



Welcome and thank you so much for volunteering with OMRRA.

Before you show up, dress for the weather. OMRRA races rain or shine. Do NOT wear anything red. This is the color of a flag that is used to signal a stop to the race. The best color is white, blue, or orange. Rain pants and sturdy boots are essential during showery weather. During hot weather, shorts are acceptable, but closed toe shoes must be worn. Shorts can be problematic if you are attending to any bikes, so keep that in mind. A hat, sunscreen and gloves are always a good addition to your supplies. We will provide snacks, liquids and lunch for you, so unless you have any dietary restrictions, you should be good to go!

If you cannot be at the front gate between 7:50 and 8:15, please let us know in advance so we can alert personnel at the front gate to your arrival, and admittance to the track. If you cannot do that, you will need to pay \$10/day, but we will reimburse you after your volunteer time. See an official at the end of the day for a reimbursement form.

You will need to be at the gate of Portland International Raceway between 7:50 and 8:15 on the morning you want to volunteer. (PIR is located at Exit 306B off of Interstate 5.) A volunteer will meet you there and give you some information on the day. You will be given a wristband for the day (or weekend) and asked to sign a waiver. You will also be given a brochure which includes the race schedule for the weekend, as well as more information. You should pay particular attention to the map located inside the back cover – this will show you where the “pit” area is, and where the turns are located. You will then proceed ahead on the paved road, and follow it forward, make a turn to the right and continue on the paved road to the right (not the gravel road in front of you). You will eventually come up behind and between the grandstands. At this point you will cross the track (it will not be active at this time). Drive slowly, keep your eyes open, and head to the gate opening to the left of the large, 3 story tower. After you pull around the tower, find a place to park on the grass to the left. There will be people milling about at the base of the tower. Ask anyone with an orange shirt or vest, or anyone with a clipboard. You may see an occasional white shirt with “Official” on the back. Check in with any of these people, and you will be assigned a turn. You will need to fill out two copies of a medical form (this is required for everyone). Our support team keeps one, and you need to keep the other one on your person anytime you are on the track. Please come prepared with your Insurance information, and a local emergency contact.

You will be assigned to a “Turn Station”. Every turn station has a Captain. There will be a short meeting to go over basic flags and safety information. You will assist the Captain in taking the following equipment out to your turn, then returning it to the end of the day. A set of flags, grease sweep, brooms, fire extinguisher, EZ-Up with tie downs, and a cooler filled with liquids and snacks. Your Captain will then take you (or direct you)

to your assigned turn. The Captain will then give another briefing to you on what is expected, how to respond on that particular turn, and how to use the flags. Basic things to keep in mind are:

NEVER turn your back to the bikes!

Priority List: Yourself, Your Crew, The Rider, The Bike, The Track

When an incident occurs, you must keep yourself safe first of all! Wait until all the activity has stopped before you attempt to respond.

***Respond to the rider first and foremost, as soon as it is safe to do so. Do NOT touch or move the rider – attempt to speak to them if they are still inactive, communicating with your Turn Captain as to what the situation is. If you need an ambulance and are too far away to verbally communicate with your crew, put both hands high over your head, palms together. That is an “A” for ambulance. Use your best judgment – if you’re not sure, err on the side of safety and assistance.

***After ASIT and/or Medical Personnel are there, step aside unless asked to stay. At this point you can then assist your crew and the crash truck with the bike. After that, check the track up close for any debris and especially oil. Oil is sometimes tough to see – you and your crew will figure out where to look for the oil. Get a good assessment, and get the brooms and grease sweep out there, and begin clean up. Time is of the essence, so try to be speedy, but don’t overlook something. Walk your section of the track before bikes are on it, and whenever you have an opportunity. You will begin to “know” the turn, and can more accurately keep it safe.

Never attempt to lift a motorcycle without assistance, or without direction from your crew. Never touch the motorcycle without gloves.

Only Start/Finish has the following 4 flags:

GREENStart/course is clear
CROSSED FLAGS (furled green & white).....Halfway
WHITE.....Last lap
CHECKERED..... Finish

All Turn Stations have the following flags:

RED.....Race stopped, slowly return to pit if “P” or grid if “G”
BLACK - POINTING.....Report to pre-grid at the end of this lap
“P” AND “G” FLAGS...Notify racers whether to return to the “G”rid or their “P”it
WHITE with RED CROSS (very rarely used)..... Ambulance on course
YELLOW with RED STRIPES.....Oil, water or debris on course
YELLOW (stationary).....Caution, danger ahead
YELLOW (waving).....Immediate danger, no passing

Time for lunch!

Come in with your fellow turn workers and enjoy a barbeque or get a ticket to get food from the concession stand. You will be told when to return to your turn.

After the racing is over –

It's time to relax and get off your feet. You will receive two tickets good for soda, juice, water, beer, or wine. Hang around for the trophy ceremony – this is when you'll see the racers without all their gear on! Those amazing battles you saw on the track can now have a face attached to them! It's fun, and it's a great time to get to know everyone.

Thank you and hope to see you at the next round!