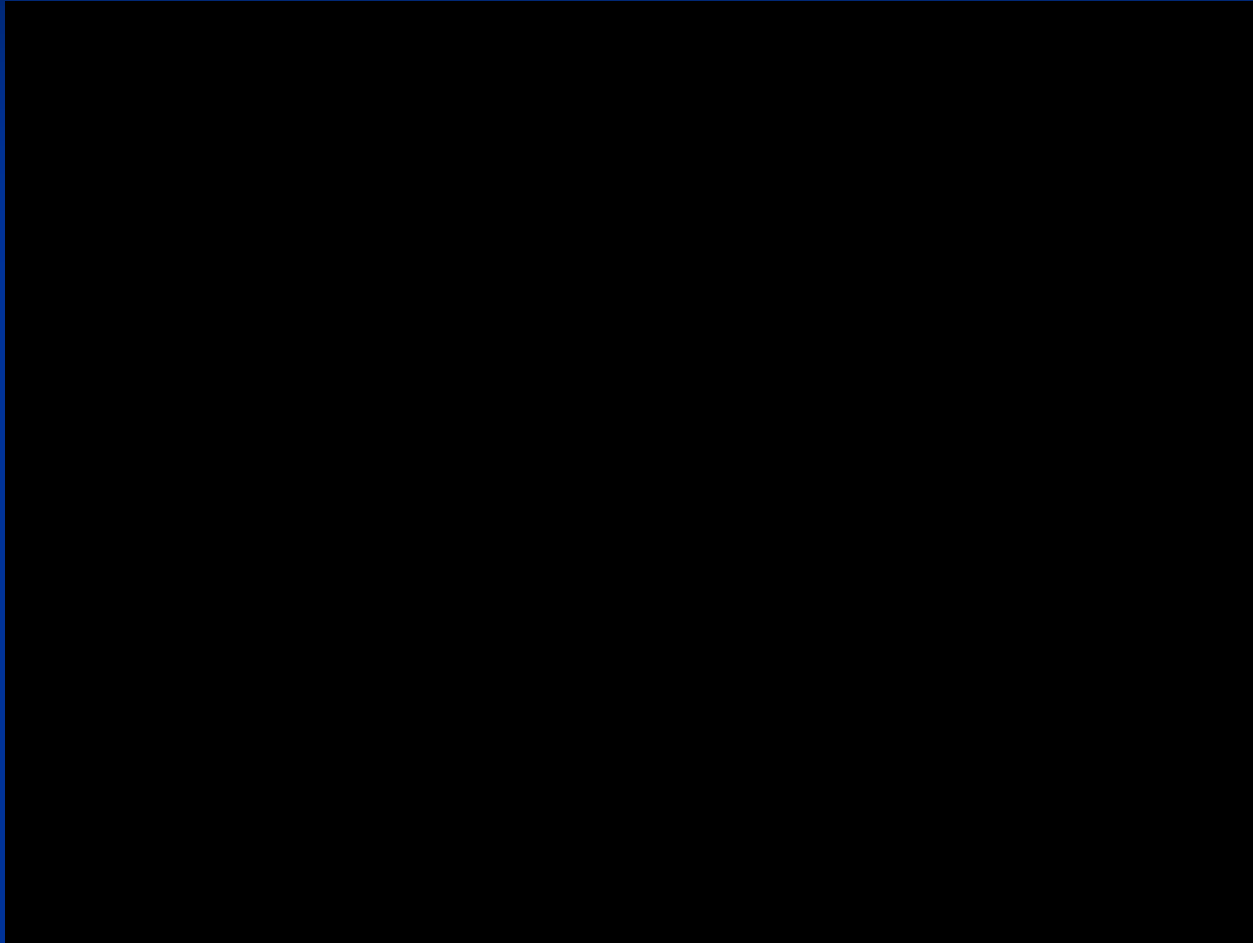
Introduction

- Who and what are marshals
- All about volunteering
- What to wear and take along
- Personal safety

What Are Marshals?

- Volunteers
- Dedicated to the sport
- Professional
- Tolerant
- 90 % Common Sense
- 10 % Technical Knowledge

What Do We Do?



Volunteering

- As many as you want
- Volunteer via Mondello Track Team Contacts.
- If you cannot attend a meeting –
inform Chief Marshal / Track Team
Co-ordinator beforehand

Clothing

- Wear appropriate clothing



What to Wear

- Natural and/or flame retardant fibres such as
cotton or wool
Proban treated
Nomex
- High visibility – Not red, yellow, blue or green
- Multiple layers keep out the cold

Suggested Safety Equipment

- Boots
 - steel toecap
 - ankle protection
 - grip
- Gloves
 - welders' gauntlets
 - easily removed
- Waterproofs
 - durable (not nylon)
- Ear protection
- Safety spectacles
- Hat
 - peak for summer
 - wool for winter
- Whistle
- Belt
 - screwdriver
 - release blade
 - scissors (not knife)
- Waterproof holdall

Food and Drink

- High carbohydrate crisps, cakes, high sugar sweets etc
- Take more than you need
- Winter – coffee, tea, soup etc.
Dehydration can be an issue
- Summer – cold, non-alcoholic drinks water is your best choice.
- Do not rely on a lunch break

Working With the Public

- Spectators are customers.
- You are ambassadors for the circuit.
- Keep your language and behaviour appropriate
- Be diplomatic
- Keep radios down during serious incidents.
- Be professional in your appearance and conduct.

Working With Drivers



- Drivers usually want to get back on circuit as soon as possible - try to help the driver do this if possible
- If not, be polite but firm
- Drivers' actions are sometimes questionable

Working With Circuit Staff

- Circuit staff work long hours
- They are reasonable, experienced people
- As always, please be polite
- Any problems, talk to your IO / Chief Marshal.

Part 2

At the circuit...

Your First Day

- Nervous?
- Helped by an experienced marshal
- Enjoy the event – whatever the weather
- Motorsport is dangerous – look after your own safety

Race Officials

- Clerk of the course
- Stewards
- Judges
- Secretary of the meeting
- Chief marshal
- You !
- Rescue crew
- EMS / Ambulance
- Recovery
- Commentators

Race Day

- Read/Listen to instructions from chief marshal
- Call if unsure of anything
- Leave home in plenty of time
- Park in a safe / designated place

Signing on

- Find correct place to sign on. Ask if not sure
- Usually 1st floor of control tower
- Advise person at sign on of your experience.

Going to Your Post

- Arrive in plenty of time
- Drive responsibly – some circuits have a speed limit.
- Always travel in race direction.
- Park in a safe place.
- Do not ride the running boards of intervention vehicles.

On Post..

- Tell I/O about your level of experience
- Introduce yourself to the crew.
- Get an idea on the safe places to stand.
- Find out the likely incident points.
- Check your footing and access points.

Personnel on post

- Flag Marshals
- Incident officer (I/O) – Post Chief
- Incident marshals
- Course marshals
- Driving Standards Observer (DSO) only at larger events.



Equipment on post

- Fire extinguishers – Powder, AFFF
- Brooms
- Shovels
- Absorbent material.
- Radios.
- Flags and safety car boards.

Post equipment



Things to do in the morning

- Check condition/numbers of extinguishers
- Place extinguishers as directed by person in charge
- Move all obstructions behind the barrier

More things to do..

- Discuss possible incident sites with other marshals
- Decide safe places you will move stricken vehicles to (if possible)
- Plan incident handling with your colleague
- Check the circuit and barriers for problems/obstructions

Race day format

- Practice -15 or 20 minutes per class for club races
May be longer – check program
- Lunch – usually but don't count on it
- Race
Warm up/formation laps
Rolling starts
Look out for last lap incidents

Personal safety



Please Avoid...

- Smoking during sessions
- Sitting down, kneel or leaning on barriers
- Standing in groups of more than two
- Standing with your back to oncoming traffic
- Using Mobile Phones / Laptops
- Taking Photographs / Video
- Updating Facebook about incidents!

Don't stand behind the Armco.



Don't stand behind the Armco.



Always be alert for ...

- Approaching traffic
- Oil, fuel or other fluid spillages
- Loose bodywork
- Falling objects
- Driver behaviour
- Spectators

Between Sessions



- Check circuit for
 - Debris, bodywork, soil, stones
 - Oil or other fluids
 - Spanners, nuts or bolts
 - Track breaking up
 - Always seek permission from your I/O or race control before going onto the circuit
- Eat, drink (and be merry). Enjoy the day
- Pass information to the I/O or race control.

FOD Foreign Objects & Debris







At the end of the day

- Return extinguishers and other equipment to the correct place
- Dispose your rubbish into a suitable bin

Its Your Race Track Keep It Clean



Remember

- We are all volunteers
- Enjoy the day
- Marshalling can be hard work sometimes
- Your duties may involve an element of danger

Part 3

Incident handling and basic track crafts

Incidents

- Stop and think first.
 - Count to at least 10 (slowly)
- Ask – “Do I need to go out there?”
- Can the car move off on its own?
- Does the driver need assistance?
- Have a plan before leaving the bank.

Gravel Traps

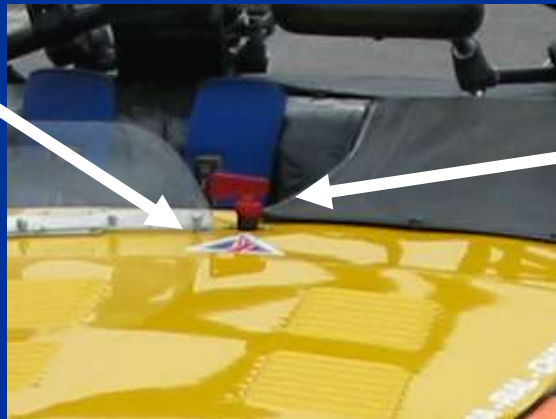
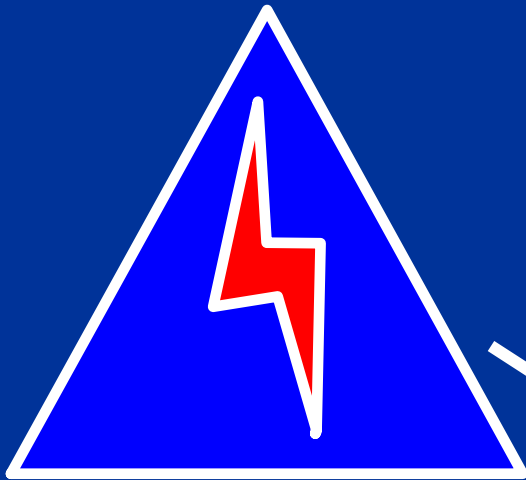
- Beware of flying gravel
- One or two wheels in – try to push the car out if safe to do so
- All four wheels in – get the driver out and call for snatch vehicle (if available)
- Stay behind the barrier if possible

If a car has spun

- Allow a reasonable number of attempts to restart
- Move towards the car
- Ask the driver to steer it for you
- Beached car may move when driver gets out
- Switch off the electrics and move car to a safe place

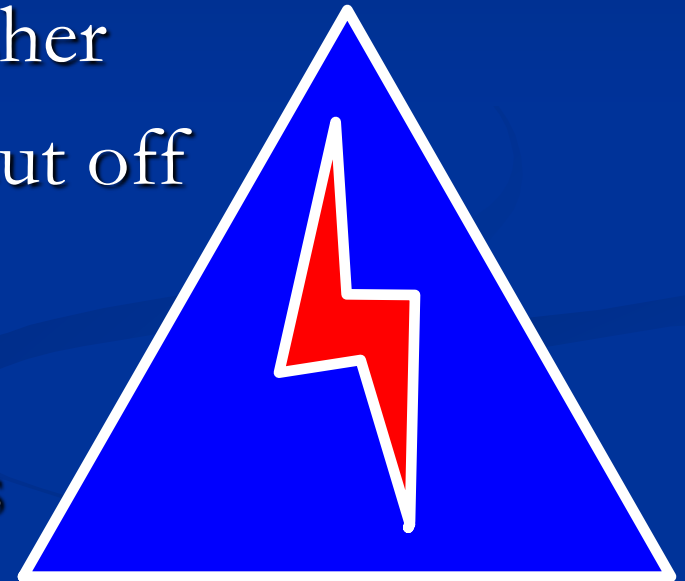
Switching off electrics

- Look for the switch by sign
- If in doubt ask driver to do it



Electric Cut Off Switch

- Look for this symbol
- Do not confuse with extinguisher
- No standard location for the cut off switch
- Some are combined electric/extinguisher switches



Attending an Incident

- Use barrier and the incident itself to help protect you from approaching traffic



Attending an Incident

- React quickly but not in haste
- Walk quickly and safely – beware damp grass and gravel traps
- Take Powder then AFFF extinguisher

Incident Safety

- Keep listening and watching for potential danger
 - post a lookout
- Use incident to help protect you from other traffic
- If you hear a whistle – look at the circuit first, then the person with the whistle

Incident on Circuit

- Switch off the electrics
- Check condition of ALL drivers
- Act quickly and positively as a team
- Start with the easy incidents first
- Move cars to a place of safety – get the driver to help
- Keep watching the circuit for approaching danger

Heavy Impacts

- One marshal to check the driver
- Another marshal to kill the electrics
- Check for leaking fuel or other fluids
- Be alert for fire

Working With Rescue Units

- Pass on relevant information to Doctor and Rescue Crew
- You may be asked to assist the Rescue Crew (supporting cars, holding drips etc.)
- Crowd control and shielding the driver
- If not required, begin the recovery and tidy up

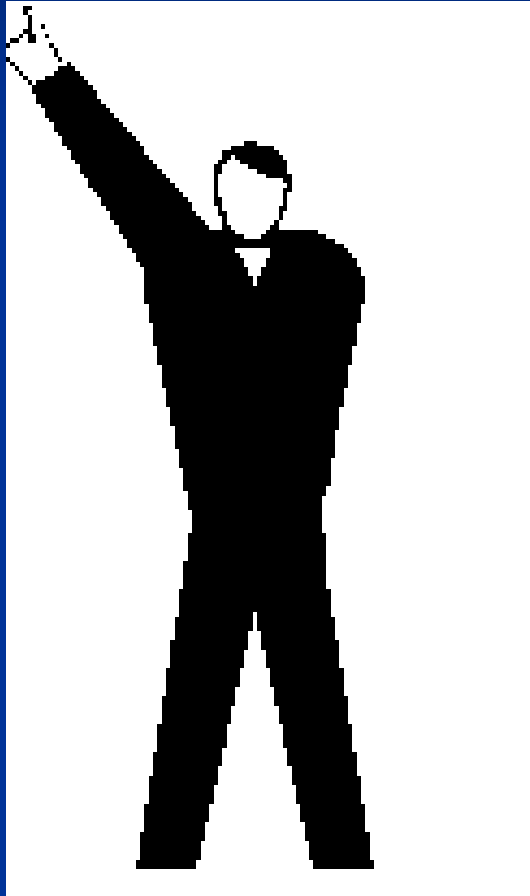
Recovery

- Signal the type of recovery required – straight tow or a full lift
- Let I/O or race control know if the tyre wall or barrier needs repairing
- Move cars to edge of the track promptly
- Provide fire cover and begin tidy-up
- Keep clear of cars during recovery
- Helmet/harness on, visor down

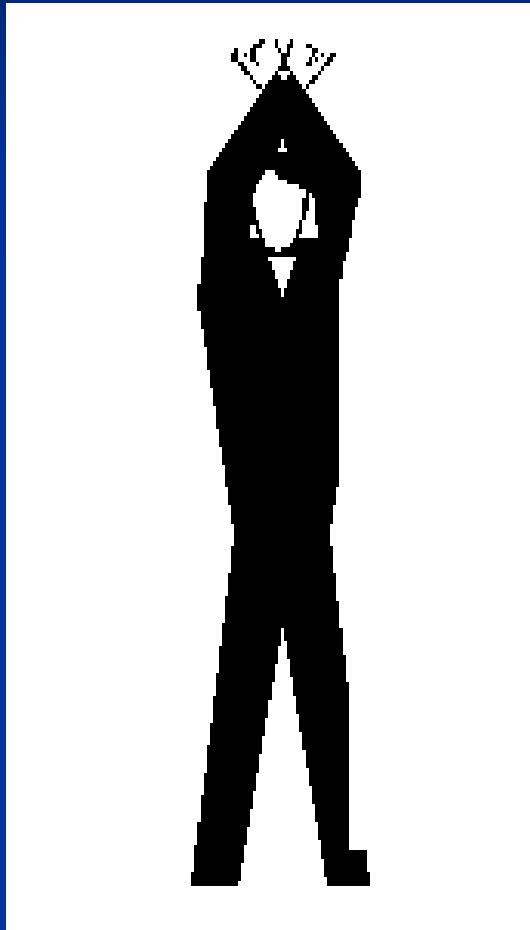
Hand Signals

- Given to I/O, other marshals / posts or camera operator.
- Give the signal clearly and quickly
- Signal should be acknowledged
- Used to request type of recovery or medical / rescue unit

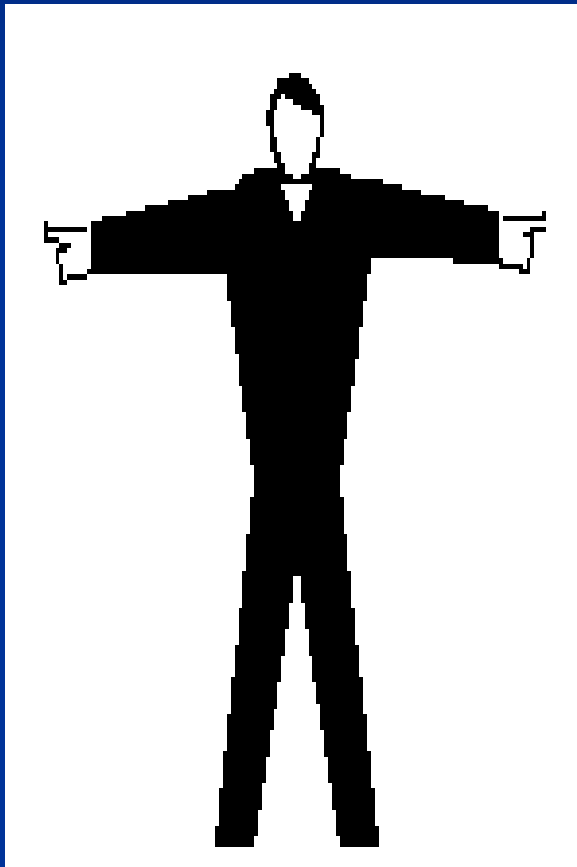
Calling for a Doctor



Calling for an Ambulance



Calling for a Rescue Unit



Calling for a Straight Tow

- Move hands from side to side (careful)



Calling for a Suspended Tow



Post-incident Tasks

- Check circuit for debris
- Prepare cars for recovery
- Assist with tyre wall rebuilds if required
- Dress any oil on circuit
- There is always something to be done
- Debrief

Dressing Oil on Circuit

- Remove as much as possible with shovel
- Cover area with powder, cement, plaster, sand
- Allow oil to be soaked up for large spills
- Brush powder well in for small spills
- Fine oil spray may just require marking
- Ask flag marshal to display change of surface flag

When we are short staffed you
may be asked to do more than
one task



Summary

- Your safety is paramount
- Be calm and positive
- Get on with the job at hand
- Common sense

Further Information

- Track Team Facebook Page:
 - www.facebook.com/MondelloParkTrackTeam
- Mondello Park Website:
 - www.Mondello.ie
- Marshals Guide:
 - www.MarshalsGuide.com
- Ten-Tenths Forum:
 - www.TenTenths.com

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