



The North Carolina Region, SCCA

Charge of the Headlight Brigade

A 13-Hour Endurance Race

VIRGINIA INTERNATIONAL RACEWAY

October 29-30, 2010

**SUPPLEMENTARY
REGULATIONS**
Sanction # 10-E-1222-S

Chief Steward – Clyde Kiser
Chairman SOM – Bob Horansky

ENTRY INFORMATION

1. EVENT: The Charge of the Headlight Brigade is the North Carolina Region's (NCR) 13-Hour endurance race at VIRginia International Raceway; a 3.27-mile asphalt course located in Alton, Virginia. This event is governed by the 2010 SCCA GCR and Category Specifications, "Fastrack" amendments, SEDIV tire rules and these Supplementary Regulations. SEDIV Regional Class rules are available at www.sediv racing.org. The ITE rules are available at www.ncrsc ca.com. The SSM and SRX7 rules are from the WDC Region and are available at www.wdcr- scca.org. For this event only, SM, only, has an open tire rule. All other classes follow SEDiv Tire Rules, except SSM, which follows SSM class tire rules.

2. RACE: The race length shall be the distance covered by the overall winning car in the 13 hours beginning at approximately 9AM on Saturday, October 30, 2010, and ending when the overall lead car still running crosses the finish line after 13 hours. A finisher shall complete half the distance covered by the overall winner.

3. TEAM: Each team includes one (1) car and up to twelve (12) personnel (including drivers and crew). There is a minimum of **two** drivers per team. All drivers **MUST be SCCA members**. Licenses listed in GCR 3.1.5 will also be accepted. All crew in the working pits must be SCCA members, regular or trial. **MINOR** credentials from the SCCA National Office are required for **16 and 17 year olds** to gain access to the working pits. These are special credentials that can ONLY be obtained from the National Office in advance of the event. No one under the age of 16 will be allowed in the working pits. Overcrew will not be allowed access to the working pits regardless of membership status.

4. ENTRY: The event will be limited to **80** cars. Entries will be accepted beginning July 1, 2010, via the online registration system at www.ncrsc ca.com. Contact the Registrar if unable to access the internet.

The order of receipt of applications will be the lineup for eligibility. Positions will be held until **October 1, 2010**, when the finalized Team Entry Form is due. A **non-refundable "intent" deposit of \$100 will hold a space in the line-up**. Full payment of the \$825 entry fee (minus deposit, if applicable), is due by October 1, 2010, to complete the entry. Entry forms of those registering online and paying by check will be placed on hold until the payment is received. Two (2) checks (one for \$100 deposit and one for the \$725 balance) should be made payable to **NCR-SCCA** and mailed to 4455 NC Hwy. 87 North, Pittsboro, NC 27312. There is a \$35 service fee for returned checks. NCR maintains the right to refuse checks from anyone with a history of bad checks.

Entries submitted after the initial 80 applications will be placed on a waiting list and notified when space becomes available. At the time of the event, the first three teams on the waiting list will be permitted to practice and qualify for the event but will not be permitted to race unless a space becomes available through the withdrawal of one of the 80 accepted teams prior to the race. These Wait List Teams that practice and qualify but **DO NOT** participate in the actual race will receive a refund less \$150.

The finalized Team Entry Form, **including the name of the Designated Team Representative (DTR) and the full entry fee** of \$825 **must be received by midnight, October 1, 2010, (postmark NOT acceptable).** **Changes made after October 1, 2010, either online**

or through the Registrar, will incur the \$50.00 late fee.

Withdrawals must be made in writing (email acceptable). Withdrawals made after October 1, 2010, will incur an additional \$100 handling fee. No refunds will be given after October 22, 2010.

5. CLASSES: Eligible classes: AS, CSR, DSR ITA, ITB, ITC, ITS, ITR, IT7, SM, SSM, SSB, SSC, SRX7, SRF, ITE, ITO, STO, STU, T1, T2, T3. All classes are required to present their cars to Tech prior to any on-track sessions.

6. ENTRANT: Each team will designate on the entry form an Entrant who will be the contact person both pre-event and post-event. **Email address provided on the entry form should be that of the entrant. BE ADVISED: Packets will be mailed to the address provided on the entry form.** All correspondence with NCR, pre-event and post-event, **must** reference the Entrant by name. The Entrant must be a member of SCCA. Team names, businesses, etc. cannot be listed as Entrant. Entrant need not be a driver or crew member. **The Entrant as listed on the entry form cannot change.**

7. DESIGNATED TEAM REPRESENTATIVE (DTR): Each team will designate one non-driving member to serve as the team spokesperson during the event. The DTR will be the only one who can officially speak for the team during the event. An alternate can be named if the DTR is incapacitated. It is highly recommended that the DTR have a thorough knowledge of the current GCR and Car Specs. **The late fee will apply to any entrant not providing the name of the DTR by the Team Entry Form deadline. Please list on first line of "crew" list and designate as (DTR).**

DTR will have the Emergency Contact information for each member of the team. Only the DTR or Entrant may make changes to the entry. It is highly recommended that either or both make themselves available to their team during Registration hours.

DTR is required to wear supplied identification during practice, qualifying and the race.

8. DRIVERS: The event is open to holders of all licenses eligible for regional competition in the GCR section 3.1.5.

Drivers shall not drive for more than FOUR (4) CONTINUOUS hours and MUST have at least one (1) hour break between sessions. Officials WILL make spot checks and report any infractions to the Chief Steward for possible penalties.

No driver may be on more than one team unless his/her car is permanently and OFFICIALLY withdrawn. He/she may be a relief driver for another team AFTER the change has been approved by the Chief Steward. The DTR for the team seeking the additional driver will accompany the driver to the Chief Steward for approval.

9. TEAM RESPONSIBILITIES: Each team must provide the services of one (1) team member for assistance as a volunteer **worker** for a period of two continuous hours. **This person must be present at the mandatory worker meeting on Saturday at 7:45AM at Pit Central.** Roll will be called. The actual assignments for each person may be determined prior to that meeting, so advance notice to the Registrar of any special conditions (pregnancy, minor, etc.) of that team member must be made by October 1, 2010. A penalty of two (2) laps will be assessed for every hour, or part thereof, of absenteeism should the team volunteer worker not be able to fulfill the assigned duties.

GENERAL INFORMATION

1. PIT ASSIGNMENTS: Spaces will be assigned based on receipt of the entry form. Sharing of pit spaces will be required (2 teams in one space). Upon acceptance of entry, the registrar will take pit space requests via email—**please provide accurate email address on entry form. Pit space sharing requests MUST be received by September 24, 2010.** No guarantees. **ABSOLUTELY NO CHANGES will be made to the assigned pit spaces after October 15, 2010.** Any equipment not set up on pit lane by the end of

practice on Friday must be set up no later than 8 AM Saturday morning.

Emergency lanes WILL remain clear at all times on pit road and in the paddock. Pit stalls will not exceed 13 feet in depth from the back of the pit wall.

2. PADDOCK PARKING: Parking (paddock) will be permitted ONLY at the discretion of the

Paddock Marshal. Do NOT use the paved paddock area, as paddock or to park your support vehicles.

3. QUALIFYING/GRID: At the discretion of the Chief Steward, non-qualifiers may be gridded at the back of the pack. Gridding for the race will be on the front straight of the racetrack.

4. TROPHIES: Trophies will be awarded to all drivers on the overall winning team as well as all drivers on teams finishing 1st, 2nd & 3rd in each class (determined by the number of starters in each class) after final results have been posted.

5. RESULTS: Provisional hourly standings will be posted at the base of the Timing/Control Tower. Should Official race results not be available (printed or photocopied) for each entrant during the event, photocopied results will be mailed, at the event organizer's expense, within seven (7) days after the conclusion of the event, unless delayed by SOM action.

6. PROTESTS: All protests may be submitted by the Entrant or DTR to the Chief Steward as per current GCR. Scoring protests: Any discrepancies with the hourly posting of the OFFICIAL STANDINGS should be discussed with the T & S Chief within thirty (30) minutes of the posting time. If the discrepancy cannot be resolved, an additional thirty minutes will be allowed for lodging an Official Protest with the Chief Steward. If no protests are received, the positions will remain as posted for that hour. Provisional Final Results become Official thirty (30) minutes after posting.

7. IMPOUND: Upon completion of the race all cars will be held on pit road for a minimum of 30 minutes. Any car is subject to inspection by the Chief Steward or Tech at any time during or after the event.

8. SCALES: Scales will be available on Friday afternoon, and Saturday morning.

9. INTOXICANTS: 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.

10. INJURIES: Any driver involved in an incident in which there is significant damage or any injury, or at a race official's discretion, MUST present himself or be

transported to the track medical facility for evaluation. Off-site medical transportation expenses may apply.

11. AFTER HOURS EMERGENCIES: To contact Security at VIR, please dial 434-822-7700, Extension 304. Please keep this number handy at all times.

12. FUEL: Transporting fuel is dangerous and may be against DOT regulations. Fuel is available at VIR and the NCR-SCCA encourages all competitors to purchase their race fuel at the track. Sunoco fuel is available, by credit card payment only, in the following grades: 93 and 100 octane unleaded, 110 and 112 octane leaded racing fuel.

13. SAFETY CAR: Safety car, emergency equipment or tow vehicles will have appropriate warning lights in operation. BE AWARE THAT THESE VEHICLES MAY APPEAR ON THE TRACK AT ANY TIME.

14. VENDORS: For tires (Good Year/Avon/Dunlop/Kuhmo), contact SascoSports, Inc. at 877-377-7814 or info@sascosports.com. For Hoosier/Toyo tires, contact Appalachian Race Tire at 865-681-6622.

15. NOISE: No race engines after 11 PM on Friday and Saturday.

16. TRACK ACCESS: This is a VIR Spectator event. EVERYONE must present a gate pass upon entering the track the first time or purchase a non-refundable ticket. Gate passes (and other important information) will be mailed to the address provided on the team entry form prior to the event—provide correct address information. The ENTRANT must distribute those passes to the team members. Gate passes must be turned in at Registration in order to register. Will-Call will be available at the Gate for added convenience.

17. CAMPING: Camping is permitted Friday and Saturday nights. Camping fees are \$35 per night or \$50 for the event. Participants not camping but requiring electricity will be charged \$25. 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.

SPECIAL EVENT RULES

1. MANDATORY DRIVER'S MEETING: The DTR and **only** one driver from each team **MUST ATTEND THIS MEETING**. Roll will be called and a penalty applied for non-attendance.

2. ON COURSE DISABLED CARS: Disabled cars on course will first be moved to a safe position and then towed into the pits (or behind) as soon as is safely possible.

3. BODY DAMAGE / REPAIRS / ENGINE CHANGES: Any car suffering severe body damage may be prevented from continuing until satisfactory repairs are made. Major repairs or ones requiring extra supplies and/or equipment may be performed in the Paddock. If a stop will be lengthy, it is safer to perform the repairs in the Paddock.

4. TIMING & SCORING: Timing devices may be placed between the armco along pit road, in designated areas. **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. 5 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 the classroom at the Control/Timing Tower within thirty minutes of the end of their race will be considered the owner of the rental unit and forfeits the deposit check. **No track records will be recognized during this event.**

NO additions or corrections will be accepted for Timing and Scoring results after the first hour of the race unless directed by the Chief Steward. Teams should check the first 30-minute update for accuracy. Teams are responsible for notifying the Registrar of changes prior to that time.

5. FUEL CAPACITY: Fuel capacity shall adhere to category specification and shall not exceed a total fuel capacity of 25 gallons.

6. LIGHTS ON: The 'Lights On' sign will be displayed at Start/Finish. Once the sign is displayed teams will have 30 minutes to uncover the car lights before the Car Lighting rules are enforced.

7. PIT CLOSING: In the event of an emergency situation on Pit Road requiring the closing of the Pits, a 'Pits Closed' sign will be continuously displayed at Station 15 (the sign will be lighted after dark). No cars may enter Pit Road until the emergency has been resolved and the 'Pits Closed' sign has been removed.

8. RE-ENTER FROM THE PADDOCK: Must obtain a Re-Entry Slip from the Scrutineer at Tech, which is given to the Pit Marshal at the pit road re-enter point.

9. TECH INSPECTION: **All classes of cars are required to present their cars to Tech prior to going onto the track for this event.** This inspection will, at a minimum, be for a special check of the fuel system. Failure to pass pre-race tech inspection does not qualify an entrant for a refund of entry fees. **Lights and numbers must be installed and operational prior to tech inspection.**

10. A SPECIAL NOTE TO ALL SRF, SM AND SSM ENTRANTS: These three classes as denoted by their name are Spec classes and as such are not allowed any modifications not specifically permitted. The one exception for this event is being allowed to add/install additional lighting and all necessary wiring and switches they require. No modifications, additions or changes are allowed in these rules to the fuel system of these cars. The fillers, tanks, pumps, lines and any other parts of the fuel system may not be modified in any way. This includes any tampering with the fuel tank size, capacity or venting system. No auxiliary or additional tanks or oversized hoses and/or plumbing may be used.

11. LAP COUNTS: Any car making an unusual number of laps between pit stops is subject to inspection.

12. TURN SIGNALS: The use of vehicle turn signals for passing "points" is not recommended for this event.

RACE OFFICIALS

STEWARDS:

Chief Steward.....Clyde Kiser
Asst. Chief.....Ken Blackburn
Asst. Chief.....Ron Gentry
Asst. Chief.....Rick Mitchell
Asst. Chief.....Mike West
Safety.....John Nesbitt
Steward of the Course...TBD
Steward of the Course...TBD
Chairman SOM.....Bob Horansky
SOM.....TBD
SOM.....TBD
SOM.....TBD

SPECIALTY CHIEFS:

Course Marshall....Tim Gardner
F&C.....Eric Danielsen
Grid.....TBD
Pace Car.....Ed Wentz
Paddock Marshal...Hayden Beatty
Pits.....TBD
Race Chair.....Julie Snow
Registrar.....Ginny Condrey
Sound.....Scott Keadle
Starter.....Bruce Dover
Tech..... Jeff Lengel/Buddy Matthews
T&S.....Anna Crissman

FLAGS AND PENALTIES

1. SOUND CONTROL: Sound levels should not exceed 103db. Sound Control will be located on the back straight on driver's left, past the south paddock. Sound readings will be taken for informational purposes only.

2. BLACK FLAG "ALL": When a black flag ALL situation occurs, all cars will proceed to pit road and line up on the left side. No work is permitted on any car while the race is stopped. Regriding as necessary will take place at the direction of the Grid personnel.

CLOCK WILL CONTINUE TO RUN.

3. RED FLAG: *CLOCK WILL CONTINUE TO RUN.*

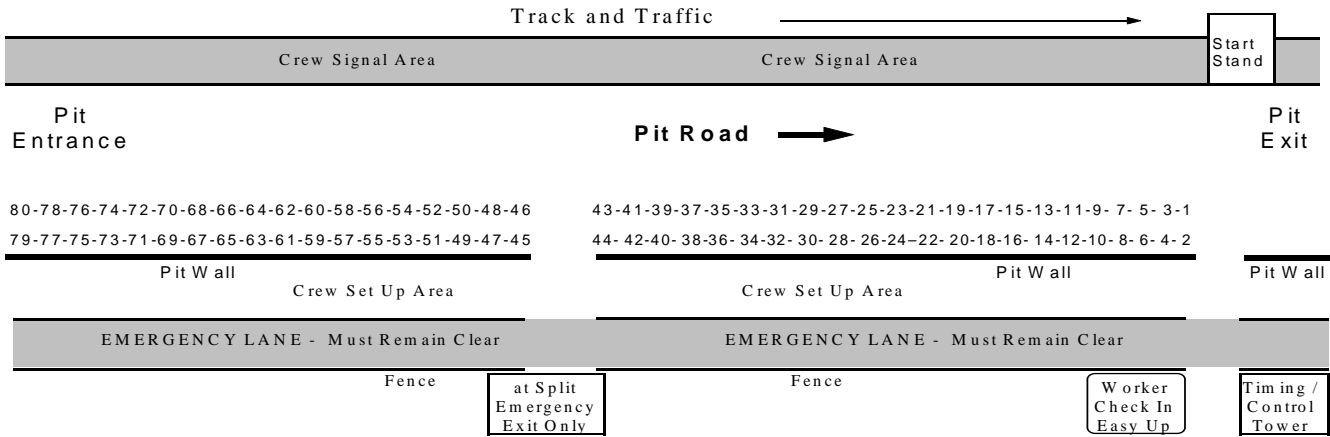
4. PENALTIES: Appropriate penalties may be assessed for individuals. On track infractions will be assessed against the team by displaying an open black flag and time penalties as follows: 1st infraction—stop and go, 2nd infraction—stop and hold for two minutes, 3rd infraction—stop and hold for four minutes, 4th infraction—will result in the car being disqualified. When car receives an open black flag or black flag information through team radio, the driver must proceed to the Steward of the Course without stopping in his/her pit.

5. SIGNAL LIGHTS: Signal lights will be substituted for flags during dark hours at corner stations. Start will use flags with a spotlight. The lights signal the following information:

Flag(s) Represented	Signal Light Equivalent
Standing Yellow Flag	Single steady YELLOW light
Waving Yellow Flag	Two flashing YELLOW lights
Double Yellow Flags (Full Course Yellow)	Two steady YELLOW lights
Debris Flag	Two steady YELLOW + one RED light

For Reference ONLY. Subject to change.

**80 Cars – Not Enough Pit Spaces
EVERYONE MUST SHARE!**



CAR PREPARATION

1. IDENTIFICATION: Teams will be required to use “ElumaBoards”, or equivalent, with a required minimum size of 12 inches by 12 inches. Contact King Rat Motorsports at (540) 955-9696 or <http://www.kingratmotorsports.com/>. Two sets of standard number decals (to be placed on the “ElumaBoard” on each side of the car) will be provided to each team and are mandatory. **Official Region supplied number decals must be applied prior to tech inspection.** Hood numbers must meet GCR guidelines. All cars must display the SCCA logo (right side up) on front and both sides of the vehicle. Should an Official Race decal be available, it must also be displayed (right side up) on both sides of the vehicle.

Both lighted number panels must be operational and activated within 30 minutes after the lights on sign is displayed and be readable 50’ from the car. No other form of light may be within 12” of the lighted number board.

2. CAR LIGHTING: During the event there MUST be a minimum of two (2) front driving lights operating after the “Lights On” sign is displayed at Start/Finish. One tail and one brake light must be operational at ALL times. Any time these minimums are not met, the car will be black-flagged for repairs.

Replacement headlights MUST fit into the original moldings. Up to four (4) additional lights (fog or driving) may be mounted (no higher than the bottom plane of the windshield) at the front of the car (on the bumper where possible). SRFs are not allowed lights higher than the roll bar. All such supplementary lighting must be wired on a separate circuit from the regular headlights, with a separate on/off switch. **These additional lights must be extinguished/turned off upon entering Pit Road**, must remain off at all times while on Pit Road, and may not be turned back on until the car has reentered the track after exiting the Pits. ALL lights MUST be covered by clear tape or Tech approved plastic covers at all times. Clear coverings must be marked with visible identification. Low powered crew signal lights may be mounted on the roof or other location. THE CHIEF OF TECH MUST APPROVE ALL LIGHTING.

3. RADIOS: Two-way radios are recommended, but not mandatory. If used by a team, the frequency should be noted on the entry form. 151.625, 151.805 and 152.885 are for NCR/VIR use and not to be used by Teams.

4. TOWING EYES: Per GCR 9.3.48.

PIT RULES

These rules will be strictly enforced. Specific time penalties are listed below, but additional penalties may be assessed at any time as determined by the Chief Steward.

1. WORKING PIT AREA SAFETY:

- a. Required attire in the working pits is long pants, sleeved shirts and shoes that cover the entire foot. No welding is allowed in the working pits. No smoking, no shorts, or high heels. No pregnant women are allowed in the working pits.
- b. **NO ONE UNDER THE AGE OF EIGHTEEN IS ALLOWED IN THE WORKING PITS, unless presenting proper credentials (obtained in advance—recommend at least 3 weeks—from SCCA National Office) for 16 and 17 year-olds.**
- c. **ELECTRICITY may NOT be provided on Pit Road. Come prepared with extension cords and/or generators to supply power to the working pits. Generators must be located on the paddock side of the fence. Drop cords must be at least 25 continuous feet long and a minimum of 12 gauge with 3 conductors. All cords/cables crossing the safety lane must be taped down or covered.**
- d. **NO SMOKING OR OPEN FLAME IS ALLOWED IN THE GRID/PIT AREA. NO HEATERS ALLOWED IN THE PIT AREA. VIOLATORS WILL BE DISQUALIFIED AND ASKED TO LEAVE IMMEDIATELY—NO REFUNDS.**
- e. Gasoline powered equipment is NOT allowed in the hot pit area.
- f. **A 40 mph speed limit will be maintained on pit road.**
- g. No more than one car in a pit space at a time.

2. PIT SIGNALS: No more than two (2) team members will be allowed at the outer Armco pit wall at any given time. No umbrellas or chairs are allowed at the outer Armco pit wall.

3. FULL COURSE YELLOW: Pits will be open. The Safety Car may or may not pick up the leader.

4. PIT CLOSED: Pit Lane will be closed the first lap of qualifying. Pit Lane may be closed during an

emergency situation on pit road. A “Pit Closed” sign will be displayed at Station 15.

5. EQUIPMENT STAGING: The staging of equipment (i.e., wheels, jacks, etc.) on top of the inner pit wall prior to the pit stop is NOT allowed. No materials or equipment may be stored on the pit road side of the pit wall. Other than provided by Rule #2 above, no one is allowed over the inner pit wall until the car has come to a complete stop.

Per the GCR. All compressed air bottles/gas cylinders, with a pressure in excess of 200 psi, shall have a protective structure around their gauges and valves when in the pit areas.

6. PAVEMENT DAMAGE: If you must temporarily jack a vehicle on asphalt, you MUST have metal or wood under the jack and jack stands. NO EXCEPTIONS. Whenever a crewmember is working beneath a car, it MUST be supported by a minimum of two (2) jack stands. Damage to paved areas due to fuel spills or any other destruction is the responsibility of the driver/crew/team. Do not pound stakes, or make any holes in any asphalt surface. Offenders will be fined and may be ejected from event.

7. CLEAN UP: All items brought into the pit area must be removed immediately following the race. This includes, but is not limited to, all construction materials, chairs, tires, litter and auto parts.

8. VIR RULES: Damage to paved areas due to fuel spills or any other destruction will be the responsibility of the entrant. Defacing/destroying VIR property is prohibited and will result in immediate ejection from the track, disqualification from the event, and a possible fine by VIR.

9. REFUELING EQUIPMENT: All refueling equipment shall be subject to the approval of the Chief Scrutineer. Alternates must be approved by the Safety Steward.

a. Gravity-fed overhead refueling rigs conforming to the following specifications are allowed:

1. The rig must be a vented overhead fuel rig with a maximum height of 6’ (excluding the vent) as measured from the ground on which they stand.

Each rig must have its own independent grounding strap or rod. Rigs may not be grounded to the pit rail. The fuel hose must be at least 10' in length. A spring loaded automatic shutoff valve must be attached to the fuel tank outlet at the base of the tank and must be manned during refueling. This shutoff valve must immediately stop the flow of fuel into the hose when manually released. The valve may not be fitted with any device that allows it to stay in the open position.

2. Persons involved with refueling the overhead rig must be attired as if refueling the car. It is not permitted to refill the overhead rig while refueling the car.
- b. Dry break/dump cans are permitted where category specifications allow. If a dry break system is used, all parts of the system must be used.
- c. Individual teams may have no more than a total of twenty-five (25) gallons of fuel **per car** and a maximum of 50 gallons of fuel per pit stall stored in a pit area at any time, in containers approved by tech. Additional fuel must be stored in the paddock. No refilling fuel containers through fence between pit area and paddock. No smoking or open flames allowed in this storage area.
- d. All competitors shall supply their pit areas with a minimum of two (2) 10 lb. 60-BC or ABC fire extinguishers or one (1) 20 lb. 60-BC or ABC fire extinguisher compliant to GCR specifications and at least ten (10) pounds of absorbent material.
- e. It is the responsibility of each team to clean up fluid (non-fuel) spills **IMMEDIATELY**. "Catch pans" (no wicking materials) of sufficient size to contain all overflows are **required**. In case of fuel spills, **do not put absorbents** on spills and inform pit lane EV immediately. **Cold-fire is the ONLY treatment for fuel spills.**

10. PIT PERSONNEL: Only eight (8) team members will be permitted over the inner pit wall for

the purpose of refueling, effecting mechanical repairs or to change tires during the race.

11. REFUELING:

- a. On Pit Lane or in the paddock **ONLY**.
- b. Driver **MUST** be out of the car and the engine turned off before fuel cell seal may be opened.
- c. The car cannot be elevated in any way during re-fueling. No one may be under the car or leaning inside the car during refueling.
- d. **ALL** refueling stops will be a **MINIMUM** of **TWO (2) minutes**.
- e. **NO work may be performed on the car while fueling takes place.** Fueling begins when the fuel cap is touched and ends when it is sealed closed.
- f. All personnel involved in refueling, including the fire extinguisher holder, **MUST** wear fire resistant clothing including socks, closed-toe shoes, gloves, face covering (balaclava), and helmet with full face shield. The safety pin **MUST BE REMOVED** from the fire extinguisher during fueling operations.
- g. The person designated for the sole purpose of handling a fire extinguisher is **NOT** allowed to perform any other work on the car during fueling.
- h. Fines for fluid spills may be assessed at the determination of the track. **Teams will receive time penalties, enforced immediately, that increase with each successive fuel spill that is excessive. A spill is excessive if more than 12 continuous inches spill in any direction.** (1st spill = 90 sec., 2nd spill = 3 min., 3rd spill = 6 min., 4th spill = 12 min., etc.) Pit Marshals or EV personnel determine if fuel spills are excessive—decisions are **NOT** negotiable. Cars leaving pit road before serving their penalty will be given an open black flag.

Stay Alert!

Take extra care considering the amount of fuel around you in the pit area.

EVENT SCHEDULE—ALL TIMES ARE APPROXIMATE!

Friday, October 29, 2010

12:00 Noon

1:00 PM – 6:00 PM

1:00 PM – Until

REMINDER!

5:00 PM – 6:00 PM***

6:15 PM – 7:15 PM***

7:30 PM – until***

****These times are under negotiation with VIR and may be changed to a later time.*

This is NOT a Track Test Day.

Pit Lane open for set up (subject to change)

Registration for drivers, crew, officials and workers

Tech Inspection at the Tech Shed. Tech line closes at 8:15

ALL CARS MUST go to TECH BEFORE going on TRACK!

60 minute qualifying session ***

60 minute practice **to check lights*****

Dinner at the Pagoda – everyone invited!***

Saturday, October 30, 2010

6:30 AM – 8:00 AM

7:30 AM – 11:00 AM

7:30 AM

7:15 AM

7:30 AM

8:15 AM

8:30 AM

8:55 AM

9:15 AM – 10:15 PM

11:00 PM

After the Checker Flag

Breakfast at the Pagoda – everyone invited!

Registration for drivers, crew, officials and workers

Tech Inspection opens at the Tech Shed

Mandatory drivers meeting at Pagoda 2nd Floor

(1 driver and the DTR for each team)

Mandatory team worker meeting at Pit Central

(1 driver and the team worker for each team)

Flag meeting at the Patriot Barn

Cars to the Grid

Cars **MUST** be in grid position on front straight

13-Hour Endurance Race

Pit Cleanup. No race engines running after 11 PM!

WINNERS CIRCLE/AWARDS PRESENTATION/

THANK YOU GATHERING—Everyone Welcome!

Sunday, October 31, 2010

(Quiet Hour) 11:00 AM

Daylight Saving Time Ends—Set Clocks Back 1 Hour!

Everyone MUST be off the premises.