

2001 NORTHWEST REGION SCCA ROAD RACING CHAMPIONSHIP SUPPLEMENTAL REGULATIONS

All events are conducted under the current SCCA
General Competition Rules (GCR) and are insured under the SCCA Master Plan.
It is the responsibility of each driver to review these Supplemental
Regulations prior to entering an event.

This edition of the Northwest Region SCCA Road Racing Championship (NWRRC)
Supplemental Regulations supersedes all previous editions.
Last Revised 2/21/2001.

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1. WELCOME

Welcome to the 2001 racing season. I encourage you to participate in all events, either as drivers, instructors or race officials.

Dan Carchano
Assistant R.E. - Race

2. SCHEDULE AND FEES

Schedule	Track	Event	Entry Fee
Date			
March 17 Sat.	Bremerton	Drivers School	\$220.00
March 18 Sun.	Bremerton	Reg/Solo I #1 Restricted Regionals	See below
May 19-20 Sat.-Sun.	Bremerton	Reg/Solo I #2 and #3 Restricted Regionals	See below
May 26-28 Sat.-Mon	Thunderhill	Double Nationals Restricted Regionals	See below
June 9-10 Sat.-Sun. (Tentative)	Mission	Reg #4 and #5 Restricted Regionals, co-sanctioned with the CACC	See below
June 30 Sat.	Bremerton	Reg/Solo 1 #6 Restricted Regional, co-sanctioned with the CACC	See below
August 12 Sun.	Bremerton	Reg/Solo 1 #7 Restricted Regional, co-sanctioned with the CACC SOVREN points race	See below
August 18-19 Sat.-Sun. (Tentative)	Mission	Reg #8 and #9 Restricted Regionals, co-sanctioned with the CACC	See below

Monroe dates: TBA

Northwest Region reserves the right to cancel any event at anytime.

2001 ENTRY FEES

Event	Up to 2 weeks prior to event	Less than 2 weeks prior to event	Post (at track)
Bremerton or Monroe Regional	\$160.00	\$185.00	\$215.00
Both Regionals	\$185.00	\$210.00	\$240.00
Bremerton Solo 1	\$50.00	\$60.00	\$70.00
Both Solo 1	\$75.00	\$85.00	\$95.00
TH One National	\$260.00	\$290.00	\$340.00
TH Both Nationals	\$370.00	\$400.00	\$450.00

The Mission races will use the CACC entry fees and entry forms will go to the CACC registrar, the CACC supplemental rules will also be in effect.

Second entry - same car/driver \$40.00 per event at Bremerton and Monroe regional races.

The Region will impose a surcharge of \$10.00 for each SRF entry to cover our costs associated with the National Compliance fee for Spec Racers.

3. ENTRY/EVENT DETAILS

A.

Mail entries to:

Jay Bratton
11674 132nd Ct NE
Redmond, WA 980552-2430
425-822-0568
E-mail JAYBRATTON@email.msn.com

FAX entries to:

Madge Perez
425-277-3050

Checks Payable in U.S. funds to:

Northwest Region SCCA

B. All entries will receive one driver pass and two crew passes. The fee will be determined by the receipt date of the entry. When possible an acceptance letter will be mailed confirming the entry and car number.

C. For the purpose of these Supplementary Regulations, "received" means that the entry arrived in the mail on or before the required day, or in the case of a FAX entry, the FAX was received before 3:00 PM on the required day.

D. In order to encourage early entries and to try to limit the size of the lines in Registration, entries of drivers received at the track on the day of the event will be charged the post-entry fee. If there is pre-registration the night before the event and you enter at that time, the post-entry fee will not be charged. The late fee will not be charged if you have already entered and just want to enter an additional race. After Registration is closed, crew passes will be issued only at a designated location and they will cost \$10.00 even if you already pre-paid for it. Normal identification (including SCCA membership) will be required.

E. Additional pit/paddock passes are available for \$5.00 each at Registration. No charge for children under twelve, but the child's parents must sign a waiver. Driver or Entrant must list persons eligible to receive pit passes on their entry forms.

F. Bremerton registration will be open on Saturday from 7:00 AM to 2:30 PM and on Sunday from 7:00 AM to noon. Thunderhill registration hours will be announced in the entry package.

G. Reserved numbers are available through the Registrar but will not be guaranteed after the 2-week entry deadline. Unreserved numbers will be assigned in order of receipt of entry.

H. Entry refunds will be made automatically after the event if a car is not recorded through Registration. A full refund will be given for entries cancelled prior to the event. No-shows will be charged a service charge of \$10.00 for entries paid by cash or check and \$20.00 for entries paid by credit card. Drivers going through Registration must submit a request in writing to the Registrar within five days following the event. Refunds will be subject to a \$10.00 handling fee plus a charge for the value of each pass issued. To withdraw at the track from one race at a double event weekend, the entrant must so notify driver services, in writing on a form designated for this purpose, prior to the first on-track session scheduled uniquely for that race. Withdrawal from the second event of a two race weekend will not be assessed a service charge.

I. A car may be entered in more than one class at a Regional event, subject to the approval of the Chief Steward on the basis of safety and compatibility. The fee for an additional entry for the same car and same driver is \$40 per event. No car may be entered in more than one class per race group.

J. Any payment to the Region which is refused for any reason will be charged an additional \$30 handling fee.

K. Trophies will be awarded per the GCR. Drivers may claim their trophies at driver services after the official results are posted. Any trophies not claimed on the event weekend may be forfeited unless other arrangements are made with the Trophy Chairman. At Double Regional weekends, drivers awarded class trophies both days will receive a combined weekend trophy.

4. COMPETITION RULES

A. License Requirements:

1. Acceptable competition licenses for drivers are:

National Races: SCCA National Competition License

Regional Races: SCCA Novice Permit with school requirements satisfied, SCCA Regional or National Competition License, ICSCC Area or Senior Competition License, CACC Novice or Senior License, FIA or ASN Canada Competition License, SCCA Pro License, SCCA Vintage Competition License, SOVREN (Society of Vintage Racing Enthusiasts) License.

2. Please note: per the GCR, all competitors, entrants and hot pit crew members must be SCCA members.

3. If a driver's competition license is in transit or in process, it will be the responsibility of the driver to call the Chief Registrar by the Tuesday before the event to request verification. A \$5.00 fee will be charged for all such requests. If a driver's competition license is not in his or her possession and has not been verified by the Region's Registrar, the driver will post a \$100 bond at Registration. Final acceptance is at the sole discretion of the Chief Steward.

B. Notes from the EPA:

1. Oil barrels may not be available at our events. All competitors are responsible for removing all used lubricants, fluids, tires and any other materials requiring hazardous waste disposal. 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.

2. 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. Rest assured, if the Region is charged, we'll pass the expenses along to the responsible party.

5. PADDOCK RULES

A. Drivers and crew members must wear eye protection when driving open-cockpit vehicles in the paddock and pre-grid areas. Cars will be checked for driver safety equipment and tech stickers prior to entering the racecourse.

B. Paddock spaces are available on a first-come, first-served basis. At the Double National, Pro groups may have a reserved paddock area.

C. There is a 5 MPH speed limit at all times, for all vehicles in the paddock and pre-grid areas. Also, in an effort to be friendly with our neighbors, please obey all posted speed limits on track access roads. We have been advised that it is common for the local constables to set up speed traps on access roads, so do not use any of the nearby roads for testing and tuning!

D. The use of wheeled conveyances in the paddock is a privilege and may be withdrawn at the discretion of the Chief Steward. Drivers are responsible for the conduct of minor-age members of their crews. No one under the age of 16 may operate any motorized vehicle in the pits or paddock. Miners on bicycles must wear helmets, per Washington State law. No roller skates, rollerblades, skateboards or motorized skateboards are allowed. Bikes are not allowed in pre-grid.

E. An adult must supervise children under 12 years of age at all times. Pets must either be caged or on a leash.

F. Driver services will be located in the paddock and shall be the sole location for filing protests and receiving schedules, qualifying times, race results, trophies, etc. Information about drivers involved in incidents will also be available to family members.

G. Scales will be provided by Northwest Region and are the official scales for the event. They will be made available to competitors during the event except during periods of impound. A small contribution to the Tech Tool Kitty may open the scales during off-hours, at the sole discretion of the Chief Scrutineer.

H. Fuel, air, and water may or may not be available at the track.

I. Due to the various licenses and permits required at some events, personal alcoholic beverages may not be permitted on some premises. Event provided alcoholic beverages must remain in and be consumed in the designated areas.

6. PIT, GRID, START & FLAGS

A. Entry into the racing pits (hot pits) is restricted to SCCA members with photo ID badge, or a minor license for those 16-18 years of age. Competitors are prohibited from smoking in the hot pits and in Pre-grid. Pit crews are at all times under the control of the Pit Marshals. Pit passes and/or photo ID badges shall be worn in plain view at all times. More than one person on a car crew may be permitted in the signaling area at the discretion of the Pit Marshals.

B. All cars must be in their proper place at Pre-grid before the one-minute signal. Any car not in position will be replaced by the next-fastest class alternate or, if none, the next-fastest available alternate. Alternates will be placed at the rear of the grid.

C. Crews must clear the grid at the one-minute signal.

D. Unless otherwise stated at the event, grid positions for races will be determined by times posted during qualifying sessions.

E. Split starts may be provided if a request is submitted to the Chief Steward within 30 minutes after posting of the results of the first qualifying session. The Chief Steward may require majority approval from each class in the race group. FV and F500, when run as the only two classes in a race group, will have a split start.

G. Unless otherwise stated prior to or at the event, there will be one pace lap preceding the start of each race. If drivers get too eager and additional pace laps are required, these additional laps will be counted toward the total laps or time specified for the event.

H. If a Black-Flag-All is called, ALL turns will display a standing Black Flag and the Starter will display a standing Black Flag and an "ALL" sign. Reduce speed and go directly to the pits. At Thunderhill a Black-Flag-All will be used to end practice sessions at the expiration time (it clears the track quicker) .

I. At Thunderhill race restarts will take place on the back stretch.

7. RULES OF THE ROAD

A. Body contact and agricultural racing are actively discouraged. Expect to be black-flagged for multiple spins or other similar shenanigans. All cars involved in body/wheel contact during an event must report to impound at the end of the session.

B. Drivers involved in an incident resulting in car damage or driver injury must immediately report to Medical. Please bring your helmet for inspection.

C. The Stewards of the Meeting may change race groups in order to equalize the number of participants in each race.

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

E. All protests will be handled as outlined in the GCR and must be submitted on an official protest form, which is available from driver services. The protest fee for National events is \$50, and for Regional and Drivers School events is \$25; checks payable in U.S. funds must be made out to "Sports Car Club of America." Protests should be presented at driver services, where the official time of the protest will be recorded.

F. A 103 db limit is in effect for all NWR events. Measurements are per the GCR (50 feet from the edge of the track). A car exceeding the noise limit, at any time, anywhere around the track, is illegal and is subject to being black flagged, and may be excluded. Before a car may return to the course, the competitor shall demonstrate a verifiable mechanical change to the car that would logically lower the sound emissions. During qualifying, any times recorded prior to the black flag during that session will not count. If the car for which the black flag is intended does not receive it for any reason, notification may be delivered verbally to the competitor. A car black flagged for excessive noise three times during the same event, or weekend combination of events, shall be excluded, unless permitted to compete by the Chief Steward.

8. IMPOUND AND TECH INFO

A. At the end of qualifying and race sessions, all cars must report directly to Impound for weighing and inspection.

B. Competitors must remain at the track until the end of the period for filing protests or until excused. Failure to remain will constitute a waiver of your right to a hearing in the event of a protest.

C. Scrutineering will be held in the tech inspection area at the track. Locations and times for pre-tech, if applicable, will be announced in the event acceptance letter. Northwest Region reserves the right to require competitors to remove various items from their car for inspection, which could include (but is not limited to), valve cover(s), camshaft(s), intake manifold, carburetor(s) or fuel injection components, at the competitor's expense.

9. ELIGIBLE CAR CLASSIFICATIONS AND VEHICLE REQUIREMENTS

In addition to all Regional and National classes recognized by SCCA, the following classes are eligible to race in NWR Regional events:

Club Ford (CF)	Use San Francisco Region (SFR) rules
Spec Sports 2000 (SS2)	Use SFR rules
Conference Prod (CPA3, RX-7)	ICSCC rule book section 1302
Formula Libre (FL)	Any open wheel car meeting the open wheel GCR safety rules
ASR	GCR rules
ITD	SFR rules
ITE	2000 Oregon region rules
Radial Sedan (RS)	1996 Oregon/NWR rules
SPU/SPM/SPO	GCR rules split at 2.0 L and 5.0 L
GTA	SFR rules
PCA4/PCA3/PCA2/PCA1	1999 PCA club rules split at 2.4, L2.7 L and 3.4 L
PRO-7	1999 NWR rules
SOVREN	2000 SOVREN vintage rule book
SF	SFR rules
BG	1999 Oregon region rules
BMW	1999 BMW club rules with 1999 NWR supps
IP1-3	CACC Improved Touring rules, for CACC license holders only
Vintage	SCCA vintage GCR rules with a 20 year cut off, (Closed-wheel Over- and Under-2-Liter, and Open-wheel Over- and Under-2-Liter)

All CP, PCA and BMW cars must comply with GCR/Improved Touring (IT) safety rules.

All PCA and BMW cars running in GT classes or using slick tires must comply with GCR/GT safety rules.

Rules for these classes are as published in Northwest Region's Regional Class Rules (RCR) for 2000. The Region reserves the right to add other "Regional-only" classes upon approval from SCCA National and notice to drivers.

A. Vehicle logbooks will be issued to all drivers whose Region of record is Northwest Region, per the GCR. Replacement logbooks may be issued for a \$10.00 fee for the first one, much more for the second and third.

B. Video cameras on or in cars are permitted, but must be approved by the Chief Scrutineer prior to entering the course.

C. All cars must have a suitable attachment location for a tow rope.

10. REGIONAL POINTS AND PCRRC:

A. Year-end Regional Championship awards, for qualified drivers in each class, will be based on results from all Northwest Region Road Racing Championship (NWRRC) events (including any co-sanctioned events).

B. To qualify for a Northwest Region Road Racing Championship award, the following conditions must be met. Drivers must be members of Northwest Region during the racing season and prior to accruing points (dual membership satisfies this requirement) and drivers must compete in one half plus one of the NWRRC events conducted. (Double events consist of one qualifying race on Saturday and one race on Sunday) in the same class. All regional races will be used for the championship. Results from National races will not be counted. Northwest Region decals must be displayed on each side of the car as directed by Tech.

C. Championship trophies will be presented to the top three qualified competitors in each class, or the top 50 percent of the class, whichever is less. In addition, the Region will award year-end trophies to the drivers, whose region-of-record is the Northwest Region, who finish in the top three places in National races in the NORPAC Division.

D. Entry requirements for the Pacific Coast Road Racing Championships (PCRRC) are determined by San Francisco Region SCCA. Drivers will be notified of requirements as soon as San Francisco Region announces them but must compete in two (3) NWRRC races.

E. Regional points will be awarded as follows:

<u>Finishing Position</u>	<u>Points</u>	<u>Finishing Position</u>	<u>Points</u>
1 st	28	8 th	8
2 nd	23	9 th	6
3 rd	19	10th	4
4 th	16	11th Or below	3
5 th	14	DNF	2
6 th	12	DNS	1
7 th	10	DQ/Exclusion	0

11. OFFICIALS

Regional Executive	John Forespring
Asst. Regional Executive	Dan Miklovic
Secretary	Linda Miklovic
Treasurer	Janell Mullins
Director at Large	Frank Hamilton
Director at Large	Mike Lawler
Director at Large	Mike Leuty
Director at Large	David Nevin
Asst. Regional Executive-Race	Dan Carchano
Race Chairman	Ken Jones
Race Secretary	Joan Manley
Race Treasurer	Jay Bratton
Competition Chairman	Dave Gaylord
Course Marshall	Ricky Lee Berger
Emergency Chief	Doug Dahl
Flagging Chief	Mike Evans
Pits Chief	Mike Lawler
Pointskeeper	Linda Grass
Pre-Grid Chief	Margie Swanson
Driver Services	TBD
Race Communications Co-Chief	Tania Barnes-Titus
Race Communications Co-Chief	Carol Wilhelm
Race Merchandise Chairman	Jean Mitchell
Radio Communications Chief	Jack Bailey
Registration Co-Chief	Joan Manley
Registration Co-Chief	Madge Perez
Chief Scrutineer	Mike Currie
Security Chief	TBD
Sound Control Chief	Jay Kingsley
Chief Starter	Jay Bratton
Timing/Scoring Chief	Randi Miller-Graffy
Trophy Chief	TBD
Worker Licensing Chief	Tania Barnes-Titus
Steward	Jack Bailey
Steward	Peter Brand
Steward	Jay Bratton
Steward	Steve Danton
Steward	Pat Derouin
Steward	Pat Gleeson
Steward	Jim Graffy
Steward	Bob Grass
Steward	Ken Jones
Steward	Frank Manley
Steward	John Martinsen
Steward	Hector McDonald
Steward	Glen Wilhelm