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Dear AFM Friend,

Thanks for taking the time to express your interest in working with AFM! The AFM workers (The Crew) are one of the best organized and well-trained groups in the world, and you can be part of it!

To start on the process, just fill out the enclosed application. Please read the release carefully, and if you have any questions, don't hesitate to give AFM a call (510) 796-7005. The worker membership in AFM is FREE. The benefits of membership are many: you'll receive the AFM newsletter (about every 2 months), an AFM rulebook and sticker, and a worker license. You'll also receive the worker newsletter, and will be notified of anything of interest to AFM workers.

Working with the AFM is fun! You should plan to arrive at the track early (gates open at 6:30 on Saturday events, 6:00 on Sunday events). You'll sign a release at the front gate, and you get in FREE (a \$12 value!). Head on down to the Start/Finish line area, where the workers gather for a morning meeting and coffee and donuts. If you're new to racing, or new to working, don't worry. We'll provide training, and make sure you work with an experienced person. We'll also provide you with lunch, drinking water, and beer, sodas and snacks at the end of the day.

AFM also provides occasional give-away items such as t-shirts, coffee mugs, key chains, etc., as well as providing Saturday night bar-b-ques at the Thunderhill and Buttonwillow races. These are also FREE to workers! The AFM Board of Directors, organizational staff, and especially the riders really appreciate The Crew, and know we wouldn't have a raceday without workers like YOU!

We hope you'll join us, and become a member of The Crew. If you have any questions, please give us a call!

See you at the races!

Sincerely,  
Phill Brown

# American Federation of Motorcyclists

## Turnworker Manual



**Our main goal is track safety for the workers and racers.**

The material contained herein was prepared as an attempt to standardize basic procedures for turnworking a motorcycle road racing event. It has been designed for revisions in mind. This fourth edition is by no means complete, infallible or the final word. Whether you are a turnworker or rider, all comments and suggestions will be welcomed. Please send them in writing to the AFM National Headquarters.

### WHAT THE FLAGS MEAN:

**GREEN:** Start

**RED:** Slow Down. Hold in turns 1 or 7. Hold position until directed by an official.

**CROSSED GREEN AND WHITE:** Halfway point.

**WHITE:** Last lap.

**CHECKERED:** Finish.

**BLACK WITH RED DOT:** (at Start/Finish displayed with rider number): Complete lap and see starter.

**WAVING BLACK** (on all turns): Race has been red flagged.

### STANDING YELLOW:

1. Indicates "caution" to riders.
2. Means that workers, riders or bikes are near but not on the racing line.
3. Display a standing yellow if the next turn is showing a waving yellow.
4. No Passing\*. Report violators bike numbers.

### WAVING YELLOW:

1. Indicates "great danger ON track AHEAD!"
2. Means workers, riders, bikes or debris On the track surface, on racing line.
3. No Passing\*. Report violators bike numbers.

### OIL FLAG: (green with black stripe)

1. Indicates a slippery substance ON the track surface.
2. The oil flag is not waved.

### DEBRIS FLAG: (yellow with red stripe)

1. Debris ON the track surface.
2. The debris flag is not waved.

### AMBULANCE FLAG:

1. Indicates ambulance on or at edge of track ahead.
2. Display flag as ambulance passes your position; hold until it is two turns past your flag station.

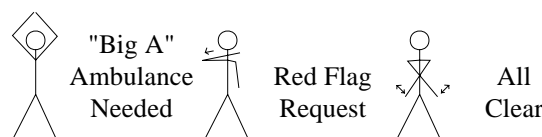
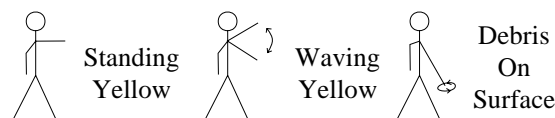
### DEER FLAG

1. Deer on or near track.
2. Race is Red Flagged.

\*The no passing zone is from the flag station(s) until clear of the incident.

### HAND SIGNALS

Both Flaggers and Communicators should use the hand signals below to communicate with personnel not within talking distance. Flaggers watch your Communicator occasionally for signals. The Communicator gets requests for flags from Start/Finish.



## HANDLER'S RESPONSIBILITIES

1. Do not go onto track surface without checking for oncoming traffic. If you cannot see for a safe distance, get clearance from someone who can see oncoming bikes.
2. When crossing the track, take the straightest path across. Do not stop.
3. Getting to the crash site with fire extinguisher in hand. Remove downed bikes from track surface as soon as it's safe to do so.
4. Know fuel and electrical cut-off switches of different bikes.
5. Check downed rider. If no medical help is available (see "National Motorcycle Patrol" section) relay condition to communicator.
6. Apply grease sweep to oil or gas (not water) on track; sweep off excess if time allows.
7. Check track constantly for debris from bikes.
8. Check track for oil.
9. Check riders and bikes on track for unsafe conditions.
10. Sweep racing lines as necessary before and after each race or practice.
11. Point directly at rider (don't wave) to get their attention for possible mechanical or other problems.

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## FIRE EXTINGUISHERS USE AND OPERATION

### Before you need it:

1. Check extinguisher for full charge on gauge. Check pull pin. If pull pin is missing or gauge indicates discharge, contact Start/Finish.
2. Position extinguishers for easy access, but not in an impact zone.
3. Always take at least one extinguisher to a crash site.

### When you need it:

4. Should a fire break out: approach cautiously up wind from the fire. Pull pin and squeeze handle gently. Hold extinguisher upright while directing spray to base of flame. Short bursts are more effective than a continuous stream.

## FLAGGING

### Purpose:

1. To warn riders of a hazardous situation on or near the track and to protect workers on the track from oncoming traffic.
2. Your flag covers everything from your position to the next flag.
3. Flaggers should NEVER leave flags while bikes are on the track.
4. Do not move the flag station once it is set up. Racers expect to see it at the same place.
5. Stand in a safe position behind barrier or far off track. Do not sit down.

### Position yourself:

1. In a safe position.
2. Facing oncoming riders.
3. View of turn and likely impact areas.
4. Visible to riders without obstructing their view.
5. Visible to riders before they've committed themselves to a line.
6. Visible to turn communicator.

### Displaying:

1. Hold a stationary flag high in the air, perpendicular to riders' line of sight.
2. Always hold the yellow flag ready for use (tuck under arm, out of riders' sight).
3. Waving yellow flag: Move slowly through a large figure 8, with flag face perpendicular to riders' line of sight. (If windy, hold yellow flag at opposite corners and slowly wave overhead in a large arc.)
4. In a multi-bike accident, display both the oil and waving yellow flags until it can be determined that there is no oil on the track.
5. Place oil and ambulance flags at your feet, open and ready for use.

### DO NOT:

1. Roll flags around the stick.
2. Stick flags into the ground.
3. Sit on flags.
4. Do not wave any flag except the waving yellow or black

## COMMUNICATOR'S RESPONSIBILITIES

### Call procedures:

1. When you first get out to the turn, put on the headsets and keep them on until told to do otherwise
2. **Track checks:** Start/Finish will ask for Track Check starting with Turn 1. Pick up the check in the order of your turn number by responding "Turn 1 clear". If you are not clear, report the reason why. After you hear Start/Finish give the warning "All Turns Stand Clear" - do not break in unless your turn is suddenly unclear.

### 3. Reporting Situations:

Identify the station you're calling, identify your own turn and flags shown. ("Start/Finish, Turn 11, waving yellow flag")

Wait for acknowledgment. ("OK turn 11")

State situation briefly. ("Bike #146, bike #436 down, rider's left, apex, debris on track")

State actions underway. ("Waving yellow flag is out, Turn 10 give us a standing yellow")

Acknowledge any instructions. Report as soon as track is clear or when status changes.

### Transmitting:

1. Hold microphone directly against lips.
2. Speak at normal volume.
3. Speak slowly and clearly.
4. Avoid unnecessary conversation.
5. Do not leave radio while bikes are on track unless absolutely necessary; if and when you must leave, wait for OK from Start/Finish.

### Before each race:

1. Report to Start/Finish as soon as possible and stay on headset
2. Monitor radio constantly. Don't remove headsets
3. Respond immediately to track checks.

### Contributors

Much time and effort was involved in the preparation of this manual.

The AFM Thanks the following contributors:

Doug Tapscott, Bill Riggins, Rhea Dodds,  
Rain Blockley, Yolanda Aranda, Gareth Gordon,  
Tommy Bright, Stephen Bridenstine,  
Barbara Smith, Doug Smith,  
The National Motorcycle Patrol and Phill Brown.

### During each race:

Report to Start/Finish:

1. All accidents and/or bikes stopped in your turn.
2. All requests by authorized workers for ambulance.
3. Any dangerous substance on the track: oil or water spilled, debris, animals crossing, etc.
4. Any bike malfunction that may cause problems later in race: parts falling off, apparent mechanical problems, loss of number plates, etc.
5. Rider misconduct: open leathers, rough riding, disregard of flags.
6. Any problems keeping spectators out of dangerous areas.
7. Other relevant concerns, such as deer.

### Report to Other Turns:

1. Request for support flags, report flags displayed.
2. Slow bikes in transit.
3. Ambulance in transit.

### After each race

1. How much time is needed to clear your turn?
2. Any bikes to be cleared to coasted down from your turn?
3. Oil on the track? Grease sweep?
4. Any equipment malfunctioning or needing replacement?

Relay announcement to rest of your turn as instructed; relay messages from your turn to Start/Finish.

**DO NOT LEAVE RADIO** between races or practices. At lunch and at end of day, wait until ALL bikes are off the track and Start/Finish has given the OK to leave.

## American Federation of Motorcyclists

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## **A FEW WORDS FROM THE NATIONAL MOTORCYCLE PATROL**

### **WHAT TO DO IF ...**

#### **... THERE IS NO NMP IN YOUR TURN**

1. Do not panic. Be calm. We try to put patrollers where they expect to be most needed.
2. If a rider goes down **HARD** and is **NOT** moving: **DO NOT ATTEMPT TO MOVE HIM.**
3. Call for assistance from another turn. Help will be there as fast as possible.
4. Do not attempt to remove the rider's helmet.
5. Keep calm and cool. Have the appropriate flag out to warn approaching traffic of the track condition ahead of them.
6. If a rider goes down and can make it off the track, help him to a safe area and keep him there until help arrives.
7. T.L.C. and a calm reassuring attitude is the best thing you can do until a patroller arrives.
8. Keep the rider as comfortable as possible.
9. Do not offer him anything to eat or drink.

#### **... THERE IS A NMP IN YOUR TURN**

1. Introduce yourself. Know who you are working with.
2. Work out a signal system between yourselves as to when an ambulance is needed. Also discuss particulars about your turn, such as crossing signals.
3. If this is the patroller's first time on your turn, tell him about the turn.
4. If asked to help in any way, please be sure you understand the directions. Don't be afraid to ask for clarification if you don't understand.
5. **PLEASE** do not congregate over a downed rider unless you are needed and have been so notified.
6. If asked to notify the First Aid Station about a rider, please try to give the rider's number. Advise of injuries if at all possible.
7. Please do not talk out loud about a rider's injuries where he may be able to hear.
8. Do continue to maintain track safety until your corner is clear.

9. Please do not hesitate to call the Race Director if it looks like there is a red flag situation.
10. Your choice of flags not only warns the approaching traffic of the track's condition, but also protects the workers, patrollers, and rider or riders who are on the track.
11. Discuss track crossing, hand signals and locations with patrollers in the morning and when you get a new patroller.

#### **WHAT TO DO FOR YOURSELF**

1. Dress adequately. Layers of clothing are best. Dress warmly but still be able to have room to move about freely. Please wear white clothes if possible. No red or yellow clothing.
2. Wear good sturdy shoes or boots. Race tracks are full of potholes and high dry brush. No shorts, Please!
3. Eat munchies whenever possible. This keeps your intake of energy up.
4. Drink lots of water or sports drinks.
5. As the temperature goes up, thirst is suppressed. A person feels less need to drink. There is a greater water loss - more water is evaporated to keep the body cool.  
Therefore, pace yourself and your work, and schedule the intake of fluids at frequent intervals. Drink a little more than you think you need.
6. Take care of your uncovered skin. Wear a long-sleeved cotton shirt if your sunburn easily.
7. Use suntan lotion, sun screen, lip gloss or balm, and sunglasses to help protect your eyes.
8. When it starts to get cool, start putting back on your layers of clothing. This way, your body doesn't lose the extra heat it absorbed while it was still warm, and there's less chance of becoming chilled.
9. It is recommended that you bring the following items for personal use:
  - a. Sturdy boots and gloves
  - b. Sun lotion, hat and sunglasses
  - c. Extra water or soda, but no alcohol.
  - d. Snacks