

SouthWest MotorSport

Road Course Racing New Mexico

A Class for Every Car



SWMS Processes and Procedures

Lunchtime Touring

Purpose and Scope: This document specifies the actions taken by Lunchtime Touring participants and the SWMS personnel who facilitate the session. Lunchtime Touring is an opportunity for participants to see what the race track looks like up close and personal from the seat of their own car at quick but not racing speeds.

Roles, Responsibilities, and Actions: These procedures attempt to balance the fact that this happens during the track workers lunch hour with the need to maintain safety.

- Participant must check-in with the SWMS Registrar, complete a Sign-in sheet (including a technical inspection check-off section), and pay for the session.
- Participant vehicle and lead car(s) must pass a tech. inspection (documented on the participant sign-in sheet). Tech Inspector keeps the sign-in sheet after inspection. If tech. inspection is failed, the sign-in sheet will be so annotated and returned to the participant, in order for a refund to be provided.
- Helmets must be worn by all drivers and passengers.
- Lead car driver and/or Pit and Grid do a quick briefing with the participants. (See Attachment 1 for briefing points.)
- Lead car should be quiet enough to use radio.
- Spotter with radio, is required in either the tower or the flag stand.
- Lead car needs to watch the field and slow down if any of the cars appear to be struggling for any reason.
- Spotter communicates with lead car to help them maintain a safe but fun pace.
- No more than eight cars per lead car. More cars require either an additional session or additional lead car.

- If any cars seem unsafe, then pull the field off and address the problem. Restart all cars if appropriate or without the unsafe vehicle if the problem can't be addressed quickly.
- Race steward or other SWMS official should be available via radio if needed.
- Safety crew should be available via radio if needed.
- After session, do a quick debrief with the participants in the paddock.

Document Point-of-Contact: This document was authored by Steve Marino. Changes and revisions must be approved by the Chief Steward.

Attachment 1

Points to Cover During Briefing

- This is not a race or a track day
- No passing
- Maintain a safe distance between cars
- Arms inside the car
- Seatbelts on
- Track entry and exit
- Lead car will enter corners well below racing speed but will accelerate out of the corners
- Hand signal for exit (Fist up)
- Hand signal for full stop (Waving arm)
- Hand signal from lead car if exiting (Fist up). All vehicles follow the lead car and exit the track.
- Hand signal from lead car for on the last lap (index finger pointing up)
- If something appears unsafe we're all going to pull off and correct the situation
- This should never, ever happen, but if someone spins, goes off track, or there's contact, we'll all stop safely on the side of the track and stay there until directed to move elsewhere.