



Event Class Ambassador's Briefing

Hoosier Racing Tire SCCA Super Tour Presented by Cal Club

Greg Amy

Welcome SM & SMX Drivers & Teams!

I'm Greg Amy, and I'll be your SM and SMX Class Ambassador again for 2026. I'm here for all SM and SMX participants - including crew and family members - to help improve your experience at Hoosier Super Tour events.

I wanted to open the season with some reminders that the Stewards asked me to pass along. If you have questions about any of these, please let me know.

For all participants joining us at Buttonwillow, please make sure you download the Sportity app, and input the event password: **26-HST-BUTTONWILLOW**. We will be using this app to communicate updates, calls to grid, plus it's a bulletin board to find all pertinent information about the event.

First, a **Buttonwillow-specific note**: the first session on Saturday is an *untimed practice* so tires are open and Tech will not be marking tires until after the qualifying session (GCR 9.1.7.C.6 and 9.1.7.1.D.16). Same goes for uploading SMX data: not required until after the qualifying session (9.1.7.1.D.20).

SMX DATA UPLOADS: you are required to upload your data to data@specmx-5.com within 60 minutes of the end of every timed session (qualifications and races). Please ensure you have whatever you need to do that (laptops, hotspots, etc). If you have delays or problems with uploading data then let us know ASAP.

"KART STARTS:" this refers to the aggressive contact before the green flag, both on initial starts and restarts. This has caused significant issues, including wrecked cars - usually right in front of the stewards. This may be a common practice in karting (thus the name) but we must stop doing this.

The stewards have made it clear that while bump drafting during a race may be overlooked, *any* contact before the green flag will be considered disallowed intentional contact (GCR 6.11.1.A) and may be penalized.

CONTACT REPORTING/IMPOUND: GCR 6.11.1.E specifically requires that "if a driver is involved in significant body contact, the driver and car shall stop at the designated incident investigation site for review". If contact is reported by someone else (flaggers, drivers) and you do not stop then you risk penalties.

If you are involved in contact, stop at Impound and ask at the SCCA Tech trailer if you need to report.

SAFE RE-ENTRY: Stewards have observed drivers going out-of-bounds and then forcing their way back in, sometimes resulting in contact and/or issues with other drivers. Stewards will be watching for this.

If you leave the racing surface (Appendix A.27) then you have effectively surrendered your right to the track; it's your responsibility to make a safe re-entry without contact or otherwise forcing others to compensate, even by lifting if needed. Streaming video of the race, cameras, and data could be used to review it.

QUALIFICATION PROCEDURES: There's a new section in the supps around qualification procedures. The short version: if you're warming up, get out of the way of other cars on hot laps. You probably heard about what happened at the 2025 Runoffs and it caused quite a mess.

If you're looking for a drafting partner, coordinate in advance and arrive together at Grid; there's no requirement to take your slotted grid spot, you can always start in the back. And remember that the rest of the track is hot, so once you roll, you need to go!

I will arrive Friday, February 20 and be located at the Hoosier Super Tour trailer, near Tech/Impound. Please reach out or come visit if you have questions or need assistance.

That's it for now! I'm really looking forward to this season, and I'll see you at Buttonwillow!

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