

Thanks for your interest in being a corner marshal with the MRA!

The information on the following pages is extracted from our comprehensive training manual and should answer many of your questions.

You will be given a copy of our training manual when you attend your first MRA event. Also, a good idea is to review the training manual before working your first event. It is available on the MRA Corner Crew webpage at: [www.mra-racing.org](http://www.mra-racing.org) or I can E-mail you a copy.

If you have any questions, please call me or send email.

See You at the Track!!

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#### **INFORMATION CONTAINED ON THE FOLLOWING PAGES:**

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#### **WHAT IS A CORNER MARSHAL?**

*The primary responsibility of a Corner Marshal is to provide a safe environment for racing.*

If you have watched motorcycle road-racing, you have probably seen Corner Marshals. They are the people dressed in white, stationed around the track, closely observing the race. Most of the time, Corner Marshals are free to watch the racing action. But when a rider crashes, they spring into action. The flagger displays warning flags, informing racers of any hazard. Other crewmembers assist the downed rider) and clear the track. The captain coordinates the crew and keeps race control & medical personnel informed via radio. When the track is clear, the crew returns to their station and resumes watching the action until they are needed again.

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## REQUIREMENTS TO BE A CORNER MARSHAL:

The main criteria for being a corner marshal are:

- A. Love to watch Motorcycle Races
- B. Want to have the best seat in the house
- C. Have a lot of enthusiasm
- D. Willing to be outside all day
- E. **Most Importantly --Have a safe attitude**

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## COMMITMENT:

One of the first questions we hear from new marshals is: Do I have to work at ALL the events??  
The short answer is No. You can work as many or as few events as you can.

With regard to the season schedule, we don't expect you to attend every race day and every practice day. Everyone's commitment level is different. Your family, job, vacations, and other interests enter into the equation. We will miss you when you are not present and are always happy to see you when you are present. But of course we would love it if everyone could attend every event. ---So, attend as many or as few events as you want/can.

About a week before each event, we contact everybody by email and/or phone and ask if they will be able to work the upcoming event. We only ask that if you say that you'll attend, then please show up. If you can't confirm, or if plans change please tell us so we can be prepared.

### TYPICAL RACE-DAY SCHEDULE

*(Times may vary depending on number of incidents, weather, or other factors)*

6:00 – 6:30 am	Gates Open, Arrival and Check-In
6:45 - 7:30 am	Pre-Stage Equipment at All Positions
7:30 - 7:40 am	Pre-Race Briefing, Receive Assignments
7:40 - 7:50 am	Transport Workers to Corners
7:55 - 8:00 am	Final Check of Track Safety Conditions
8:00 am	Track is 'Hot' - Practice Sessions Start
10:15 am	Racing Starts
12:00 am - 1:00 pm	-- Lunch Break --
1:00 - 5:00 pm	More Racing
5:00 - 5:30 pm	Post-Race Briefing and Receive Payment

### **2006 MRA Season Schedule**

*(All are Sat–Sun unless otherwise indicated)*

<b>DATE</b>	<b>EVENT</b>	<b>LOCATION</b>
Apr 16 (Sun)	Rider School	Pueblo Motorsports Park
Apr 21 (Fri)	Rider School	Pueblo Motorsports Park
Apr 29 – 30	MRA Race # 1	Pueblo Motorsports Park
Jun 3 – 4	MRA Race # 2	La Junta Raceway
Jul 8 – 9	MRA Race # 3/4	Miller Motorsports Park
Jul 29 – 30	MRA Race # 5	Motorsports Park Hastings
Aug 12 – 13	MRA Race # 6	Pueblo Motorsports Park
Aug 26 – 27	MRA Race # 7	La Junta Raceway
Sep 9 – 10	MRA Race # 8	Motorsports Park Hastings
Sep 23 – 24	MRA Race # 9	Pueblo Motorsports Park

**You are not required to work at every event**

Attend as many or as few as your personal schedule allows

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## **THINGS TO BRING / WEAR:**

### **CLOTHING:**

The basic corner marshal uniform is White clothing.

After you work a couple of events, you will be issued an MRA corner marshal T-shirt. It is your uniform. You are expected to wear it at every event.

**\*\*\* Important! \*\*\***

**Be sure none of your clothing is Yellow or Red!**

- **White Pants** (blue jeans acceptable)  
-- No Shorts! --
- **White T-Shirt** (or mostly white) After your first two events, we'll provide an official shirt
- **Shoes** – Wear comfortable shoes/boots; you'll be on your feet most of the day. No Sandals allowed!
- **Belt** — If you are issued a radio, you need a belt on which to clip the radio.
- **Hat & Sunglasses**  
To protect yourself from the all day sun
- **Jacket and/or Sweatshirt**  
(it can be cool in the mornings)
- **Rain gear:** (you never know if it will rain)  
Jacket/pants style rain suit is preferred, as Ponchos will get in the way.

**Be sure none of your clothing is Yellow or Red!**

**\*\*\* Important! \*\*\***

### **MANDATORY ITEMS:**

- **Water and/or Gatorade**, etc  
It's your only source of hydration while trackside. You should have about a gallon total.
- **Loud Whistle:**  
So you can get each other's attention quickly. (Use a referee style or other loud type that can be heard above motorcycle noise)
- **Gloves:**  
To protect your hands when handling bikes. Leather work gloves are best for this.
- **Food:**
  - **Lunch** -The MRA will normally provide lunch, but you may also want to bring your own food and/or a few dollars to buy food at the concession stand
  - **Snacks**, Bring plenty. For safety and alertness it's important to keep your blood sugar from being depleted.
- **Sunscreen** (at least SPF 30)  
You'll be exposed to the sun all day.
- **Duffle bag / Daypack and/or Ice Chest**  
You need to carry your gear, drinks, and munchies out to your corner station.
- **Earplugs** (recommended)  
You must still be able to hear whistle calls  
The soft foam type work well for this

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## **WHERE / WHEN TO MEET:**

At every track, the corner crew meets at 6:30 am near the base of the race control/scoring tower. When you arrive at the track, please come here first so that you can sign in.

***It is important that you arrive no later than 6:30 am.***

There are many things that must be accomplished before the track can be considered ready for racing:

1. Everyone must sign in so the head marshal knows who is available  
(and so we know who gets paid for the day)
2. Place Equipment on Course
3. Survey Track Conditions
4. Head marshal must determine corner assignments.
5. Special information and training briefings for the entire crew.
6. The crew must be stationed around the course.
7. We must have time to inspect the track surface, and clean it if necessary.

--- ALL of this must take place before the track is ready for racing.

The track is 'hot' for the first practice session at 8:00 am ---

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## **CORNER MARSHAL POSITIONS:**

Usually new marshals are assigned duty as a 'flagger' or 'assist'.  
After gaining some experience then you may be assigned as a Captain.  
Below is a brief description of the duties for each position.

### **---Flagger**

- Displays various flags to inform riders of hazards on or near the track surface ahead.
- Stationed ahead of each corner to provide advance warning for the competitors
- Flags also protect marshals, medical staff, and downed riders from oncoming traffic.
- Watches the track from the previous corner to their station.

### **--- Assist**

- Stationed where they can respond to accidents; generally downstream of the flagging position.
- Watches the track through their assigned area(s).
- Maintains a clear track by removing debris from the surface
- Moves motorcycles to safe locations and assists fallen riders

### **---Captain**

- Responsible for overall operation of the corner.
- Directs the actions of the other marshals, competitors, and any other personnel in the area.
- Ensures correct placement of equipment and workers
- Trains new workers.
- Acts as radio communicator
  - Informs track marshal of conditions
  - Calls for assistance when required.
- Persons with the most experience are assigned to this position.

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## **CREW TRAINING:**

At the beginning of each season, we have designated training days that are held in conjunction with the racer licensing schools. We prefer that new (and returning) marshals attend one of these sessions. On these dates we combine some classroom time with on-track sessions.

If you are unable to attend one these training days (or they are already past), we willingly accept new marshals on any regular practice or race day.

--A good idea is to review our training manual before working your first event. It should answer many of your questions. It is available on the MRA Corner Crew webpage at: [www.mra-racing.org](http://www.mra-racing.org) or I can E-mail you a copy.

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## **MEDICAL TRAINING:**

Medical training is not required to be a Corner Marshal, but is highly recommended.  
We usually have a medical training class near the beginning of each season.  
Attendance is not mandatory, but is highly encouraged for all marshals, new and old.

Our class is taught by Dr. Ray Rossi and is often held on a Saturday or Sunday, sometimes in conjunction with a race event. The date for the 2006 class has not been determined yet.

The class usually covers:

- Basic patient / injury assessment
- CPR refresher
- How and when to move an injured rider
- Interventions that can help until paramedics arrive
- Helmet removal techniques with hands-on practice.

NOTE: This class is **not** a certification course

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## **REIMBURSEMENT:**

For the privilege of getting the best seat in the house you get free admission and full access to the track and pits.

The MRA will also reimburse you \$50 per day and an additional \$10 if you can work both Sat and Sun of an event weekend. Payment is normally made in cash at the end of each day.

For out-of town races, we will also help to defray the cost of a hotel room. (See LODGING below)

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## **LODGING:**

Most of the tracks the MRA uses will allow overnight camping at no cost.

The MRA also pays a lodging allowance when the event is out of town and you work both days. The reimbursement is available for the Friday and Saturday nights of an MRA race event weekend.

For MRA races, we let the individual's book rooms and arrange payment and sharing amongst themselves. MRA then reimburses you up to \$35 per person / per night. If a room is shared, this will usually cover the expenses.

For the out of state races (Miller and Hastings), the MRA plans to book a block of rooms and pay for them directly.

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## **Track Locations / Directions:**

### **Pueblo Motorsports Park** -- Northwest of Pueblo CO.

From I-25 Exit 101, take US-50 West about 2.7 miles to its intersection with Pueblo Boulevard (Route 45), turn left on Pueblo Boulevard (south). Track entrance is on the west side of the road; just past the Motorola building. You must have a certain amount of faith, since there is nothing visible except the (paved) access road and a steel archway. Stay on the paving and follow the access road around and up and down (continued faith is required) about 1.5 miles to the road-race course entrance.

### **La Junta Raceway** -- 4 Miles North of La Junta, CO.

I-25 to Pueblo (Exit 101), Then US 50 East to La Junta, Take Route 109 North, go about four miles to Airport Industrial Park. Use the main Industrial Park entrance; turn left onto SOS Avenue, (keep golf course on your right). Turn left at end of the road, Turn right on Railroad Avenue, left into the racetrack facility.

### **Hastings Motorsports Park** – Hastings, NE

From Denver take I-76 East towards Fort Morgan. I-76 turns into I-80. Take the US-34/US-281 Exit 312 toward Grand Island/Hastings. Turn slight right onto Tom Osbourne Expressway/US-34 West/US-281 South. Continue to follow US-34/US-281. Turn left onto West South Street.

### **Miller Motorsports Park** – Tooele, UT

Directions: From Denver take I-25 North. Merge onto I-80 West at Exit 8B toward Laramie. At Exit 311, merge onto I-80 West toward Reno/Slat Lake City. Take UT-36 via Exit 99 toward Stansbury/Tooele/Grantsville. Turn right onto UT-138. Turn left onto Sheep Lane.