



# Hoosier Racing Tire SCCA Super Tour

Cal Club Region  
April 27-29, 2018  
Buttonwillow Raceway Park - 25 CW  
Sanction #18-ST-5310-S



## 2018 Cal Club SUPER TOUR Supplemental Regulations

Revised: February 27, 2018

- ⇒ This event is governed by the 2018 General Competition Rules (GCR) and Category Specifications, as amended for 2018 per "FasTrack".
- ⇒ **FREE ENTRY GIVEAWAY:** A free entry will be awarded to one driver registering for the event a minimum of 14 days prior to the weekend. Driver name will be drawn at the event party or other designated time.
- ⇒ **EVENT ENTRY:**

<b><u>Buttonwillow</u></b>	
<b>Majors/Super Tour.....</b>	<b>\$545</b>

- **COMPLIANCE FEES:** SRF3, FE, FE2, SM will be charged an additional \$20.00 per entry per race for Super Tours.
- **CAL CLUB POINTS FOR ASSOCIATE MEMBERS:** It is the responsibility of the Competitor to complete Associate Member information on his/her Entry Form in order to be eligible. Each competitor must apply formally for Associate Membership by completing the Associate Membership form, paying the appropriate dues and submitting renewals annually.
- **ENTRIES SHALL BE SUBMITTED TO:**  
Drivers can register for the race online at [www.calclub.motorsportreg.com](http://www.calclub.motorsportreg.com). Drivers may also download an entry form from the Cal Club web site [www.calclub.com](http://www.calclub.com). Drivers without internet access may request a paper entry form and mail it to the Club office:

**Cal Club Registrar**  
4743 Canehill Ave  
Lakewood, CA 90713  
Via Fax: 800-448-9201

E-mail: [calclubhq@calclub.com](mailto:calclubhq@calclub.com)

On Line Registration: [www.calclub.com](http://www.calclub.com)

Registration Questions: 661-304-9382





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## ⇒ EVENT ENTRY...continued:

- **PAYMENT:** Cash, Check, Visa, and MasterCard are all accepted for payment. Checks should be made payable to: Cal Club
  - **ENTRY FEE PAYMENT:** Drivers who complete their registration online, via the motorsportsreg.com website, will be asked for a credit card, at the time of registration. Credit cards **will not be charged** until you arrive to on-site registration at the track. You may change the format of payment at that time. We accept check, credit card or cash. If bringing cash we ask you have the correct change.
  - **Fees will be refunded ONLY** if a car does not pass technical inspection and/or it does not put a wheel on the track, Drivers must notify Registration before leaving the track
- **RETURNED CHECK FEE:** In addition to any bank charges incurred, there will be a \$35.00 flat-rate charge for all returned checks.
- **WITHDRAWAL OF ENTRY:** Fees will be refunded ONLY if a car does not pass technical inspection or it does not put a wheel on the track. The driver must notify Registration promptly in writing at the event or via fax/e-mail explaining the facts of the withdrawal no later than five (5) business days from the date of the withdrawal to receive the refund.

## ⇒ REGISTRATION:

- **DRIVERS must present their valid:**
  - SCCA Membership & SCCA Photo I.D.
  - SCCA Full Competition License or SCCA Pro Racing License
- **CREW must present their valid:**
  - SCCA Membership
- **HOT PIT PASSES:**
  - No "HOT PIT" passes will be issued after Registration closes





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## ⇒ PIT AND PADDOCK AREA:

- **Hot Pits** are **RESTRICTED AREAS**. **HOT PASSES** (and SCCA membership) **ARE REQUIRED** and will be checked by grid personnel.
- **Grid and Tech/Impound** are controlled areas; please follow the directions of Race Officials
- **Grid** is closed to through traffic at all times.
- Closed toed shoes are required on the grid and over the wall on pit lane
- Unless signaling a car or tending to a car in the Hot Pits, all persons **must remain behind the pit wall**.
- **Smoking is prohibited** in the Hot Pits, Tech/Impound, Grid and all buildings.
- Spectators/participants with “**PADDOCK ONLY**” passes are not allowed over the pit wall at any time. No one may stand or sit on the pit or track walls anytime cars are running, either on the track or within the Hot Pits.

## ⇒ TECHNICAL AND SAFETY INSPECTION:

- **TECH:** Event Tech Stickers will be issued at Registration to pre-registered drivers who bring their logbook with an Annual Tech stamp and have their appropriate logbook page filled out for the event. Drivers without an Annual Tech stamp must complete the pre-race technical inspection at the appointed location to obtain their Tech Sticker.
- **HOURS:** See each event Schedule. **\*\*Tech is always closed at lunch.**
- **SCALES:** Scales are available from 10:00 am to the end of practice. During qualifying and racing a competitor may request to be weighed when the scales are not being used by the officials.





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⇒ **TECHNICAL AND SAFETY INSPECTION...continued:**

- **SOUND:** Sound Control Officials monitor the sound level and log by car number and class during events. Weather readings, temperature, humidity, wind speed and direction are recorded during events where sound readings are being taken.
- **SOUND READINGS** will be posted on the side of the Tech Trailer when available.

⇒ **PACE CAR:**

- When a **PACE CAR** is used, its lights will be turned off to signify the final lap run under yellow. At that time, the double yellow flags at each flagging station will be dropped as well. When **NO PACE CAR** is used, the double yellow flags will be dropped to signify the equivalent of “lights out” on the pace car. At that time, it is the pole sitter’s responsibility to **PACE** the field at a steady 40 to 50 mph.
- In addition to GCR 6.6.2., the field shall follow the **PACE/SAFETY** car as long as its emergency lights are flashing, even if it varies from the normal race course. In the event a full course yellow results in dispatch of the safety car, the safety car will enter the racing surface at pit out. When a **PACE CAR** is used, its lights will be turned off to signify the final lap run under yellow. At that time, the double yellow flags at each flagging station will be dropped as well. When **NO PACE CAR** is used, the double yellow flags will be dropped to signify the equivalent of “lights out” on the pace car. At that time, it is the pole sitter’s responsibility to **PACE** the field at a steady 40 to 50 mph.





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## ⇒ DOUBLE DIPPING:

- Double Dipping is defined as running one car and one driver in more than one class and run group. For example, SM can be legal in both SM and STL. One driver in one car running in both groups during one sanctioned event is “double dipping”. SM double dipping in more than one group must meet the rules for every group entered (Example STL must meet all the SM rules including weight, tires and the like. Should such SM running STL run anything not legal in SM but legal in STL (tires for example) then the car must meet all of the STL rules, including weight) The goal of double dipping is to provide members an opportunity for more track time at a reduced rate, and does not insure competitiveness.

## ⇒ OTHER:

- **DRIVER ELIGIBILITY:** Drivers must be a current member of the SCCA and hold a SCCA Full Competition license or a full SCCA Pro license to participate in this event. If you do not have the proper credentials it is your responsibility to contact the Registrar prior to the event.
- **CAR ELIGIBILITY:** Competition is open to all cars conforming to the GCR, as amended.
- **AWARDS:** Trophies for all races will be awarded in accordance with the GCR. Trophies will be presented at the event. SCCA U.S. Majors Tour and Hoosier Racing Tire SCCA Super Tour points will be awarded in accordance with the GCR and these Supplemental Regulations.
- **DATA ACQUISITION:** Hoosier SCCA Super Tour staff and their delegates may install data acquisition equipment in a competitor’s car. This program is to assist the CRB in performance balancing. This program is to assist the CRB in performance balancing. If selected, participation is not optional and is not protestable. The data collected will not be used for compliance purposes. All cars carrying an SCCA data collection device shall report to impound after their session. Questions? Contact the Race Data Technician, Glen Thielke, at [techdata@scca.com](mailto:techdata@scca.com).
- **DECALS:** A Hoosier SCCA Super Tour decal and a U.S. Majors Tour decal must be displayed on both sides of all competition vehicles. Competition vehicles must also display the official SCCA Road Racing decal per GCR section 9.3.28.C (Figure 4.) Stickers will be provided free of charge and may be obtained at registration and/or tech. (The official SCCA Summit Racing Equipment Road Racing decal does not serve as the Summit Racing Equipment contingency program decal.)







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⇒ **OTHER...continued:**

- **DRIVERS MEETING:** In addition to the written Drivers Meeting sent to each in the Driver's Information Package, an in-person Drivers Meeting will be held in Impound at the conclusion of the first Qualifying session for each group. All cars must go to impound post the Qualify Session. Impound will be in the Tech Area. If for some reason you miss the first Qualifying Session, it is your responsibility to find the Chief Steward for Driver's Meeting information.
- **PREFERRED NUMBERS:** Every effort will be made to honor Conference Preferred Numbers until 14 days prior to the event. Due to the make-up of the run groups, however, this may not be possible in all situations. If two drivers holding the same Preferred Number request that number for the same run group, the number will be assigned to the driver with the earliest request.
- **GRID:**
  - *For 3-day events:* First Practice will be gridded based on the Entry Date. Qualifying 1 will be gridded based on fastest lap in the practice session. Qualifying 2 will be gridded based on fastest lap in preceding sessions. Starting positions for the Saturday race will be determined by the fastest time recorded for each car during the preceding qualifying session(s). Starting positions for the Sunday race will be determined by the fastest time recorded for each car during each of the preceding qualifying session(s) and their fastest lap during the Saturday race.
- **QUALIFYING:** A driver not qualifying within a maximum of 115% of the recognized track record of their class must obtain permission from the Race Director in order to race. In the case of unusual circumstances, the Race Director can waive this rule for the entire event.

Class	115%	Class	115%	Class	115%
AS	02:19.996	FM	02:01.987	SM	02:24.132
B-Spec	02:38.553	FP	02:22.254	SRF3	02:12.953
EP	02:15.559	FV	02:05.833	STL	02:20.445
F5	02:07.798	GT1	02:04.378	STU	02:19.068
FA	01:53.249	GT2	02:04.935	T1	02:07.575
FB	01:55.128	GT3	02:09.168	T2	02:13.269
FC	01:58.533	GTL	02:25.123	T3	02:17.926
FE	02:04.428	HP	02:22.643	T4	02:21.671
FE2	-	P1	01:52.041		
FF	02:08.462	P2	01:56.900		





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⇒ **OTHER...continued:**

- **IMPOUND:** Cal Club requires all cars to report to impound immediately following the completion of their Qualifying Session as well as their Race. The Race Director will release each group as soon as possible. Those who will be double dipping must notify the Chief of Tech prior to impound to secure an early release to the next event. For Races, trophy presentations and photos will occur in the Victory Circle area near impound. Hoosier SCCA Super Tour door prizes will be awarded after each group's podium ceremonies Sunday. You must be present to win.
- **CONTACT:** All on track body contact (including contact during drafting) that causes a car to act erratically and results in a change in position or a car leaving the course will be investigated. Drivers are encouraged to proactively report to the Race Director (in the Tech area) following a session in which such contact occurred to expedite the investigation process.
- **SPEC MIATA COMPLIANCE:** At post-race inspection, Spec Miata participants may be instructed by the designated Class Compliance Chief (CCC) to remove parts, including but not limited to the cylinder head, for disassembly and/or inspection. Competitors are responsible for performing required disassembly and/or reassembly of their car, as well as any resulting expenses incurred. The CCC will report any findings of non-compliance to the Race Director, who will then determine the need for a Chief Steward's Action (CSA) or Request for Action (RFA).
- **RACE LENGTH:** Saturday races will be 25 minutes. Sunday races will be 35 minutes or 17 laps whichever occurs first. When the LAST LAP INDICATOR is given at Start/Finish the next flag will be a checkered flag. Note – "official" Buttonwillow Configuration 25CW track length is 2.92 miles.
- **TIMED SESSIONS/START TIMES:** NOTE – times documented in the "Official Schedule" are "Off-The-Grid" times. 5-Minute Board is 5 minutes prior to the printed times. Clock starts as you leave Grid for Practice and Qualifying. Clock starts at the Starter's Green for all Races.
- **RESULTS:** Live timing will be available during the event at SCCA.com. Live timing information is neither official nor protestable.
- **SPLIT STARTS:** The Race Director will consider requests for split starts and may authorize split starts based on qualifying times.





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⇒ **OTHER...continued:**

- **TIMING & SCORING:** All cars are required to use fully operational MyLaps/AMB TranX260 or X2 transponders, and the driver is responsible for providing correct information to Timing & Scoring. Make sure your transponder is on and functioning for ALL SESSIONS.  
  
Efforts will be made to broadcast Sector times during all sessions. These times are not official and will not be used or accepted in any way by Race Officials.
- **VICTORY LAPS:** Winners of all races will receive a checkered flag. For Sunday races only, following the cool down lap, the winner of each class should proceed immediately to pit central where they will receive a checkered flag and proceed on course for a single Victory Lap. Drivers need not wear their helmet or gloves during the victory lap, passengers are permitted in accordance with GCR 6.11.7. Drivers shall maintain a safe speed and be wary of safety vehicles that may be on course.
- **CANCELLATION:** If part of an event is cancelled for reasons of safety or forces beyond our control as provided by GCR Appendix B 1.2.A., points will be awarded based on race grids.

- **PERSONAL TIMING SYSTEMS:**

- Trackside triggers/beacons for data logging and lap timing systems shall be located in the designated area provided. This area will be **30 feet each side of the Start/Finish line.**
- No devices are permitted elsewhere as they disrupt others attempting to get valid times.

- **WAVING YELLOW FLAG:**

- **Waving Yellow Flag:** In addition to the flag description contained in the GCR, the waving yellow may be used for race or emergency vehicles stopped on track, or for large pieces of debris (including cones) which may damage vehicles or cause them to go off course. A waving yellow for a track surface condition will remain waving until the situation is resolved.







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## ⇒ 2018 SOPAC (DIVISIONAL) PATH TO THE RUNOFFS:

- The **SoPac Division of the SCCA** is made up of the following Regions: Arizona, Arizona Border, Cal Club, Guam, Hawaii, Big Island of Hawaii, Las Vegas and San Diego. All licensed Club Racing drivers who are active SCCA members in the SoPac Division are eligible to earn points towards the **SoPac Divisional Path to the Runoffs**
- Cal Club and SCCA have agreed to count **ALL the Cal Club races as Divisional Qualifiers**. To meet the **PARTICIPATION** requirement, all you would need is to run a minimum of **4 weekends** in any of the Cal Club races, be it Super Tour, Majors, and/or Divisional. (**Participation** is defined as turning a wheel on the racing surface during the SCCA Sanctioned part of a weekend) – as well as accumulate a minimum of **7 STARTS** (**Start** = taking GREEN FLAG) - bottom line – pick any of the 4 or more Cal Club hosted weekends.
- Points will be accumulated based upon the total number of Cal Club sanctioned races less two races. There are **14 Runoffs Qualifier Races** in the SoPac Division in 2018 (this includes the 2017 PCRRC, the Majors, and the Super Tours).
- **The top 3 point total owners** in each Runoffs approved class will be eligible to attend the 2017 Runoffs using the Divisional Path, except for Spec Miata and Spec Racer Ford 3 which will take the top 5 positions.
- All SoPac Division Racing events will count towards the Divisional Path to the Runoffs.
- Points will be the same as the Majors Points system. Points are paid out as follows: 25, 21, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, and 1
- No out-of-Division races will be counted.
- If a driver competes in both the Majors and the Divisional path to the runoffs and earns an invitation to the runoffs via the Majors, his/her spot in the runoffs qualifications via the Divisional path will be forfeited and go to the next highest divisional qualifying driver. Thus, a driver will qualify either thru the Majors or Divisional for the runoffs, but not both ways.
- Ties in the Division Points standings are resolved based on the driver's record of first place finishes, then second place, then third, as needed. If two or more drivers have identical records they are tied for the position in the standings.





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## ⇒ FORMULA MAZDA (FM) TIRES:

- **Formula Mazda** has some unique **Tire Rules** (including tire marking) identified in the GCR. It is expected that the GCR requirements be followed with the following exceptions:

→ Majors and Super Tour weekends utilize Saturday's race in conjunction with a Friday and Saturday Qualifying Session to form the Grid for Sunday's final Race. There is no unique, dedicated Qualifying only session for Sunday's final Race, as it is gridded based on the best times from the previous Qualifying sessions and Saturday's Races. This introduces some complexity with tire marking requirements to start the final race. With safety in mind, employing the following criteria should address concerns:

- When the event schedule has a Qualifying Session followed by a Qualifying Race, the tires used in the first Qualifying Session (for the Qualifying Race) will be marked by Tech with a unique identifier.
- For the Qualifying Race (in reality, the "second" Qualifying session), new/different tires may be used, and those tires used in the Qualifying Race will also be marked with a different, yet unique marking.
- For the final Race of the weekend, (Sunday's Race), a car must be on a **full set of the same marked tires**... i.e. one must use the set marked (used) in the first Qualifier, or one must use the set marked (used) in the Qualifying Race. No mixing of tires/markings. Again, for the final Sunday Race, one can start on the tires used for either the Qualifying session or the Qualifying Race (which will be identified by unique markings), but not mixed.

## ⇒ GENERAL INFORMATION:

- **GARAGE RENTAL:** Call Buttonwillow Raceway Park at (661) 764-5333.
- **TRACK RIDES:** Track orientations may be available at the discretion of the Race Director or Event Chief Steward.
- **USE OF SKATEBOARDS, ROLLER SKATES AND ROLLER BLADES IS PROHIBITED.** No one may operate a motorized vehicle of any kind without a valid Driver's License.
- **WATER, AIR AND RACE FUEL** will be available at each track.





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## ⇒ GENERAL INFORMATION...continued:

- **PAINTING ON ASPHALT, WALLS, or BUILDINGS** is prohibited at each track.
- Do not use tape on walls, including rest rooms.
- **PARKING IN PADDOCK:**
  - At BRP during dry weather: Park your support vehicles on the grass, perpendicular to the asphalt to provide increased access for other competitors. (Please watch for and avoid driving over sprinkler heads while parking.)
  - At BRP during wet weather or muddy conditions: You may park support vehicles on the Pavement if necessary. Racecars can be parked on the pavement at all tracks at all times.
- **PADDOCK ROADS:** There must be a clear and straight twenty-foot fire lane free of vehicles, awnings and equipment. Violators of this ordinance will be immediately required to clear the lane upon order of any Safety Steward or a Race Official of the club or track. Violators may also be cited and fined by County Fire or County or State Police agencies in addition to being required to move from the fire lane.
- **NO STAKES** or any other object may be driven into pavement at any track. Racing cars and other heavy objects must be supported with jack stands and such stands must have a wood, metal or other pad between it and the asphalt to distribute the weight and avoid damage to the surface. Drivers and or entrants will be charged for asphalt repairs caused by improper or inadequate jack support.
- **SURFACE DAMAGE** caused by the spilling of fuel, solvent, oil or any other material may result in the track charging the driver and/or entrant for damage to the surface or required clean up. The driver's pit stall is the driver's/entrant's responsibility, not the crewmembers.
- **USED TIRES** may not be left at the tire shop or any other location within the track without the permission of the tire shop staff. Used tires may never be left at the track.





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## ⇒ GENERAL INFORMATION...continued:

- **HAZARDOUS WASTE MATERIALS:** Any person bringing hazardous waste materials to the track must remove all such materials from the track. Whenever the track provides an official used oil dump station/fuel station, appropriate and approved fluids may be deposited. Charges and other sanctions will be assessed for violations at all tracks. Violators may also be subject to a minimum fine of \$500 per offense imposed by track management.
- **SPEED LIMIT:** There is a speed limit for all vehicles (including race cars, golf carts and two or three wheeled vehicles of any type) at each track. Speed limits are set by each track and strictly enforced by track and Club officials. All Club members and visitors are expected to identify and obey such limits. Club and track sanctions may run from warnings and fines to the violator's removal from the property depending on the severity of the offense.

## ⇒ BUTTONWILLOW RACEWAY PARK:

- **AFTER HOURS ENTRY at BRP** is permitted. Entrance Deposit Tickets are available from the Security Guard at the gate. A refundable \$20.00 deposit per person is required (payable in cash or check). This deposit will be refunded per the instructions on the Deposit Ticket.
- **OVERNIGHT PARKING** is allowed when security is in place and appropriate credentials are in hand. RV spaces with power (30 and 50-amp breakers) and water are available for a fee at BRP. Call for reservations at 661-764-5333. **NO CAMPING IS PERMITTED AFTER EVENT IS OVER WITHOUT THE WRITTEN PERMISSION OF TRACK MANAGEMENT.**
- **PARKING ON THE ENTRY DRIVEWAY:** The entry driveway between the highway and the actual track entrance at BRP must remain open to traffic at all times. Parking is permitted on the west lane of the roadway (**NO SHOULDER PARKING – PARK ONLY WITHIN THE LANE AND ON THE ROADWAY SURFACE**). The middle lane must remain open as must the exit lane.





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## FRIDAY – April 27, 2018

8:00	Group 1	20 Minute Practice
8:30	Group 2	20 Minute Practice
9:00	Group 3	20 Minute Practice
9:30	Group 4	20 Minute Practice
10:00	Break	10 Minute Break
10:10	Group 5	20 Minute Practice
10:40	Group 6	20 Minute Practice
11:10	Group 7	20 Minute Practice
11:40	Group 8	20 Minute Practice
12:05	Lunch	60 Minute Lunch
1:05	Group 1	20 Minute Qualification #1
1:35	Group 2	20 Minute Qualification #1
2:05	Group 3	20 Minute Qualification #1
2:35	Group 4	20 Minute Qualification #1
3:05	Break	10 Minute Break
3:15	Group 5	20 Minute Qualification #1
3:45	Group 6	20 Minute Qualification #1
4:15	Group 7	20 Minute Qualification #1
4:45	Group 8	20 Minute Qualification #1

## SATURDAY – April 28, 2018

7:30	Group 1	15 Minute Qualifying #2
7:55	Group 2	15 Minute Qualifying #2
8:20	Group 3	15 Minute Qualifying #2
8:45	Group 4	15 Minute Qualifying #2
9:10	Break	10 Minute Break
9:20	Group 5	15 Minute Qualifying #2
9:45	Group 6	15 Minute Qualifying #2
10:10	Group 7	15 Minute Qualifying #2
10:35	Group 8	15 Minute Qualifying #2
10:55	Lunch	60 Minute Lunch
11:55	Group 1	25 Minute Race
12:35	Group 2	25 Minute Race
1:15	Group 3	25 Minute Race
1:55	Group 4	25 Minute Race
2:35	Break	10 Minute Break
2:45	Group 5	25 Minute Race
3:25	Group 6	25 Minute Race
4:05	Group 7	25 Minute Race
4:45	Group 8	25 Minute Race

## SUNDAY – April 29, 2018

7:30	Group A	15 minute WARM UP
7:55	Group B	15 minute WARM UP
8:20	Group 1	17 Laps or 35 Minute Race WOF
9:20	Group 2	17 Laps or 35 Minute Race WOF
10:15	Break	10 Minute Break
10:25	Group 3	17 Laps or 35 Minute Race WOF
11:25	Group 4	17 Laps or 35 Minute Race WOF
12:15	Lunch	60 Minute Lunch
1:15	Group 5	17 Laps or 35 Minute Race WOF
2:15	Group 6	17 Laps or 35 Minute Race WOF
3:10	Break	10 Minute Break
3:20	Group 7	17 Laps or 35 Minute Race WOF
4:20	Group 8	17 Laps or 35 Minute Race WOF

NOTE – times noted are "Off-The-Grid" times. 5-Minute Board is 5 minutes prior to the printed times. Clock starts as you leave Grid for Practice and Qualifying. Clock starts at the Starter's Green for all Races

## REGISTRATION HOURS

Thursday ..... 3:00P - 7:00P

Fri & Sat ..... 6:30A - 11:00A

Sunday ..... 7:00A - 9:00A

## TECH INSPECTION HOURS

Thursday ..... Open 3:00 PM

Fri-Sun ..... Open 7:00 AM

**\*\*\*TECH is CLOSED at Lunch**

Tech stickers will be given out at Registration only to those Drivers with an annual TECH and a **helmet with a 2018 sticker**. Bring your Log Book to Registration. All other Drivers must go to the TECH Trailer during scheduled hours.

## OFFICIALS

- Series Race Director ..... Ken Patterson
- Series Administrator ..... Ceci Smith
- Region Chief Steward ..... TBD
- Chairman, SOM ..... TBD
- Emergency ..... Billy Roper
- F&C ..... Jeff White
- Grid ..... Genie Parsons
- Log ..... Karen Stewart
- Pace Car ..... Steve Lowery
- Race Chairman ..... Mark Smith
- Registration ..... Penny Coy
- Starter ..... Tracy Cain
- Tech ..... Chuck Knox
- Timing & Scoring ..... Ellen Lowery

## RUN GROUPS

Group 1: SRF3

Group 2: SM

Group 3: FB, FC, FE, FE2, P1, P2

Group 4: EP, FP, HP, GTL, B-SPEC

Group 5: FV, FF, F5

Group 6: GT1, GT2, GT3, AS, T1

Group 7: STL, STU, T2, T3, T4

Group 8: FA, FM

Group A WARM-UP = Groups 2, 4, 6, 7

Group B WARM-UP = Groups 1, 3, 5, 8

