



**Jim Stark Double SARRC Operating Team Instructions**  
**April 20 – 21 2024**  
**ROEBLING ROAD RACEWAY – Bloomingdale, GA**

Team,

I want to thank everyone for agreeing to work race control for the 2024 Jim Stark Regional.

We have an ambitious schedule this year created by an additional race group. In part, this is in response to how the 2023 event schedule left us with unused time. All of Group 2 will qualify together but race separately. We're also hoping for an increase in SRF3 entries as a result.

It is critical, both days, that we start on time. I with the Flag Chief to have assignments penciled in before the event to reduce the length of the morning meetings.

I want to ask you to exercise your best time compression magic all weekend with a few caveats. We need to be sure everyone has a chance to get in and out of the track both Saturday and Sunday morning. Nevertheless, if you can skip a gate opening, please do so.

Don't wait for the last car to clear the track before starting the next session's five minute clock. Unless there's cleanup, look to start the clock as soon as possible after the first car gets the checkered flag. The Tower Planning Schedule shows alternating five and ten minute intersession times. Every minute you can shave off those times helps build a cushion.

Qualifying session length is pegged at 20 minutes on Saturday and 15 minutes on Sunday. Those times should include out and in laps, i.e., clock time from grid release to first checker should be two minutes less. Don't hesitate to give an early release to grid if they indicate they're ready.

The driver's meeting letter indicates that mid session qualifying clean ups will be accompanied by a black flag all and the clock will continue to run. If there is insufficient time to give competitors at least one up to speed full green flag lap, checker the session with cars in the pit lane. Similarly, during a race, if you're past half way and need to go to a full course yellow and safety car, with questionable time to allow more than a one lap shoot out, throw the checker and bring them in. It will help with clean up. See also the start procedure outlined in the driver's meeting letter.

While we don't want to be left with unused time, it would be prudent to assume the next session will require some kind of clean up delay. To the extent we can keep things moving I think it's reasonable to assume that competitors will appreciate a well managed schedule.

Sincerely,

Peter Olivola, Chief Steward