

2006 Road Racing Supplementary Regulations

Significant changes are noted by text with vertical black bar in left margin.

2006 San Francisco Region Calendar

Regional Road Racing and Vintage

Date	Deadline*	Event	Location
March 3-5	2/17	Drivers' Licensing School	Thunderhill
March 17-19	3/3	Double National Reno/SFR	Thunderhill
April 1-2	3/17	Season Opener	Infineon
April 22-22	4/7	Regional #2	Laguna Seca
May 20-21	5/5	Regional #3	Thunderhill
June 10-11	5/26	Regional #4	Thunderhill
June 30-July 2	6/16	Regional #5/National	Infineon
August 4-6	7/21	Double Regional #6 - 7	Thunderhill
September 2-3	8/19	Regional #8	Infineon
September 22-24	9/8	SCCA Fall Classic Vintage	Laguna
Sept. 29-Oct. 1	9/15	Double Regional #9-10	Laguna
October 27-29	10/13	Series Final #11 & Enduro	Laguna

* Deadlines are two Fridays before a race weekend.

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

Pro Support

March 10-12	A1 Grand Prix	Laguna Seca
May 5-7	U.S. Sports Car - Rolex Series	Laguna Seca
June 3-4	Wine Country Vintage	Infineon
June 23-25	NASCAR	Infineon
July 28-30	CHAMP Car - SJGP	San Jose
August 18-20	Monterey Historics	Laguna Seca
August 25-27	IRL – Grand Am	Infineon
October 19-22	ALMS	Laguna Seca

A. San Francisco Region Groups and Classes

- GROUP 1.....ITE*, ITX*, RX7*, T1, T2, T3, SSB, SSC
- GROUP 2.....CSR, FS*, FA, S2, FM, FC, DSR
- GROUP 3.....GT1, GT2, GT3, GTL, GTA* SP*, AS, EP
- GROUP 4.....FF, CF* (incl. SF), FV, F5
- GROUP 5.....ITS*, ITA*, ITB*, ITC*, FP, GP, HP
- GROUP 6.....SRF
- GROUP 7.....SM, SMT*

[* Regional-only classes]
National Groups per acceptance letter

The Region reserves the right to change or modify run groups during the 2006 race year.

B. 2006 Fee Schedule & Entry Procedures

Changes submitted by Steve Archer shown in **BOLD**.

<u>Event Type</u>	<u>Entry Fees:</u>	<u>Infineon</u>	<u>Laguna</u>	<u>Thunderhill</u>
Regional (including Double Points Regional)	\$250	\$295	\$210	
National	\$325			\$295
Combination National/Regional.....	\$450			
Double Regional.....		\$450		\$350
Double National				\$395

Other Fees

Dual (same driver)\$150

Must be entered and not withdrawn in the original class.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

FSCCA, SRSCCA (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

A driver may withdraw an entry from one sanction number of a combination event by notifying the Chief of Tech prior to the first on-track session for that car/class. No refunds will be given once driver has been on track.

LATE ENTRIES: Entries received in the Region office after the entry deadline will be assessed a \$30 late fee. Deadlines are shown in the 2006 Calendar.

POST ENTRIES: Post entries are assessed a \$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. This form must be completed and distributed prior to going on track.

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 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. Tech will record the entrant as a withdraw on their official records. A driver may withdraw an entry from one sanction number of a combination event by 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 the 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 2006 SFR Vintage Supplementary Regulations. Separate Supplementary Regulations and entry forms may be published for Spec Miata Challenge races and the RDC Enduro.
2. **DUAL ENTRIES:** The dual entry fee will be charged for a driver entering the same car in an additional race group under a single sanction number. Car must meet specifications for each class entered.
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. **ADDITIONAL RACES:** To provide maximum racing time, the Region will schedule additional races as permitted. An additional race is a second race under a sanction number for a specified race group. The additional races score full points.

5. **SPECIALTY RACE:** A specialty race may be added for part of a race group. The criteria for selection for this race will be published in the event schedule.

6. **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)
- Club Ford (CF) [Incl. Spec Ford]
- Grand Touring American (GTA)
- Super Production (SP)
- Spec RX-7 (RX7)
- Spec Miata T (SMT)

Baby Grand is eligible to run in Super Production (SP).

Rules for these classes are available from the SFR office, and in most cases, at 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.

7. **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 #19, 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.

8. **SPEC MIATA T (SMT):** Spec Miata T will run under the National rules, GCR Spec Miata Category Specifications (SMCS) Section 17.1.9 with the following exceptions/additions.

- a. Spec Miata T drivers must use Toyo Proxes RA-1 tires – 205x50x15 – to qualify and/or receive regional points, trophies, and victory flag. Any Spec Miata T driver not using the required spec tire, regardless of qualifying time, must start at rear of SMT field.
- b. SMCS Item 17.1.9.C.4.a.3: Also allowed: Ground Control coil-over kit 5030.04.
- c. SMCS Item C.7.e: Detachable hardtop manufactured by Snugtop may also be used.
- d. Exhaust system must exit behind rear sub-frame (does not need to follow original configuration).

9. **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. Transponder location decals are no longer required.

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 or impound if he/she 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.

10. **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 Administration before leaving the track or a \$50 per day fee will be assessed. If the late fee due becomes more than \$350, the driver will be charged \$350 for the purchase of the transponder.

11. **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 February 1. A driver may request a permanent number in a maximum of two groups per car.

Numbers previously assigned, but not claimed by January 31, 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.

- 12. 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.
- 13. 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. However, the SCCA National Office is open on Saturdays until 10:00 am PST to verify licenses. If a driver does not have a competition license in possession and the Region Office/Registrar is unable to verify that the driver has a current license, the driver must complete an affidavit at Registration, post a \$100 bond of which \$25 will be retained by SCCA National. The affidavit can only be used if the driver has lost his license or states it has been stolen, damaged or left at home. This affidavit 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 2006 GCR, the following competition licenses are acceptable for all San Francisco Regional sanctioned events, with proof of current SCCA membership: SCCA Pro Racing, BMW CCA Club Racing, FIA, ICSCC (Conference), IMSA, Midwestern Council of Sports Car Clubs (MCSCC), Porsche Club of America, Waterford Hills Road Racing Club, West Canada Motorsport Association, Ontario Region CASC, Confederation of Autosport Car Clubs (CACC), SVRA, Historic Sportscar Racing (HSR), Vintage Motorsports Council (VMC).

- 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 with a photo ID. 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 completed and signed by a parent(s) or legal guardian.

Registration will provide Photo ID service at 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 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 a driver reaches the Registrar and has not met these criteria, he/she will be sent to the regular Registration line.

- 16. ANNUAL WAIVER PROGRAM:** During 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 that 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. There is a \$3 charge for the Annual Waiver Pass.

- 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. No driver changes will be allowed once the original driver is on the course.
- 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 15 minutes before the scheduled start for the next session for that group.
- 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. GRID PROCEDURE:** For Practice and Qualifying sessions, there is no Grid closure. The "5" board is advisory only and the time schedule may be accelerated or delayed in response to course conditions. The "5" and "1" signals are given to Grid by the Control Tower. For races, Grid will close one minute prior to cars being released to enter the course. As soon as possible after the "1" is given, cars will be released to enter the course.
- Any oversubscribed Grids will be restructured/administered by the Chief Steward. Drivers late to Grid will be placed at the rear of the total pack, same as if they had abandoned position. Attempts to assume a position unless specifically directed to do so by a Grid Marshal will result in penalties.
- 22. GRID USAGE: No fueling** of cars in position on the Grid. The car must be moved away from the pack and/or a Grid Marshal must provide supervision and incident coverage. Drivers are strongly urged to be at Grid at least 10 minutes prior to the session start time on the Schedule for scrutiny by the Grid Marshals and to receive session information. Camera attachments can be approved at Grid.

All unnecessary persons are to clear the Grid by the "2" signal. One person may remain with the car for mechanical assistance **only** until the "1" signal comes down. Creating an unsafe situation during the release of cars, or delaying the release, may result in penalties. Support vehicles must not block access to Grid positions, and must be kept clear of fire lanes. Children under age 12 must be supervised by an adult at all times. Be responsible for removing all items you brought to Grid after your car has entered the course.

- 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 shall display a double yellow flag. The starter shall display a double yellow flag that may be accompanied by a "Safety 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 **and the yellow flags are lowered.**
- 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 Administration. 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. Everyone will be expected to obey rules imposed by the local facility.
- b. The speed limit in the paddock is 5 mph for any wheeled vehicle.
- c. 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.
- d. 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.
- e. The Region reserves the right to allow fueling only in designated areas.
- f. Only designated automotive fluid disposal barrels, as appropriately marked, shall be used for dumping oil or other automotive fluids.
- g. 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.
- h. No tent stakes, barbecues, or oil/fuel spillage are allowed on asphalt.
- i. Competitors are responsible for providing boards to be placed under jackstands to avoid damage to the paddock surface.
- j. 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.
- k. Entrants/drivers shall pay a \$25 removal fee for each tire left at the track at the close of an event.
- l. 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 Administration.

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 4th; 15 for 5th; 20 for 6th). Trophies not claimed that weekend will be forfeited unless other arrangements are made with the trophy company. 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 (all except SMT):		SMT Championship Races position in class	
Place	Points	Place	Points
1st	28	1st	50
2nd	26	2nd	46
3rd	24	3rd	42
4th	22	4th	39
5th	20	5th	36
6th	18	6th	34
7th	16	7th	32
8th	14	8th	30
9th	12	9th	28
10th	10	10th	26
11th	8	11th	24
12th	6	12th	22
13th and below	4	13th	20
		14th	18
		15th	16
		16th	14
		17th	12
		18th	10
		19th	8
		20th	6
		21st	5
		22nd & below	5

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 tenth place (10 drivers earning points for a 4th place trophy, 15 for 5th, 20 for 6th, 25 for 7th, 30 for 8th, 35 for 9th, and 40 for 10th). 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.