

# Series Reports

SPORTS CAR CLUB OF AMERICA AUGUST 2010  
REPORTS FROM SCCA'S  
NATIONAL COMPETITION SERIES

## RACING ROOM

CLUB RACING BY JOHN NESBITT

### HOW THINGS WORK AT THE TRACK

**A** Club Racing weekend is a complex machine, with many moving parts. Here are seven things that can make your weekend easier.

#### STAY INFORMED

Read the Supplemental Regulations (supps) before leaving for the track. Check your registration packet; there may be information in it that affects you. Attend the drivers meeting (usually at lunchtime on Saturday). If the Chief Steward has made any changes to the weekend, they will be announced here.

#### GET ORIENTED

When you arrive at the track, find out where tech is, how to get to the grid, where and when services (fuel, food, air) are available, where sound readings and results are posted. The folks in registration can answer your questions.

#### READ THE SCHEDULE

Be aware of when your group will be on track. It is your responsibility to be on the grid in time for your session. If you are not in position at the one-minute warning, you lose your place and start from the back.

Some regions don't print specific times for each group's session. In those

cases, the supps will specify the start time for the day's activities and the order in which groups go on track. Regardless of whether times are printed, it is on you to be aware of when you should be going to the grid. You may not hear any PA announcement.

Event organizers try to maximize track time for entrants. They are not inclined to hold a group on the grid, waiting for latecomers.

#### RACE GROUP CHANGES

To make the best use of track time for the actual entry, the Chief Steward may request the Stewards of the Meeting (SOM) to modify the race groups, perhaps moving a class to another group or combining groups. When this happens, the affected cars move to the later group. For example, if Groups 2 and 4 are combined, they become Group 4. The rationale is obvious: drivers who didn't hear about the change won't then come to the grid and find that their combined group has already run.

The exception to this rule is that cars can move forward (become Group 2 in our example) with the unanimous consent of the affected entrants.

#### CHANGING CAR, CLASS, NUMBER OR DRIVER

You can change any of these with the permission of the Chief Steward or a designated official. You must notify registration, tech, and Timing & Scoring (T&S).

If you change car, class or driver, you lose all qualifying times set up to that point. If you change cars, you must obtain a new tech sticker before going on track.

Remember that putting someone other than the registered driver in the car, even for just one session to debug the car, is a grave breach of the rules. It will expose both you and the substitute driver to very serious consequences.

#### TRANSPONDER ISSUES

If T&S cannot read your transponder, you will be notified, either by a signal at start/finish or as you come off the track. If your transponder has died, you may be able to purchase or rent a replacement. Notify T&S of your new transponder number.

You can race without a functioning transponder, but your times will likely not be recorded.

#### ASK THE RIGHT PEOPLE

If you have a question or a problem, the person to see is the Chief Steward. He or she can help you, or direct you to the person who can.

If you are having a problem with an event official, speak to the Chief Steward. All event officials except the SOM report to the Chief Steward.

Many events have a Driver's Advisor. This person, usually a steward, can help you navigate the system (like filing a protest), but cannot act as your advocate.

**A racetrack facility can be quite large. When you arrive, you should always familiarize yourself with – among other things – the locations of tech and grid, and services like fuel, food and air.**



DENNIS WOOD