



From: Costa Dunias, Race Director
To: 2019 Runoffs® Competitors and Entrants

Subject: **Welcome to the 2019 SCCA National Championship Runoffs®!**

As your Runoffs® Race Director, I'd like to begin by thanking all of you for participating in the various SCCA series to qualify for this National Championship event. I look forward to seeing you as the event progresses.

For the first time since the Runoffs® began it is being held at Virginia International Raceway! Almost 500 SCCA officials, the SCCA National Staff, and the VIR 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 Virginia International Raceway and the Runoffs®.**

I am including the updated SCCA statement regarding our interaction with each other as it applies to competitors as well as officials. It is expected we will all strive to meet this standard during our championships.

The Mission of the SCCA® is to fuel a safe, fun and exciting motorsports experience for automotive enthusiasts. The Club's Vision is to be the preferred motorsports community in the United States, built on fun, shared passion and access to an exhilarating motorsports experience. In all its activities, the SCCA seeks to foster an atmosphere that encourages living the Values of the SCCA, which include:

***Excellence: The Spirit of a Competitor
Service: The Heart of a Volunteer
Passion: The Attitude of an Enthusiast
Team: The Art of Working Together
Experience: The Act of Wowing our Community
Stewardship: The Mindset of an Owner***

The SCCA strives to ensure ALL participants at its events and activities enjoy a welcoming environment. The SCCA supports equality of opportunity and treatment for all participants and will make every effort to maintain an environment that is free of harassment, discrimination and any behavior that interferes with a safe, fun and exciting experience. A commitment to a welcoming environment and the SCCA Values is expected of all members and attendees, including drivers, workers, crew, guests, staff, contractors and exhibitors, and other participants at SCCA activities, sessions and social events when representing the SCCA in print or electronic media.

Coming to a new Runoffs® venue means change to some of the key components of the event as we adapt to the unique elements 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 understand 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 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 the Driver/Team Information link as well as the General Event Information link on the Runoffs® page of the SCCA website: <https://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 the trailers in the paddock between main north and main south paddocks near the pond and speak with Assistant Race Director, Ken Patterson, or me.**



Texting: SMS messaging will be used to communicate important information to you while at the event. To receive SMS notifications, please see event text messaging under Event Information: <https://www.scca.com/runoffs> Be sure to opt-in to each group that you wish to receive notifications for. The app used at previous events will not be used

Radio Frequencies: Radio frequencies for all communications are digital and will not be made available to competitors at the request of the frequency licensee. The corner net will be rebroadcast on 451.5125.

Be aware that you may not be able to hear the PA announcements in the area that you are paddocked. We suggest that you come prepared with an FM radio and tune into 89.9 FM while at the track for PA announcements and racing action.

Grid: For those sessions with more than one class; the classes will be split on the grid for separation only for the first **qualifying** session. The second and third **qualifying** sessions will have the classes blended based on the cumulative fastest times from the previous session(s).

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 5.12 of the Supplemental Regulations for more details. Report to grid at least five minutes before the end of the current on track session.

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: Medical services will be provided by ambulances in the Main Paddock near the Race Control building. Ambulances will be onsite thirty (30) minutes prior to on-track activity and for sixty (60) minutes after the last on-track activity. Emergency medical assistance is available at all times by calling 9-1-1.

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 10-15 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. Ensure that your subscription to MYLAPS is current. If your transponder is not working, you will not be timed: see the Timing section of the supps #8. 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 and course workers 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.scca.com/runoffs

RULES OF THE ROAD:

Pace Car/Safety 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 right pit lane. **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. Similarly, GCR 6.6.2.B.1.iii requires the lead car maintain the speed of the Safety Car until the green flag on a restart.** If speed is increased above the Pace Car or Safety Car speed prior to the Green Flag, you risk a wave-off and/or penalty for a jumped start.

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 left. 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. 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.

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.

Emergency Services: Please be aware of your paddock spot location and number – this will facilitate the return of your vehicle in the unlikely event you receive on track assistance or pickup.

VIR has many cutouts that may be used for your safe exit from the track if you have on-track issues with your car. These cutouts are highlighted for easy identification with **ORANGE** markings at the pull-off location, please identify these on your early track encounters. A map showing the locations is on the event site under maps (safety zone areas).

Runoffs Qualifying & Race Sessions, Incidents on Track, and Safety Cars:

VIR is a big long track and, due to that, a Black-Flag-All and a following restart from Pit Lane consumes a LOT of time. Qualifying sessions are relatively short, and during racing the clock is always ticking, so to make the most out of our available time, we’re trying something different this year, to preserve your on-track minutes. If there is an incident on track that would normally require Emergency Vehicles for clean-up but does not involve significant track surface blockage, we will try to avoid a “Black-Flag-All.”

Qualifying – How will this work?

We’ll do this by going “Full Course Yellow” and dispatching 3 Safety Cars – from the main Pit Lane in the North Paddock, from the South Paddock Pits (just past Oak Tree) and from the cross-over road just past the overhead bridge at Turn 7. All three cars will be on course, as soon as possible, and will move at roughly the same speed. This allows the whole field to quickly be under the control of the Safety Cars, and for Emergency Vehicles to be dispatched and begin their work.

Once the track is clear and we’re able to go back to Green Flag conditions, those Safety Cars will turn off their overhead lights and duck off track at the North Paddock, South Paddock or one of the Patriot Course cut-offs – at Turn 7 or on the back straight approaching Turn 14 – the Top of Roller Coaster.

When all Safety Cars are off the track, all Flag Stations will drop the Full Course Yellow flags and wave Green Flags for a period of time, indicating that the track has gone back to Green condition. Traffic will be more spread-out than during a Pit Lane release, so you’ll likely get more “clean laps”. You may choose to come to Pit Road and wait for the session to resume, or you may stay out, circulating behind the Safety Cars. “Staying out on track” allows your tires to retain some heat and, as we re-start the session, potentially a faster restart for most (if not all) participants. We know how long it takes for big groups to clear the Pits on a re-start...and this avoids that delay.

Should you be on Pit Lane during a Full-Course Yellow when the above procedures are underway, please be aware that Pit Out will be closed, displaying a Red Flag, when a pack of cars, led by a Safety Car, is on the Front Straight. Pit Out will reopen as soon as the back of that pack has cleared Pit Out, and you may rejoin at the back of that pack.

This procedure will require your cooperation to maximize your on-track minutes. You will need to carefully approach, pass thru and clear any incident scene, at a reasonable speed. The Safety Cars on track will set a pace and, if possible, pick up the pace once cleared of an incident scene.

Races – How will this work?

If, during a championship race, there is an incident that requires Emergency Vehicles to respond on-track, Race Control will order “Full Course Yellow”, followed by “Safety Car”. One, two or three of the Safety Cars will dispatch – depending on how spread out the whole field has become. If this occurs right at the start of a race, we may only dispatch one Safety Car, as the field is still very closely bunched. Later in a race, when the field is spread throughout the track, we will dispatch all three Safety Cars – one from the main Pit Lane in the North Paddock, one from the Turn 7/Patriot Course cross-over road, and one from the South Paddock Pit Road.

Why three Safety Cars? Because it allows us to quickly control all cars on the track, and allows Emergency Vehicles to respond to the incident triggering the Full Course Yellow.

The 2nd, or 2nd and 3rd Safety Cars, will catch up to the pack behind the Safety Car that has captured the overall leader, when not in the area of the emergency/clean-up. Once any of those 2nd or 3rd Safety Cars has caught



the back of a pack in front, they will turn their lights out and duck off the track – maybe in the South Paddock, maybe at one of the Patriot Course crossover roads. In this way, all the packs can be merged while Emergency Vehicles and Cleanup crews are working at the incident scene.

Once the incident has been cleaned up, and any packs behind Safety Cars have been merged into one pack, lead by the lead Safety Car and the overall leader, we'll go back to Green Flag racing **with a restart at the start/finish line on the main straight.**

This will all require your cooperation. Use care **through** incident scenes, and don't make the emergency & cleanup staffs feel uncomfortable sharing space with you out between the guardrails.

Local Yellow Flags: Hot tows will not be performed under local yellows.

Sound: Sound will be monitored and enforced at the 2019 Runoffs®, per the GCR and supplemental regulations.

Track Walk: At the end of the test day Sunday and Monday, we plan to commence a track walk at approximately 5:45 pm until 7:00 pm. We will enter/exit at the east gate of pit lane (gate 12). Pit vehicles bearing the required event pit vehicle pass and bicycles may be used at a normal walking speed. Do not leave trash on the track. Track conditions may require rescheduling/cancellation of the Track Walk.

Virginia International Raceway is one of the more traditional racing venues we visit. 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 VIR.

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®.

A handwritten signature in black ink, appearing to read "Costa", written over a diagonal line.

Costa Dunias
Race Director