

Corner Working FAQ

By the St.Louis Region SCCA

<http://www.stlscca.org/Default.aspx?tabid=34>

Q : Isn't Corner Working dangerous?

A : Many sports have the potential for injury if not done properly (such as scuba diving). As SCCA corner workers we follow time-proven procedures and protocols that eliminate or limit the dangerous situations. Workers are trained so that they can recognize and minimize risk in a situation. I am fairly sure that you face a higher probability of getting hit by lightening then getting hurt while corner working.

Q : What will I be doing on the Corner?

A : The three tasks done by corner workers are:

1. Communicate track conditions and situations to the drivers using flags
2. Act as the eyes and ears of Race Control, communicating information via radio
3. Provide first response, if needed, when there is an incident on the track

New workers are not expected to be proficient when they show up on the corner. We provide "on the job" training, which often involves observation and explanation before you are put into one of the roles on the corner.

Q : What do I wear on a Corner Station?

A : Most folks go with white to enhance visibility to the drivers, but it is not required. All we ask is that you stay away from reds, yellows or blues so that drivers do not confuse your apparel with flags. Beyond that you should wear something comfortable in the local weather. Blue jeans and a white or grey sweatshirt would work well for Fall racing.

Q : Do I need a license or special training?

A : At registration tell the folks that you are signing in as a worker – that is all. We will provide the training on the corner. Once again we will make sure you are comfortable with a task before you are asked to do it. We want you to enjoy doing it. Further training is offered in the spring with our Crash, Fire & Rescue school.

Q : Who will I work with?

A : Here in St. Louis we are fortunate to have several national license workers (the highest grade) with many years of experience. All are excited to have new folks come out and are eager to train them. We love our occupation and have the most fun when we can share it with new folks.

Q : Can I pick the corner that I work on?

A : If you have a favorite corner we will try to accommodate requests. Please keep in mind that some corners require more experienced personnel (like Turn 1 at Gateway). You may not get to work all of them, but keep coming back and gain experience. We pride ourselves on moving folks around from day to day so that you can see racing at Gateway from almost every angle.

Q : Do beginners have to talk on the radio?

A : Beginners do not have to do anything that they do not feel comfortable doing. I say again, no one has to do anything they don't want to. We want you to have fun and enjoy your corner experience so you come back again. We will go as slow or fast as you want to go. This usually means flagging, and many times radio communications near the end of the first day. We want you get at least a few race weekends of experience before we let you "go solo" as the safety worker (incident response).

Q : At some race the I see workers signaling to each other across the track. Will I be able to work if I don't know the signals?

A: No problem in St. Louis. Most of the corner stations have the workers next to each other, so hand signals are not needed. We do try to practice when we can because they are useful at other tracks. If you come out to the corner we will teach you the standard signals, along with some of our personal favorite variations.

Here are a few web sites that tell you more about corner working, such as what to bring and what to expect. We won't expect you to know all of the details, but you will be that much more prepared when you arrive.

<http://home.earthlink.net/~mrmo/>

<http://www.michiganturnmarshals.org/>

<http://www.motorsportmarshalling.on.ca/training/training.htm>

<http://www.cornerworker.net/>

<http://www.entropyracing.net/asp/Flagging.asp>

We provide a professional team to work with and train, along with the best seat in the house. You will be well cared for, as the club provides lunch for you on race days and dinner on Saturday night. We have sun shelters and water on the corners. But in my mind, the biggest payback is the wave you get from the drivers at the beginning and end of the sessions.

Again, we need your help to make these races happen. No one turns a wheel if the track is not staffed. Please contact the Flag Chief if you have questions or are interested in sharing our experience.

We need your help and would love to have you join us!!!