

The What Ifs of Corner Working

The purpose of this document is to place in writing what many of us have only been able to learn through experience. This should serve as a reference as well as a training and education tool for teaching new Flagger and Communications workers what to do on the corner. The format chosen is that of reactions to specific situations. These are the things that go through an experienced corner worker's mind and the decisions that the worker must make, when an incident happens at the corner.

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Safety

1. What if I have to work safety?
 - 1.1. Stay near the fire bottle
 - 1.2. Work the buddy system so that someone is always watching on coming traffic.
 - 1.3. Periodically keep an eye on the captain.
 - 1.4. Stay away from the guardrail and keep an escape route in mind.
 - 1.5. Study the cars so that you know their number and color combinations.
 - 1.6. Keep your gloves on.
 - 1.7. Keep a rope handy.

2. What if I have to run to a car on my side of the track?
 - 2.1. Wait for the captain to signal.
 - 2.2. Don't forget the fire bottle if conditions warrant it. Remember that one person carries, the other operates.
 - 2.3. Take a rope.
 - 2.4. Are your gloves on?
 - 2.5. Run behind the guardrail, if possible, until directly across from the car. While running watch for holes, stumps, guard rail bolts, and other obstacles. Also keep an eye on oncoming traffic.
 - 2.6. If you have to run on the track side of the guardrail, keep your concentration on where you are going and on oncoming traffic.
 - 2.7. When you get to the car:
 - 2.7.1. Place yourself in a position where you put the car between you and oncoming race traffic. Keep your concentration on oncoming traffic.
 - 2.7.2. Check for fire. Ask the driver what he needs. You need to make a preliminary assessment of the driver's condition at this time.
 - 2.7.2.1. If the driver is unconscious, or is badly injured, immediately signal the captain for an ambulance. Turn off the master electrical switch. Do not move the driver unless leaving him there is life threatening due to fire, etc. Unless specifically trained, you should not remove a driver's helmet.
 - 2.7.2.2. If the driver says he is OK but the car is broken and cannot continue, ask him to turn off the master electrical switch and get out of the car. Only turn off the master switch yourself if the driver is unconscious or uncooperative.
 - 2.7.3. Signal the condition of the driver and what is needed; wrecker, help, etc. Watch the captain to see if he has any additional instructions, e.g.; where he wants the car, where he wants you, the car number, etc.
 - 2.7.4. If the car will move push or pull it to a safe location (as designated by the captain). Have the driver put the car in neutral, get out, and help move the car. Be sure to keep eye contact with oncoming traffic while moving the car. Once in a safe location have the driver place the car in gear so that it will not roll.
 - 2.7.5. If the car will not move, be sure you have signaled the captain, letting him know what you need (wrecker, help, etc.) and get the driver out of the car.
 - 2.7.6. Get the driver and the corner crew over the guardrail and signal the captain what the car will need at the end of the session (flat tow, wrecker, tilt bed). Someone should keep an eye on the driver so he does not wander off. Take him to the station for a cup of water.
 - 2.7.7. Watch the car once in a while to see that conditions have not changed. Check the landscape where you have been to see that you didn't leave something.

3. What if I have to cross the track?

- 3.1. Wait for the captain to signal that he wants you to cross the track. Never cross the track without the captain's permission.
- 3.2. Get over the guardrail where you will be crossing the track positioned to run. You should have your gloves on and your rope and fire bottle with you if needed.
- 3.3. Signal the captain that you are ready to run.
- 3.4. The captain will pick a hole in traffic by pointing at the last car before the hole. If you are not comfortable with running - don't!
- 3.5. Run at the last car so that you run onto the track just after the car as it passes. Keep total concentration on oncoming traffic.
- 3.6. Keep running until you are across the track in a safe location or you have a vehicle between you and oncoming traffic.
- 3.7. Refer to going to a car in 2.7.
- 3.8. If the captain wants you to come back across, have the captain pick a hole. The captain will point to the last car before the hole. If you have the driver with you, grab him by the arm and escort him across the track. Do not leave the driver behind. Keep- running until you get to a safe place.
- 3.9. Once in a safe place, signal the captain what the vehicle needs (flat tow, wrecker, etc.).

4. What if I have to use a fire extinguisher?

- 4.1. Decide ahead of time who will run carrying the bottle and who will operate it once you get to the incident.
- 4.2. Carry the bottle properly so as not to hurt yourself.
- 4.3. When you get to the incident, the other person should be given the bottle. The person who carried the bottle should then watch oncoming traffic and tend to the driver.
- 4.4. If there appears to be a fire, charge the bottle, place yourself up wind and shoot at the base of the flames.
- 4.5. Be sure that there is a backup fire bottle near by or on the way to the incident.
- 4.6. Make sure that the fire is completely out before backing out.
- 4.7. Make sure that the car's master electrical switch is turned off.
- 4.8. Have someone stay near the car for awhile with a fire bottle in case the fire restarts.
- 4.9. Lay any discharged fire bottles on their side.
- 4.10. Make sure the discharged bottles are replaced.

5. If the driver asks to work on his car?

- 5.1. Inform the captain and get his permission.
- 5.2. Get the car to a safe location. Have the driver help move the car.
- 5.3. Make sure that the driver is in a safe position.
- 5.4. Keep an eye on the driver while you stay in a safe location.

6. If the driver wants to restart and return to racing?

- 6.1. Make sure that the car -will start. You stay in a safe location.
- 6.2. Make sure the driver's helmet is strapped, gloves are on and belts are fastened.
- 6.3. Instruct the driver how and where to reenter the course so as not to get the car hung up on the landscape. Have the driver wait for the signal to reenter.
- 6.4. Signal the captain to point out a hole. Get eye contact with the driver from a safe location.
- 6.5. Point out the hole to the driver. 6.6. Check the landscape for anything left behind.

7. What if I have a grass fire?

- 7.1. Signal "FIRE" back to the captain so that assistance will be on its way.
- 7.2. If the fire is under a car get the driver out.
- 7.3. To put out the fire use the water from the water jug, the fire blanket or the broom.
- 7.4. Do not use the dry chemical fire extinguisher on a grass fire. The dry chemical extinguisher is ineffective on grass fires and you will need to save it in case you get a car fire.

Flagging

8. If I have to yellow flag?

- 8.1. Hold the yellow flag at all times.
- 8.2. Keep eye contact with the blue flagger.
- 8.3. Keep total concentration on down stream traffic and the captain.
- 8.4. If the captain signals for a yellow flag, turn and hold up the flag so that it is perpendicular to the track and so that drivers can see it. You should be facing oncoming traffic. The blue flagger should be facing you. This way he or she can relay directions from the captain to you.
- 8.5. If the captain signals for a waving yellow flag, turn and wave the flag in a big figure eight pattern so that the flag is visible to the drivers. You should be facing oncoming traffic. The blue flagger should be facing you. This way he or she can relay directions from the captain to you.
- 8.6. If the captain signals for a double yellow flag, pick up the other yellow flag, turn to face traffic, overlap the two flag handles and grasp them in one hand. With the other hand hold the near comers of the flags together. Be sure that you have a gap between the flags. Hold the two flags horizontally. You should be facing oncoming traffic. The blue flagger should be facing you. This way he or she can relay directions from the captain to you.
- 8.7. If another flag is held (oil, white, etc.) hold the yellow flag between your legs so that it is readily available.
- 8.8. Do not leave the flag station or put the flag down until after the last car has passed the station. Remember that some of the biggest incidents happen. on cool down laps.

9. If I have to blue flag?

- 9.1. Hold the flag so that when it is brought out it will not be tangled.
- 9.2. Stand facing oncoming traffic and with the yellow flagger in your field of view. Stay off of and away from the guardrail. If anything happens before the station it is your responsibility to warn the yellow flagger and take him or her with you if you have to run.
- 9.3. Blue flagging is an art that takes time to develop. Don't be afraid to throw a blue flag. You learn by your mistakes. If a blue flag is thrown and you make a mistake, you learn. It's when you miss a blue flag and we have an accident that people (drivers) get upset.
- 9.4. Have the captain show you where on that comer drivers will be able to see the blue flag when it is thrown. Not only is it important that the blue flag be thrown for the right cars, it must also be thrown when the driver will be able to see it.
- 9.5. Blue flagging, more than any other position, requires total concentration on what is happening on the track. Not only is this necessary to do good blue flagging, but it is also your duty to the yellow flagger to watch out for his or her blind side.
- 9.6. If a yellow flag comes out you stop blue flagging and turn your total attention to the captain while keeping eye contact with the yellow flagger. You now have your back to oncoming traffic while the yellow flagger is facing traffic. Keep the yellow flagger informed of the situation.
- 9.7. Stay alert and blue flag until the last car passes on the cool off lap.

Phones

10. If I have to use the phones?

- 10.1. Don't panic. The phones can be your best friend when you are in need. Keep the headset on at all times.
- 10.2. The phone is somewhat like using a CB radio but there are some terms that we do not use.
 - 10.2.1. Don't use 10-4. Use Roger, Yes, I understand or Okay
 - 10.2.2. We try not to use tire because it sounds a lot like fire. Use wheel instead. Yes, a flat wheel sounds strange, but you'll get use to it.
 - 10.2.3. Try not to use the word dead. Instead use, the engine in not running.
- 10.3. Keep alert to what is being said on the phones, but don't get so engrossed with what is said on the phones that you miss something that occurs on your own comer.
- 10.4. Keep close to the captain. Keep the captain informed of incidents elsewhere on the track. Ask the captain what he or she wants to hear about.
- 10.5. If control calls you, such as "Control to comer 6", (and you are at comer 6) you answer "This is comer 6" or "Comer 6 here". Relay the message to the captain.

- 10.6. If you are using FM radios there are some special to things to remember. First, only one person can talk on the radio at a time. If two people try to talk at the -same time neither one is understood. Secondly, there is a two second delay from when you press the button on your radio to when the radio starts transmitting. If you talk as soon as you press the button the first part of your transmission is cut off.
- 10.7. Before the start of each session control will ask for a course clearance. Ask the captain if you have a clear course. If the captain says the course is clear, when the course clearance gets to your comer say "Comer clear and ready". If the captain says that the course is not clear ask the captain why it is not (if you do not already know). When the course clearance gets to your comer say "Comer _ is not clear and ready" and then tell control why'
- 10.8. Above all do not forget to transfer messages to the captain.
- 10.9. Should you have to make a call:
 - 10.9.1. Get your thoughts together as to what you are going to say. If it helps, write down the car numbers and colors first so that you don't forget.
 - 10.9.2. Make sure that the phone line is quiet and then call "Control from comer 6 yellow" (assuming you are at comer 6 and your current flag condition is yellow). Don't forget to wait about two seconds after pushing the button before you talk.
 - 10.9.3. Wait for control to acknowledge, "Go ahead comer 6". Make certain that control tells you to go ahead, not some other comer in case two people called at the same time. Give control your message and wait for control to acknowledge by saying "Thank you comer
 - 10.9.4. If it is a spin off, drive off, etc., sometimes it is best that you write down the entire message and then call it in.
 - 10.9.5. If the captain needs emergency vehicles or a backup yellow at the previous comer that gets called immediately. Be clear and concise; e.g.; "I need a wrecker now!" If you just ~aid "I need a wrecker", control will be confused as to when the wrecker is needed, now or at the end of the session. Control will answer the request. If control does not answer, then call again, but be sure to listen to make sure control is not talking to another comer. Sometimes when control does not answer your call it is because two comers called at the same time and control cannot tell who was calling.
 - 10.9.6. If, and only if, the captain calls a "MAYDAY" (sometimes called Alert or Emergency) call "MAYDAY, MAYDAY, this is comer 6, MAYDAY from comer 6". Call as soon as the captain asks you to. Back up control may be able to hear your call even if another comer is calling. Wait for control to acknowledge then give the message starting with any requests for emergency vehicle that may be needed and course conditions (e.g.; blocked track, car on track, waving yellow, car parts on track, oil flag). Then try to give control an idea of the condition of the driver, car number and color. Stop now and let control acknowledge and get the help dispatched. Control will then get back to you and ask you for additional information. At this point just keep talking and let control know about everything that is going on.
 - 10.9.7. If you hear that another comer has a MAYDAY, do not talk on the phone unless specifically called by control or you have a MAYDAY at your comer.
 - 10.9.8. If you have emergency equipment at your comer, be sure and tell the captain about the MAYDAY and tell someone on the emergency equipment. Keep listening to the phones because you never know when control will ask you to send your emergency equipment to an incident.
11. What if a car goes by after I have declared clear and ready but before control has let the racecars out?
 - 11.1. Be sure the captain knows that you had cleared but now have non-race traffic. The captain should declare that you are no longer clear and ready.
 - 11.2. Call control and tell them you are "not clear and ready" and then tell them why. If control is in the middle of a course clearance, interrupt the course clearance.
 - 11.3. Your station cannot be clear and ready until the vehicle has cleared your area.
12. What if when there is an incident at my comer and the safety people signal for an ambulance?
 - 12.1. Find out from the captain if he or she wants Fire Rescue, an ambulance or both.
 - 12.2. Call control and ask for the equipment requested by the captain.
 - 12.3. Monitor the phones and let the captain know what equipment is being sent and from where.

13. If I have to work backup phones?

- 13.1. Keep the clipboard and pen -in your hand.
- 13.2. Write out any incidents that occur.
- 13.3. Have your gloves handy in case the captain needs you as a backup safety.
- 13.4. Keep the phone person advised of things going on at the comer.
- 13.5. Help transfer messages from the captain to the phone person and visa versa. Generally help out the phone person whenever possible.

General

14. What can I do to keep from being overcome by the heat on very hot days?

- 14.1. Drink plenty of water. Generally if it is above 80 degrees you should drink at least one cup of water every hour, even if you do not feel thirsty.
- 14.2. Do not drink just soda! Drink mostly water.
- 14.3. Sit in the shade between sessions.
- 14.4. On very hot days bring a towel or bandanna that you can wet and place on your neck.
- 14.5. If you start to get headaches or feel faint, tell your captain or partner and go sit in a shady safe place. The captain will arrange for transportation to get you into medical to be cooled down.

15. What if I have a Safety Steward or other official at my comer?

- 15.1. The comer captain is still in charge and the sole authority on the comer.

16. What if I feel unsafe in a safety of flag position?

- 16.1. Tell your captain that you do not feel safe and why.
- 16.2. If the captain insists; refuse. You are a volunteer. Inform the chief of F&C.

17. Can I use a scanner to monitor communications while working on a comer?

- 17.1. At courses using FM radio comer communication networks a portable scanner may be used when working far safety. Do not let the scanner distract you from the activities at your comer.
- 17.2. A scanner should never be used when flagging. You need total concentration on the track when flagging.
- 17.3. Only in special circumstances, such as training a novice phone person, should a worker at the station wear a scanner. The phone person should inform the captain and other workers of what they need to know.

18. What if I do not like working with my partner?

- 18.1. Tell your captain.

19. What if I do not like working with my captain?

- 19.1. Finish the day and tell the chief of F&C.
- 19.2. If you are assigned to that captain again, request reassignment at the morning meeting.

20. What if I get hurt at an SCCA sanctioned event?

- 20.1. Tell your captain and request to go to medical. (This gets the paper work started).
- 20.2. Make sure you report your injury to medical before the end of the event. This is mandatory in order to assure SCCA insurance coverage for your injury or potential injury.
- 20.3. Do not pay any medical bills yourself unless specifically instructed by SCCA's insurance carrier. SCCA's insurance will cover them.

21. How do I preserve my SCCA insurance coverage at an SCCA event?

- 2.1.1. Make sure you register and sign the SCCA waiver at SCCA registration. Signing the "Track" waiver or registering through another sanctioning body for the event will void your SCCA insurance coverage for the event.
- 21.2. Make sure you report to medical by the end of the event for any injury that has even the possibility of a medical claim.

22. What types of injuries are not covered by the SCCA medial insurance?

- 22.1 Only injuries occurring at the SCCA insured events are covered.
- 22.2. The insurance plan specifically excludes alcohol related injuries, suicide, self inflicted injuries, hernias, dentures, crowns, caps, or chiropractic care.

23. What if I work an event that is not SCCA sanctioned?

- 23.1. Check your insurance coverage at the morning meeting.
- 23.2. If you do not feel comfortable with the insurance coverage, do not put yourself at risk.
- 23.3. Remember that only SCCA sanctioned club or pro-racing events count toward your F&C license renewal and upgrade.

24. What if I find that corner working is not for me?

- 24.1. Do not quit the sport.
- 24.2. Check into other specialties such as Timing & Scoring, Pit & Paddock, Grid, Sound Control, Technical Inspection and Course Marshalling.