

# SouthWest MotorSport

Road Course Racing New Mexico

A Class for Every Car



## SWMS Processes and Procedures

### ACTIONS AT GRID

#### **Purpose and Scope:**

This document specifies the actions to be taken by the person(s) at the “Grid” station during SWMS events that are in addition to the actions specified in the Flagging and Communication procedure that are applicable to all “corner stations”. (The person who fills the Grid position is also within the Flagging and Communication network. Please refer to that Process and Procedure document for additional information.)

#### **Actions to be Taken:**

Walk through the gridded vehicles to inspect for the following:

For Race Groups -

- Verify race group tech sticker is on car and the car is in the correct race group.
- Verify both front windows are open.
- Verify helmets, harnesses, gloves, and fire suits are in place and adjusted.
- Verify arm restraints are in place on driver in all open top cars.
- For closed-top cars, verify that a net is in place in the driver’s window or arm restraints are in place on the driver.
- Look for gross safety issues such as cords showing on tires or fluid leaks.

For Non-race groups.

- Verify non-race group tech sticker is on car
- Helmets secured in place
- Seat belts on.
- Both front windows are open.
- Long-sleeve shirts for all occupants.
- Remind Instructors to keep arms inside the vehicle.

For event Run-group entry to the track:

Note – The responsibility to be prepared to enter the track, as well as for actually entering the track, is solely that of the driver. While Technical Inspection and the actions of the Track Marshal at the Grid station are helpful inputs to the driver, the decision to enter the track is solely the driver's.

At Sandia Motor Speedway, when the track is being used in the counter-clockwise direction (the most common situation), Start/Finish has the authority to direct that cars can be released onto the track (due to the visibility from that position). When the track is being run clockwise, Grid has that authority. At other tracks, Race Control, Grid, and Start/Finish should coordinate and concur on that authority, based on track configuration, direction of traffic, visibility, etc.

Communicate with Race Control and Start/Finish to keep them advised of the accumulation of vehicles at Grid and readiness to start the Run-group.

There are situations in which drivers of individual vehicles will request to enter the track during a Run-group session. Those include the following, with the actions of the Grid Track Marshal described for each:

Note – The responsibility to be prepared to enter the track, as well as for actually entering the track, is solely that of the driver. While Technical Inspection and the actions of the Track Marshal at the Grid station are helpful inputs to the driver, the decision to enter the track is solely the driver's.

A vehicle of the active Run-group arrives late to the grid -

Once the vehicle has been confirmed to be ready to join the Run-group, notify Start/Finish of that fact. Depending on direction of track traffic, signal the vehicle to enter the track when Start/Finish directs so (counter-clockwise) or when you can see it will be safe (clockwise).

A vehicle exits the track at the driver's discretion, for example, after a spin or 4-off, or is black-flagged due to an apparent vehicle or driver problem –

Inspect the vehicle as requested by the driver or as directed by Race Control or Race Steward. Once the vehicle has been confirmed to be ready to rejoin the Run-group and only then, proceed as stated directly above. If the vehicle or driver is not OK to re-enter the track, direct it to the paddock.

A vehicle is black-flagged and Race Control or the Race Steward direct an admonition or some other instruction to the driver, pass on the directed information to the driver and then proceed as above, depending on the condition of the vehicle or driver. Instruct the driver to report to the Race Steward, either immediately or at the end of the session.

#### References:

SWMS Processes and Procedures – Flagging and Communication

Rocky Mountain Vintage Racing – Operations Manual for Officers, Chiefs, and Chairs

Document Point-of-Contact: The individual who usually performs the Grid Track Marshal functions or, in the absence of such an individual, the Flagging and Communication Chief. (Original document author – Robert Richards; reviewed by – David Porter)