From: Costa Dunias, Chief Steward

To: 2017 Runoffs® Competitors and Entrants

Subj: **Welcome to the 2017 SCCA National Championship Runoffs®!**

This is my first year as your Runoffs® Chief Steward. I’d like to begin by thanking all of you for participating in the various SCCA series to qualify for this event which will be the largest ever SCCA Road Racing Event. I look forward to seeing you as the event progresses.

For the first time since the Runoffs® began it is being held at Indianapolis Motor Speedway! Almost 500 SCCA officials, the SCCA National Staff, and the IMS staff have been looking forward to it with eagerness, as they have worked on preparations for the event for more than a year. For Runoffs® week, I believe their hard work will produce a memorable experience for you and your team. On behalf of our team: **We congratulate you on a great racing year, and cordially welcome you to Indianapolis Motor Speedway and the Runoffs®.**

Coming to a new Runoffs® venue means change to some of the key components of the event as we adapt to the unique constraints presented by each track. This year is no exception. There are **several topics that I ask you to focus on as you prepare for a successful week. Please read this letter with the Supplemental Regulations available, as they should be viewed as companion documents.**

**Information Sources:** The **Event Information Guide** will provide a quick reference to help you better under-stand the Runoffs® procedures and organization. This document is a guide; it does not replace or supplement the **General Competition Rules** or the Runoffs® **Supplemental Regulations**, which will guide the conduct of the event. **Please note that the Supplemental Regulations have been revised periodically. Make sure you’ve read the most recent version. Several revisions made important changes to our procedures for the event.** Please take the time to familiarize yourself with all of these documents, as they will help you through a very busy and intense event. Additionally, valuable information about the logistics of the event is available under **Participant Information on the Runoffs’® page of the SCCA website**: *www.scca.com/runoffs*

Unless an unusual need arises, this “written Driver’s Meeting” will suffice in lieu of a face-to-face Driver’s Meeting for most classes. **Should you have questions or concerns please come to my office located in Gasoline Alley and speak with Assistant Chief Steward Dennis Dean or me.**

**SCCA APP:** Push notifications will be used to communicate important information to you while at the event. To receive push notifications, download the free **SCCA Road Racing** app for iOS and Android. Be sure to subscribe to each group that you wish to receive notifications for.

**Radio Frequencies**: Radio frequencies for the Safety Net are digital and will not be made available to competitors at the request of the frequency licensee. The Flag Net is a land line.

**Grid:** For those sessions with more than one class; the classes will be split on the grid for separation only**.**

**Support Vehicles:** A designated area for support vehicles has been established in the gravel, trackside of the grid.

**Hardship Laps**: We continue our previously used hardship lap procedure which allows competitors to schedule an opportunity during the cool-off lap for any session of the day. The system appears to work well and provides competitors with a flexible system responsive to their needs. That system returns this year. **Only one hardship lap per day will be allowed**. **Please see 5.11 of the Supplemental Regulations for more details.**

**Impound Security**: At the end of all qualifying sessions, pit lane officials will designate cars and drivers to proceed to Impound for post session inspections. Competitors are reminded that all such cars are in Impound as soon as they are so designated and no changes are allowed to the cars unless specifically directed by an event official.

**Medical Evaluation**: Indianapolis Motor Speedway will provide a fully staffed Medical Center.

**Segment Times:** Efforts will be made to broadcast track segment times during all sessions. These times may be used by Runoffs Officials.

**Transponders:** Transponders have a lifespan of about 5 years – if yours is approaching that age, you might have issues and should be prepared to have a backup. If your transponder does not meet minimum standards as defined by MYLAPS, you will be notified and requested to remedy the problem. If your transponder is not working, you will get one timed lap from the photocells and will not be timed for the remainder of the session. If your car is on track, but the live timing page is not showing increasing lap count, that means your transponder is not working.

**Legible Numbers:**   It is important that Timing & Scoring can read your car number while on track. If you are asked to fix the readability of your car number, please do so after the first request.  Make sure that your numbers contrast with your car color and meet the minimum size per the GCR.  Look for the link to the live timing page on SCCA.com.  Results and timecards will be posted on the Runoffs event page at [*www.sccarunoffs.com*](http://www.sccarunoffs.com)

**RULES OF THE ROAD:**

**Turn 1:** Turn one at this track is very tight as is the entrance and anything more than two abreast is likely to result in cars

not continuing because of contact; confirming the old mantra of “you can’t win the race in turn one.” If you are unable to make T-1, you must continue onto the access road driver right and re-enter there under the direction of a Marshall. Do not try to re-enter at T-1.

**Turn 6A –** Don’t go wide on driver’s left as you enter the Hulman Blvd. back straight. There is no track-out curbing.

**Turn 12 -** If you miss T-12 you must re-enter through T-13 – do not use the oval. Track safety vehicles will be blocking your access to the oval.

**Pace Car**: I want to re-emphasize the Pace Car procedure called out in 7.5 of the Supplemental Regulations. At the completion of the Pace Lap, the Pace Car will exit the course driver’s left between the exit of Turn-12 and the runoff area toward T-13. **All drivers are reminded of GCR 6.5.2.B.1, which requires the pole car (and therefore the pack) to maintain the speed of the Pace Car until the green flag.** If speed is increased above the Pace Car speed prior to the Green Flag, you risk a wave-off and/or penalty for a jumped start. The start stand is very high, be aware of its location.

**Pass Under Yellow – Definition**: The YELLOW ZONE: “Will start at the plane of the flag at its nearest intersection with the track at its shortest distance. The same applies to the incident. This marks the beginning and end of the control zone.” PASS: “The passing car having achieved an advantage, however, slight, over the overtaken car. The car being passed must give way in a yellow zone once the overtaking car has edged in front, provided the overtaking car did so before entering the yellow flag zone.”

**Penalties:** While a high level of professionalism is expected, indiscretions need to be anticipated. Penalties for these will be assigned using the guidelines developed by the Executive Stewards and may impact your final grid or finishing position.

**Pit Entry**:Cars exiting the track onto pit lane are to keep right and signal with a raised arm. Pit Lane Speed Limit is 45 MPH.

**Pit Exit**: Except as noted below, the Pit Exit is “open,” so you may enter the course freely. When entering course from the hot pits follow the instructions of officials. Drivers exiting pit lane shall stay to the right of the blend line and apex curb at Turn 1. The Pit Out Lane is not part of the racing surface. Using this for anything but exiting the pit lane or forcing another competitor into the Pit Out Lane is subject to penalty. Watch your mirrors and blend with traffic. As noted in Supplemental Regulations 7.5, **the Pit Exit will be closed**

**from the time the Safety Car enters the final turn until the**

**last car has passed the Pit Exit, whether the Pace/Safety**

**Car remains on course or not.**

**Safety Car**: To re-emphasize 7.5 of the Supplemental Regulations, **the Safety Cars will stage on the oval T-1 and on the back straight**. Be prepared for the Safety Car as soon as you see double yellow flags at any station. **During a double yellow flag situation, the field should proceed at a safe but quick pace to catch the Safety Car as soon as is safely possible**. This procedure will maximize the time gap that emergency personnel will have to respond to an on-track incident after the field has passed. Form up behind the Safety Car evenly spaced and in single file, allowing sufficient racing room for fellow competitors. Do not hold up the field. No car may pass the Safety Car unless directed to do so by an official in the Safety Car. The lead car shall keep pace with the Safety Car and shall not balk the field. The Safety Car will exit the driver’s left between the exit of Turn-12 and the runoff area toward T-13. Drivers shall maintain the pace established by the Safety Car and shall not improve their positions or begin racing until the green flag has been displayed and the race restarted.

**Local Yellow Flags:** Hot tows will be performed under local yellows unless the safety crews feel drivers are not respecting the flag conditions – if drivers don’t slow or drive erratically; conditions may be escalated to a full course yellow which could affect your race strategy.

**Sound:** Sound will be monitored and enforced at the 2017 Runoffs®, per the GCR.

**Pit Vehicles**: The paddock will be very full. There will be many race cars, pit vehicles and pedestrians. Please be aware of your surroundings, move slowly through the paddock and obey traffic signs. Park only in designated areas. Do not park in or block fire lanes.

**ABSOLUTELY NO PIT VEHICLES OR GOLF CARTS ALLOWED IN PAGODA PLAZA**. Pit vehicles are not allowed on city sidewalks or streets.

**Group Picture and Track Walk:** At the end of the test day Sunday, we plan to gather **all** at the base of the Pagoda for a group picture. After the picture is taken we will have some opening comments and commence a track walk. The track walk will be open to all for walking and no vehicles (two or four wheeled) or other modes of conveyance (razors, skate boards, etc.) will be allowed.

**Indianapolis Motor Speedway** is one of, if not the most iconic racing venue in the world. We have been invited to be here. Please treat the facility with the requisite level of respect.

By the end of the event, a small handful of you will have been crowned National Champions. The reward for the rest of you will be found in having participated in America’s most remarkable motor racing event at a legendary track, the SCCA National Championship Runoffs at Indianapolis Motor Speedway. **Each of you is a winner for earning a place here and have my deepest respect. I wish each of you good luck and safe racing throughout the Runoffs®.**



Costa Dunias, Chief Steward