



2023 SCCA National Championship Runoffs at VIRginia International Raceway Drivers' Briefing from the Race Director

Green 2 Checker

The goal is green flag laps, starting with the test days and right on through the races. It is ultimately up to you and your fellow drivers to make it happen. Drive within your abilities. 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. These are National Championship Races. If you aren't running up front, and most won't be, you owe it 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 block or impede those racing for a championship. In doing so, don't make erratic moves or do anything suddenly. 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 than you can imagine.

If you have trouble, pull off in a safe place so that the session can continue. Those big orange marks on the walls and guardrails are cut-outs for the EV team to clear you, please get as close as you can.

Be Intelligent About Test Days: Quite frankly, the test days have a history of being disastrous. It's obvious that they are frustrating to you on account of the mixed classes. Still, you know the deal going in, so please have a plan to survive and to continue to circulate. **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, flexibility and discretion to the test days! More than any other time during the Runoffs, test days require all drivers to work as one big team.

Collectively, you will get the practice sessions that you earn. What kind of sessions do you want? Choose how to think!

Grid: All entrances to the track from the paddock are from the grid. When released from the 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 via the grid to access the track. A grid worker will be stationed at the bottom of the hill near station 17A to release you onto the track, send you down pit lane if cars are entering the front straight, or hold you if race traffic is entering pit lane. Follow any instructions the grid and pit lane workers may give you.



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Qualifying Sessions - Timing Line at the South Tower Start/Finish Line

The green flag for qualifying will be displayed at the South Tower start stand (just after Oak Tree - Corner 12). The checkered flag will be displayed there as well. All timing is done at the south tower loop. You **must** enter the pit lane on the lap the checker is displayed at the south tower or risk losing the sessions times as well as time out of your next qualifying 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 cars 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.

NEW PROCEDURE FOR RACE STARTS!

We trialed an acceleration point for restarts last year and it worked well so we are adding that procedure to the race starts this year. This year we will use an Acceleration Zone for both race starts and restarts. The leader must maintain pace car speed until they reach the Acceleration Zone which is defined by two "Start" banners on the front straight. The leader may accelerate at any point of their choosing within the Acceleration Zone. Please note: a leader who accelerates before the Acceleration Zone is subject to penalty. Please do not lose the Runoffs in this way! The starter will waive the green flag once the leader accelerates. If the leader does not accelerate, the starter may, and generally will, wave the green when the leader reaches the end of the Acceleration Zone. Passing is not allowed 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.

Our great preference is to display the green and not do a wave off. Regardless of whether the leader has accelerated, if a field is completely out of shape a wave off remains possible in which case the track will remain FCY. **In the event of a wave off it is strongly advised that the field maintain speed through turn 1 without passing and thereafter gradually reduce speed with a goal of being at safety car speed by turn 5.** Slowing suddenly can trigger a major incident since there is a high likelihood that a few drivers will be unaware of a wave off. Whether we wave off or go green, start offenders are subject to penalty. All other aspects of the traditional SCCA rolling starts apply. See Section 5.16.7 of the Supplemental Regulations for full details. Get a nice clean start and go about G2C racing!

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.



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Pit Road: The opening to the cold pit lane is limited to a single point near the North Timing Tower. The only entry to the hot pit lane (and on track) is from the Grid. The exit from the hot pit lane is beyond the Timing Tower just before the start/finish stand on the front straight. Be prepared to make a sharp right turn when exiting the pit lane and returning to the paddock.

Impound/Stewards of the Course (SOC): Tech and SOC will have a presence in pit lane. SOC will also have a tent near Tech to investigate any on track incidents. When you return to the paddock following your sessions, expect to be greeted by a steward with a sign directing you to Impound, in which case you should proceed to the Tech Shed impound area on drivers left, or the SOC impound area, which will be past the Tech impound area. If you are not directed to either location, proceed to your paddock.

There will be a computer monitor in the Tech area 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 Yellow/Double Yellow Flag: We will have multiple safety cars for use in the event of full course yellow situations. They can deploy from any of several locations: north paddock, south paddock, or the Patriot cut outs depending on the location of the race leader. We might use all three safety cars simultaneously during qualifying to allow you to circulate under control while we recover the incident. This can save you from having to do a full out lap once we return to green. **During races, 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. Do not be the straggler!

Red Flags: We have seen several cases of incorrect responses to red flags at Super Tours this year with cars returning to the pits. **Remember, red flags mean that you should come to an immediate, safe stop on the side of the track, ideally on the same side as the other cars in your vicinity.**

Rain: Rain racing is difficult and can produce surprise results. We cannot give definitive answers as to how Race Control will react to rain since the magnitude and timing of the rain affect the decisions made as do the field's apparent ability to deal with the conditions. Still, we would like to share our basic principles so that you can have some idea of what to expect when you formulate your rain race strategy.

The scenarios are different depending on whether we are at the halfway point or not. If we have gone more than 50% of the race distance, we are inclined to let you race so long as cars are not falling off the track. If the conditions become unsafe due to visibility, volume of water, or as indicated by the numbers of cars going off, an early checker is the likely response. If you are dealing with it well, we'll try to let



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you go the full distance. FYI stopping the race to allow changing tires after the halfway point is not an option under the GCR.

Rain during the first half of a race is more troublesome. We would rather not stop to allow a tire change, especially if it was reasonably foreseeable that rain would be coming – we encourage you to make your best guess. The reason for not wanting to stop is that some drivers can pull off the tire change while others can't. Some drivers might not have sufficient help, and the large shops might have so many drivers that they can't service them all. We would rather everyone be in the same boat. Notwithstanding the goal of not stopping the race for tire changes, if sanity dictates it, we will suspend the race and give you 15 minutes to swap over. **Remember changing tires is the only work allowed during the black flag all, adjusting shocks and roll bars is not permitted and subject to penalty.** The standard penalty for working on your car during a BFA is to restart at the back of the field.

It is inevitable that decisions made by Race Control will favor some strategies and adversely affect others. We can't help it. We'll do our best to honor what is outlined here, but every situation is unique, and we reserve the right to use our best judgment under the circumstances we are given. We will do our best to not be part of the story, but we will always prioritize your safety.

Penalty Guidelines: The Runoffs penalty guidelines are available on the SCCA website.

Announcements & Corner Net: If you cannot hear the PA speaker from your paddock location, the track announcer is also broadcast on 89.9 FM. The corner net is rebroadcast on 464.5000.

Please review the Supplemental Regulations as a few items have been modified from the version originally posted.

Come see us if you have any questions or if we can be of assistance. We're not just here to be cops and judges. We'd rather be your trustees of great racing.

Best of luck!

Steve Pence, Race Director & Ken Patterson, Assistant Race Director