



Corner Workers' Quick Reference Guide

This guide outlines safety marshaling procedures used during motorcycle roadracing events sanctioned by the American Sportbike Racing Association and the Championship Cup Series. It is a basic outline and is not intended to be all-inclusive.

All workers must understand that racing is inherently dangerous and may result in serious or fatal injuries. No express or implied warranty of safety shall result from the publication of or compliance with these guidelines.

WHAT IS A CORNERWORKER?

Cornerworking is a vital part of racing. Cornerworkers are people who are always on the lookout for anything that may create an unsafe situation. They signal conditions to the racers using various flags and hand signals. Cornerworkers coordinate their actions with Race Control and other workers through radio communications, hand signals, and flags. They keep the track clear of debris and liquids, and assist fallen or disabled competitors.

CORNERWORKER PRIORITIES

1. Your own safety
2. Your fellow workers' safety
3. The safety of riders still racing
4. The riders involved in the incident
5. Removal of vehicles and debris from the track

PERSONAL EQUIPMENT

White cotton pants (NO shorts) – White cotton shirt or jacket – Gloves (leather or cotton) – Hat with a wide brim – Footwear (supportive, closed-toe shoes or boots) – Rain suit or poncho (NO red or yellow) – Sunglasses – Sunscreen – Lip balm – Insect repellent – Container of water or juice – Snacks – Whistle – Knapsack – Hearing protection – First aid kit – Medications for personal use – Binoculars – Pen and paper

JOB DESCRIPTIONS

One person may perform more than one of the following duties simultaneously.

Corner Captain: The person responsible for the operation of the station.

Radio Communicator: Keeps Race Control and Captain aware of changes in track conditions and calls for assistance when required.

Flagger: Displays appropriate flags to warn riders of changes in track conditions downstream of the flag station (race direction).

Pick-up Person: Stationed near crash zones; maintains clear course and assists fallen riders. Moves disabled machines to safe locations.

COMMUNICATIONS GUIDELINES

1. Make sure radios/communications equipment are turned on as soon as possible. Keep radio equipment dry at all times. Handle all radio equipment with care.
2. Monitor radio network at all times. Always seek permission from Race Control to enter the radio network. Identify your station number and flag condition of the corner. Talk in a normal voice, giving complete details in one short communication. Keep idle chatter to a minimum.
3. **DO NOT** say the word “red” on the radio; say “crimson” instead.
4. **DO NOT** give rider names or conditions on the radio.

CRASH RESPONSE GUIDELINES

1. Make sure you respond to downed rider with your own safety as top priority. (You can't help him if you're hurt too.)
2. Get permission to cross a hot track.
3. Take no action that may increase severity of rider injuries. Make the call for ambulance if you have any doubt of the rider's condition.
4. Make sure fire equipment is charged and ready for use. Review operational guidelines for specific fire equipment. Take the fire bottle with you whenever possible. (If used, be sure to pull the safety pin first, and aim the fire bottle at the base of the fire to insure maximum effectiveness.)
5. Make certain you protect yourself from hot objects and sharp edges when attempting to help pick up downed machines. Protect yourself first and foremost. (Use gloves, long pants and proper lifting techniques to minimize your chance of personal injury.)



DO's AND DON'Ts

DO check your equipment (radios, flags, fire bottles etc.).
DO drink lots of water or juice.
DO ask for authorization before crossing the track.
DO keep spectators behind fences; report offenders.
DO remain calm; survey the situation, report to control calmly and clearly.

DON'T turn your back on traffic.
DON'T move fallen riders.
DON'T remove a rider's helmet.
DON'T offer an injured rider food or drink.
DON'T leave your station without permission.
DON'T pick up parts/debris; kick them off the track.
DON'T wear yellow or red clothing.

HAND SIGNALS

AMBULANCE: Hold your arms over your head to form an "A" to indicate you need an ambulance

FIRE: Hold arms to side, forming the letter "F" to indicate you need a fire vehicle or fire bottles.

PIT CREW OR PICK-UP TRUCK: Motion as if pulling a rope toward your body.

I NEED HELP: Tap on your head.

PUSH LEFT OR RIGHT: Use a PUSHING motion away from your body to direct riders away from an obstruction on the racing surface.

FLAGS

Flaggers' area of responsibility is from their location to the location of the next downstream (race direction) flag station. More than one flag may be displayed simultaneously.

STATIONARY YELLOW FLAG: Caution. Potentially hazardous condition on or near the track. Passing is allowed.

WAVING YELLOW FLAG: Danger. Hazard(s) on or near the racing line. **NO PASSING** is allowed from the location of the waving yellow until the rider is beyond the incident. Report violators to Race Control.

STATIONARY DEBRIS FLAG (yellow and red stripes): Debris or a potentially hazardous item on the track. Passing is allowed.

DEBRIS FLAG FOR RAIN: Debris flag is folded in a triangle and pointed at the sky.

DEBRIS FLAG POINT: Indicates the bike or rider has a hazardous condition (leaking oil, losing parts, smoking, etc.). Display debris flag to the rider, furl the flag, and point the furred flag directly at the rider. Rider should move off the line/track and drive to the nearest cornerworker.

STATIONARY AMBULANCE FLAG (white with red cross): Displayed at all stations and at the starter's station to indicate an ambulance or safety vehicle on track. In addition, a WAVING YELLOW flag is displayed at the station where the emergency vehicle is located, whether moving or parked. A STATIONARY YELLOW flag is displayed one station prior to the station where the emergency vehicle is located.

WAVING RED FLAG: Indicates the session has been stopped at the direction of Race Control. Riders should reduce speed and return to pit road. Report passing to Race Control. **Other warning flags continue to be displayed at corner stations as needed.**