

## PRIOR TO GOING TO YOUR WORKER POSITION

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### YOU MUST COMPLETE YOUR WORK ASSIGNMENT

Failure to complete your work assignment will result in disqualification and working a double shift at your next event. Be sure and check-in with the Worker Chief prior to beginning your work assignment to ensure that you get credit for working.

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### CHECK IN WITH THE WORKER CHIEF PRIOR TO GOING TO YOUR WORK ASSIGNMENT

This insures that you are given credit for working your work assignment and are not sanctioned for failing to work.

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### BE PREPARED FOR THE WEATHER CONDITIONS

Drink plenty of fluids and use sun block sufficiently. Take rain jackets or other appropriate apparel.

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## GENERAL ON COURSE SAFETY

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### WORKING THE COURSE CAN BE DANGEROUS!

Work locations are chosen with attention to safety, but it is extremely important that everyone always pay attention to all vehicles on course, and that you are ready to move out of the way if a car spins or slides in your direction. BE SAFE.

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### ALWAYS KEEP TRACK OF ALL CARS ON COURSE

Generally, never turn your back on a car. If you must turn your back on a moving car briefly, have someone watch your back and signal you at the first sign of danger.

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### WHILE CARS ARE ON COURSE, WORKERS MUST BE STANDING AND ALERT

Never do anything that would distract you from escaping an oncoming vehicle if needed; no taking pictures, talking or other usage of cell-phones, no sitting or kneeling, etc.

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### FEEL FREE TO ADJUST YOUR POSITION

Either to spread out to better cover an area, and/or to move to a safer location.

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### CARS WILL BE COMING AT FAST INTERVALS

Hurry to reset a downed cone and return to a safe location.

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### CHAIRS, BICYCLES, ETC. ARE NOT ALLOWED

During runs, these items are not allowed on course at any work station. Umbrellas are okay but be ready to collapse it and drop it the instant you need to run for a cone. Do not leave an open umbrella on the ground.

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### DO NOT TRY TO BE A HERO IN RESETTING CONES!

If the box for a cone can't be located or a cone cannot be reset in time for the next car, move out of the line of danger with plenty of safety margin. It is the driver's responsibility to come to a complete stop and signal to the course worker that a cone is down. If in fact the cone was down, but not meant to be down, then report the car number to Timing & Scoring for a rerun. Never flag a driver simply because a cone is down.

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### ESCAPE OUT OF CONTROL CARS BY RUNNING AT A 90-DEGREE ANGLE TO CAR'S PATH

The car is faster than you, so if you try to run directly away from the car, it will probably catch you.

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## PENALTIES AND RESETTING CONES

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### RESET CONES QUICKLY

Cars will be coming at quick intervals. Reset downed or wiggled cones quickly and hurry out of the danger area. If you cannot replace a cone for any reason (e.g., cone was carried away, can't locate the box), get out of the danger area if a car is oncoming.

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### "POINTER CONES" (OR ANY CONES NORMALLY LYING DOWN) DO NOT INCUR A PENALTY

Make sure any hit cones are returned to their proper position, but do not count lay down cones as penalties.

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### WATCH FOR WOBBLING CONES AT THE TAIL OF THE CAR

Wiggled cones are otherwise difficult to identify. When the car passes make sure that any wobbling cones are still within the chalk box.

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### WORK STATIONS WILL HAVE SPARE CONES

Use them to replace cones that are carried away by cars.

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### AT THE BEGINNING OF YOUR HEAT, CHECK THAT CONES ARE PROPERLY IN THEIR BOXES

Make sure that the chalk marks are readily visible. Re-chalk any cone boxes that are difficult to see. Radio for chalk if necessary. Periodically recheck that cones are still within the chalk boxes during breaks in car activity.

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## CORNER CAPTAIN

The corner captain is not usually specifically assigned, but the Corner Captain should generally be an experienced autocross competitor. Sometimes, the Corner Captain position should be given to folks with less mobility.

The Corner Captain usually keeps the radio and the red flag and makes penalty calls and waves the red flag when necessary. The Corner Captain should be particularly attentive in making sure that any cone workers resetting cones are not in danger of oncoming cars. And if they are, use the red flag to keep them safe.

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## RED FLAG

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### THE RED FLAG SHOULD BE USED FOR DANGEROUS SITUATIONS

A corner worker trying to replace a cone, and unaware that a car is approaching IS a dangerous situation. A cone down is not. After cars stop in your vicinity, give the driver any special instructions on how and when to proceed through the rest of the course. Finally, report the car number to Timing and Scoring for a rerun.

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### RED FLAGS SHOULD BE WAVED AT ALL STATIONS IN ORDER TO STOP ALL CARS

If you hear "Red Flag" on the radio or see one of the other stations waving their red flag, wave your red flag at the nearest oncoming car.

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### NEVER RUN IN FRONT OF THE CAR WHEN FLAGGING A CAR

Maintain a safe distance while doing whatever possible to get the drivers attention.

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### KEEP THE FLAG IN YOUR HAND AT ALL TIMES

The flag should be bunched up; never rolled up. It takes too much time to unroll the flag in an emergency.

## RADIO

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### ALWAYS HOLD THE BUTTON DOWN FOR AT LEAST ONE SECOND BEFORE SPEAKING

The digital radios that we have, take that long to establish a link, and if you begin speaking too early, your intended transmission will be cut off.

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### IDENTIFY STATION NUMBER, CAR CLASS AND NUMBER, AND PENALTY

Call in penalties with the above information and in a clear and calm voice.

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### LIMIT TALK ON THE RADIOS

The radios are only to be used for penalty, safety, or event logistic information. No chitchat please.

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### MAKE SURE THAT TIMING ACKNOWLEDGES PENALTY CALLS

Repeat penalty calls until timing gives a confirmation message.

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### REPORT IMMEDIATELY IF YOU HAVE A SITUATION THAT REQUIRES A RED FLAG

This should be done simultaneously as when you begin to wave the red flag.

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### REPORT ANY OBSERVED FLUID LEAKS OR DEBRIS ALONG WITH CAR CLASS AND NUMBER

## INCIDENTS

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### IF THERE IS AN INCIDENT, DO NOT TOUCH OR MOVE ACCIDENT VICTIMS

Only people certified in First Aid should try to help the victim of an accident. The only exceptions would be if the person is in danger of serious injury in the position that they are currently in. (i.e. trapped in a burning car or extreme loss of blood).

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#### NEVER PICK UP PARTS THAT HAVE FALLEN FROM A VEHICLE

They may be very hot. If they are, try to quickly kick them off course or flag the next car if they are in danger of hitting the object.

#### OTHER GENERAL THOUGHTS

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#### ONLY DESIGNATED WORKERS ARE ALLOWED ON COURSE

Any other people on course must have the permission of the Solo Safety Steward. Photographers must have a dedicated spotter. This spotter may not be someone currently assigned to a course working position.

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#### WATCH FOR SPECTATORS IN NON-SPECTATOR AREAS

If a spectator is in a non-spectator area, all cars should be red-flagged immediately, and cars should be stopped until the situation is resolved.

The Event Chair or Solo Safety Steward will explain where Spectators are allowed. Make sure the spectators return to designated spectator areas. If unable to do this for any reason, notify the Solo Safety Steward by radio.

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#### 16 YEARS OLD IS THE MINIMUM AGE FOR CORNER STATION WORKERS