On behalf of the Southeast Division, welcome to the Roebling Road Summer Races; a Southeastern Conference Majors Tour and Double South Atlantic Road Racing Championship event. This weekend has long been one of the highlights of the Southeast Division calendar and I consider it an honor to be your Race Director for the event.

With seven race groups the schedule is very tight particularly on Sunday. The Group 1 race on Saturday will likely be after lunch. For Sunday, we will push the schedule as much as we can and we will \*try\* to get the Group 1 race done before the mandatory Quiet Time at 11am. Please listen to the PA.

I would like to have an in-person drivers meeting at Tech during the lunch break on Saturday. I want to stress that this is a DRIVERS meeting, not a Stewards meeting; I’ll be brief in my comments then turn the meeting over to you to ask questions. I’ll also consider requests for split or gapped starts.

This event’s annual Book Exchange will continue – bring books and take books. The Saturday social features dinner and beverages and a chance to relax with your friends.

As many of you know, entering the facility means you have to cross the track. After we get started in the morning, the only time for crossing is between sessions. On Sunday morning, the qualifying sessions are short so we’re likely to cross traffic only every other session. I highly recommend that you plan to arrive early.

Per county ordinance, Roebling Road has Quiet Hours – no racing engines running before 8am or after 8pm. Additionally no racing engines running on Sunday between 11am and 12noon.

There were a couple of rules changes earlier this year that affect everyone. I won’t quote them verbatim, but I’ll give you the basics. My goal is that none of you get jammed up on these items.

The first is GCR paragraph 9.3.11.A - In Car Camera. ALL cars at Regionals, Majors, Super Tours and the Runoffs must have a forward-facing video camera, preferably aimed to show the position of driver’s hands.

Next is GCR paragraph 5.9.3.A.2 – Impound. If you are directed to impound following a race, you are not allowed to work on the car, repair anything, or alter the car in any manner unless directed by a tech official. The exception is that you are allowed to check tire pressure and tire temperature, but nothing else \*IMPORTANT\* Most infractions have a range of penalties, but this is one of the few in which the penalty is specified in the GCR and the consequences can be severe.

We hope to avoid full course yellows, but if we do there is a procedure that gets you back to racing as soon as possible:

\*If you are the leader, gradually slow down to pace lap speed when you see the double yellow. You pace the field until you reach the Safety Car.

\*If you are not the leader, start catching up remaining aware that there is an issue on the track and the field in front of you may be slower.

Most of all, I want all of you to have fun, bring your home in one piece and go home with the satisfaction that whatever the result, you did your best.

Bob Hudson, Race Director

Southeast Conference Majors Tour