

The Atlantic Region Race Control Association



Marshals Guide
4th Edition

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The A.A.R.C.A. Marshal's book of knowledge

Welcome to the wonderful world of marshaling! The following text that you are about to read is filled with vital information that you will need to learn before you can become a marshal!

What you receive in this handbook will be the basics, and as you grow so will this manual. As you take other courses, (First aid, fire fighting) additional inserts will be added.

That such a publication such as this could be made without error or omission is too much to hope for. If errors or omissions are noticed the Recruitment/Training/Promotion committee would welcome corrections in writing so that further issues of this manual may be revised. A number of A.A.R.C.A. members participated in the preparation and construction of this manual and the Society acknowledges their efforts with thanks.

Welcome to the team!

As a corner marshal you will have one of the most exciting places to watch the racing action. You are a vital part of the racing scene and are greatly appreciated by the riders, drivers and other club members. The work of the corner marshal requires a great deal of common sense and adherence to the Society rules to provide a safe racing environment.

Not only will you be working with the members on your team but also with riders, drivers, spectators and sometimes the press. Safety is our main objective and you will be conducting yourself in a professional manner whenever you are on duty. You are a representative of Atlantic Motorsport Park (A.M.P.) and A.A.R.C.A. and of course you will always be pleasant but assertive to the people that you will be dealing with.

Equipment

Whats to bring, What to bring??

Clothing

- Pants and shirt – What you wear while marshaling must be something that will cover from the neck down. Coveralls are preferable but other variations will do as long as the colour is either white or hunters orange. Flag colours (Red, Green, Yellow) must never be greatly visible on a marshal's clothing.
- Cold/Hot Weather - One weekend you'll be sunburned, the next frost bitten. No matter what the weatherman says bring clothing for both occasions. As you've heard so many times before the best way to be prepared for the day is to dress in layers.
- Wet Weather - Once again the weatherman says “clear skies today” and it is either already raining or it is going to start when you least expect it. It can be raining at one end of the track

and sunny at the other. It has happened on more than one occasion) Be prepared for this and please remember no flag colours.

- Gloves - Leather gloves are good for picking up hot, sharp or wet objects. Fire/heat resistant gloves would also be good. Oven mitts are not acceptable, especially ones that look like animals.
- Footwear - Your shoes should be of sturdy construction and in good condition. The shoes that you wear to a racing event should be comfortable for standing for long periods of time and while running over variable conditions. (i.e. wet, dry and rough terrain)

Some suggestions for footwear would be; hiking boots, work boots or sneakers. No matter what you bring make sure that your footwear has good ankle support and a solid tread.

- Headgear - Hats are good to protect your head from the heat, water and wind .You can bring the hat of your choice as long as it is not a flag colour and it has no profanity on it.

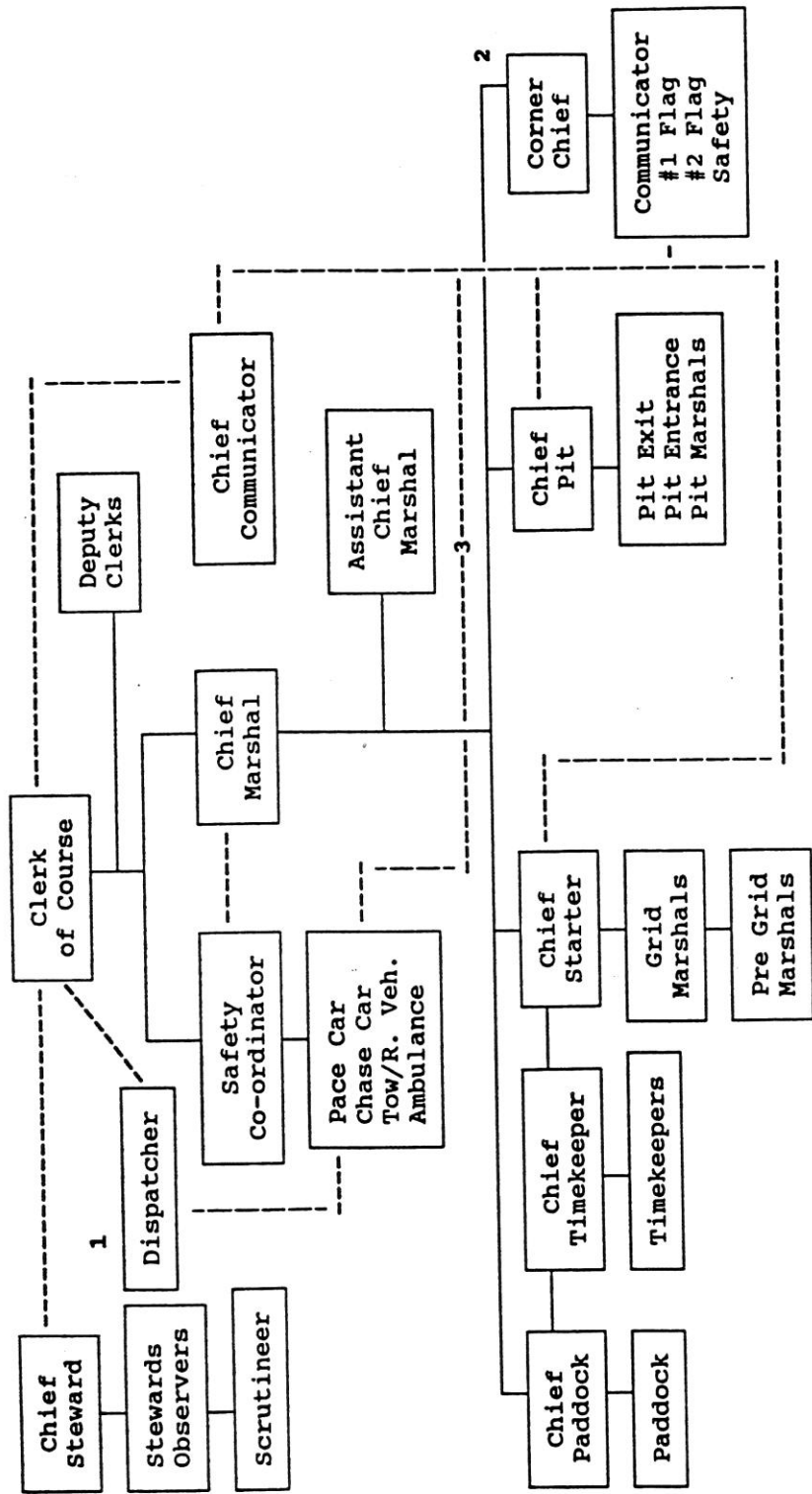
Personal Equipment

Below you will find a list of personal items that marshals have found useful in past years for their safety and comfort:

- Sunglasses (Brightness can be nasty)
- Water (Thirst can be annoying)
- Headache pills (The day after comes early)
- Sunscreen (Sunburns are not fun)
- Bug juice (Flies are very nasty)
- Belt (To attach stuff too)
- Super shears (To cut stuff)
- Latex gloves (For emergencies)
- Hearing protection (Noise is bad)
- Snacks (Hunger is also annoying)
- Personal first aid kit (Boo boos are bad)
- Spare change of clothes (Reasons vary)
- Whistle (Good for gaining attention)

Race Day Organization Overview

Race Day Organization



Legend

— Responsible to
 --- Communicates with

Note: 1 - National level races only

Note: 2 - AMP has 11 marshal stations

Note: 3 - During national events this line is in operation (see note 1)

Flagging

Flagging is the first and foremost method for marshals to drive/rider communication. In this chapter each flag will be explained along with a few generalities.

National Flag

This flag is used to start a race. For cars it is used on instruction by the clerk of the course and for bikes the chief referee. With few exemptions at AMP a green is used for starting instead.



Yellow Flag (steady)

(Vehicle 4 wheels off, no personnel present)

The steady yellow flag is used to alert competitors that there is a waved yellow in the next flagging section. The steady yellow can also mean that a previous condition is still affecting a corner which waved a yellow previously. At AMP it is displayed usually at the beginning of a race to signify parade laps. (No passing!)



Yellows (waved)

(Vehicles on the racing surface, but not blocking the line)

A waved yellow is displayed to warn competitors of a dangerous situation in that corner. i.e. stalled vehicle, spin out, marshal on the track, etc. (No passing!)

Yellow (double steady)

A double steady yellow flag is displayed to warn competitors that a double waved yellow is being displayed in the next corner. (No passing!)

Yellow (double waved)

(Vehicle on the racing surface, and blocking the line)

This means BIG TROUBLE or at least a really severe incident. Drivers must be prepared to alter their line of driving and speed significantly. (ABSOLUTELY NO PASSING!)

General Note Concerning Yellows

A judgment call is sometimes required when putting out a yellow. The severity of an incident will affect this call on whether to call a double or single waved flag.

Red Flag

The red flag has only one purpose on most race tracks, to tell competitors to STOP RACING. This flag is always steady, never waved when displayed. For cars instruct the

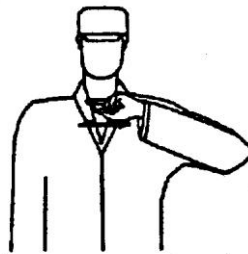


drivers to the pits in a SLOW orderly fashion unless instructed to hold them.



Bikes must stop before they reach the next station after they are shown a red flag and are not to proceed unless instructed.

CAUTION: Only two people can order a red flag to be shown. The Clerk of the Course (cars) or the Chief Referee (bikes) who then relays it to control who instructs the marshals. The tower will issue the call via the radio: 'RED FLAG, RED FLAG, RED FLAG'. Never call this yourself. If a red flag is required call for a 'Stoppage' and you will be instructed'.



White flag

The white flag is displayed when a service vehicle (ambulance, tow) or other slower moving vehicle is present on the racing surface. The flag is waved in the corner the vehicle is travelling through and it is held steady when it passes through the next corner. if a disabled or slowing vehicle (Competitor) is going through your corner wave the white flag at that also.

NOTE: Under CMA rules the white flag will not be used for slowing bikes (No flags will be shown unless the bike stops) For emergency vehicles a full course yellow will be shown before the are allowed onto the track.

Yellow and Red Stripes (Bacon and Eggs)

This flag signifies oil or debris (slippery track) and is commonly referred to as the “Bacon and Eggs” at A.M.P. This is displayed to warn drivers of oil, gravel, rain, body parts (Vehicle, not human) etc.



It is displayed for two laps. If the situation has not improved then plant the flag in the ground by the problem area and return to your position. If the flag is being used to communicate rain point to the sky with the tip of the flag.

This flag is never waved. For specific localized conditions after you display the flag use it to point out the hazard.

Green Flag

The green flag has several uses at A.M.P. Primarily it is used to start a race. It is also displayed at the next station after a yellow to present the first opportunity to resume racing. At a corner where an incident has been cleared away it is displayed for two complete laps.



Black Flag

This flag is normally kept at the starter's bridge. At A.M.P. it is also used at turn 9. In conjunction with a number board it indicates to competitors that they are to return to the pits for unsportsmanlike acts to receive a penalty given by the track steward. At most tracks it is also used at the corner closest to the pits.



Black with Orange Circle (Meatball)

The 'Meatball' flag is used almost like the black flag. Like the black it is also used at the Starter's bridge or at the corner closest to the pits. (Turn 9 at A.M.P.) This flag tells the competitor to return to the pits to address technical difficulties with their vehicle. (Loose body parts, leaking fluids, safety issues etc)



Blue Flag

The blue flag is an information flag used for cars



1. Steady blue means that a faster car is approaching, be prepared.

2. Waved blue means a pass is underway by a faster competitor. Wave the flag then point it to the intended competition

DO SHOW THE BLUE

1. In cases of obvious blocking
2. When leaders pass back markers
3. When a faster car works its way through the field
4. Use it when its raining, its a good warning through the spray

DO NOT SHOW THE BLUE

1. During the first few laps of racing
2. When equally matched cars are together for many laps
3. When a driver is clearly already aware of the pass

General Flagging Tips

- Waved flags should be waved in a “Figure 8”
- Always check to see that you have the following flags at your station
 - 2 Yellows
 - 1 Green
 - 1 Red
 - 1 Blue
 - 1 White
 - 1 Yellow with Red Strips
 - 1 Black (If at turn 9)
 - 1 Black with Orange Circle (If at turn 9)
 - Number board (If at turn 9)
- Always keep flags hidden from the competitors until needed so as not to confuse drivers.
- When displaying a steady flag hold it above your head or in such a way that you can still see oncoming traffic. This can be done by grasping the stick and the opposite corners of the flag.
- If a corner puts out a waved yellow the preceding corner puts out a steady yellow. If a corner puts out a double waved yellow the preceding puts out a double steady yellow.

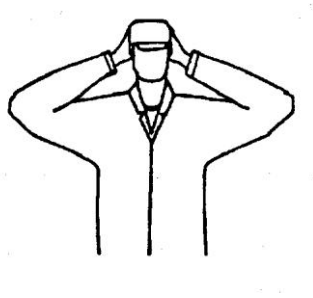
Race Communications

There are three aspects of communications to be considered by a corner worker. They are:

1. Marshal to Driver
2. Corner to Tower
3. Corner to Corner

Communication Marshal

On stations with more than one marshal one person is in charge of communications using the assigned radio. After the marshals meeting you will receive your corner assignments and report to your station. After track and equipment checks are completed report to the tower along with a radio check. The communication marshal should have a clear and unobstructed view of the entire station. They must never leave the radio unattended.



General radio rules are:

1. Clarity
2. Accuracy
3. Sufficient Volume

Calling Sequence

1. Identify the station calling and the flat status, for example:
 "Corner 2 to control, No flag"
 "Corner 7 to control, steady yellow"
2. Wait to be acknowledged, if control fails to answer call again.
3. After contact is established deliver your message quickly and clearly.

If you have an emergency break in by saying "EMERGENCY, EMERGENCY, EMERGENCY" Identify your station and flag status using normal procedures. All other stations should STOP communications until the situation has been dealt with.

The radios should not be used for idle chatter from corner to corner or corner to tower. Lines of communications must be kept open at all times.

The communications marshal should record all outgoing messages in the log.

In an emergency situation no medical information should be discussed over the radio or with spectators.

PROFANITY WILL NOT BE TOLERATED AT ANY TIME. It is a crime to use such language on public airwaves and you can be charged under the Criminal Code of Canada.

If a radio check is requested by race control and your corner is clear report your corner number. If not clear give the corner number and say "Hold". You will then be prompted for further clarification if required.

If race control issues a red flag all corners starting with #1 must do a radio check to confirm the request has been heard. Race control will request a red flag by saying "RED FLAG, RED FLAG, RED FLAG". Do not raise the red flag until this signal is given.

At no time should a marshal request a red flag. If the need should arise it should be communicated to race control by asking for a stoppage or an ambulance.

Never turn your back on race traffic no matter what the situation.

Whistles

Whistles are also used to communicate over noise and long distances. To avoid confusion there are only two whistle signals:

1. One Blast - Heads up and look around
2. Two Blasts - Your attention is being requested

Safety Marshal

The safety marshals are the first response to a racing incident. These are the brave young souls that you will see running to the assistance of competitors in unsafe positions and will only be followed by a flag marshal in cases of necessity.

The corner safety marshal will be wholly concerned with the safety of his own, the competitors, the spectators, the officials and their fellow marshals.

Safety marshals must be alert at all times, keeping an eye on the cars or bikes as they pass through your corner. The case that you will be seeing will be travelling faster and more on the edge than any family or sport type vehicle that you're used to seeing on the street. They will run you down before you have a chance to say "What the...??"

If you watch carefully you will be able to predict an incident just by the way a competitor enters or leaves a corner. This is not to say there won't be any incidents that won't be the fault of the competitors. A tire could blow, a fire, suspension breakage, another competitor etc... and it will be for the above conditions that you will not only be watching the driving or riding habits of the competitors but the constantly changing conditions of the vehicles as well.

It would be advisable to walk through the paddock at the beginning of each day to observe what the cars or bikes should look like. (Before they break) This will also give you a chance to locate kill switches, on-board fire extinguishers and other safety equipment located on the vehicles. In short if you have any questions about the cars or bikes, how they look or how the safety equipment works, the competitors will be more than happy to elaborate.

The following will be some of the information needed to help you get started on becoming a safety marshal:

Equipment

Of all the equipment that is brought to a corner the Safety Marshal is responsible for:

- Broom - Should be self explanatory
- Fire Extinguisher - There are fire fighting schools held every year that will teach you the different types and how they are used.
- Crowbar - To assist marshals in opening up parts of a car that would be otherwise inaccessible, another skill taught by the fire school.
- Oil Flag - As discussed in the flagging section this flag is yellow with vertical red strips. Used to show that oil or sometimes scattered debris is on the racing surface.
- Lather Gloves - Or any kind of heat/fire resistant material. To be worn at all times while on duty.
- Whistle - To be used as a warning to other marshals or to attract attention to yourself.
- Cement Oil Absorbing Material - To help extract oil from the track surface.

Before the Race

The condition of the track will be your responsibility and should be checked at the beginning of each day and after the lunch break. If time allows at the end of each session you should walk your section of the track looking for any debris, liquid or solid, as well as the condition of the track itself. Debris may include rocks (referred to as marbles), sand, grass, straw, glass (should be picked up and not just swept off), oil, antifreeze, water, mud, etc. All debris should be swept off while oil and antifreeze should be soaked up by an absorbant before being swept off. Any serious breaks, lumps or holes in the track surface should be reported to the crew chief.

Where to stand

The safety marshal at each corner will have a different area of the track at which to stand. These areas may range from person to person. This position should be at a point where you have easy access to the track where the more frequent incidents occur but not at a point where you would be putting yourself in danger. All of the equipment that you are responsible for should be brought with you. If there are any questions on where to stand or if you are unsure of the safety aspect the corner chief should be consulted.

What to watch for

While at your station during a race you must be 100% alert 100% of the time. Allowing your attention to wander can endanger yourself and the competitors. A car travelling at 80-100km/h will pass through your corner in about 5 seconds. As each car or bike passes through your corner you should be watching for the following:

- How the car or bike is entering your corner. i.e. is it approaching too quickly, too slowly or pointed in the wrong direction?
- Is the vehicle dropping parts or fluids? (Gas will evaporate quickly, oil and antifreeze will stay on the track) A reminder that just after refueling some cars will lose small amounts of gas out of the overflow for the first 2-3 laps. This condition is acceptable.



- All body parts on cars and bikes should be tight and not flapping. The undergear should not be dragging.
- Car windows should be open (front). In some cases the passenger window is allowed to be up. Driver nets should also be up and securely attached. (Some nets are more visible than others)

As stated in the introduction it is important for the safety marshal to become familiar with all of the cars or bikes that will be racing. If anything looks out of the ordinary the information should be relayed to the crew chief for your station.

Debris on the track

From time to time competitors will lose various parts while in your corner. These parts can range from a bolt to a tire. No matter what the size it is important to remove debris from the track. If it is a small object it is usually faster to simply kick it off to the side where it can be collected later after the race. Larger items can be picked up with gloves only. Consider any debris on the track to be too hot to touch.

Oil or Antifreeze on the track can be removed by spreading some oil absorbant over it, brushing it in and sweeping it off. You must be careful not to put down too much absorbant as this will only make the problem worse. Do not use absorbant in wet weather as it will not work properly and rain will actually clean the track just as quickly. If there is debris on the track of any kind that cannot be removed until the end of the race show the oil flag (Yellow with red stripes) to the drivers or riders and indicate where the problems spot is with the tip of the flag for two laps. If it suddenly begins to rain, more importantly for open-roof cars and bikes, an oil flag should be shown with a pointing motion to the sky for two laps. Lastly watch for when cars or bikes momentarily leave the track. When they re-enter the racing surface they often bring with them gravel, sand, grass, must and other debris. This will have to be removed as quickly as possible.

Getting onto the track

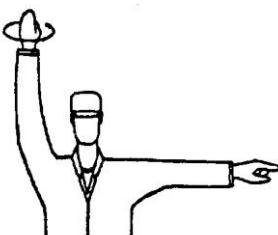
At any time during a race should you need to get onto the track surface or even just cross it you must first get the attention of one of the marshals on the corner station. This may be accomplished in several ways, i.e. using the whistle, screaming, etc. Once you have the attention of the marshal you will ask them for a save time to get onto the track by raising one hand above your head.



The marshal in turn will raise both of their hands signaling you to hold your position.



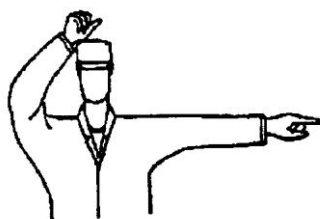
As the last car comes around before a break in traffic they will use one hand to point it out. They will follow the car with their hand. After it has passed and it is safe to step on the track they will lower the raised hand by making a circular motion.



If for some reason it suddenly becomes an unsafe condition the marshal will then blow a Whistle and the process will begin once again. Note: For you, the safety marshal, this procedure will also be the one to use for allowing a car or bike to rejoin the race. If you are already on the track doing your thing and hear one blast from a whistle it indicates that the track is quickly becoming unsafe and you should act accordingly.

A Bike Incident

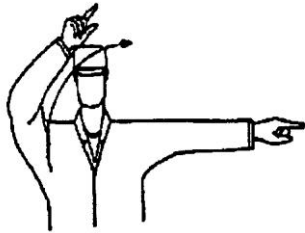
So you're standing watching the race and a bike goes down. First take a deep breath and try to locate the rider and bike. Do you have to cross the track? If you do try to get as close to the crash site as possible without having to cross the racing surface. (Bring your fire extinguisher) If not follow the procedure for getting onto the track. Now at the incident check the bike to see if it is on fire or there is a possibility that a fire might start.



If fire is a possibility in any way you will have to call for help from the other marshals at your station.



If there is no indication of fire, or if the fire is out, check the rider. Assess what condition they are in and whether or not an ambulance will be required. Never move the rider or take off their helmet. Opening their visor carefully is okay. If the rider is okay or can be moved with a little help guide them to a safe location. If the rider cannot move stay with them and if needed direct traffic around them until the medics arrive. Tell the medics briefly what happened and what conversation (if any) you had with the rider.



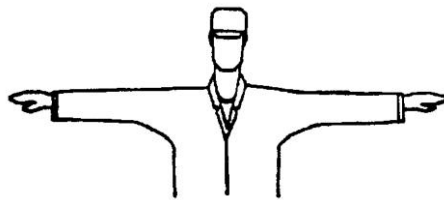
After the rider is taken care of go back to the bike, turn off the ignition and move it to a safe location. Once this is done check for and clean up any debris on the track surface.

In the case of an incident where both the rider and bike are OK and you feel safe in allowing them to rejoin the race follow the same procedures as used for crossing the track. Do not let any rider who has been injured or taken a blow to the head to get back on the bike without authorization from medical staff.

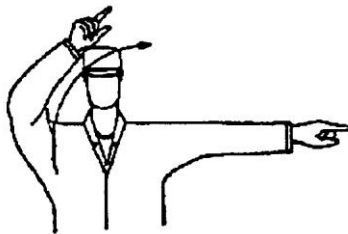


A Car Incident

In the case of a car leaving the track, stopping under its own power or by encountering another object, follow the same procedure as defined for bikes but with the exception that you also bring a crowbar in addition to the fire extinguisher to the scene of the incident. Once at the scene check for fire and the condition of the driver. The car will then need to be moved to a safe location. When moving the car with the help of other marshals try to keep the car between you and oncoming vehicles if possible. If the car cannot be pushed you will have to call for a tow truck.



If the vehicle is leaking fluids then this information should be relayed at the same time. If the car is on the track and cannot be moved oncoming traffic will need to be directed around it while waiting for the tow truck.



If a car leaves the track and wishes to rejoin the race it may do so under your direction as long as it is under its own power. During a formal race if a car is stalled you are not permitted to push start or physically assist the vehicle in any way unless instructed by an official.

Before allowing a driver back onto the track take a quick look around to make sure that the vehicle is still in safe condition. If not politely indicate the condition to the driver and advise them that they should not rejoin the race. If the car is left in a safe position until the end of the race make sure the electrical systems of the vehicle are turned off.

A WORD OF CAUTION - When a bike or car crashes the rider/driver will not likely be in a calm state of mind. They will either be very anxious to rejoin the race at any cost or be extremely perturbed about the amount of damage that has happened to their bike or car by their own fault or that of another competitor. Always communicate calmly and in a non-aggressive manner but with authority when

communicating with the rider/driver. If they are persistent on leaving and ignore your instructions let it be and have it recorded on the incident report. Also relay this information to control through an official.

First Response

This section covers the first response to an incident scene. It is not the intent for this to be a quick substitute for first aid. It is setup to aid you with a step by step instructional on being the first to arrive at an incident. It will be stated now that the first person to arrive at the scene, regardless of level, will be the marshal in charge until the end of the incident.

First off we will talk about being victim number two, or in better words not becoming a victim number two. When an incident happens your first job is to evaluate the situation:

1. Check where all the variables have landed (rider, vehicle, parts)
2. Plan a route to arrive at scene
3. Think about what you should be bringing with you (i.e. fire extinguisher, crow bar)
4. If needed or applicable check with a marshal on the stand for clearance across the track
5. At the scene check all around you to make sure the area is safe. If you end up needing medical help yourself you won't be much good to the downed competitor.

Once at the competitor take a deep breath, you must be calm when talking to the competitor, they will probably be a little dazed and confused, angry or frightened, maybe all the above. You being in the same state of mind won't be helping the situation.

The following protocol will help you maintain some kind of order in the situation and will help control receive the information needed to dispatch the necessary medical help as quickly as possible. Remember that medical details are not to be relayed over the radio. An important safety note that cannot be stressed enough: Do not remove the competitors helmet. By doing this you may be dramatically increasing injuries sustained. You may, however, undo the chin straps and lift up the visor for comfort and ease of breathing. Remember to be careful and use common sense.

The first thing that should be done is to identify yourself to the competitor (*"Hello, my name is.... I am a marshal and I'm here to assist you, please don't move."*) This is done for two reasons, to ensure confidence in the competitor and to ensure confidence in yourself.

Ask the competitor if they are able to take deep breaths and ask if they are experiencing any pain when doing so.

Check the quality of their breathing and note the results. This can be done by listening to their

breathing and watching the rising and falling of their chest.

Check for a pulse at the neck and wrist at the same time and note the results.

Check for level of consciousness.

Check for obvious bleeding.

If able ask the competitor if they are in pain and, if so, where. (Note the type of pain)

By now you will know if additional medical care is needed. The above procedure should only take about 30 seconds and if something is not right, or the competitor is unstable from the beginning, then even less time is needed. If everything is O.K. and the competitor has not lost consciousness they, they feel fine and are able to walk without problem, then it is just a matter of sending them to the ambulance crew on the way back to the pits. (Make sure that control knows who you are sending and when)

If things are not alright and an ambulance has been called for your job is not over. Your job is now to stay with the competitor and visually monitor their condition. (Making notes) Ask them to try to keep their movement to a minimum to prevent further injury. Never walk over the injured, this is not a safe practice and it scares the heck out of them. Keep the crowds away from the competitor, especially photographers. Try to keep a light conversation going, this helps to monitor their condition and keep them calm. Stay as neutral as possible and don't discuss the incident with anyone. Wait until you can talk to an official. Finally, when the medical team arrives, tell them all of the results which you have gathered and briefly describe the incident in which the competitor was involved. After the medical team has taken control of the situation your job is complete.

Like it was stated earlier this was not meant to be a quick first aid course. Its sole purpose is to help you gain some control over the incident scene. As far as the first aid part goes if you are not currently trained in first aid then it is highly recommended you do not try to administer any first aid response. For those who have current first aid the advice is to wait for qualified personnel unless absolutely necessary.

Fighting Fires

Fundamentals

The term “fire” describes the natural phenomena of flames and heat that are generated during the combustion process, combustion being the chemical combination of a substance with oxygen. The substance itself does not combine directly with the oxygen, there must be some initial heating which produces vapour which combines with the oxygen if its temperature is high enough. On a race car or motorcycle the heat sources are numerous since many of the mechanical components are operating at very high temperatures. The combustibles on board can be anything from gasoline that powers the engine to the wheels they ride on.

Combustion

From this it is seen that for combustion to be initiated, thus producing “fire”, three essential conditions must be satisfied:

1. A combustible material must be present
2. Heating must take place to produce vaporization at a sufficiently high temperature
3. Oxygen must be available to combine with the vapour

A fire can break out immediate or in several seconds, even minutes after a car or motorcycle has stopped. Pieces of the vehicle remain hot for a while, escaping combustibles can make their way to a heat source... and thats all thats needed for a fire to ignite.

In order to fight and control fires three basic requirements are necessary:

1. Cooling the fire to a temperature lower than that at which combustion is supported
2. Limiting or cutting off completely the supply of oxygen
3. Removing the combustible material

It is not usually possible to remove the combustible material.

The firefighting media, therefore, fall into two groups:

1. Those which cool
2. Those which displace or exclude the oxygen (i.e. smother)

An extinguished fire can always relight, the heat and combustibles are always present and if oxygen contacts them re-ignition occurs. An incandescent point is able to re-light a fire as quickly and easily as striking a match.

It is necessary to bring an extinguisher to any incident that you may approach. The sooner that a fire is recognized and dealt with the less likely it is to grow out of control and/or be impossible to put out.

Extinguishers

A.A.R.C.A. owns type ABC chemical powder extinguishers which can be used for three types of fires:

- Type A: Paper, Wood
- Type B: Gas, Oil
- Type C: Electricity

An average extinguisher will last 14-16 seconds once discharging begins. This is a brief explanation of the components of a fire extinguisher. Further instruction in the use of a fire extinguisher will be covered.

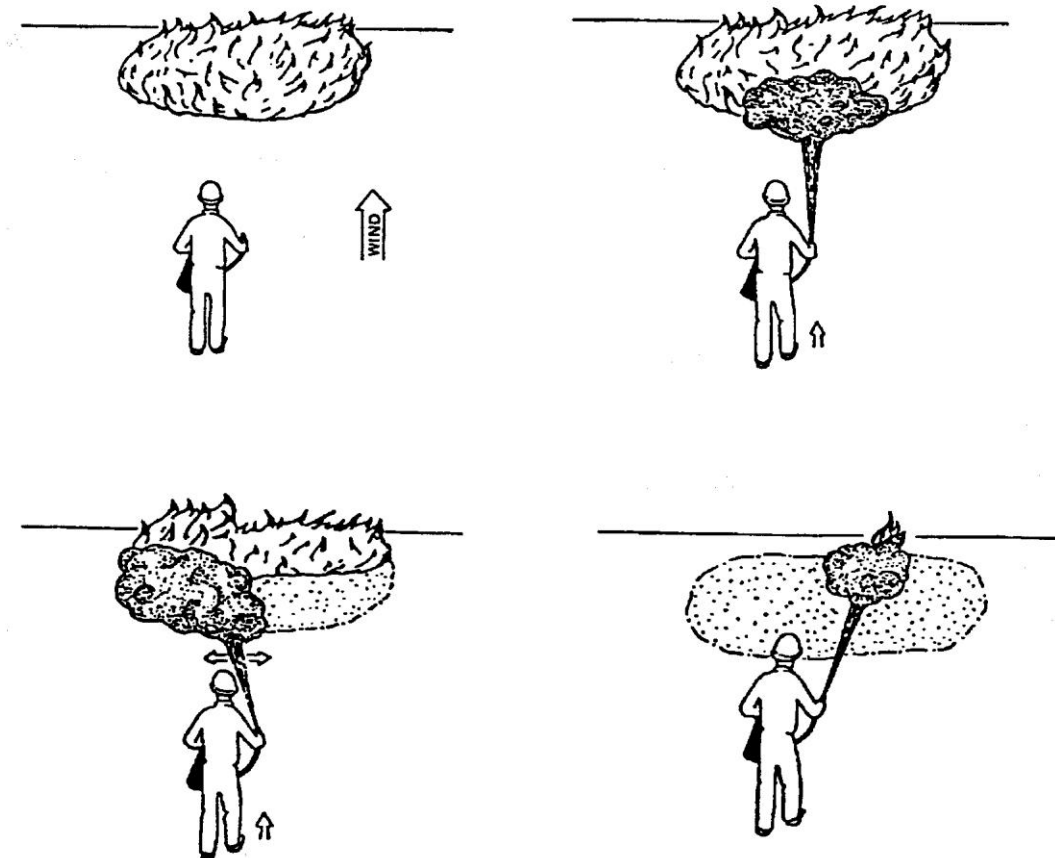
- Handle - Self explanatory
- Blocking Pin - This ensures that the extinguisher is not discharged before the marshal is ready. It must be pulled before the extinguisher discharges.
- Control Lever - After the blocking pin is removed this lever must be squeezed firmly to discharge the extinguisher.
- Projection Hose - This is where the dry chemical is emitted during discharge. Remember that the extinguisher is not a toy or weapon, unless used on a hungry or very angry bear.

Putting a fire out

Stand with your back to any wind, protected from the flames and eat, while the wind directs the powder from the extinguisher onto the fire. Be wary of any gas or oil trails on the ground, they could surround you and ignite. Remain 2 metres from the flames, a closer position could be dangerous to you and reduces the surface that the extinguisher can cover with powder. Also the force of the discharge powder may give renewed energy to the fire. Remember to aim at the base of the fire and sweep back and forth. Always back away from the fire.

Dealing with a car fire

As soon as you see a car that is stopped in your corner prepare your extinguisher. If you know that fire is present pull out the blocking pin, test the extinguisher



her and approach the vehicle as quickly as safety allows. As you approach the car you should be looking for the source of the fire, direction of the wind and if possible the condition of the driver. Once you arrive at the incident the safety priority after your own is that of the driver. The driver's suit will protect them for a minimum of 30 seconds. If the driver is having trouble getting out of the car or is going to need assistance getting out you will have to help him by concentrating the extinguisher in and around the cockpit area until the driver is removed from the car. It would be a good idea to let the driver know that you are going to unleash some dry chemical first if possible. (No one likes to inhale the stuff) When the driver is out of the car you can then proceed with normal fire fighting tactics.

Things to keep in mind:

- Put out any fires on the car no matter how small they seem, don't wait for them to get out of control
- It would be recommended to become familiar with the operation of safety nets and 5-6 point harnesses as well as on-board fire suppression systems that some cars carry
- Do not use a on-board fire suppression system unless absolutely necessary
- Always turn off the kill switch on a car after the fire has been put out to help prevent re-ignition. Some cars (Like IT class vehicles) may not have this switch so just turn off the ignition
- Remember that you may not be wearing fire resistant clothing. Always wear your gloves. Don't

be the hero that became victim number 2.

- Showing an aware competitor a fire extinguisher informs them that there is fire or smoke present that they should be aware of

Dealing with a bike fire

Putting out a bike fire is somewhat less complex. If you are the only one on the scene make sure that the fire is out before you check on the rider. There is no sense in going to the aid of a rider when you have a fire that could potentially get out of control, it should only take 10-20 seconds. After the fire is out remember to turn off the ignition, don't lose the key!

Extinguishers should always be easily accessible for any incident in your corner. Remember that marshals have to think of their own personal safety first when extinguishing a fire. Their clothing is definitely not designed to let them stand immediately beside a vehicle in flames.

An easy way to remember the procedure for extinguishing a fire is by remembering the acronym PASS:

P - Pull Pin

A - Aim Nozzle

S - Squeeze Handle

S - Sweep Nozzle

It is possible that you may stand around day after day with nothing on which to prove your worth at firefighting. That's O.K., no one wants to have to put out a fire. Should it happen though, your preparations and readiness will be put to the test in an instant. Be sure that you are ready for such an event every second that you are on duty.

Corner Chief

The corner chief must hold a flaggers, communications and safety (first aid and fire fighting school included) standing. They must attend a sufficient number of races to obtain the necessary training and experience. They must receive the signature of the chief marshal showing that they have met the above qualifications.

The corner chief is the senior marshal on the corner. It is their responsibility for the safe and responsible operation of their designated corner. They must make sure that all of the proper equipment is on station and in good working order. The corner chief must delegate the duties of the corner to the marshals according to their grading. They must also be responsible for filling out incident and corner

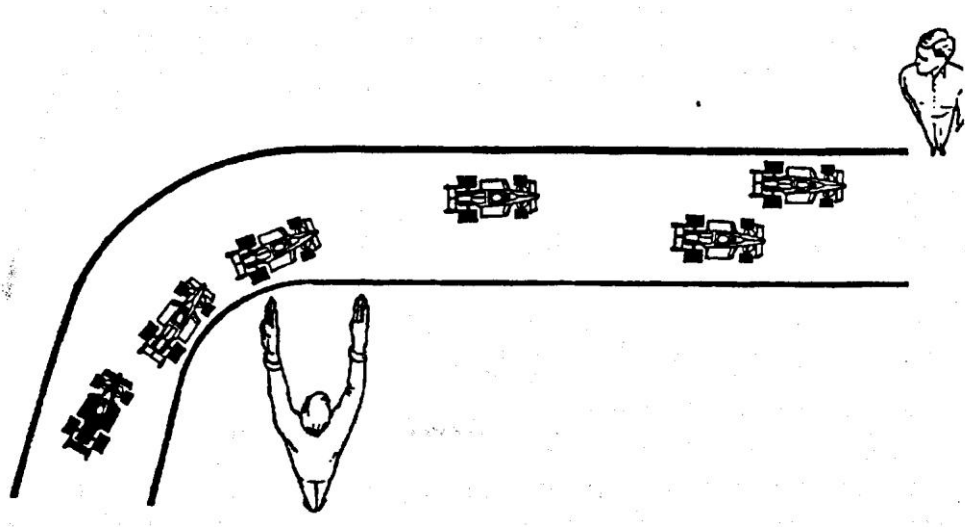
reports to be made available to race officials or chief marshal upon request for any post-race inquiries.

A corner chief will be as well responsible for observing track conditions, mechanical hazards, deliberate blocking, unsafe driving practices, passing under yellow, etc. The corner chief should also know the safe and danger zones for each corner as well as the proper entrances and exits to that corner. Being able to read a corner will help make the race day safe and fun for all.

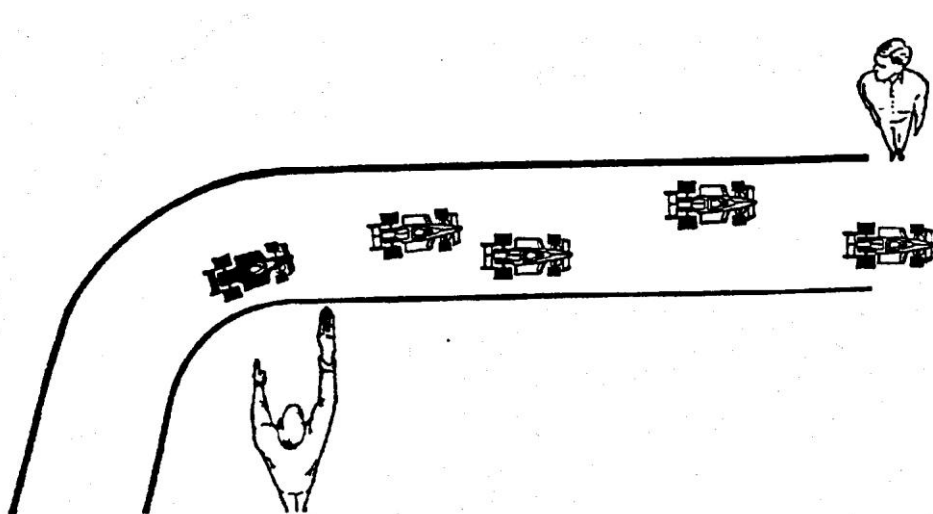
Track Crossing

The marshal wishing to cross the track indicates so by raising both arms above the head. The marshal observing then raises his own arms in conformation and follows this procedure:

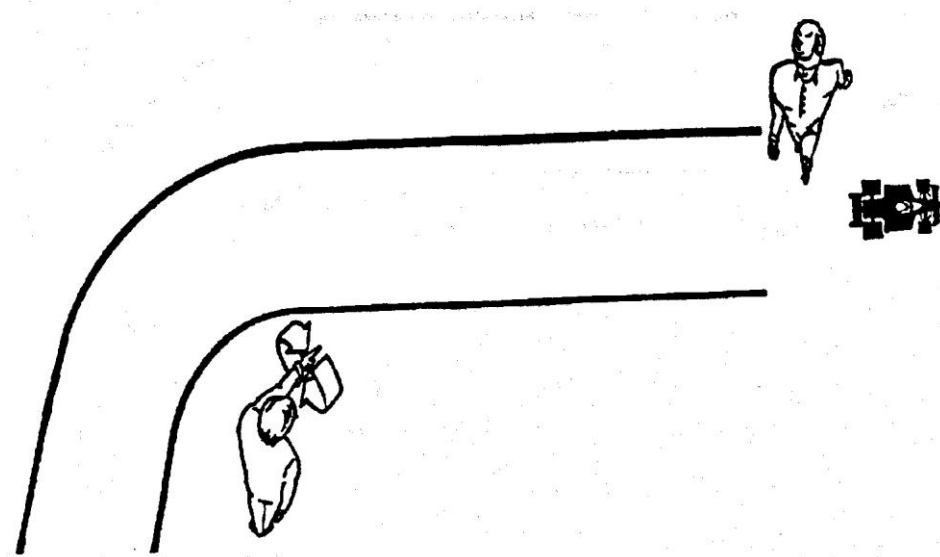
1. Look to identify the last car before the opportunity to cross.



2. Point to the last car before an appropriate gap. Continue pointing to that vehicle as it passes.



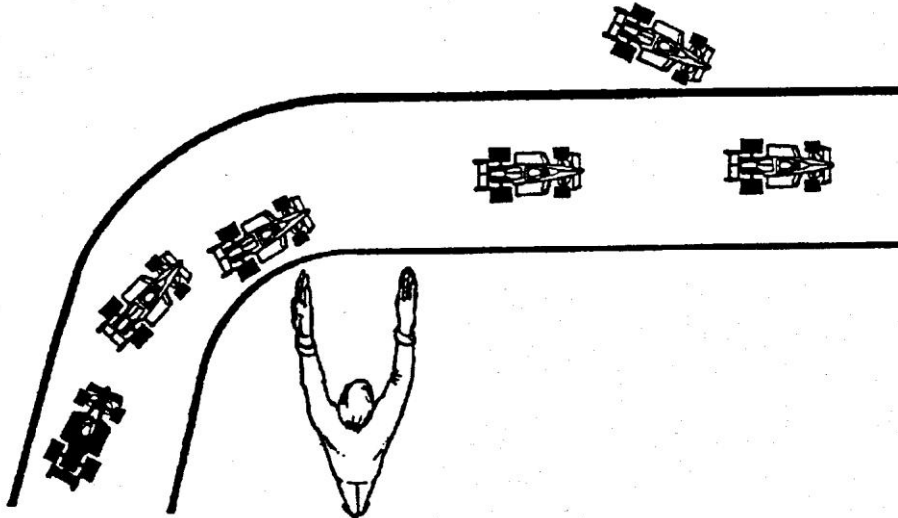
3. When the trailing car has passed the other arm is dropped and a circular motion is made with the pointing arm. The marshal then crosses the clear track as quickly as possible.



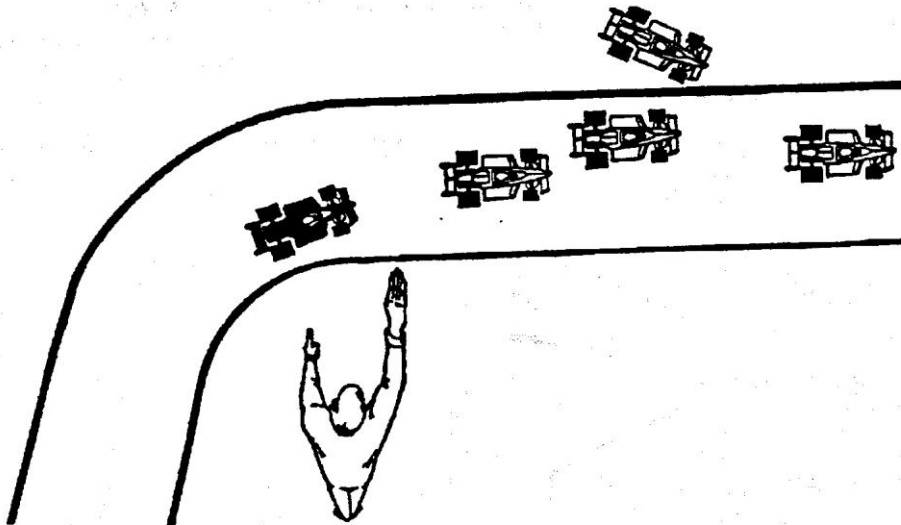
Letting Cars back onto the track

Make sure that you are in a position where the driver can see you clearly.

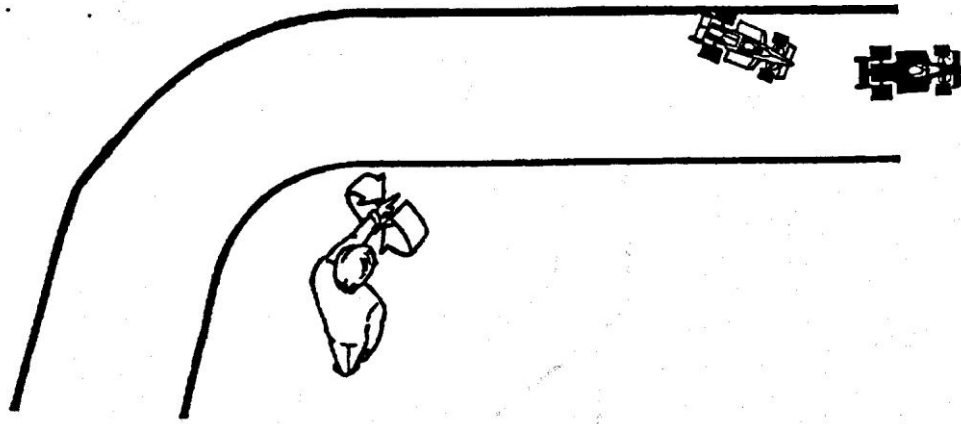
1. Raise your arms to hold the driver and look for the next opening in traffic.



2. Point to and follow the last car before the opening.

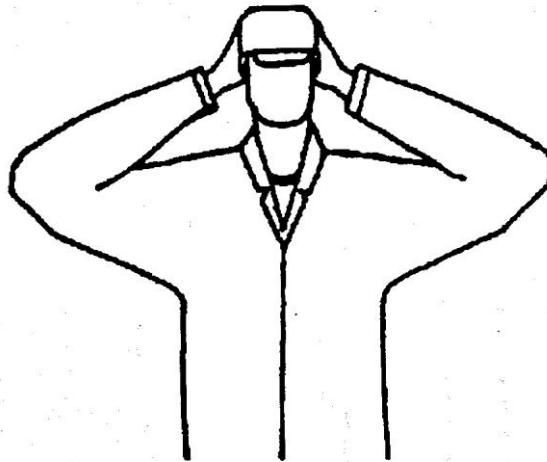


3. Once the last car has passed the raised arm is dropped and the pointing arm is rotated telling the driver to go.



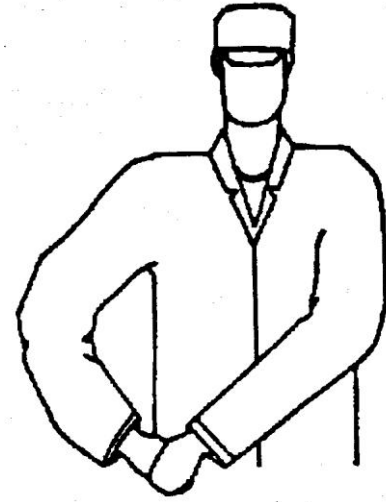
Problems with communication

If a corner cannot receive or transmit messages the marshal should signal a neighboring station which will pass this information to control. The marshal makes this signal by cupping their ears then drawing their hands away. They do this several times while facing a marshal at the next station.



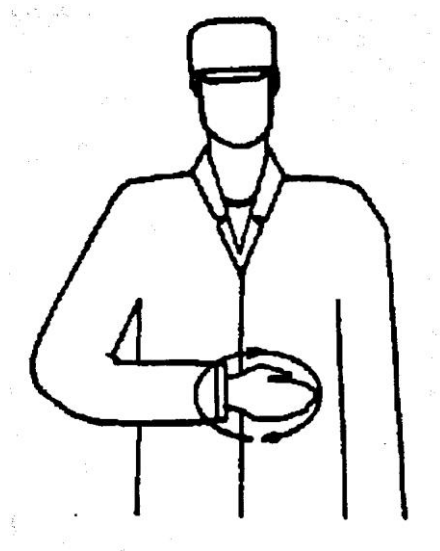
Oil on the Track

To indicate that there is oil on the track the letter “O” is formed with the arms well to the side of the trunk of the body. A marshal at a safety position can in this way alert the marshal in charge of the oil flag and/or the marshal doing communications. A folded oil flag may be used to point out the area in question.



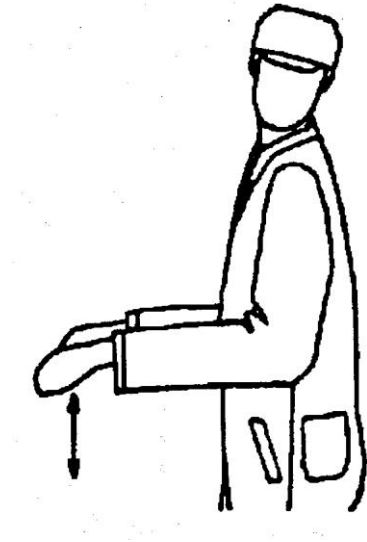
Liquid on the Track

To indicate that liquid is on the track (i.e. gasoline) the marshal rubs his stomach with the palm of his hand. Remember that small amounts of gasoline will evaporate quickly. If large amounts of gasoline is spilled then the oil flag may be necessary.



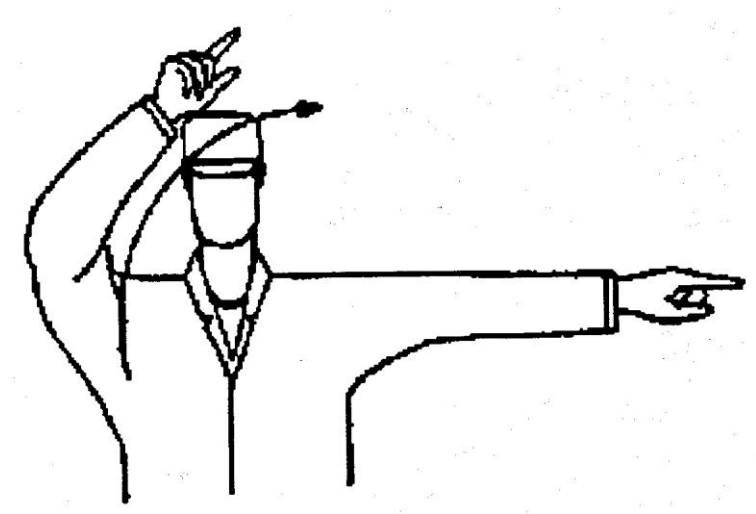
Slowing Cars Down

If the track is more or less obstructed and the competitors are not slowing down to a safe speed the marshals will have to motion to the competitors to slow down. The slow down signal is made while the competitors are approaching the corner. The hands are out in front, palms toward the ground. The marshal repeatedly lowers their hands forcefully simulating the action of pushing down on an object.



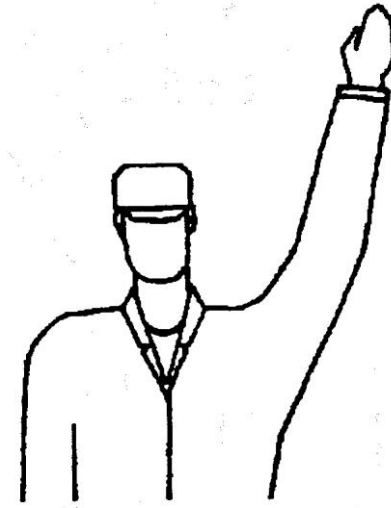
Directing Competitors

When the course is partially blocked competitors must be directed to the clear side of the track. Point your hand as close to the track as possible in the appropriate direction and support the gesture by making a motion with the other hand in the same direction. The gesture is repeated for as long as the obstacle remains in place.



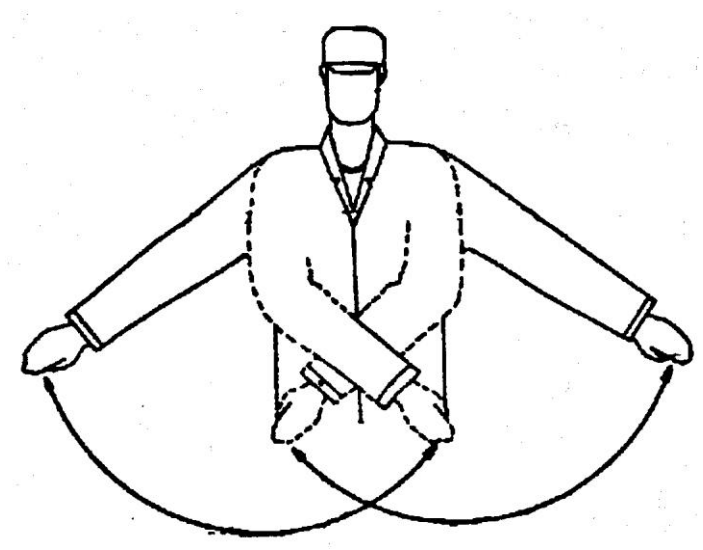
Going onto the track

Before going onto the track or crossing it a marshal must ask one of his crew to indicate when there is enough of a gap in the traffic to allow him to proceed safely. A marshal lifts his arm to obtain the necessary signals to go onto the course.



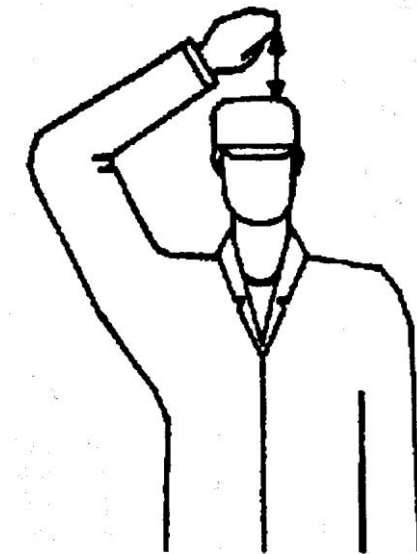
Driver is OK

Immediately after an incident the first concern is the drivers condition. If the accident victim is by all indicates O.K. then the marshal on the scene makes the following motion. The gesture is directed at the communications person who will replay the information to the control.



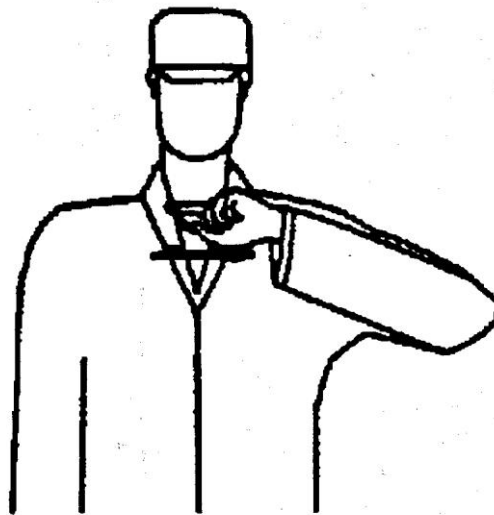
Help Needed

If a marshal at the site of an incident can't handle the situation themselves they would then tap the top of their head in the direction of the stand. The crew chief would then in turn send more marshals to assist.



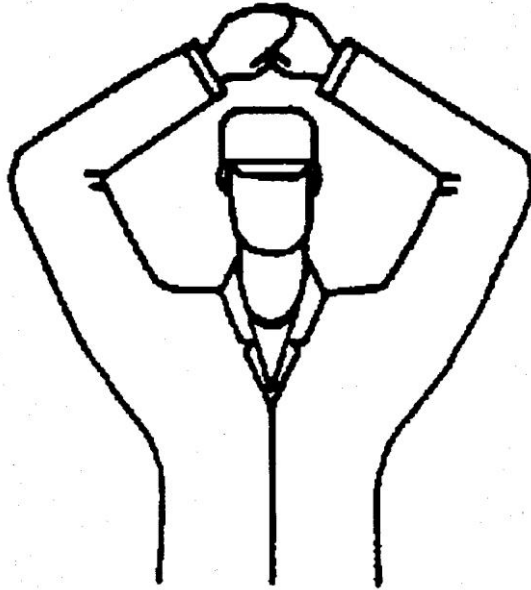
Stoppage

The signal to ask for a stoppage consists of drawing a finger across the throat. It can be used by a marshal at an incident site to ask the crew chief to ask control for a stoppage or to instruct a competitor that their car or bike is in no condition to continue.



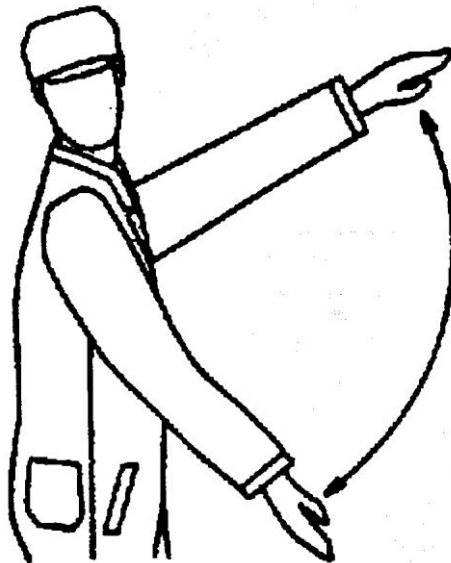
Ambulance Needed

If a competitor is in need of immediate medical care the marshal calls for an ambulance. They form a letter "A" above their head in the direction of the communications marshal.



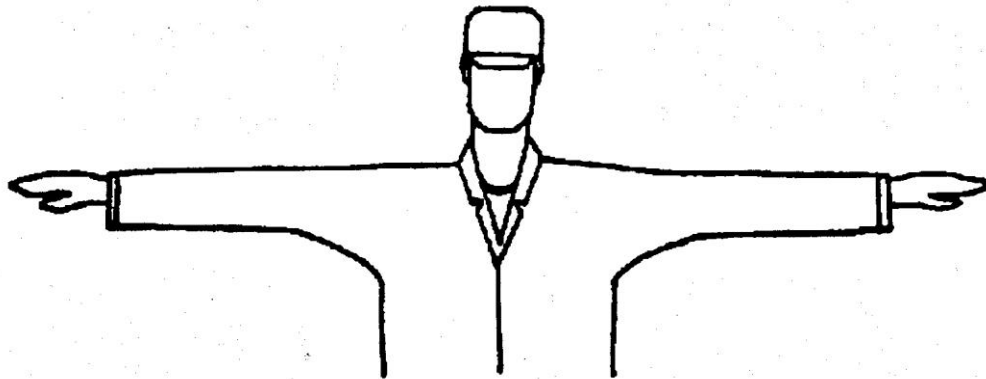
Jaws of Life

If a driver is trapped in their car after an accident the marshal would then request the presence of personnel specializing in extrication.



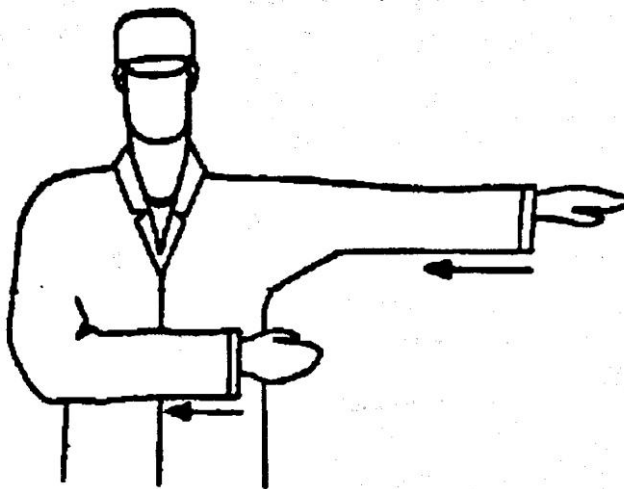
Tow Truck Needed

When a car is stopped on the track or next to the course and can't be moved the marshal would request a tow truck through the communications person by forming a 'T' with their arms.



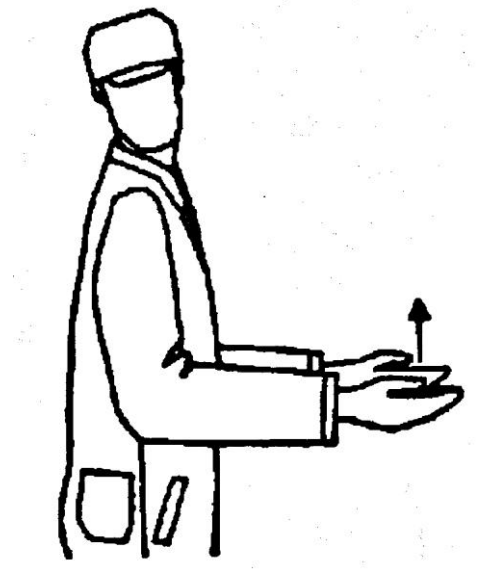
Pull Tow

After requesting a tow for a competitor then the next step is to relay the type of tow that is required. For a pull tow simulate the pulling horizontally of a rope.



Lift Tow

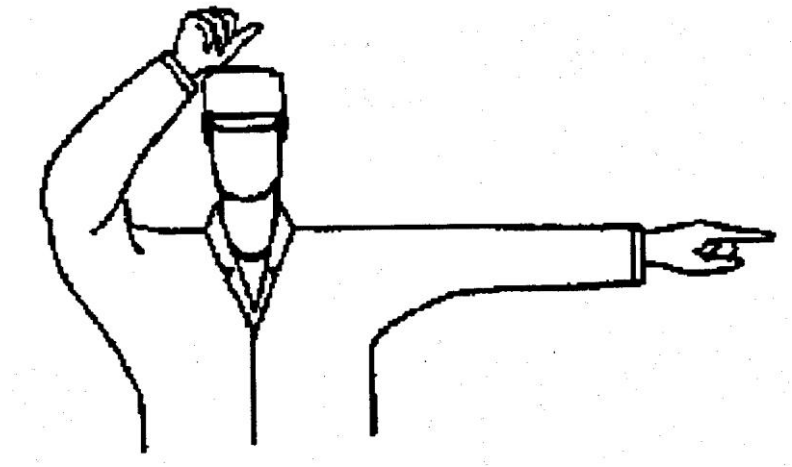
If the car or bike cannot be towed because of substantial damage such as non-working wheels then the safety marshals would request a lift tow by making a lifting motion towards the communication marshal.



As well as requesting the type of tow that is needed it is a good habit for the marshal to look at the car/bike and check for leaking fluids and if a “diaper” for the vehicle should be requested as well or at least to inform control that there are fluids present.

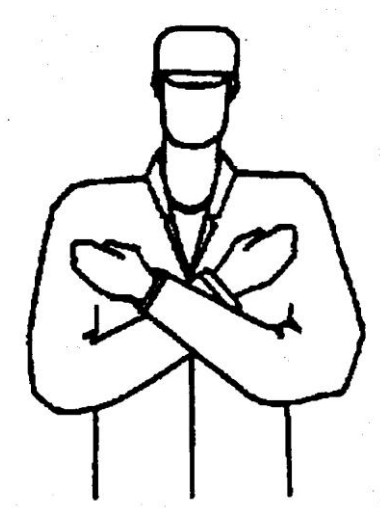
Fire Truck Needed

If the safety marshals don't believe that they can control a fire at an incident scene one of the marshals would form the letter “F” with one arm extended to the side horizontally and the other above the head pointed in the same direction. The signal is aimed at the communications person to relay to control.



Number of the Car

At times the communications person is unable to spot the number of a car that has just passed through the corner or that has stopped. In this case the marshal looking for the number of the vehicle in question then crosses their arms in front of their chest showing the marshals that they are looking for the number of a competitor.

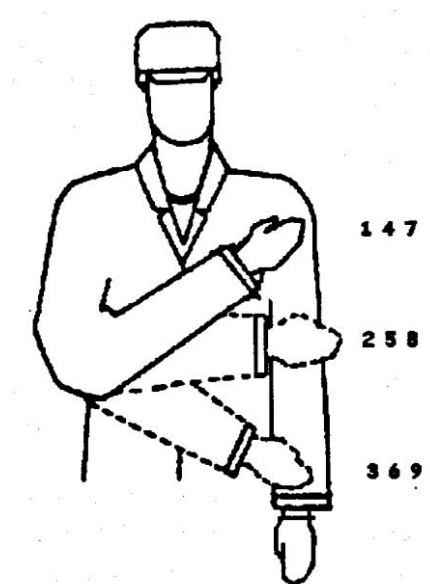


Answering with Numbers

To answer another marshal with a competitor's number the marshal should respond with the following:

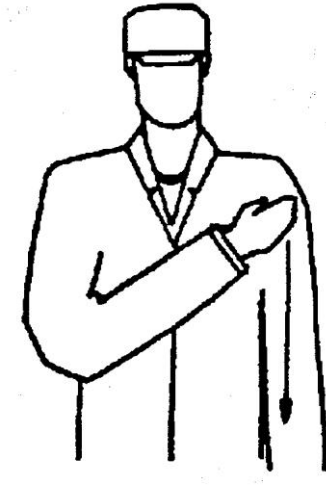
On the shoulder	1 tap = 1	2 taps = 4	3 taps = 7
	1 tap = 2	2 taps = 5	3 taps = 8
	1 tap = 3	2 taps = 6	3 taps = 9

The arms are alternated to provide each digit of the number.



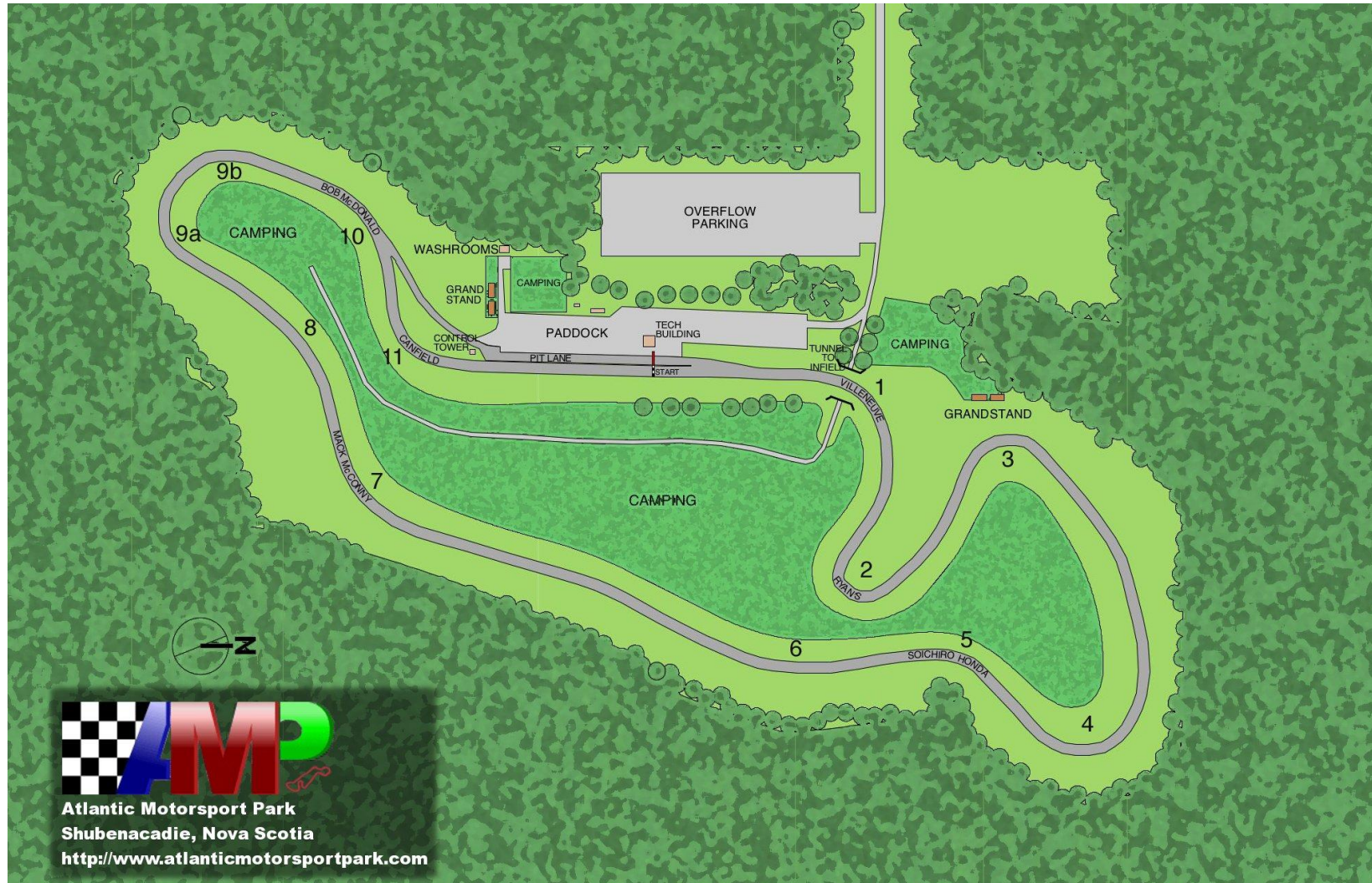
Zero

Zero is symbolized by sliding the hand on an outstretched arm from the shoulder to the hand.



To confirm that the number was received properly the receiver signals the number back to the sender. The sender would either give the thumbs-up or re-signal the number.

Atlantic Motorsport Park



Atlantic Motorsport Park Contact Info

Current as of August, 2006

President: Andy Hill, a.hill@ns.sympatico.ca

Vice President: Bruce Hartlin, milkman@accesswave.ca

Car Sanctioning & Licensing: Wayne Schnare, arms.inc@ns.sympatico.ca

Motorcycle Events & Training: Bruce Hartlin, milkman@accesswave.ca

Web Site Questions & Comments: Gordon Sleigh, gord@spoon.org

Mailing Address

P.O. Box 434

Lower Sackville, Nova Scotia

B4C 2T2

Sites of interest

Participating Clubs

Atlantic Motorsport Park – <http://www.atlanticmotorsportpark.com>

Atlantic Motorcycle Competition Riders Association (AMCRA) – <http://www.amcra.com>

Atlantic Motorsport Karting Association (AMKA) – <http://www.amka.ca>

Atlantic Regional Race Control Association (ARRCA) – See AMP

Atlantic Sports Car Club (ASCC) – <http://www.ascc.ca>

Bluenose Autosport Club (BAC) – <http://www.bluenoseautosport.ca>

Fredericton Motorsport Club Inc. - <http://www.fmc-inc.net>

BMW Club of Canada - Bluenose Chapter (BMWCC) - <http://www.bluenosebmwclub.ca/>

New Brunswick Sportscar Club (NBSCC) - <http://www.armsinc.ca/nbscc/>

Moncton Motor Sport Club Inc. (MMSC) - <http://www.mmsc.ca/>

Other Clubs/Organizations

ASN Canada FIA - <http://www.asncanada.com/>

Atlantic Region Motor Sports (ARMS) – <http://www.armsinc.ca>

Targa Newfoundland Motorsport Club – <http://www.targanewfoundland.com>