



Driver's Meeting Letter (Revised 9/20)

2022 SCCA Runoffs

Virginia International Raceway

Congratulations on qualifying for the 2022 SCCA Runoffs! Your hard work this season has paid off and we hope your Runoffs week will be a memorable, rewarding experience.

Green 2 Checker

The goal is green flag laps. Be an ambassador of the G2C movement! It is ultimately up to you and your fellow drivers to make it happen. Drive within your abilities. Over one third of our full course yellows this year have been single car incidents, indicative of over-driving. Keeping it on track will always give you a better finish than spinning because you pushed harder than you should have. Know what risks are worth taking and don't make low percentage moves. With fields this large, that's a recipe for disaster. Race hard. Race clean. Be smart and be courteous when you can.

Respect the excellent principles laid out in Appendix P of the GCR. Race others the way you want to be raced. Please be considerate. If you have trouble pull off in a safe place so that the session can continue. These are National Championship Races. If you aren't running up front, and most won't be, you owe to the drivers who are fighting for a Championship not to be the cause of a FCY. Respect other drivers' right to racing room. Give each other a car width and a few inches. If you find yourself getting lapped, don't not block or impede those racing for a championship. In doing so, don't make erratic moves or anything sudden, Be predictable. A simple point by or move offline on a straight will make for a much happier trip home and earn you more respect that you can imagine.

The test days can be frustrating with mixed classes. Do not treat each lap as if it's qualifying. It just won't work. There will be times you'll have to back off. If you don't, FCYs will follow and you'll get nothing out of it. Bring patience and discretion to the test days!

Collectively, you will get the sessions you earn. What kind of sessions do you want? Begin with the end goal in mind to maximize your green flag laps!

False Grid

All entrances to the track from the paddock are from the false grid. When released from the false grid for the start of each session and race you will be directed onto the track without entering the pit lane. If you are late to the grid or re-entering from the paddock you must enter the pit lane to access the track. Unless instructed otherwise, please proceed down pit lane and on to the circuit near start/finish. A grid worker will be stationed at the bottom of the hill new station (17A) to release you to track or send you down pit lane if cars are entering the front straight or will hold you if race traffic is entering pit lane.

Qualifying sessions Timing line at the south tower Start/Finish Line

The start of each session will be released from the grid onto the track. The course will be Full Course Yellow until passing the south tower start tower (just after Oak Tree - Corner 12) where the green flag will be displayed. At the end of each session the checkered flag will be displayed at the south tower. You must enter the pit lane that lap or risk losing the sessions times and time out of your next session.

Qualifying Out Lap Procedure

For your qualifying sessions (not the test days), the course will be Full Course Yellow (FCY) on the out lap until Turn 12 (Oak Tree). Please maintain pace lap speed and do all your tire scrubbing without interfering with other racecars before Turn 12. Proceeding at pace lap speed on the out lap is essential in order to safely get these large fields safely off the grid before the first car gets on the front straight. Once we go green, impeding the progress of other drivers at any time will be subject to penalty. Track time is valuable to you and everyone else; please use it wisely.

Race Starts

All Races will be traditional SCCA rolling starts and we expect two even and parallel columns (TV perfect) until the green flag displayed. Your teams and sponsors deserve it.

Race Restarts

All restarts will be Standard SCCA single file restarts with the following exception - *Acceleration Point*.

Acceleration Point

We will have an acceleration point on the front straight for all restarts. This will be a single point marked by a cone.



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Once the leader reaches that point, they may accelerate at any point of their choosing, but racing (and passing) does not start until the green flag has been displayed. There will be "Judges of Fact" watching the acceleration point to determine any violations of early acceleration or passing.

Hardship Laps

If you need a hardship lap, please see the Stewards of the Course (SOC, Black Flag) in the paddock opposite the west end of the Timing Tower. They will confirm with the tower when you should take your hardship lap. Do not go to grid to ask for a hardship lap. They will only refer you back to the SOC.

Pit Road

The configuration at VIR is new this year. The gate openings to the cold pit lane is limited to a single point near the North Timing Tower, and the openings between the cold pit and hot pit along pit lane have been eliminated. The only entry to the hot pit lane (and on track) is from the false grid and the exit from the hot pit lane is beyond the Timing Tower just before the pit lane exit on track at the start/finish stand. Be prepared to make a sharp right turn when exiting the pit lane and returning to the paddock.

Impound/Stewards of the Course (SOC)

There will be Pit Tech and SOC staff (also known as Black Flag) in pit lane. SOC will also be near Tech to investigate any on-track incidents. When you return to the paddock following your sessions, you will be greeted by an SOC steward with a sign directing you to either the scales, SOC or impound to your left. If you are not directed to either location, stay to the right and proceed to your paddock.

There will be an Impound Status Monitor in the Tech area this year displaying information for each car being held and indicating who exactly is holding it (Tech, SOC, SOM, COA etc.). This will allow you to approach the right person if you have any questions about why your car is being held.

Full Course Caution/Double Yellow Flag

We will have multiple safety cars dispatched for all full course caution situations during qualifying sessions and races from either the north, south paddock, or Patriot cut outs depending on the location of the race leader. If you are the race leader, please safely slow down when you see the double yellow flags. If you are behind the leader, please catch up as soon as safely possible, being careful in the incident zone, so the field is collected and under control for the safety car. VIR will Dispatch safety/recovery vehicles when the field is collected and under control. Do not be the straggler, remember pack'em and stack'em to get back racing.

Compliance

Be sure to bring a compliant car, be ready able and willing to have it inspected, and be professionally polite to everyone you come in contact with.

Penalty Guidelines

Please review the Runoffs penalty guidelines, found at www.scca.com/runoffs under the Driver/Prep Shop menu link.

Situational Awareness

Remember who you are racing, and conversely who you are not racing. Be acutely aware of your surroundings while on track, notice where you may be able to pull offline and off track safely in case of a mechanical issue or failure, (THOSE BIG ORANGE MARKS on the wall are cut-outs for the safety team to get you, please get as close as you can). Working together we can make this Runoffs enjoyable for everyone. If you have a mechanical failure, please safely pull well off track as soon as possible. Steve and I are all-in on the G2C movement, but in the end, you have to race smart and fair to make the event fun, exciting and fulfilling.

Remember, if you cannot hear the PA speaker from your paddock location, the track announcer is also broadcast on 89.9 FM. Please review the Supplemental Regulations as a few items have been modified.

Good luck and good racing **(Addendum follows - 9/20/22)-**

Ken Patterson, Race Director

Steve Pence, Assistant Race Director



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Addendum 1 (September 20, 2022)

This Addendum No. 1 to the Driver's Letter is being issued based on questions that have come up since the Driver's Letter was issued. The Driver's Letter is supplemented and clarified as follows:

1. Does the same requirement exist for cars falling out of position under full course yellow, with or without a safety car, compared to cars falling out of position on the pace lap?

No! While a car that falls out of position on the pace lap is obligated to fall to the back of the field, that does *not* apply to FCYs once the green has been shown to start the race. The reason is that once the race has begun the field gets strung out and it would be hard for a driver who has spun or otherwise lost position to know exactly where the back of the field is. Other cars would, and should, be reluctant to pass a car attempting to work its way to the rear of the field under FCY, complicating getting the field bunched up and delaying the cleanup.

If you lose position under FCY you should simply slot in wherever you wind up when you get going again. Do not regain your position! Doing so would entail passing under yellow. The standard penalty for doing that would be three positions for each car passed.

2. What is the meaning of the Closed Black flag aka "furlled black"?

The Closed Black is often displayed with the sound board and is a warning to you that you could run into trouble if the sound violations continue. In the case of repeated serious mistakes it can be also used as a "knock it off" flag, in which case you probably know why you are seeing it. It's merely a warning, and it does *not* mean that you should pit to see the stewards of the course (SOC). If we want you to enter the pits and visit the SOC we will use an Open Black flag.

3. How can I know how Race Control is intending to deal with weather conditions?

Step one is to monitor your favorite weather app such as The Weather Channel (which is one of several that race control will be using). Second is to be sure you and your crew are signed up for the text alerts for your race group. Finally, it's highly recommended that you have your crew monitor the F&C net on frequency 464.5000. Your crew can radio all of this information to you and allow you to make the best strategic call using the information available.