



# PCA OBSERVER'S REPORT FOR AUTOCROSS

This report should be completed and returned no later than ten days after the event to the PCA National Office, PO Box 1347, Springfield, VA 22151-1347. Please type or print, as this report will be reproduced. Be sure to complete both sides and use extra pages for comments, if necessary.

Name of Event: Autocross

Date(s): \_\_\_\_\_

Region: Wild Rose Region

No. of Entries: \_\_\_\_\_

Weather conditions: \_\_\_\_\_

Course location: Race City, Calgary, Alberta

Event Chairperson: Erik Dumas

PCA #: \_\_\_\_\_

Region President: Martin Kratz

PCA #: 2003

Chief Safety Inspector: Erik Dumas

PCA #: \_\_\_\_\_

FILL OUT THE FOLLOWING. PLEASE EXPLAIN ANY MARGINAL RESONSES.  
(5 is excellent, 3 is average, and 1 is marginal)

## INSURANCE

Were all attendees required to sign the standard PCA waiver and release form?  Yes  No

Was a copy of the event insurance binder confirmation available at registration?  Yes  No

Rate risk management for this event:  5  4  3  2  1

Who will archive the release forms? Safety Chair / President

Other parties named on the Insurance Binder: Race City Speedway

## EVENT ORGANIZATION

Was the drivers' meeting adequate?  OK  Marginal

Were safety issues discussed at the drivers' meeting?  OK  Marginal

Were drivers monitored for unsafe or aggressive driving?  OK  Marginal

Rate how well the event ran on the time schedule.  5  4  3  2  1

Were non-Porsche vehicles allowed to run in the event?  Yes  No

Were "fun runs" allowed?  Yes  No

How many run groups were used? \_\_\_\_\_

## SAFETY (TECHNICAL) INSPECTION

Was there an "at track" safety inspection?  OK  Marginal

Were helmets and driver's gear inspected?  OK  Marginal

Were stickers used to indicate passed inspection?  OK  Marginal

## COURSE LAYOUT

Was a track map provided?  OK  Marginal

Were run-off areas adequate and safe?  OK  Marginal

Were high hazard areas identified and protected?  OK  Marginal

Were observer areas identified and protected?  OK  Marginal

Was course perimeter secure and well defined?  OK  Marginal

Approximate length of course: \_\_\_\_\_

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Most cars allowed on the course at the same time? \_\_\_\_\_  
Approximate run time for 911 Carreras or similar cars? \_\_\_\_\_  
Maximum speeds obtained for fastest stock cars? \_\_\_\_\_

**STAGING AND GRID**

Was there an adequate staging area to unload cars and set up?  OK  Marginal  
Was the grid area adequate?  OK  Marginal  
Was a final check done on the grid to verify helmets, belts, etc. were secure?  OK  Marginal

**CORNER WORKERS AND EMERGENCY CREWS**

Was the corner station count adequate for the course layout?  OK  Marginal  
Were corner stations located in safe positions?  OK  Marginal  
Did corner stations have a full compliment of flags, radios, & safety gear?  OK  Marginal  
Was communication between stations and control adequate?  OK  Marginal  
Was equipment available on site to clean up fluid spills?  OK  Marginal

**GENERAL**

Rate the overall standard of the event and organization:

Excellent;  Above Average;  Below Average;  Marginal

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**GENERAL COMMENTS, REMARKS, OR RECOMMENDATIONS**

As is the custom for Wild Rose Region events the autocross event was promoted on the regional web site. All registered participants were provided with the autocross rules, a safety inspection form, track map and layout and event guidelines. The event was well organized and, subject to traffic, drivers and the Safety Chairman arrived at the destination on or around the planned time. The Safety Chairman had a copy of the PCA insurance certificate in his files, available for inspection if required. The Safety Chairman instructed the drivers at the predesignated meeting place, obtained waivers of all present and conducted the safety meeting, including to remind drivers of the autocross driving rules and of any specific safety items unique to the track layout. In addition the Safety Chairman required each driver to provide the previously supplied signed safety checklist.

The event location provides an adequate staging area to unload cars and set up. The grid area was adequate. The Safety Chairman and/or track volunteers confirmed with participants to conduct a final to verify helmets, belts, etc. were secure. Given the nature of the layout the corner station count was adequate for the course layout and corner stations were located in safe positions. Given the nature of the layout and the availability of an on site ambulance the safety equipment was adequate. Given the size of the track layout the communication between stations and control was adequate. As necessary there was equipment available on site to clean up fluid spills. The waivers and the insurance certificate were retained by the Safety Chairman until after the tour and are subsequently provided to the Region President for achieve and long term storage. Given that Wild Rose Region events use this consistent practice, expectations of club members for autocross and for good driving habits were well established and drivers enjoyed the event. Attendees made their own way home as per their individual schedules.

Additional pages attached

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PCA Observer: \_\_\_\_\_  
Title/Position: \_\_\_\_\_ Telephone: (\_\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_  
Address: \_\_\_\_\_ E-mail: \_\_\_\_\_  
Signature: \_\_\_\_\_  
Date: \_\_\_\_\_