



VIR Spring Sprints Majors
Eastern Conference Majors Event
North Carolina Region
April 18-20, 2014
VIRginia International Raceway
Sanction #14-M-2969-S

SUPPLEMENTARY REGULATIONS

This event is governed by the 2014 General Competition Rules (GCR) and Category Specifications, as amended for 2014 per "FasTrack".

REGISTRATION: Drivers can register for the race online at www.ncrscga.com. Drivers without internet access may request a paper entry form and mail it with their entry fees to the Chief Registrar:

Ginny Condrey, 4455 NC Hwy. 87 N., Pittsboro, NC 27312, 919-542-5384

Do not mail entries by any method that requires a signature upon delivery.

Make checks payable to **NCR-SCCA**. A fee in the amount of \$35 will be charged for any check returned by the bank. A refund, minus applicable credit card fees, will be made if the entry is withdrawn prior to receiving a Tech sticker. If you pre-enter and are a no show, your check will be destroyed and any credit card payments will be credited back to your card, minus applicable credit card fees. If you sign in at registration and do not go thru, or pass, Tech, you must notify the Chief of Registration in writing, *BEFORE YOU LEAVE THE TRACK*, in order to receive your refund. Phone/fax entries will not be accepted.

At-event Registration will be held in the Synergy building located in the VIR Raceplex. Follow signs from the main entrance to the raceway.

ENTRY FEES: Entry fee for the three-day weekend is \$595. Each SRF and FE entry will be charged an additional \$20.00 compliance fee per entry for the weekend.

ENTRY FEE PAYMENT: Drivers, who complete their registration online, via the ncrscga.com website, will have the option of paying by credit card at the time of registration. Note that credit card fees will be deducted from refund in the case of cancellation. Drivers wishing to avoid the possibility of losing any portion of entry fees from credit card fees due to cancellation should plan to pay by check. Entry fee payments by check/money order or credit card for online registrants not received by the Registrar by 04/15/2014 may result a delay in processing your registration at the track.

PASSES: Each entry receives four (4) passes, including the driver and entrant. Gate passes should be printed at the time of registration. Notify the registrar if you were unable to print gate passes at that time.

Additional passes, to a maximum crew of 5, may be purchased at Registration for \$10 each. Workers, guests, & crew must sign for their own passes and must arrive while registration is open.

Workers and members are limited to one guest each. Worker license and membership card must be presented at registration. SCCA members, crew and guests who arrive outside of the posted hours of registration will be required to purchase a spectator pass to gain admission. Prices vary. See www.virnow.com for details.

DRIVER ELIGIBILITY: Drivers must be a current member of the SCCA and have a current SCCA Regional, National, or Full Competition license or SCCA Pro license to participate in this event. If you do not have the proper credentials it is your responsibility to contact the Registrar prior to the event.

CAR ELIGIBILITY: Competition is open to all cars conforming to the GCR, as amended. All cars are required to use fully operational AMB transponders, and the driver is responsible for providing correct information to Timing & Scoring. All cars are required to have US Majors Tour stickers visibly placed on each side of the vehicle. Stickers will be provided free of charge and may be obtained at registration and/or tech.

COMPETITION NUMBERS: For entries received by the registrar through noon on March 28, 2013, Majors Series numbers that were reserved via the Majors Series Registration prior to the opening of online



registration for this event will receive priority assignment. Secondary preference will be given to 2014 SEDiv reserved number holders. Due to the combination of classes within the run groups this may not be possible in all cases. At noon on March 28, 2013, all unused reserved numbers will be released on a first-come, first-served basis.

TECH: All drivers without a current year helmet sticker must present all driver gear as required by the GCR, vehicle logbook, and completed tech card to Tech. If your car requires an annual tech you must also bring the car to Tech. Tech will be located inside the paddock.

EXPRESS TECH: Drivers with both a current annual tech and a current year helmet sticker may bring just their vehicle log book and completed tech card to get their event stickers.

SCALES: Will be available at Tech Friday 10:00 am – 4:00 pm; Saturday and Sunday 8:00 am – 10:00 am. Scales may be available for other participants during race impound, but priority will be given to impounded cars. Scales may be made available at other times at the discretion of the Chief of Tech. Scrutineers are the only persons authorized to operate the scales.

DRIVERS MEETING: A written drivers meeting will be provided at registration. There will be an “impound all” following the first qualifying session for each group with a drivers meeting being conducted in the North Tower classroom for that group. Attendance is mandatory and any driver not going on track should be present at this meeting.

EVENT SCHEDULE/RUN GROUPS: The event schedule or run groups may only be changed at the discretion of the Series Chief Steward, with concurrence by the Event Chair, depending on pre-race entry counts or as needed to accommodate situations that may be encountered during the event. If changes are made prior to the start of the event, as much notice as possible will be given to all affected competitors. The schedule as published is for planning purposes only. Actual session start times may deviate from the published schedule based on actual event progression. Listen to the PA system and pay attention to what is happening on track.

IMPOUND: For Saturday sprint races the top three competitors in each class shall report to impound immediately following the completion of their cool-off lap. For Sunday Feature Races the top three competitors in each class shall report to impound immediately following completion of their cool-off or victory lap while all other competitors are strongly encouraged to attend the podium festivities following their race. After any session additional cars may be directed to report to Impound at the discretion of the Series Chief Steward. Victory celebrations and awards ceremony will be conducted in the impound area following the Sunday races. Door prizes will be awarded at the conclusion of each group’s podium ceremonies and you must be present to win.

VICTORY LAPS: Winners of all races will receive a checkered flag. For Sunday races only, following the cool down lap, the winner of each class should proceed immediately to pit central where they will receive a checkered flag and be directed on course for a single Victory Lap. Drivers need not wear their helmet or gloves during the victory lap and passengers are permitted in accordance with GCR 6.11.7. Drivers shall maintain a safe speed and be wary of safety vehicles which may be on course.

GRID: Starting positions for the Saturday race will be determined by the fastest time recorded for each car during the preceding qualifying session(s). Starting positions for the Sunday race will be determined by the fastest time recorded for each car during each of the preceding qualifying session(s) and their fastest lap during the Saturday race. Cars arriving at the grid after their group has been dispatched on track may, at the discretion of the Operating Steward, be held at pit out and released at the end of the pack after the field has completed the pace lap. There will be no pre-gridding in the paddock or along the paddock access roads.

START/FINISH: The race will begin and end at the start/finish line in front of the newly relocated Start Stand just past the Control/Timing Tower.

SPLIT STARTS: The Chief Steward will consider requests for split starts received by 1:00 PM on Friday, April 18, 2014.



QUALIFYING: All Majors participants must qualify within 115% of the recognized lap record in his/her class in order to be allowed to start the race. The Series Chief Steward may waive this requirement and may allow non-qualifiers to grid behind qualifiers. See Chart below:

Class	115%	Class	115%	Class	115%
AS	02:25.820	FM	02:13.487	P2	*
B-Spec	02:55.560	FP	02:28.816	SM	02:38.452
EP	02:25.634	FV	02:37.400	SRF	02:34.198
F500	02:20.455	GT1	02:06.455	STL	02:34.080
FA	02:02.758	GT2	02:12.385	STU	02:25.886
FB	02:06.623	GT3	02:20.745	T1	02:19.642
FC	02:10.097	GTL	02:30.099	T2	02:23.498
FE	02:11.645	HP	02:37.391	T3	02:30.327
FF	02:18.484	P1	*	T4	02:36.755

- Track record not available, drivers must be within 115% of the class pole-sitter to participate.

TIMED SESSIONS: The session clock will start when the first car crosses the start/finish line and will continue to run during all flag conditions with the exception of the red flag.

RACE LENGTH: Saturday races will be 25 minute timed races. Sunday races will be 16 laps or 40 minutes, whichever occurs first.

FLAG PROCEDURES: The Black Flag will be displayed at both Start and the South Paddock Tower.

RADIO FREQUENCIES: NC Region operates on frequencies 152.885, 151.805 and 151.625 MHz as licensed for VIR and the immediate area by the FCC, a copy of which is available at the track. These frequencies may be monitored but shall not be used for communication by any participant.

SOUND CONTROL: Sound control will be located on driver's left just past the south paddock and is not in effect for this event. For your information, sound readings will be posted at the base of the T&S tower. No unmuffled engines between 8:00 PM and 8:00 AM. Quiet Hour will be observed between 11AM and 12PM on Sunday. Should you want to take your car to the grid during the Quiet Hour, it **MUST** be under tow if unmuffled. Check with grid marshals for approval prior to towing car to the grid.

TRACK CLEANUPS/DISABLED CARS: Cleanups may be done after alternating groups. Disabled or damaged cars may be removed from the course and delivered to a central location. If the car has sustained body/chassis damage it will be released to the driver/crew after tech has made appropriate notations in the vehicle log book. Cars disabled due to a mechanical failure will be released to the driver/crew immediately. If the car requires wrecker support to return to its paddock location, there may be a delay depending on the availability of wreckers or flat tows.

MEDICAL: Please notify the Region of any pertinent medical condition(s). Any participants involved in an accident in which there is significant damage or any injury, or at a race official's discretion, **MUST** present themselves or be transported to the track medical facility for evaluation. Off-site medical transportation fees may apply.

CLOTHING: Long pants, sleeved shirts and closed shoes that cover the entire foot must be worn on pit lane per the VIR contract. Crew members must display their event credentials at all times while on pit lane.

PIT LANE: Pit lane speed shall not exceed 40 mph. Violators may be penalized. Crew members may go to the outer pit wall to signal their driver, but they are not allowed to remain at the wall. No crew member is allowed at the outer pit wall until after the start of the race. No sitting, standing or leaning on pit wall.

PACE/SAFETY CAR: In addition to GCR 6.6.2., the field shall follow the PACE/SAFETY car as long as its emergency lights are flashing, even if it varies from the normal race course. In the event a full course yellow results in dispatch of the safety car, the safety car will enter the racing surface at pit out.



INSURANCE: Participant insurance will be provided in at least the minimum amounts required by the SCCA.

TIMING DEVICES/TRANSPONDERS: Timing devices may be placed in designated areas only. AMB TRANSPONDERS ARE REQUIRED FOR THIS EVENT, and will be our main timing system. If your transponder is not working, you will not receive times. 4 rental units are available at Registration on a first-come, first-served basis. Bring two (2) checks – one check for \$50 for rental and another for a deposit of \$350. Anyone who does not return the rental transponder to Timing & Scoring within thirty minutes of the end of their race will be considered the owner of the rental unit and forfeits the deposit check.

RESULTS: Live timing will be available during the event. Unless otherwise announced, live timing will be available via the Race Monitor App available for iPhone and Android phones. Qualifying, provisional and final results will be posted at the base of the Timing and Scoring Tower. Final results will be posted to the NC Region and SCCA Majors websites no later than 7 days following the completion of the event.

AWARDS: Trophies for all races will be awarded in accordance with the GCR. Trophies will be presented at the event, with personalized plates mailed post-event. Majors points will be awarded for all races in accordance with the GCR.

DATA ACQUISITION: Majors staff and their delegates may install data acquisition equipment in a competitor's car. This program is to assist the CRB in performance balancing. If selected, participation is not optional and cannot be protested. The data collected will not be used for compliance purposes.

LAST LAP INDICATOR: When possible, a "1 to Go" sign will be displayed at start/finish to indicate the last lap has begun.

SOCIAL EVENT: There will be a worker/competitor party at the conclusion of activities on Saturday.

PADDOCK: ***New in 2014—The VIR paddock has been paved! If you jack a vehicle on asphalt, you MUST have metal or wood under the jack, jack stands and anything else that might damage the pavement. NO EXCEPTIONS. Damage to ALL paved areas (pits and paddock) due to fuel spills or any other destruction is the responsibility of the driver/crew/team. Catch-pans should be used when refueling (pits and paddock). Do not pound stakes, or make any holes in ANY asphalt surface. Offenders will be fined (\$500 per incident) and may be ejected from the event.***

Only ONE working support vehicle per entry will be allowed in the paddock. Paddock parking passes ARE required and will be available at Registration. Should a crew member and/or guest need to drive to your paddock space, they must have a paddock pass; therefore, you should make arrangements to have one left in your folder. Parking space will be limited. Vehicles illegally parked will be towed, without notification.

An area will be designated for parking/storage of open trailers and enclosed trailers that are not needed for support purposes. Only 18-wheelers or extra-long trailers will be allowed to park on the front row facing pit road. All drivers with conventional rigs should use half of the 48-foot depth, so that another rig can use the remaining 24 feet. **SAVING OF PADDOCK SPACE IS NOT ALLOWED FOR THIS EVENT.**

COURSE: Virginia International Raceway is a 3.27 mile road course. Per VIR, corner workers will report any driver who repeatedly drives over the curbing with two wheels or more. Penalties may be imposed.

PROVISIONS: Camping is allowed in the paddock on Wednesday - Saturday nights. The following fees will be assessed and should be paid at the VIR gate or test day registration shack:

- Tent Camping \$35.00
- Electricity \$25.00
- RV Camping \$50.00
- ATV/golf cart \$25.00

There is limited electrical power available. Showers and restrooms are located in the North paddock main concession building, at the Grid Barn and in the overflow parking behind the "horse" statue. Please be considerate of your compatriots regarding all water use.

Vendors typically in attendance are:



- APPALACHIAN RACE TIRES (Hoosier/Toyo) 865-681-6622
- SascoSports, Inc. (Goodyear/Avon/Dunlop/Kuhmo) 434-822-7200, info@sascosports.com
- F&S Enterprises is the official photographer. 434-470-1769, www.fandsenterprises.com
- TMI Racing Products, LLC –safety and racing equipment 434-822-6390.

VENDORS FEES: The vendor fee of \$225 imposed by VIR must be paid at the event. Make checks payable to VIR and turn them in at Registration.

FUEL: Fuel is available at VIR and, per VIR contract, the maximum amount to be transported is 20 gallons. VIR’s fuel pumps are operated by CREDIT CARD ONLY during the posted hours – generally 8 AM - 6 PM. Sunoco 93 and 100 octane unleaded and 110 leaded and 98-octane (260 GTX) unleaded racing fuels are available. Fuel testing results will be posted at the fuel pumps.

DISPOSAL OF WASTE FLUID AND DEBRIS: Use of the drums located in several areas in the paddock(s) is mandatory for used oil, antifreeze, brake fluid, and other polluting material. Spillage will not be tolerated and may result in ejection from the facility and a possible fine. Participants are to take home with them ALL “environmental debris” including, but not limited to, broken vehicle parts, batteries, scrap metal and tires.

EMERGENCY CALLS: In case of an emergency contact VIR Security at 1-434-822-3109.

PETS: VIR discourages bringing pets to the track. You must keep your pet leashed at all times, and clean up after it. If we see pets unleashed, we will find the owner and both will be asked to leave. Pets are not allowed in the concession area, inside buildings, and on the grid, pit area, or impound.

GENERAL RULES: No smoking in the working pits or grid. Minors, pregnant women and non-member guests are NOT allowed in any hazardous area. Parents are responsible for CLOSELY supervising their children. NO two/three/four-wheel conveyances are allowed unless operated by a licensed individual. Children (under 16) are prohibited from riding bikes, skates, skateboards, and scooters in the paddock during hot track hours. VIR gate hours are from 5:30 PM on Wednesday until 7:00 PM on Sunday. The use of alcoholic beverages before completion of the days racing events or illegal drugs at any time will result in immediate ejection from the track and disqualification from the event. Drivers are reminded that they are responsible and will be held accountable for the conduct of their crew and guests. Fireworks and guns are strictly prohibited anywhere on the grounds. Lunchtime track tours may be permitted each day. A donation for the event charity is required. Participants should proceed to the grid approximately 15 minutes after the start of the lunch break. Defacing/ destroying VIR property is prohibited and will result in immediate ejection from the track and disqualification from the event. You will also be fined by VIR.

EVENT OFFICIALS:

Series Chief Steward	Bob Hudson	Event Chief Steward	Clyde Kiser
Series Administrator	Gayle Lorenz	ACS – Safety	John Willes
Series Chief of Tech	Bill Etherington	ACS – Safety (Asst.)	Dave Rollow
ACS - Tech	Dave Gomberg	Race Chair	Sara Snider
ACS	Ron Gentry	Chief Registrar	Ginny Condrey
ACS	Bob Horansky	Event Chief of Tech	Buddy Matthews
ACS	Rick Mitchell	Paddock Marshall	Hayden Beatty
ACS	Robert Mayes	Chief of Grid	Clayton Condrey
ACS-SOC	Rich Lorenz	Chief of Pits	Johnny Dunbar
ACS-SOC	Mike Havlick	Chief of Timing/Scoring	Anna Crissman
Chair SOM	Bud Merrill	Chief of F&C	David Turner
SOM	Cricket Harvey	Chief of Course/EMS	Tim Gardner
SOM	Steve Keadle	Chief Starter	James Buckberry
SOM	Walter Michael	Chief of Pace Car	Ed Wentz
SOM	Morriss Pendleton	Chief of Sound Control	Jean Quick
SOM	Wayne Quick	Regional Executive	Rex Deffenbaugh

