



Greetings, and Happy New (CenDiv racing) Year!

As we get the 2021 season going in full steam, there are a few items I would like to mention.

First, a brief reminder that the new suit patches that were announced a couple of years ago are now required. You don't have to remove the old ones, but the new ones need to be present.

In 2020, we had some issues that were concerns at multiple events. These will be points of emphasis this year, including possible penalties for areas we haven't in the past, or in the case of yellow flags, increased penalties.

Slowing for a local standing or waving yellow: Without a question, the majority of full course yellows in 2020 were caused because of drivers not slowing and/or not in control for the local yellow. In addition, we had several close calls (yes, penalties were assessed where we could identify the drivers). Particularly at Road America, a full course yellow can ruin a great race. We do not like putting them out any more than you like seeing them. We will continue to do things under local yellow when conditions allow, but expect to have a full course yellow appear if either safety OR corners report that drivers are not slowing or in control. Also, remember, under a local standing or waving yellow, point by's are not allowed (they are allowed under full course yellow).

Maintaining pace of the pace/safety car: Plain and simple, the field must maintain the pace of the pace/safety car at lights out until the green flies (match the gear/RPM you are in at the time of lights out). The pole sitter does NOT have any permission to "set the pace" at any other speed. It is understood that power needs to be added to go up the hill at RA, but when it gets to the point of wide open throttle/shifting gears, or slowing at all from the pace/safety car speed, that is beyond what is allowable. If there is a wave off, the pole sitter should get the field under control and be back at pace lap speed by the second flag station of whatever track we are at.

Leader slowing for full course yellow: An offshoot of this is the requirement of the leader of the race to slow to pace lap speed (gear/RPM from the pace lap at lights out) upon the display of full course yellow. This does not mean slam on the brakes, but it does mean to begin to slow immediately and within be at pace lap speed as soon as safely possible (for example, if you see FCY at 4 at RA, when you come out of 5, you should be at pace lap speed since you had to slow to almost that anyways).

Scrubbing of tires: Scrubbing of tires is prohibited (per the supps) in pit lane and until past the apex of corner 1 at all of our tracks, including on the pace lap. When there is a green track (such as practice or qualifying) any scrubbing of tires going more than a lane at a time (unless there is nobody for a considerable distance behind you) is considered blocking and subject to penalty as such. Any contact that results from tire scrubbing while another car is attempting to pass will be considered the responsibility of scrubber.

The obvious off track issue affecting racing in 2020 was COVID. We had to cancel the Driver's School Double Regional, postpone the May Majors to the end of June regional weekend, cancel Brainerd Memorial Day weekend, and postpone the Cat Majors to what was the Kettle Regional weekend in August. This of course hurt everyone – regions, drivers, and workers. We will continue to follow COVID protocols like 2020 including masks in many circumstances until further notice (even if more restrictive than local ordinances require). Please review the COVID sections of event supplemental regulations for additional details

Time for my annual plea: Most of our events do not charge your credit card until at least at track registration opens +/- a day. Please register early for our events. It helps with planning of schedules, catering for the parties (when we can have them), avoids panic attacks for region personnel, etc. Registering early may also help encourage others to register – knowing that they'll have good competition to race against.

We are fortunate that we have had a sponsor for our CenDiv Championship Series for many years -Tro Manufacturing. Tro is run by a second generation SCCA competitor, whose son also competes with us. We could not do the series without them. We would also like to thank our event sponsors from last year, including an anonymous donor who donated money towards last year's driver's school that will be applied to this year's budget. Special thanks goes to the anonymous donor that, for several years, has donated a significant amount to the racing regions for worker recruitment and retention purposes. If you are interested in you/your company becoming a sponsor for an event or special purpose, please reach out to myself or Peter Jankovskis, Area Director ([peterjank@yahoo.com](mailto:peterjank@yahoo.com)).

For our drivers that have not participated in the last year (or more), we miss you and we want you back! If there is anything we can do to aid in the process, please let me know. No car, no problem – we can put you in touch with prep shops that have cars for rent.

For our drivers that focus on the US Majors Tour/Hoosier SuperTour/Runoffs: If you have not run a double regional in the last couple of years, please consider adding one to your schedule. Our double regionals are the lifeblood of our club. They are where your future competitors are coming from. Some of them want to race against you there – not at a full bore Majors/SuperTour - as their first taste of top level competition. However, we need more entries to keep these events viable.

Thanks for being part of the CenDiv family!

If you have any questions/comments/concerns, please do not hesitate to contact me.

Thanks,

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