

FIA RACE DIRECTOR'S GUIDELINES - START LINE MARSHALS' BRIEFING NOTES

1. The ten-minute signal

Ten minutes before the start of the formation lap.

All marshals should be present on the grid from the ten-minute signal with a yellow flag.

2. The fifteen-second signal

One more pair of main red lights is extinguished, the horn is activated and only one pair of red lights remain.



Once the fifteen-second signal has been shown, marshals should be standing slightly away from the team personnel in order that the starter can see them clearly. In the case of a driver needing assistance (at which point team personnel are not permitted back to the grid), the relevant marshal should stand beside the car and wave the yellow flag until all cars able to do so have left the grid.

The main purpose of this is to warn drivers behind the car concerned that it may not move at the start of the formation lap.

When the cars have left, all marshals should take up their positions on the pit wall, taking their yellow flag with them, and prepare his or her remote control panel.

If a car stalls prior to or upon leaving the grid at the start of the formation lap, the marshal should also wave his or her yellow flag to warn drivers behind. The start will not be delayed in this case.

3. Drivers slow away from the dummy grid regaining positions

If a car is delayed leaving its grid position or is left on the grid at the start of the formation lap (whilst all others able to do so have left the grid), the driver may overtake and attempt to regain his position in the field. However, if he is unable to do this before reaching the pit entrance he must enter the pits and start the race from the pit lane, marshals should therefore be aware that their driver may not be able to take up his grid position. If this proves to be the case the marshal concerned should only press his or her green button on the remote control once the driver in the next grid position has taken up his position (the name and number of the missing driver will remain illuminated until the green button is pressed which will help the driver in the position behind the empty box).

4. Cars left on the grid at the start of the formation lap

If a car is unable to leave the grid and is pushed into the pit lane the marshal concerned should nevertheless take up his or her position on the pit wall and prepare the light panel remote control as normal. Again, the marshal concerned should only press the green button on his or her remote control once the driver in the next grid position has taken up his position (the name and number of the missing driver will remain illuminated until the green button is pressed which will help the driver in the position behind the empty box).

5. Formation laps behind the Safety Car

Under certain circumstances, normally when the race would formerly have been started behind the Safety Car, the cars will be asked to carry out a number of formation laps behind the Safety Car. Once the race director is happy for the race to start the Safety Car will enter the pit lane and the cars will come to the grid and start normally.

If after several laps behind the Safety Car the race director feels that conditions are still unsuitable to have a standing start he will decide one of two things :

- a) To have a rolling start. In this case start line marshals will not be required to do anything and the race will be started when the Safety Car enters the pit lane.
- b) To suspend the start procedure.

6. Position of the cars for the start

The jump-start detection system will tell the starter if cars are in precisely the correct position for the start. The green buttons on the remote control panels should therefore be pressed as soon as the relevant marshal is sure his or her driver has seen his board and is approaching the correct grid box, not when he or she thinks it is in its precise position for the start.

7. Concentrating on the single car

As soon as the relevant car is approaching the grid each marshal should look directly at their driver and keep their eyes on him until the start is given (this is now far easier than before with the remote control panels). The drivers have been briefed to look at their marshal should they encounter difficulties.

Most car cockpit shapes make it difficult for a driver to raise his arms high so the starter is relying totally upon the marshals to warn him if a driver is in trouble.

8. Extra formation lap

If a driver stalls or indicates he has a problem before the start signal is given the marshal concerned should press his or her yellow button on the remote control panel but the start will not be delayed, instead the green lights will be shown two seconds after the abort lights and all other drivers will complete another formation lap. The car will be pushed off the grid and start from the pit lane if possible. If the car that caused the start to be aborted is able to start the extra formation lap the driver should enter the pit lane at the end of that lap and start from there.

Again, the marshal concerned should stay in position and, when the cars come back to the grid, should only press their green button on the remote control once the driver in the next grid position has taken up his position.

9. Delayed start

If the start is delayed for any other reason, marshals should remain in position until a new start time is confirmed.

10. Cars stalling at the start of the race

If a driver stalls at the start the marshal concerned should press the yellow button on his or her remote control panel, all light panels upstream of this point will automatically flash yellow to warn drivers behind of imminent danger.

11. Suspending a race

If a race is suspended marshals will be needed in the pit lane with a yellow flag before it is resumed. Their duty will be to inform race control with the flag if any team personnel remain in the fast lane of the pits at the 15-second signal, i.e. 15 seconds before the race is resumed.

12. Resuming a race

The race will be resumed behind the Safety Car as before but the regulations now require a standing start to be carried out to resume the race. The cars will therefore follow the Safety Car until it is called in by the race director, once the Safety Car returns to the pit lane the cars will then form up on the grid for a standing start.

Marshals should then again follow the procedures set out in paragraphs 5, 6, 7, 8, 9 and 10 above.