



Chicago Region Autobahn Classic Double Divisional Races

A Runoffs Qualifying Event for 2024
Chicago Region SCCA
September 7-8, 2024
Autobahn Country Club, Joliet, IL, 2.1 mile CW
Sanction # 24-R-61827



The SCCA strives to ensure that ALL participants in its events and activities enjoy a welcoming environment. The SCCA supports equality of opportunity and treatment for all participants and will make every effort to maintain an environment that is free of harassment, discrimination, and any behavior that interferes with a safe, fun, and exciting experience. A commitment to a welcoming environment and the SCCA Values is expected of all its members and attendees, including drivers, workers, crew, guests, staff, contractors and exhibitors, and other participants at SCCA activities, sessions and social events and when representing the SCCA in print or electronic media.

SUPPLEMENTAL REGULATIONS

This event is governed by the 2024 General Competition Rules (GCR) and Category Specifications, as amended for 2024 per “Fastrack” and these Supplemental Regulations

This is a 2024 CENDIV Championship Series points event. Series rules, including regional-only car classes can be found on the CENDIV website at <http://www.cendiv-scca.org>. This event welcomes cars competing in the SRF GEN2 Pro Tour.

This event is organized by the Chicago Region, SCCA, located at 921 Lawn Cir., Western Springs, IL 60558-2262, (847) 729-2211.

WELCOMING ENVIRONMENT: The Central Division SCCA and Chicago Region aim to provide an inclusive, welcoming environment for all participants. Further, we fully support and endorse the National SCCA Welcoming Environment policies. To that end, behaviors such as the following will be considered egregious examples of GCR 2.1.7, “Acting in an unsportsmanlike manner”, and will be penalized as such:

1. Discriminating against, disparaging, or verbally abusing a participant because of their gender identity, ethnicity, marital status, sexual orientation, religion, age, or disability.
2. Harassing, intimidating, threatening, or bullying any participant.
3. Doing any of the above outside the confines of an event, or in print, or electronic media in a way that affects that person’s participation at an event.

I. **REGISTRATION AND FEES**

A. TEST DAY: Autobahn Country Club will be hosting a test day prior to the event. This event is not administrated, sanctioned or insured by the SCCA. Test day participants must register separately with Autobahn Country Club using the following registration link:
<https://autobahncc.com/scca-test-day/>

B. REGISTRATION: Drivers may register online at either <http://msreg.com/abjclassic2024> or motorsportreg.com. Drivers without internet access may request a paper entry form and mail it with their entry fees to the Chief Registrar. Any check not processed by your bank will result in an incomplete entry to be resolved between the Chief Registrar or Club Office and the Driver or Entrant. Do not mail entries by any method that requires a signature for delivery. Phone / fax entries will not be accepted. Please complete the entire entry form.

Sue Green, Chief Registrar

19010 Round Grove Road

Morrison, IL 61270

Telephone (815) 718-4881 Please, no calls after 9PM CDT

Email: swgreen321@gmail.com

At-event Registration will be in the registration building located just inside the public

PERTINENT DATES FOR THIS EVENT (ALL DATES 2024)

Central Division reserved car number hold	8/23/2024, 11:59 PM CDT
Cancellation Fee of \$50 after	8/23/2024, 11:59 PM CDT
Late Fee of \$50 charged for any entry received after	9/4/2024, 11:59 PM CDT
Online registration closes	9/4/2024, 11:59 PM CDT
Special license confirmation with Topeka, make request by	9/2/2024, 11:59 PM CDT
Credit cards will not be processed before	9/6/2024, 11:59 PM CDT

ENTRY FEES: The entry fee for both days is \$530. The entry fee for one day is \$390. Add \$160 for a same driver in a second class for each divisional race (e.g. - \$160 for Saturday and \$160 for Sunday). Add \$30 per unique driver, in each class, per weekend, for SRF, SRF3, FE and FE2.

- C. PAYMENTS & REFUNDS:** Credit card payment is only available to those drivers who enter online. All online entries for which the payment is not received by 11:59PM 9/4/2024 will be charged a \$50 late fee, and there may be a delay in processing the registrations at the track. Drivers without internet access may request a paper entry form and mail it with their entry fees to the Chief Registrar. Make checks payable to Chicago Region, SCCA. A fee of \$50 will be charged for any check returned by the bank or refused credit card charges, and the entry will also be considered a late entry. Do not mail entries by any method that requires a signature for delivery. Phone / fax entries will not be accepted.

If you signed-in at registration you are eligible to receive a refund if you withdraw before your racecar touches the pit lane or racing surface AND if you notify the Chief of Registration BEFORE YOU LEAVE THE TRACK. All other requests for refunds are at the discretion of the Chicago Region and should be made by contacting the region office at cluboffice@scca-chicago.com. If a refund is approved, it will be limited to 50% of the entry fee. If you did not sign-in at registration and wish to cancel, cancel your entry through motorsportsreg.com or by notifying the Chief Registrar by 8/23/2024. All cancellations after 8/23/2024, 11:59 PM, will be subject to a \$50 cancellation fee.

- D. PASSES:** Each entry receives credentials for the driver plus up to three crew members. An Entrant at the event who is not the driver and is not on any Prep Shop list must be listed as a crew member. Additional passes (over crew) may be purchased at registration for \$10 each. Minors 12 years and younger will be issued guest passes at no charge. All crew members signing in under a prep shop list must be an SCCA member and are allowed one guest. Weekend memberships are available for purchase if needed. Non-participant SCCA members must present a valid membership card for admission; there may be a charge. Workers must present a current license and membership card at registration. Volunteer workers, guests, and crew must sign for their own passes and must arrive during posted registration hours.
- E. PREFERRED NUMBERS:** Every effort will be made to honor 2024 CENDIV reserved numbers through end of day 8/23/2024. Due to the make-up of run groups, however, this may not be possible in all situations. If two drivers holding the same reserved number request that number for the same run group, the number will be assigned to the driver with the earliest request. At end of day 8/23/2024, all unused reserved numbers will be available on a first-come, first-served basis. All three-digit car numbers must start with 1, i.e.: 1XX. Numbers must be unique for the driver/ race group for the weekend. Drivers running multiple classes in the same group must have unique numbers. Drivers sharing a car or running the same car in multiple classes, within a single race group for the weekend, must have a different number for each class entered.
- F. PADDOCK AND GARAGE RESERVATION:** The main access roads must remain open for emergency vehicles and two-way traffic. Paved paddock is available east of the tech building between the north and south tracks (see map). The grass area directly to the Northwest of the turnabout and along

either side of the main access road is available to racers to use at their discretion as long as they are considerate of fellow competitors. Failure to follow the direction of the Paddock Marshal or their designate regarding paddock parking or activities may result in expulsion from the facilities. See facility map included in this document.

Drivers may be held responsible for harm to property, including damage to the track and to the environment. Fees charged for the removal / disposal of hazardous waste or used tires will be assessed to the responsible driver.

Overnight camping will be allowed for both competitors and workers. Camping passes should be obtained from the track at registration.

- G. DISABLED CARS:** Disabled or damaged cars may be removed from the course and delivered to a central location. If the car sustained body/chassis damage, it will be released to the driver/crew after tech has made appropriate notations in the vehicle logbook. Cars disabled due to a mechanical failure will be released to the driver/crew immediately. If the car requires wrecker support to return to its paddock location, there may be a delay depending upon the availability of wreckers or flat tows.

II. DRIVER INFORMATION

- A. DRIVER ELIGIBILITY:** To participate, a driver must be a current member of the SCCA and hold a SCCA Novice permit and have satisfied the school requirements, a SCCA Full Competition license, or hold other recognized licenses per GCR Appendix C.2.8.B and current FasTrack. If you do not have the proper license or if you are unsure, it is your responsibility to contact the Chief Registrar prior to the event.
- B. CAR ELIGIBILITY:** Competition is open to all cars conforming to the GCR, as amended, or those regional class cars per CENDIV Rules.
- C. TIMING & SCORING:** Each car in each class is required during each of its on-track sessions to have a properly mounted and functioning TR2, AMB TRANX 260 or MyLaps X2 car transponder, and **the driver is responsible for providing correct information to Timing & Scoring.** Make sure your transponder is on and functioning for **ALL SESSIONS**, including scheduled practice sessions. Information gathered from data collection systems and/or personal timing systems is unofficial and will not be used by race officials. Cars without working transponders will not receive times. Please submit all corrections to name, sponsor information, etc. for grids and results within 30 minutes of the conclusion of the second qualifying for your group to Timing & Scoring.
- D. FLAGTRONICS:** Flagtronics will not be used at this event.
- E. COURSE:** The Autobahn Country Club is a 2.1 mile CW course.
- F. BLACK FLAG (SOC):** Vehicles which are leaking/spilling fluids, including fuel, may be black flagged, at the Start Bridge or Corner 13, from any session.

The Black Flag (SOC) stewards' station will be located at the end of the pit road prior to pit exit / paddock entry. Cars may be asked to proceed into the paddock/impound area immediately past this point to facilitate event schedule. Drivers must follow the direction of the event officials and remain out of the path of other vehicles exiting the course.

Drivers are reminded that GCR 6.11.1.E mandates that any driver involved in significant body contact **MUST** self-report to the Black Flag (SOC) stewards before going into the paddock area. "Significant body contact"

includes but is not limited to: contact resulting in 2 or 4 wheels off course, spins, loss of position, or repairs required to suspension or bodywork. When in doubt, report to the appropriate stewards to avoid penalty.

- G. SOUND CONTROL:** Sound control for this event is waived. Sound readings may be posted in the Tech building if available.
- H. HARDSHIP LAPS:** Hardship laps will be available for a limited number of cars between sessions, time and schedule permitting. A hardship lap is defined as a single lap from pit out to pit in. To request a hardship lap, please present at the front of the grid while not blocking the cars in the current session. Hardship laps will not be authorized immediately prior to a car's scheduled session.
- I. AWARDS:** Trophies for all races will be awarded according to the GCR. Trophies must be picked up at driver information. No trophies will be mailed. CenDiv Divisional Championship Series points will be awarded per CenDiv rules.
- J. VICTORY LAPS:** When possible, victory laps will be permitted and are encouraged. The winner of each class should proceed immediately to pit out where he will receive a checkered flag and be directed on course for a single Victory Lap. Drivers must wear a helmet and gloves and all passengers, in an open cockpit car, must wear a helmet during the victory lap. Passengers are permitted in accordance with GCR 6.11.7. Drivers shall maintain a safe speed and be wary of any safety vehicles on course.

III. CAR SAFETY and TECH INSPECTION

- A. DECALS:** Competition vehicles must display the official SCCA Road Racing decal per GCR section 9.3.29.C (Figure 4.)

All cars are also required to display CENDIV series stickers visibly placed on each side of the vehicle to be eligible for the CENDIV Divisional Championship Series presented by TRO Manufacturing and BrakeOMeter. Stickers are provided free of charge and are available at tech.

- B. DATA ACQUISITION:** SCCA staff and their delegates may install data acquisition equipment in a competitor's car or direct the car to the chassis dynamometer onsite. This program is to assist the CRB in performance balancing. If selected, participation is not optional and is not protestable. The data collected from the device will not be used for compliance purposes. All cars carrying an SCCA data collection device shall immediately report to impound and be weighed after their session. **(This is not expected at this event, but is a standing option for any event.)**
- C. SCALES:** Tech scale hours are listed in the event schedule. Scales may be available for other participants during race impound, but priority will be given to impounded cars. Scales may be made available at other times at the discretion of the Chief of Tech.
- D. SPEC MIATA COMPLIANCE:** At post-race inspection, Spec Miata and SMX participants may be instructed to remove parts, including but not limited to the cylinder head, for disassembly and/or inspection. Competitors are responsible for performing required disassembly and/or reassembly of their car, as well as any resulting expenses incurred. Any findings of noncompliance will be reported to the Race Director / Chief Steward, who will then determine the need for a Chief Steward's Action (CSA) or Request for Action (RFA). **(This is not expected at this event, but is a standing option for any event.)**
- E. SMX TIRE MARKING:** Refer to series rules.

IV. QUALIFYING/RACE

- A. GRID:** If qualifying is not run for a group for any reason, the Chief Steward shall determine the method of setting the grid for the race. The fastest qualifier in a race group who selects the “outside pole” (per GCR) must notify the Grid Marshal at the front of the field before the five-minute warning is given to that race group. Cars arriving at the grid after their group has been dispatched on track or not running by the one minute warning may, at the discretion of the Operating Steward, be held at grid exit or pit out and released at the end of the pack after the field has completed the pace lap. In any case, these cars will lose their grid position and be moved to the back of the grid per GCR 6.4.5.
- B. QUALIFYING:** A driver who fails to complete a qualifying lap or fails to qualify within a safe difference to the class leader may be withheld from competition at the discretion of the Chief Steward.
- C. RACE:** A driver who is unable to maintain a safe pace during the race, or vehicles leaking/spilling fluids (including fuel) may be black flagged.
- D. JUDGES OF THE FACT:** Any starter, steward, or timing person in an appropriate location as determined by their chief or Race Director/Chief Steward are designated Judges of the Fact for starts and finishes per 5.11.3.
- E. TIMED SESSIONS:** Qualifying and races will be timed from the timing loop located at the start/finish line on the front straight. For each session, the clock will start when the first car enters the pit lane from grid. During a black flag all or red flag, the clock may or may not stop. The field will be notified on pit lane as to time remaining. If the Race Director/Chief Steward should allow the substitution of a car or driver, per GCR 5.12.3.A.6, any qualifying times earned for the original car / driver up to that point will be removed. Any race may be declared a timed race by the Race Director/Chief Steward to facilitate the event schedule due to excessive clean up times, weather events, etc.
- F. FULL COURSE YELLOW PROCEDURES:** Upon display of the full course yellow, the race leader must slow to typical pace car speed (approximately 40-50 mph) and gather the field behind as soon as practical. Trailing cars must pack up behind the leader, using caution that cars ahead may be at a much slower pace.
- G. PACE/SAFETY CAR:** In addition to GCR 6.6.2., the field shall follow the Pace/Safety car as long as its emergency lights are flashing, even if it varies from the normal race course. In the event a full course yellow results in dispatch of the safety car, the safety car will enter the racing surface at pit out.

V. IMPOUND

- A. DRIVERS MEETING:** The Race Director/Chief Steward may have a mandatory driver meeting. If the meeting is not held, the Driver’s Letter will be emailed to all drivers prior to the event will be considered the meeting.
- B. SPLIT STARTS:** Split start requests received from any group that does not have one indicated in the schedule must be initially requested at, or prior to, the drivers’ meeting, for open discussion. If a drivers meeting is not held, the request be made to the Race Director/Chief Steward prior to the beginning of the qualifying session. Split Starts are at the discretion of the Race Director, and the final decision may not be made until after posting the final grid for the group.
- C. IMPOUND:** The top three competitors in each class shall report to impound immediately following the completion of their race. All cars will exit the hot pits only at pit out. Those going to impound proceed to the impound area located by Tech Building and Scales.

After any session additional cars may be directed to report to impound at the discretion of the Race Director/Chief Steward.

- D. CONTACT:** GCR Section 6.11.1.E requires a driver and car, involved in significant body contact, stop at the designated incident investigation site for review of the incident by stewards or satisfy this requirement by reporting to the Race Director or Chief Steward during Impound of their session. Drivers who do not satisfy this requirement will be referred to the Stewards of the Meeting (SOM).

VI. GENERAL

- A. RACE LENGTH:** Races on **Saturday will be 18 laps or 30 minutes, whichever comes first**, unless declared a timed race by the Chief Steward and **Sunday races will be 22 laps or 35 minutes, whichever comes first**, unless declared a timed race by the Race Director/Chief Steward.

When the **LAST LAP INDICATOR** is given at Start/Finish the next flag will be a checkered flag. In the case of a long delay and where the time limit has expired, the Race Director/Chief Steward may add time to the session or convert to laps to allow at least green, white, checker to complete the race.

During a timed race clock stoppages will be at the discretion of the Race Director/Chief Steward and are NON-PROTESTABLE.

- B. RESULTS:** Live timing will be available during the event. Live timing, is neither official nor protestable. Unless otherwise announced, live timing will be available via the Race Monitor App available for iPhone and Android phones. **Qualifying, provisional and final results will NOT be posted at Driver Information.** Results will be posted on the CENDIV website (www.sccacendiv.org) as soon as possible after the conclusion of the event.

Race Results are available at: <https://bit.ly/cendivresults>.

Live Timing at:

www.racehero.io

www.Race-Monitor.com

Contact T&S chief with problems or questions.



- C. START TIMES:** Schedule times are cars on course.
- For Qualifying, the session clock starts when cars are released from Grid.
 - Race session clock starts when the first car crosses the Start/Finish control line after the scheduled pace lap.
- D. EVENT SCHEDULE / RUN GROUPS:** Actual session start times may be delayed from the published schedule due to unforeseen circumstances during the event. It is the driver's responsibility to listen to the PA system and pay attention to activity on track. The schedule or run groups may only be changed (or start times advanced) at the discretion of the Race Director/Chief Steward, with concurrence by the Event Chair (Chairman of SOM), depending on pre-race entry counts or as needed to accommodate situations during the event.
- E. CANCELLATION:** If part of an event is cancelled for reasons of safety or forces beyond our control as provided by GCR Appendix B.1.2.A., points will be awarded based on race grids.
- F. CLOTHING:** Safe apparel must be worn in the pits and grid at all times including shirts with sleeves, pants (long pants strongly recommended) and closed-toe shoes. Crew members on pit lane must display their event credentials at all times while on pit lane.

G. PIT LANE: Drivers are to maintain a safe speed on Pit Lane with absolutely no racing. Use the transit lane until reaching and upon exiting your pit stall. Do not drive through other pit stalls. Tire scrubbing is not allowed at any time in the pit lane and in the transit lane. Tire scrubbing is permitted after the apex of turn one.

All cars will exit the hot pits only at pit out. Those going to impound and/or winner's circle follow the directions of the pit / paddock marshals.

Cars entering the track from the pits must within the blend line, both solid and dotted, until the end of that line at turn one. Blend line violations will be enforced.

Please do not put any equipment in pit lane, including at the pit wall, +/- 10 feet of start / finish, as this may interfere with timing and scoring electronics.

Four crew members (plus the driver) are allowed over the wall to service a vehicle in pit lane, and only two (2) crew members are allowed over the wall for signaling purposes. No crew members are allowed at the pit wall during starts and restarts.

To facilitate timely movement of the next race group onto the track, cars entering the pits following the checkered flag may be stopped before center-pit or directed to an alternate location to allow the next group to exit the grid.

H. TIRE VENDOR: No provision has been made for this event for tire vendors.

I. FUEL PROVIDER: Fuel is available with a credit card at the gas pumps. Fuel is supplied by Sunoco and is approved for use in classes as permitted.

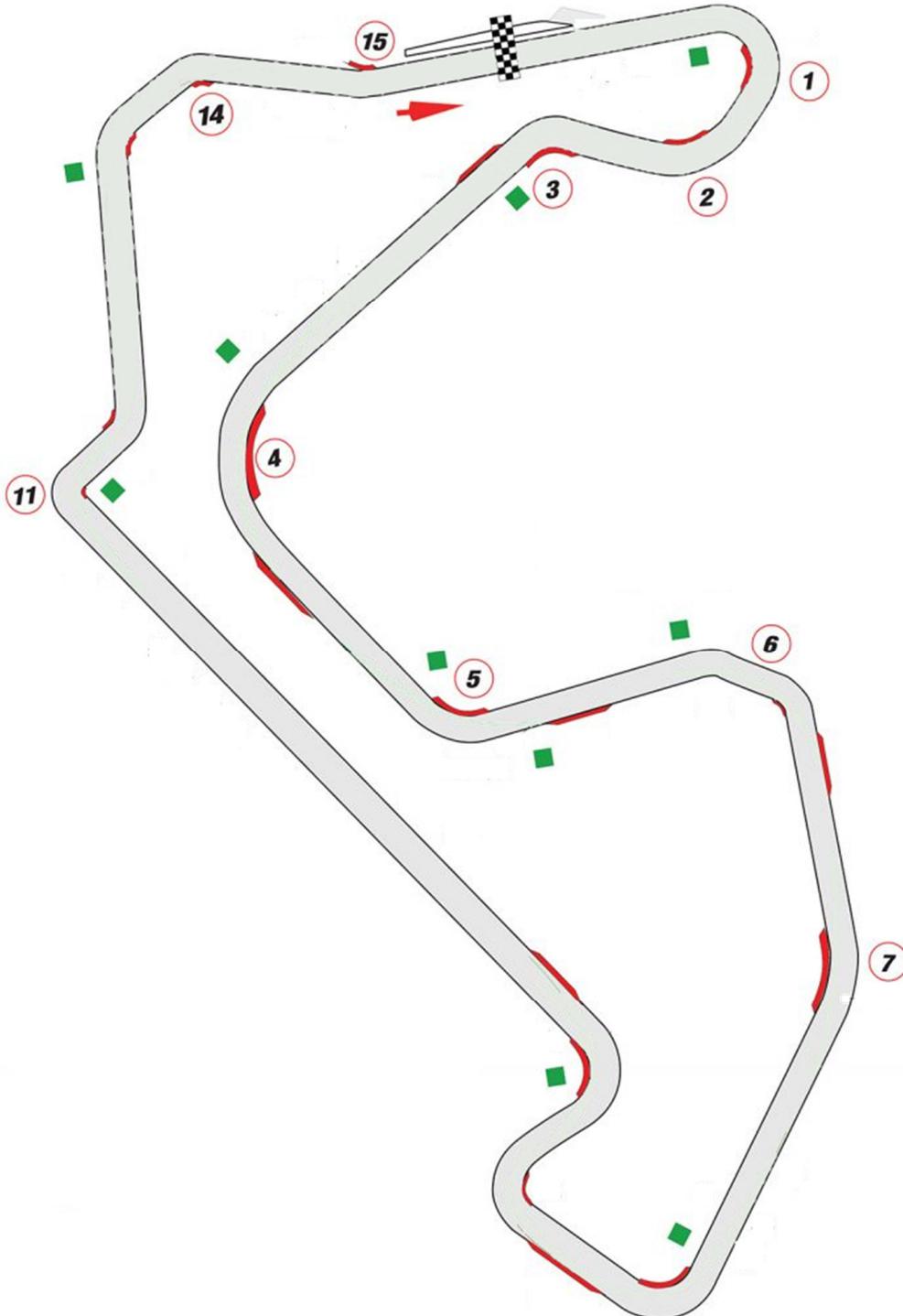
VII. TRACK RULES

VIII. Course Map

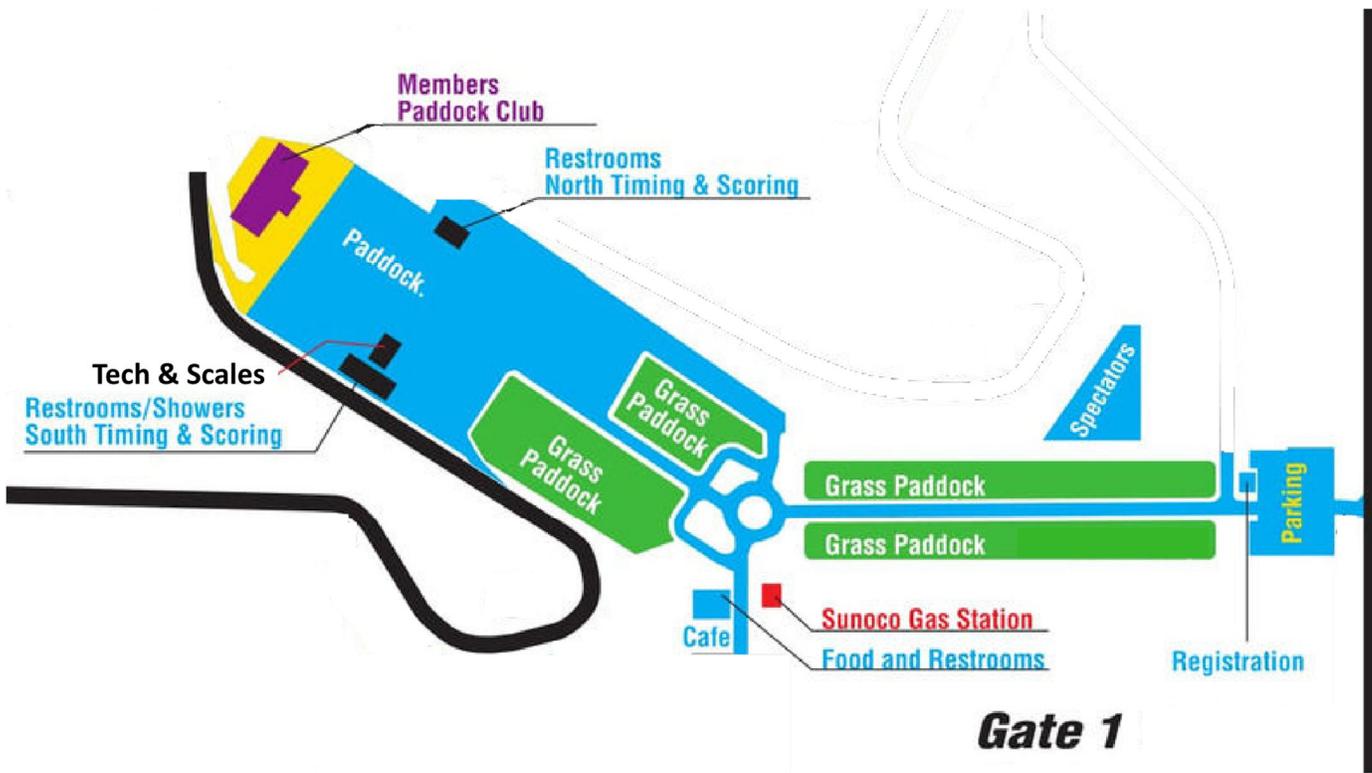
SOUTH CIRCUIT

The technical South Circuit will keep you occupied trying to perfect its nuances. From the multi-apex turn 1-2 combination to the double entry into turn six, finding the perfect line does not come easy. Add in the high-speed sweeping turn 4 and the long back straight to turn 11, this circuit provides the thrills.

TRACK LENGTH 2.1 MILES	TRACK WIDTH 40 FT	LONGEST STRAIGHT 1,850 FT	# OF TURNS 15 (9 R, 6 L)
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IX. Facility Map



EVENT OFFICIALS

Chief Steward	Ed Locke	Race Chair (Admin)	Warren Munson
		Asst. Race Chair (Admin)	
		Event Chief of Tech	Joe Griffin
		Asst. Chief of Tech	John Palanchar
		Chief Communications	Kim Joiner
		Asst. Chief Comm	
ACS - Operating	John Hertsgaard	Chief of Course	Mark Hirt
ACS - Operating	Dave Karling	Asst. Chief of Course	Jeff Jordan
ACS - Operating	John Maurus	Chief of ES	Ed Danecki
ACS - Operating	John Maurus	Asst. Chief of ES	
ACS – Safety	Rob Woolston	Chief of F&C	Roger Vilmur
ACS – Safety		Asst. Chief of F&C	
ACS – Safety		Chief of Grid	Dory Zientara
ACS – Black Flag	Kevin Coulter	Asst. Chief of Grid	
ACS – Black Flag		Chief of Pace Car	Jack Novak
ACS – Black Flag		Asst. Chief of Pace Car	George Laws
ACS – Black Flag		Chief of Pits	Dennis Bednar
ACS – Tech	Kevin Coulter	Asst. Chief of Pits	Dan Lyon
Chair SOM	Karen Crider	Chief Registrar	Sue Green
SOM	Jim Marinangel	Asst. Chief Registrar	
SOM	Joe Helser		
SOM		Chief Starter	Pat Foss
SOM		Asst. Chief Starter	Wayne Foss
SOM		Chief of Timing/Scoring	Toby Schuster
SOM		Asst. Chief T&S	John Bobek

EVENT SCHEDULE

 	<p>Chicago Region Autobahn Classic Double Divisional Races A Runoffs Qualifying Event for 2024 September 7-8, 2024 Autobahn Country Club, Joliet, IL, 2.1 mile CW Sanction # 24-R-61827</p>	
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Group 1	BG, LC, FP, HP, GTL, SM, SMX, SPU, STL, STU, ITE2	Group 4	SRF3
Group 2	GT1, GT2, GT3, GTA, GTX, EP, AS, T1, ITE1, SPO, SpecE46	Group 5	ASR, P1, P2, S2, FA, FC, CFC, FE, FE2, FS, FX, FF, CFF, FST, FV, F6, SR1, SR3
Group 3	T2, T3, T4, C-Spec, B-Spec, ITA, ITB, ITC, ITJ, ITR, ITS, SMT, S944, SMG	Group 6	SRF, SR

Thursday, September 5, 2024

5:00 PM – 10:00 PM	Facility Open for Access for Test Day Participants Only
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Friday, September 6, 2024

12:00 PM – 10:00 PM	Facility Open for Access
5:30 PM – 8:30 PM	Registration
6:00 PM – 8:30 PM	Tech Inspection / Scales Open

Saturday, September 7, 2024

7:00 AM – 10:00 PM	Facility Open for Access		
7:15 AM – 12:00 PM	Registration		
7:30 AM – 11:15 AM	Tech Inspection / Scales Open		
7:45 AM	Worker Meeting		
8:30 AM	25 Min Qualifying Group 1	12:30 PM	Time Trial Session #2, 20 min.
Followed by	25 Min Qualifying Group 2	Followed by	18 Lap, Race Group 1
	25 Min Qualifying Group 3		18 Lap, Race Group 2
	25 Min Qualifying Group 4&6		18 Lap, Race Group 3
	25 Min Qualifying Group 5		18 Lap, Race Group 4
	Time Trial Session #1, 20 min.		18 Lap, Race Group 5
11:30 AM	Lunch		18 Lap, Race Group 6
			Time Trial Session #3, 20 min.

All races are 18 Laps or 30 Minutes, whichever comes first.
 The Chief Steward may shorten races should conditions warrant.
 There will be a worker/competitor party at the conclusion of activities.

Sunday, September 8, 2024

7:00 AM – 10:00 PM	Facility Open for Access		
7:30 AM – 12:00 PM	Registration		
8:00 AM – 11:30 AM	Tech Inspection / Scales Open		
7:45 AM	Worker Meeting		
8:30 AM	25 Min Qualifying Group 1	12:15 PM	Lunch
Followed by	25 Min Qualifying Group 2	1:15 PM	22 Lap Race Group 2
	25 Min Qualifying Group 3	Followed by	22 Lap Race Group 3
	25 Min Qualifying Group 4&6		22 Lap Race Group 4
	25 Min Qualifying Group 5		22 Lap Race Group 5
11:45 AM	22 Lap Race Group 1		22 Lap Race Group 6

All races are 22 Laps or 35 Minutes, whichever comes first.
 The Chief Steward may shorten races should conditions warrant.