



## MSCA Super Sprint Briefing Notes

Thank you for volunteering to act as a flag marshal for this Marque Sports Car Association (MSCA) event. Please arrive at The Bend Motorsport Park West Circuit no later than 8.30am. Please sign on at Garage 1, located on the LHS of The Bend's main building, collect your radio, high-visibility vest and be ready for a short briefing. Please ensure you have warm & waterproof clothing, a folding chair, water, and snacks with you at your bunker. You will be able to drive your car to the flag post, so park near garage 1. Lunch will be provided for you. We hope you enjoy yourself and offer to help again soon.

### **PLEASE DO NOT ATTEND IF YOU ARE UNWELL**

Your task as a flag marshal is to control the section of track between you and the **next operational** flag post (in the direction of car travel) and provide information to race control and approaching competitors. With the large distances involved you also need to be aware of incidents before your flag point. If something happens you do not need to use your flag but **DO** notify Race Control. This information and control contribute to the safe and efficient running of the event.

Your primary consideration is the safety of yourself and others in your bunker and the control of the track. Do not leave the bunker unless it is safe, and you are directed to by Race Control.

When you arrive at your flag post, check that you have all the required equipment:

- Radio and headset, turned on, to be operated by one marshal and manned at all times
- A yellow flag and a red flag, to be operated by the second marshal

Keep your eyes on the condition of the track during the day. If you believe the track needs cleaning, for example, from stones, oil or coolant, please contact Race Control. A course car may be sent out to inspect the track.

You will notice that we go through the program quite quickly. Once one group of cars has received the Chequered Flag and on their cool down lap, the officials will release the next group from pit exit behind a safety car to commence the next session. A green flag shown from the starter's box will start competition from a rolling start. The sessions will be a set time. You will be advised from race control when the chequered flag has been shown. This means the cars will always be going past you.

### Communication with the Radio

Your communication with Race Control is vital to the safe running of this event. You are the eyes and ears of Race Control, often in areas that they cannot see.

When using the radio, remember **ABC** - accuracy, brevity and clarity. Give as much information as is needed for Race Control to make a decision, and give it as clearly and concisely as possible. When calling on the radio, press the talk button, pause, and then identify who you are calling and who is calling, before releasing the talk button. If you do not get a response, repeat the call. After Race Control answers, deliver your message.

#### Sample radio conversation:

*Race Control, this is Post 5*

*Send/go ahead post 5*

*Race Control, car 1-2-3 spun driver's right at turn 6 and resumed*

*Thanks post 5, car 1-2-3 spun driver's right at turn 6 and resumed*

Or

*Race Control, this is Post 3*

*Send/go ahead post 3*

*Race Control, car 4-5-6 off track driver's left at turn 3 and hit the wall, smoke coming from the engine*

*Thanks post 5, car 4-5-6 off track driver's left at turn 3 and hit the wall, smoke from engine*

Where you cannot provide the car number, provide a description, for example blue Nissan Skyline. You may be able to clarify the number on the next lap. Also, driver's left and driver's right refers to the normal direction of travel on the track, which may not relate to the current orientation of the car. The radios should only be used to contact Race Control, and not each other. If you need to speak to another flag post, permission should be sought from Race Control.

If Race Control requires further information, they will ask for it, but the initial report is necessarily brief to take the required action to maintain safety. Other information that may be requested includes, "Is the car in a safe position?", "Is the driver okay?", or "Are there fluids on the track?". If you are unsure of something, such as "Is the car in a safe position?", say so, and Race Control will seek the information from another flag post or a fire marshal.

It is important that all incidents/issues are reported to Race Control, for example, spins, crashes, fluid spills, vehicle faults, injuries, and poor driver behaviour, as they are recorded for event history. You may need to fill out an incident report – Race Control will let you know.

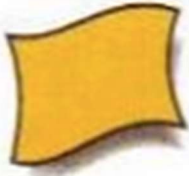
Drivers are instructed in their briefing, that if they breakdown, the driver should stay in the car, helmet & belts on and raise an arm/hand to indicate they are okay.

**Under no circumstances is the driver to commence working on the vehicle while the sprint is in progress.**

Should you have any problems with your radio, please contact Adrian Flynn on 0476 067 388.

## Communication with Flags

At each flag post, there is a yellow flag and a red flag, with the addition of a black flag, board and numbers, and a chequered flag at the start/finish post. Your safety comes first – if there is an incident/issue, **DO NOT** move from your post until instructed to by Race Control.



Yellow Flag: Held stationary, indicates to approaching drivers that there is changed track conditions ahead, which may include a stationary car beside the track, debris or fluids on the track. Drivers should acknowledge the flag, slow down, and prepare to take evasive action. Drivers are not permitted to overtake under a yellow flag, until the driver is past the incident/issue.

Yellow Flag: Waved, indicates to drivers that there is changed track conditions ahead, like a stationary yellow flag, but generally more serious, for example, a car on the track or significant debris or fluids on the track. Drivers should acknowledge the flag, slow down, and prepare to take evasive action. Drivers are not permitted to overtake under a yellow flag, until the driver is past the incident/issue.

The yellow flag is displayed at the flag post immediately prior to the incident/issue.



Red Flag: Indicates to the driver that the race or practice has been stopped due to serious incident /issue, either on or off the track. The red flag is only deployed at the direction of Race Control. Drivers should acknowledge the flag, slow down considerably (to 25 km/hr), and immediately return to the paddock. Drivers are not permitted to overtake under a red flag. The red flag should be waved to get the attention of the driver and must remain displayed until you are told by Race Control to withdraw it. Emergency personnel and/or vehicles may be on the track as cars make their way back to the paddock.

If you observe a car pass under yellow or red flags, please notify Race Control. It is important, but it can wait until after the incident/issue has been resolved.



Black Flag: Shown by the start/finish flag marshal, with a board displaying a car number, indicates to the driver of a specific car that they must proceed to the paddock within a lap, due to a driving infringement or mechanical issue with their car.



Chequered Flag: Waved by the start/finish flag marshal, indicates the end of the sprint. Each driver must cease sprinting after crossing the start/finish line and proceed to the paddock.

## Communication with Hand Signals

There may be circumstances where you need to communicate with other flag marshals or Race Control without the use of a radio. In these circumstances, the use of these hand signals may be necessary, and is acceptable.



Crossed arms overhead  
Medical attention required



Arms form an F  
Fire tender required



Arms form a W  
Rescue equipment required



Pat Top of Head  
I need assistance



Arms Form a T  
Car requires a Flat Tow



Arms Form a T then Lifted  
Car requires a Lift Tow