World Championship Motorcycle Race Marshalling

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Presentation Update for Motorcycle Events

In the past few years the most high profile events worked by USARM have been the FIM MotoGP and World Superbike Championship events. This presentation highlights those events and information specific to them.

These events are held at Mazda Raceway at Laguna Seca in Monterey California.

The title races for these weekends are sanctioned by the FIM, the Fédération Internationale de Motocyclisme (International Motorcycling Federation). Support races for these weekends may be sanctioned by other racing organizations. Therefore the track inspection, flagging, and response activities for different races within the weekend may vary. Always review the information in race packages that you receive from USARM and with your TM. Updated information will be provided at the morning meetings on race weekends.

We’re happy that you can join us to present these great events to the motorcycling world.

World Championship Motorcycle Race Marshalling

- USARM Event Marshalling Overview – *New*
- Skill Mix, Crew Size – *Updated Slightly*
- Event Specific Items – *Updated*
- Communication Systems - *Updated*
- Crash or Mechanical Incident – *Updated*
- Flagging Considerations – *New title, Updated Content*

Please take the time to see the USARM Manual at
http://www.usarm.org/manual.php

Please also take the time to read the FIM marshalling requirements provided in your event confirmation materials.

USARM Event Marshalling Overview

- USARM's mission for the weekend is to present a safe and raceable track for competition which meets the staffing, schedule and functional requirements of the FIM and other sanctioning bodies. We are to keep the track as safe as possible throughout the event by responding to incidents professionally.
- While we are all race fans we are here to do an important job. Always conduct yourselves as a track safety professional.
- Safety Priorities
  - Three safety priorities, in order:
    1. Yourself and your team (if you're hurt you can't help)
    2. Riders approaching an incident (keep the problem from growing)
    3. Rider(s) already involved in an incident.
- Attention to Details
  - There can be large consequences to little things that go wrong. Be prepared and be smart about what you do.
- Non Race Activities
  - Between races and practices there will be many non-racing activities. Be prepared for these. Schedules for these activities often change with little or no notice.
  - Crew safety is our priority during these times too. Always be alert.

Skill Mix, Crew Size

- Talent Mix :
  - Turn Marshall (TM) on each turn manages each turn crew's activities.
  - A Response Captain (RC) leads the team at each response station.
  - Responders: 3-4 at each response station.
  - Flaggers: 2 at each flag station.
  - Land Line Communication System to every turn.
  - Help available: Control Folks, Medical, SCRAMP, USARM Logistics

- Usually a large team on each turn
  - TM's: Be ready to manage and work with a large crew
  - Communication among turn crew is vital. Work together.
  - TM's and RC's: Always Evaluate, Always Train, Always Ask Questions.
  - Give plenty of breaks. Make sure each team member is fresh.

Event Specific Items

- Schedule – Schedule – Schedule
  - World TV, Promoters considerations, Sponsors, and much more …
  - Keep your schedule handy and be ready to cheerfully handle changes.

- Keep in mind that there are many things and organizations involved
  - There are many folks looking out for our crew's concerns. Trust them.

- Give the customer what they want.
  - No surprises – Read their manuals and ours.
  - Always have your corner, your crew and yourself ready and waiting for the organizers when they're ready to go. Never make them wait for us.
  - Plan ahead to make the right things happen the right way.
  - Give every session the same emphasis and your best efforts.

- International Event –
  - Language issues will exist for riders, photographers, race team crews, and some officials. Be professional and patient.

Communication Systems and Protocols for FIM Events (1)

- Five Different Systems – all trying to work together !!! (just USARM's)
  - Land Line for USARM Race Control
  - Flagging Radio Channel
  - Response Radio Channel
  - Logistics and Support Radio Channel
  - Medical Radio Channel

- Each system has a Control person sitting with Race Control and working directly with the appropriate people from the sanctioning organization.

- Land Line: Functions as car events and club motorcycle comm. systems do, except for flagging activities
  - Provides track condition and clearance reports
  - Main system for reporting incidents
  - Work with Turn Marshalls continuously to provide info to and from Race Control.

Communication Systems and Protocols for FIM Events (2)

- Flagging Radio Channel : Flagging Control monitors and directs all flagging stations
  - Provides flagging and posting info from Race Control to all flagging stations, directing use of flags and number boards.
  - Ensures that all flag stations are ready for a session or inspection.
  - Manages flag procedures may vary between FIM and support race sessions.

- Response Radio Channel : Coordinates all handling / incident activities
  - Turn Marshalls and response captains direct handling activities.
  - Activities monitored and directed by USARM response race control.
  - Usually the quickest way for Turn Marshalls to work with Race Control.

- Logistics and Support Radio Channel : Coordinates equipment and lunch deliveries, Dragon Wagon support including worker transport, and rides in from turns for riders.

- Medical Radio Channel : Coordinates all medical, ambulance and doctor responses.

Communication Systems and Protocols for MotoGP Events (3)

- Facts of Life
  - All radios have a 1 second delay. Press the button, give a “1 count” and then begin. If not the first few words will be lost.
  - Only one person at a time may talk on radio systems.
    - Think first and be brief. Think first, listen next, then talk.
    - If you try to talk over someone you will not be heard.
    - If you talk too long nobody else can be heard.
  - Sometimes getting an answer from Race Control takes a little time.
    - There are a lot of busy people in there. Please Be Patient !!!
  - If you’re on a radio you have a very important job. Many folks are counting on you.

- Protocols
  - There are very good discussions of protocols in the USARM Manual. Please read the Communication section at http://www.usarm.org/manual.php .
  - Make sure to have someone on each radio all the time – all flag and response stations.
  - Keep all calls short, clear and to the point.
  - Make sure each call is one that needs to be made.
    - No chatter, especially during sessions
  - Each system or radio channel’s Control person needs everyone’s help to make the weekend run smoothly.

Communication Systems and Protocols for FIM Events (More !!!)

- Protocols (continued)
  - The Land Line is the primary system for Race Control to run the day. The response radio channel provides details and responder coordination. The flagging radio channel controls flagging.
  - TM's may change channels only if really needed– coordinate with your Control person (currently Deb or Marc)
  - Always have your radio on !!!
  - Be alert for "open keys". Can you hear bikes going past your turn?
  - Please report radio problems to your TM or Land Line Communicator ASAP. Find another radio that works if necessary.
  - Morning, Mid-Day and End-Of-Day traffic: Make sure messages get out to everyone. Schedule, lunch counts, pickups, pace car laps, etc. …

- Radio failure procedures: If you have a radio problem, first:
  - Make sure you're on the right channel. It's easy to turn the wrong knob.
  - Turn off radio. Then and only then disconnect and then re-connect headset. Turn radio back on, pick a quiet moment and try again. Only unplug or re-connect the headset with the radio OFF.
  - Radio batteries: They "should" last all day. If you hear a BEEP or two after a transmission, ask for a new battery.

Crash or Mechanical Incidents

Crash or Mechanical Incidents

Please read the very good “Responding to Motorcycles” section in the USARM Manual, in print or on-line at http://www.usarm.org/manual.php . Below is a quick look at what needs to happen.

- Comm Duties
  - Keep in mind that the track is live
  - Display and call flags, call bike number
  - Describe conditions – track, rider, bike
  - Report bike condition
    - Leaks? Under power? Able to ride in? Crash truck needed?
  - Advise TM and Responders of control’s wishes
  - Get workers safe ASAP

Crash or Mechanical Incidents

- Responders – What You'll Find
  - Hot steaming, smoking, leaking, sharp-edged motorcycle shaped object(s) with or without dazed, irate or injured rider(s).
  - Usually in a very dangerous spot.
  - Possibly more on the way.
  - If more than 1 rider is involved, usually a lively conversation.

- Response Team Responsibilities
  - Keep yourself and your team safe – always your (our) first priority.
  - Return the track and your station to a clear race-ready condition as quickly and safely as possible.

Crash or Mechanical Incidents

- Responder Duties
  - Know what to do before an incident occurs. Work as a team.
  - Recommend track condition flags if needed, identify bike number
  - Take directions from your TM and RC.
  - Clear bike(s) and rider(s) to safe area if possible
  - Check bike for leaks, locks, levers before letting rider continue.
  - Get fellow workers safe ASAP
  - We can get help from SCRAMP for big clean-up jobs.

Crash or Mechanical Incidents

- Flagger Duties
  - Flags to keep your co-workers safe
  - Flags to warn oncoming riders
  - Flag incidents as directed: Flag Control for most things, TM or RC for surface condition clearance during and after an incident.

- Flagging procedures may vary between sessions
  - FIM sanctioned sessions (WSB or MotoGP) or Support Races
  - Support races may choose between FIM configuration of 3-4 flag stations per corner and the traditional American 1-station-per-corner configuration.
  - Details will be provided with event confirmations, at morning meetings, and on flagging communications channel.
  - Be prepared, be alert, and be flexible.

Thank You !!!

- You’re part of a great team doing a very important job for the race weekend.
- It’s a team effort that takes everyone’s best work.
- The riders, the sponsors, the FIM, and our hosts at Laguna Seca all value the work that the USARM team does.
- We hope you will join us at this year’s events.