

## 6. EVENT SAFETY PLAN

Northern Alberta Sports Car Club, (v.1.0 2023)

*Also see Appendix "A" and "B"*

### 1. Personal Injury:

- A. Injury response (triage) is in the order of least aware of the dangers to those that are the most aware of car racing dangers,
1. spectators
  2. attending family members
  3. driver's crew
  4. race officials
  5. drivers
- B. Emergency Medical Responders with a "Basic Life Support" equipped ambulance are on site to respond to all injuries, to family attendees, crew, race officials and drivers.
- C. In the event of a serious incident on the track, the race rescue/medical personnel will attend to the driver and the car as may be required. The medical personnel will determine if a transfer ambulance is to be called to the site, or if the STARS-Air Ambulance is to be used. The medical team and NOT the Race Officials will make these decisions!
- All other officials and participants will be dealt with in a similar fashion.
  - In an emergency where a call to Ambulance 911 is made by the medical personnel, Race Control must be notified.

### 2. Hospitals where injured individuals might be transferred to are:

- Leduc Community Hospital, 4210 48 Street, Leduc 780-986-7711
- Grey Nuns Hospital, 100 Youville Drive W, Edmonton, 780-735-7000
- University of Alberta Hospital, 8440 - 112 Street, Edmonton, 780-496-8822

### 3. Extrication assistance:

- A. In a severe incident where external assistance is required, the on-scene incident commander may place a call to 911 and notify Race Control, or may request Race Control to place the call. The Clerk of the Course will ensure a call to emergency services is placed if required.
- Fire/Medical Emergency - 911

### 4. Fire Response:

- A. Fires will be handled as a first response by the onsite safety/rescue crew. This applies to car fires and grass fires too. Smaller and larger dry chemical extinguishers are available.
- B. If, the fire is considered to potentially exceed our capabilities to control, the request for assistance will be communicated by our Chief of Rescue to Race Control, whereby the Clerk of the Course will ensure an emergency call is placed to the Leduc County Fire Department.

### 5. Hazardous Materials Spills:

- A. In the case of a spill of oil, gasoline or other "hazardous material" it must be cleaned-up and the area returned to its normal state.

## Appendix “A”

### Awareness of Car Safety Features, NASCC

Responses to an incident are more appropriate, quicker and can be better delivered, when the potential conditions and the equipment are known in advance. Please try to meet some of the race car teams in the pit area, become acquainted with some of the drivers and especially the safety components of their cars.

#### Familiarity with Car Safety Equipment,

##### 1. Seat Belt Buckle types,

- A. *Twist to Release type (Cam-Lock)*, each strap is separately secured in a slot on the central locking hub, turning the release knob disengages all belts at once.
- B. *Latch lift type*, has a central plate with a “hook” latch, each belt is secured in a prescribed sequence over the hook and then the hook is folded into its “secure” position. To release, pull the latch hook up and each belt is slipped off the latch.
- C. *Press to release type*, each strap is inserted into a slot on the central locking hub and it is automatically secured. To release, the knob on the central hub is pressed hard and all the straps are released at once.

##### 2. Ignition and Electric “Kill Switches”,

- A. Stock ignition key, located on the steering column,
- B. Custom dashboard switch,
- C. Kill switch, located on the exterior or Interior of the car.

##### 3. Window Nets,

- A. Seatbelt buckle (bottom edge), the release mechanism is often a seatbelt buckle and is usually located at the bottom front corner of the net on the retaining rod. The bottom rear of the retaining rod is most often a loose sliding fit into a metal retaining loop or hole and the rod will slide out once the buckle is released. Most often the top of these window nets is permanently attached to the upper roll cage.
- B. Seatbelt buckle in a high location, on those cars where the door is welded closed and driver access is through the window or the passenger side door the net may be permanently attached at the bottom and the release mechanism will be found at the top edge of the net near the windshield.

## Appendix "B"

### Response to a Serious Incident or Red Flag, NASCC Roll-over (or other serious incident):

1. The incident is reported as an ***"ALERT, and a very short description of what and where,"*** and a double waved yellow may be shown at that corner's discretion,
2. A red flag is ONLY called for by the Clerk of the Course and it will usually be communicated to all corners by the Chief Communicator. This is done on the command of, "Red Flag, Red Flag, Red Flag". As all stations will receive the message at the same time, they will all then display the same "flag" message to all drivers, at the same time (that is within seconds of each other). This information directs the drivers to stop safely where they are and to pull to the edge of the track, this should leave a broad safe lane for the emergency response vehicles to use. This safety procedure distributes the cars around the track rather than creating a single congested area or bottleneck just before the incident.

**NOTE:** A "local red" is NEVER used

3. Responding to an Incident
  - A. The first person going to the incident should take a fire extinguisher (especially in a rollover situation as the fuel tank is now upside down).
  - B. The second person should bring a pry bar and shovel (this should never be the corner's communicator).
  - C. Rescue team is dispatched when it is safe to enter the track. Emergency medical service (ambulance) may also be directed to assist with the incident.
  - D. The person still at the corner station (it may be the communicator) holds the red or yellow flag(s) as required.
  - E. The communicator may then proceed to the incident to provide assistance or more information about the incident to race control and request further help as required.
4. Course Marshal Response and EMS Response
  - A. If the driver is unconscious, wait until Rescue or Emergency Medical Services (EMS) can assess their condition. Then assist the EMS personnel as requested.
  - B. If the driver is conscious, and there is no other danger (ie. fire), then encourage the driver to wait until Rescue or EMS can assess their condition and assist in the safe release.
  - C. If the driver is agitated but conscious, and wants out now, check with them first on how they would like to be released from the seat. Does the driver wish to support himself with you operating the seat belt retainer device, or does the driver wish you to support them, while they operate the seat belt retainer device?