

Hello!

My name is Meg, and I am the membership chairperson for the South Jersey Region of SCCA. All of you receiving this email are members of SJR, and have submitted your email address.

SJR needs you! We have an amazing track in Millville, plus active Rally and Solo programs. All of the events we arrange require a lot of effort, from a lot of people.

If you joined SCCA, you probably have at least a passing interest in some of the things we do. We would LOVE for you to become more active in the club!

If you are particularly interested in any one thing, please take a moment to visit our web page at www.sjr-scca.org, click on Contacts at the top, and contact whoever is listed under what you are interested in. Or, just pick one of our Board members, and email them. We are all happy to help you get in to whatever aspect of our club you would like.

This is a specific appeal for workers for our races held at NJMP. We need everything. There must be a task that appeals to many of you. We have developed a very good core group of workers, but we need depth. We even could use more chiefs! If we had more than one chief, duties could be alternated, so no one person gets burned out, or they can go to a family event that happens on the same weekend as one of our races. Wouldn't it be nice to be able to choose which races you work?

Don't get me wrong. If you want to work them all, that's fine, too. But wouldn't it be nice if there were options?

As an added bonus, when you volunteer at club racing weekends, you get discounts off of your next year's membership. Up to \$30 off – (and that may increase to \$45 off next year)!

So, here is a run-down on the things we do.

Registration – The first people entrants and workers see when they get to the track. Make sure everyone's credentials are up to date, and they all signed a waiver. Give them driver packets, wrist bands, and send them on their happy way! Registration is open the night before, and morning of each race day. Then, they have the afternoon to do as they please! Enjoy watching the races, work some other specialty, or go back home. Whatever floats your boat!

Race Hosts – This 'specialty' is unique to SJR. We like to have people greet the drivers and workers, and help them find a good paddock spot, and walk around during the day(s) and just be friendly. Ask everyone how their weekend is going. Compliment their car, or their driver suit, or whatever. Just be friendly! We are a friendly region – we want to make sure everyone is having a great weekend!

Flagging – our largest and most visible group. If you like to see cars racing hard, up-close, this is the task for you. You are not afraid of a little weather (whatever that weather may be!), and don't mind getting dirty! You would love to help the drivers by letting them know about track conditions (yellow, double-yellow, debris, blue flag (someone is on your butt!), black flag (you were bad), meatball (something is wrong with your car), or by assisting them when they pull off, spin-off, or crash. You like communicating on radios, and keeping race-control informed about what the drivers are doing (four-off, nose-to tail, unsafe re-entry).

Start – is a specialized flagger! He (or she) does all the things regular flaggers do, PLUS – keep track of session times, chart the races so they know who the leaders are, wave the green (start the race), wave the checker (end the race or session), black flag when asked to by race control, show a sound board when asked by race control. Fun is had by all.

Grid – Grid gets to meet the drivers, and make sure they (and their cars) are ready to safely race. They check arm restraints, windows open, window net in, helmet on, etc. They help the drivers line up for the session (in specific order if it is a race, in order of arrival if it is a qualifying session). Sometimes, the drivers will even ask for help – (adjust a mirror, take away something that got left in the car, all kinds of things). Grid is subject to the weather, but usually has a nice pop-up for shade or dryness for in-between sessions. Grid also ‘splits’ the field for races. As the cars pull on to the track for a race, someone (the splitter) tells each driver which side to go on.

Pit – Pit workers are very important to drivers. There is usually a worker at pit out – to let the driver re-entering the track know when it is safe to go. Also, pit workers are part-time crew for some of the drivers (who don’t have their own crew). If a car comes in due to a black flag or a meatball, the pit workers will direct them where to pull over, and help with whatever the situation needs. And, when timing and scoring asks pit to help, they will catch the cars as requested when they are leaving the track, and tell them what is wrong (no contrast, transponder signal weak, number too small, etc.).

Sound Control – Watch the meter, and call in to race control anyone who is louder than allowed. We have a great sound guy right now, but it would be nice if there were one or two more. Then, everyone could have some down time to just enjoy the races, or take a break!

Tech – Every car has to have an annual tech (very thorough look at all the safety equipment, etc). Plus, each time someone is involved in an accident (with another car, or a guard rail) the car needs to be re-certified as safe to race. Also, tech is responsible for weighing, and spot-checking compliance with the rules.

Timing and Scoring – Timing is relatively easy these days. No stop watches, or time math! However, we do have two computers that need watching, and listening. (we need to identify non-working transponders as early as possible, and give manual hits if necessary) Tapers (who write down each car number as it goes by) are critical. Their tapes are a backup to the computers (for when someone’s transponder does not work), and during races, their tapes can reconstruct the entire race if it becomes necessary. Also, in SCCA, tapers determine the winners in a close finish. Transponders cannot be relied upon to give the correct finishing order if the cars are close. It’s all up to us! THEN, the ‘back row’ takes care of processing and publishing and distributing the results. Interested people can be trained on one or all of these functions. It would be really nice if we had enough people to rotate through jobs, so no one gets stuck taping the entire weekend. It can get pretty hard on your writing hand! Also, T&S has the advantage of being indoors. AC or Heat as required, no rain, and lots of good munchies. (Sorry, I may be a little biased, since I have worked timing and scoring most of my life)

Stewards – Stewards make sure the races run on-time, safely, and fairly. The training is a lot more involved, and usually requires trips to other tracks. It can be very rewarding.

Trophies – We always need someone to hand out trophies to all our happy drivers! They are required to wait until the final results are published, then they initial next to their name on the results, and get to take home their trophy. This is a mostly Sunday job.

Hospitality – At this time, all of our ‘parties’ are grilled hot dogs and/or hamburgers, salads, beer, soda, baked beans. Just a nice picnic, with friendly people, where drivers and workers can talk about the day. We always could use help with the setup – get the beer and soda on ice, get the grill going, cook, put out the condiments, etc. Currently, we have a wonderful family that takes care of most of this, but it would be nice to have some help!

I don’t think I left anything out. If I did, I apologize.

Please consider coming to our next event (Aug 20-22), and see what it's all about! Better yet, come to our monthly membership meeting at Chicago Uno on Route 73 in Maple Shade! The next meeting is August 11th. The meeting starts at 8pm, but many arrive starting at 6:30 to order dinner, and chat with friends. All are welcome!

Do you know other people who might be interested? Pass along this email, bring them to a meeting, or bring them to the track!

Thank you for your time, and I would love to meet you at the races!

Meg Meyer
SJR Membership/Webmaster