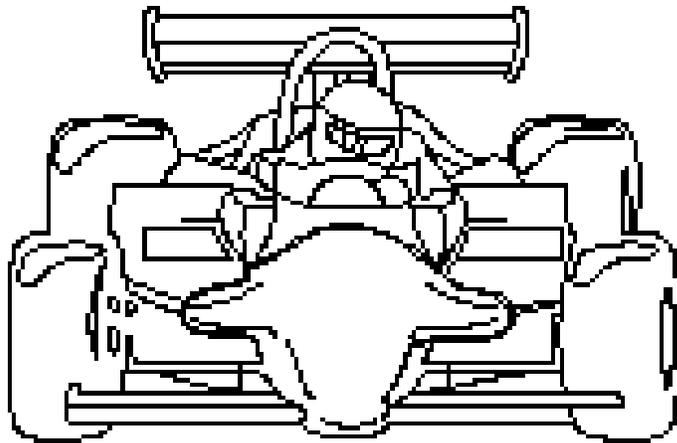




# **A GUIDE TO FLAGGING AND COMMUNICATIONS**



## **SPORTS CAR CLUB OF AMERICA SOUTHWEST DIVISION**

Many thanks to all SCCA regions that, knowingly and unknowingly contributed to this compendium of knowledge.

**THE FLAGGER'S CREED**

# “PLAY SAFE AND HAVE FUN”

WELCOME TO THE SOMETIMES INSANE, OFTEN HECTIC, BUT ALWAYS FUN WORLD OF FLAGGING AND COMMUNICATION. WE'RE GLAD YOU'RE HERE!



SCCA Flagging and Communication people are part of every Road Racing venue in the United States: Several hundred annual SCCA Club Races, SCCA Pro races (Transam, Toyota Atlantic), Championship Auto Racing Teams (CART), Pro Sports Car Racing (PSCR), even NASCAR. From Daytona to Long Beach the people in white congregate. Some also work IRL, ARCA, and other left turning races. Gender and race is a non-issue, all flaggers are equally welcome and wanted.

This package provides you, the novice flagger, with basic flagging and communication (more commonly known as F&C) information. It is not intended to be comprehensive; many questions can only be answered through experience. You are encouraged to ask questions of your fellow workers, corner captains and flag chiefs, we'll do our best to help you along.

During your first days in ground school and at the track, you will be deluged with information and will probably feel uncomfortable in some positions at first. Don't feel bad if you don't get it all at once, we certainly can't expect you to become an ace flagger in 1 day. The most important thing at this point is that if you feel unsafe working a position, tell the instructor or corner captain, they will work with you.

**WHAT IS A FLAGGER?** Flaggers are indeed a strange breed. We dress in white, like a convention of bakers or negative images of Johnny Cash and willingly stand outside from early morn to late afternoon, rain or shine, burning sun or freezing cold. We nourish their bodies with Gatorade, cold dead chicken and cow patty hamburgers and, at the end of the day, cold beer. We do this while spending our own money to drive hundreds of miles to a racetrack and stay in a cheap motel.

**WHY DO WE DO THIS?** Well, the obvious answer is we're insane. Not really, but it certainly doesn't hurt. We do it to be a part of the action, there's no better seat without a steering wheel. Ask any flagger, they'll tell you it'd be extremely difficult to return to the role of spectator after experiencing life on the corners. While we've all got a bit of adrenaline junkie in us, our real goal is to help make racing as safe as possible and to enjoy it from an up close perspective.

**THE PEOPLE:** Many came for the racing, but stayed for the friends and camaraderie. You may find it a bit daunting to mingle with the "old hands" at first; flaggers tend to be a close knit bunch. Don't be discouraged, you'll find flaggers quickly develop fast friendships. Travel to a few races and you'll soon make comrades across the country that are will always be there for you. After all, you sometimes literally put your life in the hands of your fellow workers on the corners.

Many join the F&C ranks to work Pro Races. Some think that's the pinnacle of F&C, but let me let you in on a secret. Pro races may be intense, spotlighted affairs, but you won't find a better bunch of people than the folks at a Club race. More often than not, the racing's as good or better. Competitors go out of their way to help each other, going as far as loaning parts, tools, and labor.

Workers all help each other out. Then at the end of the day, competitors, crew, and workers all come together to relax and swap stories: “If the car had just handled a little better in Turn 3...” “That flag chief is really a s\*\*t magnet, every time he showed up, we had an incident”.

Enough rambling, lets’ go racing.

## **CONTENTS OF NOVICE WORKER PACKAGE**

1. Flagging 101:  
Everything you need to know about flagging in 50 words or less (well, maybe not everything and maybe more than 50 words. Thanks to all the regions that contributed to this information.
2. Description of flags:  
What do all those pretty colored flags mean?
3. Hand signals:  
Pace Car Pantomime, or How to play F&C charades on the corners!
3. Communication procedures:  
Is this thing on? Hello, hello, race control, can you hear me?
4. Southwest Division and National contacts:  
People you can bother with questions.
5. Licensing guidelines:  
No, you can’t have a National license just because you’re cute and I don’t care if you did give the flag chief a shiny new Porsche.
6. Description of all Specialties:  
F&C hates to admit it, but there are other specialties you might find interesting or fun to try out.
7. Log card:  
Used for collecting flag chief autographs. Take this to every race, it’s your official record of working experience.
8. Regional license application:  
License, we don’ need no steenkin’ license. Sorry, gotta do the paperwork. Fill it out, keep the white copy as a temporary license, give the others to instructor or flag chief. You’ll receive your license in 30-60 days.
9. Medical card:  
You’re allergic to what? Hope we never need it, but just in case. Fill it out and give it to the instructor or flag chief.
10. Novice Logbook:  
Look Mom, I got an A+ on my report card! Used by Instructor and corner captains to record your progress and make suggestions for improvement.



# 1.FLAGGING AND COMMUNICATION 101

## FIRST THINGS FIRST

### STEP 1: ADMITTING YOU HAVE A POTENTIAL RACING ADDICTION...

First trick: Become an **SCCA** member. Temporary memberships are available to persons who want to work a weekend before committing to a full SCCA membership. A small fee is charged (\$10-\$20 for 2 to 10 days) to cover your insurance for the weekend and goes towards the full membership cost if you join within a year. The National Competition Board instituted this policy (in any case, you want the insurance coverage).

Next, contact your region Flag Chief or Division Administrator, tell him/her you have admitted to yourself the fact you are crazy and wish to come out of the closet thus announcing it to the world! This bold step will provide you the opportunity to play a vital role in racing (from it's grass roots to its pinnacle, everyone's idea of pinnacle differs) and the chance to perform team operations with the best of the best - the **SCCA** Flagging and Communications Workers of the World!

Becoming a novice corner worker you will need only a few basic items of clothing, a little training and the desire to be necessary, without fanfare or reward. Actually the rewards are many, there is great racing to be witnessed, a party at each event, good friendships to be made and cherished over the years and maybe even the thanks of a driver (or two) whose life you may have saved during the day. Most of the rewards will come from within yourself, the pride of knowing you can do the job. Flaggers are responsible for providing their own uniform and personal equipment. Creativity abounds, but safety is the major consideration...first, last and always.

### STEP 2: FIGURING OUT WHEN/WHERE TO GO

If you attend a membership meeting or your Regional Chief has noted your interest, ask to be placed on "flagger mailing lists". Most Regional Flag Chiefs mail out flyers to upcoming events throughout the racing season. Worker flyers contain vital items of interest, such as: upcoming events; event scheduling; worker meeting locations and times; party location; tidbits on the specialty; general gossip. It will be your most accurate schedule throughout the season. The flyer may also contain a return form for you to fill out and/or "other" ways to contact the organizing powers. Returning the information is important to both you and the Flag Chief. Send the information back! This, at the very least, keeps your name on an "active" list, lets the Flag Chief know who to expect on a certain weekend, the experience levels available, gives insight into how to distribute the workers and most importantly, the number of "goodies" required. Second on any Flag Chief's wish list, after "having more than enough" workers, is having people who said they would be there...actually show up! This is why you should always contact the Chief if your plans change after returning the flyer.

### STEP 3: WHAT DO I NEED TO BRING

Prepare for working a corner station as you would prepare to attend a picnic. Sound strange? Bear with me. When attending a picnic:

You should tell someone you plan to attend (unless you "vant to be alone").

You must pack certain items (and remember at least half of them) for a successful outing.  
You may have to park far from the picnic site and carry those items.  
You should be prepared for the elements.  
And you should consider the needs your fellow, more unprepared, picnickers.

**CLOTHING:** For your first event, any 100% cotton light colored long sleeve shirt and pants will do. Long sleeves are not required, but are highly recommended. The corner worker "uniform" is referred to as "Whites". White is the requested color to be worn on station because it's easy to spot. All of your outerwear should be of 100% cotton. Cotton "breathes" allowing for good ventilation and, more importantly, when exposed to flame, cotton is slow to burn and will not melt against your skin, as a synthetic will. Stay away from the synthetic/cotton combinations, even 40% of a shirt melted to your skin would be painful. A good source for 100% cotton pants is the famous "Duck Painters Pants". White, 100% cotton shirts are a little harder to find, those old worn button down collared "Oxford Cloth" shirts are the ticket. Your shirts should be long sleeved, for protection. The flag chief may also have sources for 'whites'.

Simple enough...until you get to a corner and witness the many "shades" of white being worn there, you will find some of what you've been told are strict rules will be personally interpreted. You won't be kicked off a corner for wearing blue Levi's, but the safer you play, the safer you will be. Remember the rules and guidelines are created to insure the highest degree of safety for the workers.

**SHOES/BOOTS:** Here is an area where you will see a number of different interpretations. The recommended footwear for the corner worker is boots with leather uppers and soles resistant to petroleum products, which provide good gripping on paved surfaces. Arguments can be started at any gathering of workers by mentioning steel toe boots/tennis shoes are/are not correct footwear. High topped boots do provide extra protection from many hazards, such as hot pipes on the sides of Corvettes being pushed, or low lying briar bushes on the way to the johns. Let the wearer beware!

Actually, if you reading this, you probably have already completed the above steps and are ready to get down to business.

## AT THE TRACK

**REGISTRATION:** Registration times for the event should be on the worker flyer. Be early to register, seek out the "Worker line", and be prepared to show your membership and workers license (a Regional Workers License can be obtained before, or at an event, from the Flag Chief or Registration).

**FLAG MEETING:** For all workers, getting to the worker meeting as early as possible is a very strong recommendation. Being early allows a novice the opportunity to "Stop, Look and Listen". This is an important and familiar phrase around a racetrack. If there is but one consistency from track to track, it is workers talking about what they do or the conditions they do it under, is it. Observe the other workers, their clothing and gear. Ask questions. A good first question for a novice to ask is "Is there a mini school for novices this weekend?" Don't be discouraged if receive a "duh?" answer. Seek out the Flag Chief, introduce yourself as a novice (you WILL be welcomed), and pose the question.

Assignment to corner stations will follow an informal meeting. Generally the worker's meeting schedule allows only 10 to 20 minutes to get to your turn and set up the station. That's a major reason to be prompt and ready.

**MINI SCHOOL:** The Flag Chief is responsible for the workers weekend safety, performance and good time. Mini schools given at the track during race weekends are usually conducted when there is a sufficient number of novices present to justify holding one (bring some friends). If there will not be a mini school, you will already have introduced yourself to the Flag Chief, making them aware you are present, so he can make plans to take care of you.

At the mini school or in the "corner packet" there may be pertinent information that the region has prepared for its Flaggers. You will find in this info packet an illustration of basic hand signals. Until you are familiar with the particular region's methods, always ask your Corner Captain what signals they prefer. Again, "Stop, Look and Listen", ask questions at appropriate times. This process gives the novice the opportunity to learn and the instructor the opportunity to evaluate your readiness to be "turned loose on a corner".

The more familiar you become with the track, the corner station(s) layout and the methods of operation of the region, the better prepared you will be. But that comes with time and experience, don't expect one without the other. The veteran corner workers will appreciate a quick, alert, safe learner much more than a hero.

**THE CORNERS (TURNS) and THEIR PERSONNEL:** On the turn, you will be working under a Corner Captain. The Captain has all of the responsibilities of a Flag Chief within the limits of their turn. Also on the turn will be a Communicator, responsible for the transmission of information between the Captain and Race Control. Two workers manning the yellow and blue flags will be positioned in a manner that affords them safety and the ability to communicate, via the flags, with the drivers. Additional persons will fill the role of response to an incident when needed. Members of the crew will rotate, working each position on the corner, with the exception of the Captain, who is "it" all day. You may be placed with a veteran to observe and to be observed for a period of time. "Stop, Look and Listen", ask questions at appropriate times, be alert always. More about this later.

## **PREPARE A CORNER WORKER KIT/BAG!**

The following items will provide you with a pretty complete worker kit. Do you need all of this to come out to your first race? NOPE, just bring yourself, some white or light colored long sleeves and pants, a hat, and a willingness to work and have fun at the same time.

Police/Referee Whistle - they don't make 'em too loud! Please don't blow it when on the radio. Make sure the lanyard has a "breakaway" device so if it gets tangled up in a car, you don't go with the whistle.

Worker gloves – Everything you will touch on a racecar will be either hot or sharp. . Most racer or emergency equipment suppliers offer several of gloves using a combination of nomex and leather. Bright red or orange colors increase visibility. Welding gloves are also an option. The flag chief may also have worker gloves available for purchase.

- Ear plugs – Racecars (with the exception of showroom stock, are LOUD. Many have learned too late of the long-term effects of exposure to continuous loud noise (they're the ones that say "huh?" a lot). Not required if you have already logged over 100 Ted Nugent concerts.

Eye Protection – Sunglasses and/or safety glasses. Wraparound styles provide additional protection to contact lens wearers. No matter what the weather, sand, dust, gravel, etc. may be blown around so a pair of safety type glasses is not a bad idea when there is no sun. A good, inexpensive choice is the tinted safety glasses available at building supply and equipment rental centers.

Knife and/or utility tool - "Be Prepared" A sharp blade, screwdriver and pliers come in handy. The Gerber utility tool is an excellent choice. Street race workers may also want to add a 6" crescent ("monkey") wrench for adjusting retaining cables.

Hat(s) - temperature, peripheral vision, shading of the eyes and climate are considerations

Rain gear - keep in mind what you may be required to do, under "liquid sunshine" conditions. Avoid red and yellow rainwear (it looks like a flag to the drivers).

Sunscreen lotion - We always hope it's needed!

- Bandanna – Neck protection, soak it in cold water and tie it around your neck for a cool off, conceal your identity when you steal drivers' race cars.
- Lip Balm - to keep lips moist (you never know when the driver you helped may wish to personally thank you at the party).
- Insect repellent - can be used as deodorant, if necessary (but then you'd smell funny to the other Flaggers).
- Basic medications - Aspirin, bee sting kit, "Haley's MO, T.P., etc.
- Garbage bags - it's amazing the things you can do with them, you can even put trash in them!
- Zip ties - Throw a few of each size (all the way up to the biggies the federales use for handcuffs) in a zip lock bag. If it gets really boring, you can use them to zip tie the portapotty door shut on your corner captain.
- Racers tape - Rated for at least 50 M.P.H. Quick "duct tape" will do.

Oh yeah..and something to put all this in. Some people use a 5-gallon plastic bucket (with lid of course). They're rainproof, and also make a handy seat. Duffel bags and backpacks also work well, I've even seen map cases. Just remember, race stuff always expands to fill all available space, if you get too big a bag, you'll look like you're on a 2 week backpacking trip. With experience you will learn too much gets heavy and you will always take out what you need...the night before you need it.

## **CLOTHING FOR HOT/COLD/RAINY WEATHER CORNERWORKING**

(Yes, the event **WILL BE HELD** in cases of inclement weather)

### **HOT WEATHER**

Being Southwest Division is located in the Southwest (duh!); heat is our constant summer companion. Being prepared for it is more than just a matter of comfort, it may save you from heat exhaustion or worse.

Wear a hat! It provides head and neck protection from sunburn, and shields the eyes. While mesh caps are cooler, be aware you may sunburn through them. Full brims offer more protection than baseball caps, but may interfere with headsets. Long sleeves are still highly recommended. A bandanna can be dampened and worn around the neck to provide some cooling, or draped from the rear of your hat to provide additional sun protection. There are specialized neck wraps that can be chilled to provide a welcome rapid cool off. A small spritzer bottle filled with water and tucked in the cooler can be used for a refreshing facial misting. Some have recommended adding a tiny bit of

rubbing alcohol to the mixture to promote evaporation, but this may also wash off sunscreen protection. **SUNSCREEN!** Bring sunblock and lip balm and apply liberally and often.

The most important item in hot weather is to **DRINK LOTS OF THE RIGHT FLUID**; a worker's biggest enemy is dehydration. Coffee and soft drinks are not the best choices, as the caffeine in them tends to increase your fluid output. Water or sport drinks are much better. Don't wait until you feel thirsty, it may be too late. Start drinking first thing in the morning and regularly throughout the day. A good guide is if you're not going to the bathroom about every 2 hours, you're not drinking enough. Familiarize yourself with the symptoms of heat exhaustion or heat stroke. Observe yourself and fellow workers for any signs of heat problems and take action promptly if symptoms appear.

## **RAIN**

Making sure you have rain gear in your race bag is the best way to prevent rain. Leaving it behind ensures that it will pour liquid sunshine at the earliest opportunity. White or clear is the preferred color for rain gear as it maintains worker visibility, but other light colors are acceptable. Blue is not suggested, but avoid red and yellow at all costs. Since corner working tends to be hard on rain gear, there are 2 approaches. The first approach is to buy a couple of the cheapest white or clear plastic rain suits or ponchos that you can find, consider them disposable items and plan on replacing them after each wet race. The down side to this approach is plain plastic traps body heat and can cause you to sweat profusely, quite often rendering you as wet as a light shower would. The other approach is to spend some bucks and get something breathable and more durable that will be more comfortable. Goretex is great, but is rather pricey. Camping or outdoor recreation stores usually have a good choice. Check with the flag chief, he may have sources for reasonably priced gear. Consider rain when selecting footwear. Spending a day with wet feet can be quite miserable. Some people have even packed a pair of rubbers (No, not that kind, you pervert) in their bag.

## **COLD WEATHER**

Cold weather is not something we have to deal with very often, but shivering bodies and blue lips tend to greatly reduce the fun quotient. Mobility is the key factor in selecting cold weather gear. Ensure you retain the mobility that may be required of you on station. Don't bundle up so you look (and move) like the Michelin tire man.

**HEAD (Fact: The majority of your body heat is lost above your neck!)** Put away the mesh caps! A full-bodied cotton baseball type cap will provide the top of the head with heat retention: consider one with earflaps. Cotton stocking caps work well providing warmth to both ears and head, but offer no shade for the eyes when the sun is out. Ski headbands can be worn with a cap, providing both ear warmth and a means to keep your hat on. Ski Mask: Very bad terminology! Much better is racing approved facial covering (head sock or bellaclava). If you're so inclined and cost is no problem, buy it new...or beg an old one off a bearded racing buddy.

Hooded outerwear gives protection to the back of the neck and the head, but greatly restricts side to side head mobility and vision. Hoods can be worn between sessions, but a hood worn (whether up or down) during a session presents a "body hook" hazard. When working, remove the hood or tuck it inside the back of the coat.

Keep your feet warm and dry: Socks can be thin thermal and/or 100% cotton in multiple layers. Boots: Well fitting, allowing multiple layers of socks while still providing a good, comfortable fit. Weather conditioned leather outers recommended. Outer Shell: Few singular winter garments or jackets are available, fitting the recommended requirements of corner working. Your outer shell should be warm, loose fitting enough to allow for "breathing" and layering beneath, fire protective and of a color suitable for ease of driver recognition without being confused with a flag. Layering of thermal underwear in combination with 100% cotton undershirts and shirts, covered by a 100% cotton white workers coat (normally too large), should be adequate in providing both warmth and protection. By the way, while nomex or proban underwear is good at fire protection, it's not very warm.

Skin and lip protection is usually used during the warmer periods, but the effects of the cold and wind are very hard on the skin. Cold weather sunburn has to be considered, as most of us have been wintering indoors, subjected to only the ultraviolet rays given off by the TV reruns of last years racing. A good sun block offers protection against sunburn and provides a moisturizer for the drying effects of the breezes. Both a sunblock and a lip balm are recommended worker bag staples for hot and cold weather.

Wear gloves! That sounds rather simple, especially since corner workers are supposed to wear them anyway. But cooler temperatures sometimes make innovators of us, with good reason. The roomy fit of welding gloves make them good candidates for being worn over a pair of warmer gloves...layering, in other words.

On station, keep active and change positions frequently. Standing in one spot or position for a long period of time should be avoided. Drink plenty of fluids, water is still a great fluid, even in the cold. Coffee and drinks high in caffeine content are stimulating, but may increase fluid output. Hot drinks may produce the feeling of being colder than before drinking them, once the body has reduced the initial warmth of them, due to a "super cooling" effect. Familiarize yourself with the adverse effects of over exposure to the cold. Observe yourself and your fellow workers for those effects and take action promptly if symptoms appear.

## **PRIORITIES**

On station, the following priorities **SHALL BE FOLLOWED AT ALL TIMES:**

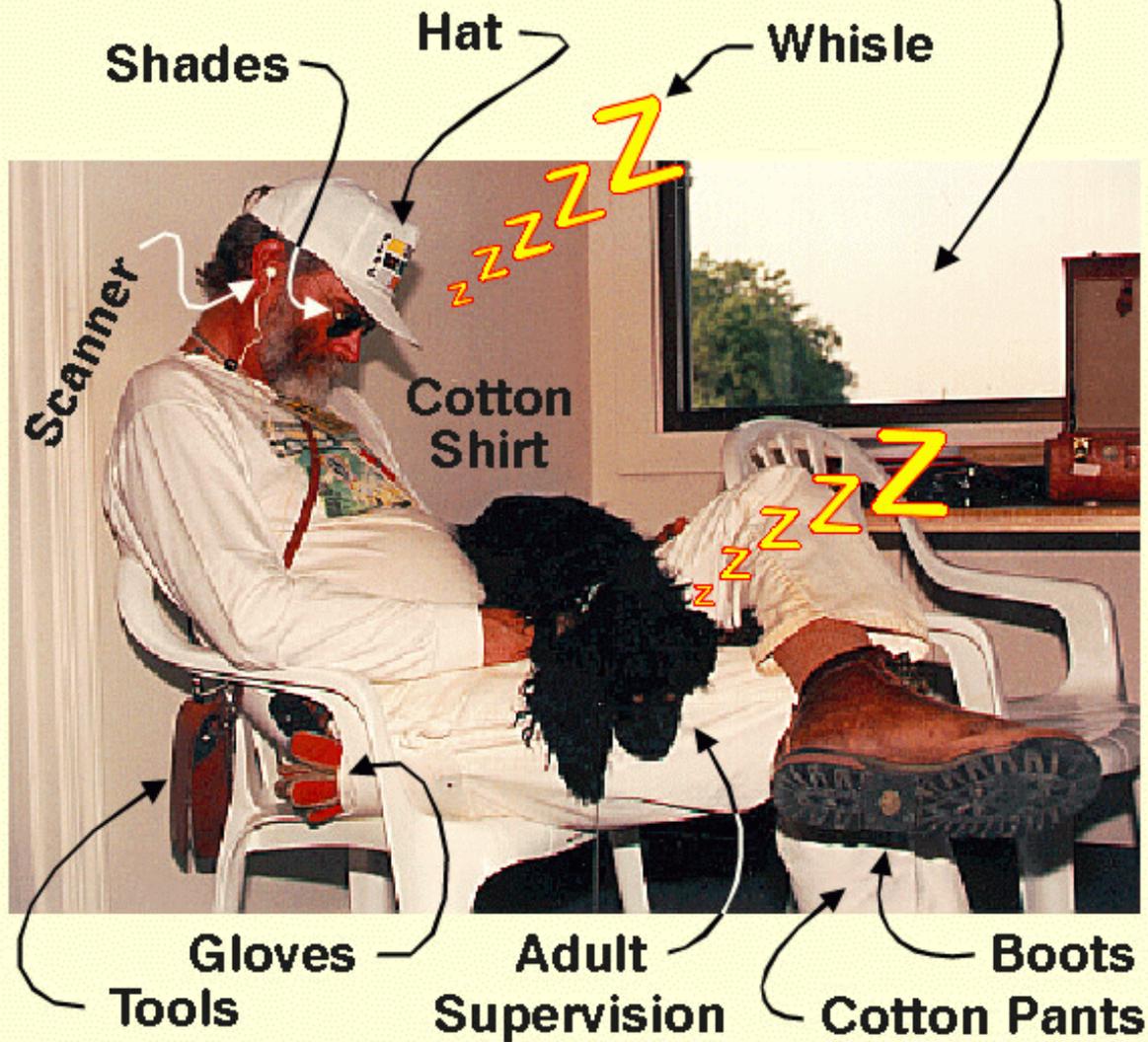
1. **YOURSELF:** Your safety is the most important thing. Becoming a second incident while trying to deal with the first is not conducive to having a good day.
2. **YOUR BUDDIES:** Your fellow workers must be able to trust you are watching their back. Take care of the other people on your station, they'll take care of you.
3. **SPECTATORS:** This usually means keeping photographers or others with trackside credentials out of hazardous areas. In pro racing, you may able to pass responsibility for paying spectators to the security personnel. If not, remember, even if they are total a\*\*holes, they are the customers: Be polite, but be firm.
4. **DRIVERS:** It may sound cruel to place them last on the list, but they have accepted the risk of racing (as we have to a lesser extent) and have the car's safety features for protection. The only protection you and I have is a white suit and a yellow flag.

**PLAY SAFE and HAVE FUN!!**



# The Well Prepared Flagger

Summit Point Racetrack (somewhat obscured by Control Tower)



Thanks to Josh Cockey for posing...and remember...always be rested and ready ...



## 2. RACING FLAGS AND THEIR MEANINGS

FLAG	DESCRIPTION	TYPE OF FLAG	WHERE AND HOW DISPLAYED	MEANING
<b>YELLOW (CAUTION)</b>	Solid yellow	Command	ANY STATION  Stationary or waving depending upon severity of hazard	<b>STATIONARY:</b> Caution; a hazard is ahead, but will not require altering the racing line. NO PASSING until beyond the hazard. Slow a bit and exercise caution. Example: a car stopped at the edge of the track or a worker near the track.  <b>WAVED:</b> Extreme Caution; a hazard is ahead that requires drivers to slow significantly and/or take evasive action. NO PASSING until beyond the hazard. Examples: two cars collide and block 50% of the track or workers responding.  <b>DOUBLE YELLOW:</b> Full course yellow. NO PASSING. Stop racing, proceed single file at slow speed. Do not go to pits, race will be restarted. Pace car will enter track to gather the field.  DRIVERS MAY NOT PASS FROM FLAG STATION UNTIL PAST THE INCIDENT.
<b>BLUE (PASSING)</b>	Blue with yellow diagonal stripe	Advisory	ANY STATION  Stationary, rocked or waving	<b>STATIONARY:</b> Check mirrors. A faster car that is or soon may be attempting to pass is approaching you. <b>ROCKED OR WAVED:</b> Approaching car is much faster (leader lapping slower cars). Advisory flag, driver is not required to move over for following car. However, intentional blocking of a faster car will result in penalties and should be reported.
<b>BLACK</b>	Solid black	Command	START/FINISH and/or designated STATION. Number Board indicates car being flagged.  Stationary (furled or open)	<b>FURLED:</b> A warning that a driver has misbehaved (i.e. blocking, failure to observe other flags). If driver continues to misbehave, driver will receive an open black flag.  <b>OPEN:</b> Driver has behaved in an unacceptable manner (i.e. passing under a yellow flag). Report to the pits on next lap for consultation with a steward. If driver ignores the black flag, he may be disqualified and eliminated from the race results.
			ALL STATIONS Stationary	Displayed at all stations indicate session or race has been stopped. Stop racing, go slowly to the pits. Be alert for hazards on the track. Start/Finish will display ALL sign.
<b>MECHANICAL BLACK (MEATBALL)</b>	Black with orange circle	Command	START/FINISH and/or designated STATION with number board	Number board indicates the number of the car being flagged. Car has mechanical problems that are serious. Report to the pits next lap to have the problem checked.
<b>RED</b>	Solid red	Command	ANY STATION	<b>STOP IMMEDIATELY.</b> The session has been stopped due to extreme hazard. Driver should bring car to a stop as quickly as safely possible, preferable at a corner station. Do not continue. Used only in severe cases to immediately stop racing.
<b>WHITE</b>	Solid white	Advisory	ANY STATION  Stationary or waved	Driver is approaching a slow moving vehicle (ambulance, wrecker, or slow racecar) on the racecourse. Advisory flag, you may continue to race under a white flag. Waved flag indicates slow vehicle is immediately ahead.
<b>DEBRIS</b>	Yellow and red vertical stripes	Advisory	ANY STATION  Stationary	Debris on track such as fluid, dirt or a cone. The debris may be driven through without damage to the racecar. If debris poses a hazard to a racecar (i.e. a tire), a yellow flag should be displayed. Advisory flag, you may continue to race under a debris flag.
<b>GREEN</b>	Solid Green	Command	START/FINISH Stationary or waved	Waved: Session or race has been started, commence racing. Stationary green will be displayed at start/finish as long as session continues.

<b>CHECKERED</b>	Black/white checkerboard	Command	START/FINISH Waved	Session or race is complete. Stop racing. Slow and return to pits.
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### 3. HAND SIGNALS

## Blue Ridge Region- Basic J&C Signals

(ask your Corner Captain if these are the signals to use)



**Ambulance**



**Fire!**



**I need  
a Point!**



**Help!**

**Double Yellow**



**or Flat Tow**

for cars that could be driven in, if still running



**Wrecker**



for cars that  
will not  
roll, w/flat,  
no driver...

**Tilt Bed**



**Steady  
Yellow**



...or...



**Waving Yellow**



**White  
Flag**



**Meat  
Ball**



**Black  
Flag**



**Lap**



**Oil or  
Debris**



**No Problem  
("Safe" Sign)**



**Dragging**



**Belly  
(Front)**



**Tail  
(Rear)**



**Smoking**



**Leaking**



**Coolant  
(drinking)**



**Fuel  
(gas)**

## SCCA NUMBER SIGNALS

For Numbers 1, 4 & 7  
**PAT the SHOULDER**  
Once for One  
Twice for Four  
Three times for Seven



For Numbers 2, 5 & 8  
**PAT the ELBOW**  
Once for Two  
Twice for Five  
Three times for Eight



For Numbers 3, 6 & 9  
**PAT the WRIST**  
Once for Three  
Twice for Six  
Three times for Nine



For the Number 0  
Start at the **SHOULDER**  
Slide the Upper  
Hand Down the  
Extended Arm



## 4. RACE COMMUNICATION PROCEDURES

Don't be shy when you will be called upon to be the "communications" part of F&C. Many people are nervous or hesitant, feeling they will embarrass themselves or won't know what to say. Don't worry about embarrassment, even the old hands still experience tongue lock occasionally. If race communications are via radio, borrow a scanner and listen to a couple of sessions to familiarize yourself with race lingo. Your turn captain or a more experienced worker will be glad to help you out on the radio or landline. Take a deep breath before keying the mike, and follow these guidelines.

### 1. IDENTIFY YOURSELF

Let race control know that you are a novice communicator. Race control will then be able to assist you in getting the information they need.

### 2. PEN AND PAPER AT HAND

In the heat of the race, car numbers and other information can be quickly forgotten. Communicators should have pen and paper at the ready to jot down info so it may be accurately relayed to race control. Usually this can be found in the corner packet.

### 3. RADIO LOCATION.

Place microphone close to your mouth, but do not cup the microphone with your hand. Try to be in a position where track noise will not be picked up. Facing the track is usually better due to noise canceling characteristics of microphones. Do not place radios on or near metal objects or fixtures as it may cause static throughout the system. A few steps back from the fence will also improve transmissions and reduce track noise.

### 4. RADIO CALLS

All calls should be made through Control:

A. All calls should begin with "Control, Control, this is (STATION), (FLAG CONDITION)" unless it's an ALERT (See section 4 for ALERT procedures).

Station: "Control, Control, this is Turn five waving yellow." (Specify standing or waving yellow)

B. WAIT for control to acknowledge.

Control: " Go ahead Turn 5."

C. Give brief description of what happened. Try to use this order, it makes race control logging much easier.

- 1) Car numbers (single digits) and color (if many colors use "multi").
- 2) What occurred - spun, stopped, rolled, etc.

- 3) Where occurred - upstream, downstream, apex, driver's left, driver's right, etc.
- 4) TRACK BLOCKAGE and track condition - 25%, 50%, oil, debris, etc.
- 5) If upstream backup flag is requested.

Station: "Car five four blue spun and impacted the wall driver's left downstream of our station, is stopped on course blocking 50% of track. Ask Turn four to go standing yellow. Will inform."

NOTE: It is better not to give "play by play" calls that keep the radio net tied up. If it appears to be an incident will clear itself quickly, wait a moment and the entire sequence may be covered in two calls rather than a series.

Station: "Control, this is turn five green (or no flag)"

Control: "Go ahead Turn 5."

Station: "Car two one purple spun off course driver's right and continued. We were momentarily standing yellow during the incident."

D. Control will repeat most calls back to you for confirmation of car numbers and incidents.

E. Follow-up calls should provide the following types of information. Control will ask for other information they need.

- 1) Location and condition of driver, as quickly as can be determined.
- 2) Advise if car continued or need wrecker, flat tow, tilt bed etc. now or at end of session.
- 3) If car remains, exact location including position relative to runoff or wall openings.
- 4) Condition of tires/walls, tires need to be restacked, wall moved leaving a leading edge.
- 5) If incident is ongoing, keep Control informed of status.
- 6) Whether upstream station can drop its backup flag.
- 7) Advise Control when station is back to green. Back to green calls can be single call..."Control, this is five back to green".

F. AS A GENERAL RULE, NO STATION TO STATION CALLS WITHOUT GOING THROUGH CONTROL. A station calling for an immediate flag from another station shall be routed through control, but the calling and receiving stations do not have to wait for an acknowledgment in this case.

Station: "Control, this is six, request waving yellow at turn five".

Station: "Control, this is five, copy, we are waving yellow".

G. METAL TO METAL calls should be made upon captain's direction and should include following information.

- 1) Type of contact, nose-to-tail, side-to-side, etc.
- 2) Was there an aggressor or was it a racing incident?
- 3) Did cars continue? Was there damage?
- 4) Be sure that information is as factual as possible and not something that someone "thought" happened.

## 5. ALERT CALLS

IF A MAJOR INCIDENT OCCURS THAT IS LIKELY TO INVOLVE INJURY, REQUIRES IMMEDIATE RESPONSE FROM EMERGENCY VEHICLES, OR CAUSES 100% TRACK BLOCKAGE, DECLARE AN ALERT. This will let Control and others on the radio net know something major needs their immediate and full attention. Control will acknowledge the ALERT call ahead of all other calls. ALL STATIONS SHALL HOLD ALL CALLS DURING AN ALERT EXCEPT FOR ADDITIONAL ALERT CALLS.

Station: "Control, this is Turn 9, ALERT, ALERT."

Control: "All stations, hold your calls, go ahead Turn 9 Alert."

Station gives flag condition and reports what happened and what is needed - Ambulance, fire truck now, etc.

## 6. EMERGENCY VEHICLE (EV) DISPATCH PROCEDURE.

The operating Steward makes decision to dispatch EVs. Note that EVs may be dispatched on a separate radio net. If approved, EV net Control will dispatch EV to enter the track.

- A. Race Control will advise corner stations whether EV is being dispatched. Communicators should make sure the corner captain is kept informed and so EVs can be covered by white flags at appropriate corner stations
- B. Communicators shall advise Control of arrival/departure of EVs at their locations

## 3. CARS ON COURSE.

Grid and/or Control will attempt to always announce "cars on course" when racecars are entering the track. If for some reason, this does not occur, Turn 1 shall make a "blind call" by saying "Control, this is Turn 1, cars are on course."

## 4. COURSE CHECKS

Course checks will be done on a regular basis (usually before each session) to ensure that corners are ready and the track is clear. It is important that everyone on the net pay attention when course checks start so that they go quickly. Turn 1 should be especially alert for course checks.

- A. Order of course check is normally numerical - Turns 1 through X, A or B stations follow base number station (9A and 9B would follow 9). Start, Fast Pits and others may follow last turn.
- B. Response from communicators should be(flag condition will be announced by Control)

"Turn \_\_\_\_\_, (ANNOUNCED FLAG CONDITION) and Ready" - indicates you have a course clear of vehicles/pedestrians and all personnel are in place and ready to go

“Turn \_\_\_\_\_, Not Ready” - indicates that you have traffic, are sweeping, do not have a clear course or are missing personnel. Generally the course check will continue and Control will come back to you for additional information after course check is complete.

### 3. RADIO SILENCE.

Hold routine calls during the following situations. After the situation clears, give report to Control stating it occurred during a “hold” including the time of the incident if possible

- A. ALERT calls (except for another ALERT).
- B. Black flag/meatball situations when waiting for call through and acknowledgment responses unless it is a change in status of the car being black flagged or meatballed.
- C. The first and last 2 laps of a race.
- D. Call through situations such as looking for the leader or others as requested by Stewards through race control.
- E. Any time when Control requests “hold unless emergency”.

### 6. BLACK FLAG/MEATBALL

When a car is being meatballed (called to the pits due to mechanical problems with the racecar), the designated black flag stations will display a flag to direct the driver to return to the pits. Except for the call through station, other stations should hold routine calls until the driver has been shown and has acknowledged the meatball.

- A. Radio call: Control: “Control to Turn 5 and Start/Finish, meatball car two three red.”
- B. Confirming message: “Turn 5 (Start/Finish) copies, meatball car two three red.”
- C. As car passes call through station: “Car 23 red through 3, second in a pack of 3.”
- D. Black flag station should inform Control whether or not the driver acknowledged the flag.
- E. Appropriate station may announce when black-flagged car enters pits.

### 6. FULL COURSE BLACKS / FULL COURSE YELLOWS/RED FLAG

During a full course black or yellow, Control may call for a quick “course check” to verify that all stations are indeed yellow, black or red. During a full course yellow, you may be asked to call the lead car through to aid in determining when to dispatch the safety car. Control will advise when race or session is to be resumed.

### 7. GENERAL INFORMATION

- A. Confirmation of calls regarding a car by other stations (“car six two smoking heavily”) –Generally the initial call plus one confirmation is all that is required. It is not necessary for all stations to confirm unless a change in the situation has occurred (car six two is now smoking heavily and dumping fluid on the track”).
- B. Control will make every attempt to keep all stations informed of race progress throughout the event. However, this will depend on availability of information, current track conditions, event in progress, etc.

- C. All communications should be made in a businesslike and professional manner. Please refrain from clever remarks and personal opinions.
- D. Remember that if you are on radio net, rather than a landline, only one station can transmit at a time. Keep calls brief and to the point. Make sure there is no communication in progress before making a call.
- E. Be attentive on the radio at all times. Course checks and acknowledgments must go quickly. Do not leave the radio unattended at any time.
- F. Confer with the Turn Captain regarding what specific information that he/she wishes to be relayed. All instructions from Control should be relayed to your corner captain.

## 5. RESPONSE

When your corner has to use that yellow flag we discussed earlier, it usually means that you have had some sort of incident at your station. Many times, it may only be a spin and go. Other times, the incident does not clear itself and you will have to respond. This is when your adrenaline will really start pumping and you've really got to pay attention. Here are some guidelines.

Ideally, there will be adequate personnel on station (4 or more), and you will be able to respond to the incident in pairs, allowing one set of eyes looking upstream and one set dealing with the incident. On a 3-man station, the blue flagger is backup responder, since the yellow flagger will be facing upstream during the incident and you have no need of the blue flag. Worst case, the yellow flagger can pass his flag to the communicator and respond also. Sometimes corner staffing may only allow a single responder. If you need additional help, ask for it over the communications net.

FIRST, be sure you can respond safely to an incident. Don't rush to an incident before sizing it up. This is especially important if response involves crossing the track. Becoming a second incident while responding to the first is not normally part of the corner working agenda. Ask for a point if your upstream visibility is at all obstructed or limited. If unsure, don't cross. Make sure a yellow flag covers you before you cross.

Your fire extinguisher is your best friend (besides the other people on the corner with you). TAKE HIM WITH YOU ON EVERY RESPONSE. Don't carry the fire bottle by the handle, swinging beside you as you run; legs have been broken in this way. Cradle the fire extinguisher like a baby. If incident requires a long trot, one responder can carry the fire bottle and hand it off to the second, fresher responder to use if required.

Approach a car in a manner that makes you visible to the driver. As soon as possible, try to make contact with the driver, both to let him know you're on the way (don't run over me) and to ask his condition. Simple sign language may be useful here. Shield yourself whenever possible. Put the car between you and oncoming traffic, even if this means talking to the driver through the passenger window. Once at the incident, keep one eye on the incident itself, one eye upstream for potential additional incoming traffic, and one eye on the station for hand signals.

Check driver condition quickly and report it back to the turn station. There have been incidents where a car simply pulls off the side of the course, as if a mechanical problem has felled the racing beast. When the corner worker responds, he finds an unconscious driver, the victim of heat stroke or a heart attack. Relay additional information such as flat tow now or at checked flag back to the station via hand signals as quickly as possible.



Once the Neon tires of rolling in the grass, Corner Workers (Flaggers), help the pilot out. Working as a team, the first worker tends to the driver, while the second is ready at the whistle to signal if other cars decide to graze off line.

## 6. SOUTHWEST DIVISION SCCA CONTACTS

If you have questions or need more information, the following contacts should be able to answer your questions. Please feel free to call on them.

REGIONAL	NAME	PHONE	E-MAIL
Texas Region (DFW)			
	Jake Davis (F&C)	(972) 867-9290	<a href="mailto:jakedavis@compuserve.com">jakedavis@compuserve.com</a> <a href="mailto:jake.a.davis@SW.boeing.com">jake.a.davis@SW.boeing.com</a>
	Kevin Williams (RE)	(817) 496-4564	<a href="mailto:sailin2day@aol.com">sailin2day@aol.com</a>
	Charlie Siever (F&C)	(972)	
Houston Region (Houston, duh)	Steve Bost (F&C)	(281) 359-4649	
	Ed Ferguson (RE)	(281) 328-5388	<a href="mailto:eferguson@iapc.net">eferguson@iapc.net</a>
Lone Star Region (Austin)	Steve Lawrence		<a href="mailto:smlawrence@aol.com">smlawrence@aol.com</a>
	Patrick Ganne		<a href="mailto:kcpatrick@aol.com">kcpatrick@aol.com</a>
South Texas Border Region (Corpus Christi)	James Hamilton		
Alamo Region (San Antonio)			
West Texas Region (Amarillo)			
<b>SOUTHWEST DIVISION</b>			
Executive Steward	Jack Marr	(940)	<a href="mailto:jack.marr@chrysalis.org">jack.marr@chrysalis.org</a>
Timing and Scoring	Linda Polk	(281) 894-7444	
Flag and Comm	Jake Davis	(972) 867-9290	
Scrutineering	Richard Lovett	(214) 272-2751	
Registration	Joyce McKinistry	(214) 350-3033	
Starters	Connie Van Schuyver	(713) 492-6833	
<b>NATIONAL</b>			
National Office	Nick Crow President		<a href="mailto:Admin@scca.com">Admin@scca.com</a>
Member Services	Brenda Winters	(303) 694-7222	<a href="mailto:Membership@scca.com">Membership@scca.com</a>
Member Relations	Fred Slick	(303) 694-7222	<a href="mailto:Members@scca.com">Members@scca.com</a>

## **7. F&C LICENSING GUIDELINES**

General SCCA guidelines for Flagging and Communication Licenses are readily available and state the minimum requirements for licensing and upgrading. I want (and expect) Southwest Division license holders to continue our history of going beyond the minimum and being among the finest workers in SCCA.

Following is Southwest Division's philosophy for application of licensing guidelines. License upgrades are not based simply upon number of events or days worked. The most important factors in upgrading your license are participation, experience and demonstration of skills. At the higher license grades, add a willingness to go beyond the minimum effort required.

Understand that each individual's experience at the track will be different, so your particular training curve will not necessarily be the same as someone else's.

### **REGIONAL LICENSE**

The Regional License is the novice and learning license grade. To receive a Regional License, complete an application and submit it to either Registration or the Region Flag Chief. Applications are available from your Region Flag Chief and at Registration at events.

Normally, a Regional License is held for a minimum of 2 years. A Region Flag Chief may recommend an individual that demonstrates outstanding ability and progress to the Division Administrator for early upgrade. A Regional License holder will develop competency in the following basic flagging and communication skills.

All Flags  
Communications

Observation (mechanical and track)  
Safety and Incident Response

Regional licenses must be renewed on an annual basis. There are no minimum participation requirements to maintain a Regional License. However, participation weighs heavily in consideration of upgrade requests.

There is no shame in continuing in Regional grade for an extended period of time. A Regional License assures the holder of participation in any SCCA club event and, with region Flag Chief's recommendation and agreement event Flag Chief will normally allow participation in Pro events.

### **DIVISIONAL LICENSE**

The Divisional License is the accepted 'Standard of the Industry' for a corner worker. Most workers will earn Divisional Licenses. At the divisional level, you will refine basic F&C skills, learn advanced skills, and begin training in managerial/administrative aspects of F&C.

As prerequisites for upgrade to Divisional License, a worker must demonstrate competency in the basic F&C skills listed above and should participate in an Advanced Worker or Basic Captain-In-Training (CIT) school and work in Race Control on at least two occasions.

A Divisional License holder should become capable of being a turn captain and should plan on attending an Advanced CIT school. Training at the divisional level includes development of the following advanced F&C skills:

Station Physical Evaluation and Setup  
Station Personnel Evaluation and Management  
Race Control and Steward Interaction

Divisional licenses must be renewed on an annual basis. A minimum of 8 days/year (normally 4 events) participation is required to renew a Divisional License. Under extenuating circumstances, Divisional Administrator may waive minimum requirements for 1 year only. However, continued participation is required to retain a Divisional License.

A Divisional License all but assures you of acceptance at any road-racing venue (Club or Pro) utilizing SCCA workers.

## **NATIONAL LICENSE**

This is the 'expert' worker, one who is capable of being specialty chief (this is not to say you must serve a specialty chief). The National License holder has demonstrated a willingness to go beyond typical qualifications and accept the responsibilities of leadership.

As such, the prerequisites for upgrading to a National License are significant. First, you must have demonstrated high proficiency in basic and advanced F&C skills. In addition, you must have taught Novice Worker Schools, conducted Basic Captain-In Training schools, have gained significant experience in Race Control procedures, and acted as Assistant Flag Chief at SOWDIV events. While not required, F&C experience at multiple Pro Events is recommended, as is F&C work out of division.

As a National License holder, you are expected to share knowledge with newer workers and accept responsibility for leadership. The National License holder is expected to further participate by giving time and effort in contributing to the good of the F&C team.

National licenses must be renewed on an annual basis. A minimum of 12 days/year (normally 6 events) participation is required to renew a Divisional License.

## **SENIOR LICENSE**

A Senior License is not simply an acknowledgment of years of service. It is recognition of continued dedicated service and significant contributions to the F&C specialty over a long period of time. Issuance of a Senior License requires nomination by a Region Flag Chief and approval by both the Division Administrator and the Division Executive Steward.

Senior Licenses are renewed on a three-year basis. While no minimum participation requirements have currently been set, the Senior License holder assumes all the rights and responsibilities of a National License. A Senior License holder will understand the obligation that the license brings and will continue his/her contributions to the F&C team.

# **LICENSE RENEWAL/UPGRADE PROCESS**

## **License Renewal**

Licenses must be renewed each year at the same time you renew your membership. There is no charge for license renewal. National SCCA will send you a renewal form a few months before renewal time. If you are renewing your license at the same grade and have met the minimum participation requirements, complete the renewal form, attach a copy of your race log (copy, not the original), and mail it to SCCA Central Licensing. You will receive your new license in the mail in approximately 30 days.

If you have not met the minimum participation requirements, you must obtain the Region Flag Chief's approval prior to submission to Central Licensing. Based on individual circumstances, the Region Flag Chief may waive minimum requirements for one year only. . However, continued participation is required to retain your license grade. If you continue to fall short of the minimum requirements, you will likely be approved for the next lower license grade License.

SCCA Central Licensing  
PO Box 3278  
9033 E. Easter Place  
Englewood CO 810112

## **License Upgrades**

License upgrades require approval by first by your Region Flag Chief and then by the Divisional Administrator prior to submission to Central Licensing. You may use the form that comes at renewal time or obtain an upgrade application from any Region Flag Chief or Divisional Administrator. The best approach is to contact and discuss upgrading with your Region Flag Chief prior to submitting a formal upgrade request to determine if you have satisfied the requirements for upgrade. The Region Flag Chief forwards the upgrade request to the Divisional Administrator. The DA then forwards the request to Central Licensing. If your license upgrade is not approved the FC or DA will provide you a letter of explanation.

The FC to DA to SCCA loop may take some time. If you are very close to renewal time, it's best to go ahead and submit a renewal for the same license grade to Central Licensing to make sure your license does not expire.

## **Senior Licenses**

Renewal of a senior license requires approval by Region Flag Chief, Divisional Administrator, and Executive Steward.

## **8. GUIDE TO OTHER SPECIALTIES**

### **DESCRIPTION OF RACE SPECIALTIES**

Below is a brief description of the different specialties of the activities that go on during a race day. At least one of them should be of interest to you! By the way, not all workers wear white. Starting in 1995, SCCA allowed 16 to 18 year olds to work in a "hot" area.

#### **GRID**

The Grid offers you an excellent opportunity of viewing the cars close up and a chance to meet the drivers and crew. You'll be outside all day beginning about 8:30 until the last race of the day.

If you can follow directions, thrive under pressure, can deal effectively with the occasional irrational person, you are able to tell time, read a schedule and have five fingers you have the attributes needed to succeed as a Grid Marshal.

**Gear:** Wear white. Long pants or coveralls and closed comfortable shoes are a must. White will make you visible to the drivers and crew. You may have an occasional moment to sit down, so bring a chair. The region provides you with fire bottles and excitement.

**Duties:** Check and line up cars for practice, qualifying and arrange the cars for the race in accordance with the grid sheet. (The fastest car is first). Grid marshals see that the drivers and crew adhere to starting procedures in accordance with the SCCA General Competition Rules (GCR). They also check for safety when the cars are in line ready to roll. A useful skill is to be able to fasten a helmet on the driver with the window net fastened. You also should remain calm when someone's car doesn't start, no matter what the driver or crew may say.

Due to safety and insurance reasons, Grid workers are required to be 16 years or older, and must be an SCCA member.

#### **SCRUTINEERING (TECH)**

If you want a really close look at cars, Scrutineering may be for you. You'll have the opportunity to inspect every kind of racecar. You'll also have time to watch practice and qualifying sessions, and you'll be able to watch most of the races after checking the top finishers from the last race and before the next group comes in.

All cars participating in SCCA race events must conform to the SCCA General Competition Rules (GCRs) and a copy is available for a small fee. In this specialty, it's helpful to be interested in racecars and to be technically oriented. If you already know what goes on in a car, what and where the parts are, you're ahead. If not, you'll be trained. You should have good people skills in order to convince competitors that your suggestions are in their best interest.

**Gear:** Long pants and sturdy closed shoes. Any color although white is not too practical if you have to crawl under a car. Bring rain gear, as there is not always a place to go and duty may call you into the elements. The region will provide you with paper supplies, tools and equipment.

Duties: Scrutineers conduct a pre-race safety check of all cars. Items checked include driver's suit, helmet, belts, cage, wheels, suspension and fluids. In Impound, which is after the race, the tech inspector weighs the car and checks suspension dimensions of the top finishers. They note damages in the logbook when a car has been involved in an accident. They take protested cars apart and hand the pieces back in a box. Be prepared to start early, stay all day and work an hour or so after the last race.

Since Tech is not a 'hot' specialty, those technically inclined but under 16 years can participate.

## **TIMING and SCORING**

Timing and Scoring is one of the unique specialties in road racing where workers get to sit down on the job -- and the seat they get is right at the start/finish line where most of the excitement is.

There are a variety of jobs available in Timing and Scoring. Skills range from having the ability to "climb the stairs in the timing tower to find the person who has all the watches" to calming down the harried computer operator who's running around yelling things like "Who needs MS-DOS, anyway?"

Gear: T&S dress is come as you are -- there is no particular requirement for the cut or color of you clothing. The region provides all necessary equipment and supplies: pencils, paper, stopwatches.

Duties: The jobs in T&S are divided into three separate teams (TIMING, SCORING, RESULTS), each equally important to the ultimate goal – producing fast and accurate race results. The TIMERS, armed with stopwatch and pencil, or computer and timing light, record the time of each car both in qualifying and during the race. From these times come grid positions, lap records, and average speeds.

SCORING involves both CHARTING and TAPING. The job of a TAPER is to list every car number as the cars cross the start/finish line. Based on these lists, the CHARTERS arrange the competitors into their proper running positions for each lap, forming the official results of a race. Most of the results work is done with the computer. The RESULTS team takes all the data generated by the Timing and Scoring teams, checks it, collates it, and puts it into final form for distribution.

Timing and Scoring is not considered a 'hot' specialty, so persons under 16 years can participate. In fact, given the increasingly computer oriented T&S environment, the younger among us may be the best candidates.

## **RACE STEWARDS**

The Stewards are the officials in charge of the overall safe conduct of the event. The "person in charge" is the Chief Steward, whose responsibility it is to operate the event. Other stewards on duty will be safety stewards as well as stewards of the meet, which make observations on the event, and rule on disputes and incidents. There is an intensive training program for the stewards that require many years of experience as driver and/or worker in multiple specialties prior to applying for the Stewards-In-Training program.

## **PIT AND PADDOCK**

Pit may be the specialty for you if you like varied assignments close to the action, with the added advantage of being close to restroom and the concession stands. Primarily responsible for safety in Pit lane, pit marshals perform traffic control, crowd control, housekeeping, and occasional emergency work. Useful attributes include calmness, endurance, a high energy level and the ability to tactfully communicate with the crew.

**Gear:** Wear closed, comfortable shoes - you will be standing and running most of the day; wear white long pants and light blue shirt, and bring white or clear rain gear because it will certainly pour if you don't. You may need a blue or white sweater or coat, thermal socks, hat and orange gloves. A sun hat or visor is useful in summer. The region provides fire bottles, brooms, boil absorbing material and horns.

**Duties:** Marshals direct vehicle and pedestrian traffic into, through and out of the pits. In and near the lane they try to safeguard cars and pedestrians (crew, drivers on foot, spectators, photographers, etc.) by warning them of moving vehicles and enforcing safety rules (improper clothing, smoking and minors). Janitorial chores include cleaning up spilled fluids and debris, and picking up forgotten tools, equipment and parts. Emergency work may include extinguishing flaming cars and flaming idiots.

Due to safety and insurance reasons, PIT workers are required to be 16 years or older, and must be an SCCA member.

## **REGISTRATION**

Registration is a fine choice if you like to work under a roof and meet a lot of people. The hours are very early (7 AM usually) to mid-morning or so. It gives you the opportunity to try out another specialty later in the day or just enjoy the racing.

Useful attributes for the registrar include being efficient, and an unflappable, friendly early bird. The ability to associate names with faces is a plus, as a willingness to be as helpful as possible in making the beginning of the drivers day easy for him or her.

**Gear:** Wear comfortable shoes. The region will provide all the papers, writing implements, and identification items you'll need to hand out.

**Duties:** Include checking paperwork and credentials of drivers, crew, and/or workers. Straightening out crew lists, and collecting late entry fees (mostly checks). You may be asked to run an errand to Timing and Scoring to deliver paperwork or to locate a driver for some missing information.

## **SOUND CONTROL**

The SCCA has established regulations concerning the maximum amount of sound that may be emitted by a race vehicle. These regulations are based on OSHA noise regulations and in some cases local ordinances. The SCCA Sound Control official monitors the noise level of all the cars during practice, qualifying and races. The equipment used is a calibrated sound level meter and microphone. The noise level of an individual car is recorded on a log sheet along with the levels of

all other cars in a particular race group. Weather data, location and other information is also recorded on this sheet which will be given to the Race Stewards who will determine what action will be taken regarding any violators.

Since Sound Control is generally run at a trackside location, F&C training will be encouraged. No special skills are required for this specialty however being able to read and record data rapidly and a general understanding of the sound control manual will be helpful.

**Gear:** See the Flag and Communication list. Sound Control equipment is supplied by the SCCA.

**Duties:** Monitor and record sound levels of the race vehicles and sends the results to the stewards. Assist cars who are over the limits with suggestions to correct their noise problem.

Since sound control is located trackside, workers are required to be 16 years or older, and must be an SCCA member.

## **STARTERS**

Enjoy keeping everyone in suspense? You might want to be a starter! All eyes are on the starter looking for the green to commence the start of the race and for the checkered flag at the end. After the green flag drops, the starter may count laps or serve as a flagger. Useful attributes are a commanding presence and good eyesight. Being able to judge the speed of the cars on the course and give clear distinct hand signals is a must.

There are a lot of things to keep in mind. It takes concentration. As the cars approach the point where you will start them, tense up. If you're too relaxed when you decide to give the green, you'll "bunch up" your muscles and give all kinds of little signals that you're coming up with the flag. Many drivers pick up on this and can "jump" you. Stay tense, then explode! Most starters are recruited from the ranks of the flag and communication workers, as this is a specialty that requires some previous experience in order to make the learning curve shorter.

**Gear:** All the gear listed for F&C is appropriate for Starters, except that white clothing is not mandatory. White clothing is recommended for visibility, however, as starters sometimes go on track to respond to spins and emergencies.

**Duties:** As the pack approaches Start while completing the pace lap, the starter's eagle eye and judgment determines whether they'll get the green flag for a race or a stern shake of the head for another more orderly pace lap. When the race ends, the starter drops the checker on the winners. They also keep track of the time of the sessions, or count laps. Starters maintain a lap chart of the entire field during races, to keep track of the race leader in the event that spins or crashes scramble the field. The starter is the only race worker who is actually part of the race, and a good consistent starter guarantees a fair start and a much safer first lap. If matching wits with drivers looking for an edge all day sounds like fun, give it a try. Don't be surprised if you get fooled a few times since the drivers can spot a rookie.

Due to safety and insurance reasons, Starters are required to be 16 years or older, and must be an SCCA member.

## **RADIO TECH**

Someone must provide communications between all the various specialties. Radio techs distribute radios to those that need them, collect them at the end of the day and prepare them for the next day's usage. Radio techs monitor all race communications to react to any problems that may pop up, from dying batteries to dead headsets. Some knowledge of radios is desirable, but most serious problems are solved at the track by replacing the bad unit and taking it to repair facilities before the next race.

## **COURSE MARSHALL**

The course marshals make sure that all the F&C workers have the equipment on station to take care of business. The course marshals are probably the F&C workers best friends. They distribute equipment in the morning and collect it in the evening. Course marshal usually is also called upon to deliver refreshments to the corners during the day. Course marshals deliver equipment (fire bottles, oil dry etc.) to corners during the day to replace those used in incidents and may also assist in track cleanup between race sessions.

Most facets of course marshaling are not 'hot', so those under 16 can participate.

## **RACE CHAIRMAN**

This is one of the most important functions of the event. Want to be a hero? Then this is the position for you! This individual works with the Chairman of the competition board and serves as an organizer for the entire race weekend. This person gets to help plan the social function at the end of the day, assist the stewards with what they need, and also gets to visit every specialty during the course of the weekend. The Race Chairman also is able to listen to all that is going on both on and off the track over the radio network. The Race Chairman may also need staff to help out with these myriad duties. This is not a 'hot' specialty, so it provides another opportunity for those under 16 to help out.

## **MISCELLANEOUS**

### **GUESTS**

Most tracks or regions allow workers one guest pass if you are working the event. Guest passes are compliments of the track or region and must not be abused. Guest passes do not allow one to work a race specialty.

### **OTHER TRACK LOCATIONS**

Once someone gets started, they may wish to have fun and gain experience at other SCCA racetracks. No worker should ever be turned away. See your Specialty Chief(s) for working other tracks.

