



2025 SCCA National Championship Runoffs

Drivers Briefing Notes from Race Director Steve Pence

Changes in Race Director Role

- In the past, drivers saw the Race Director when they were upset about an action that was already taken
- This year, the Race Director will be involved in the “actions” loop early on.
- This should:
 - Speed up the overall process
 - Increase your satisfaction with outcomes

New Stewards Actions Process

- Three Possibilities
 - Tower does a CSA (Chief Steward’s Action) if they can figure it out (very fast)
 - If not, Tower sends drivers to Race Director for a mini-hearing (10-20 minutes)
 - If RD can figure it out and the drivers accept the outcome, a CSA concludes the matter
 - If the RD can’t figure it out in a reasonable time, OR if either driver does not accept the RD’s conclusion, the RD can issue a RFA (Request for Action) which sends the matter to the Stewards of the Meeting for a full hearing where it starts from scratch (several hours)

Protest Process

- You might want to protest a CSA or some other matter that we missed
- The process is different this year!
 - Starts by seeing RD and the Driver Advisors in the RD trailer at SOC near pit out
 - Once you have everything in order, we’ll send you to Trailer Town to officially file the paper and pay the \$150 fee

Green To Checker

- More to it than just avoiding contact
- Local Yellow Flag Response
 - Yellows mean more than “no passing”
 - The rules for standing and waving yellows both say, “SLOW SIGNIFICANTLY”
 - The Sprints saw several terrible responses during qualifying

Local Yellow Scenarios

- Test Days
 - Nothing on the line
 - No reason not to *seriously* slow down
 - Chill completely out
 - Show the officials that you know what a yellow flag means and SLOW SIGNIFICANTLY!



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Local Yellow Scenarios

- Qualifying
 - No way you should set your best qualifying lap if you go through a yellow flag zone
 - Back off and prepare for your next hot lap
 - Overdriving a yellow is likely to draw a grid place penalty for the race
 - Don't risk it!
- Races
 - You have pressure not to "over slow," but you still have an obligation to slow significantly
 - If your group can't find a way to comply, you will get what you deserve, FCY.
 - We would rather see you have 13 of the 14 corners free to race
 - But...it's up to you
- Remember
 - Slowing significantly is subjective
 - Slow enough that a corner worker can tell that you slowed
 - Flaggers will be briefed to watch for bad responses
 - Different scenarios require different responses
 - Right next to the track vs 50' off
 - Your video or data will need to show a significant difference

Test Day Requirements

- To Go On-Track You MUST Have:
 - Your Safety Equipment
 - Test Day Sticker
 - 2025 Runoffs Sticker
 - Past Runoffs Stickers Covered or Taped Over
 - Operational Transponder
 - Functioning Flagtronics
 - Credentials worn on your wrist
 - DON'T take it out on a grid worker if you don't have your act together!

Test Days and Qualifying

- Checker Location is T13
 - Courtesy Black Flag at T14
 - Penalty for running checker during qualifying is loss of the day's times
- Timing Line is between T 13 and T14
 - Don't slow down until T14!
- Multiple Safety Cars are Possible for FCY
 - We won't drop the yellows until the last safety car is in
 - Don't resume speed just because your safety car left the track



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Qualifying Out Lap Flag Conditions

- Cars released under Full Course Yellow until Turn 8.
- Once you pass the double yellows at Turn 8 you are on a Green Flag track.
- No impeding

Races: Start and Restart Procedures

- Based on the survey we will use the Acceleration Zone
- Applies to Race Starts and Restarts
- Defined by start banners on the front straight
- Leader must *maintain safety car speed* at least until reaching the first start banner.
 - The leader may then accelerate at a point of their choosing
 - If they haven't accelerated by the second start banner, the starter will wave the green at that point.

Key Points for Starts and Restarts

- Possible for a polesitter/leader to get a jumped start penalty by accelerating early
- Wave-offs remain possible, even if the leader has accelerated.
 - only used a last resort when a field is extraordinarily out of control
 - maintain speed through Turn 1 without passing.
 - we will be Full Course Yellow just as we were before the start
 - GRADUALLY reduce speed with the goal of being at safety car speed after Turn 3
 - Safety car should pick you up in the vicinity of Turn 5.
- Start judges will report jumped starts, cars out of position, and early passes.

Track Limits

- If you go off track, you may rejoin but you MUST do so safely
 - The obligation to rejoin safely is 100% on the car who went off track
 - The cars on track owe you nothing if you exceeded track limits
 - If there is a line of cars at the edge of the track, your re-entry might be difficult
- Cars on track should be smart and use discretion
 - Not continuing ruins your day no matter what!

Flagtronics

- [Watch Eric Prill's latest video to understand how the use of Flagtronics has evolved](#)
- Make sure your system is up to date to avoid hassles with officials
 - See Tech for help if you need
- Non-functioning units will trigger penalties
- [Understand the Flagtronics Display Information before you arrive](#)



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Practical Reminders To Avoid Penalties

- Losing position on the pace lap
 - May only rejoin at the back
 - Penalties are **HUGE**, just go to the back
 - Different on restarts, just fall into place wherever you are
- Pit Lane Speed Limit - 45mph
 - Flagtronics is watching

Rain

- The GCR gives us two options:
 - If we are less than halfway, we can stop the race and give the drivers 15 minutes to change tires
 - If we are halfway or more that flexibility goes away but we can throw an early checker
 - Pit stops are not a normal part of Club Racing
 - If it was foreseeable that rain is coming don't expect us to stop.
 - BUT, if the race is falling apart before halfway, we will stop the race to allow a tire change.
 - If we're more than halfway and conditions are deteriorating, an early checker is likely.
- Rain racing can produce surprising winners
- Race control absolutely does NOT want to be part of the story
 - Our decisions could reward some strategies more than others.
 - We'll make the best decisions possible in the moment
 - We'll err on the side of safety

Stopping the Clock

- 40-minute window to finish a 13-lap race
- If there is a delay and the clock runs out, we can add laps or time to extend the race
- One shot at a Green, White, Checker
- No one-lap shootouts

Final Thoughts

- We're here to crown National Champions
- 115% Rule will be enforced
- Let's settle this with lots of Green Flag racing
- Respect Yellows
- Remember that hope is not a strategy
- Be smart

Be safe, have fun and GOOD LUCK!!!