



Greetings! Can you believe we are already 1/3 of the way through the year?

We have had 3 events at Blackhawk Farms, and one at Brainerd. Now we have the June Sprints® up next.

As a reminder, all cars at all events (except Vintage) are required to have working forward facing cameras this year. While this does make SOM hearings go longer, it goes a long way to eliminate controversy as SOM can see exactly what happened – particularly if we get video from the car behind.

Sportsmanship, conduct, and harassment: As in many other areas of society, we unfortunately have seen an increase in sportsmanship issues. It pains me to even have to do this, but let me make myself very clear as far as expectations. **We are a family sport, we are a welcoming environment, and we are an inclusive environment.** There is no room for harassment, physical contact between participants (including officials), and unsporting language. Note that perception is everything. You may not think that something crosses a line, but someone else may. Choose your words carefully. This includes language. Throwing a “f” word directed at a competitor or official may result in a penalty. If there is *any* (non racing) physical contact, you can expect a *significant* penalty.

Registration/Credentials: I think we’ll all agree we have the best registrars in the country. As part of that, they have been known to make arrangements to register people outside of scheduled registration hours. Due to a recent pattern of this being abused, last year they were asked to stop this practice by me. Why? We are having our registrars bothered outside of hours (think 10:30PM) to come register someone. In concert with this, we have had multiple occasions within the last year of people intentionally blowing the gate (after being told registration was closed), running the test day and not coming back out to register all crew, etc. This presents a huge liability risk for the club. Please remember, **drivers are responsible for the conduct of their crew/guests.** If we can positively identify who these folks are associated with, you can expect a consequence. I mentioned this last year, but it is still happening and happened again at the Firecracker. Our registrars are often at the track by 6:15AM. We do not have enough staff to have registration staffed whenever cars are on track. Guests can ONLY register during published registration hours.

Regarding yellow flags in general, a continuing problem is not slowing *significantly* (GCR word, not mine) for a yellow. Please keep in mind we are fortunate to have flagging and safety personnel who will respond, and handle what they can “hot” without going full course yellow. We can all name places where this doesn’t happen. As such, we need to do our best to maintain that privilege. We have had some close calls. If corners OR safety reports drivers not slowing down or out of control, you can expect a full course yellow. We will issue stiff penalties to violators that we can identify. Remember, under a local standing or waving yellow, point bye’s are not allowed (they are allowed under full course yellow). All of our hot track staff, stewards, and national staff are committed to giving you every minute of track time that you paid for, providing circumstances allow.

Maintaining pace of the pace/safety car: Per GCR, 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: Per the supps, leader of the race is 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 slowing immediately and 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). Drivers should also make an effort to raise a hand to warn following drivers that they are slowing.

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, 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 have added sponsorship from BrakeOMeter – again, long time SCCA competitors who wish to support the club. We could not do the series without them. If you are interested in you/your company becoming a sponsor for an event, Spring Training or another special purpose, please reach out to myself or Peter Jankovskis, Area Director (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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