



**The TAMS Packaging
NORTH WEALD SPRINT
SUNDAY 20th July 2025**

Marshals Instructions



Contents

Contents.....	2
Forward.....	3
Quick Reference Guide.....	3
Marshals Procedures	3
General Instructions	3
Weather / Protective Equipment.....	5
Radio	5
Start Marshals	5
Event Arrival	6
Program of the Meeting	6
Event Noticeboard and Results.....	7
Contacts.....	7

Forward

I would like to thank everyone for coming out to help us and remind everyone that the primary concern for everyone should be to look after their own safety, then the safety of those around you and then the safety of competitors.

The Organising Team.

Quick Reference Guide

This quick reference highlights points with detailed information contained later in these instructions.

- Signing on will all be done electronically beforehand however additional backup signing on forms will be available at the event if needed. Marshals briefing will be done individually, as required, when you check in with the Chief Marshal on the day.
- The entry pass will have been emailed out to you.
- Arrival instructions in a separate document has arrival details and map. Marshals/officials will be required to display/show their entry pass and then proceed to the right for access to the course. Competitors will continue to the paddock entrance.
- Marshals may park near to the toilet area where the 'Fabulous Frys' catering will be available prior to going directly to their post. A food voucher for the 'Fabulous Frys' will be issued when you check in with the Chief Marshal.
- Marshals asked to assist with the arrival of personnel and cars will be given the timings in the email, course marshals will proceed to their points following a briefing at 8:45. Marshal equipment will be provided at the posts and a hand held radio will be provided for each post if the marshal does not have their own set.
- Penalties are for taking a wrong course or striking a cone with sufficient force to move it such that it needs replacing in its original location.
- Marshals will report penalties by radio and keep a check sheet for reference which will be collected.
- Marshals will report by radio cars stopped on the circuit and any car shown a red flag, plus any safety issues.
- If a car stops in their locale, the marshal should approach from the front to get indication that the driver is OK and report accordingly to the radio controller who will deploy recovery or rescue as required.
- If a following car on the course is approaching a stopped car, they should be shown the red flag and should immediately slow to non-competitive speed and continue slowly to the stop line being prepared to stop if necessary.

Marshals Procedures

General Instructions

The signing on should have been completed online beforehand and information has been distributed electronically. Check sheets and incident reports will be provided.

The Chief Marshal will check everyone is on post and ready before competitive runs start and the required equipment at each post will be delivered to the post. Each post will be supplied with a hand-held radio or will use their own radio equipment and will communicate with the marshals around them. The radios are on the 'colour' frequencies 5-7 commonly used on AMSC events and we will be using radio channel 7 (orange).

If a competing vehicle stops on course, then the following actions should be taken:

- If there is another vehicle on the course that is likely to be impeded by the stopped vehicle, then the Red Flag should be raised and shown clearly to the still competing vehicle which should immediately cease competing, slow significantly and proceed slowly back to the paddock/collecting area, being prepared to stop if necessary (Q15.1(j)). The marshal should notify, by radio, any vehicle shown the red flag which will automatically be offered a rerun.
- A rule of Sprinting is that cars must not overtake each other, so if a slow-moving car impedes a following competitor, then that following competitor should be shown the red flag if it is likely to catch the car in front before the finish line.
- The nearest marshal should approach the stopped vehicle from the front to elicit a 'thumbs up' from the driver who would normally remain in the vehicle.
- If a 'thumbs up' is seen, then the marshal should signal this to the other marshals with a raised arm.



- If a 'thumbs down' is seen, or there is no response seen then the marshal should signal to other marshals in the vicinity with crossed arms above the head, this indicates that assistance is required.



- The post marshal with the radio will report the response seen as 'OK' or 'NOT OK' by radio and the appropriate action will be taken:
 - With 'OK' – Recovery will be deployed to deal with stopped vehicle.
 - With 'NOT OK' – Recovery and Rescue will be deployed to deal with the vehicle and driver.

In addition to the reporting of stopped vehicles, as detailed above, the marshal shall also report any other incidents by radio.

Cone penalties shall be logged on the check sheets which will be collected at times throughout the day, normally after each timed run.

Cone penalties are defined as:

- A vehicle striking a cone with sufficient force to move it sufficiently that it needs replacing back in its original position. (*SC – Striking a Cone*)
- A vehicle taking the incorrect route at a cone gate or around a cone. (*WR – Wrong Route*)

When cones are moved requiring intervention/replacement the marshal should replace the cone. If there is insufficient time between each car to do this safely, then the marshal should request, by radio, for a halt on cars starting. Once the course is clear of cars the marshals can do the necessary reconstruction. On completion the marshal will inform, by radio, that it is safe to continue and the start marshals will resume competition.

Weather / Protective Equipment

It must not be forgotten that this is an open air event and, as such, the weather conditions are an unknown element. Being in the late summer we could experience high temperatures and hot humid conditions, or it could be cold and wet. Therefore all attendees should be prepared for whatever is thrown at us.

Protective footwear and gloves is recommended for all marshals. If it is hot, then suitable protection from the sun is advised along with water or other liquids to ensure good hydration. If it is cold or wet then suitable adverse weather clothing and equipment is also recommended.

Radio

The event will be using the ORANGE open radio channel (86.3500), normally channel 7 on most 9 channel sets under the control of the Radio Controller. This is operated under the OFCOM license held by Green Belt Motor Club.

There will be a radio at each marshal's post for the purposes of:

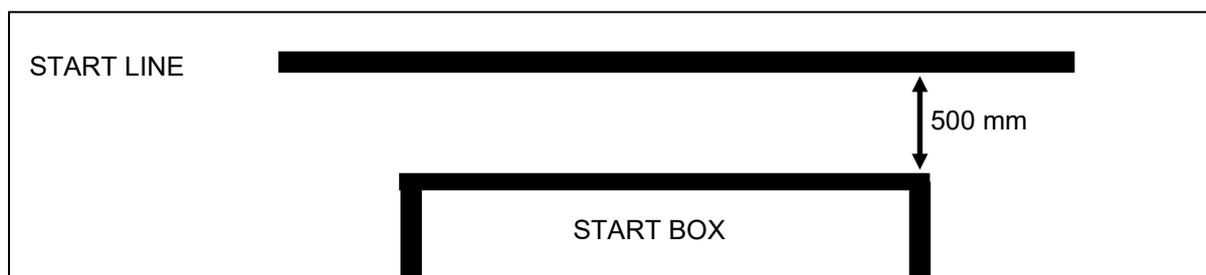
- Reporting Penalties
- Reporting of incidents
- Course safety
- Marshals safety
- Event safety and any other necessary communication

All radio communication must go through Radio Control.

In addition, management radios may be used for senior officials to communicate clear of the main safety frequency.

Start Marshals

The start procedure to be used is known as the 'European Start Procedure'



The start line and start box are marked at the start. The start beam is located at the Start Line. The start box is positioned 50 centimetres behind the start line.

- The aim is for participants to stop with the timing strut approximately at the front of the box.
- It is not critical to achieve this and no moving of the car forwards or backwards should be done to change its position.

- A pole will be used to indicate to the driver where the box line is. The car will be driven up, approximately, to the pole under its own power.
- If the car stops too far back the driver will be asked to move forwards under its own power.
- The clear to start will then be indicated, as usual, by a green start lights.

One marshal will position the pole on the start box as an indication to the driver, it is not necessary to exactly line up the car to touch the pole, but it should be as close as possible. The marshals shall not touch or manually push/pull the car into position, it must be positioned under its own power in the box **approximately** at the front. Once the course is clear and the car is in position the lights shall be operated to indicate the car is clear to start.

Event Arrival

Passes will be checked on arrival to ensure only authorised personnel attend the venue. Competitors will be checked into the paddock area so that this information can then be communicated to the event secretary to know which competitors have arrived and will be directed to park sensibly and leave clear routes through the paddock area.

All authorised people should have one of the following three passes:



Program of the Meeting

North Weald Access from	07.00.
Paddock opens:	07.45.
All competitors checked into paddock by:	08.45.
Marshals briefing	08.45.
All marshals checked on post by:	09.00.
Convoy runs start:	09.30.
Practice runs start:	10.00.
Timed runs start:	Immediately following Practice.
Results announced:	As soon as possible after completion of timed runs.

Competitors will be able to walk the course before 8:45 and will have the option to participate in one convoy run. There will be one practice run and then up to four timed runs, each competitor's fastest time run counting for the awards.

There will be a lunch break of approximately 45 minutes after either the first or second timed run. The exact time and duration will be notified during the day.

During the lunch break competitors are asked to give priority to marshals in the food queue.

These timings or numbers of runs are subject to change if circumstances dictate.

Event Noticeboard and Results

The event noticeboard, where results will also be displayed during the day is on the SPORTITY app, using the password 'AMSCSPRINT', or via the web access at [AMSCSPRINT | Sportity](#) .

.

Contacts

Should you need to contact anyone before or during the meeting:

Chief Marshal: John Davie – before the day: 01525 405521, mobile 07894 642854

Secretary of the Meeting: Chris Deal - 07920 840689