

PACIFIC RACEWAYS INVITATIONAL

Sponsored by *Michaels Automotive Group*

OCTOBER 8-9-10, 2021

Pacific Raceways

Kent, WA

It is the responsibility of each driver to review these Supplemental Regulations prior to entering an event.

This edition of the Pacific Raceways Invitational Supplemental Regulations supersedes all previous editions.

Effective date of these Supplemental Regulations is MAY 12, 2021

**Updated 10/3/2021*

Notice to Participants: In light of the current COVID-19 situation, every attempt will be made to minimize the risks of exposure to the virus. New processes and procedures are being developed and will be put into place for events going forward.

Ultimately, it is your responsibility to assess the risk to you, whether it be on-track or off, and to make the decision on whether or not to participate. If you are sick or experiencing symptoms such as fever, cough, or shortness of breath, please stay home.

Current Washington State COVID-19 Guidelines and Policies will be followed.

I. TRACK, SCHEDULE, AND FEES

1. TRACK

Pacific Raceways Road Course is a SCCA and NASCAR certified, 10 turn (9 turns with a "kink" on the straightaway), 2.25-mile course. The track is located at 31001 144th Ave SE, Kent, WA 98042. There is a total elevation change of 125 feet, of which 100 feet occurs in 1/2 mile. The road course winds through natural wooded terrain, making it one of the most unique and challenging courses in the United States.

2. SCHEDULE

DATE	TYPE EVENT
October 8	Test n Tune
October 9-10	Practice/Qualify, Sprint Races, Special Races, Feature Races

Pacific Raceways reserves the right to cancel any event at any time.

3. 2021 PACIFIC RACEWAYS ENTRY FEES:

* EVENT GRID	By 8/31	9/1 to 9/17	After 9/17 and at Track
Full weekend	\$350	\$375	\$400
Second Entry – Same Driver/Car	\$150	\$175	\$200
Extra Crew each (Limit 3)	\$5.00	\$5.00	\$5.00

FEES ARE PAYABLE TO SOVREN IN US DOLLARS

4. SECOND CLASS:

A car (same driver) may be entered in more than one class. No car may be entered in more than one class per race group.

5. TRANSPONDERS:

All cars are required to have a functioning MyLaps automotive circuit racing compatible transponder to participate in these events. Rentals are available.

6. DRIVERS SHALL ENSURE ALL INFORMATION SUBMITTED TO REGISTRATION ON ENTRIES IS CURRENT, CORRECT AND COMPLETE, AND ONLINE REGISTRATION PROFILES ARE PROPERLY UPDATED.

7. REGISTRATION CREDENTIALS:

All event participants must register during scheduled hours. Credentials will be issued at Registration. Anyone arriving after the close of registration must pay a nonrefundable admission fee to the track to enter the grounds or wait until the next scheduled registration.

II. ENTRY/EVENT DETAILS

- 1. MAIL ENTRIES TO:** Sherri Masterson
17806 Bass Ln NW
Lakebay, WA 98349
360.710.2291
E-mail sherri.masterson@gmail.com
- ONLINE REGISTRATION** <http://msreg.com/PRI21>
- CHECKS IN US FUNDS TO** SOVREN Racing

Online registration ends Tuesday October 5th at Midnight PDT. New entries will be accepted at the track. Paper entries can be mailed or emailed. Do not mail entries after October 2nd, bring it to track.

2. PASSES:

All entries will receive 2 passes (including driver). Additional pit/paddock passes for crewmembers are available for \$5.00 each at Registration with a maximum of 3. No charge for children under twelve.

3. CONFIRMATION:

All registrations processed through MotorsportReg.com will receive an email confirmation through the registration process. Paper entries will be entered into the system will receive notification by email or phone when possible.

4. HOURS

Registration & Technical Inspection hours:

Thursday,	October 7 th	TBD
Friday,	October 8 th	7:00 am - 1:00 pm
Saturday,	October 9 th	7:00 am - 1:00 pm
Sunday,	October 10 th	7:30 am - 12:00 pm

5. PREFERRED NUMBERS:

Due to this event type and the make-up of the run groups, the requested car numbers may not be possible. If two drivers request the same number for the same run group, the number will be assigned to the driver with the earliest request (entry).

6. REFUNDS

A full refund will be given for entries cancelled prior to the event, less any fee charged by Motorsportreg.com. **If a driver goes through registration at the event, but unable to participate in any session on track, they must withdraw by notifying Driver Services or Registration, in writing, prior to leaving Pacific Raceways. If you fail to contact the Registrar prior to the end of the event and you do not attend your account will be charged the full amount.**

7. REFUSED PAYMENT:

Any payment for Pacific Raceways Invitational which is refused, for any reason, will be charged an additional \$50 handling fee.

8. INVITATIONS:

Entry invitations are limited to the classes specified in these Supplemental Regulations. No Championship Points are earned at this event for any club.

9. CAR NUMBERS, & CLASS IDENTIFICATION:

A. COMPETITION NUMBERS:

- a) The car number assigned by the Registrar must be on the car prior to technical inspection. Car number changes may be made only through the Registrar.
- b) Numbers shall be placed on the front and both sides of the car so that they are legible. All Formula cars with a rear wing shall have legible numbers on each rear wing side plate.
- c) Numbers may be 1, 2 or 3 digits.

B. CLASS DESIGNATION:

Class letters shall be placed on both sides of the car so that they are legible. Rear numbers and class letters are recommended. Cars running in multiple classes must clearly identify which class and weight they are running.

10. LICENSE REQUIREMENTS:

A. DRIVER ELIGIBILITY

- a) Drivers must have a current FULL Competition License from one of the following: SCCA or clubs recognized by SCCA, SOVREN or other VMC Clubs, and FULL ICSCC.
- b) If you do not have the proper credentials, it is your responsibility to contact the Registrar prior to the event to request verification.
- * c) Verification will be obtained through Don Kitch and/or ProFormance Racing School prior to the event

- B. No renewal of licenses or waivers will be issued at the event. If a drivers competition license is not in his or her possession and not been verified by the event Chief Register the driver may not be allowed to participate.

III. CAR ELIGIBILITY AND CLASSIFICATION

1. ELIGIBLE CARS:

All SCCA, ICSCC classes, Vintage accepts all SOVREN cars as well as any VMC cars. Every vehicle will meet the rules of the class it is entering for the club they normally race with. Any conflicts or disagreements with your car classification will be handled by the **Chief Steward and/or Driver Committee**.

2. The eligible cars described above, will be **SUBDIVIDED INTO GROUPS. PLEASE NOTE THAT CLASSIFICATION WILL BE BASED ON THE CLUB YOU NORMALLY ENTER YOUR CAR.**

IV. FACILITY RULES:

1. RACE MOTORS SHALL RUN **ONLY** BETWEEN THE FOLLOWING HOURS
9am-5pm Friday-Sunday.
2. COVID Requirements: Paddock spacing may be directed by Paddock Officials. All participants must maintain proper social distancing and wear face masks, EXCEPT when in a race car with a helmet on, working on the race car, OR within your personal paddock space SAFE ZONE.
3. In general, if you bring it to the track, you must take it with you when you leave, or you will be held financially responsible. All competitors are responsible for removing all used lubricants, fluids, tires, and any other materials requiring hazardous waste disposal.
4. If the Event is charged, drivers may be held financially responsible for any damage to the racing facilities due to off course excursions, oil spills, paddock damage, or paddock cleanup.
5. Open campfires are NOT allowed.
6. No Drones are permitted at Pacific Raceways.
7. Overnight Camping will be allowed in areas designated by Pacific Raceways.

V. PADDOCK RULES

1. It is strongly recommended that competitors have a 5LB 20 BC fire extinguisher available at their pit spaces in addition to the fire safety equipment on board the racecar.
2. The road in front of the Pacific Raceways Office is closed to ALL VEHICLE TRAFFIC including race cars. (No Access through Car Show). Access for crew support will be from the gate booth along the chain link fence.
3. **THERE IS A 5-MPH SPEED LIMIT AT ALL TIMES, FOR ALL VEHICLES IN THE PADDOCK AND PRE-GRID AREAS.**
4. The use of wheeled conveyances, including bicycles, in the paddock is a privilege and may be withdrawn at the discretion of the **Chief Steward and/or Driver Committee**. Drivers are responsible for the conduct of minor-age members of their crews. No one under the age of 16 may operate any wheeled conveyance in the pits or paddock. No roller skates, rollerblades, skateboards or motorized skateboards are allowed.
5. An adult must always supervise children less than 12 years of age.
6. Pets must either be caged or on a leash and scoop laws will be enforced.
7. Driver Services will be located in the paddock and shall be the sole location for receiving

schedules, qualifying times, race results, etc.

8. Fuel, air, and water may or may not be available at the track.
9. Due to the various licenses and permits required at some events, personal alcoholic beverages may not be permitted. Event provided alcoholic beverages must remain at, and be consumed in, the designated areas.
10. Testing & Tuning your race car is not allowed inside the main gate at Pacific Raceways except on the road course during designated times.
11. Any vehicle parked in a no-parking zone or fire zone will be towed at the owner's expense.
12. Split Starts **Chief Steward and/or Driver Committee**, will consider requests for split starts and may authorize split starts based on qualifying times.

VI. PRE-GRID / HOT PIT AREA REGULATIONS

1. There is NO smoking in the Pre-Grid or Hot Pit area.
2. The PRE-GRID access road from the paddock is for racecars only. No crew support vehicles, bicycles, or pedestrians are allowed.
3. The PRE-GRID access road from the paddock between Concession Stand and Grandstands is for racecars only. No crew support vehicles, bicycles, or pedestrians are allowed.
4. Drivers and crew-members must wear helmets, and open cockpit cars must wear eye protection in the paddock and to Pre-Grid. Drivers or Crew, must be in full race gear while driving the race car on the access road to Pre-Grid.
5. Racecars entering pre-grid after the five-minute warning for a race will start at the back of grid. Do not attempt to gain your qualifying position during the pace lap. You will be black-flagged since you have passed under double yellow flags (Full Course Yellow).
6. At the one-minute warning all crew **MEMBERS** must step away from **ALL** racecars and **OUT** of pre-grid. If **YOUR** crew does not step away, **YOUR** car will be held and will start last.
7. Crew **SUPPORT** in the pre-grid shall be 18 years old or older.
8. Crew must be wearing closed-toe shoes. Long pants and shirts with sleeves are recommended. Tank top shirts are prohibited. Participants who will be working on vehicles on the **HOT PIT SIDE** of the wall **MUST WEAR** long pants, sleeved shirts & enclosed shoes.
9. No refueling in the Grid or Hot Pit will be allowed.
10. Bikes, scooters, golf carts, and any support vehicles are not allowed in the pre-grid area. They **MUST** be parked off the surface **NEAR THE FENCE**.
11. Always follow what the pre-grid workers communicate. Not following the orders of the workers in pre-grid can delay your race and make your race weekend short and/or miserable.
12. When gridding for practice or qualifying, the grid positions are "first come, first served." If you

do not want to start at the front of the group, pull off to the side at the back of pre-grid and wait until you want to grid. Grid positions for a race will be determined in the first race by qualifying position with following races by finishing order of the previous race.

13. Prior to gridding for a race, check the qualifying sheets to determine your grid position. This assists the grid personnel, as car numbers on a hood are not always easily seen. If you believe your front car number may be difficult for workers to see and have hinged doors, it is considered a courtesy to open your car door momentarily to allow grid personnel to read the number.
14. Allow the grid personnel to guide you into your grid position. The proper position for your car in grid is to have the center of the car over the number on the pavement and front of the car pointing towards the track.
15. Once parked in your grid position, a grid person will normally walk around your car performing a safety check looking for doors to be shut tight, hooks and pins to be secured, no leaking fluids, etc.
16. Failure to comply with the directions of pre-grid personnel will subject you to the black flag.
17. **TIRE SCRUBBING:** Scrubbing of tires is **NOT ALLOWED ON THE PIT LANE BEFORE THE SPLITTER OR the STARTER/RE-ENTRY.**
18. Crews in the Hot Pit area are at all times under the control of the HOT PIT Marshalls. . More than one person on a car crew may be permitted in the signaling area at the discretion of the HOT PIT Marshalls. (if a grid person is in that location they become a HOT PIT Marshall)
19. **THE HOT PITS ARE LOCATED ON THE OTHER SIDE OF PRE-GRID BETWEEN TURN 10 AND PRE-GRID OUT.**
20. **THE MAXIMUM SPEED THROUGH THE HOTPTS TO RE-ENTRY IS 35 MPH.**
21. There **IS** a **BLEND LINE** from Turn 1 to the braking area for Turn 2. **DO NOT CROSS THIS LINE UNTIL IT BECOMES A DASHED LINE** when entering the track from hot pits or driving the track between Turn 1 and Turn 2. This is a safety item and violations **may** result in a penalty.

VII. IMPOUND AND SCRUTINEERING (TECH) INFO

1. Compliance with safety requirements is the responsibility of the car owner. An inspection will be performed on all cars without Annuals by Technical Inspectors at the event (scrutineering). All cars must pass "Tech" before entering the track. The inspection may consist of safety items plus other items at the discretion of the Chief Scrutineer. The Chief Scrutineers have the final authority to reject any car as unsuitable for competition.
2. Tech will be held in paddock near Turn 8 gate.
3. All SCCA, SOVREN and ICSCC Annuals are accepted.
4. Turn 8 is designated as the exit from the track to impound and paddock. When leaving the track during any session ALL cars must report directly to Impound.
5. **DRIVERS ARE TO REMAIN IN IMPOUND UNTIL RELEASED BY CHIEF OF TECH**

6. Drivers and crew must wear a mask while in impound.
7. Any car involved in a major incident may be impounded in an area away from crew, spectators, & press.

VIII. SAFETY EQUIPMENT

1. DRIVER'S SAFETY EQUIPMENT

All Driver Equipment shall be in excellent to new condition. There shall be no holes, soiled areas or damage of any sort to any of the equipment.

- A. Helmets:** Must meet Snell "SA" specification, of no more than eleven years prior, as evidenced by Snell Foundation sticker inside the helmet, or equivalent FIA specification (e.g., SA2010 helmets will be accepted until 12/31/2021. Motorcycle (Snell "M" spec) helmets are not allowed. The helmet must be in perfect condition, with no evidence of previous impacts. Full-face helmets are required in open cars, and also recommended in closed cars. A balaclava or hood of an approved fire-resistant material is strongly recommended.
- B. Belts:** SFI specification 16.1, 16.5, or FIA specification 8853/98, 8853-2016 or 8854/98.
 - a)** Restraint systems meeting SFI 16.1 or 16.5 shall bear a dated SFI Spec label. The certification indicated by this label shall expire on December 31st of the 5th year after the date of manufacture as indicated by the label. If for example the manufacture date is 2014 the fifth year after the date of manufacture is 2019.
 - b)** Restraint systems homologated to FIA specification 8853/98 and 8854/98 will have a label containing the type of harness designation ('C-###. T/98 or D-###. T/98) and date of expiration which is the last day of the year marked. All straps in this FIA restraint system will have these labels.
- C. Driver Suit:** All drivers are required to wear a racing suit made of approved fire-resistant material that covers the body from neck to wrists and ankles. The material must be approved by SFI, FIA, SCCA, or ASN. Three layers of fire-resistant material are required, which may be obtained by a 2-layer suit with underwear, or a 3-layer suit. One-piece suits are highly recommended. A 3-layer suit, which meets or exceeds SFI 3.2A-5 specification (or FIA equivalent), worn with underwear, is highly recommended.
- D. Eye Protection:** A full face shield is required in open cars. Goggles or a face shield are highly recommended in closed cars. Eyeglasses, if worn, should have safety glass lenses. (Shatterproof goggles or a protective face shield shall be worn in open cars and are strongly recommended for all cars.)
- E. Underwear:** Long-sleeve underwear of approved fire-resistant material must be worn under all two-layer suits and is highly recommended under all other suits.
- F. Gloves:** of a fire-resistant material are required. Two-layer gloves are recommended. Gloves may have leather-covered palms.
- G. Shoes:** must be of fire-resistant material, or leather. Rubber or nylon is not allowed in the shoe upper. Rubber outer soles are allowed.
- H. Socks:** must be of a fire-resistant material.
- I. Head and Neck Restraint devices:** Highly recommended in Vintage Grids and Mandatory for all other grids. Groups must meet SFI 38.1 and/or FIA 8858 standards.

2. VEHICLE EQUIPMENT

A. Rollover Protection:

- a) Roll bars are required for all vehicles. The roll bar should be of sufficient height to protect the driver in the event of a roll-over. In an open car, the roll bar should extend a minimum of 2" above the driver's helmet, with driver seated in normal position (Monoposto Classic cars may be exempted). In an enclosed car, the rollover structure should extend 2" above the helmet, or as close as practicable along the inside of the roof. Roll bar design, materials, and fabrication must be consistent with sound engineering practice, and excellent workmanship. The SCCA "General Competition Rules" (GCR) for 1979, or SCCA "Vintage" GCR, is recommended for reference.

b) Side intrusion protection is permitted and highly recommended.

B. Driver restraints

- a) **Seat:** All drivers' seats must provide secure support for the driver in the case of high impact loads associated with a vehicle crash
- b) **Head restraint:** There should be a substantial, padded head restraint within 3" (or less) of the back of the driver's helmet. This restraint may be part of the seat, roll bar, or bodywork.
- c) **Arm restraints:** Arm restraints are required in all open cars, effective 1/1/2008. Effective 1/1/2008, for closed cars (coupes and sedans), a restraint on the arm closest to the window is required, or a window net (restraint is preferred).

C. Fire Suppression

- a) **Extinguisher:** The minimum requirement is a 2 lb. dry chemical hand-held fire extinguisher, or Halon equivalent. This must be securely mounted in the cockpit within reach of the driver while belted in. The extinguisher must have a charge indicator which indicates "full".
- b) **Systems:** On-board fire suppression systems ("fire bottles") are highly recommended. An emergency label (red "E") must appear on the outside of the car, indicating the activation point for all on-board systems. The activation point must be within reach of the driver while belted in, and should be accessible by a safety worker from outside the vehicle.

IX. FLAG RULES

Based on SCCA GCR Rules 6.1.1 with exceptions.

1. YELLOW FLAG (SOLID YELLOW):

Standing Yellow:

NO PASSING FROM THE FLAG until the next station that does not display a yellow flag.

This is an exception to SCCA GCR 6.1.1.

Note that this yellow flag rule differs from the SCCA GCR in that the "no passing zone" extends from the station with the yellow flag to the next flag station without a yellow flag NOT to the point of the incident. This rule makes the no-passing zone unequivocal and is consistent with the FIA flag rules where the no-passing zone ends with a green flag at the next station, except that our flag bags don't contain a green flag at every station.

2. WAVED YELLOW:

GREAT DANGER, SLOW DOWN, BE PREPARED TO STOP, NO PASSING FROM THE FLAG until the next station that does not display a yellow flag. **This is an exception to SCCA GCR 6.1.1.** Note that this yellow flag rule differs from the SCCA GCR in that the "no passing zone" extends from the station with the yellow flag to the next flag station without a yellow flag NOT to the point of the incident.

3. DOUBLE STANDING YELLOW:

Displayed at all stations: Indicates the entire course is under yellow (full-course yellow). All stations will display double yellow flags for all pace and safety car laps. **SLOW DOWN, NO PASSING.** However, cars may carefully pass emergency vehicles and other cars that are disabled or entering hotpit or paddock **with Point by Only.**

4. WHITE FLAG (SOLID WHITE):

The flag is displayed for 2 flag stations prior to the vehicle in question, the first is Standing, the second is Waving. **This is an exception to SCCA GCR 6.1.1**

In addition, a standing white flag may be displayed during the first lap of each race group's first session of the day to indicate the location of the flagging stations.

A Waving white is NOT used for last lap. This is an exception to SCCA GCR 6.1.1

5. BLACK FLAG (SOLID BLACK):

A. CLOSED Black (Furled):

Pointed or shaken at an individual car from the Starter's stand (optionally, accompanied by a number board indicating the car number): WARNING FOR DRIVING IN AN UNSAFE AND/OR IMPROPER MANNER. Continued unsafe and/or improper driving will result in an OPEN BLACK flag.

B. OPEN BLACK:

Displayed from the Starter's stand with a number board indicating the car number: PROCEED DIRECTLY TO THE HOT PITS. DO NOT TAKE ANOTHER LAP

C. OPEN BLACK: DISPLAYED AT ALL STATIONS.

THE SESSION HAS BEEN STOPPED; ALL CARS MUST STOP RACING, and proceed directly and immediately to the hot pits, exercising extreme caution. This flag will be displayed with an 'ALL' sign at the Starter's stand and the sign may also be shown at station(s) elsewhere on the course.

6. MECHANICAL BLACK FLAG (BLACK WITH ORANGE BALL):

Displayed from the Starter's stand with a number board indicating the car number. There is a MECHANICAL PROBLEM WITH THE CAR. Proceed directly to your paddock area or the HOT PIT. DO NOT TAKE ANOTHER LAP. *NOTE: This flag and number board may also be displayed at station(s) elsewhere on the course. The driver should acknowledge this flag when shown.*

7. RED FLAG (SOLID RED)

Displayed at each station and on the Starter's stand:

EXTREME DANGER, THE SESSION HAS BEEN STOPPED. Come to an immediate, controlled stop at the side of the racetrack (at the staffed station). When released by an Official, proceed cautiously. Once a red flag has been displayed, it will not be withdrawn until all cars have come to a stop. A "black flag all" will be used to return cars to the hot pits/paddock.

X. START AND FINISH OF A RACE

1. CLOCK:

A session starts when the first car of the group leaves pre-grid.

2. All practice and qualifying sessions will begin with a green flag.

3. All staffed flag stations will display a white flag for the first lap of a first non-race

session. Drivers are advised to be aware of staffed flag stations while on course. Not all flag stations may be staffed during an event. Any stations not displaying a flag during the first lap are to be considered non-staffed.

4. START BOARD:

A good practice is to read the starters tower every lap. You just might see your car number on the board or the words SC (Safety Car), ONE LAP, XPdr (Transponder) or other information. Make it a practice to always acknowledge the starters when communications are present on the board.

5. PACE CAR (START OF RACE)

- A.** Unless otherwise stated prior to or at the event, there will be one pace lap preceding the start of each race.
- B.** The Pace Car slows during the last half of the pace lap prior to the start to gather the group for the start.
- C.** The front row drivers must maintain the pace speed until the green flag is shown from the starters.
- D.** A car may not improve its position in the field after the cars are released from the grid for the pace lap. Form 2 lines side by side and maintain the same speed as the pace car until they receive the green flag.
- E.** After the pace car exits, if the starter does not see cars bunching up and maintaining pace speed, additional pace laps will be run until proper formation is obtained. The race laps will be counted starting at the completion of the first-pace lap even if a second pace lap is required to bunch up the field.

6. PACE/SAFETY CAR - DURING A RACE, FULL COURSE DOUBLE YELLOW

- A.** The Safety car will enter the racing surface when safe to do so, not necessarily in front of the leader of the race.
- B.** When the Safety (Pace) Car enters the track in the middle of a race, slow down and create a single file line.
- C.** If motioned to pass the Safety (Pace) car, proceed SAFELY around the track at a reduced speed until you encounter another racing vehicle, then join that line of cars.
- D.** If you cannot see a vehicle in front of you, SAFELY pick up speed until you catch up and then hold your position.

7. FINISHING THE RACE

- A.** The timing line is located at turn 9 at Pacific Raceways, the race officially starts and ends at the starter stand.
- B.** All competitors shall maintain racing speed through the checker flag at Start/Finish at all tracks.

XI. RULES OF THE ROAD

1. WHY WE NEED RULES OF THE ROAD:

It is our goal to make racing enjoyable and safe. If we do not all agree to play by the same rules, problems may occur. By establishing rules of conduct we all know how we are expected handle on track decisions. By stating our rules of conduct it also makes the determination of fault in the case of an incident simpler.

2. EMERGENCY VEHICLES

It is permissible to pass emergency vehicles safely on track. The key word is safely. Most emergency vehicles will direct you to the preferred side for passing.

3. FLAT TOWING PROCEDURE

It is mandatory that drivers having their cars flat towed on the racetrack or in the paddock will have all their safety equipment in place. **Note:** you must be wearing your helmet and gloves and be belted in the car before being towed.

First time getting towed off the track. Tell the emergency crew that you need instructions on how to hold the tow strap and what to do.

4. ON THE TRACK MECHANICAL ISSUES

- A.** Are you leaving a trail of fluids? Immediately pull off the racing line and park your vehicle at the next safe off-track location, preferably at a manned turn station. Do not knowingly leave fluids on the track surface for your fellow competitors to hit.
- B.** It is preferred that the vehicle be driven off the racing line and to the hot pits or paddock. However, if the vehicle engine must be shut down quickly to avoid an expensive repair then immediately drive off the racing line and park your vehicle at the next safe off-track location. Preferably at the next manned turn station.
- C.** Remain in your vehicle with race gear on until directed otherwise by a turn worker.

XII. DRIVER ATTITUDE/CONDUCT:

1. CLUB LEVEL RACING (NON-VINTAGE)

- A.** Drivers are responsible to avoid physical contact between cars on the racetrack.
- B.** Each competitor has a right to racing room, which is generally defined as sufficient space on the marked racing surface that under racing conditions, a driver can maintain control of his car in close quarters.
- C.** Drivers must respect the right of other competitors to racing room. Drivers are entitled to one safe protective move. Once the one safe move is made, any abrupt changes in direction that impede or affect the path of another car attempting to overtake or pass may be interpreted as an effort to deprive a fellow competitor of the right to racing room.
- D.** The overtaking driver is responsible for the decision to pass another car and to accomplish it safely. The overtaken driver is responsible to be aware that he is being passed and not to impede or block the overtaking car. A driver who does not use his rear view mirror or who appears to be blocking another car attempting to pass may be black flagged and/or penalized.
- E.** If a driver is involved in significant body contact, the driver and car shall stop at the designated incident investigation site for review of the incident by the stewards before going to their paddock area. The designated incident investigation site "Significant body contact" includes but is not limited to: contact resulting in 2 or 4 wheels off course, spins, loss of position, or repairs to suspension or bodywork.

2. THE VINTAGE SPIRIT (VINTAGE GROUPS):

It is important to understand that vintage racing is somewhat different from most other forms of auto racing. Vintage race groups are often made up of cars that have very different speed potentials.

Even when lap times are similar, one car may be much quicker down the straights while another is perhaps lighter and can brake later and carry more corner speed. The result is the two cars seem to be in each other's way much of the time.

Add to this the fact that our groups will have very experienced drivers racing at 9/10 in fast cars mixed in with driver with limited racing experience driving cars with less speed potential and happy to be driving at 7/10.

Such is the nature of vintage racing. This means you must understand and accept these differences and be willing to adjust your driving to accommodate these differences.

3. OVERTAKING:

It is the responsibility of the overtaking car to make a safe pass. When you are the faster car, the car being passed has the right of way. Even when the blue flag (blue w/ yellow diagonal) has been shown to the slower car, the slower car is not required to yield the desired line through a turn. If you have clearly established a lead, that is, the front of your car is clearly ahead of the car you are passing, at or before the turn in point, you have the right to share the corner with the car being passed. The car being passed needs to yield the apex, but you still don't have the right to push the car being passed off the road. You have not completed the pass until the rear of your car is in front of the car being passed. Only then, have you fulfilled the responsibility for a safe clean pass.

4. BEING OVERTAKEN:

All drivers have a responsibility to keep an eye on their mirrors. You must be aware of the cars that may be about to pass you. If the car behind you is clearly a faster car that is going to pass you, or you simply desire the car to pass you, point to the side you want to be passed on. This is best done as you exit a corner. That point-by is valid until you reach the turn in point for the next corner. When you give a point-by stay on your normal line. The only exception being, when you give a point-by as you are approaching a corner. In that case, you are indicating that you will share the turn with the overtaking car. You **MUST** then leave room for the faster car to make a pass.

5. IN TRAFFIC MOVES:

When in heavy traffic typical of the first few laps, it is imperative that you not make any rapid line changes without first being sure that you are not going move into the path of another car so as to cause contact between cars.

6. BLOCKING:

When racing for position with another car you may adopt a defensive line so as to make a pass more difficult. You must not weave back and forth for the purpose of keeping another car behind you. You must not make sudden moves off your normal line to shut the door on a car that is carrying more speed than you.

7. DAMAGE AVOIDANCE:

If a car in front of you loses control you should treat this as an automatic waving yellow. The car in trouble may be two or more cars in front of you and the car right in front of you may slow to avoid contact with the out-of-control car. Do not look at this as an opportunity to pass. When you get past the car in trouble you can resume racing.

8. OFF-COURSE EXCURSIONS:

Drivers are required to follow the pavement or marked course and may not gain an advantage from an off-course excursion. A driver who leaves course with all four wheels or a spin must reenter the course at the same location where the car went off, subject to the directions of officials controlling reentry. Unless disabled the use of the escape road at Turn 3 requires a driver to proceed to the Stop Sign and wait for directions from Turn 4 race officials.

XIII. DRIVER DISCIPLINE

1. OBJECTIVE:

We have a system in place to review on-track incidents to establish the facts and identify

fault if any exists. Should a driver be found at fault, a penalty shall be determined. The purpose of the penalty is to encourage a change in driver behavior.

2. AGGRESSIVE DRIVING:

When a driver is considered to have made an aggressive move that resulted in any damage to any car, that driver will be excluded from the remainder of that race event. A probation period of up to 13 months will also result.

3. SUSPENSION:

In the case of a driver on probation for aggressive driving being found at fault in a second aggressive incident while still on probation, a 13-month suspension will be issued. When a driver on probation for an incident involving poor judgment is involved in a second incident a suspension of up to 13 months may be issued depending on the circumstances.

4. REPORTING RESPONSIBILITY:

All drivers are expected to have control of their car at all times. Any driver, who in any session, exhibits loss of control by putting all four wheels off the racing surface or is involved in an incident that results in contact with another car, course barrier or any other object must report to the Hot Pits immediately. The trip back to the hot pits should be taken cautiously as there may be unrecognized damage to your car. The Hot Pit workers will evaluate the condition of both the driver and the car to determine if they may be sent back on track or to the paddock. Incidents involving contact will be sent to the impound area to be reviewed by the Driver Committee. Failure to report to the impound area after such a loss of control may lead to a probationary period in addition to any penalty resulting from the incident itself.

- 5. CHIEF STEWARD AND/OR DRIVER COMMITTEE** may, at his discretion, remove any car from the course that presents a hazard to the competitors due to driver conduct, vehicle safety, speed, or any other factor. At the end of each day's racing activities the Chief Steward and/or Driver Committee and eyewitnesses to dangerous or unsportsmanlike conduct shall meet to discuss and evaluate events that have occurred. If it appears that such conduct was a negligent or intentional demonstration of inappropriate driver behavior and in violation of the goals set forth.

XIV. DRIVERS MEETING

All drivers will report to impound on Saturday Morning at 8 AM for a **mandatory** driver meeting.

XV. SCHEDULE

Chief Steward and/or Driver Committee may adjust the schedule or move class between groups depending on car count in groups.

XVI. RADIO/SCANNER REGULATIONS

Pacific Raceways reserves the right to request discontinuation of radio/scanner use by competitors, crews, and officials if such use interferes with the operation of an event.

XVII. COURSE CLOSURE

The racecourse is closed to non-official motorized vehicles after the last checkered flag of the day.

XVIII. DAMAGE

Pacific Raceways, SOVREN, SCCA, or any other club are not responsible for damage to vehicles during emergency or recovery situations.

XIX. TIMING & SCORING

Qualifying, and Final Race results will be posted and available at Race Hero. Limited paper copies of results will be available at Driver Services.

1. PROVISIONAL RESULTS:

Provisional results of each session will be posted as soon as possible.

2. OFFICIAL RESULTS:

At the end of the holding period (15 minutes) Provisional Results may be considered official if Tech has cleared impound and the Chief Steward and/or Driver Committee have no pending actions. The Chief Steward or Driver Committee will inform the Chief of T&S of any penalties before the group is declared official.

- A.** A DNF (Did Not Finish) is defined as a car that did not complete the required number of laps to be a finisher (half the number of laps counted by the overall leader, rounded down to the nearest whole integer).
- B.** A starter is defined as the car is anywhere on the course when the green is displayed, the car completes a pace lap for the start, The car enters the race any time after the start before the checkered flag is displayed.
- C.** A DNS (Did Not Start) is defined as any car that turned a wheel on the track during practice or qualifying but did not start the race.

3. TIMING LINE

At Pacific Raceways the timing location loop is located at Turn 9. All cars must continue at speed to the start/finish line is the control line where the session begins/ends when crossed by a car. A car crosses a control line when any portion of the car first intercepts the vertical plane of the control line, as observed by the officials assigned to record the passage.

XX. SPECIAL RACES:

Two special races will be offered on Saturday.

1. FORMULA FORD/F, AND CLUB FORD (FF, CF).

- A.** Positions for Grid will be determined by finishing order of the previous race.

2. WILD WEST SEDAN CHALLENGE:

- A.** Positions for Grid will be determined by a drawing.
- B.** Large Bore (WWO) drawing will be separate from Medium/Small Bore (WWU & WWM)
 - a) WWU = Sedans up to 1800 cc
 - b) WWM = Sedans 1801 cc-3200 cc
 - c) WWO = Sedans 3201 cc and over

XXI. VIOLATORS OF THESE REGULATIONS, as reported by race officials, may be subject to fines, penalties, disqualification, or expulsion from the racetrack as enforced by Pacific Raceways, the **Chief Steward and/or Driver Committee**, for this event weekend.

XXI. OFFICIALS

Chief Steward: Ken Jones

Driver Committee: John Taylor, Phil Edwards, Mike Mehl.

Race Chairman: Ken Jones, Bruce Boyd

Communications: Tom Masterson

Control/Operating: Bob Grass

Driver Services: Debbie Haley

Emergency: Doug Smith

Flags: Mike Evans

Hot Pit/Black Flag: Scott Sesin

Media: Bert McBride

Paddock: Jeff Larson

Pre-Grid: Roxann Vine

Registration: Sherri Masterson

Start: Kimberly Kuzma McFarland

Tech: Corky Russell / Mike Lawler

Timing: Linda Grass / Jerry Lee