

Now I've joined what do I do Next?

Volunteering

Where you go and what you do as a marshal is up to you. You may choose to stick with one club, one circuit or one type of racing, or you can go all over the country and marshal for a range of different clubs. You do as many or as few meetings as you want to.

There are a number of ways of volunteering, but once you start marshalling you will soon find yourself inundated with volunteering forms before the start of each season.

You can even volunteer using the internet - go to www.marshals.co.uk/volunteering/ and select the events you wish to marshal from the calendar, tick the dates and submit your selection. .

It goes without saying that you should not volunteer for more than one meeting on the same day.

Always keep a diary of the events that you have volunteered for and apologise and return tickets for the meetings you find you cannot attend.

If you don't you could find yourself no longer invited to one or more clubs' meetings.

Protective Clothing

Wear natural fibres (wool,cotton) or flame retardant synthetic fabrics (e.g. Proban or Nomex) next to your skin. Although you should not get close enough to a fire for man-made fibres like nylon to melt, if they do they could adhere to your skin and cause severe burns.

Your clothing should cover your arms, legs and hands even in hot weather. Many marshals wear orange Proban overalls as these give added protection as well as protecting your ordinary clothes, making marshals easily recognisable and avoiding the risk of any clothing clashing with flags.



Jeans, shirts and jumpers are perfectly acceptable, as long as they are made from natural fibres and aren't the same colour as the flags. Gloves must be dry and easy to remove. If wet there is a danger of scalding, so carry a spare pair.

Wear stout, protective boots - work boots with steel toe caps and thick soles or hiking boots. Don't wear trainers or light shoes as these provide inadequate protection and soon become soaked by rain.

Always bring waterproof jackets and trousers. Flame retardant waterproofs can be prohibitively expensive so you may have to buy waterproofs made of man made fabric, but avoid lightweight nylon waterproofs as these give inadequate protection. Again, avoid clashing with flags. Buy orange or dark coloured waterproofs and not Day-Glo yellow.

Safety glasses or goggles are also useful if marshalling near gravel traps.



Other Essentials:

Always have a hat with you preferably two, to cope with cold weather and hot sun. We lose a high proportion of our body heat through our heads in cold weather, while an uncovered head can cause problems in hot sun.

You can never guarantee that you will be able to buy food, so always bring plenty to keep you going during the day. Bring plenty to drink as well - particularly in hot weather, when you may need to drink two or more litres of liquid during a day. Soup is a good way of keeping warm and keeping your calorie count up in cold weather.

Alcohol must not be drunk during the period you are on duty.

You should always have ear plugs or ear defenders with you. Some classes of racing produce high levels of noise which could damage your hearing and you could be allocated a duty in the pits or other areas where you will be close to racing engines. Ear plugs are generally more convenient for marshals working with incident teams track side, but ear defenders may be better for flag marshals and people in the pits or assembly area.

Sun cream with a high UV factor is essential. Even on partially overcast days, you can easily get sunburnt, particularly on sensitive areas like the nape of your neck or top of your ears if you don't take precautions. A wide brimmed hat is ideal for protecting your head in these conditions.

Race Day

When you get your tickets (passes), you will usually also receive a letter telling you what entrance to use, where to sign on and other information you might need.

Make sure you read the instructions carefully as procedures can change depending which club is organising the meeting and how big the meeting is.

If there is anything you don't understand, contact the Chief Marshal or whoever sent you the tickets and make sure you leave home in plenty of time to get to the event.

Go straight to sign-on when you get there - or if you are late for any reason, go to Race Control.

Make sure you tell the Sign-on staff you are new to marshalling or the circuit and ask if there is anything about the day you don't understand.

Arriving on Post

At sign-on you should check what time you need to be on post and how to get there.

Take care whether you are driving to post through spectator areas or on the circuit. If you are using the circuit to go to post you should drive in race direction, but be mindful that you could still meet something coming the other way.

The circuit may have speed and noise limits which apply outside practice and race sessions, also other marshals, circuit staff and officials may be using the circuit or stopped on the circuit, repairing or installing something.

Make sure you park in a safe place and if there are restrictions on where you can park, obey them.

When you get to your post, sign on with your Post Chief and tell him and the Incident Officer, who will be running the incident team, what your experience level is before helping to put the equipment out.

Marshalling is a hobby that brings you closer to the action, enables you to make new friendships and to really enjoy motor sport.

Marshalling is not without its dangers, but if you take heed of the guidelines and learn from your fellow marshals we trust you will have a safe and enjoyable time.

More detailed information can be obtained from the 'Pocket Guide to Marshalling' produced by the Motorsport Safety Fund or go to www.motorsportsafetyfund.com