

Grattan Corner Communications

RADIO PROTOCOL:

Generally calls are made in the following manner:

- “Control, control this is station X, ‘state your flag condition’. *Then wait*
- *When appropriate control will ask you to go ahead.*
- When you continue state the car number(s) and color(s), what they did, where they did it and the current status (car continued, course blockage, need wrecker now, sending worker – will advise)
- If you have a developing situation that needs to be updated, do it on a regular (30 second) basis.
- EXCEPTION: a blind call (see further topic)

DESCRIPTIONS

It is important that the stewards know what happened and where it happened (hint “four off” is not sufficient).

Describe what happened to the car:

- Spun on track– the car remained on the racing surface and rotated in excess of 90 degrees.
- Spun off track– the car left the racing surface and rotated in excess of 90 degrees.
- Slid – The car unintentionally left the racing surface but rotated less than 90 degrees.
- Drove off – The car was intentionally driven off the racing surface, usually to avoid an incident but occasionally for other reasons (i.e. pass in the grass).
- Pulled off – The car was intentionally driven off the racing surface and parked.

Describe where it took place:

- “54 red pulled off driver’s right before our station”.
- “33 white spun center track at our station”.
- “2 silver slid off right and stalled 20 yards past our station. Worker is responding”.

BLIND CALLS

are calls that don’t require permission from control before the call commences. They should be as clear and short as possible such as: “3 go waving yellow” or “pass under yellow at station 4” They generally occur:

- at call-through stations during the pace lap, first lap and last laps.
- when one corner requests a point or a change in flag condition from another. **ALWAYS** acknowledge these calls blindly as well, as in, “3 copies waving yellow” or “5 copies you need a point”.
- for mechanical and black flag calls the black flag station and start should repeat the call including type of flag and car number. The call-through stations need only acknowledge that they copy the call. Call-through stations should advise if the car is AT or BY the station when they call it through.
- If you have contact between two cars during a **NON-EMERGENCY** network silence (see below).
- If you have a pass under yellow during a **NON-EMERGENCY** network silence (see below).
- If you observe lead changes, such as “new leader, 54 silver at 7”.

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NETWORK SILENCE:

Generally, network silence is requested during any emergency situation, during any call-through (such as for a black flag) and during races from the end of the course clearance to the end of the first racing lap as well as for the next to the last and last lap. A request for radio silence asks that you hold any call that will not affect the start or continuation of the race. Some things we do want to hear about are emergencies (heavy impact, roll-overs, apparent injury or illness to drivers, workers or spectators) and significant track blockage. If you are asked to hold a call it is a good idea to write down the call you would have made. Pens, notepads, a dry slate and pencils are in each corner box to enable you to do that. It is important to understand that a request for network silence is only that. It may or may not denote an emergency. It does signify that a corner station or control has something that they don't want "stepped on". It is common courtesy that the station requesting network silence cancels the call when the situation is over.

EMERGENCY CALLS:

You can use Mayday, Emergency, Priority or Alert. Pretty much, we'll get the picture though the standard here is Mayday. Mayday calls most often involve rollover accidents or heavy impact. They can also be used for sick or injured, workers, spectators or drivers or for significant course blockage. When you make a mayday call you are simply asking for silence on the network. Other stations, including control, will listen and respond to your needs (as allowed by the stewards) until you cancel the mayday.

WORDS WE DON'T LIKE TO HEAR FROM CORNER COMMUNICATORS:

- *Momentarily, temporarily or briefly yellow*– (the turn was yellow or it wasn't. We don't describe the time)
- *Oil, hazard or slippery flag* – The GCR calls it "Surface condition flag" which most clearly describes its purpose.
- *Roll* – unless a vehicle is actually – *on its roof, on its wheels, on its roof, on its wheels*
- *Meatball or furred* – a mechanical black flag is the appropriate description and a closed black is a warning.
- *Re-fired or fired* – use "restarted."
- *The car is dead* – use "lost power" or "was coasting."
- *Worker is down (at the car)*– unless one is (injured or fallen). Use "a worker is responding" if that is the condition.

WHITE FLAGS

White flags are displayed for slow, emergency or service vehicles only if they are moving and on the racing surface (pavement). Since the white flag is shown for two stations prior to the slow vehicle, you MUST call the vehicle through your station so that prior stations know when they can (automatically) lower their flag. You should also report if a slow vehicle has picked up speed at your station so everyone else can know to cancel his or her white flags.

SURFACE FLAGS

Surface condition flags are shown for debris only if it is on the racing surface.