

# CENTRAL FLORIDA REGION PIT MARSHAL GUIDELINES

In general, the primary functions of a Pit Marshal are to enforce the rules of the pits, provide traffic, crowd control and fire protection if necessary.

## **PIT MARSHAL FUNCTIONS**

### **Enforce the rules of the Pits.**

Enforcement of rules should be in an amiable manner. Use common sense; don't argue or shout. Remember, a friendly word or smile usually works wonders. If further assistance is necessary, call your Chief or the Assistant Chief of Pits to handle any troublesome participants.

### **DRIVER AND CREW PIT RULES ARE:**

- **Authorized persons only (All pit crew workers must wear crew license credentials.)**
- **All crew members must be in appropriate attire:  
long pants, sleeved shirts and closed shoes. Refuelers must be in fire gear: nomex drivers suite balaclava or helmet, face shield or goggles, gloves and closed shoes.**
- **No minors or pregnant women**
- **No standing on pit walls • No sitting on pit walls with legs in pit lane**
- **No alcoholic beverages**
- **Crew members must man a fire extinguisher within easy reach of car when refueling car in pits.**
- **No motorcycles, minibikes, three or four wheelers allowed on pit lane during a race.**
- **No more than 3 crew members allowed over pit wall to work on car during a race.**
- **No smoking on pit lane or in pit crew areas. No open flames of any kind.**

If Marshals see an infringement of rules or unsafe behavior during a race, inform the crew chief and the Chief of Pits.

### **MARSHAL REGULATIONS OF THE PITS**

- Every Pit Marshal should have a copy of the current "GCR" (General Competition Rules) and should be familiar with the basic rules which apply to the race. GCR's can be obtained from Merchandise at any SCCA event. In addition we encourage you to read the supplementary regulations, provided at each event, each Pit Marshal should become familiar with them. In them you may find subtle differences in procedures.
- No one but authorized personnel are allowed into the pits. (Properly credentialed/SCCA members) They include: Driver, Crew, Officials, SCCA Workers, and Press/Photographers. These individuals are identified by their photo ID, which must be displayed at all times. You are to look for credentials and speak to anyone not wearing them. Check for license and expiration dates. Discuss its importance.
- The minimum age for workers or crew is 16 (must have crew or pit/paddock license)
- Enforcement of the rules should be in an amiable manner. If further action is needed, refer to the Pit Chief or assistant and let him or her handle it.
- At every SCCA Enduro event there will be a definitive pit assigned to each competing car's equipment, and crew. The car shall remain in this pit space whenever the car is not actually in

competition. If it retires from competition it should move to the paddock if possible.

- Any car which is removed from the pits to the paddock during a regional or National event will be ineligible to return to the competition from which it left.
- A car shall have no more than 3 crewmen working on pit lane (manned fire extinguisher not included) in addition to the driver or drivers. This number may be changed at any event at the discretion of the Chief Steward or notification in the Supplementary Regulations for the event. You will be notified if this is changed by the Chief Steward.
- Unless the car is actually on pit lane, no one shall be permitted in front of the pit wall or in front of a pit bench if one is provided. The only exception is, for one crewman, who may signal their driver, and then only for the time needed to do so.
- Pit crews are under the control of the pit marshals at all times .
- Should a pit-bound driver overshoot his pit space, the car will either be pushed back manually into the pit or continue through pit lane and reenter again after another lap. No car may be driven or pushed backwards on pit lane under conditions which would constitute a safety hazard. i.e. moving traffic in pit lane.
- During an event it is expressly forbidden to drive or tow a car in a counter race direction (opposite to that in which the event is being run) without the specific approval of the Chief Steward . Infraction of this rule may mean immediate disqualification.
- A Driver may obtain no assistance during the race other than from their pit crews in the pits. This does not preclude assistance by race officials for safety reasons.

### **TRAFFIC CONTROL**

In fulfilling traffic control, the Pit Marshal should remember several things:

- A pit Marshal must get the attention of the driver(s) in order to provide his or her measure of traffic control.
- A pit Marshal must be aware of what other drivers in his or her vicinity are doing for the Marshal to provide safety control.
- A pit Marshal must be able to communicate (via radio or hand signals) with other marshals and drivers to provide for safe traffic control. Hand signals to drivers must be as clear as possible to assist in traffic control (this means making exaggerated motions that are easily seen by the driver.) Motions should be made in a vertical plane as these are more easily recognized by a driver. This becomes very evident when a marshal is splitting cars on pit lane. You want the drivers to see clearly and quickly which side of pit lane they are to use. The use of bright orange gloves and or bright orange sticks are more visible and recommended to use when cars are present for control in pit lane or on track.
- Especially watch for:- Smoking, minors, potentially dangerous or otherwise unsafe action or position of crew or members near the track.
- Don't allow any member to go beyond the photographers fence toward the track.

### **FIRE & CROWD CONTROL**

Fire is an ever present danger and a possibility whenever you have fuel, heat and oxygen. For this reason, all Pit Marshals are responsible for knowing the use and exact location of the nearest fire extinguisher. In addition, Marshals are strongly advised to attend a Regional Worker School to learn fire and accident control. A Worker School is given each year by CFR. Marshals are required to know how to competently operate the fire extinguishers.

#### **THERE ARE SEVERAL NECESSARY STEPS TO REMEMBER IN THE EVENT OF A FIRE.**

- If you are nearest, use the fire extinguisher closest to you. Pull the pin, unlatch the nozzle, squeeze the handle while moving the nozzle in a back and forth motion and aiming the dry powder at the base of the flame. Keep in mind the extinguisher suffocates a fire and hence will also suffocate a person (driver or other) if applied to the head heavily.
- The extinguisher may not put out the fire, it may only “knock it down” for a moment. If you have rescue work to do, get it done quickly and carefully. Always gesture for another Pit Marshal to back

you up with another fire extinguisher. Back up means that another marshal is ready to apply more fire retardant if necessary. It is very scary to be helping a driver out of his car only to find the fire has rekindled around you.

- It is vital that all Marshals be aware of incidents happening on pit lane to insure the safety of everyone.
- When responding to an emergency on pit lane all other marshals will assume CROWD and TRAFFIC control. Recognizing an emergency and reacting appropriately will help keep nearby crew and spectators from entering the incident arena and becoming injured. People are unpredictable and do erratic things during emergencies so Marshaling close to an incident is vital. You may be asked to form a perimeter area around an incident to allow EMT's to work more efficiently. Marshals will space themselves around the incident and keep any unauthorized members from the area. Use good judgement and restraint in the event of an emergency. Stay calm, do not comment on the situation to others. Marshals and members will be informed by the residing Stewards when appropriate and correct information is available.
- In fulfilling crowd control, hand signals and whistles are again used. Advising the participants verbally and politely of the rules and safety measures of the pits is also recommended.
- In the event of an emergency, (Race is RED flagged or a black flag all is given) crowd control comes under the jurisdiction of the Pit Marshals. While those Marshals (Pit or Corner) nearest to an incident will render whatever fire/safety service they can at the incident sight the other Marshals will tend to crowd control and traffic control.

### **GENERAL SAFETY**

Your arrival on pit lane should be 30 minutes prior to first cars out. It is always good practice to walk the pit lane and look for any debris, before any cars are allowed into the lane. It is not unusual to find debris from previous events left behind.

#### **Some things to look for are:**

oil or coolant spills, debris from a car,  
debris from pit crew activities, fire extinguisher pressures,  
safety cages over gas tank fittings,  
anything stuck in tires, (open wheel cars are easiest but check all cars the best you can.)  
loose objects in car. (water bottles, towels, tools,etc)

It is impossible to list all of the unsafe foundations that might occur in the Pits. Use good judgement to correct the conditions as that arise.

### **PIT MARSHAL RESPONSIBILITIES:**

#### **GENERAL PIT DUTY**

Each marshal will be assigned an area of the pits, usually 2-4 marshals at each key position. (Pit in, Pit out, and Pit central.) The pits will be divided into sections and assigned to a marshal. When a car or cars enter the area you are responsible for the safe maneuvering in and out of the pits. When preparing a car to leave, the marshal should be standing at the front outside area of the car looking up pit lane to see oncoming traffic. When it is clear the marshal will signal the driver to proceed. Cars may not be driven backwards in pit lane at any time while the area is "HOT" (race in progress). It may only be pushed back when a marshal deems it safe to do so. If the driver wants to move the car into the paddock, the Marshal will signal this intention to the paddock sector Marshals (usually the Marshal at Pit Central). If the exit from the pit lane to the paddock is upstream from the driver, he must be directed behind pit wall in order to come back to it, he may not back up while cars are on the course unless that is the safer way out.

Bear in mind the possibility of mechanical failure of vehicles in the pits, as well as human

(driver or crewman) error, i.e. brake failure or lock up, crew members backing away from his car into the path of incoming vehicles. A marshal must be prepared to avoid the car and/or help others to avoid them. Never turn your back to oncoming traffic. Walk looking backwards in the pit lane, remember you can't always hear the cars approaching.

### **PIT ENTRANCE \* Pit In Marshals**

- Each Pit In Marshal should have as part of their uniform a whistle attached by an easily removable cord or pin. Operate the whistle whenever a car enters the pits. It is customary for the Marshal at pit in and pit central to utilize whistles as warnings to the pit personnel and to the Pit Out Marshal that a car is moving on pit lane. It is the responsibility of the Pit In Marshals to control the traffic from the grid area and from the track. The traffic from the track always has the right of way to those cars coming out from the grid. At the end of the race or practice it is not necessary to use the whistle on each car as they enter the paddock. The whistle noise is used as a warning to other marshals and pit crews that oncoming traffic is eminent. Cars entering too fast should be warned by the Marshal to slow down by using both hands in a downward gesture. If they do it again the Marshal should inform Control that the identified car (car # and color) has used excessive pit lane speeds. He will then be black flagged and brought into pit lane, told of his infraction by a Marshal and released to continue racing. This is called a stop and go penalty.
- It is important to visually check each and every car as they pass through pit lane when leaving the grid area. You will be looking to make sure the drivers are: dressed properly (gloves, helmet, driver suit, balaclava, window nets, anything dragging or leaking that may have been overlooked on the grid.) If something is found amiss it must be reported immediately to the pit chief. They will radio to the Pit Out Marshal to stop the car before it enters the race track. If time does not allow for the car to be stopped in pit lane before hand the Chief of Pits will ask Control to Black Flag the car and have it come into the pits to be informed of the infraction. It is the driver's safety that is most important.
- Cars that are pitting from on track will use the inside lane until they reach their designated pit. It is important to have two Marshals at pit in to maneuver cars appropriately. If a car has been called in with a mechanical black flag that means there is something wrong with the car, corner workers have observed something that needs immediate attention. The control communicator will inform Pit In what to look for or what information needs to be relayed to the driver. One marshal will stand on the outside lane to gain attention of the incoming driver. The Marshal will motion by pointing to the car to get the drivers attention and then motion for the car to stop at the pit wall near the front of the pits. The second Marshal will inform the driver while the first marshal continues to watch for incoming cars. When the information is complete the attending Marshal will wait for a point from the first Marshal that the pit lane is safe to move the car along. Pit in Marshals must always be prepared to allow incoming cars from grid to enter only if there are no incoming cars from the track. It can get very busy at this station, observation and practice are essential to maintaining a safe operation there.
- There will be cones placed at the entrance of pit lane that direct the cars in from both the track and from the grid. These cones change configuration, from when practice and qualifying are in progress to when the races are taking place. These changes in the cones placement are the responsibility of the Pit In Marshals. The configuration change in the cones takes place when the track is cold (not in use).
- During practice and qualifying the cars are directed down pit lane and then out onto the track. For the races they are directed out to the track to form up behind the pace car that will be waiting for them. During races the cars are positioned two by two behind the pace car. The car with the Pole Position has choice of whether he wants the inside or outside lane on track. The pace car driver will inform the Pit In Marshal which preference the pole driver has and the marshal will then proceed to split the cars to either side accordingly. The Pit In Marshal will stand in the center of the track with bright orange sticks that are used in exaggerated motions to direct the cars to the correct side of the track. It is customary for the Pit Marshals position to be down on the track far enough to give the oncoming cars enough time to see and respond to directions.
- All marshals not in key positions are to "float" the pit lane. This means to walk between the areas of pit in to pit out.

## **Paddock Entrance \* Pit Central Marshal**

Pit Central is the area that cars enter the paddock from pit lane. In Sebring on our club course it is indeed at the center of the pit lane. Other locations of the paddock entrances for the long course at Sebring and at Daytona can be seen on the pit layout maps provided later in this manual. Communication is the key element of the pit central marshal. The Pit Central Marshal provides information to Control personnel about which cars have entered the paddock and are therefore done racing for that session.

They may also be called upon to stop a car that is on its way out of the pits to relay information to the driver. In that event they will use hand signals to slow the vehicle and point it off the pit lane to a safe area where the information can be given.

When a car is coming toward pit central the Marshal must ascertain whether the car wishes to proceed into the paddock or back out onto the race course. The Marshal will ask, by hand signal to the driver, which direction he wishes to go. If the car will be proceeding back out onto a hot course the Marshal will acknowledge, and motion the driver to keep in the outgoing lane by a show of hands pushing outward.

During an Enduro Event the entire pit lane is used. Cones that normally close off the last half of pit lane are removed to allow for mandatory pit stops of all competitors. Fire Bottles must also be placed along the outside wall so they can be easily reached in case of fire. Pit Central Marshals are responsible for this transition on the club course at Sebring. The long course (New Pit area) the cones are not used. At Daytona the Pit Out Marshal is responsible for moving the cone configuration between practice/qualifying and the races. All of pit lane is used at Daytona.

### **EXIT CONTROL AT PIT OUT**

This position is manned by the Pit Out Marshal. The Marshal will hold the outgoing car and ascertain a safe break in traffic. The Marshal will observe traffic on course and judge a safe opening that will allow the car in pit lane to enter safely. He will then show the car in pit lane that he may proceed safely back into racing conditions by pointing to the last car coming and then waving the driver out as it passes.

The Pit Out Marshal is also available to flag if necessary. A set of flags will be part of the Pit Out Marshals equipment. They are obtained from the Corner Worker Chief by the Pit Chief and added to the pit equipment.

Keep all outgoing traffic on pit lane to the outside travel lane during any emergency situation must be adhered to. This will keep the extreme outside lane clear for fire trucks or EMT's.

### **COMMUNICATIONS \* CONTROL**

Each of the key areas will have radio communications. (Pit In, Pit Out, Pit Central and the Chief of Pits) Other marshals will use these people to convey any information that is pertinent to the safe operation of the pits. During a green course check by radio communication each of the pits stations will be called upon by "CONTROL" to acknowledge that they are in and green (ready).

If there is an emergency where these stations are at a distance the pit marshal is to gain attention of the marshal by waving arms and indicating what measure is to be taken according to the incident they are attending to. (Car on fire, flat tow, wrecker, EMT.) Any marshal in the vicinity will assist as needed. To begin a communication to Control the Marshal presses the key on thier radio, waits 2 seconds and says "Control, Control Pit (in - out- central). When acknowledged by Control the Marshal will then relay information or requests. If the nature of the communication is not directly related to the procedures of the race the Marshal will ask Control for permission to go to the secondary chanel that is known as Tach Two.

### **LATE STARTERS**

If a car enters pit lane after the race group has entered the track the Pit Out Marshal will signal to the driver to come up slowly by waving both hands in a downward motion. The marshal will

stop the car by showing both hands in a stationary held up position. After the cars on the track have either passed the pit out lane and the track is clear or if time allows and the Safety Steward affirms the car can return to the track it may then proceed out onto the track. These steps are done by radio commands from the Control room. The Pit Marshal will radio into the control booth that there is a late comer and ask when do they want the car to enter the course.

### **CHIEF/ASSISTANT CHIEF**

The main duties of the Chief/Assistant Chief are to supervise all Marshals. To insure all Marshals understand where they are assigned to work and the duties of that assignment. The Chief/Assistant are there to oversee the Marshals and correct (teach) any behavior that needs attention. They will inform the Marshals of any special rules that may apply to that particular event. (Such as timing pit stops during Endurance Races.)

Some activities happen each and every event:

- listing all Marshals that participate in the event
- issue and sign log books ( these are needed to submit for new or renew licenses from Denver.)

The Chief of Pits will settle any disputes or controversy referred to him by a Pit Marshal. The Chief is responsible for all Pit Marshals and all activity that goes on in the pits. In the event of any injury occurring in the pits the Chief of Pits must be notified immediately.

Each Marshal must be licensed with a current regional pit/paddock license. These forms can be obtained by asking any Chief of Specialty at an event or through the mail. (All chiefs are listed on the inside front cover of the Checker.)

### **FRONT STRAIGHT**

At many tracks the pit lanes run along the front straight. On many occasions the Pit Marshals must handle situations of crashes, spins, or stalls. The Marshals may be called upon to signal for emergency vehicles. They will keep officials informed as to the status of the situation, assist in communicating to competitors how long they will be detained and which direction they may have to move because of an incident.

Marshals also assist in clearing the track or help with restarts. In the event of a restart, and if the race has not reached the half way point, the cars will be brought into the pit lane to be regridded. You may be called upon to help the Grid Marshals perform this duty as quickly as can be done safely.

These are basic principles of Pit responsibilities. However, several of these are accomplished in cooperation with other specialties (corner workers, grid workers in pit lane, or paddock marshals at the paddock entrance) There may be some instances where the Grid and Pit Marshals are one and the same due to small turn out of workers. So it is a good idea to gain as much knowledge of other specialties as you feel comfortable with.

### **DRESS CODE IN THE PITS**

It is essential that all Pit Marshals are easily recognizable from a distance. Therefore in CFR our dress code is as follows: Blue shirts (royal or bright) with sleeves, long white pants, orange hats, orange worker gloves.

At the Pro Events that CFR assists in, you may be called upon to wear fire resistant single layer nomex suits. These will be provided to those marshals not owning their own suit.

You must wear your credentials where they can be seen by drivers and crew. Never wear necklaces or bracelets that can be caught by a moving vehicle.

It is known that weather plays an important part of our racing season. It will rain, it will be cold, and it will get HOTTTTT! Come prepared for the weather at the time of the event. Rain suits, Hats, good closed comfortable shoes, umbrellas are just a few suggestions. Other items you may find to help make your event more tolerable could be:

Metal Whistle with clip (for warning of oncoming traffic in pits)

Hat with/or without neck guard

Ear Plugs (Some race groups are very loud!)

Rain Suits  
Boots for wet weather  
Sun Glasses  
Cold drinks w/cooler  
Lunch or snacks  
Worker gloves (these may be purchased through the club)  
Lawn Chair (light weight collapsible)  
Writing utensil and pad of paper (essential for pit in and pit out positions)  
Scanner radio (CFR radio frequencies can be obtained from your Pit Chief)  
Procure a track bag that is designated for your track supplies. Some workers use the large 5 gallon paint buckets with a lid and have a seat to sit on as a bonus. Others have a duffel type luggage bag to carry all they'll need at their station.

### **PIT MARSHAL SIGNALS**

**Car into Pit Lane:** For a penalty, etc; both hands, palms out, in drivers' line of vision (remember you must have the drivers attention) **DO NOT STAND IN FRONT OF ANY ONCOMING CARS!** While the car is in their pit the Marshal will stand beside the outer front wheel until the driver has been notified of his/her infraction and given permission to return to racing. If the car is coming in for an infraction it is stopped near the front of pit lane and then released.

- To Signal Car to Drive in outside Travel Lane:** Use both hands, making a shoving motion repeatedly to the outward side of the pit lane.
- To Slow Down Car in Pit Lane:** with hands outward toward driver make repeated pumping motion.
- To Stop a Car:** Hands outward: palms showing for emphasis, then point to ground in front of Marshal after repeating the first part of signal. Or if using sticks, gain drivers attention then point to where you want the car to stop, repeat as needed.
- To call an Ambulance:** raise hands over your head and clasp hands together to form the letter A.
- To call a wrecker:** raise hands and leave elbows bent to form the letter W at chest height
- To call a Flat Tow:** extend arms straight out from the shoulders.

The last three signals are used by any worker needing to see a car moved into a safer location. When giving these signals hold them until acknowledged by a marshal with a radio. They will inform you when the car will be moved.

### **PIT MARSHAL PERFORMANCE REQUIREMENTS**

A beginning marshal, and member of SCCA, will be issued a temporary worker license. Within a few weeks they will receive his/her regional license in the mail from the main office in Denver. The license comes in two parts, bring both to your next event to have them processed. You must sign your card and have a photo taken. Together these will be laminated.

After one year the pit marshal is automatically upgraded to a divisional license. The member has the option to decline this upgrade if they feel unqualified. (Report this to the Chief of Pits before your next membership renewal date.)

You'll find submitting your log book along with a license renewal form, and with your yearly membership dues, a quick and easy way to get both done at once.

National licenses are issued to Marshals who have demonstrated proficiency and have met the requirements (4 (2 day) events), and the approval/recommendation of the Chief of Pits.

In order to maintain a National license a marshal must work at minimum of 8 full days of sanctioned events, and performing as Chief at one of them.

It is also important to note that all marshals need to be capable of performing the physical duties a Marshal is called upon to do. If in doubt contact your Pit Chief and schedule a conference with them and the Club Medical director. All efforts will be made to keep you working in the areas you are needed. Be realistic, if you can't move quickly enough to get out of the way, you and the driver or crew are in danger of injury. Safety is our utmost concern, yours and the drivers and crews.

# CENTRAL FLORIDA REGION

## PROFESSIONAL EVENT GUIDELINES

Central Florida Region is lucky to have two of the most famous and prestigious race tracks in the world to call our home tracks. We have a great working relationship with both tracks and work hard to keep it. It has been our privilege over the years to offer these tracks the services of our workers for the premier racing venues of the **24 Hours of Daytona** and the **12 Hours of Sebring** along with other pro events through out the year. We also enjoy the amazing races that the **Historic SportsCar Racing** offers. These races are spectacular in the cars that participate and the amount of work that goes into the collaboration of the many racing series that are involved. Our Club has the privilege of working these events as safety control. Our communications and workers are right there on the front lines doing what we know best. Putting on a safe and efficient event. Each working member has a critical role in the outcome of these events. The race track depends on our experienced workers and in return we experience some of the greatest cars and drivers the world has to offer.

The program for working the Pits in a Pro Event is different than our own club events. Beginning with the first step, a marshal must take, in order to be eligible for the worker list. Each Specialty Chief must send to the Race Board Chairman a list of workers that are qualified to work their area. As credentials are limited the sooner you advise your Chief that you will be available to work the event the better. It is best to sign up in person and keep in touch with the Chief as the event draws near. They will give you any information ahead of time that will help you with schedules, meeting times, etc.

### REGISTRATION

When you arrive and get registered you will find where your Pit Meeting will be and what time it will take place. It is important to be present at this meeting as Shifts will be made up at that time. If you have a shift preference you may indicate that to the Chief prior to the event and they will try to accommodate you. However, if there is a shortage of workers please understand that you may not get the shift you wish to have. Most events are scheduled with three shifts. The **24 Hour of Daytona** has three shifts that are worked twice by each marshal. For example if your shift begins at the start of the race from 10:00 am until 2:00 PM you would again be on shift at 10:00 PM until 2:00 am. If you started at 2:00 PM and worked until 6:00 PM your second shift would begin at 2:00 am until 6:00 am. Then the 6:00 am works until the end of the race at 10:00 am. Each shift holds its own excitement. Often marshals will be present when not on a shift just to enjoy the activity that happens in the pits. And if your someone who enjoys the finish then we'd love to have you there. Crowd control at the finish is most important to insure the safety of the spectators. And boy do they have spectators!

### PIT MARSHAL DUTIES

The duties of pit marshals is different from our club events, as we are required to write pit reports that are turned in to Race Control. It is necessary that you have a watch that you can see clearly in dim lighting. When you are assigned your pits (which can be up to four pits, with one or perhaps two cars in each) you will be required to monitor the activities of each pit stop "your" cars make. On the reports (supplied by the race officials) you will find areas to record the time the car arrived, the driver who brought the car in, what the pit crew does to the car (gas, oil, coolant, tires, driver change, major work such as brakes or transmission, etc.) This information is used not only by the control booth but also by the media, and ultimately by the Stewards. (i.e. If there is a protest by a competitor these pit notes will enable the Stewards to reconstruct the race). They can see just when a car pitted, what was done, who was driving, etc. It is most important to be as accurate as you can be. You will find it easiest to gather information from the Crew Chief or a designated crew member. When you begin your shift, introduce yourself to the crews you will be monitoring and ask who you should contact when you need information. Never bother the crews during a pit stop. Stand

back and observe. Write everything down that you can and then when it slows down you can ask the crew chief for the information you need to finish your report. Always sign your report before you pass it over.

Most Pro Events require the Pit Marshals to collect from the Crew Chief of each team their cars log book and transmitters. The log books must be signed by the Crew Chief and then turned in by you to a Runner or Series Official. This can be at any time during the event if the car is unable to finish the race. However, a car is allowed to enter the paddock for repairs and it is quite common for it not to return for hours only to show up just before the finish. If you have a car in your pits that does this, hold onto the pit report and submit it only if they return (with time of return and short explanation). If the car retires from the race and there are no crew available to retrieve the log book and transmitter, note it on a report and submit it to an official or runner at the end of the race.

A runner's only job is to collect these reports. They will be marshaling the Marshals. Hang on to the reports until the runner comes by to pick them up. They usually wear something that is easily seen. (flashing lights, or arm bands, etc.)

These races are well attended and is the reason we need so many Marshals at the Pro Events. Along with the usual key positions of Pit in, Pit out and Pit Central it is not uncommon to need upwards of 24 additional Marshals to work as many as 64 pits.

It is also not uncommon for the Grid Marshals to ask for the assistance of the Pit Marshals in controlling the spectators that are allowed onto the pit lane prior to the race start. Clearing of the grid must be expedited as quickly as can be done. These races are usually televised and must start on time. Moving among the crowd and stating its time to "Clear the Grid" is usually sufficient.

Central Florida Region does its part by supplying food for it's workers. At the 24 Hour we have the Canteena, known as the Checkered Cafe. It provides hot meals, breakfast, drinks and a great social setting for our workers when off shift. At the 12 Hours of Sebring we usually get meals delivered on station. What more could you ask for? If you have special dietary needs pack accordingly.

In Daytona you will not be allowed to camp inside the track until the start of the 24 Hour race. Only then will you be allowed to stay the full 24 hours. You will need prior outside accommodations, either at a local motel or campground. Call early for reservations and be prepared for higher prices and minimum day reserves. At Sebring however you have a campground available to those workers who wish to stay at the track. Power and water is available, hot showers too! Motel reservations again should be made early, expect higher prices and there is usually a minimum night requirement. (Some motels are 4 days!) You'll see allot of our workers take advantage of our private worker campground.

Our Central Florida Region gains exceptional coverage during these pro events. Be mindful that what you say and do, it may very well be televised! Always treat the race officials with the utmost respect. What they say they want us to do is exactly what we will do (with a smile on our faces) We are there to service their needs in the race control aspect of the event. However our bosses are the management of these tracks themselves.

While there may be thousands of spectators in the stands watching these races  
you cannot be without some thoughts that, you really do have the better seat!

From the Green Flag to the Checkered Flag it's awesome!

Revised and Updated September 2000  
Gloria Theen