

WHAT OTHER PROBLEMS SHOULD I WATCH FOR?

The most common situation is the race vehicle that pulls off the course before the finish line. If the driver is in trouble (fire, etc..) the car should pull to the tower side of the course and emergency personnel should roll out immediately. However, even on the return road side, the nearest patrol should roll out to the race vehicle and check with the driver. Find out if any parts may have been lost on the course and the driver is ok. It only takes a moment.

And..

Sometimes the patrol is unable to transmit as far as the tower. If you hear a patrol calling the tower but getting no response... Help out! (E.g.: "Tower this is Patrol 7, Return side - Patrol 3 Return reports parts on the course. Were you able to copy?") Keep track of the CB radio microphone. More time is lost at our event due to open mikes than to any other cause.

HOW DO I HANDLE SPECTATORS?

With tact and courtesy. The SCTA has a land use permit from the Bureau of Land Management, State of California, for each of our events. The permits were obtained several months prior to the start of the season. We are the oldest continuous user of the lake bed.

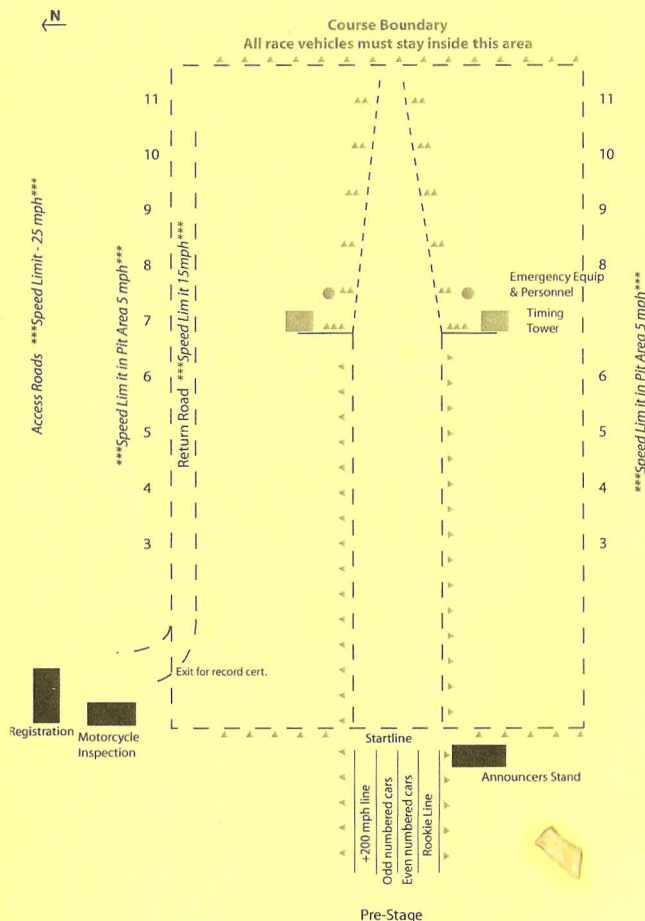
Explain to anyone who wishes to cross the course that there are high speed race vehicles using the course and they can cause serious injury to themselves and others.

The safest way to move from one side of the course to the other is to drive around the pit area. Show the spectator the map.

YOUR HELP ON PATROL WILL ASSURE A SAFE AND SUCCESSFUL MEET.

LET SPECTATORS KNOW - THEY CAN LISTEN TO THE ANNOUNCER ON THE RADIO - FM 88.7

ANY ADDITIONAL QUESTIONS, CALL:
SCTA SGT. AT ARMS.



Southern California



Timing Association

DRY LAKES SPEED TRIALS

PATROL DUTIES

SCTA MEMBER CLUBS

Eliminators	Gear Grinders
Gold Coast Roadsters & Racing Club	High Desert Racers
Lakers	Land Speed Racers
Milers	Road Runners
Rod Riders	Sidewinders
San Diego Roadster Club	Super Fours

Southern California Timing Association

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