

March 5, 2021



All SRO America competitors, welcome to the 2021 season!

With the Covid 19 protocols which are in place, we are unable to hold an in-person drivers briefing, but we trust that all of you have fulfilled the requirements of reviewing the on-line drivers briefing presentation on the teams.sro-america.com site. If you have not done so, please do so as soon as possible.

In addition, we wanted to take just a few moments to go over a couple of things before both the season and the weekend begin in earnest.

First of all: expectations. Every competitor here is a licensed professional racecar driver. Race Control, SRO staff and the other competitors that you race with all expect each driver to be just that...professional. That extends beyond the behavior on the racetrack to behavior in the paddock, tech and even beyond the racetrack environment. You represent your team, your manufacturer and SRO America as an entrant in this series.

As for on-track behavior, we all know that, as competitive as this series is and as close as the cars run on-track, some degree of contact can be expected. This is not vintage racing where "no touching" rules sometimes exist. However, it is the drivers' responsibility to ensure that everything that can be done is done, to eliminate contact as much as possible. In the drivers briefing, we mention "incidental" and "consequential" contact. Two cars touching side-to-side resulting in no damage and occurring during a proper pass is one thing (incidental). A car using contact to create the opportunity and to complete the pass or resulting from an improper move, is another (consequential). Contact should be the exception, not the rule. Any incident of contact may be reviewed and sent to the Stewards for potential action.

For the weekend, the expectations are for you and your team to know the rules and the timetable and to adhere to them as directed. Any questions that you may have about procedures and the like, please do not hesitate to ask and SRO representative/official. Everyone's experience will be better if we all understand and work off of the same rules and regulations, timetables and expectations.

Specific items for the weekend:

Track Limits

Drivers are permitted to use all of the curbing this weekend but NOT areas behind the curbing. Per the International Sporting Code, "Drivers must use the track at all times. For the avoidance of doubt, the white lines defining the track edges are considered to be part of the track but the kerbs are not." As stated above, we WILL allow use of the kerbing/curbing this weekend. The code goes on to say that, "Should a car leave the track for any reason, and without prejudice to 2(d) below, the driver may rejoin. However, this may only be done when it is safe to do so and without gaining any advantage." On the far end of the racetrack in the area between Turn 7 and Turn 7A, cars will not be called for going beyond the line on drivers left at the exit of Turn 7. However, you will be deemed to be beyond track limits which means that any "return" to the racing surface inside the line must be done safely without endangering other competitors. Also, if that area of the racetrack is utilized to initiate and complete a pass, that pass will be reviewed and the driver may be penalized or positions changed because of such a move outside of track limits.

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Another area on the racetrack that WILL be monitored is the Turn 9 complex. Drivers are allowed to run up on both apex kerbings/curbings in the Turn 9 complex. The left-hand apex kerbing/curbing is quite large and may accommodate all 4 wheels on some vehicles. The initial apex curbing in the right-hand section of Turn 9 MUST BE RESPECTED. Drivers will be warned and may be penalized for dropping right side tires in the dirt INSIDE the right-hand apex kerbing/curbing in Turn 9 (sometimes referred to as 9A). While any time advantage gained by doing so may be minimal at best, the issue is that such action litters the racetrack with dirt and sand and directly impacts the following vehicles. IN QUALIFYING, LAP TIMES MAY BE DELETED FOR DROPPING WHEELS INSIDE THE RIGHT-HAND APEX CURBING IN TURN 9.

STARTS

The driver who has qualified on pole has the right to start the race. Once the field has paired up, they MUST maintain the pace of the Pace Car until the start. (Speed will be monitored in real time to determine compliance and penalties may apply.) The front row will lead the field through Turn 12 where you will see a blue banner on drivers right and left (Geico Restart Zone). Once the pole sitting driver is in that zone, he may accelerate at will. If that driver has not accelerated by the end of the zone, the flag will be displayed. No gamesmanship (accel/decel) coming to the start. Passing may commence upon display of the green.

RESTARTS

Tire scrubbing/brake warming MUST CEASE once the lights are extinguished on the Safety Car. The Safety Car will then accelerate away from the field out of Turn 9/10. The leader MUST MAINTAIN THE PACE OF THE SAFETY CAR. (Speed data will be monitored in real time to determine compliance and penalties may apply.) **In all GT classes**, the leader should look for two sets of two (2) orange cones on the pit wall, drivers left, after the exit of Turn 11. The leader may accelerate in that zone designated by the aforementioned cones. The green will be displayed. **In TC-America**, the restart zone is the aforementioned Geico restart Zone. Once in the restart zone, the leader may accelerate. IN ALL CLASSES, NO PASSING MAY TAKE PLACE UNTIL THE CONTROL LINE (START/FINISH) HAS BEEN CROSSED.

For TC Classes ONLY

STARTS – Remember that there will be ONE Pace Car for TC America but each class should maintain approximately 200 feet between classes. Each class has its own Pole sitting car/driver. There will be one green flag for TCX/TC. There will be a separate green flag for TCA. No passing within your class until YOUR green flag is displayed.

RESTARTS – TC class splits will ONLY happen if time permits. There will be one green flag for all classes.

Like all of you, we are looking forward to a great beginning to the 2021 season. Thank you for racing with us and good luck with your weekend.


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