



Isle of Man TT Races

Sat 27th May-Fri 9th June 2017

Event Information for Doctors and Paramedics

Produced by

Manx Roadracing Medical Services LLC

Supported by

The Rob Vine Fund



Contents

Para:

- 1.** Introduction (page 2)
- 2.** Useful Phone Numbers (page 2)
- 3.** Event officials (page 2)
- 4.** Course Locations (page 3/4)
- 5.** Signing On (page 4)
- 6.** Medical Indemnity (page 5)
- 7.** I.D. and P.P.E. when on the course (page 5)
- 8.** The Medical Rota (page 5/6)
- 9.** Road closing times and procedure (page 6/7)
- 10.** Medical equipment and supplies (page 7/8)
- 11.** Managing TT Course incidents (pages 8/9/10)
- 12.** Media (page 10)
- 13.** Physiotherapy services (page 10)
- 14.** The DBS TT Trauma Symposium 2017 (page 11)
- 15.** Social events (page 11)
- 16.** Medics expenses for the event (page 11/12)
- 17.** Billown course events during TT 2017 (page 12)

1. Many thanks for volunteering to work with **Manx Roadracing Medical Services LLC** during TT 2017. The purpose of this booklet is to provide you with useful information that you might need during the event. There are some bits of information that are still not available at the time we produce this, such as a full list of the medical team, and the final rota for the event. They will be provided either by email before the event, or when you sign on for the event. This booklet, and the rota (when it is organised) will also be available on our website **MRMS.IM**

The 3 Senior Medical Officers for the event are:

Dr Gareth Davies 07766 804710 or gareth@mrms.im

Dr Gruff Evans 07624 420085 or gruff@mrms.im

Dr Sally Simmons 07624 238868 or sally@mrms.im

2. Other useful numbers for use during the event are below

Medical Control	644607	IOMTTMA	644641
Race Control	644633/644601	Nobles (Switch)	650000
Clerk of the Course	644600	Nobles A+E	650370
Retirements	644605	Nobles A+E (urgent)	651262
Police (Tower)	644606/644617	ESJCR	642154
Fire (Tower)	644608	Police HQ Dukes Rd	631212
First Aid Post	629550	St John Ambulance	674387
Race Office	644611/644630	The Hoggery	628999

3. A list of Senior Officials for the event is below

Clerk of the Course: Gary Thompson 07624 234939
Deputy Clerk of the Course: Lizzie Kinvig 07624 298608
Secretary of the Meeting: Michelle Haynes 07825 077970
Chief Marshal: Robert Crane 07624 479394
Chief Travelling Marshal: Tony Duncan 07624 407691
Course Inspection Officer: Shaun Counsell 07624 460134
Riders' Welfare Liaison: Jennifer Thompson 07624 262579
Riders' Welfare liaison: Jan Ulyatt 07624 416483

4. Course locations:

LOCATION	MILES	LOCATION	MILES
Sector 1		Sector 7	
Top of Bray Hill	0.4	Ballaugh Bridge	17.2
Bottom of Bray Hill	0.7	Ballacrye	17.7
Quarterbridge	1.3	Quarry Bends	18.6
Braddan Bridge (Oak)	1.7	Sulby Crossroads	19.3
Braddan Church	1.8	Sulby Bridge	20
Railway Union Mills	2.6	Ginger Hall Hotel	20.3
Strang Rd Union Mills	2.7	Sector 8	
Sector 2		Kerrowmoar	20.6
Ballagarey	3.8	Glentramman	21.8
Crosby Hotel	4.8	Pinfold/Milntown	22.8
Greeba Castle	5.9	Parliament Square	23.8
Sector 3		May Hill	24.1
Greeba Bridge	6.7	Whitegates	24.2
Gorse Lea	7.1	Ramsey Hairpin	24.5
Ballacraine	7.7	Sector 9	
Ballaspur	7.9	Waterworks	24.8
Ballig Bridge	8.2	Gooseneck	25.5
Sector 4		26 th /Joey's	26
Laurel Bank	8.6	Guthries	26.7
Black Dub	9.2	Mountain Box	28.7
Glen Helen Hotel	9.8	Black Hut	29.5
Sarah's Cottage	9.9	Sector 10	
Cronk-y-Voddy	10.6	Verandah	29.7
Sector 5		Graham Memorial	30.4
Handley's	11.9	Bungalow	30.8
Sector 6		Brandywell	31.6
Westwood	13.7	32 nd /Dukes	32
Douglas Rd Corner	14.3	Sector 11	
Birkins/Rhencullen	15.3	Windy Corner	32.5
Alpine	16.5	33 rd	33

Sector 11 (cont)		Sector 12 (cont)	
Keppel Gate	33.7	Hillberry	36
Kate's Cottage	34	Cronk-ny-Mona	36.4
Creg-ny-Baa	34.5	Signpost Corner	36.6
Sector 12		Bedstead	36.8
Sunny Orchard	35	The Nook	37
Brandish	35.4	Governor's Bridge	37.4

This is a list of the locations that you might be stationed at during the event, along with their distance from the start. There are many other locations on the course, and many have more than one name so it can get confusing. However, these are the names and locations that we use. More information about the locations, parking, access, facilities etc is available on the course information section of our website **MRMS.IM**

5. Signing on

No-one is allowed to work on the TT Course without signing on as an event official, so it is vitally important that you do this before your first shift. For those new to the TT Course, you only have to sign on once for the 2017 event. Signing on for Doctors and Paramedics will take place in The Hoggery, in Nobles park (behind the main TT Grandstand and paddock). You can sign on during office hours from the Thursday before the event. When you sign on you will be given a pack containing an official event program, your medics pass and lanyard, a vehicle pass, as well as some goodies that this year will include an MRMS polo shirt. You will also be given a printed copy of this booklet, and you will be able to get a printed copy of the rota if you need one. If you haven't already got one, you will also be given a hi-viz Doctors or paramedics tabard. Once you are signed on you are covered by the event organisers insurance for personal injury etc.

6. Medical Indemnity:

Manx Roadracing Medical Services LLC has its own medical indemnity insurance that will provide cover for all of the doctors and paramedics that work for us during events. The insurance only provides cover whilst you are actually working for us on the TT Course (or Billown Course). If you intend to do other work whilst you are on the island, such as working alongside the Police, you will need to make sure that you have your own indemnity cover in place for that work.

7. I.D. and P.P.E. when on the course:

It is possible various Island Government agencies will carry out spot checks on individuals to ensure they are who they say they are. Please try and carry some form of ID, preferably with a photograph and in a form that indicates you are a Doctor or Paramedic. Wear your yellow 'DOCTOR' or 'PARAMEDIC' tabard and 'MEDICAL' lanyard at all times whilst on duty.

As mentioned above, you will be provided with a hi-viz tabard which you should wear at all times when you are on duty on the course. Ear protection will also be included in the pack you receive when you sign on.

Remember that the terrain can be quite rough so make sure that you have appropriate footwear, and since the Isle of Man is known for its changeable weather make sure you have warm and waterproof clothes with you. Race Days can be very long sometimes. Finally, the midges can be problematic, especially during the evening practices, so insect repellent can be a godsend!

8. The Medical Rota:

We aim to get the final medical rota drawn up approximately 2 weeks before the event, and we do try to take account of all of the requests that we receive regarding locations. Once it is

finished, it will be emailed to you, and it will also be available on the rota section of our website **MRMS.IM**

The rota section is password protected. The password is manxmedics

We appreciate that once they are here, people will sometimes wish to switch locations with another medic. If you want to do that, it is fine provided that you let us know about the arrangements you have made. If, due to unforeseen circumstances, you are unable to cover one of your shifts, and haven't been able to organise a replacement, please let us know so that we can decide whether we need to make any other changes to ensure adequate cover for racing.

9. Road Closing times and procedure

The roads will close each evening during practice week at 6pm to allow practices to commence at 6.15pm. They will reopen no later than 9.30pm. There is no provision to close the roads on the first Sunday of the event. Remember that the Mountain Road is one way for the duration of the event from Ramsey to Douglas, and that the Mountain road closes earlier than the rest of the course. The section from Ramsey through to the Bungalow will shut 1hr 15mins before the main course (i.e. at 4.45pm during practice week) and 15 minutes after that the section from Bungalow to Creg-ny-Baa closes (i.e. 5pm during Practice week). To avoid Marshals and Medics having to get to their post too early, there are convoys that will leave approximately 15 minutes after the Mountain sections have closed from both the Creg-ny-Baa end and the Ramsey end. If you are stationed on the Mountain, you can join the convoys and leave at you post as they progress over the Mountain. The Ramsey convoy gathers at Lheney Road in Ramsey, and the Creg-ny-Baa convoy gathers on the left hand verge by thr traffic lights controlling traffic coming off the mountain, just by the Creg-ny-Baa.

The procedure for Race Week will be the same, with the Mountain sections closing 1hr 15mins earlier than the rest of the course from Ramsey to Bungalow, and 15mins later than that from Bungalow to the Creg-ny-Baa. Be aware that during TT fortnight the Mountain road is one way from Ramsey to Douglas. If you want to get to your location on the mountain on open roads, you will have to enter the Mountain Road from the Ramsey end.

Road closing times during Race week are:

10am- No later than 9.30pm on the Saturday, Monday and Wednesday Race days (8.45am/9am on the Mountain)

9.30am-No later than 9.30pm on the Friday Race day (8.15am/8.30am on the Mountain)

There is provision to run races on the middle Sunday if needed from 1.30pm-6.30pm and from 11.30am-no later than 9.30pm on the other reserve days.

There may be changes to these times. If so, announcements will be made on Manx Radio, and we will also inform you via our group SMS system (provided that we have a mobile number for you). Remember, the roads can be very busy just before they close, and there frequently seems to be road accidents on the course in the run up to the closure which can slow things further. Allow yourself plenty of time to get to your location.

10. Medical equipment and supplies:

At your location you will find the equipment that you might need for the initial management of any incidents. All of the equipment around the course is provided by the Rob Vine Fund. There will be an orange Immediate Care Case (Orange Box), a scoop stretcher and a padded block for use in stabilizing the C.Spine in riders that have a 'hump' in their leathers. The Orange Box will be sealed with a yellow tag. Once at your

location feel free to familiarize yourself with the contents, but please re-seal it (there are spare yellow tags in the box). If you do encounter any problems with the equipment, or if you have to use any that isn't replaced by the Helicopter crew when they arrive, please let the Medical Control know (number above) and we will arrange replacement or replenishment.

There are no drugs in the Orange Boxes, and we no longer supply pouches of Morphine to Medics since it was a logistical and legal nightmare, and no-one was using it because by the time you get round to thinking about analgesia, the Helicopter (with loads of drugs!!) is usually on scene.

11. Managing incidents on the TT Course

Each of the marshals at your location has a specific role that will have been assigned to him or her by the Deputy Sector Marshal (DSM). These roles include clearing the bike and any debris from the track, displaying the appropriate flags and manning the tetra radio handset. Your role is to look after the casualty. In the event of an incident, the marshal manning the tetra radio will press the red emergency button on the top of the handset. This will alert control to the fact that there has been an incident, and to the location.

When that happens a Travelling Marshal will be dispatched to attend the incident. The Travelling Marshals are not medically trained but do have first aid training. They are also very experienced in the overall management of incidents. One of the Medical Helicopters (Airmed) will also have been put on standby so that they are ready to respond if needed.

One (or more) of the marshals will be waving a yellow flag to alert oncoming riders in order to make it safe for the other marshals, and you, to attend to the incident. It is VITAL that you don't go onto the course until it is safe to do so. Be alert at all

times to the fact that there will probably still be other bikes on the course. LOOK BEFORE YOU LEAP!

If the rider has regained his or her feet, it will be necessary to get him or her to a safe spot where you can assess the situation. If the rider hasn't regained his or her feet, and is in a dangerous position (in the middle of the road for instance), it will be necessary for you and the marshals to move him or her to a safe location so that you can carry out your assessment.

If there are no injuries, or only minor ones, and you feel it is safe for the rider to remain where he or she is, you should ask the marshal with the radio to inform control in order that Airmed can be stood down. If this is the case, it is important to keep a close eye on the rider for 10 or 15mins, as situations can change, especially when the initial surge of Adrenaline is wearing off. If this happens, and you are unhappy with the rider's condition, you should contact control on 644607 in order that we can evacuate the casualty.

If the injuries are more serious, or if you are unsure, the casualty will need to be evacuated. You should ask the marshals to contact control and request Airmed. Generally, the response time for the helicopter is in the region of 5 minutes. During that time you will be looking after the casualty and taking appropriate steps such as protecting the airway if necessary, protecting the cervical spine etc. With the help of the marshals and TM, you will also load the casualty onto the scoop stretcher, secure him or her with the straps provided, and start making arrangements to move him or her to the designated helicopter landing site for your location.

Depending upon the nature of the incident and the severity of any injuries, you may not have completed all of these steps before the helicopter arrives. Don't worry HELP IS ON IT'S WAY!

When the helicopter arrives you should report your findings to the Aircrew and follow their instructions. They will provide a replacement scoop stretcher, and replacement cervical collar, Immediate Care Case (if required) and red head support. The red vinyl head supports are intended for use with a casualty that is wearing racing leathers with a 'hump' on the back. It goes under the head and allows the neck to stay in a neutral position thus helping to protect the cervical spine. If you are dealing with a casualty who is wearing leathers without a 'hump', and you suspect a cervical spine injury, you should not use the red head support as to do so would cause flexion of the cervical spine.

Once the casualty has been evacuated you should check that you have the necessary equipment. Sometimes, in the middle of managing a hectic incident, it is possible to overlook the replacement of equipment. If you let Medical Control know, that can be sorted out. It is also helpful to contact Medical Control once the dust has settled in order to update us about details of the incident.

12. Media:

The event is high profile with strong media interest. Please do not give any comments or interviews to the press and refer any such questions or requests to the doctor on duty in race control.

13. Physiotherapy services:

These are provided for all competitors, by Isla Scott and her Scott Physiotherapy team in the paddock. These services are sponsored by the Rob Vine Fund, Registered Charity No 954 [Isle of Man] and further details will be posted in the Race Office

14. The DBS TT Trauma Symposium 2017

This year's TT Trauma Symposium will be run on the morning of the middle Sunday of the event ('Mad Sunday'). We are very grateful to once again have generous sponsorship from Prometheus Medical. We are currently working on the program for the Symposium, and details will be provided closer to the event. It will be held in Keyll Darree education centre at Nobles Hospital. We would appreciate it if you would let us know if you are going to attend for catering purposes.

15. Social events:

Most people attending the TT will have no problem in organising their own informal social events, and please feel free to pop into The Hoggery in Nobles park at any time for a chat, or to meet up with other members of the medical team and have a coffee. It is our intention to organize an 'Official' medics night out during the event, and this will probably be on the middle Saturday after racing has finished. It does, however, depend a bit on whether the racing schedule has had to change. We will keep you all informed by SMS during the event of any social gatherings.

16. Medics expenses during the event:

All of the Doctors and Paramedics that work for us on the Mountain Course or the Billown Course are classed as volunteers. However, we are able to make a contribution towards your expenses.

The amount that we will be able to pay depends upon the number of medics we have in total, and the number of Practice Sessions and Race Days that each individual covers. We have a fixed pot of money to pay expenses out of and we will pay it all out each year! The payments made to Doctors and Paramedics per Practice or Race is the same.

As a rough guide we would expect to pay something in the region of £50 per Practice Session and a similar amount per Race (bearing in mind that most Race Days have 2 races). This would mean that a Doctor or Paramedic who covered all of the practices and all of the races might expect to receive somewhere in the region of £600-£700. Obviously, for those that covered fewer sessions the total paid would be lower. We appreciate that coming to the Isle of Man is a huge commitment both in time and financially, and we know that the actual cost is often higher than we are able to pay. We are enormously thankful for the dedication of all of the Doctors and Paramedics who are so generous with their time. For most, the motivation seems to be the chance to be involved in a unique event that could not be replicated anywhere else in the world!

17. Billown Course events during TT 2017:

As in previous years, there will be 2 meetings run on The Billown Course in Castletown during the TT fortnight. The Blackford's Pre-TT Classic meeting will be held on Friday 26th May (6pm-9pm), Saturday 27th May (1pm-4pm) and Monday 29th May (9am-4pm). The Radcliffes Butchers Post-TT Races will be held on Saturday 10th June or Sunday 11th June if racing postponed (1pm-8.30pm)

Signing on for these event will take place at the Southern 100 Clubhouse.

Finally, many thanks to our sponsors Prometheus Medical and to the Rob Vine Fund for their support during the event.



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