

2002 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.

TABLE OF CONTENTS

1.	WELCOME	2
2.	SCHEDULE AND FEES	2
3.	ENTRY/EVENT DETAILS	3
4.	COMPETITION RULES	4
5.	PADDOCK RULES	4
6.	PIT, GRID, START & FLAGS	5
7.	RULES OF THE ROAD	6
8.	IMPOUND AND TECH INFO	6
9.	ELIGIBLE CAR CLASSIFICATIONS AND VEHICLE REQUIREMENTS	7
10.	REGIONAL POINTS AND PCRRC	9
11.	OFFICIALS	10

1. WELCOME

Welcome to the 2002-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

<u>Date</u>	<u>Track</u>	<u>Event</u>	<u>Entry Deadline</u>
April 5 th , 2002	Bremerton	Drivers School	March 25 th
April 6-7 th , 2002	Bremerton	Restricted Regional w/Vintage & Solo1	March 25 th
May 25 th -27 th , 2002	Pacific Raceway	Double Nationals	May 12 th
May 25 th -27 th , 2002	Pacific Raceway	Restricted Regional w/Solo 1	May 12 th
August 11 th , 2002	Bremerton	Restricted Regional w/Vintage & Solo 1	July 31 st

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

2002 ENTRY FEES:

DRIVERS SCHOOL @ BREMERTON

Driver School	\$225.00 Postmarked or Faxed by entry deadline
Driver School	\$250.00 Postmarked or Faxed after entry deadline
Driver School with Single Regional/Vintage	\$285.00 Postmarked or Faxed by entry deadline
Driver School with Single Regional/Vintage	\$310.00 Postmarked or Faxed after entry deadline
Driver School with Double Regional/Vintage	\$335.00 Postmarked or Faxed by entry deadline
Driver School with Double Regional/Vintage	\$360.00 Postmarked or Faxed after entry deadline

SINGLE REGIONAL @ BREMERTON

Single Regional/Vintage	\$150.00 Postmarked or Faxed by entry deadline
Single Regional/Vintage	\$175.00 Postmarked or Faxed after entry deadline

DOUBLE REGIONAL @ BREMERTON

Double Regional/Vintage	\$225.00 Postmarked or Faxed by entry deadline
Double Regional/Vintage	\$250.00 Postmarked or Faxed after entry deadline

SINGLE NATIONAL @ PR

Single National @ Pacific Raceway	\$260.00 Postmarked or Faxed by entry deadline
Single National @ Pacific Raceway	\$290.00 Postmarked or Faxed after entry deadline

DOUBLE NATIONAL @ PR

Double National @ Pacific Raceway	\$370.00 Postmarked or Faxed by entry deadline
Double National @ Pacific Raceway	\$400.00 Postmarked or Faxed after entry deadline

SINGLE REGIONAL @ PR

Single Regional @ Pacific Raceway	\$230.00 Postmarked or Faxed by entry deadline
Single Regional @ Pacific Raceway	\$260.00 Postmarked or Faxed after entry deadline

DOUBLE REGIONAL @ PR

Double Regional @ Pacific Raceway	\$300.00 Postmarked or Faxed by entry deadline
Double Regional @ Pacific Raceway	\$330.00 Postmarked or Faxed after entry deadline

SOLO 1

Driver School	\$100.00 Postmarked or Faxed by entry deadline
Driver School	\$125.00 Postmarked or Faxed after entry deadline
Single Solo 1 @ Bremerton	\$50.00 Postmarked or Faxed by entry deadline
Single Solo 1 @ Bremerton	\$60.00 Postmarked or Faxed after entry deadline
Double Solo 1 @ Bremerton	\$75.00 Postmarked or Faxed by entry deadline
Double Solo 1 @ Bremerton	\$85.00 Postmarked or Faxed after entry deadline
Single Solo 1 @ Pacific Raceway	\$100.00 Postmarked or Faxed by entry deadline
Single Solo 1 @ Pacific Race way	\$125.00 Postmarked or Faxed after entry deadline
Double Solo 1 @ Pacific Raceway	\$175.00 Postmarked or Faxed by entry deadline
Double Solo 1 @ Pacific Raceway	\$200.00 Postmarked or Faxed after entry deadline

Additional Class Entry (per Entry)—Same Driver/Car Bremerton \$50.00 Pacific Raceway \$100.00

NOTE: Per National SCCA requirement, **Spec Racer Fords will be charged an additional \$10.00 for each race.** Fees are payable to **Northwest Region SCCA** in U.S. funds

- Entries received at the track or less than 24 hours before registration opens at the event will receive 1 driver pass & will be charged a processing fee of \$30.00 for Bremerton, \$50.00 for Pacific Raceway.
- If you have registered for a Regional or National race and want to enter the same car in Solo 1 at the track you will not be charged the “at the track” processing fee.
- Additional pit/paddock passes are available for \$5.00 at registration, no charge for children under 12.

3. ENTRY/EVENT DETAILS

A.

Mail entries to:

Jay Bratton
11674 132nd Ct NE
Redmond, WA 980552-2430
425-822-0568
E-mail jay.bratton@verizon.net

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 postentry 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. Pacific Raceway registration hours will be announced in the entry package.

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

H. Entry refunds will be made automatically within 30 days 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 \$50.00 per event at Bremerton and \$100.00 per event at Pacific Raceway. 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 or SCCA Pro Racing Dual 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.

Vintage Races: Any of the above or Vintage Competition License as defined by the National SCCA Competition Board.

Car Numbers, Logos & Other Identification:

The car number assigned by the Driver Registrar must be on the car prior to technical inspection. Reserved numbers will be held until the entry deadline. Car number changes may be made only through the Registrar. NWRRRC participants must also display a Northwest Region logo on both sides of the car. Novice drivers shall also clearly display the letter "N" on each side of the car and clearly visible bright orange panels at least 5"x7" on the front and rear of the car. Three-digit numbers will not be allowed.

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 minorage members of their crews. No one under the age of 16 may operate any motorized vehicle in the pits or paddock. Minors 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 Pacific Raceway a Black-Flag-All will be used to end practice sessions at the expiration time (it clears the track quicker).

I. All practice and qualifying sessions will begin with a green flag. **All staffed flag stations will display a white flag for the first lap of a 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 unstaffed. Drivers not entering the course during beginning laps are advised to contact Pre-Grid for corner staffing information.

J. A yellow flag no-passing zone begins at an imaginary line crossing the track perpendicular to the flag station displaying the flag and extends to the next flag station or to the incident. Passes must be completed before crossing the imaginary line when a flag station is displaying the yellow flag. A pass is considered to be complete when the overtaking car is completely ahead of the overtaken car with room to move in front of the overtaken car safely. **Drivers are reminded to be aware of and respect the responsibilities outlined in sections 9.1.1 and 9.1.2 of the GCR.**

In addition to passing, losing control of a car under a yellow flag (e.g., leaving the course or spinning) is considered a violation of GCR 9.4.2.B.

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. PIT AREA REGULATIONS AT PACIFIC RACEWAY

All persons entering the racing pits must display the proper SCCA photo ID at all times and participants who will be working on vehicles on the hot pit side of the wall must wear long pants, sleeved shirts & enclosed shoes. Absolutely NO SMOKING is permitted in the racing pits. It is strongly recommended that competitors have a fire extinguisher available at their pit spaces in addition to the fire safety equipment on board the racecar. All competitors returning on course from the pit area must have all safety equipment in place (i.e., wearing helmet and gloves with belts buckled) during a session or after the checkered flag.

10. RADIO/SCANNER REGULATIONS

Northwest Region SCCA 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.

11. FLAT TOWING PROCEDURE

It is mandatory that drivers having their car flat towed have all safety equipment in place (helmet, gloves & belts) and eye protection. It is strongly recommended that this procedure be followed in the paddock as well.

12. COURSE CLOSURE

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

13. 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:

- A. Club Ford (CF):** Outboard suspension FF cars. Northwest Region has adopted McCreary tire, compound #133, exclusively as the spec Club Ford tire for the entire race season. (See 2002 Club Ford Rules—Northwest Region SCCA).
- B. Formula S (FS):** Per SCCA GCR 17.1.9.
- C. Spec Sports 2000 (SS2):** Generally pre-1985 S2000 cars. Northwest Region has adopted the Hoosier tire, "ACRL" series, exclusively as the Spec Sports 2000 tire for the entire race season. (See 2002 Spec Sports 2000 Rules—Northwest Region SCCA).
- D. Pro RX-7 (PRO7):** 2002 Northwest Region PRO7 Rules as adopted from the 2002 ICSCC Club Rules (commencing with Section 1315).
- E. Conference Production (CP):** CP cars are ICSCC Production prepared cars as specified in the 2002 Northwest Region Rules as adopted from the Conference rules (CP1, CP2, CP3 ICSCC Rule Book, Section C1302, C1314, C1401) Northwest Region. All CP classed cars must have an ICSCC logbook and have entered an ICSCC production race within the last 12 months (a one-race waiver will be allowed). **CP cars that are built to GCR/IT minimum safety standards must run on DOT approved tires. CP cars that are built to Production/GT minimum safety standards may run on racing tires.**
CP1 is defined as Conference Production A, B, and C.
CP2 is defined as Conference Production D, E, and F.
CP3 is defined as Conference Production G and lower.
- F. Spec RX-7 (rx7):** **RX7** follows the 2002 Northwest Region RX7 rules.
- G. Club Rabbit (CR):** **CR** follows the 2002 Northwest Region rules as adopted from the ICSCC Club Rules (commencing with Section 1314). Revised 2-12-02
- H. GT America (GTA):** Late model stock cars w/modifications only per published 2002 Northwest Region GTA rules.
- I. Radial Sedan (RS):** Generally small sedans prepared beyond IT & CP rules which are run on DOT tires. Weight limits apply: One pound per cc of engine displacement plus equalizing weight for some cars. Per 2002 Northwest Region SCCA rules.
- J. Super Production Under (SPU):** Follows 2002 GCR – engine size under 2.3 liters.
Super Production Medium (SPM): Follows 2002 GCR – engine size between 2.3 and 5 liters.
Super Production Over (SPO): Follows 2002 GCR – engine size over 5 liters.
- K. Porsche Club (PCA):** Any Porsche Club closed-wheel racing car with a Porsche engine & a chassis homologated for street use complying with GCR/Improved Touring (IT) safety rules. **PCA cars that are built to GCR/IT minimum safety standards must run on DOT approved tires. PCA cars that are built to Production GT minimum safety standards may run on racing tires.**
- | <u>SCCA Class</u> | <u>PCA Club Racing Class</u> |
|-------------------|------------------------------|
| PCA1 | GT1R, GT1S, GT2R, GT3R, GTC |
| PCA2 | GT3S, GT4R, GT4S |
| PCA3 | GT5S, GT5R, GT6R, GT6S, B, C |

- K. Porsche Club (PCA): continued** SCCA Class PCA Club Racing Class
PCA4 D, E, F, G, I, J, K
The PCA classes are as defined in the 2002 Northwest region SCCA Porsche Club of America Supplemental Regulations.
- L. Improved Touring (ITE):** Northwest Region 2002 ITE Rules
Class Philosophy: To provide a open class open to all cars prepared to SCCA 2002 GCR Improved Touring safety specifications. The intent of this class is to allow cars that exceed or otherwise do not conform to the recognized IT class preparation rules a place to compete. This also provides a second-entry class for conventional IT cars to maximize track time.
Preparation Rules:
1. All cars shall meet all current GCR safety standards for IT competition.
2. All cars shall run on DOT approved tires.
3. Production/GT category cars on DOT tires are not allowed.
4. Production/GT category cars are considered to be those cars with chassis and body modifications limited to the Production/GT category, including tube-frame construction and body/fender modifications that would render a car ineligible for IT category racing.
5. Induction systems are free in this class. It is the specific intent of these rules to allow the participation of turbocharged and supercharged cars in this class.
6. All cars shall display the class designation ITE.
- M. Baby Grand (BG):** Per Northwest Region 2002 BG Rules. All cars must meet the safety specification in the GCR and GTCS for GT cars. Note: The car weight is 1525 lbs.
- N. Vintage:** As per Northwest Region 2002 Vintage Supplemental Regulations.
SCCA Vintage Classes:
VP1 – Production cars up to 1800 cc
VP2 – Production cars 1801 cc up to 2500 cc
VP3 – Production cars 2501 cc up to 4000 cc
VP4 – Production cars over 4000 cc
VFSR – All Formula and Sports Racers (no displacement split)
- O. Spec Miata:** Per Northwest Region 2002 Spec Miata Rules.
- P. Formula Libre (FL):** Any open wheel car meeting the open wheel GCR safety rules.
- Q. ASR:** GCR rules.
- R. BMW:** 2002 BMW Club Racing rules. The BMW class will be based on the 2002 BMW Club Racing Rules with all cars meeting the 2002 GCR for safety equipment. In the event of a conflict between the BMW CCA rules and the GCR, the GCR will be the final authority. All drivers must be SCCA members and have a competition license recognized by the SCCA. The SCCA stewards have the final authority over any BMW Club Stewards that may be present. When the BMW class runs with the PCA class, they will follow the same 13/13 rules that the PCA class uses, which will be administrated by the PCA class. **All BMW cars built to GCR/IT minimum safety standards must run on DOT approved tires. All BMW cars built to GCR/GT minimum safety standards may run on racing tires.**
- S. IP1-3:** CACC Improved Touring rules, for CACC license holders only.

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 2002. The Region reserves the right to add other "Regional-only" classes upon approval from SCCA National and notice to drivers.

14. MULTIPLE ENTRIES:

Automobiles will be allowed to enter more than one class per event, if legal for classes entered, and when those classes are in different race groups. Separate entry forms, tech forms, and fees are required for each class entered. Only one car per driver per race group may be entered.

15. Violators of these regulations, as reported by race officials, may be subject to fines, penalties, disqualification or expulsion from the race track as enforced by the Chief Steward and/or Stewards of the Meet for that event weekend.

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 towrope.

16. NORTHWEST REGION ROAD RACING CHAMPIONSHIP (NWRRC & PCRRC):

A. The NWRRC will be for all SCCA Regional Classes & Northwest Region Special Classes, except Vintage. 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 and two out-of-region events either with the Oregon Region SCCA at PIR or with the CACC at Rivers Edge in Mission B.C.

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 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 three (3) NWRRC races.

E. Regional points will be awarded as follows (excluding Vintage):

<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	10 th	4
4 th	16	11 th Or below	3
5 th	14	DNF	2
6 th	12	DNS	1
7 th	10	DQ/Exclusion	0

17. OFFICIALS

Regional Executive	John Forespring
Asst. Regional Executive	Frank Hamilton
Secretary	Joe Noyes
Treasurer	Janell Mullins
Director at Large	Dick Willy
Director at Large	Mike Lawler
Director at Large	Kim Cranor
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	Dan Miklovic
Flagging Chief	Mike Evans
Pits Chief	Cece 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	Julie Anderson
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	Joan Manley
Worker Licensing Chief	Tania Barnes -Titus
Steward	Jack Bailey
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