

RACING ROOM

CLUB RACING BY JOHN NESBITT

HOW RACES ARE ORGANIZED

What goes on before you get to the track to go racing? There are a few components we need to look at in order to see exactly what it takes to hold a successful Club Racing weekend.

THE MECHANICS OF THE WEEKEND

It starts with the region, or consortium of regions, deciding to stage an event. The region negotiates with a track for a date. In today's world, tracks often simply present dates to regions on a take-it-or-leave-it basis. This is the cause of most scheduling conflicts.

The region, usually via a Competition Committee, will decide on the format of the event (what competitions to offer and which classes to invite). The next step is to appoint a Race Chair for the event.

RACE CHAIR

The Race Chair is the person who creates the logistical framework for the event, both before the race and at the track. This includes:

- Drafting the budget, schedule and Supplemental Regulations (supps), in cooperation with the region and the Chief Steward. The supps are approved by the divisional Executive Steward. The SCCA National Office then grants a sanction for the event.
- Securing event insurance, trophies, food, equipment and services needed for the event.
- Arranging for event officials (except stewards, who are appointed by the divisional Executive Steward).

Broadly speaking, the Race Chair is in charge of the event up until the moment the supps are published and registration is opened. Then control passes to the Chief Steward.

CHIEF STEWARD

The Chief Steward executes the event, supervises event officials and controls cars and competition. We shall look

more closely at the functions and powers of the Chief Steward in a later article, but he or she is the chief executive at the event. All officials, except the Stewards of the Meeting, derive their authority from the Chief Steward. The Chief Steward is in charge from the moment registration opens until the end of the event.

STEWARDS OF THE MEETING

The Stewards of the Meeting (SOM) must approve any changes to the schedule or supps (e.g. to combine race groups or change session lengths) once registration has opened and entries have been accepted.

The SOM can make schedule or race group changes and changes for safety reasons or *force majeure* on its own authority. Other changes require the unanimous consent of the affected competitors.

ENTERING AN EVENT

The region will post supps and start accepting entries about a month

before the event. There are almost as many different registration processes as there are regions, but the essentials are always the same.

By entering an event and signing the entry form, you make a number of commitments. You acknowledge and accept the GCR and supps, and agree to be bound by them. You affirm that your car is compliant for the class in which it is entered. You take responsibility for your car and equipment, your actions and the actions of your crew and minors for whom you have signed a waiver.

Always review the supps, which create the specific conditions for the event. They contain useful information (e.g. the schedule, sound control rules, quiet hours, paddock rules, licenses accepted, etc.)

TEST DAYS

There are two kinds of pre-race test days. Most are put on by the track, not the organizing region, and are thus not part of the event itself. The track will set the price and enforce its own rules. Remember that SCCA event insurance and SCCA services will not be available in these circumstances.

In a few cases, the region itself puts on the test day. These events carry SCCA insurance and sanction. Check the event supps to determine which type of test day is being staged.

The Race Chair is responsible for the logistics of a race weekend. The Chief Steward is in control from the moment the race supps are published and registration is opened through the end of the event.

“THE REGION... WILL DECIDE ON THE FORMAT OF THE EVENT”



D.E. BAER