



CORNER WORKER MANUAL

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Introduction

First and foremost, we want to thank you for your time and energy spent assisting the CRA in making racing safe and fun! Without help from people like you, the sport of Roadracing cannot take place.

The information contained in this manual is meant to be a reference and starting point. However, you do not need to read this manual cover to cover, instead read a section at a time to supplement your existing “on track” training.

Other ways to increase your knowledge of Corner Working:

- Learn from each other's experiences.

- Discuss things that happened with your fellow crew members.

- Ask questions of your Chiefs, Captains and the more experienced marshals.

- Never hesitate to make suggestions to the F&C Chiefs you feel will make the Corner Crew more efficient or the race day more enjoyable.

If you think something needs to be said, don't be shy — Say it!

If you are new to corner working, you may experience some sensory overload. You are not only closer to the action than a spectator; you are in the middle of it. On some corners you may seem to be completely surrounded by very noisy, brightly colored motorcycles moving at extremely high speeds. However, as you spend more time on the race course you will become acclimated to the environment.

What is a Corner Worker?

Corner Workers are the people usually dressed in white, stationed around the track, closely observing the race. Most of the time, they are watching the race from the best seat in the house, but when something happens, they spring into action. The flagger displays warning flags, informing oncoming riders of any hazards. The safety assists the downed rider and clears the track. The communicator keeps race control informed via radio of the work being done on the corner and any additional needs during the incident. The Captain coordinates and trains the crew.

Workers are responsible for maintaining the racetrack in a safe operating condition.

Workers inform the riders of track conditions through the use of flags.

Workers might also communicate to each other through the use of hand signals.

Workers aid fallen riders and clean the track of debris, oil, and motorcycles.

Workers are viewed by everyone as an integral part of the race.

Next to the racers, corner workers are the most visible individuals on the track.

Requirements to be a Corner Worker

The main criteria for being a corner worker are:

- Love to watch Motorcycle Races

- Want to have the best seat in the house

- Have a lot of enthusiasm

- Willing to be outside all day in any weather

Commitment

One of the first questions we hear from new workers is: Do I have to work at ALL the events or every day of an event? The short answer is No. You can work as many or as few events as you desire. Everyone has outside commitments, be it work or family and we understand. We contact people via email a week or two before the event with details of the upcoming event and schedule. Let us know if you are available to work and if desired, which corners you prefer to work.

Corner Worker Positions

Please note: Multiple positions may be held by the same worker depending on staff availability. Typically, staff is rotated through the various positions throughout the day. The following positions cover the entire track from his/her assigned position to the next occupied corner.

Flagger

Stationed in a visible location at the corner station.
Displays various flags to communicate to oncoming riders of hazardous situations on or near the track surface ahead.

Upstream/Downstream Safety

Maintains a clear track by removing debris/liquids from the surface.
Moves motorcycles to safe locations.
Assists fallen riders with NO medical needs.
This position requires some physical strength and ability to get to the incident location.

Communicator

Communicates via radio with race control.
Communicates information from race control to corner staff.
Calls for assistance when needed.

Captain / Captain in Training (CIT) / Worker in Charge (WIC)

This person is responsible for overall operation of the corner.
Ensures correct placement of equipment and workers.
Trains inexperienced workers.
Directs the actions of the other marshals, competitors, and any other personnel in the area.
Obtaining the title of Corner Captain is covered elsewhere in the manual—occasionally experienced workers will be chosen as “Worker in Charge” of a corner. These workers, as well as Captain in Training (CIT) are not Captains until the requirements of Captain have been fulfilled. However they are “acting” as Captain for the assigned timeframe.

Other Track Officials

There are a lot of people involved in a successful race day. Following are listed some key personnel and a brief description of their primary roles and responsibilities.

Race Control

The people on the “other end” of the radio.
They coordinate what is happening throughout the race day as directed by the Race Steward.

Race Steward

They are responsible for everything that occurs during the race weekend.
They ensure the safety of the entire event and that all CRA rules are enforced at every event.
They ensure that the race weekend runs smoothly.

Safety

Roaming staff that travel to incidents around the track.
Available throughout the day to assist corners and course marshals with incidents.
Directs care of injured riders in coordination with the Corner Captain and medical personnel.
Available throughout the day to escort downed riders to the infirmary and/or their pits.

Course Marshall

Responsible for track set up and tear down at the beginning and end of each day.

Available throughout the day to assist corners and safety with incidents.

Available throughout the day to escort downed riders to the infirmary and/or their pits.

General Information

Safety Awareness

Safety is the number one reason for having corner workers. Therefore, virtually all the information in this handbook is geared towards safety - Safety for the workers, Safety for the riders, and Safety for the spectators.

Safety is the concern of everyone involved at every level of the sport.

You can't keep the racetrack safe if you don't use safe practices yourself!

Priorities of Safety

1. Your own safety.
2. Your fellow workers' safety - Take care of each other.
3. Safety of riders still racing.
4. Safety and care of rider(s) involved in an incident.
5. Removal of motorcycles and debris from the track.

Always have an escape route in mind. Don't stay in unsafe areas.

ALWAYS KEEP AN EYE TOWARDS ONCOMING TRAFFIC.

Before participating as a Corner Worker at any event:

Assess your own ability.

Assess the racing environment.

Exercise extreme caution.

If you have a physical or health condition that could impair your ability to safely respond to an incident, inform the F&C Chiefs so that you can be assigned to an appropriate position.

Personal Care and Gear

A Corner Worker should assemble a standard "track bag" to take to all race events. Keeping all your gear together and ready to go at all times will help prevent you from forgetting an important item when you head for the track early in the morning.

Required Clothing

- Long Pants
- Closed toe & enclosed heel shoes or boots
- **ABSOLUTELY NO RED OR YELLOW CLOTHING IS ALLOWED**

Recommended Items

- Track bag
- White clothing is **STRONGLY** recommended and preferred so all of F&C looks professional, to stay cool and to increase visibility
- Gloves (for picking up hot or sharp motorcycle parts)
- Sun block
- Insect repellent
- Sunglasses (Polarized are best for seeing liquids on the track)
- Rain Gear
- Cold weather gear
- Binoculars
- Whistle
- Hat
- Snacks

Additional Items to Consider

- FM radio (to listen to the announcer when broadcasting)
Competition Course: 87.9 or Donneybrooke Course: 105.3
- Water guns or personal cooling device
- Chair

Provided Items

- Lunch will be provided for each day you work
- Water and electrolyte beverages (i.e. Gatorade™) will be provided

Trackside Responsibilities

RECOGNIZE and REPORT potential issues

Motorcycles

- You should watch the bikes closely and note any loose parts, excessive smoke, or liquids coming from a motorcycle.
- If excessive smoke is seen, note from where (tail pipe, engine or tire) and color (white, blue, gray) and direction (drifting up or falling down).
- Watch for incorrect or duplicate numbers.
- Contact between motorcycles during racing or practice.
- Passing or wheelies during a waving yellow or waving red flag (make note of bike numbers of both the bike that was passed and passing bikes). Captains need to use an incident form and write up as much detail as possible as well as calling it the infraction.

Riders

- Leathers unzipped or torn
- Skin showing where it shouldn't
- Raised face shields
- Erratic behavior, cutting off other riders, intentional grabbing of another rider
- Gesturing at the track or other riders (may be indicating problem with track or bike)
- Arm in the air indicating that they are traveling slowly

Track Surface

- Debris
- Liquid (Oil, water, fuel)
- Wildlife (deer, gophers, birds, turtles and the occasional fish)

Other People

- Be aware of spectators accidentally or intentionally wandering into unsafe areas.
- Be aware of pets such as dogs running loose in the infield. Pets are allowed but must be on a leash.
- Keep gates closed if possible.
- People who wish to cross the fence and enter the Corner Station (such as photographers) are expected to request permission from the Corner Captain.

ABSOLUTELY NO EXTRA (non-CRA officials) INDIVIDUALS ARE ALLOWED TO ENTER THE CORNER DURING AN INCIDENT!

Flagging Responsibilities

Purpose:

- Warn riders of hazardous conditions on or near the track surface.
- Your flag covers everything from your position to the next downstream flagger.

Positioning:

- The Corner Captain will direct you to the location of the flagging position.
- You should be visible to the oncoming riders when displaying flags so the flag will be seen.
- Stationary flags should be held high over the head.
- Waving flags should be waved in a large figure-eight pattern, if possible.
- The flagging position should not move around the station during the day.

Important Flagging Information:

- ALWAYS keep the yellow flag in your hand and ready for use (typically tucked under your arm when not being displayed).
- The remainder of the flags should be at the ready on the ground or in a flag holder near your flagging position.
- Pattern flags are NEVER WAVED, with the exception of the Checkered Flag.
- The flagger never leaves the flagging position unless in imminent danger (see Priorities of Safety).

Displaying Flags:

- A waving yellow flag should be displayed immediately upon witnessing a crash – you do not need to wait for the Captains direction.
- You should then look to the Captain to direct you with hand signals.

No Passing Rules

There is NO PASSING allowed under a waving flag condition.

The no-passing zone extends from the position of the waving flag until past the incident.

If a rider passes another rider in this zone, report the bike number of both the passing and passed motorcycles to the person on the radio and/or the Corner Captain. The Captain is also expected to use the Incident Form and write-up the situation that was witnessed.

Meaning and Use of Flags

Flags Used at Every Corner Station

Standing Yellow (Caution)

- Incident is not in the racing lines or adjacent run off areas.
- May also be used to indicate that a fast rider is approaching a very slow rider.
- Displayed during the warm up lap of every race.
- Displayed during the first few laps of the morning practice sessions.



Waving Yellow (Extreme Caution)

- Incident is on the track or very near the track in run off area.
- Riders must be prepared to possibly change their line of travel.
- No Passing Allowed from flag until past the incident.

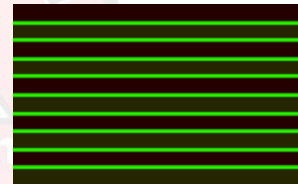
Debris Flag

- Indicates that solid debris may be on the track surface ahead.
- Always displayed with an "Indy point" directing riders which way to travel to avoid the debris.
- May also be displayed folded into a triangle to indicate changing weather (rain) and subsequently a slippery track surface.



Oil Flag

- Indicates that liquid debris (oil) may be or is on the track surface ahead.
- Always displayed with an "Indy point" directing riders which way to travel to avoid the fluid.



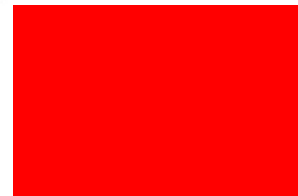
Ambulance Flag

- Indicates that an ambulance or other safety vehicle is on the track.
- Displayed for TWO stations upstream of the vehicle.



Red Flag

- Means racing is suspended throughout entire track.
- **ONLY displayed when directed by RACE CONTROL.**
- **DO NOT DISPLAY A RED FLAG ON YOUR OWN DISCRETION!!**
- All riders are expected to slow and proceed to the hot-pit lane.
- NO PASSING or HORSEPLAY. If any is observed, notify Race Control and/or the Corner Captain. The Captain is expected to use the Incident Form to write-up the situation.



Additional Flags used at Start/Finish Areas

Green Flag

- A solid green flag.
- Indicates the start of a race.
- Always displayed initially as a waving flag.



White Flag

- A solid white flag.
- Indicates the last lap of a race.
- Waved as the lead rider crosses the Finish line to begin the last lap.
- Waved until the last rider passes the Finish line or the lead rider approaches again to finish the race.

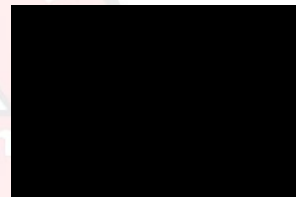


Crossed Flags

- White flag & Green flags are wrapped around their sticks and held to form an "X".
- Indicates the half-way point of a race.
- Displayed only from the Finish line.

Black Flag

- Generally indicates a bike violation or unsafe condition on the bike. (i.e. loose parts, leaking fluids)
- On the Competition Course, this is displayed at the Finish line along with a number board.
- On the Donnybrooke Course, this is displayed at Turn 9 along with a number board.
- The rider should proceed to the hot-pit lane for direction, but should go to the Corner Captain for direction if he/she stops earlier.



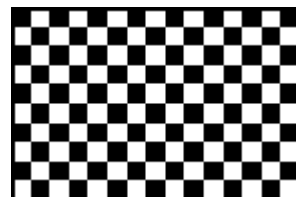
Meatball Flag

- Indicates a RULE VIOLATION — a rider has violated a rule such as jumping a start, illegal passing, etc.
- On the Competition Course, this is displayed at the Finish line along with a number board.
- On the Donnybrooke Course, this is displayed at Turn 9 along with a number board.
- The rider may give some sign of acknowledgement and is expected to proceed to the hot-pit lane for the penalty.



Checkered Flag

- Black & white checkered flag.
- Indicates the end of a race or practice session.
- During practice sessions ONLY, this flag will be displayed at another designated corner as well as at Finish.
- At the end of each race, this flag will be displayed only at Finish.



Hand Signals used to communicate to other Workers

Ambulance request: Hands together raised high above your head.

Begin to give a bike number: Cross both arms in front of your body. Followed by the bike number described below.

Bike Number: Starting with the first digit of the bike number, using one arm raised above your head and motioned down and a pumping motion to count out the number, one pump for 1, two pumps for 2 and so on. Switch arms for the second digit and pump out that number. Then switch arms again for the third digit. If a digit is zero, wipe one arm with the hand of the other from shoulder to wrist.

Checkered Flag: Making a figure-8 motion with one hand/arm.

Debris on track: Using one hand/arm pointing toward the ground making a circular motion.

Deer on or near track: Using your hands with fingers separated at your head as if your fingers are the deer antlers.

Fire: Left arm straight out from your body at the shoulder and right arm across your body to your left forming the letter "F".

Green Flag: Beginning with the motion for a yellow flag followed by a single motion down to your side.

Half-way through a race: Similar to a request to stop the race, only performed at your waist instead of at your throat.

Help needed: Tap your head with one hand.

Identify a hole to cross track: One hand above your head motionless, indicating to the person to wait. Using your other hand, point at the on-coming bike and follow it to the person wanting to cross track. They should then plan to cross track as soon as that bike reaches them.

Indy Point: One hand directly above your head and the other straight out to one side or the other to point the riders the direction you want them to go.

Last Lap of a race: Using both hands, make the motion to draw a double- "L" pattern, down and to the left.

Oil on track: Using both arms, form an "O" to the side of your body.

Stop the Race: Using a sideways motion of your hand across your throat.

Waiving Yellow Flag: One arm starting above your head, moving it up and down to your side.

Yellow Flag: One arm held above your head, motionless.

Upstream/Downstream Safety Responsibilities

- Worker will face either upstream (towards traffic) or downstream (away from traffic), unless otherwise directed by the Corner Captain.
- Signaling the Communicator to call for an ambulance if the rider needs Medical attention.
- Escorting a non-injured rider to a safe location away from the track surface.
- DO NOT ATTEMPT TO MOVE A DOWNED RIDER IF THEY ARE UNABLE TO DO SO ON THEIR OWN.
- Signaling the Flagger and Communicator if there is debris or oil on the track so the appropriate flag can be displayed to the other riders.
- Moving disabled bikes to a safe location away from the track surface and/or impact zone.
- Cleaning the track of debris -solid (parts) and/or liquid (oil, gas, brake fluid, water).

Downed Riders

- While waiting for the ambulance, stay with the rider.
- A calm reassuring attitude is the best thing you can do until the ambulance arrives.
- Protect the rider, yourself, and coworkers.
- Try to keep the rider from moving.
- DO NOT pick up, move, or manipulate a downed rider. If the rider can get up on their own, that's fine ..., direct them to a safer location.
- DO NOT remove the helmet, gloves, boots, or leathers. Even if the rider asks you to do so. If the rider is able to remove their helmet themselves, that's fine. It is permissible to unzip a rider's leathers or lift the face shield to make the rider more comfortable.
- When the ambulance arrives, tell the EMTs what you saw:
 - o Any symptoms you noticed
 - o If unconscious, how long have they been unconscious
 - o If conscious, any injury complaints made by the rider
 - o How the rider hit the ground etc (on their side, hit head, etc)
 - o If the rider has removed their helmet, show the EMTs the helmet and any damage caused by the incident.

Incident Response

ALWAYS REMAIN CALM — IF YOU NEED ASSISTANCE, CALL FOR IT

- Wait for the incident to completely come to a stop (riders and bikes) before you run into the impact area – this is because other riders may follow the downed rider into the impact area and add to the incident.
- ALWAYS LOOK UPSTREAM IN THE IMPACT AREAS.
- Remember PRIORITIES OF SAFETY
- Wait for a safe time to cross the track if needed
- Should a fire break out, immediately get the fire extinguisher or signal to your co-workers
 - o Approach the fire cautiously from upwind
 - o **P**: Pull the pin
 - o **A**: Aim at the base of the flame
 - o **S**: Squeeze the handle
 - o **S**: Sweep the flames with the spray until the fire is extinguished

Entering/Crossing the Track

- NEVER enter or approach the track surface without checking for oncoming traffic. If you cannot see a safe distance, get clearance from someone who has a clear view of oncoming traffic.
- When crossing a hot track, take the shortest path (i.e. straight across) — DO NOT STOP!

Bike Handling

- MOST IMPORTANT: ASK FOR HELP IF NEEDED
- Lift with your legs and not your back when attempting to pick up a fallen bike.
- The ignition or kill switch should be located on the right side of the handlebars, turn it off.
- Pull in the clutch (left hand lever) to put the bike in neutral so that it can be rolled.

- IF YOU CANNOT MOVE THE BIKE, LEAVE IT, GET TO A SAFE LOCATION AND WAIT FOR HELP.

Incident Clean Up

- Once you have attended to the rider, remove downed bikes and debris from the track surface or impact area as soon as it's safe to do so.
- Clear the track of debris as soon as possible. Also check the path the bike followed as it left the track surface, looking for any important parts/pieces or sharp objects that could cause future damage.
- Be careful! - Make sure the track is clear before stepping out to pick up debris.

DOWNED BIKES ARE NOT ALLOWED TO RE-ENTER A RACE OR PRACTICE SESSION. ** Exceptions exist for endurance races. Consult the Corner Captain or one of the F&C Chiefs for clarification.

Mechanicals

- A rider may be having technical problems with the bike and pull off the track at your corner with a "mechanical".
- Go to the rider and determine what help he/she needs.
- If the rider cannot re-enter the session, move the bike to a safe location.
- When the mechanical is a missing chain, be sure to check the belly pan for the missing chain.
- If the problem can be fixed, the rider may re-enter the session with the Corner Captain's direction.

Ride Off

- A rider may run wide of the corner or miss a braking marker and ride off the track.
- If they do not go down, they may re-enter the race or practice session at the Corner Captains' direction.

Communicator Responsibilities

- Headsets must be used at all times.
- The Communicator should always remain at / near the corner station unless directed otherwise by the Corner Captain.
- In times of limited staff availability, the Communicator may also need to be the Flagger.
- The radio channel will be announced during the morning meetings, usually will be either channel 3 or 4.
- The microphone of the headset should be in front of your mouth and close enough that you could kiss it.
- Remember there is a repeater system and this results in a brief delay before transmission begins.
- All communications to Race Control should begin with "Control, this is [turn number, flag condition]".
- Wait for Race Control to respond before beginning the rest of your transmission (Except when requesting another corner to assist with flags).
- Refer to the laminated communications page located in the aluminum corner books at every station for detailed script suggestions.
- Communicate to all corner staff and especially the Corner Captain what is happening elsewhere on the track and Race Control.

Captain, Captain in Training (CIT) or Worker in Charge (WIC) Responsibilities

- Needs to wear an orange vest/jacket/shirt to be easily identifiable as the Captain to others.
- Responsible for overall operations of the corner.
- Responsible for training all other corner staff.
- Ensures correct placement of the staff and equipment.
- The only person who can direct a request for race stoppage from Race Control.
- Responsible for ensuring completion of the corner sign-in sheet and any incident reports.
- Talk to your crew members to determine experience level and any relevant limitations.

- Review flags and hand signals and incident procedures.
- Monitor your crew, help to correct any issues and ensure they are remaining alert and staying healthy.
- Establish the location for the Flagger and make sure they don't wander.
- Establish the rotation to be followed by the staff as well as the frequency of change. When staff level permits, the standard F.U.C.D (Flags, Upstream, Communicator, Downstream) rotation is advised.

Corner Captain Requirements

Qualities of a Corner Captain:

- Professionalism
- Ability to work with a variety of people
- Ability to train others
- Demonstrated ability to remain calm in stressful situations
- Demonstrated leadership ability
- Demonstrates proficiency in all corner staff roles
- Ability to take direction from F&C Chiefs or Race Stewards
- Ability to anticipate what could happen based on what is currently happening

To become an official CRA Corner Captain rather than a "Worker in Charge" you must:

- I. Become a Captain In Training (CIT) ... to become a CIT, you should;
 - Work 15 full days on corners with CRA.
 - Have worked every corner on both track configurations at least once.
 - Ask a F&C Chief to become a CIT or positively respond to a F&C Chief if asked of your interest.
 - Be recommended / accepted for CIT status by a majority of Captains at a Captain's meeting or through virtual polling.
 - Have unanimous approval of all current F&C Chiefs.
- II. Once approved as a CIT, to achieve the status of an official Corner Captain, you must:
 - Train with at least 3 different observing Captains in a "full corner staff" (4-5 people) working environment.
 - Work one full season or all corners as a CIT.
 - Have 100% approval less 1 of the observing/pollled Captains.

EXCEPTIONS to these requirements may occur at the discretion of the current F&C Chiefs and Chief Steward when the result of the exceptions can be demonstrated to be in the best interest of the CRA.

Corner Station Set Up

Station 1 Donnybrooke Course

- Flagging is done from the end of the cement wall on rider's right.
- You should have an EZ Up for shelter. Be sure you're able to tie-down ALL 4 corners of the EZ-Up.
- Pay special attention to riders entering from pits and "dropping down" into the race-line in front of fast traffic. If you're unsure what this means, ask that a F&C Chief visits to provide an explanation and training.
- One Fire bottle is kept at the station, and another Fire bottle should be placed across track and somewhat downstream, in a safe location on rider's left to be accessible during an incident.
- Pay attention to the radio as you are typically the first corner called by Race Control.
- The Corner Captain should establish how far between 1 and 1A bikes should be before the Communicator can safely state the "bike is through" Station 1. This location should be far enough to ensure workers at Station 1A can plainly view on-coming traffic.

Station 1 Competition Course

- Flagging is done from the top of the tower.
- One Fire bottle is kept at the station and another Fire bottle should be placed across track on or in front of the cement wall to rider's left to be accessible during an incident.
- Pay attention to the radio as you are typically the first corner called by Race Control.
- Drag racing is usually occurring on the front straight. Watch for incidents that could affect our event such as cars traveling past the barrier at the end of the drag strip and on to the Competition Course race surface.
- The Corner Captain should establish how far between 1 and 1A bikes should be before the Communicator can safely state the "bike is through" Station 1. This location should be far enough to ensure workers at Station 1A can plainly view on-coming traffic.

Station 1A

- Flagging is done from the elevated shelter.
- Upstream and downstream sight lines are very important to watch for downed riders from after Station 1 and before Station 2.
- One Fire bottle is kept at the station and another Fire bottle should be placed across the track, somewhat downstream, on or in front of the cement wall, in/near an impact area to be accessible during an incident.
- Pay attention to the radio as you may be called to assist in communicating for Station 1 incidents or flagging for Station 2 incidents.
- Mechanicals are frequently the result of a forgotten fuel switch or broken chain.
- The Corner Captain should establish how far between 1A and 2 bikes should be before the Communicator can safely state the "bike is through" Station 1A. This location should be far enough to ensure workers at Station 2 can plainly view on-coming traffic.

Station 2

- Flagging is done from the elevated shelter.
- One Fire bottle is kept at the station and another Fire bottle should be placed across track on or in front of the cement wall, in/near an impact area to be accessible during an incident.
- Pay close attention to upstream and downstream areas and monitor for slow riders as speeds are very fast through this section of track.
- The Corner Captain should establish how far between Station 2 and Station 3 bikes should be before the Communicator can safely state the "bike is through" Station 2. This location should be far enough to ensure workers at Station 3 can plainly view on-coming traffic.

Station 3

- Flagging should be done from the elevated shelter.
- One Fire bottle is kept at the station and another Fire bottle should be placed across track on or in front of the cement wall, in/near an impact area to be accessible during an incident.
- An ambulance is likely to be stationed in this corner,
 - o The Corner Captain should discuss launch procedures with the ambulance crew prior to the beginning of the race day.
 - o The Communicator should pay attention to requests for the ambulance and notify the Corner Captain when they may need to pick a hole for the ambulance or other Safety vehicles.
- The Corner Captain should establish how far between Station 3 and Station 4 bikes should be before the Communicator can safely state the “bike is through” Station 3. This location should be far enough to ensure workers at Station 4 can plainly view on-coming traffic.

Special Note: If race control experiences radio issues and is not responding, the Corner Captain of Station 3 becomes race control.

Station 4

- First left hand turn of the course, you may have crashes resulting from cold tires.
- Flagging is done from the shelter. Wave the flag on the West side of the shelter, not the South side.
- You should have a checkered flag for use during practice sessions only (Competition Course configuration).
- One Fire bottle is kept at the station and another Fire bottle should be placed in/near an impact area, rider's right, near the fence to be accessible during an incident.
- The Corner Captain should discuss shared incident response with Station 5 Corner Captain at the beginning of the race day.
- The Corner Captain should establish how far between Station 4 and Station 5 bikes should be before the Communicator can safely state the “bike is through” Station 4. This location should be far enough to ensure workers at Station 5 can plainly view on-coming traffic.

Station 5

- Flagging is done from the fence cutout upstream from the shelter.
- You should have an EZ-Up for shelter. Be sure ALL four corners of the EZ-Up are tied down.
- One Fire bottle is kept at the station and another Fire bottle should be placed across the track on or in front of the cement wall, in/near an impact area to be accessible during an incident.
- You may be assisting in incidents upstream from you for Station 4 because your crew may be closer.
- The Corner Captain should discuss shared incident response with Station 4 Corner Captain at the beginning of the race day.
- The Corner Captain should establish how far between Station 5 and Station 6 bikes should be before the Communicator can safely state the “bike is through” Station 5. This location should be far enough to ensure workers at Station 6 can plainly view on-coming traffic.

Station 6

- Flagging is done from the shelter through the fence cutout.
- Pay attention for spectators in/near your corner and also the unsecured area leading to the Competition Course front straight.
- Make sure these areas are kept open and clear of vehicles.
- Access or permission for officials and spectators to the Finish tower is the Captains responsibility.
- Safety and/or Ambulance will frequently enter the track at this corner, be ready to display a white flag to cover if needed.
- One Fire bottle is kept at the station and another Fire bottle should be placed in/near an impact area, rider's right, at the end of the tire wall, to be accessible during an incident.
- Watch for animals (e.g. turtles, geese or deer) between Station 6 and Station 7/8.
- The Corner Captain should establish how far between Station 6 and Station 7/8 bikes should be before the Communicator can safely state the “bike is through” Station 6. This location should be far enough to ensure workers at Station 7/8 can plainly view on-coming traffic.

Station 7/8 Donnybrooke Course

- Flagging should be done from the shelter while facing Station 6.
- Ensure cones have been set up to direct riders through the right-left-right chicane instead of straight on to Station 9. The cone locations should be painted on the track. Any question or concern should be reported to Race Control.
- Watch for shortcuts (during racing only) when racers may cut through the cones rather than go around them as designed.
- One Fire bottle is kept at the station and another Fire bottle should be placed across track on or in front of the cement wall to be easily accessible during an incident.
- The Communicator should use the "station" location rather than the actual apex as a reference point for distance before or after.
- Watch for wildlife upstream in "Turtle Alley" between you and Station 6 or downstream after the chicane between you and Station 9.
- The Corner Captain should establish how far between Station 7/8 and Station 9 bikes should be before the Communicator can safely state the "bike is through" Station 7/8. This location should be far enough to ensure workers at Station 9 can plainly view on-coming traffic.

Station 7/8 Competition Course

- This station is land-locked so ensure you have everything you need for the day.
- Flagging should be done from the shelter while facing Station 6.
- Ensure cones have been set up to direct riders around the carousel.
- One Fire bottle is kept at the station and another Fire bottle should be placed across the track on or in front of the cement wall prior to the beginning of the carousel, in/near an impact area to be accessible in an incident.
- Ambulances will frequently exit the track toward Donnybrooke 9; notify Race Control when they have done so.
- An ambulance is likely to be stationed at this location in the cut-out of the carousel,
 - o The Corner Captain should discuss launch procedures with the ambulance crew prior to the beginning of the day.
 - o The Communicator should pay attention to requests for the ambulance and notify the Corner Captain when they may need to pick a hole for the ambulance or other Safety vehicles.
- The Communicator should use the "station" location rather than the actual apex as a reference point for distance before or after.
- Watch for wildlife upstream in "Turtle Alley" between you and Station 6 or downstream, around the carousel between you and Station 9.
- The Corner Captain should establish how far between Station 7/8 and Station 9 bikes should be before the Communicator can safely state the "bike is through" Station 7/8. This location should be far enough to ensure workers at Station 9 can plainly view on-coming traffic.

Station 9 Donnybrooke Course

- Motorcycles use the 90 degree section of track, there should be cones and a cement barrier on the inside course.
- The EZ-UP is set up just downstream of the barrier on the unused surface of the racetrack. Be sure ALL four corners of the EZ-UP are tied down.
- Flagging is done from behind / near the cement barrier.
- One Fire bottle is kept at the station and another Fire bottle should be placed across the track behind the Armco and prior to the air-fence, to be easily accessible in an incident.
- Downstream safety should be stationed so they have a sightline at least half-way to Station 10 which may require downstream positioning from the rest of the crew.
- Ambulances will frequently exit the track at this corner; notify Race Control when they do.
- You should have a Checkered Flag for use during practice only.
- You should have a Black Flag and a Meatball Flag, along with a number board and numbers. These will be used upon request of Race Control.
- This is the slowest corner of the track, use as a vantage point for a quick inspection of the bike and rider.
- The Corner Captain should establish how far between Station 9 and Station 10 bikes should be before the Communicator can safely state the "bike is through" Station 9. This location should be far enough to ensure workers at Station 10 can plainly view on-coming traffic.

Station 9 Competition Course

- This corner is land-locked so ensure you have everything you need for the day.
- You should have an EZ-Up for shelter. Be sure ALL four corners of the EZ-Up are tied down.
- Flagging should be done from the EZ-Up.
- Watch for shortcuts through the cones (not taking the right-left and going straight through) during racing.
- Watch for bikes exiting to pits during racing and call them in to Race Control, unless Race Control has asked the radio to remain clear.
- Watch for bikes not exiting aka "blowing the checker" at the end of racing or practice.
- One Fire bottle is kept at the station and another Fire bottle should be positioned after the station, rider's right prior to the air-fence, in/near an impact area to be accessible during an incident.
- Upstream safety should be watching the second half of the carousel.
- Downstream safety should have a sightline all the way to Station 10/11.
- The Corner Captain should establish how far between Station 9 and Station 10/11 bikes should be before the Communicator can safely state the "bike is through" Station 9. This location should be far enough to ensure workers at Station 10/11 can plainly view on-coming traffic.

Station 10 Donnybrooke

- Flagging should be done from the shelter. Wave the flags on the West side of the shelter, not the South side.
- Downstream safety should be positioned to see down the straight-away, at least to the start/finish bridge, which likely requires downstream positioning from the rest of the crew.
- An ambulance is likely to be stationed across track from this corner,
 - o The Corner Captain should discuss launch procedures with the ambulance crew prior to the beginning of the day.
 - o The Communicator should pay attention to requests for the ambulance and notify the Corner Captain when they may need to pick a hole for the ambulance or other Safety vehicles.
- Watch for bikes exiting to the pits during racing and call them in to Race Control, unless Race Control has asked the radio to remain clear.
- Watch for bikes not exiting aka "blowing the checker" at the end of racing or practice.
- One Fire bottle is kept at the station and another Fire bottle should be placed across track near the paddock fence in/near the impact area to be accessible in an incident.
- The Communicator needs to pay special attention to calling last bike before the race start to notify grids when all bikes are present. The bike does not need to be entirely through the corner, just past the station and still moving.
- The Downstream safety should pay attention to race starts for bikes that may stall or crash and need to be covered with appropriate flag(s).
- If rain begins unexpectedly while bikes are on course, this corner is the most important for displaying a "Rain Flag" as the straight-away becomes dangerously slippery when wet. You should not wait until the track surface in your corner is slippery.
- This call may come directly from Race Control. If it does, don't argue or discuss it. Get the flag displayed ASAP and acknowledge on the radio unless there is other more important radio calls occurring.
- The Corner Captain should establish how far between Station 10 and the Finish Bridge bikes should be before the Communicator can safely state the "bike is through" Station 10. This location should be far enough to ensure workers at the Finish Bridge can plainly view on-coming traffic.

Station 10/11 Competition

- You should have an EZ-Up at the end of the cement wall on rider's right. Be sure ALL four corners of the EZ-Up are tied down.
- Flagging should be done from the EZ-Up.
- The Communicator should pay attention since many clear course countdowns start here.
- One Fire bottle is kept at the station and another Fire bottle should be placed across track, downstream of turn 11, near the hot-pit lane wall to be accessible in an incident.
- Ensure cones are placed on riders left to keep the race line away from the wall.
- Watch for workers or photographers "drifting" into the impact zone (i.e. past the wall) at your station.
- The Corner Captain should establish how far between Station 10/11 and Finish bikes should be before the Communicator can safely state the "bike is through" Station 10/11. This location should be far enough to ensure workers at Finish can plainly view on-coming traffic.

Station 12

- Flagging should be done from the end of the wall on riders' right.
- One Fire bottle is kept at the station and another Fire bottle should be placed in/near an impact area, riders' right, near the air fence to be accessible during an incident.
- The Communicator needs to pay special attention during practice and warm up laps; countdowns will frequently start with this Station.
- Ensure bikes are staying on riders left when entering the track from the pits.
- Watch for workers or photographers "drifting" into the impact zone (i.e. past the wall) at your station.
- The Corner Captain should establish how far between Station 12 and Station 13 bikes should be before the Communicator can safely state the "bike is through" Station 12. This location should be far enough to ensure workers at Station 13 can plainly view on-coming traffic.

Station 13

- Flagging should be done from behind the wall on riders' left.
- Safety vehicles frequently enter the track from here; have a white flag ready to cover them when needed and be sure to call Race Control as well.
- Watch for spectators entering the area from behind your station.
- The Communicator should pay special attention to calling last bike before the race start to notify grids when all bikes are present. The bike does not need to be entirely through the corner, just past the station and still moving.
- Ensure cones are placed correctly on riders' right. The locations for cones are painted on the track surface.
- One Fire bottle is kept at the station and another Fire bottle should be placed in/near an impact area, downstream against the wall, riders' left to be accessible during an incident.
- Motorcycles may exit the track at your corner; call them in to Race Control (during racing only) as "bike # has taken the backdoor".
- If a rider "blows the checker" be ready to stop them and have them exit at your station IF REQUESTED to do so by Race Control.
- Pay attention to race starts as bikes may stall or crash and need to be covered with flag(s).
- Watch for workers or photographers "drifting" into the impact zone (i.e. past the wall) at your station.
- The Corner Captain should establish how far between Station 13 and Station 1 bikes should be before the Communicator can safely state the "bike is through" Station 13. This location should be far enough to ensure workers at Station 1 can plainly view on-coming traffic.