Roles Explained

Note that this is not a complete list of roles for which volunteers are needed to run am MX-5 Club track day. These are general support roles in addition to the key officials.

Depending upon how many volunteers the Club has for a track day, some of these roles may be combined. For example, the assistant CoC may double as dummy grid marshal support and/or provide relief for the start/finish flag marshal.

Assistant CoC

Note that there is no need for the assistant CoC to have AASA and/or CAMS qualifications – they work under the direction of the Clerk Of Course. There is also no expectation that volunteers fulfilling this role will necessarily become so qualified (although this is certainly not discouraged of course).

Responsibilities:

1. In charge of the control tower, when the CoC needs to step out of the tower for any reason.
2. Assists with (F2F) communication with officials or competitors when there is no radio communication possible
3. 'Spotting' in the tower when no other tasks need doing

Assistant dummy grid marshal

The Club has a regular dummy grid marshal (Joe Kovacic) – this role is to provide support for Joe, and (potentially) fill in for Joe if Joe is unavailable for an event.

Responsibilities:

1. Run the dummy grid when the dummy grid marshal needs a break
2. Assists dummy grid marshal when needed
3. Under-study to the regular grid marshal for when the regular grid marshal cannot attend a track day for any reason
4. If there is no backup for the start/finish flag marshal, provide relief for the start/finish flag marshal when needed

Start/finish flag marshal

Mans the flag point at the start/finish line.

Responsibilities are:

1. Timing each run with a stopwatch
2. Advising the tower (by radio) when the session is about to end (1 minute)
3. Waving the checked flag for each car crossing the start/finish line at the end of each session
4. Advising the tower (by radio) of the number of the first and last car which receives the chequered flag

5. Waving yellow flag in the event of an incident on the pit straight
6. Waving the red flag when asked the tower
7. Waking the black flag for a particular car when requested by the tower

Ideally, two volunteers will be available to share this role.

Control Tower Spotters

Normally, there will be three people sharing this role at Wakefield Park and two people at SMSP Amaroo.

Responsibilities include:

1. Assists the CoC in the tower by watching the track for incidents, and alerting the CoC of those incidents (all spotters)
2. (Wakefield Park) operating the sector warning lights (one spotter)
3. Noting the start and end time for each session on a provided worksheet, and noting the time and car details of any on-track incidents on the same worksheet (a different spotter)

Flag Marshals

This applies to SMSP Amaroo only – flag marshals (other than start/finish) are not required at Wakefield Park

Responsibilities include:

1. Advising the tower of any on-track incidents by radio
2. Waving yellow or green flags as appropriate when there in a on-track incident after or before their flag point (respectively)
3. Waving the red flag when requested by the tower
4. Advising the tower when the last car in a session has passed their flag point.
5. Advising the tower of any debris on the track or issues with any of the cars on the track

Timers/Scorers

This role applies to motorkhanas (Club motorkhanas and the State motorkhana round that we run).

Timers utilise an electronic timing system (easy to use) and a stop watch (backup) to time the length of time a car takes to complete a test. The electronic timing systems starts and stops the timing using a photoelectric beam, so the only manual part is resetting the system for each run. The same person records the time for each run on a worksheet.

The other timer ensures that cars are no triggering the beam when lined up, indicates to drivers when they can commence a run, and also operates the backup stopwatch.

There scorer manages the results collation into a spreadsheet. This may involve manually entering times into the spreadsheet, or there may be some integration with the timing system (depending on the system being used).