

# Waterford Hills Road Racing Advanced Worker Training - First Responders



## Table of Contents

Our Role.....	2
Corner Set-Up, <i>Before the Cars Come Out</i> .....	2
Equipment.....	3
Medical Staff.....	3
Working the Corner.....	3
Getting to the Incident.....	3
At the Car.....	4
The Car CAN Continue.....	5
The Car MIGHT Continue.....	5
The Car WON'T Continue.....	5
Good Pushes vs. Bad Pushes.....	7
Open Wheel Car.....	7
Closed Wheel Car.....	8
First Response - Impacts with Other Cars or Solid Objects.....	9
Clean Up.....	9
Post Incident.....	10
Special Considerations.....	10
Fire.....	10
Hard Impact.....	11
Rollover.....	11
Medical Emergency.....	11
Appendix 1 - Witness Statement.....	12

# Waterford Hills Road Racing

## Advanced Worker Training - First Responders

### Our Role as first Responders:

- Be able to react and move quickly to avoid personal injury
- Be able to react and move quickly to provide for the safety of fellow corner workers needing protection from dangers
- Provide for the safety of drivers by using skilled concentration, keen observation, and swift action
- Be able to provide for the safety of spectators before and after an incident
- Have a constant awareness of the surrounding hazards
- Be able to move or assist in moving of vehicles to safer locations
- Remove debris from the track surface quickly
- Perform and assist in fire suppression
- Assist in driver extrication



When a vehicle goes off course, or is involved in an on-track incident, a corner worker might need to respond to help get the car moving again, help the driver get out, or put out a fire. The role of the first responder and the assistance provided can have a large impact to the outcome of a dangerous situation.

But, even before arriving at the disabled car, a first responder should think about several things, and talk about them with the rest of the corner crew.

### **Corner Set-Up - Before the Cars Come Out**

Notify your captain if response is not an option for you. It could mean that 'today is not your day' due to a short illness or injury. It could mean a chronic condition such as a long-term injury, illness or likewise. Be honest with yourself and others on your station. First response involves running (sometimes long distances) over uneven terrain, carrying a heavy fire bottle, and quick judgment under tense circumstances. Keep your safety, and the safety of others on the station, as your number one priority. Your captain will adjust the rotation to make sure everyone is safe and able to perform the roles required.

Get to know the station and the turn. Locate the 'safe havens' and the impact areas. Think about where a disabled car might be OK to park, and where it might be in a dangerous location. Talk it over with the others on your station.

Have a plan of response. The role of first responder is only activated if something happens. Most of the time, the flagger will be there as the eyes and ears of race control. Complacency can set in. Having a plan

# Waterford Hills Road Racing

## Advanced Worker Training - First Responders

to do something means taking on a role that requires swift thinking, clear and predictable actions and a calm, level, head. The best response is one that has already been considered. Pay attention and have a plan.

Know what to protect. Safety is the number one priority. Keep yourself safe; your fellow corner workers safe; then the driver involved and the other competitors. The last concern should be the safety/condition of the disabled car.

### **Equipment**

Another aspect of preparation is knowing what you might need. The personal equipment used by a first responder consists of gloves, a rope, and a whistle:

Gloves – Protect your hands from hot or sharp race car parts and edges

Rope – Used to help pull a car from one location to another

Whistle – Used to get the attention of your corner station  
Additionally, find out what rescue equipment is at the track. Depending on the track, you might find:

Flat Tow – Vehicles equipped with tow-ropes or straps for pulling race cars back to the pits. The driver must remain with the car to steer and brake as it is towed in and must wear a helmet with the visor down, safety belt, and gloves while in the car. Drivers have been injured when flat tows have turned a towed race car over, or when tow ropes broke and snapped back into the eyes of the driver.

Wrecker – Used when a car sustains suspension damage, wheel/tire damage, severed brake lines, etc. This would include any condition that will not allow the car to be pulled safely. The wrecker will hoist an open wheel car by the main roll bar hoop, or a closed wheel car by a tow hook on either the front or rear bumper.

Tilt Bed – Used when the car sustains suspension damage and has fluids leaking or is otherwise not able to be picked up by a wrecker.

### **Medical Personnel**

Familiarize yourself with the on site medical personnel. Typically they fall within two groups:

The Medical Team – Responsible for the emergency first aid and rescue of drivers or race personnel involved in an incident.

The Emergency Services team – May include drivers and crews of the ambulances, Multiple Emergency Response Vehicle (MERV), wreckers, tow vehicles, and fire trucks.

### **Working the Corner**

The first responder will be either the safety position (if the station is staffed with four or more people), or the blue flagger (if staffed with three or two people). Most of the time, a blue flagger will be watching upstream, with the yellow-flagger looking downstream. Should an incident occur, the pair will 'rotate'. This allows the yellow flagger to turn around to face traffic, and display the yellow flag to the other competitors. The blue flagger can now step out of the way and check the incident in order to assess needed action.

Sometimes - the best action is patience. Cars have been known to 'spin and continue'. As the yellow flagger is raising the flag, watch the car as it spins or goes off course. Allow the driver to regain control and

# Waterford Hills Road Racing

## Advanced Worker Training - First Responders

return to racing. All that is needed from you is a watchful eye and a pause in your reaction to see if the situation will clear itself.

If the car is not going to continue, generally only one person goes to a vehicle. A good practice is to obtain permission from the Captain to go out on the track, either verbally, or with hand signals.

If necessary, the captain will send a second person upon a hand signal request from the first responder for help.

When you respond to a car, you must remember three things:

- Have a plan of action before leaving the station.
- Take a fire bottle with you.
- Make sure you are safe from the time you leave the station until you return to it.

In other words, think before you leap. Remain calm and do your job with confidence.



### Getting To the Incident

To ensure you are safe going to the disabled car, choose a path either behind barriers or very close the barrier on the hot side of the track. If you are on the hot side of the traffic, constantly keep an eye on the oncoming traffic. This might mean moving backwards at times. Be prepared to take evasive action for yourself (diving over the barrier, through a hole, climb a fence) if a car is coming towards you.

Once you have arrived at the car, always position yourself on the “safe side” of the car. This is the side away from oncoming traffic. The car is your protection. Continue to watch oncoming traffic.

While attending a car, maintain awareness with the station and be alert for a signal from the Captain. A waving motion signals the marshal to go out to the track and one long whistle blast plus return (or ‘go away’) motions signal the marshal to exit the track immediately. Keep in mind, returning to station might be the longer distance, so seek a safe location nearby.

### At the Car

Make visual contact with the driver to ensure he or she is okay. Relay that info to the corner station. If necessary, also relay the car number if obscured from the station.

**If the driver is unconscious or seriously injured, signal for an “ambulance now.” Turn off the master electrical switch. Do not attempt to remove the driver from the car unless there is a fire. Never attempt to remove a driver’s helmet.**

Be prepared to extinguish a fire. Check around the car and even the grass for brush fires due to hot exhaust pipes.

# Waterford Hills Road Racing

## Advanced Worker Training - First Responders

**If there is a fire, get the driver out of the car immediately. Use your fire extinguisher to put out the car fire. If you cannot extinguish the fire, signal for a “fire truck now.”**

### **The Best Scenario: Driver OK - Car Condition OK**

If the driver is OK, your next action would be to either return the car to the race track, or move the race car to a safe location.

#### *If a Car CAN Continue*

Many times, a car may spin and become stuck in wet grass, high-centered, or otherwise immobile, but still able to continue, given some help. In this case, make the driver aware you have arrived at the car. Signal to the driver that you will try pushing the car, or you will try pulling, by using a rope.

Maneuver yourself into a pushing or pulling position that allows you to see the track and oncoming traffic. Continue to watch traffic while pushing/pulling. Be aware that the engine and exhaust parts may be very hot and other parts of the car are very sharp.

If the car has stalled, be prepared for the driver to try and restart the engine while you are pushing. This will likely cause a jerk in the car and could possibly cause you to lose your footing/balance. Try to discuss this with the driver before you attempt to push/pull.

#### *If a Car MIGHT Continue*

Assuming the car pulled off for a mechanical reason; the car can probably move and be pushed to a safe location. A safe location is a place clear of the course and not in a target area so the yellow flag does not need to be shown to cover the car, driver or corner workers. Let the driver get out of the car under his or her own power. Allow the driver to assist in pushing if the driver appears OK.

Once the car is in a safe location, the driver should be allowed a reasonable amount of time to repair the car. It is possible that the driver will correct the problem and be able to continue.

If the driver can make the necessary repairs, assist the driver in returning to the car by belting the driver in, attaching the head restraint device (if used). Be sure helmet straps are buckled, the visor is down, gloves are on, and arm restraints are installed if assisting an open cockpit car or one without a window net. Reinstall the window net.

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. Signal the captain to point out a hole. Get eye contact with the driver from a safe location. Stay within view of the driver and point him back on course when traffic allows. Point out the hole to the driver. Check the landscape for anything left behind (yours, the drivers, or from the car).

#### *If a Car WON'T Continue*

If unable to repair the car, the response/safety marshal should communicate via hand signals to the Captain the condition of the driver and what equipment (flat tow, wrecker or tilt bed) will be needed to remove the car from the corner if it cannot move under its own power.

### **Flat Tow or Wrecker ‘NOW’**

If the disabled vehicle is in a bad location and needs to be moved now, signal to your corner captain for the equipment you need. Remain with the car until the equipment arrives to assist the course marshal.

## Waterford Hills Road Racing Advanced Worker Training - First Responders

Meanwhile, at the disabled car, 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.

These switches are generally located in front of the windshield on most closed wheel cars or on the right side roll bar upright on most open wheel cars. The switch should be marked by the international signal of a lightning bolt/electric bolt on a blue triangle.

If the kill switch also has a red "E" with a white background, then this switch will also operate the on board fire extinguisher. Have the driver turn off the electrics.

The driver and other corner workers should be told when the switch has been turned off to avoid having the system inadvertently reactivated. If the driver is alert, ask them how it works, if unsure. (It also helps to look around at the cars in the paddock area to become familiar with these switch locations.



Once you have placed the car in a safe location, and switched the master ignition off, return with the driver to the station, or move to a safe location behind a barrier or other safe area. Do not leave a driver or yourself in an unsafe location. Again, be aware of race traffic and cross/return to station only after receiving a signal from the corner captain that it is safe to return.

Note - Be aware that drivers may pause before climbing out due to radio communications to their pit crews, unplugging cool suit connections, disabling data loggers, etc. Also consider the emotions of the driver - he or she may not be in a pleasant mood when you arrive.



# Waterford Hills Road Racing Advanced Worker Training - First Responders

## Good Pushes vs. Bad Pushes - Open Wheel Car



Note – Some open wheel cars will not have a reverse gear, so consider that when pushing or pulling.

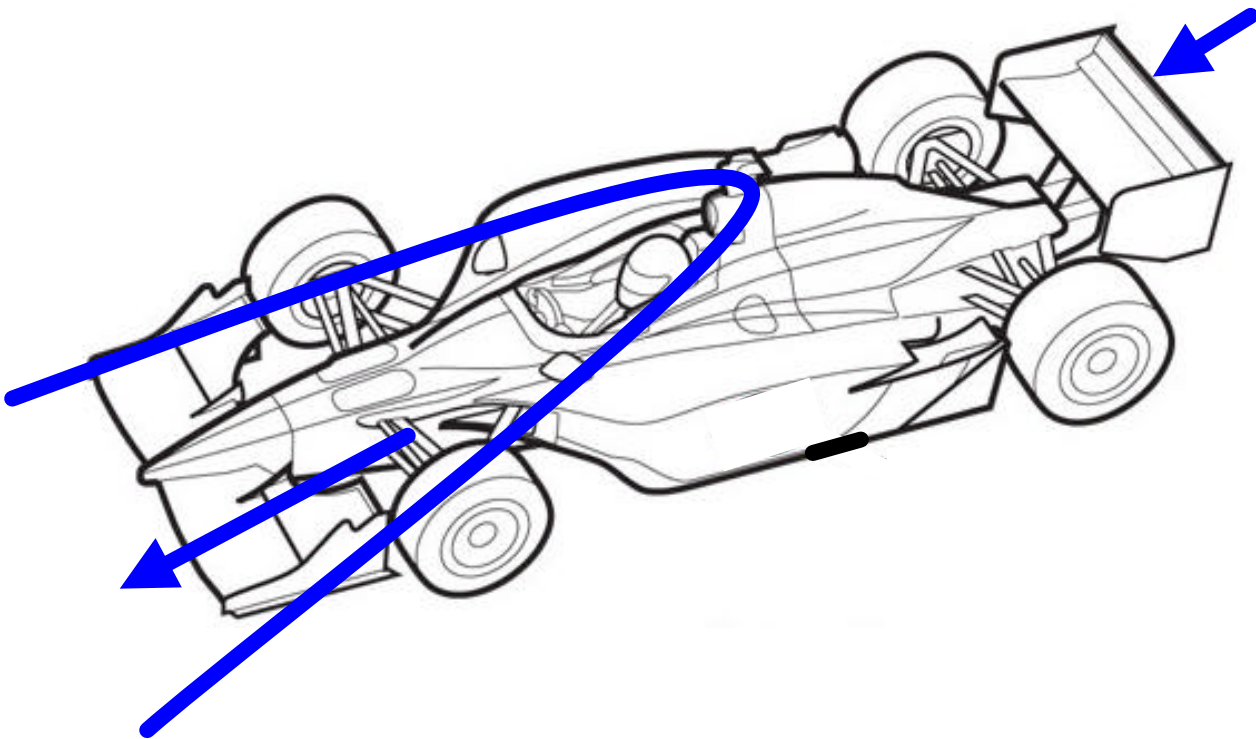
Roll Bar – This is the best solution. Thread your rope through the roll bar and grab both ends. Do NOT wrap the rope. If the car restarts and pulls away, release one end of your rope and pull the other end to remove it from the car.

Between the wheels – Avoid pushing from between the front and rear wheels. You stand a very good chance of getting run over, or caught under a wheel.

Rear wings – Be very cautious about pushing on the wing. Push at the strongest part of the wing (nearest an upright) with an OPEN palm. Avoid the trailing edge which is sharp and weak.

Suspension Parts – If pushing/pulling on the wishbones near the wheels, push or pull on parts thicker than your thumb near an attachment point. Be careful for any brake lines, hoses, wiring, etc. Do not put a rope around suspension components, since these can be bent easily with extreme pulling forces.

Engine covers and side pods are fragile, avoid pushing on these. Anything that flexes should be avoided.



## Waterford Hills Road Racing Advanced Worker Training - First Responders

### Good Pushes vs. Bad Pushes - Closed Wheel Car

Bodywork – Usually safe. If car has a rear wing, be very cautious about pushing on the wing. Push at the strongest part of the wing (nearest an upright) with an OPEN palm.

Roll Bar – If you can reach in and thread it around the roll bar. Do NOT wrap the rope. Be careful to avoid any wiring or devices that might be attached to the roll bar. If the car restarts and pulls away, release one end of your rope and pull the other end to remove it from the car.

Fenders – Usually safe.





# Waterford Hills Road Racing

## Advanced Worker Training - First Responders

### **First Response - Car Damaged due to Contact, Impact, etc.**

Make visual contact with the driver to ensure he or she is okay. Relay that info to the corner station. If necessary, also relay the car number if obscured from the station.

#### **If the driver is conscious and appears uninjured**

Allow the driver to get out of the car under his or her own power. Do not attempt to remove a driver that can not get out on his own.

Assisting with minor things like removable steering wheels, Head and Neck Restraint system devices (such as HANS), holding gloves, etc. is helpful and appreciated. Allow the driver to remove his or her own helmet.

Move the car to a safe location. Get assistance from the driver if possible.

Be sure to shut down the electrical system by turning the kill switch. Offer to carry items and escort the driver back to the station, or a safer location. Don't forget to carry your fire bottle back to station or your safety location!

Stand by to assist a driver who suddenly loses balance or needs to be eased back into a sitting position for some reason. Signal for an ambulance now if needed. Keep a close eye on the driver from the time you arrive at the incident until he or she is handed over to emergency services personnel.

#### **If the driver is conscious, but appears injured**

Leave the driver in the car if this can be done safely. Signal the Corner Station immediately for a medical response vehicle or ambulance. Immobilize the head and neck if needed, do not release the seatbelts, leave the helmet on, and wait for the ambulance. Keep the driver informed, in a calm voice, of what is happening. Remember to keep the car between corner workers and oncoming traffic.

If the driver is trapped in the car and will require extrication, and the car is in a dangerous position or there is a danger of fire, the marshal should signal immediately for an ambulance and extrication tools (located on the MERV or fire truck).

**If there is a fire, get the driver out of the car immediately. Use your fire extinguisher to put out the car fire. If you cannot extinguish the fire, signal for a "fire truck now."**

At any time, tell the Emergency Services personnel if the driver has lost momentary consciousness and if the helmet has any dents or scratches. Make sure that any apparently uninjured driver who has experienced a severe incident goes to a safe location; keep a marshal with that driver in case their condition changes.

### **Clean Up**

Incident response is not complete until the course is cleared, as well as possible. This includes not only of cars, drivers, and corner workers, but also fluids, and oil, plus other debris such as car parts, dirt, glass, etc.

If necessary, remove debris from the track when it is safe to do so. Gloves are required when working response. Cars and car parts are often sharp and hot. Pieces which have fallen off a car should be kicked off the racing surface rather than picking them up. Not only is kicking a faster way to clear the course, but car pieces can cut or burn through gloves.

# Waterford Hills Road Racing

## Advanced Worker Training - First Responders

### Post Incident

Finally, the Captain must see to it that the Witness Statement is completed if requested by race control (see Appendix 1 for an example from SCCA). The captain must, after any severe incident, make certain that each member of his or her crew is ready and able to continue staffing the station.

### Special Considerations

#### Hard Impact

A driver will seldom inflict further self injury while a helpful response/safety marshal may aggravate slight injuries by attempting to assist. Allow a driver to get out of the car on his or her own if the car has landed in a safe location. Do not attempt to remove a driver's helmet. Allow the driver to do this.

If the car is in an impact area, encourage the driver to remain in the vehicle if there are no flames. Be sure you have positioned yourself on the safe side of the vehicle. Signal the corner captain the equipment needed to safely move the car further.

Once out of the car, stand by to assist a driver who suddenly loses balance or needs to be eased back into a sitting position for some reason. Drivers have been known to crawl out of cars with broken ankles and then collapse; others who appear fine at first may suffer delayed adverse reactions, go into shock or become disoriented and wander into unsafe areas. The key is to keep a close eye on the driver from the time you arrive at the incident until he or she is handed over to emergency services personnel.

Tell the Emergency Services personnel if the driver has lost consciousness or if the helmet has any dents or scratches. Things like loss of consciousness, slurred speech, difficulty breathing, should be noted. Note any complaints of pain.

Make sure that any apparently uninjured driver who has experienced a severe incident goes to a safe location; keep a marshal with that driver in case their condition changes

Generally, a driver involved in a serious incident should be seen by track medical as a safety precaution. An ambulance need not be requested unless on scene corner workers feel it is needed; otherwise, the driver may proceed to Medical at the end of the session. Whenever possible the driver should be escorted to ensure they are seen by Medical.

#### Rollover

An upside down car requires special precautions and planning. Attempt to establish contact with the driver and determine which side of the car he or she is on. Do not crawl into the vehicle or on its side. Assess the driver's condition from outside the car. Do not turn the car over while the driver is inside and not stabilized. While the driver is inside an upside down car, don't release their belts. Encourage the driver to stay still and belted in the car. If possible and it can be done safely - switch the master emergency switch to off.

If the driver does crawl out on his or her own, stay sufficiently away from the car, so that an unstable car does not roll over onto you.

When the medical team arrives, report any driver condition you noted when you first got to the driver, much the same as was noted in the section above (hard impact).

In addition to assessing the driver situation, the safety worker should also be aware of the car condition. When race cars go upside down, fluid spills frequently occur. Gasoline and battery acid are caustic

# Waterford Hills Road Racing Advanced Worker Training - First Responders

substances and care should be taken to guard corner workers and the driver from contact with these fluids. Gasoline is also extremely flammable and a fire extinguisher should be kept manned and ready on the scene until the rescue is complete. This should be done whether the danger of fire is apparent or not.

## Fire



A modern driver's race suit with three layers of Nomex has about 15 seconds of protection for a driver.

**The first priority is to remove a driver from a burning car - safely and without injury to yourself and others around you.**

Allow the driver to get out of the car on his or her own, if possible. If not, assist if possible. Do not remove the driver's helmet; allow the driver to do that.

Finally, a corner worker can suppress the fire in the car. Every marshal should be trained in the correct and safe operation of a variety of fire extinguishers and should be aware of the proper precautions regarding dry chemical fire fighting agents. If you have a fire, notify Control immediately so that the fire/rescue crews are alerted and ready if needed

To put out a fire, pull the pin and point the hose of the dry chemical extinguisher at the base of the fire. Activate the fire extinguisher by squeezing the handle. Use a swift sweeping motion, back and forth at the base of the fire. Whenever possible, corner workers should attack the fire from upwind to increase visibility and increase the amount of chemical reaching the flames. With larger fires, call for Fire/Rescue at once. Make an effort to put out the fire, but don't put yourself in danger.

A marshal should never turn his or her back on a recently extinguished fire. There is always the danger of re-ignition or flashback, and with it, the possibility of becoming trapped. Ideally, a back up firefighter will be watching the procedure, but this cannot be expected in all incidents.

When opening the hood of a smoking car, always have a firefighter standing by with a fire extinguisher with the pin pulled and ready to fight a fire. Always stay as low as you can when opening the hood. Once the hood is opened, the fire's oxygen supply is increased and you may cause the fire to flare up and jump out at corner workers. Finally, if a car stops at the side of the track in the grass, be sure to check for remaining

# Waterford Hills Road Racing Advanced Worker Training - First Responders

dried grass under the car that may come in contact with a hot manifold or exhaust pipe and cause a fire. If the material does ignite, your dry chemical extinguisher will have a hard time putting out this type of fire. The best choice for this is water.

For vehicles with an onboard fire system, look for the following symbol on the outside of the car. Note - not all cars are required to have an onboard system (per GCR 2008)



Use the onboard fire system as a last resort. The fire system in today's race car is expensive and costly to replace. If it's absolutely necessary to use, extract the driver first since the halon displaces oxygen when used and could be harmful to a driver still in the car.

Lay used fire bottles on their sides once you've returned to the station. Used fire bottles must be replaced and oil dry or other depleted supplies must be restocked. Advise Control of equipment requests.

## **Medical Emergencies**

An ambulance call is always assumed to be a request for immediate assistance. When medical arrives, they are responsible for the management of the incident. The role of the response marshal is to aid the medical team and to operate under their control and direction. If a response marshal is not needed, he or she should protect the backs of the medical team and check that the course is clear of debris. The corner worker should also check that there is no fire hazard, that the other corner workers are safe, and that the Captain is regularly updated with hand signals.

Unless the car is ablaze, do not attempt to extricate a driver unless properly trained and with adequate help. Always assume that an unconscious driver has head and/or neck injuries. Never remove a driver's helmet except if the driver is having an airway problem, is not breathing and has no pulse. Always immobilize the head and neck of an unconscious driver immediately and check for breathing and/or heartbeat. It is generally good to carefully loosen the neckband of the driver's suit to permit easier breathing.

Corner workers should learn about the variety of Head and Neck Restraint systems. There are several models, which will require different techniques for assisting drivers who are attempting to get themselves out of the car. These devices assist in immobilizing the head of an injured driver. Wait for assistance from trained personnel.

If there is no heartbeat, the driver must be removed from the car at once. It is essential that the driver's head and neck remain immobilized during this procedure. Even if a backboard is not available, it is very important that care be taken to minimize movement of the driver's spine. Cardiopulmonary resuscitation (CPR) should begin as soon as possible.

Immobilization and extrication procedures can only be learned through experience or at crash/fire/rescue schools. Corner workers who have passed an accredited first aid class may be asked to help the ambulance when they arrive on the scene of the incident. When the ambulance arrives on the scene, the ambulance takes command of the incident scene and the corner personnel assist as needed. Do not allow too many corner workers to remain at the scene as this will only cause problems and potentially compound the incident.





# Waterford Hills Road Racing Advanced Worker Training - First Responders

they be clear, unbiased and factual.

## Guidelines in Preparing the Witness Statement - The Details:

- Identifying Information - Always complete all blanks on the top four lines of identifying information.
- “**Status at event**” will be F&C with your flag station or turn number.
- **Car# Class & color** refers to the cars described in your report.
- “**Type of License**” is Flagging and Communication (or F&C)
- “**Grade**” is your license level, Regional, Divisional or National.
- Please include your **member number** (which is the same as your license number)
- “**Location of Event**” means the name of the track
- **Date and Time of Day** should be the time of the incident you are describing.

**Be sure to sign and date the statement on the bottom.** (Leave blank the small square in the upper-right, titled Reference #. The stewards use that space.)

## The Narrative

The balance of your Statement should record your version of the facts, not opinions. Described the incident in your own words and, if possible, a map or diagram. You should state **only factual information**, which is what you saw or heard. Statements could be given less consideration or discounted completely if they are not factual, that is if they are just one person’s opinions. Therefore, it is important that the Statement not suggest that it is an opinion, rather than a statement of facts.

Avoid deductions, conclusions or opinions, as they are not facts. If you use words such as “I think” or “it appeared” or “probably”, you are conveying to the Statement reader that you did not observe but are deducing, opining or concluding what you think may have happened. For example, you could say “car A changed his line and suddenly moved left into the right side of car B”, but not “A intentionally hit B,” because you cannot know the intent behind any action.

There should be a separate Statement from each individual witness. There should not be one Statement signed by more than one person, unless it is an approval signature by a Captain or Chief. Why? First, the identifying information in the top seven lines is not provided for each witness. Second, it is unlikely that each witness on the corner saw every part of an incident that was discussed in one person’s Statement. (You would not expect the yellow flagger and the blue flagger to be able to see everything at most corner stations.) Unfortunately this can make for more paperwork, but the hearings can result in some serious penalties, so complete reporting is very important.

You are encouraged to draw a diagram on the back of the form. Please include:

- The area of the track where all of the incident occurred, and
- The flag station with the Turn number, and
- Race direction, and
- The individual cars at important stages of the incident, including the car numbers.

# **Waterford Hills Road Racing Advanced Worker Training - First Responders**

Important elements to include in your narrative description and/or diagram include:

## **PASS UNDER YELLOW REPORT:** (GCR 9.4.2.B)

- Was it a local or full course yellow? If it was upgraded from local to full course, describe when that occurred in relation to the incident.
- What opportunity did the drivers have to see the yellow flag? (How long had the flag been up in laps or time? Did any other driver visibly react to the flag before the incident – especially drivers ahead of the ones who are being reported?)
- Describe the no passing zone. Draw a dotted line on the diagram from the flag station across the track where you determined the no passing zone to be. Also, indicate the end of the no passing zone, where the end of the incident was. What was the relative position of the cars as they approached the beginning of the no passing zone? What was the overlap of the cars, if any as they reached that line?
- At what location on the track were the cars when they were alongside each other ?
- Where were the cars on the track when one was completely past the other (no overlap) ?
- What other cars were in the vicinity whose drivers might also have seen the incident ?
- Were any hand or other signals observed from any of the drivers? Describe.
- Did it appear that the overtaking driver could have avoided making the pass?  
(This is one type of conclusion that can be helpful. The stewards will consider whether the safest thing to do was to go ahead and complete the pass if it would have been more dangerous to try to avoid it.)
- Was the pass voluntarily given back? The stewards might also take that into consideration.
- If the condition of the track surface or the weather played any role in what happened, describe the condition and how it contributed.

## **UNSAFE PASS WITH CONTACT** (GCR 9.1.1, 9.1.2)

- What was the relative position of the cars as they approached the turn?
- Did either car take a line different from what it had been taking?
- Which car moved into the other car ?
- What parts of the cars touched first ?
- Was there an opportunity for either or both drivers to avoid the contact or to maintain “racing room”?
- It is not necessary to assign fault. Instead, describe which car took a different line, which car moved into the other, etc. The factual description will help the stewards make the ultimate determination of fault.
- What other cars were in the vicinity whose drivers might also have seen the incident ?
- If the condition of the track surface or the weather played any role in what happened, describe the condition and how it contributed.
- Did the contact result in damage, deviation in either car’s course of travel or a change in position?
- Did any car lock up its wheels during braking?
- Did any car appear to have a mechanical problem before contact ? After ?
- What happened to the cars after contact ?