On behalf of the Alabama Region SCCA and Tennessee Valley Region SCCA, welcome to Barber Motorsports Park.

This letter replaces an in-person drivers meeting; that could change if the Saturday morning qualifying sessions don’t go well. I plan to be in the Tech area most of the weekend, and I’m always open to discussions.

We are fortunate to have one of the most beautiful racetracks in America in our part of the country. For those of you making your first visit, the track is unlike any other in the Southeast Division; short straightaways, lots of turns, and frequent elevation change. It rewards drivers whose cars handle well and can maintain momentum. Successful passing requires thinking several turns ahead, so a patient strategy is important.

This year the organizing regions – Alabama and Tennessee Valley – will host a barbeque dinner Saturday after track activities have concluded. EVERYONE IS WELCOME! I suspect this will be in the Tech area as that has been the social hangout the last few years. Returning this year is the Beer Exchange – show off your inner beer knowledge by contributing some of your favorites to the ice chest.

Looking at the entries for the weekend, I anticipate just one group (Group 4) needing a split start, but I will take others into consideration if I am asked.

**A new rule for 2023** – all cars must be equipped with a forward-facing camera, preferably pointed to show the driver’s hands. Previously, this was mandated for the Hoosier Super Tours and the Runoffs, but requirement was extended to Majors and Regionals in January.

A reminder that if you are involved in significant contact with another car, you are to report to Impound at Tech for an investigation. Even if you believe you are the innocent party, it’s just as important for you to report as it is for the perceived offender. We want investigations to be thorough and fair.

Many of you have also entered the Time Trials to use as practice time. Track position is not important during Time Trials or, for that matter, in Qualifying. It’s never much fun to damage your car anytime on a race weekend, but especially when you’re not yet racing.

We hope to avoid full course yellows, but we can shorten them considerably if everyone follows the correct procedure. Once a full course yellow is displayed, all racing for position stops. If you are the overall leader, SLOW DOWN; you are now pacing the field until the Safety Car is dispatched. If you are not the leader, maintain a reasonable speed to catch up while remaining cognizant that there is an issue somewhere on the track. If you are having a mechanical issue and can’t keep pace, don’t holdup those behind you, come into the pits. The faster we get the field under control, the faster we go back to racing.

Most of all, I want you all to have a successful weekend, move up in the points toward a SARRC Championship and go home with your car in one piece.

Thanks everyone!

Bob Hudson, Chief Steward