

PACIFIC RACEWAYS INVITATIONAL RULES & REGULATIONS

OCTOBER 4-5-6, 2024
Pacific Raceways, Kent, WA

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

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

Effective date of these Regulations is FEBRUARY 29, 2024.

Current Washington State, King County, and Pacific Raceways COVID-19 Guidelines and Policies will be followed, if any are in place.

TABLE OF CONTENTS

1. TRACK, SCHEDULE, AND FEES	2
2. ENTRY / EVENT DETAILS	3
3. CAR ELIGIBILITY AND CLASSIFICATION	4
4. PACIFIC RACEWAYS RULES	6
5. IMPOUND AND SCRUTINEERING (TECH) INFO	6
6. SAFETY EQUIPMENT	7
1. Drivers	7
2. Vehicles	8
7. RACING RULES & PROCEDURES	8
1. Flag Rules	8
2. Rules of the Paddock	9
3. Rules of the PITS	9
4. Rules of the GRID	10
5. Race Starts	12
6. Pace/Safety Car - During a Race/Full Course Double Yellow	14
7. Stopping a Session	14
8. Restarting a Race	14
9. Timing Line; Starters, Finishers, and Winners	14
10. Passengers	14
8. TIMING AND SCORING	16
9. RULES OF THE ROAD	16
10. DRIVER ATTITUDE / CONDUCT	17
11. DRIVER DISCIPLINE	18
12. DRIVERS MEETING	19
13. SCHEDULE	19
14. RADIO/SCANNER REGULATIONS	19
15. COURSE CLOSURE	19
16. DAMAGE	19
17. SPECIAL RACES	19
18. AWARDS	20
19. SOUND	20
20. VIOLATION OF THESE REGULATIONS	20
21. OFFICIALS	20

1. TRACK, SCHEDULE, AND FEES

1.1 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.

1.2 SCHEDULE

DATE	TYPE EVENT
October 4	Test n Tune (Practice)
October 5-6	Qualify, Sprint Races, Special Races, Feature Races

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

1.3 2024 PACIFIC RACEWAYS ENTRY FEES:

<u>EVENT</u>	<u>BY 8/31</u>	<u>9/1 TO 9/29</u>	<u>AFTER 9/29 AND AT TRACK</u>
Full Weekend (3 days)	\$475	\$575	\$625
Second Entry – Same driver	\$300	\$300	\$300
Extra Crew (Limit 2) each	\$5	\$5	\$5

Fees are payable to PACIFIC RACEWAYS INVITATIONAL in US Dollars

1.4 SECOND CLASS:

1.4.1 *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.*

1.4.2 SHARING A CAR – A car is shared with another driver in the same race group equals one entry and all items split. Sharing a car in different groups (Example one driver in Group 2 and a different driver in Group 4) equals a separate entry. And full payment is required for both drivers.

1.5 TRANSPONDERS:

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

1.6 DRIVERS:

Shall ensure all information submitted to Registration on entries is current, correct, and complete, and online registration profiles are properly updated.

1.7 REGISTRATION CREDENTIALS:

1.7.1 PARTICIPANT DEFINITION:

- A. A participant is one who has been permitted to compete, officiate, observe, work for, or take part in any way at this event AND/OR being permitted to enter, for any purpose, any restricted area.
- B. **WAIVERS:** All participants must be properly credentialed for the event. Each adult participant must sign the event waiver at registration.
- C. All event participants (crew, drivers, officials, etc.) must register during scheduled registration 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.
- D. Credentials for the event must be visible while in the paddock and Pre-Grid. .

2. ENTRY/EVENT DETAILS

- 2.1 MAIL ENTRIES TO: ONLINE REGISTRATION CHECKS IN US FUNDS TO**
Sherri Masterson <http://msreg.com/PRI24> Pacific Raceways Invitational
17806 Bass Ln NW
Lakebay, WA 98349
360.710.2291
E-mail sherri.masterson@gmail.com

Online registration ends Sunday September 29th at Midnight PDT. New entries will be accepted at the track. Paper entries can be mailed or emailed. Do not mail entries after September 23rd, bring it to track.

(Volunteers/Officials can sign up online at <http://msreg.com/PRIVOL24> for the event)

2.2 PASSES:

All entries will receive 3 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.

2.3 CONFIRMATION:

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

2.4 HOURS

Registration hours: See schedule for changes, No services on Thursday.

Friday, October 4th 6:30-3:00pm

Saturday, October 5th 7:00-2:00pm

Sunday, October 6th 7:30-1:00pm

Technical Inspection hours. See schedule for changes,(stationary).

No services on Thursday.

Friday, October 4th 11:00am - 4:30 pm

Saturday, October 5th 7:00am – 2:00 pm

Sunday October 6th 8:00am – 10:00 am

Impound will be open all-day Saturday and Sunday

2.5 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).

2.6 CANCELATIONS / REFUNDS

2.6.1 If you cancel on or before August 31st, we will refund your full amount with no penalty.

2.6.2 If you cancel after the Early Bird discount ends on (Saturday August 31, and before Friday September 27) we will refund your full amount less a \$25 Admin Fee*.

2.6.3 If you cancel after online registration closes. Sunday September 29th you will receive a refund less a \$100 Admin Fee*.

2.6.4 After you go through Registration or if your tech form leaves registration, there is NO refund.

2.6.5 No-shows will not be refunded and will be graciously accepted as a donation to the event.

*If your credit card has not been charged prior to the event then only the fee if applicable will be charged.

2.7 REFUSED PAYMENT:

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

2.8 INVITATIONS:

Everyone is welcome with a full, recognized competition license. Lucky Dog Drivers need to contact Don Kitch, ProFormance Racing School to be accepted to drive at the event, must have Road Race experience, preferably at Pacific Raceways.

Contact the Registrar if you are not sure which class to enter or if your license is acceptable. No Championship Points are earned at this event for any club except Formula Ford Emerald Cup Series.

2.9 CAR NUMBERS, & CLASS IDENTIFICATION:

2.9.1 COMPETITION NUMBERS:

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**.

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.

Front and Rear numbers are recommended.

Numbers may be 1, 2 or 3 digits.

2.9.2 CLASS DESIGNATION:

The officials may cross reference the class your car normally runs at your own event(s) and the larger class you will be racing in at the Pacific Raceways Invitational.

2.10 LICENSE REQUIREMENTS:

2.10.1 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 license. LUCKY DOG drivers will need to go through the verification process below.
- 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. Lucky Dog Drivers: Verification will be obtained through **Don Kitch, Jr., and/or ProFormance Racing School** prior to the event with a written letter of acceptance be presented to the registrar at registration.

2.10.2 No renewal of licenses or waivers will be issued at the event. If a driver's competition license is not in his or her possession and has not been verified by the event Chief Registrar, the driver may not be allowed to participate.

3. CAR ELIGIBILITY AND CLASSIFICATION

3.1 ELIGIBLE CARS:

This event is designed to race with other drivers from clubs that you may not normally race with, or often. All SCCA, ICSCC, Vintage (SOVREN, VMC, & SCCA, [etc.](#)), Lucky Dog, and other racing club cars are welcomed. Every vehicle will meet the rules of the class they normally race their car in, within their own club. (No need to change class designations on your car). Your car will then be placed with similar prep, setup, speed or other factors into competitive smaller classes. Any conflicts or disagreements with your car classification will be handled by the Chief Steward and/or Driver Committee.

3.2 CLASSIFICATIONS:

The eligible cars described above will be subdivided into groups and unique Pacific Raceway Invitational classes. These groups and classes are sorted Cars are placed in Please note that classification will be based on the club you normally enter your car.

3.2.1 Class Breakdowns

In **Bold** below are the classes for the Pacific Raceways Invitational. Within those classes you will find a sampling of car classes from other clubs your class or similar one. Choose that **Bold** class. Classes not listed can still participate and will be placed in the appropriate class according to age and class your car is currently prepared to, if you're not sure, please ask.

GROUP 1: Vintage (prewar to 1962)-Historic Small Bore (1963-1999),
All FV, FJ, CFV, F500

<u>CLASS</u>	<u>DESCRIPTION</u>
VFVJ	Formula Vees, Formula Juniors, Club Vees
VS B1	PreWar-1962 Vintage Small Sports Racers & Drum Brake Vintage
VS B2	Small Bore Cars Under 1800cc 1962-1998
<u>Sample Cars:</u> Sprites/Midgets, MB's, Cortinas, Minis, Coopers, VW Beetle/Golf/Rabbit. First Gen Corvettes, Elva Couriers, Triumph, Alfa's, First Gen Miata, Porsche 914, Hondas, Lotus Seven, Alfa Romeo GTV and Giulia, Datsun 510, etc.	
<u>Sample Classes:</u> ESR, FSR, DP, EP, FP, GP, HP, FIA G1, FM, HM, BS, etc.	

GROUP 2: Historic Medium and Large Bore Production 1963-1999

<u>Class</u>	<u>Description</u>
HMB1	Historic Medium Bore 1 -Fastest
HMB2	Historic Medium – Medium Large Bore 2 – Slowest
HMB	Historic Large Bore
<u>Sample Cars:</u> BMW PRO 3 (330's), Nissan 240z, Porsche 911, Mustangs, Cobras, Camaros, Corvettes, Factory Five Challenge, Cheetah, Impala, Historic Trans Am, etc.	
<u>Sample Classes:</u> AP, BP, CP, BP, SP911, FIA G3, FIA G4, TA, GT1. etc.	

GROUP 3: Open Wheel, not including FV, FJ

<u>CLASS</u>	<u>DESCRIPTION</u>
WT	Wings n Things – FA, FB, FC, FE, FL, FSV, F1, F2, etc.
FF	Formula Ford, Club Ford, - HFF, CF, VFF, MFF, Formula F, etc.
SR	Sports Racer – ASR, CSR, DSR, S2000, etc.

GROUP 4: Smaller / Medium Bore –the slower, smaller bore cars of modern racing.

<u>CLASS</u>	<u>DESCRIPTION</u>
SC1	Sports Car 1- Fastest
SC2	Sports Car 2 – Medium
SC3	Sports Car 3 – Slowest
<u>Sample Classes</u> CT4, EIP, T4, GTL, EP, ITA, ITS, FP, SM, SMT, STL, SC3, CSM, BSPEC, CR, HP, etc.	

GROUP 5: (Large Bore)

<u>Class</u>	<u>Description</u>
LB1	Large Bore 1 - Fastest - Sample Classes GT1, T1, LMS, SST, SPO, etc.
LB2	Large Bore 2 - Medium - Sample Classes: GT2, GT3, SPO, SPM, T2
LB3	Large Bore 3 - Slowest - Sample Classes: SE45, T3, ITE. ST, ST, SPU, AS etc.

4. PACIFIC RACEWAYS RULES:

4.1 RACE MOTORS SHALL RUN ONLY BETWEEN THE FOLLOWING HOURS

9am-5pm Friday-Sunday.

4.2 COVID REQUIREMENTS:

If required, all participants must follow the current standards for COVID protection as instructed via Pacific Raceways Management.

4.3 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.

4.4 If the Event is charged, drivers may be held financially responsible for any damage to the racing facilities due to off course excursions, track damage, oil spills, paddock damage, or paddock cleanup.

4.5 **Paddock Speed Limit is 10 MPH MAX!! Violators will be penalized. Race cars have priority.**

4.6 **Open Campfires are not allowed.**

4.7 No Drones are permitted at Pacific Raceways.

4.8 Overnight Camping will be allowed in areas designated by Pacific Raceways.

4.9 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.

4.10 Testing & Tuning your race car is not allowed inside the main gate at Pacific Raceways except on the road course during designated times.

4.11 Any vehicle parked in a no-parking zone or fire zone will be towed at the owner's expense.

5. IMPOUND AND SCRUTINEERING (TECH) INFO

5.1 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).

5.2 All cars must pass "Tech" (receiving and applying an event tech sticker) 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. Tech will be held in paddock near Turn 8 gate.

5.3 ALL SCCA, SOVREN AND ICSCC ANNUALS ARE ACCEPTED.

5.4 Turn 8 is designated as the exit from the track to impound and paddock. When leaving the track during any session, at any time. **ALL cars must report directly to Impound.**

5.5 Impound may hold any or all cars for up to 30 minutes in a run group. **DRIVERS ARE TO REMAIN IN IMPOUND UNTIL RELEASED BY CHIEF OF TECH**

Any car involved in a major incident may be impounded in an area away from crew, spectators, & press.

6. SAFETY EQUIPMENT

6.1 DRIVER:

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.

6.1.1 HELMETS:

Must meet Snell "SA" specification, SA2015 Snell Safety Foundation sticker inside the helmet, or equivalent SFI sticker (SFI 31.1/2015) or FIA 8859-2015 sticker, or newer. (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 recommended in closed cars. A balaclava or hood of an approved fire-resistant material is strongly recommended.

6.1.2 FHR: FRONTAL HEAD RESTRAINT (HEAD AND NECK RESTRAINT)

All drivers are required to wear a Frontal Head Restraint (FHR). Groups must meet SFI 38.1 and/or FIA 8858 standards.

6.1.3 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 on the label. If for example the manufacture date is 2019 the fifth year after the date of manufacture is 2024.

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.

6.1.4 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.

6.1.5 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.)

6.1.6 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.

6.1.7 GLOVES:

Of a fire-resistant material are required. Two-layer gloves are recommended. Gloves may have leather-covered palms.

6.1.8 SHOES:

Must be of fire-resistant material, or leather. Rubber or nylon is not allowed in the shoe upper. Rubber outer soles are allowed.

6.1.9 SOCKS:

Must be of a fire-resistant material.

6.2 VEHICLE EQUIPMENT

6.2.1 Rollover Protection:

A. Roll bars are required for all vehicles and shall comply with SCCA GCR Section 9.4., Driver Protection Structures. SCCA "Vintage" GCR, is recommended for reference for Vintage cars. Roll bar design, materials, and fabrication must be consistent with sound engineering practice, and excellent workmanship.

B. Side intrusion protection is permitted and highly recommended.

6.2.2 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).

6.2.3 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.

7. RACING RULES AND PROCEDURES:

7.1 **FLAG RULES** Based on SCCA GCR Rules 6.1.1 with exceptions.

7.1.1 GREEN FLAG (Solid Green)

When displayed, the green flag indicates that the course is clear, and that racing is underway. The green flag is ordinarily shown only by the Starter.

7.1.2 YELLOW FLAG (SOLID YELLOW):

A. **Standing Yellow:**

NO PASSING FROM THE FLAG until the next station displaying a green flag.

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 with a green 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.

B. **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.

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 with a green flag NOT to the point of the incident.

C. **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 hot pit or paddock **with Point by Only.**

7.1.3 BLUE FLAG (BLUE WITH DIAGONAL YELLOW STRIPE)

Another competitor is following very closely or is trying to overtake. This flag may be displayed standing or waving, depending upon the speed differential.

7.1.4 SURFACE CONDITION (YELLOW WITH VERTICAL RED STRIPES)

Take care. A slippery condition exists, or debris is present on the racing surface. This flag is displayed standing.

7.1.5 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 Waved white is NOT used for the last lap. This is an exception to SCCA GCR 6.1.1

7.1.6 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 pits and the location designated by the Race Director or Chief Steward or event Supplemental Regulations for consultation with Officials. **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 courses.

NOTE: THE BLACK FLAG CAN ONLY BE DISPLAYED BY ORDER OF THE CHIEF STEWARD AS RELAYED THROUGH RACE CONTROL.

7.1.7 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.*

7.1.8 CHECKERED FLAG (BLACK AND WHITE CHECKS)

Displayed at Finish to indicate that the session is finished. Continue cautiously to the pits.

7.1.9 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.

7.2 RULES OF THE PADDOCK

7.2.1 Paddock Area Defined:

The area where a car parks when not participating in its sessions is the Paddock.

- 7.2.2 Retiring to the Paddock**
A car that retires to the paddock during its qualifying session, and then returns to the track automatically forfeits qualifying times earned before retiring. A car that retires to the paddock from the pits or the track during its race may not return to the track.
- 7.2.3 Fire Extinguisher:** 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.
- 7.2.4** 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.
- 7.2.5** There is a **10-MPH SPEED LIMIT** at all times, for all vehicles in the paddock and pre-grid areas.
- 7.2.6** 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.** Roller skates, rollerblades, skateboards, or motorized skateboards are NOT allowed.
- 7.2.7** An adult must always supervise children less than 12 years of age.
- 7.2.8** Pets must either be caged or on a leash and scoop laws will be enforced.
- 7.2.9** Driver Services will be located in the paddock and shall be the sole location for receiving schedules, qualifying times, race results, etc.
- 7.2.10** Fuel, air, and water may or may not be available at the track.
- 7.2.11** 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.
- 7.2.12** Testing & Tuning your race car is not allowed inside the main gate at Pacific Raceways except on the road course during designated times.
- 7.2.13** Any vehicle parked in a no-parking zone or fire zone will be towed at the owner's expense.

7.3 RULES OF THE PITS:

- 7.3.1 Pit Area Defined** The area that is part of or connects with the access roads leading to and from the racing surface is the hot pit lane, which is where competition vehicles park when not on course during their sessions. There must be a protective barrier between the hot pit lane and the area where support equipment and crews are located.
- 7.3.2** There is NO smoking in the Pre-Grid or Hot Pit area.
- 7.3.3** **There is NO refueling allowed in the HOT PIT or Pre-Grid area.**
- 7.3.4 Authorized Personnel:** Must be credentialed and are under the control of the Pit Marshall.
- 7.3.5** Participants who will be working on vehicles on the HOT PIT SIDE of the wall **MUST WEAR** long pants, sleeved shirts & enclosed shoes.
- 7.3.6** 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)**

7.3.7 The **HOT PITS** are located on the other side of Pre-Grid between Turn 10 and Pre-Grid.

7.3.8 THE MAXIMUM SPEED THROUGH THE HOTPTS TO RE-ENTRY IS 35 MPH.

7.4 RULES OF THE GRID:

7.4.1 There is NO smoking in the Pre-Grid or Hot Pit area.

7.4.2 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.

7.4.3 Drivers or Crew must be in full race gear while driving the race car on the access road to Pre-Grid, including helmets, gloves, and eye protection for open cockpit cars.

7.4.4 Cars that are not in position on the grid prior to **the 2 minute** signal relinquish their starting positions. They will be held behind other cars and must start from the back of the field. 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).

7.4.5 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.

7.4.6 CREW SUPPORT in the pre-grid shall be 18 years old or older and properly credentialed.

7.4.7 Crew must be wearing closed-toe shoes. Long pants and shirts with sleeves are recommended. Tank top shirts are prohibited.

7.4.8 No refueling in the Grid will be allowed.

7.4.9 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**.

7.4.10 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.

7.4.11 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.

7.4.12 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.

7.4.13 Grid Positions:

- A. 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.
- B. Starting positions for the Sprint race(s) will be determined by the fastest time recorded for each car during the preceding qualifying session(s).
- C. Starting positions for the Sunday Feature race will be determined by the fastest time recorded for each car during each of the preceding qualifying session(s) and their fastest lap during the Sprint race(s).
- D. Cars arriving at the grid after their group has been dispatched on track may, at the discretion of the Operating Steward, be held at pit out and released at the end of

the pack after the field has completed the pace lap.

- 7.4.14 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.
- 7.4.15 Failure to comply with the directions of pre-grid personnel will subject you to the black flag.
- 7.4.16 **TIRE SCRUBBING:** Scrubbing of tires is **NOT ALLOWED** on the pit lane **BEFORE** the **SPLITTER** personnel.
- 7.4.17 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.

7.5 RACE STARTS

7.5.1 THE GRID

- A. Race Control instructs the 5-minute and 2-minute warnings to be given to the grid, indicating the time remaining before the start of the pace lap. These signals must be plainly audible and/or visible.
- B. Engines should be started at or before the 2-minute signal.
- C. At or before the expiration of the 1-minute warning, the cars will be released to begin the pace lap.

7.5.2 THE PACE LAP (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.

7.5.3 STANDARD ROLLING START

- A. A standard rolling start will be used for all races.
- B. The Starter shall be safely located where the majority of the drivers in the field can clearly see him as they approach his position. He shall remain motionless, with the green flag hidden, and no other flags visible.
- C. The Starter will start the race by suddenly and continuously waving the green flag until all cars have passed the start line if the field is:
 - 1) At a constant low speed,
 - 2) Well bunched; and
 - 3) Close enough to the Starter that the majority of the drivers can see the flag.
 - 4) Racing begins and passing may occur throughout the field when the green flag is displayed.

7.5.4 ABORTED START

- A. The Starter will abort the start by displaying no flag and shaking his head in the negative if the field is not in good order, or if some drivers have improved their positions by moving out of line more than half a car width or by passing prior to the waving of the green flag. This advises the drivers to proceed on another pace lap. Drivers raise one hand to confirm that the start is aborted.
- B. If the race is not started, another pace lap will be run. Depending on conditions, the pace car may overtake the field and resume its function. The front row drivers must be advised that the pace car may return to its position for the additional pace lap if there is no start. Drivers may safely pass under the Double Yellow Flags to return to their original grid position. However, cars late to grid or that dropped out of position during the pace lap must remain at the back of the pack.
- C. Any additional pace lap(s) following aborted start(s) are under double standing yellow flags at all stations and are scored as race laps. Timing starts when the pole car crosses the timing control line.

7.5.5 SPLIT STARTS

Chief Steward and/or Driver Committee. will consider requests for split starts and may authorize split starts based on qualifying times.

- A. Segments will contain entire classes of cars, including those cars with no qualifying time. The Race Director or Chief Steward will determine which segment will start first. The cars assigned to each segment will be gridded by qualifying time, regardless of class.
- B. Each segment should be led by a pace car, if possible. A following segment should have the previous segment in sight on the longest straight.
 - 1) Provided each segment is properly formed, each will receive a separate green flag.
 - 2) Drivers in each segment shall not improve their position until their respective green flag is displayed. Jump starts may be penalized.
 - 3) If the first segment receives a green flag, the race is considered to have begun for the subsequent segment(s) when they cross the control line, regardless of the flags displayed by the starter.
 - 4) The flags displayed by the starter have their normal meanings.
 - 5) If the first segment receives a green flag, but on track safety conditions require an immediate full course yellow, cars in subsequent segments should fall into single file grid order and make every effort to safely catch the back of the first segment.
 - 6) A driver in one segment who is unable to leave the grid when directed but is able to get underway before the first car in the next segment is released, may join the back of his segment at the direction of the Grid official. Otherwise, he relinquishes his grid position and will be held until the end of the last segment.

7.5.6. LATE STARTERS

After the field has left the grid, Chief Steward may release cars that were not in position at the 1-minute warning to join the back of the pack either from the grid at the beginning of the pace lap or from the pit exit after the race has been started.

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

- 7.6.1** The Safety car will enter the racing surface when safe to do so, not necessarily in front of the leader of the race.
- 7.6.2** When the Safety (Pace) Car enters the track in the middle of a race, slow down and create a single file line.
- 7.6.3** 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.

- 7.6.4 If you cannot see a vehicle in front of you, SAFELY pick up speed until you catch up and then hold your position.
- 7.6.5 The Safety car will enter the racing surface when safe to do so, not necessarily in front of the leader of the race.
- 7.6.6 When the Safety (Pace) Car enters the track in the middle of a race, slow down and create a single file line.
- 7.6.7 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.
- 7.6.8 If you cannot see a vehicle in front of you, SAFELY pick up speed until you catch up and then hold your position.

7.7 STOPPING A SESSION

- 7.7.1 **METHODS:** When it is necessary to stop a session, Race Control, under authority of the Chief Steward may do any of the following:
 - A. Order a black flag with an "ALL" sign at Start (this sign may also be shown at additional stations else- where on the course).
 - B. Order a red flag at Start and all other flag stations.
 - D. Order the checkered flag to be displayed to the lead car.

7.8 RESTARTING A RACE

If a race is stopped, the Chief Steward may:

- 7.8.1 Under full course yellow flags, restart in the original starting order.
- 7.8.2 Under full course yellow flags, restart the cars single file in the physical order they crossed the control line on the last completely scored lap.
- 7.8.3 For all restarts, the lap count reverts to the end of the last completely scored lap (zero if no laps have been completely scored). When a race is restarted, each pace lap counts as a race lap. If the clock has been stopped in a timed session, it shall be restarted when the field is dispatched. Any method of restarting the engine is permitted.

7.9 TIMING LINE; STARTERS, FINISHERS, AND WINNERS

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

7.9.1 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**. It 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.

7.9.2 RACE STARTER

- A. One of the following conditions must be met for a car to be considered a race starter:
 - 1) The car receives a green flag at the start of the race.
 - 2) The car is anywhere on the course when the green is displayed,
 - 3) The car completes a pace lap for the start,
 - 4) If the start is aborted, the car crosses the control line.
 - 5) The car enters the race any time after the start before the checkered flag is displayed.

- B. 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.

7.9.3 RACE FINISHER

- A. A race finisher is a car that completes half the laps of the overall race winner for either a numbered lap event or a timed event.
- B. If the race is an uneven number of laps, divide the overall winner's laps in half and round down to the nearest whole integer.
- C. A car may complete a lap by being driven across the control line in the pit lane only using on-board power (such as the starter motor), but it may not be pushed across the line by its crew or any officials.
- D. 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).

7.9.4 RACE WINNER

The race winner is the car that completes the race distance in the least time. If the race is shortened, the leader of the last completely scored lap is the winner, provided the race is completed.

- A. **Checkered Flag** The checkered flag is displayed at the finish line first to the winner as he completes the prescribed time, and then to the other finishers as they cross the finish line.
- B. **Checker to Wrong Car** If the checkered flag is displayed first to the wrong car, it shall be continuously waved until seen by the entire field. The race finishing order will be determined by the last completely scored lap.
- C. **Late Checker** If the checkered flag is not displayed at the scheduled end of the race and the race is one or more laps longer than scheduled, the race is scored as if it had ended at the scheduled length. As soon as the Starter is aware that the checkered flag has not been displayed at the scheduled end of the race, he may show the checkered flag immediately, if both Timing and Scoring and the Operating Steward concur.
- D. **Winning Car Not Running in Timed Race** If the winning car is not running at the expiration of the timed length, the checkered flag will be displayed to the highest placing car still running. The winner in a timed race is not required to take the checkered flag.
- E. **Dead Heats** Competitors in a dead heat share the prizes allotted to their finishing positions.

7.9.5 SHORTENED RACES

If a race is stopped prior to the end of the scheduled time and not restarted, it will be considered complete, and results will reflect the order of the end of the last completely scored lap.

7.9.6 LAP RECORD

Official lap records, if recorded, are set during races; not practice or qualifying. A driver whose car is penalized for noncompliance in a race may not set a lap record in that race.

7.10 PASSENGERS

No one may ride outside the cockpit area or on the coach work of any automobile at any time, including victory laps.

8 TIMING & SCORING

8.1 PROVISIONAL RESULTS:

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

8.2 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.

8.3 SESSION CLOCK: -

The scheduled practice time is total running clock time, not on-track green flag time, subject to event scheduling requirements.

8.3.1 SCHEDULE TIMES:

Release from PreGrid.

8.3.2 PRACTICE/QUALIFYING

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

8.3.3 RACES.

Clock starts at green flag, or first race start attempt.

9 RULES OF THE ROAD

9.1 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.

9.2 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.

9.3 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.

9.4 FLAT TOWING PROCEDURE

It is mandatory that drivers have their cars flat towed on the racetrack or in the paddock will have all their safety equipment in place. Note: you must wear 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.

9.5 ON THE TRACK MECHANICAL ISSUES

9.5.1 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 staffed turn station. Do not knowingly leave fluids on the track surface for your fellow competitors to hit.

9.5.2 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 staffed turn station.

9.5.3. Remain in your vehicle with race gear on until directed otherwise by a turn worker.

10 DRIVER ATTITUDE/CONDUCT:

10.1 CLUB LEVEL RACING (NON-VINTAGE)

- 10.1.1** Drivers are responsible to avoid physical contact between cars on the racetrack.
- 10.1.2** 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.
- 10.1.3** Drivers must respect the right of other competitors to racing room. Drivers are entitled to one safe protective move. Once 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.
- 10.1.4** 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.
- 10.1.5** 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.

10.2 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 drivers 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.

10.3 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.

10.4 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.

10.5 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.

10.6 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.

10.7 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 have 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.

10.8 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 the 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.

11. DRIVER DISCIPLINE

11.1 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.

11.2 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.

11.3 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.

11.4 REPORTING RESPONSIBILITY:

All drivers are expected to always have control of their car. 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.

11.5 CHIEF STEWARD AND/OR DRIVER COMMITTEE

May, at his/her/their 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.

12. DRIVERS MEETING

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

13. SCHEDULE

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

14. 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.

15. COURSE CLOSURE

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

16. DAMAGE

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

17. SPECIAL RACES:

Three (3) special races will be held on Saturday.

You must be entered in the group. See Registration to Enter by closing time.

All cars must have a functioning transponder.

17.1. FORMULA/CLUB FORD EMERALD CUP CHAMPIONSHIP SERIES

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

17.2 WILD WEST SEDAN CHALLENGE 1, Large/Medium Bore Engine Displacement

17.2.1. CLASSES

WWM = Sedans [2351-3999cc Cars in Group 4 and some Group 2](#)

WVO = Sedans 4000cc and over (Cars in Group 5 and some Group 2)

17.1.1 GRID

Positions for Grid will be determined by a first come first inline basis. If you don't want to be in the next position available pull all the way to the right and proceed safely in line. Do not block the grid entrance.

17.3 WILD WEST SEDAN CHALLENGE 2

17.3.1 CLASSES

WWU = Sedans, Small Bore up to [2350cc](#) (Group 1, some Group 2 & 4)

17.3.2 GRID

Positions for Grid will be determined by a first come first inline basis. If you don't want to be in the next position available pull all the way to the right and proceed safely in line. Do not block the grid entrance.

18. AWARDS

Trophies will be awarded by the following basis to the feature group races (Group 1-5) on Sunday afternoon and for the Wild West Sedan Race on Saturday afternoon at Winners Circle next to impound. All trophy winners must be a race finisher.

- 1 entry = 1st
- 2 entries = 1st
- 3 entries = 1st & 2nd
- 4 entries = 1st 2nd 3rd

19. SOUND CONTROL:

Sound readings will NOT be taken at this event.

20. VIOLATORS OF THESE REGULATIONS,

Violators, 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.

21. OFFICIALS

Chief Steward:	Ken Jones
Driver Committee:	John Taylor, Greg Lovell, TBA
Race Chair:	Bruce Boyd
<i>Specialty</i> Chiefs:	TBA