

2018 SFR Road Racing Supplementary Regulations – Revision 2

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

These regulations describe additional conditions for San Francisco Region events listed below in which are held under the current SCCA General Competition Rules (GCR). Separate Supplementary Regulations and entry forms may be published for specialty races such as the RDC Enduro.

2018 Calendar

Regional Road Racing

Date	Deadline	Event	Location
February 16-18.....	2/9.....	Race Drivers School	Thunderhill
March 3-4.....	2/22.....	Regional 1 & 2.....	Thunderhill
March 16-18	3/8.....	Regional 3 & 4.....	Laguna Seca
April 7-8	3/29.....	Majors.....	Thunderhill
April 21-22	4/12.....	Regional 5 & 6.....	Thunderhill
May 31	5/24.....	Test Day	Laguna Seca
June 1-3.....	5/24.....	Regional 7 & 8 - SRF Festival	Laguna Seca
June 29-July 1.....	6/21.....	Major/Regional 9 & 10 – Spec Miata Festival...	Sonoma Raceway
July 27-29.....	7/19.....	Regional 11 & 12.....	Laguna Seca
Aug 31-Sept 2.....	8/23.....	Regional 13 & 14 Season Finale Double Points	Thunderhill

Each Regional weekend will include two points races for all classes equaling 14 points races for the year. Exception is June 1-3 where SRF Festival is an additional points race.

2018 Pro Support Events

May 3-6.....	Ferrari Challenge	Laguna Seca
May 18-20.....	Spring Classic.....	Laguna Seca
August 18-19.....	Pre-Reunion.....	Laguna Seca
August 23-26.....	Monterey Reunion	Laguna Seca
September 6-9	IMSA Monterey Grand Prix	Laguna Seca
October 25-28.....	Pirelli World Challenge	Laguna Seca

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

- SCHEDULING:** At a two Regional race event, the practice session for both Regionals may be combined into a single session. If necessary, practice times may be used to set qualifying grid. Schedule times are advisory only, and are not time-certain. Sessions may start earlier than the listed times in order to maximize available track time.
- SANCTION NUMBERS:** The first race of a multiple race weekend will be used for contingency results.
- ADDITIONAL RACES:** To provide maximum racing time, the Region will schedule additional races as permitted for a specified race group. The additional races score full points. A specialty race may be added for all or part of a race group. The criteria for selection for this race will be published in the event schedule.

Fee Schedule & Entry Procedures

Event Type	Entry Fees:	Sonoma	Laguna	Thunderhill
Single Regional.....		\$410	\$410.....	\$325
Double Regional.....		\$595	\$595.....	\$465
Major		\$595		\$550

Other Fees

Dual – Major only \$300
 Dual - (extra class, same driver, all or part of weekend) \$199
 Must be entered and not withdrawn in the original class.
 A dual entry is the same driver entering an additional group.

SRF3 SCCA Compliance Fee (per weekend) \$20
 FE, FE2 SCCA Compliance Fee (per weekend)..... \$20
 Late entry fee (received Mon-Thurs of the event week) \$30
 Post entry fee (enter at the track) \$50
 Withdrawal fee (from complete event)..... \$50

4. **OVERSUBSCRIBED RACE GROUPS:** If a race group is over-subscribed, entries may be refused by the Region Office and at event Registration. Notice of this situation will be posted immediately on the Region web page (www.sfrscca.org) and the online registration system: <http://sfrscca.MotorsportReg.com/>.
5. **ENTRY DEADLINE to retain your permanent number is Thursday, one week before the event.** Deadlines are shown in the schedule on the first page.
6. **LATE ENTRIES:** Entries received in the Region Office received after Thursday one week before the event will be assessed a \$30 late fee.
7. **POST ENTRIES:** Post entries (those received at the track) are assessed a \$50 fee per weekend. Entries received at the track will be assigned a car number by Registration. The driver will be given a change form to complete and take to Timing & Scoring and then to Tech prior to going on track.
8. **ENTRY PROCEDURE:** The preferred method of entry is through the San Francisco Region online entry system: <http://sfrscca.MotorsportReg.com/>. To enter an event by mail, the driver must complete an official entry form and include payment of all fees.
9. **DRIVERS LETTER:** Specific event information will be emailed to entered drivers several days before the event and will be available on www.sfrscca.org. The event schedule will be available on www.sfrscca.org on the calendar page and on MotorsportReg.com on the event announcement page.
10. **ATTENDEE LIST:** The driver’s group, class, and car number will be listed on the Attendee List on [MotorsportReg](http://MotorsportReg.com). This list is updated frequently so information is current. **Car numbers are official Saturday before the event.**
11. **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. **If an entry cannot be accepted, the driver will be notified within three days of entering.**
12. **RETURNED CHECKS OR DECLINED CREDIT CARDS:** An additional \$30 service charge plus bank charges will be billed for any returned checks or declined credit cards. After one occurrence, the Region will not accept payments by personal check or credit card; the entry must be made through MotorsportReg.com.

- 13. **WITHDRAWALS:** To withdraw a car after it has gone through tech inspection, the entrant/driver must notify the Chief of Tech prior to the first session scheduled for that car/class and complete a Withdrawal Form.
- 14. **REFUNDS:** No refunds will be given once the driver has been on track for a class. If the driver did not go on track, the entry fees minus a \$50 handling fee will be credited to the driver’s online registration account. A driver may request a refund instead of a credit by contacting the Region Office after the event.
- 15. **WELCOMING ENVIRONMENT:** The SCCA San Francisco Region aims to provide an inclusive, welcoming environment for all participants. 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.

San Francisco Region Groups and Classes

Six Group Format

- GROUP 2FA, FB, FS, P1, P2, FE, FE2, FM, S2*, DSR*, ASR*
- GROUP 3ITE*,SS*, GT1, GT2, GT3, GTA*, SP*, EP, N3*, T1, T2, T3, PC*, E46*
- GROUP 4FF, CF*, FV, F5, FC, FST
- GROUP 5ITS*, ITA*, ITB*, ITC*, ITX*, FP, HP, STL, STU, E30*, B-Spec, SMG*, AS, ITR*, T4, GTL, SM5, SSC5*, NL*
- GROUP 6SRF*, SRF3
- GROUP 7SMT*, SSM*, SM

*Region Only classes – not Runoffs eligible

The Region reserves the right to change or modify run groups during the race year. The Region reserves the right not to include a specific group or class at any event.

1. 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)*	• Super Production (SP)+
• Improved Touring E (ITE)+	• Spec Miata T (SMT)+
• Club Ford (CF)*	• Sealed Spec Miata (SSM)+
• Grand Touring American (GTA)**	• NASPORT N3 and NL*
• BMW Spec E30 (E30)+	• Spec Mustang (SMG)*
• Spec E46 (E46)*	• Pirelli Cup (PC)+
• American V-8 SuperCar (SS)*	• S2+
• D Sports Racer (DSR)*	• Spec Racer Ford (SRF)**
• Sealed Spec C5 Corvette (SSC5)*	• F4

+ Rules for these classes are listed below.

* Rules for these classes are available from the SFR Office and at www.sfrscca.org. With approval from SCCA Club Racing, the Region may add additional Region-only classes.

**See General Competition Regulations.

Upon approval from the National Office, 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.

BMW Spec E30: NASA Spec E30 rules apply with this addition:

The complete spec exhaust is required. Additional mufflers or noise-cancelling devices such as a SuperTrapp may be attached to the end in order to meet sound requirements at Laguna Seca.

ITE: The only IT rules that apply to ITE are:

- Any tub chassis production vehicle running with DOT tires.
- Preparation Rules: International Sedans may modify the floor pan/rocker panel sections.
- Cars must meet or exceed the IT safety requirements of the current General Competition Regulations.

SP: Cars or pickup trucks which exceed the preparation limitations of the applicable Production or GT Specifications but which meet the general regulations of Section 9 of the GCR for GT category cars. Aerodynamic devices are permitted.

PC: Runs under rules of IMSA Patron GT3 Challenge Supplementary Regulations, Section 11 Technical Regulations.

S2: Regional Class S2 cars shall comply with the 2013 GCR Section 9.1.8. Sports 2000 rules in their entirety. Competitors must have available for review a copy of the 2013 GCR Section 9.1.8. Sports 2000 rules with them at the track.

2. SPEC MIATA T (SMT): Spec Miata T will run under the National rules, GCR Spec Miata Category Specifications (SMCS) Section 9.1.8 with the following exceptions/additions.

- a. To qualify and/or receive regional points, trophies, and victory flag, Spec Miata T drivers must use Toyo Proxes RR tires, size 205x50x15. All four tires on the car shall be the same manufacturer and model. The Toyo RA1 is also allowed but recommended only for wet conditions.
Any Spec Miata T driver not using the required spec tire, regardless of qualifying time, must start at rear of SMT field. The only modifications allowed to tires are having treads "shaved" or "trued."
- b. SMCS Item 9.1.8.C.4.a.3: Also allowed: Ground Control coil-over kit 5030.04.
- c. SMCS Item 9.1.8.C.7.e: Detachable hardtop manufactured by Snugtop may also be used.

3. SEALED SPEC MIATA (SSM): Sealed Spec Miata is a limited preparation class. To be eligible for points, trophies and any other rewards, cars must meet all of the rules for Spec Miata T.

In addition, the engine utilized in the car for any session or race shall be sealed by MCE Racing [530-934-3237] or another San Francisco Region designated supplier. The seals installed on the motor shall be registered by MCE Racing and shall remain intact and untampered with at all times.

At any SFR Regional Event, any car may be selected for compliance check which may include a dynamometer check for max HP and torque using a SFR-designated supplier.

Any seal that is missing or damaged or a dynamometer reading greater than 115 HP or 103.5 ft-lb of torque is grounds for disqualification from the event. In addition the car must be re-tested and re-sealed at the owner's expense before being allowed to compete again, including any additional events on the weekend that the discrepancy is found. All compliance and testing results will be posted by SFR in such places as it deems appropriate.

4. SMT/SSM in ITA and ITS: 1990-2005 SMT or SSM class-compliant cars may enter ITA. SMT or SSM cars entering as ITA cars must comply with all SMT/SSM Class rules except for tires, which must comply with GCR Section 9.3.45 (Tires). All other ITA entries must comply fully with ITA class rules per GCR Section 9.1.3.

A 1999-2005 SMT class-compliant car may enter ITS. SMT cars entering as ITS cars must comply with all SMT class rules except for tires, which must comply with GCR Section 9.3.45 (Tires); and restrictor plates, which must comply with GCR Section 9.1.3. All other ITS entries must comply fully with ITS class rules per GCR Section 9.1.3.

5. **Spec Mustang (SMG):** For the 2018 Season, cars entered in San Francisco Region regional events as Spec Mustang (SMG) will follow all requirements in the 2018 SCCA GCR, Appendix M. SMG Technical Regulations, plus the following additional requirements:
 - a. Spec Tire: Hoosier - 295/30/18 - R7
 - b. Three (3) "Hoosier" stickers, one on each side, one front.
 - c. Two (2) "Hooked On Driving" stickers, one on each side.Contingencies:
 - a. Tires Supplied by Hoosier Tire West, Phone: 559-485-4617, Fax: 559-485-4632; \$350 each, pick up at the track, mounted \$8 each. Will be present at all SFR Regional Races.
 - b. Everyone will win tires for various accomplishments; 26 tires have been promised to SMG for prizes. Purchasing from Hoosier Tire West is mandatory (where the price is) to qualify for contingencies, and cars must have the specified "Hoosier" stickers to participate in prizes.
6. **FACTORY-BONDED WINDOWS:** Factory-bonded windows in ITE and Super Production (SP). Factory (OEM Manufacturer) and FIA GT3/GT4, race prepared cars with fixed Lexan front door windows may race with windows as delivered. All other safety regulations shall be observed.
7. **E85 FUEL:** E85 fuel will be allowed in ITE and Super Production. The fuel may be tested for prohibited compounds per the GCR. All provisions of GCR Section 9.2.25 (Fuel) will apply except for the dielectric constant which will be established based on available samples. Any competitor running E85 fuel must declare it to the Chief Steward or Chief of Tech prior to going on track for any session, and must have a red letter "A" at least 4 inches high, with a ½ inch stroke on a contrasting background near the fuel filler door or cap

Car Numbers

6. **NUMBER REQUIREMENTS: Only two-digit car numbers may be used in Regional events.** 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 Timing and Scoring.
7. **NOVICE CARS:** Novice-driven cars must display a contrasting 6-inch high letter "N" next to the car numbers on each side and a 5-inch square panel (minimum) of orange-colored material on the rear of the car.
8. **ANNUAL RESERVED NUMBERS:** Reserved numbers will be granted to any San Francisco Region driver who competes in three Regional races in the San Francisco Region during the current or preceding race season. Rental car entrants may apply for a maximum of five reserved numbers per group; they may receive fewer than five numbers depending on availability.

Annual reserved car numbers are assigned by group. When groups are combined, the cars moving to the new group may not be able to use their reserved number if it is already in use in the group to which they are moved.

In January, any driver who entered three or more Regional races in the preceding year will automatically be assigned his/her reserved number for the new year. All requests for reserved numbers shall be in writing. Requests should include the dates of the three completed San Francisco Region events. Three number choices should be indicated.

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

Noise Limits

9. 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 5.7 of the GCR. A car exceeding the applicable noise limit, at anytime, anywhere around the track, is noncompliant 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.

The other demands of race operations may preclude such a display and the lack of these warnings is not protestable and in no way mitigates the requirement to pit immediately upon display of the black flag.

Sonoma 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 not being allowed on track** for the rest of that day.

Laguna Seca: The limit is 90 dbA, 101 dbA, or 103 dbA per the event schedule. Where there is an overlap of sound windows in a session, the lower limit will apply to the full session.

An accumulation of three (3) sound violations over the course of the rental period will result in the offending vehicle not being allowed back on track during the remainder of the rental period. Sound violations during any sound checks count towards the three (3) sound violations.

When Spec Racer Fords run at 90 dB, it is suggested that they use the original Enterprise-supplied muffler with the following dimensions: 13 x 8 x 3.5 inches.

- For Generation 2 Spec Racers (SRF) the "Enterprises Muffler Kit" (Enterprises P/N 1190522) is required at Laguna Seca.
- For Generation 3 Spec Racers (SR3) the "Quiet Muffler Kit" (Enterprises P/N G1190524) is required for all on track sessions at Laguna Seca. The Standard Gen3 Muffler, P/N G1190523 **is not** acceptable at Laguna Seca.

Thunderhill Raceway: The limit is 103 dbA.

At **Laguna Seca** and **Thunderhill Park** a car black flagged for excessive noise three times during one day **shall not be allowed back on track that day**, unless permitted to compete by the Chief Steward in the case of a bona fide mechanical failure of the muffler/exhaust system.

Registration and Licenses

10. DRIVER LICENSES: If a driver's competition license is in transit or in process, the driver should call the National Office by Tuesday before an event to request verification from SCCA Central Licensing (800-770-2055). A driver is responsible for the verification of his or her license.

A fee of \$10 may be charged for license verifications at the track. This fee goes to our Worker Appreciation Fund. Please note verifications are subject to registrar availability, and could mean a wait to receive verification.

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, and post a \$100 bond of which \$25 will be retained by SCCA National. The affidavit may only be used if the driver has lost his license or states it has been stolen, damaged or left at home. The 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 current GCR, all competition licenses listed in Appendix C.2.8.B and Competent Motorsport licenses are acceptable for all SFR Regional sanctioned events, with proof of current SCCA membership.

11. **DRIVERS SCHOOL:** Drivers with prior driving experience may apply for a waiver of a part of the Drivers School driver training requirement to the Divisional Licensing Chairman or the Chief Steward. (See GCR, Appendix C, Section 2.7.E.)
12. **REGISTRATION:** A driver shall show a current competition license or novice logbook and current SCCA 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 requiring hot pit access must go to Registration to get the event credential.

Rules for drivers under 18 can be found in the GCR, Appendix C, Section 2.4, 2.5 and 2.6.

Registration will provide Photo ID service at no charge.

With track approval, Registration may be scheduled for the night prior to an SFR regional event. Refer to event schedule for times and location.

13. **EXPRESS REGISTRATION:** SFR Express Registration is designed to make race registration faster and easier for drivers who have all required items 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 throughout the race weekend during registration hours stated in the official event schedule. In order to qualify for Express Registration, a driver must present:

- Current SCCA membership card and SCCA Competition License.
- Helmet with a current year SCCA Gear Tech sticker.
- Car logbook with a valid, current, annual tech stamp.
- If the car requires homologation papers, they must be presented with the logbook.
- Logbook page for the event completely filled out for the race weekend.
- Have no previous dollar balance due.
- For at-track entry, a signed entry form filled out legibly and completely including transponder information.

14. **ANNUAL WAIVER PROGRAM (HARD CARD):** SCCA National provides members with the opportunity to participate in the SCCA Annual Waiver program. All Members are eligible to participate in the annual waiver program. The annual waiver card is free of charge.

To expedite members receiving their Annual Waiver Cards, Registration will have the Annual Waiver Form available for completion, provide members the opportunity to take their picture, and submit the documents to the national office. Annual Waiver Cards cover all SCCA events. Members with current Annual Waiver Cards will not have to sign an SCCA event waiver form. They may have to sign a track waiver. However, due to insurance rules all participants wishing hot pit access must go to Registration to obtain the event credential.

If a member chooses not to participate in the National Annual Waiver program, they must go to Registration when they arrive at the track to sign the event waiver and receive the event credential.

15. **DRIVER CHANGE:** If the original driver has not been on track, the new driver shall complete and sign an official entry form. If the original driver has been on track, he must complete a withdrawal form and the new driver must fill out a new entry form. The original driver or entrant must sign the form indicating his/her agreement to the change. 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.

- 16. 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.

Tech Procedures

- 17. 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 time allows. 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 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.

- 18. FUEL TESTING:** The Region may specify specific fuels for certain classes and require competitors and entrants to use such fuel to be eligible for points and awards. If no fuel is specified, then the fuel required by the GCR for that class shall be used. No "doctoring" of fuel is permitted. Besides the additives listed in the GCR, the region may publish a list of banned additives on their website. Random testing for banned additives may occur.

The Region may utilize the GCR fuel testing procedures at the track or by off-track, third-party services.

If non-compliant fuel is found, the driver will – at a minimum – be disqualified and also lose all points for all races that weekend. The driver will also be required to pay for any Region out-of-pocket cost for the test.

- 19. 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 required to be in impound for any reason with the permission of the Chief Steward, 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. If approved to proceed to pre-grid, you may refuel for the next session at impound with approval of the chief of tech, or assistant chief of tech. There is no fueling allowed on Pre-grid.

Additional Region Regulations

- ~~**20. MINIMUM WEIGHTS:** The Region waives the requirements to display minimum weights and restrictor size type on the car as required in GCR 9.3.29.D for regional events only.~~

- 21. TRANSPONDERS:** All cars are required to have transponders. It is the responsibility of the competitor to have a working transponder in all sessions. Transponder location decals are not 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 may 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 will not receive a qualifying time and in that case, must grid at the back of the field for the race.

- 22. RENTAL TRANSPONDERS:** Transponders will be available for rent at Race Administration 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. In the event the

transponder is not returned in its original condition, the driver will be charged **\$550** for the purchase of the transponder.

- 23. BODY CONTACT:** The Region has adopted a standing policy that drivers at fault in the event of body contact may be penalized as outlined in the GCR. 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 may then vote to refuse entries from that driver.
- 24. GRID PROCEDURE:** Spaces on Grid may only be claimed by presentation of a car. For practice and qualifying, cars will be gridded in the order of arrival. Drivers not taking the next open position will be gridded at the rear of the field and may not thereafter take a different position. Any driver attempting to change his/her gridded position is subject to penalty. All time boards (5, etc.) are advisory. The "5" and "1" signals are given to Grid by Control and are subject to acceleration/delay. Cars may be released at any time after the "1" is displayed. Race grids will close at the "2" warning board. Late arrivals forfeit position and will be released after all other cars. A car in position unable to leave the Grid when ordered or a Driver deemed not ready to enter the course when ordered shall be held and released after all other cars. Drivers are advised to be on Grid 15 minutes prior to the start of their session to allow for positioning, equipment checks and course/session advisories.
- Absolutely no fueling of cars in position on Grid. If not possible to leave the Grid to fuel, first obtain permission from the Chief of Grid and be prepared to provide situation safety coverage during fueling. Cars that leave position for any reason must be back in position at the "5" or go to the rear of the field. All crew and other persons must clear the Grid at the "2" signal except for 1 crew person who may remain to provide mechanical assistance only until the "1" signal. Camera attachments may be approved at Grid. Children under age 12 must be under adult supervision in the Grid area. Dogs are not allowed. All tools and transporters (bicycles included) shall not block access to Grid positions or be left in any fire lane. Persons failing to follow procedures are subject to penalty and may cause a penalty assessment on the driver.
- 25. 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. Pit Marshals will designate the usable area of pit lane and provide, at a minimum, fire extinguisher coverage per the GCR. Closed-toe shoes – no sandals – must be worn in the hot pit lane.
- 26. 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.
- 27. 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.
- 28. TIRE SCRUBBING:** Tire scrubbing is prohibited on track except when following the Pace/Safety car.
- 29. 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.**

30. FLAGS & LIGHTS:

Yellow:

1. *STANDING YELLOW – You are approaching an incident where your and other's safety are at risk. The racing surface may be clear but there is immediate danger to you or others if you left the racing surface. Slow significantly and proceed thru the incident at a reduced speed. There is no passing from the flag until past the emergency incident.*

WAVED – You are approaching an incident that has great danger to you and others. The racing surface may be partially or completely blocked. Slow significantly and be prepared to stop. All efforts should be made to proceed through a Waving Yellow Flag in single file order. There is no passing from the flag until past the emergency incident.

The no passing zone starts at a perpendicular line across the track from the flag and ends at a perpendicular line across the track from the last component of the incident causing the yellow flag. The last component may be the car, driver, responding officials, other vehicles and/or large debris.

2. Some turns at some race tracks may supplement the yellow flag with a yellow light.

- At Sonoma 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.

3. **Additional Lights:** Lights may be used in other locations than described in item 2 at each track where needed to provide additional notice to drivers. The locations of the lights shall be stated in the event information on MotorsportReg.com or by notice on Grid.

Open 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.

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.

Paddock Regulations

31. **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.

32. **PADDOCK PARKING:** Use of space in the paddock is subject to the control of the Paddock Security/Marshal. 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. 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.

33. PADDOCK RULES SPECIFIC TO LAGUNA SECA:

- a. If you arrive before the paddock opens, you must park in the paddock entry staging area. SFR is required by Laguna to stay off the main roads until 5:30 p.m.

- b. You will be staged in the sequence in which you arrived and will be released in the same sequence. An SFR Worker will direct you during the release process.
- c. If you or your crew treat an SFR Worker poorly or get out of the release sequence, the entered driver will be subject to a significant fine (donation to the Worker Appreciation Fund) or being barred from the event.
- d. When driving to and from the paddock keep your speed to no more than 10 mph between the paddock and the park guard house.
- e. A helmet or legal head protection is required outside the paddock gates when riding any type of motorized vehicle. This law is rigidly enforced by local law enforcement.

34. 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. Empty race trailers will be parked in an outside lot, location depending on the track.
- d. At Laguna Seca and Sonoma, one personal transport vehicle may be parked in the paddock. Any additional vehicles will be parked in an outside lot.
- e. At Laguna Seca and Sonoma, large transporter awnings may only be erected if you have at least three race cars entered in the event.
- f. A valid driver's license is necessary to operate any wheeled vehicle in the paddock, including bicycles, powered and unpowered scooters. Skateboards, roller blades and roller skates are not allowed in the paddock.
- g. Race motors may not be run earlier than 8:00 am at Sonoma and Laguna Seca, and 7:30 am at Thunderhill; and not after 6 p.m. at any track.
- h. Quiet hours are 10 p.m. to 6 a.m. During this time be nice to your neighbors: no free-standing generators running, no dirt bikes, loud parties, etc.
- i. The Region reserves the right to allow fueling only in designated areas.
- j. Only designated automotive fluid disposal barrels, as appropriately marked, shall be used for dumping oil or other automotive fluids.
- k. 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.
- l. No tent stakes, barbecues, or oil/fuel spillage are allowed on asphalt.
- m. Competitors are responsible for providing boards to be placed under jackstands to avoid damage to the paddock surface.
- n. 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.
- o. Entrants/drivers shall pay a \$25 removal fee for each tire left at the track at the close of an event.
- p. A competitor taping lines or marks on paddock surfaces shall remove them before leaving the track. Painting marks on any paddock surface is prohibited.
- q. At Thunderhill Park, motorhomes and enclosed trailers are not permitted under the canopies. The Region reserves the right to allocate space under the canopies and/or charge for their use.
- r. At Sonoma Raceway, no one may plug into any electrical outlet.

35. LOST EQUIPMENT: Sonoma Raceway, Laguna Seca, 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.

36. EMERGENCY INFORMATION: Crew members seeking emergency information regarding on-track incidents should contact the Black Flag station in the racing pits or Race Administration. Participants injured during the event who do not go to medical may risk loss of their SCCA medical coverage.

TROPHIES, RESULTS AND POINTS

37. TROPHIES/RESULTS: Event trophies will be awarded depending on the number of starters per class: 1 to 3 starters for first and second place trophies; 4 to 9 starters, add third.

38. NOVICE AWARDS: The first place Novice in each race will receive the First Place Novice Award.

39. Trophies not claimed on the race weekend will be available for a limited time after the event. The driver should contact the Region Office to arrange mailing or pickup of the trophy.

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.

40. REGIONAL AND DIVISIONAL CHAMPIONSHIP POINTS:

- a. All Drivers will automatically have points tracked for both Regional and Divisional Championships.
- b. All classes will use the Divisional points system (see below).
- c. Races on the final weekend, August 31-Sept 2. will be double points races.

The Divisional points:

Place	Points
1st	25
2nd	21
3rd	18
4th	17
5th	16
6th	15
7th	14
8th	13
9th	12
10th	11
11th	10
12th	9
13th	8
14 th	7
15 th	6
16 th	5
17 th	4
18 th	3
19 th	2
20 th	1

All Regional races held under these regulations are point races unless otherwise noted in the Acceptance Letter or Schedule. 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 race, up to two (2) less than the total number of races for that driver’s class (e.g., if a class has 12 races, the points from a maximum of 10 races will count.)** Races 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).

A driver must be **a race starter in at least 51% of the full-point regional races in a class** to be awarded a year-end championship trophy.

Year-end championship trophies will be awarded depending on the number of drivers earning points per class as follows: **1 to 4 points earners, first place trophy; 5 to 9 points earners, add second place trophy; 10 to 19 points earners, add third place trophy.**

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.