Tire Rack SCCA Spring Nationals Course Designer

RESPONSIBILITIES

→ To design the National Tour courses presented at Spring Nationals per the requirements of the Solo Rules.

→ To participate in National Solo Staff pre-event course review(s) prior to Spring Nationals.

→ To provide accurate maps to the National Office within two weeks of the event.

→ To set up the course after the ProSolo competition completes. Ensure that your course is set up and properly marked in time for walk-throughs no later than 5:00 pm.

→ To re-line the course Sunday morning prior to competition if overnight weather has seriously impacted the visibility of the lines.

→ To be available for revision of course during the event if necessary.

QUALIFICATIONS (PRIOR TO SELECTION)

→ Submit qualifications and a preliminary course map or series of maps for consideration by the National Solo team.

  o Reach out to the National Solo team at solo@scca.com for a Lincoln Airpark site layout template

→ Provide a list of major events of which you have been a course designer; preferably including a National Tour.

→ Previous experience with the National Office in this regard (numerous previous Tour course design experience or any National course design experiences) *may* exempt candidates from the above.

FOR THE EVENT

→ Prior to the event, recruit no more than three course setup helpers – this will be their work assignment for the National Tour and they will assist in the course setup task and in re-lining if necessary. Report their names to the Event Administration Team by early May.

→ Determine the number of corner stations your course will require and report the number to the Event Administration Team for the event.

→ Make an adequate number of copies of Day 1 and Day 2 course maps for handing out at check-in.

→ Provide 5 copies of each of the individual corner station sections on your course for each day (e.g. 5 corner 1 maps for Day 1 and 5 corner 1 maps for Day 2, etc). These are used for the corner station clipboards.

→ The Saturday before the Tour, after the ProSolo completes:

  o Blow away ProSolo Lines. Blower(s) will be provided by SCCA.

  o Work with SCCA Event Lead and Chief of Safety to finalize course layout prior to course marking.

  o Position and mark cones with boxes per Solo Rules. Spray chalk will be provided by SCCA.

- - Ensure that each cone on course is clearly and correctly marked and numbered once the course has been approved.
    - Cone numbering should be done by corner station. For example, all cones in Corner Station 1 should be marked 101-1XX, Corner Station 2 should be marked 201-2XX, etc.
  - Line the outer perimeter of the course (<u>outside</u> of the cones).
  - Attend the Chiefs Meeting at 6:15 pm.
- → Be ready at the end of Day 1 Competition to change the course over to Day 2 Competition
  - Work with the SCCA Event Lead and Chief of Safety to finalize course layout
  - Mark and number any new cones
  - Mark out any unused boxes
  - Line the outer perimeter of the course (<u>outside</u> of the cones).

"ON THE FLY" REVISIONS

- → The Event Chair, Safety Steward, or Chief Steward may ask you for guidance/input if revisions are needed after the event has begun due to changing surface conditions (e.g. pavement breakup or major spill) or for safety reasons

COURSE APPROVAL CHECKLIST ITEMS

Note: **Bolded** dimensional items are rule book requirements. Others are recommended guidelines.

- → Safety (remember, 60 mph means 88 feet per second) NOTE: All distances are measured from likely path of car or outside boundary of course, whichever is closest to being an issue.
  - Distance to solid objects: minimum **25'**, much more if on outside of turn or course aimed at them
  - Distance to viewing areas: minimum **75'**, much more if course is "aimed" at them
  - Course route avoids holes, cracks, bad bumps, grates, other surface problems.
  - Course stations not located on outsides of turns or otherwise in "line of fire"
  - Course station positioning minimizes workers' need to cross one part of course to reach another part with downed cone in their coverage area
  - Finish distance - runout after timing stop line to end of exit lane
    - Guideline minimum 150', add significantly as approach speed increases
    - Aim finish/exit lane away from viewing areas, grid, paddock, solid objects, other sections of course.
    - Allow at least 125' beyond end of exit lane to unprotected viewing or parking area.
  - No sharp and/or decreasing-radius right turn immediately after a transient
    - At least 100' for car to "settle" after transient, before hard right turn

- o No pure-acceleration sections longer than 400'
    - Excessive speed can occur in "bent" straights as well as straight ones
    - Higher entry speed to straight decreases maximum acceptable length
- o Correct use of maneuvers to address speed issues
    - Decrease speed BEFORE point of speed concern (e.g. use turns or offsets at beginning of fast straight, not at end)
    - Address off-line speed concerns as well as on-line speed concerns (i.e. where they could be as well as where they should be)
    - If dimensions/speeds seem marginal, test drive the course with a competition-tired fast car – not a rental
- o Intra-section distance for multiple cars on course > 75' at all points (more is better)
→ Legality (what the book requires)
- o Distance from stage line to timing start line: minimum **15'**
- o Slalom minimum spacing: **45'**
- o Course minimum width (gate width): **15'**
- o Max speed in low 60's for **fastest** Street and SP cars (e.g. GT2, Viper, Z06)
→ Quality (especially visual clarity, content sufficiency)
- o Able to be found by typical driver on preview parade lap, with no map, no white lines, and no walk through
- o Outer wall spacing < 1/2 course width (1/3 is better), used consistently throughout course
- o Gate spacing along course > 2 x course width (3x is better), used consistently throughout course
- o Corner insides marked for easy visibility (not necessarily at desirable apex)
- o Visual cue usage consistent (e.g. pointers on inside, walls on outside, etc.)
- o Groups of laydowns (a.k.a. "pointer walls") should have 3 or more cones--using just 2 can cause confusion with a knocked-over cone and pointer--and a consistent number is used for similar purposes (i.e. not 3 at one location to highlight an offset, and 5 at another for a similar element)
- o Content variety (sweepers & turns of varying sizes + acceleration + braking + transients)
- o No optional-side/direction elements (e.g. optional slaloms). Everybody drives the same course.
- o No drag-race start (e.g., no configuration with the timing start less than 50' from the stage line and an effective straight of 200' or more from stage line to the first brake point and/or significant turn).