



Instructional Manual For Corner Workers





Responsibility of a Corner Worker:

You're becoming a "Corner Worker" because you are an enthusiast dedicated to the sport of motocross and/or supercross racing, want to be involved at the races and promote the integrity and professionalism of the sport. Even though you are the ultimate enthusiast, it is your responsibility to be aware that there are certain elements of risk involved and motorcycle racing is inherently dangerous. Before participating as a Corner Worker at any event:

- Assess your own ability
- Assess the racing environment
- Exercise extreme caution

A Corner Worker has one of the most important jobs at a flat track race. They must protect the riders on the track and prevent an accident from escalating. Flagging is a team effort. A successful flag crew must work together. An understanding of the flag system and basic guidelines of a Corner Worker will serve as a valuable asset when considering the purpose and responsibility of the Corner Worker.

Understanding the flag system:

- Checkered flag – Indicates the end of a race or practice session. Proceed around the course to the designated track exit.
- White flag - Indicates the final lap of a race.
- Yellow flag – Indicates serious hazards on or near the track. Proceed with caution. *Must slow down, no passing/jumping*
- White Flag with Red Cross: Indicates that ambulances, safety vehicles or emergency personnel are on the course. Exercise caution.
- Green flag – Indicates the start of a race or clear track conditions.
- Black flag – Indicates a problem with your motorcycle or a disqualification. Proceed around the course to the designated track exit.
- Red flag – Indicates the race has been stopped. Reduce speed and proceed safely to the starting area.
- Light Blue Flag with Diagonal Yellow Stripe: Indicates you are about to be overtaken by faster riders. Hold your line and do not impede their progress.
- White and Green Flags Crossed: Indicates half of total race distance is completed.



Duties and Priorities of a Corner Worker:

One of the major concerns of a Corner Worker is to warn oncoming traffic of any situation that lies ahead. You **MUST** protect yourself before being able to perform effectively. Keep the following in mind at all times:

- Stay Alert – you're not a spectator, concentrate on your area of responsibility.
- Protect Yourself – don't put yourself in a position to be involved as part of the incident.
- Eye Contact – watch the rider's eyes, know and feel confident you can be seen when waving a flag.

Your personal safety should be one of your primary concerns, as well as the safety of your fellow workers. This means that if you are flagging and a crashing bike is heading in your direction, getting yourself and your partner out of danger should be your first concern, flagging the oncoming riders should come later. Return to your positions and priorities when it is clear to do so. If at any time you feel uncomfortable in any location, inform the person in charge immediately.

The flaggers serve as the competitor's eyes, warning riders of hazardous situations by displaying the yellow flag. The flaggers' area of responsibility is from their flag position to the next station. Flaggers must remain at the flag station at all times when competitors are on the course.

Purpose and Positioning of a Corner Worker:

- The purpose of flagging is to warn riders of a hazardous situation on or near the track surface and to protect other Corner Workers and downed riders from oncoming riders.
- Your flag covers everything from your position to the next downstream flag.
- The Corner Worker should never leave their post while motorcycles are on the track.
- Position yourself in behind a barrier or far off the track facing oncoming traffic. **NEVER SIT DOWN!**
- Always carry the yellow flag ready for use. Keep it tucked under your arm, out of the rider's sight.



On-Track Responsibilities of the Corner Worker:

- Arrive at the racetrack at least one half hour before practice begins; be prepared to stay all day.
- Flagging crews should review procedures including flagging, hand signals and incident response before each and every event. (Flagger meeting)
- Never turn your back on a moving motorcycle.
- Your job is to watch your corner, not the race.
- Watch the starter when there are no bikes in your corner. It is important for you to see his or her actions.
- Identify the areas where incidents are most likely to occur.
- Stay in your assigned area unless you are instructed to leave.
- Constantly keep an eye out for debris on the track and/or any irregularities from competing motorcycles.
- Be aware of persons in your area. SPECTATORS SHOULD NEVER BE ON THE COURSE. Appropriate credentials should be displayed.

Personal Care:

Be prepared for a long day. You might be flagging for up to 8 hours and won't have the opportunity to move around a great deal. Your comfort and attention to your personal needs are important.

Clothing

- Shoes - should be durable and comfortable. Open toes are not acceptable. It is recommended that you wear shoes that will support the ankle and socks not only for comfort but to prevent insect bites.
- Hat - a wide brimmed hat is recommended. Something that will keep your face protected from the elements.
- Dress in layers; it will be easier to adjust to the temperature.

Suggested Accessories

- Sunscreen
- Pen and Paper
- Prescription glasses
- Sunglasses
- Hand towel
- Backpack
- Insect repellent
- Lip Balm
- Plenty of water



Medical Procedure

The event promoter provides emergency medical teams and ambulance crews. Corner Workers do not provide medical services to injured riders.

Examples of flagging techniques and situations:

When the yellow flag is waving riders cannot pass. If a rider does pass on the yellow flag, report that rider's number to a track official.

When a rider crashes it is your job to wave the yellow flag to warn other riders about the crash. Do not assist the rider in any way, unless the rider is trapped under the motorcycle. Even then, your safety comes first, even if the rider is injured. It is the EMT's job to assist down riders.

While flagging, point to direct the riders to a safe path to ride through and avoid the crash.

A flagger must have his/her flag in hand at all times. Do not play around with the flag as a rider may think there's a crash, when there isn't. Keep flags held down along side of you while there's no down rider.

When waving the flag be sure your flag is projected in a clear visible manor. Do not just wave a stick, while the flag is tangled up. The flagger and his/her flag should be clearly visible.

Be sure to be in the proper flagging position: wave the flag a good distance in front of the crash. This allows the riders adequate time to slow down. It's important to know the speed the riders are going and understand a lot of riders ride with their head down.

A flagger must always hold their position until the danger is cleared, even if parents or fans are screaming at you to do something else.

Never leave your post unless instructed to do so. Never assume someone else will flag your area.

Flagging is dangerous, serious injury and/or death can result. Always keep your eyes on the track and be aware of your surroundings. Flat track bikes weigh several hundred pounds and you do not want to get hit by one.



A flagger must be alert at all times. They must be constantly looking for crashes and troubled areas.

It's very important the flaggers communicate and help each other out. The flagging crew is a team and a successful team is everyone working together.

Be kind to the riders and their parents. They are paying customers and must be treated accordingly.

Conclusion:

We thank you for your efforts of becoming a Corner Worker and we appreciate your passion for keeping riders safe.

Flat Track Safety Group