

## 2004 Road Racing Supplementary Regulations

### Significant and Meaningful Changes noted by text with vertical black bar in left margin

#### **2004 San Francisco Region Calendar**

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##### **Road Racing, Vintage & Pro Support**

<b>Date</b>	<b>Deadline*</b>	<b>Event</b>	<b>Location</b>
March 5-7	2/20	Drivers' School	Thunderhill Park, Willows
March 19-21	3/5	Reno/SFR Double National	Thunderhill Park, Willows
April 3-4	3/19	Oil Recycling Champions Regional	Infineon Raceway, Sonoma
April 24-25	4/9	ORC Regional	Thunderhill Park, Willows
<i>April 30-May 2</i>		<i>Road &amp; Track Invitational</i>	<i>Laguna Seca, Monterey</i>
May 22-23	5/7	ORC Regional	Laguna Seca, Monterey
<i>June 5-6</i>		<i>Wine Country Historics</i>	<i>Infineon Raceway, Sonoma</i>
June 11-13	5/28	Double Regional	Laguna Seca, Monterey
<i>June 25-27</i>		<i>NASCAR</i>	<i>Infineon Raceway, Sonoma</i>
July 9-11	6/25	ORC Double Regional	Thunderhill Park, Willows
<i>July 16-18</i>		<i>ALMS</i>	<i>Infineon Raceway, Sonoma</i>
July 30-Aug 1	7/16	ORC Regional/National	Laguna Seca, Monterey
<i>August 13-15</i>		<i>Monterey Historics</i>	<i>Laguna Seca, Monterey</i>
August 28-29	8/13	ORC Regional	Infineon Raceway, Sonoma
<i>September 10-12</i>		<i>CART</i>	<i>Laguna Seca, Monterey</i>
September 18-19	9/3	ORC Regional	Thunderhill Park, Willows
October 2-3	9/17	Season Final ORC Regional Double Points	Thunderhill Park, Willows
<i>October 14-17</i>		<i>ALMS</i>	<i>Laguna Seca, Monterey</i>
October 22-24	10/1	Vintage Fall Classic	Laguna Seca, Monterey
November 5-7	10/22	Western States Champ./Enduro	Thunderhill Park, Willows

**The Region reserves the right to postpone, reschedule or cancel any event if circumstances require.**

**\* Deadlines are now two Fridays before a race weekend, rather than on a Monday. Vintage deadline is three Fridays before the event.**

#### **A. San Francisco Region Groups and Classes**      [\* Regional-only classes]

- GROUP 1.....T1, T2, SSB, SSC, ITE\*, ITX\*, RX7\*
  - GROUP 2.....DSR, CSR, FS\*, FA, S2, FM, FC
  - GROUP 3.....GT1, GT2, GT3, GT4, GT5, HP, GP, FP, EP, SP\*, AS, GTA\*, BG\*
  - GROUP 4.....FF, SF\*, CF\*
  - GROUP 5.....ITS\*, ITA\*, ITB\*, ITC\*
  - GROUP 6.....SRF
  - GROUP 7.....FV, F5, FB\* (Split start FV)
  - GROUP 8.....SM\*
- National Groups per acceptance letter

**Class Changes**

Group 5: ITS may be moved from Group 5 to Group 3 at Laguna Seca based on entries. Rather than eliminating entries, cars will be moved if there is an over-subscription.

Group 3: GT5, HP, GP, FP, may be moved from Group 3 to Group 6 during the race year, based on Spec Racer Ford (SRF) entry size.

**B. 2004 Fee Schedule & Entry Procedures**

<u>Event Type</u>	<u>Entry Fees:</u>	<u>Infineon</u>	<u>Laguna</u>	<u>Thunderhill</u>
Regional (including Double Points Regional)		\$235	\$275	\$200
National			\$345	\$295
Combination National/Regional			\$395	
Double Regional			\$485	\$350
Double National				\$395

**Other Fees**

Dual (same driver) \$130

Must be entered and not withdrawn in the original class. A dual entry is defined as the same car and driver for a second group at the same regional (see Supplemental Regulation Item #2). Entry with a different car or driver must pay the full entry fee.

Spec Racer Ford (National fee per sanctioned event) \$10

Late entry fee (received after the entry deadline) \$30

Post entry fee (see description below) \$50

Withdrawal fee \$20

**LATE ENTRIES:** Entries received in the Region office after the entry deadline will be assessed one non-refundable \$30 late fee. Deadlines are shown in the 2004 Calendar.

**POST ENTRIES:** All post entries incur an additional \$50 fee per weekend. Post entries are those received at the Region Office after noon on Wednesday before an event; and entries received at the track. Post entries received at the Office will be forwarded to the Chief Registrar if possible, however, the entrant should keep a copy to expedite Registration. Entries received at the track will be assigned a number by Registration. The driver will be given a run-around form to take to Timing & Scoring and then to Tech.

**ENTRY PROCEDURE:** To enter an event, complete an official entry form and mail, fax, or deliver it to the Region Office with appropriate entry fee. **Illegible or incomplete entry forms will be returned. Complete medical information must be provided. Transponder number is required to process an entry.**

**ACCEPTANCE LETTER:** An Acceptance Letter will be mailed to drivers whose entries are received by the deadline date. The Acceptance Letter will include the event schedule and other important information as approved by the National office. The Acceptance Letter will also include the driver’s group(s), class(es), car number, and transponder number. The driver must verify this information and notify the Region Office or Registration if any of it is incorrect.

**ENTRY REFUSAL:** Notwithstanding the GCR, the Region reserves the right to refuse an entry at any time with only such notice as circumstances permit. Entries from drivers owing money to the Region, another Region, SCCA National, or a racetrack where the Region conducts events, will be refused until the debt is paid in full.

**FAXED ENTRIES:** Faxed entries will be accepted up to noon on Wednesday before an event. Payment on faxed entries shall be by credit card only. Faxed entries are considered legal and binding. Faxed entries received in lieu of payment promised or in transit will not be accepted.

**CREDIT CARDS (MasterCard or Visa only):** Drivers shall include complete, legible card number, expiration date, and total amount of fees on entry forms submitted. Entry fees will be considered due and payable at Registration for entry forms received with incomplete or illegible information.

**RETURNED CHECKS OR DECLINED CREDIT CARDS:** An additional \$30 service charge plus bank charges will be billed. After three occurrences, the Region will not accept payments by personal check or credit card. Entries received from driver/entrants with debts unpaid will not be accepted.

**REFUNDS/WITHDRAWALS:** Entry fee refunds will be made automatically from the San Francisco Region office after an event, if the entrant's car is not recorded through technical inspection. If the car has been recorded through technical inspection and the entrant/driver wishes to withdraw an entry, the entrant/driver shall so notify the Chief of Tech prior to the first session scheduled for that car/class. The entrant/driver must fill out a Withdrawal Request form and give it to Tech. They will then mark you as a withdraw on their official records. A driver may withdraw an entry from either the Regional or National portion of a combination event by so notifying the Chief of Tech prior to the first on-track session for that car/class. A \$20 handling fee will be deducted from the entry fee refund per event. No refunds will be given once driver has been on track.

### C. Supplementary Regulations

1. **COMPETITION REGULATIONS:** These regulations describe additional conditions for events listed herein which are held under the current SCCA General Competition Rules (GCR). Those events where vintage cars are competing must also comply with the 2004 SFR Vintage Supplementary Regulations. Separate Supplementary Regulations and entry forms will be published for the Western States Championship and RDC Enduro.

2. **DUAL ENTRIES:** A car may be entered in more than one group at the same regional event, but not in more than one race in the same group. The following classes: ITA, ITB, ITC, SM and RX7 (without alteration), may run for regional points as ITX at 90dbA at Laguna Seca and at 103 dbA at Infineon and Thunderhill Park. Eligible cars can run dual entries as ITE and ITA. FF, SF and CF cars may run as FB. A driver may enter just the dual entry class at the full entry fee.

Dual entry applications from the cars listed will be automatically assigned to the appropriate dual entry category, and may be withdrawn at the applicant's discretion. Other dual entry applications will be returned.

3. **COMBINATION REGIONAL/NATIONAL EVENTS:** At Combination Regional/National events, Regional and National entries may practice together, but will qualify and race separately. Competitors will practice according to their group configuration.

4. **BONUS RACES:** To provide maximum racing time, the Region will schedule bonus races as permitted. A bonus race is a second race under a sanction number for a specified race group. Bonus races score full points. A checkered flag and win sticker shall be awarded; no trophy is awarded.

5. **VEHICLE ELIGIBILITY:** Unless otherwise announced, all SCCA classes are eligible per the GCR. In addition, the following classes are eligible for Regional events:

- Improved Touring eXtra (ITX)
- Improved Touring E (ITE)
- Formula B (FB)
- Club Ford (CF)
- Spec Ford (SF)
- Super Production (SP)
- Spec RX-7 (RX7)
- Spec Miata (SM)
- Grand Touring American (GTA)
- Baby Grand (BG)

Rules for these classes are available from the SFR office, and in most cases, at [www.sfrscca.org](http://www.sfrscca.org). With approval from SCCA Club Racing, the Region may add additional Region-only classes.

The Region reserves the right to alter the above class rules in any manner deemed appropriate and with only such notice as can be accomplished under the circumstances, upon approval from the National office.

6. **FORMULA VEE SPEC TIRES:** FV drivers must use American Racer tires, **compound 132**, by McCreary to qualify and/or receive regional points, trophies, and victory flag. Any FV driver not using the required spec tire, regardless of qualifying time, must start at rear of FV field. In addition to Supplementary Regulation #17, a rain race may be declared, if 30 minutes prior to the race a majority of the competitors who posted a qualifying time sign a petition declaring it a change-in-condition race and present it to the Chief Steward.
7. **SPEC MIATA:** Spec Miata will run under the National rules, GCR Spec Miata Category Specifications (SMCS) Section 17.1.9 with the following exceptions/additions.
  - a. Spec Miata drivers must use Toyo Proxes RA-1 tires (205x50x15) to qualify and/or receive regional points, trophies, and victory flag. Any Spec Miata driver not using the required spec tire, regardless of qualifying time, must start at rear of SM field.
  - b. Spec Miatas will be required to meet 90 dbA sound level at Laguna Seca Raceway. The recommended exhaust system uses an Allied A22 muffler in front (cut off test pipe) and a Magnaflo 11226 in the rear.
  - c. SMCS Item 17.1.9.C.4.a.3: Also allowed: Ground Control coil-over kit 5030.04.
  - d. SMCS Item C.4.b: Add "Cars registered prior to 1/1/2004".
  - e. SMCS Item C.7.e: Detachable hardtop manufactured by Snugtop may also be used.
  - f. SMCS Item C.8.e: Clarification to second paragraph: Gutting of the driver's door may be made if the roll cage incorporates NASCAR side protection extending into the door.

**8. TRANSPONDERS: All Regional, National, and Vintage classes are required to have transponders.**

It is the responsibility of the competitor to have a working transponder in all sessions. A decal indicating the approximate location of the transponder must be affixed to the vehicle so that it is visible from the exterior of the vehicle. These decals are available from Tech.

While on track, if a car registers an incorrect transponder number, if the transponder is not on, or there is a weak signal, the driver will be shown a sign board with a transponder designation. The driver may go to the black flag station if he wishes to be advised of the transponder problem. **If the transponder is not functioning correctly in qualifying, the driver may not receive a qualifying time and in that case, must grid at the back of the field for the race.**

9. **RENTAL TRANSPONDERS:** Transponders will be available for rent at Registration for \$50 per event. The transponder number must be on the entry form or a rental charge will be assessed. Rental transponders must be returned to Race Central before leaving the track or a \$50 per day fee will be assessed. Transponders can be purchased from the Region Office.
10. **ANNUAL PERMANENT NUMBERS:** Annual permanent car numbers will be granted to any San Francisco Region member driver or entrant who competes in three Regional and/or National races in the San Francisco Region during the current or preceding race season. New season numbers become effective March 1. **A driver may request a permanent number in a maximum of two groups per car.**

**Numbers previously assigned, but not claimed by February 28, will be reassigned.** All requests for permanent numbers shall be in writing and include the dates of the three completed San Francisco Region events. Please indicate three number choices when requesting a permanent number.

San Francisco Region permanent car numbers are only valid through the entry deadline. If your entry is not received by the deadline, your number may be assigned to another driver. Some special race formats may cause a permanent number duplication, in which case only the earliest entry will receive number preference.

**11. CAR NUMBERS:** Car numbers must be readable in Timing & Scoring. Cars may be called to impound and drivers requested to fix unreadable numbers. If numbers are not corrected, the driver may not receive a qualifying position from T&S.

**12. DRIVER LICENSES:** If a driver's competition license is in transit or in process, the driver must call the Region's office by Tuesday before an event to request verification from SCCA Central Licensing. If a driver does not have a competition license in possession and it has not been verified by the Region's office, the driver must pick up an affidavit at Registration, post a \$100 bond, \$25 of which will be retained by SCCA National. This form must be taken to the Chief Steward for approval. A false affidavit is subject to automatic disqualification and license suspension. Final acceptance is at the sole discretion of the Chief Steward.

Per the GCR, the following competition licenses are acceptable for all Regional sanctioned events in the San Francisco Region, with proof of current SCCA membership: SCCA Pro Racing, BMW CCA Club Racing, FIA, ICSCC (Conference), IMSA, Mid-West Council, Porsche Club of America, Waterford Hills Road Racing Club, West Canada Motorsport Association, Ontario Region CASC, Confederation of Autosport Car Clubs (CASC).

**13. REQUIRED PATCHES AND DECALS:** In addition to those patches and decals specified by the General Competition Rules, Oil Recycling Champions patches are required on driver suits and Oil Recycling Champions decals are required on cars.

**14. REGISTRATION:** A driver shall show a current competition license or novice logbook and membership card at registration. Access to the hot pits and other hazardous areas is restricted to licensed SCCA members age 18 and older. Any crew member or race official without an Annual Pass must have his/her license verified at Registration to receive a hot pit pass.

Anyone 16 to 17 years of age who desires to hold a crew/driver competition license or specialty license must have a signed waiver on file with the National Office. His/her license must be verified at Registration to receive a hot pit pass. The Region reserves the right to check the picture ID of any person registering for a Pit or Paddock pass.

All minors attending the event shall have a minor release form and the event waiver completed and signed by a parent(s) or legal guardian.

Registration will provide picture taking and SCCA license/membership card lamination service at most events. A charge of \$3 will be assessed for this service.

**15. EXPRESS REGISTRATION:** SFR Express Registration is designed to make race Registration faster and easier for the majority of drivers who have everything in order and have no Registration or Tech issues. In the Express Registration line, drivers register for the race and go through Tech at the same time. Express Registration is available from 7:00 a.m. to 12 noon on the first day of the race weekend only. In order to qualify for Express Registration, a driver must meet the following criteria:

- Have a current valid SCCA Competition License in your possession.
- Have paid in full for the entire event weekend.
- No outstanding dollar balance due.
- Entry form was signed, and filled out legibly and completely including valid medical and transponder information.
- Gear has an annual tech, helmet is brought to Registration, and it has a current year sticker.
- Car has a valid, current, annual tech and the logbook has been stamped.
- Logbook is completely filled out for the race weekend.

If you reach the Registrar and have not met these criteria, you will be sent to the regular Registration line.

- 16. ANNUAL WAIVER PROGRAM:** At the beginning of the season, licensed workers and/or pit crew members can receive an Annual Waiver by coming to Registration to sign the Annual Waiver. Once the Annual Waiver is signed, a color-coded card which indicates the month the membership expires will be laminated to the license. This becomes the Annual Waiver Pass.
- To apply for an annual waiver, you must be a member of the SCCA for at least one year, and a licensed worker over 18 years of age or a driver crew member over 18 years of age.
- 17. DRIVER CHANGE:** To make a driver change, the new driver shall complete and sign an official entry form. The original entry fee shall be transferred to the new driver's entry. If there is a driver change when the original entry was submitted as a dual entry, the new driver must complete all required paperwork and pay any required fees.
- 18. TIME LIMIT FOR CHANGES:** All changes to entries or additions of entries must be signed off by Registration and Timing & Scoring and delivered to Tech at least 30 minutes before the scheduled start for the session.
- 19. RAIN RACES:** For classes requiring spec tires, the Chief Steward may declare a rain race at least 30 minutes prior to a scheduled race start to allow competitors the choice of changing to rain tires if they wish.
- 20. TECH INSPECTION:** Tech will inspect cars in order of appearance on the track (by group in the order that they run on the first morning of the event). Annual tech inspections will be conducted at the track as available. Competitors whose cars have already passed annual tech inspection need only present driver's equipment per GCR to a safety tech inspector (STI) or to Tech, but may receive STI tech or full tech inspection at their request. PA announcements will be made when the vehicle scales are open. Scales will be closed during lunch. Annual technical inspections are recommended.
- Cars entering the course at any time with mounted cameras or similar equipment shall have approval from Tech indicated by a special equipment sticker visible from the exterior of the car.
- 21. PRE-GRID PROCEDURES:** For practice and qualifying, the five-minute signal is advisory only. For races, the actual time before leaving grid may be adjusted to meet the schedule (earlier or later). Refueling at pre-grid may be done only at the rear of the grid under supervision by grid personnel.
- 22. ORDER ON PRE-GRID:**
- Cars, by qualifying time, that are on pre-grid (or judged by pre-grid personnel as safely en route thereto, in line or in immediate area) by the 5-minute signal and that do not abandon position; OR, for cars in the immediately preceding race, the 1-minute signal.
  - Cars late to grid with qualifying times, by order of arrival.
  - Cars late to grid without qualifying times, by order of arrival.
  - Oversubscribed race groups may be rearranged. Otherwise, cars will be pro-rated by entries per class, with alternates allowed to start at the back of the grid by order of arrival to fill vacancies, if any.
- 23. PIT LANE:** **There shall be no tire scrubbing in the pit lane prior to entering the course.** Transmitting beacons for on-board data acquisition devices shall be placed track side only in an area designated by the Pit Marshal.
- 24. POLE POSITION:** The fastest qualifier (pole position) must notify grid prior to the five (5) minute signal from which side of the track he or she wishes to start.
- 25. SPLIT STARTS:** A minimum of 10 cars is required in both halves of the proposed split start group for a split start to be requested or for a split start to occur. The Chief Steward may approve requests for split starts submitted within thirty (30) minutes after posting of the results for the first qualifying session. The Chief Steward may require 50% approval of each class in the racing group and may require the signatures of the first three qualifiers in each class. The pace car may lead either group.

**26. TIRE SCRUBBING:** Tire scrubbing is prohibited on track except when following the Pace/Safety car.

**27. PACE/SAFETY CAR:** When the safety car enters the circuit, each turn station in use will display a double yellow flag and the starter will display a yellow flag and a "PACE CAR" sign. When the safety car is on the course, drivers shall make every effort to safely catch the field and form up behind the safety car. Drivers of cars that are disabled or cannot keep the pace should not hold up the field. These drivers shall signal by raising an arm, pulling to the side of the course, and staying well off the racing line. Such drivers should seek assistance at the nearest corner station or pit at the first opportunity. All cars shall pass through the incident area well under control and in single file.

Prior to leaving the circuit, the safety car will extinguish its flashing lights. The green flag may then be shown to the leader. At the green flag, all yellow flags will be simultaneously lowered and racing resumes throughout the course. All cars must hold position until the green flag is displayed.

**28. FLAGS:**

a. **YELLOW:**

1. To *slow down* for a yellow flag means to reduce speed sufficiently to make any avoidance maneuver necessitated by the situation. Drivers should signal recognition of the flag by a nod of the head or hand signal to the corner workers. A double yellow flag will be displayed at all stations in use during race pace laps. It is solely the responsibility of the driver to know the station at which the yellow flag may be shown in his/her particular race. For the purpose of a pass on yellow, a pass is completed when the passing car has sufficient room to move safely back in front of the car being passed, before the flag/light.
2. Some turns at some race tracks may supplement the yellow flag with a yellow light. At Infineon Raceway, the yellow caution light may be used at turns 2, 3, 3a, and 11. At Thunderhill, the yellow caution light may be used at turns 1, 5, 9, the back straight, 14, and Start/Finish. When used, the light will have the same meaning and effect as the yellow flag and must be obeyed accordingly. The steady yellow will have the same meaning as a standing yellow. The flashing yellow will have the same meaning as a waving yellow.

b. **BLACK FLAG OR MECHANICAL BLACK FLAG:** Shown with your car number, means to immediately stop in the pit lane at the Black Flag station. In a Black Flag All situation, the black flag at each station may be waved in order to improve visibility.

c. **WHITE:** In addition to the GCR definition, the white flag may be displayed at all manned flag stations for the first lap of any practice and/or qualifying sessions to indicate the location of these flag stations.

**29. BODY CONTACT:** The Region has adopted a standing policy that drivers at fault in the event of body contact will be fined or otherwise penalized. All cars involved in body/wheel contact during an event, no matter how slight, shall stop at Impound at the end of that session. Based on complaints made by drivers in the same group against a particular driver for repeated body contact resulting from overly aggressive driving and separately confirmed by the Region Board, that driver will receive with the acceptance letter a warning from the Region Board stating that "continued body contact resulting from overly aggressive driving will result in his/her entry being refused in the future". If the warning is ignored, the Region Board will then vote to refuse entries from that driver.

**30. IMPOUND:** The Chief Steward may pull all cars into impound (Tech) after each group's track session to conduct a short driver's meeting. Cars may be removed by crew members provided they are not required to stay by the Stewards or the Scrutineers. The first three finishers in each Regional class may be impounded following completion of each race. If entered in the next race, a finisher will be permitted to proceed to pre-grid without going to any other portion of the paddock area and shall then return to impound regardless of finishing position in the subsequent race.

**31. NOVICE CARS:** Novice-driven cars must display a contrasting 6-inch high letter "N" next to the car's numbers on each side and a 5-inch square panel (minimum) of orange-colored material on the rear of the car.

32. **NOISE LIMIT:** Sound regulations vary from track to track in the San Francisco Region. Measurements are per the GCR (50 feet from the edge of the track). Sound readings will be available at Race Central. Competitors are urged to review section 12.1.3 of the G.C.R. A car exceeding the applicable noise limit, at any time, anywhere around the track, is illegal and is subject to being black flagged, and may be excluded. Before a car may return to the course, the competitor shall demonstrate a verifiable mechanical change to the car that would logically lower the sound emissions.

During qualifying, any times recorded prior to the black flag during that session will not count, even if the car for which the black flag is intended enters the pits or returns to the paddock prior to the black flag being shown.

At Infineon Raceway the noise limit is 103.0 dbA. A competitor black flagged for excessive noise shall bring the car into compliance prior to returning to the track. A second violation on the same day will result in the car being excluded for the rest of that day.

At Laguna Seca Raceway the limit is 90 dbA, 101 dbA, or 103 dbA per the event schedule. At Thunderhill Raceway the limit is 103 dbA.

At Laguna Seca and Thunderhill Park a car black flagged for excessive noise three times during the same event, or weekend combination of events, shall be excluded, unless permitted to compete by the Chief Steward in the case of a bona fide mechanical failure of the muffler/exhaust system.

33. **SUPPLIES:** Oil, water, electrical power, and compressed air are the responsibility of the entrant. Fuel will be available at the track unless otherwise announced in the acceptance letter. The Region reserves the right to regulate fuel storage containers. Glass fuel containers are not permitted.

34. **PADDOCK PARKING:** Regardless of the time of arrival, when parking in the paddock, only the minimum necessary space may be used. Fire lanes must be kept clear at all times. Use of space in the paddock is subject to the control of the Paddock/Security Marshal. Entry to the paddock prior to the opening of Registration is under the control of, and at the prerogative of, the track management. Non-support vehicles must be parked outside the paddock in a designated area as directed.

**35. ADDITIONAL PADDOCK RULES:**

- a. The speed limit in the paddock is 5 mph for any wheeled vehicle.
- b. A valid driver's license is necessary to operate any wheeled vehicle in the paddock, including powered and unpowered scooters. Skateboards, roller blades and roller skates are not allowed in the paddock.
- c. Race motors may not be run earlier than 8:00 am at Infineon and Laguna Seca, and 7:30 am at Thunderhill; and not after 6 p.m. at any track.
- d. The Region reserves the right to allow fueling only in designated areas.
- e. Only designated automotive fluid disposal barrels, as appropriately marked, shall be used for dumping oil or other automotive fluids.
- f. Competitors are encouraged to bring water and kitty litter (or equivalent) to neutralize spill damage. Spills must be reported to the Paddock Marshal as soon as possible.
- g. No tent stakes, barbecues, or oil/fuel spillage are allowed on asphalt.
- h. Competitors are responsible for providing boards to be placed under jackstands to avoid damage to the paddock surface.
- i. Competitors are responsible for securing their equipment within their paddock space against heavy winds or other adverse conditions. Owners are liable for any damages caused by their equipment.
- j. Entrants/drivers shall pay a \$25 removal fee for each tire left at the track at the close of an event.
- k. A competitor taping lines or marks on paddock surfaces shall remove them before leaving the track. Painting marks on any paddock surface is prohibited.

36. **LOST EQUIPMENT:** Infineon Raceway, Laguna Seca Raceway, Thunderhill Park, the County of Monterey, San Francisco Region SCCA, San Francisco Region Properties, Inc., or persons connected with the operation of any event are not responsible for the loss or theft of any item brought on the premises.

- 37. **EMERGENCY INFORMATION:** Crew members seeking emergency information regarding on-track incidents should contact the Black Flag station in the racing pits or Race Central.
- 38. **INJURIES:** Participants injured during the event who do not go to medical may risk loss of their SCCA medical coverage.
- 39. **MINIMUM ATTIRE:** Any person in the pit lane shall wear at least a T-shirt, pants, and closed-toe shoes (no sandals).
- 40. **TROPHIES/RESULTS:** Event trophies will be awarded through third place, and beyond, depending on the number of starters per class (10 starters for 4<sup>th</sup>; 15 for 5<sup>th</sup>; 20 for 6<sup>th</sup>). Trophies not claimed that weekend will be forfeited unless other arrangements are made with the trophy person. Distribution of race results will be available via the Region’s website at sfrscca.org. The San Francisco Region may post provisional results in lieu of a lap chart at any race. However, data will be preserved so that a lap chart may be produced if necessary.
- 41. **REGIONAL CHAMPIONSHIP POINTS:**

Championship Races position in class:

Place	Points
1st	28
2nd	26
3rd	24
4th	22
5th	20
6th	18
7th	16
8th	14
9th	12
10th	10
11th	8
12th	6
13th and below	4

All Regional races held under these regulations are point races unless otherwise announced. A driver must be a member of the San Francisco Region prior to the race to earn Regional points. A driver’s point total will be the total points earned in each sanctioned event, up to one (1) less than the total number of sanctioned events for that driver’s class (e.g., if a class has nine (9) sanctioned regional events, the points from a maximum of eight (8) sanctioned regional events will count.) Sanctioned events where the driver was excluded or disqualified must be counted in the point total even though the points earned were zero (0) (e.g., this cannot be counted as a dropped date).

**Drivers must participate in five (5) full-point regional events to be awarded year-end championship trophies.** An event includes all races run under one sanction number. For example, a single Regional is one sanction number; a double regional is two sanction numbers.

Year-end championship trophies will be awarded through third place and beyond depending on the number of drivers earning points per class up to 6<sup>th</sup> place (10 drivers earning points for a 4<sup>th</sup> place trophy, 15 for 5<sup>th</sup>, and 20 for 6<sup>th</sup>). Ties in year-end points standings will be broken, if possible, first by the most first place finishes; if still tied, by the most second place finishes; if still tied, by the most third place finishes.



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