

MARSHALS PREPARE/ DRIVERS BEWARE

As we look forward to the new season there are two significant changes which will affect both marshals and drivers. They will be covered at training days and briefings but the following will explain them.

FLAGS

The flag system has been brought more into line with the FIA and hopefully it should make signals more visible for drivers although the double waved yellow will create difficulties at thinly marshalled meetings but I am sure Post Chiefs will be able to deploy their teams to surmount this.

Please note, this is a change since the 'Blue Book' was issued and so does not show there.

Q 15.1

(e) Yellow flag- **Waved**: Danger slow down sufficiently to ensure that full control of the vehicle can be retained. No overtaking

(f) Yellow flag- **Double Waved**: Great danger. Slow down considerably. Be prepared to suddenly change from the projected racing line, or take other evasive action including stopping if necessary. No overtaking. (This signal can be supplemented or replaced by flashing yellow light(s), as an added warning)

(i) Green Flag- **Waved**: All clear, at the end of a danger area controlled by yellow flags. Also used to signal the start of a formation lap and shown at all posts during the first lap of each practice session and during the formation lap.

Q 15.1.1

At an incident where the track is obstructed, or marshals are working at the trackside, the following signal will be used.

- (a) A **WAVED** Yellow at the post before a **DOUBLE WAVED** Yellow. (the waved yellow flag may also be supplemented or replaced by flashing yellow warning lights).
- (b) A **double** waved Yellow flag at the post immediately preceding the incident. (The waved yellow flag may also be supplemented **or replaced** by flashing yellow warning lights)
- (c) A **waved** Green flag at the post immediately after the incident.
- (d) If the incident is well off the track and marshals are not working at the trackside, the incident may be indicated by a **single waved** yellow flag, followed by a **waved** green flag, or by a Hazard Area board

The circuit limits have also been redefined as to what a driver can do before he is reported to race control for exceeding the limits, if he goes one wheel over the white line or one wheel goes over the edge of a kerb he has exceeded the limit.

CIRCUIT LIMITS

Q 14.4.2 Drivers must use the track at all times and may not leave the track without a justifiable reason. For the avoidance of doubt:

(a) The white lines defining the track edges are considered to be part of the track

(b) A driver will be judged to have left the track if any wheel of the car either goes beyond the outer edge of the kerb or goes beyond the white line where there is no kerb.

The new rule has already generated much discussion with many saying it will spoil racing but it should make it easier for Post Chiefs to judge and it will definitely help to prevent run off area damage.

All incidents of drivers offending will be reported by Judges of Fact or ascertained by suitable equipment.

Q 14.5 Breaches of 14.4.2 may be reported and/or determined by

- (a) A duly appointed Judge of fact and /or
- (b) Senior officials through the use of suitable equipment under the control of the organisers.

If a driver transgresses it will be reported by the Judge of Fact to race control and the issuing of penalties will be up to the Clerk of the Course. The penalties remain as last year

- (a) Twice one wheel off- Driving Standards Flag (Black and White diagonal)
- (b) Three times one wheel off- 5 second time penalty (A board will be shown)
- (c) Four times one wheel off – drive through penalty (Black Flag with drivers number and Drive Through Penalty Board)
- (d) Five times one wheel off – exclusion (Black Flag with drivers number)

It is strongly recommended that every one makes themselves aware of these changes, especially drivers as it could spoil your race completely.

An article about circuit limits and what the new regulations are, is in the MSA News, January 2014 and the circuit limit rules along with photographs to explain it more clearly can be found at www.msauk.org/uploadedfiles/msa_forms/track_limits.pdf