

2010 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.

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1. WELCOME

Welcome to the 2010 racing season. We encourage you to participate in all events, either as Drivers, instructors or race officials.

2010 NWR Race Committee

2. TRACKS, SCHEDULE AND FEES

A. Tracks

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.

Bremerton Motorsports Park: A temporary track on a inactive runway with a lap length of approximately 1.1 miles. Traffic cones, jersey barriers, traffic barrels and earthmover tires define the course. The track is located at 7500 SW Old Clifton Road. Port Orchard WA 98367 (This is NOT a mailing address)

Oregon Raceway Park information will be covered is event specific supps as final plans are made.

B. Schedule

<u>Date</u>	<u>Track</u>	<u>Event</u>	<u>Discount Deadline</u>
May 29 th -31 st , 2010	Pacific Raceway	Double Nationals/Restricted Regional's	May 21 st
Aug 27 th , 2010	Bremerton	Drivers School / Test & Tune / Club Trials	Aug 20 th
Aug 28 th -29 th , 2010	Bremerton	Double Regional w/Vintage/ Track Trials /SOVREN	Aug 20 th
*Oct 23 rd -24 th , 2010	Oregon Raceway Pk	TBA Dbl Regional Co-Sanction w/Oregon Region	Oct 12 th

*Event will have separate Supps after specifics are finalized. Northwest Region reserves the right to cancel any event at anytime.

All cars are required to have a functioning AMB transponder (transX 260) to participate in these events.

C. 2009 Entry Fees:

BREMERTON MOTORSPORTS PARK

RACE DOUBLE REGIONAL	\$295.00	Postmarked or Received by discount deadline
	\$330.00	At Track / After early discount deadline
SINGLE REGIONAL	\$195.00	Postmarked or Received by discount deadline
	\$230.00	At Track / After early discount deadline
TRACK TRIALS - DOUBLE	\$235.00	Postmarked or Received by discount deadline
	\$265.00	At Track / After early discount deadline
SINGLE	\$180.00	Postmarked or Received by discount deadline
	\$210.00	At Track / After early discount deadline
CLUB TRIALS - MEMBER	\$110.00	Member – (Received before Pre-Registration closes)
	\$125.00	At Track Member
Non-MEMBER	\$125.00	Non Member (Received before Pre-Registration closes)
	\$155.00	Non Member at Track

PACIFIC RACEWAYS

DOUBLE NATIONAL	\$530.00	Postmarked or Received by discount deadline
	\$555.00	At Track / After early discount deadline
SINGLE NATIONAL	\$400.00	Postmarked or Received by discount deadline
	\$425.00	At Track / After early discount deadline
RESTRICTED DOUBLE REGIONAL	\$330.00	Postmarked or Received by discount deadline
	\$355.00	At Track / After early discount deadline

RESTRICTED SINGLE REGIONAL	\$225.00	Postmarked or Received by discount deadline
	\$250.00	At Track / After early discount deadline
VINTAGE DOUBLE	\$330.00	Postmarked or Received by discount deadline
	\$355.00	At Track / After early discount deadline
SINGLE	\$225.00	Postmarked or Received by discount deadline
	\$250.00	At Track / After early discount deadline

A car may be entered in more than one class at a Bremerton Regional event. No car may be entered in more than one class per race group. The fee for an additional entry for the same car and same driver is **\$50.00 per Sanction number** (the higher entry fee takes precedence). Because of insurance requirements, a second driver in a car will be regarded as a second entry and will pay the full entry fee. Any race entrant who has paid the full race fee is eligible to participate in Track Trials (at Bremerton) at the rate of \$50 for a single, \$100 for a double event.

NOTE: Per National SCCA requirement, compliance fees will be charged where applicable for each race.

Fees are payable to Northwest Region SCCA in U.S. funds

3. ENTRY/EVENT DETAILS

A. <u>Mail entries to:</u>	<u>FAX entries to:</u>	<u>Online Registration:</u>	<u>Checks in U.S. funds to:</u>
Jay Bratton 11125 NE 123 rd Ln Apt D-108 Kirkland, WA 98034 425-822-0568 E-mail jaybratton@comcast.net	Jay Bratton 425-822-8346	www.motorsportreg.com	Northwest Region SCCA

B. Double National: All entries will receive one driver pass and three crew passes. Additional pit/paddock passes for crewmembers 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.

C. When possible an acceptance letter or email will be mailed confirming the entry and car number. Parents must sign a waiver for all minors.

D. Registration hours:

May Dbl National/Regional – Pacific Raceways	Friday, May 28 th	5:00 pm – 7:00 pm
	Saturday, May 29 th	7:00 am – 2:00 pm
	Sunday, May 30 th	7:00 am – 1:00 pm
	Monday, May 31 st	7:00 am – 12:00 pm
August Dbl Regional/Vintage – Bremerton	Thursday, August 26	5:00 pm – 7:00 pm
	Friday, August 27	7:00 am – 10:00 am
		5:00 pm – 7:00 pm
	Saturday, August 28	7:00 am – 1:00 pm
	Sunday, August 29	7:00 am – 1:00 pm

Notes: These registration hours will allow ample time to get drivers, crew, and officials checked in. if we are still busy at closing time, we will stay open.

E. Annual reserved numbers are available (NWR and Dual Region members of NWR) through the Registrar and will be guaranteed up to the entry deadline. Then they become available to anyone for the event (once registration opens at the track). Unreserved numbers will be assigned in order of receipt of entry.

F. 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 canceled prior to the event. No-shows will be charged a service fee 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 or e-mail 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.

- G. Any payment to the Region, which is refused for any reason, will be charged an additional \$30 handling fee.
- H. 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. At Double Regional weekends, class winners will receive flag and winners decal, other trophies may be modified at the discretion of the Trophy Chairman. At Double regional weekends drivers awarded class trophies both days may receive a combined weekend trophy. Vintage awards are per NWR 2010 Vintage Rules.

4. COMPETITION RULES

A. License Requirements:

1. **Acceptable competition licenses for drivers are per the GCR 3.1.4** BMW CCA Club Racing (Full Competition), Confederation of Autosport Car Clubs CACC (Competition), FIA (issued by any sanctioning body), Historic Sportscar Racing (HSR), ICSCC (Area Conference), IMSA, National Auto Sports Assn (NASA), Ontario Region CASC (Regional), Porsche Club of America (Full Competition), SCCA Pro Racing, SVRA, Waterford Hills Road Racing Club (Full), West Canada Motorsport Assoc (Amateur). Vintage Motorsports Council (VMC),

Note: The current organizations that have their licenses approved by SCCA (**GCR 3.1.7**) for competition in Vintage events are: SOVREN, Vintage Auto Racing Association (VARA), and Classic Sports Racing Group (CSRG).

Per the GCR, all competitors, entrants and hot pit crewmembers must be SCCA members.

2. 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. All drivers who are driving on a non-SCCA per GCR license must have an SCCA crew license in order to be allowed in hot areas.

B. Car Numbers, Logos & Other Identification:

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. Car numbers must meet the requirements of the GCR for legibility. 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 be allowed at BMP in Vintage classes only.

C. Facility rules:

1. 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. At Pacific Raceways, designated oil barrels must be used. All competitors are responsible for removing all used lubricants, fluids, tires and any other materials requiring hazardous waste disposal.
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 will pass the expenses along to the responsible party.
3. Open campfires are **NOT** allowed at any facility.

5. PADDOCK RULES

- A. Drivers and crewmembers must wear eye protection when driving open-cockpit vehicles in the paddock and pre-grid areas. At Pacific Raceway open cockpit car drivers must also wear helmets when going to Pre-Grid

- B. Paddock spaces are available on a first-come, first-served basis. At the Double Nationals, paddock spaces may be assigned.
- C. **There is a 5-MPH speed limit at all times, for all vehicles in the paddock and pre-grid areas**
- D. **The use of wheeled conveyances, including bicycles, 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 wheeled conveyance in the pits or paddock. No roller skates, rollerblades, skateboards or motorized skateboards are allowed.**
- E. An adult must supervise children less than 12 years of age at all times. Pets must either be caged or on a leash and scoop laws will be enforced.
- 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.
- G. Fuel, air, and water may or may not be available at the track.
- H. 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 at, and be consumed in, the designated areas.
- I. Pacific Raceways, per local regulations, specifies: **no racing engines may be started prior to 9:00am.** Any assessed penalties for violation will be incurred by the entrant/drivers. **Test and tune is not allowed anywhere inside the gate at Pacific Raceways except on the road course during designated times.** Any vehicle parked in a no-parking zone will be towed at the owner's expense.
- J. At Bremerton Motorsports Park, NWR recognizes the need to be considerate of the surrounding residential neighborhood, and therefore, the hours of each event shall be first vehicle on course not before 9 a.m. for those without "street mufflers" and last engine noise at dusk. **Test and tune is not allowed anywhere at Bremerton Motorsports Park except on the road course during designated times.**

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. There is **NO** 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.
- F. Unless otherwise stated prior to or at the event, there will be one pace lap preceding the start of each race.
- G. 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 non-staffed.

7. PIT AREA REGULATIONS AT PACIFIC RACEWAY

- A. All persons entering the racing pits must display the proper SCCA ID at all times. Participants who will be working on vehicles on the hot pit side of the wall must wear long pants, sleeved shirts & enclosed shoes.
- B. Absolutely NO SMOKING is permitted in the racing pits.
- C. 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.
- D. 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.
- E. Unless special refueling instructions are distributed with registration materials for a specific event the following rules shall apply: The chief pit marshal (or designee) must be notified that refueling will take place and verify that all safety equipment required by the crew is present before the car may be refueled. Before refueling can begin (fuel cap removed) car must be stopped, the engine off and the car on the ground (off the jacks or other lifting devices) and the driver out of the vehicle. The person refueling the vehicle must be wearing fire resistant clothing (all natural fiber clothing acceptable but Nomex or better material is recommended) that completely covers their body. There may be no exposed skin or other body elements. Full splash protection for the eyes must be worn (goggles over balaclava or full face helmet with visor). There must be an additional trained crew member standing by with a fully serviceable fire extinguisher (provided by the entrant) rated at least 10BC This shall not be the extinguisher from the vehicle (if it is so equipped). That person must also be fully clothed (fire resistant gloves and face protection are required, full fire suit equivalent to the fueler's clothing is recommended but not required) with no exposed skin surfaces and have eye protection equivalent to that worn by the fueler. The driver may act as the fire extinguisher person but shall not do the refueling.
- F. The road in front of the Pacific Raceways office is closed to all racecars. Access to the Grid will be the road between the Grandstands. Drivers must be in full race gear while driving on access road when racecars are on track. At Pacific Raceways open cockpit car drivers must also wear helmets going to pre-grid.
- G. The hot pits are located behind the registration building at Turn 10. Exit the hotpits on the west end at Turn1 (paved road up to the main entrance road). The hotpits will be entered from the track before the jog in the front straight and re-entry will be at Turn 1. The maximum speed through the hotpits to re-entry is 35 MPH. 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 the hotpits or driving the track between Turn 1 and Turn 2. This is a safety item and violations will result in a penalty.

8. IMPOUND AND TECH INFO

- A. When leaving the track during qualifying and race sessions, **ALL** cars must report directly to Impound
- 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. Tech hours will be posted on the event schedule.
- D. 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. Hours that the scales will be available are posted on the event schedule.
- E. Vehicle logbooks will be available for issue to all drivers, per the GCR for a fee of \$10.00. Replacement logbooks may be issued for a \$10.00 fee.

9. RULES OF THE ROAD

- A. All cars involved in body/wheel contact during an event must report to impound at the end of the session.

- B. A driver involved in an incident resulting in car damage, injury, or e-crew response, may be transported to medical with helmet for evaluation.
- C. The Stewards of the Event 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.
- F. Northwest Region is not responsible for damage to vehicles during emergency or recovery situations.
- G. **Any car involved in a major incident may be impounded in an area away from crew, spectators, & press.**
- H. Scrubbing of tires BEHIND the pace car is OK. Scrubbing of tires is **NOT Allowed before the splitter.**

10. SOUND

Sound level of 103db will be in place at all NWR races in accordance with GCR 5.7.

11. 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.

12. FLAT TOWING PROCEDURE

It is mandatory that drivers having their cars flat towed on the racetrack or in the paddock will have all their safety equipment in place.

13. COURSE CLOSURE

At Pacific Raceways & Bremerton Motorsports Park the race course is closed to non-official motorized vehicles after the last checkered flag of the day. Pacific Raceways is closed at all times to nonofficial vehicles or non-official personnel.

14. 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):** See 2010 Club Ford Rules—Northwest Region SCCA.
- B. **Formula S (FS):** Open wheel cars not otherwise classified. Must meet GCR Formula safety standards. No minimum weight.
- C. **Spec Sports 2000 (SS2):** 2010 Spec Sports 2000 Rules—Northwest Region SCCA.
- D. **Conference Production (CP):** CP cars are ICSCC Production prepared cars as specified in the 2009 Northwest Region Rules as adopted from the Conference 2008 rules (CP1, CP2, CP3 ICSCC Rule Book, Section C1302, C1314, C1401, C1402) 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 must meet GCR/IT minimum safety standards and 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.
- E. **Club Rabbit (CR):** **CR** follows the NWR 2010 rules as adopted from the ICSCC 2008 Club Rules (**commencing with Section 1314**).
- F. **GT America (GTA):** see 2010 Northwest Region GTA rules.

- G. Radial Sedan (RS):** see 2009 Northwest Region RS rules.
- H. Super Production Under (SPU):** Follows 2010 GCR – engine size under 2.3 liters.
Super Production Medium (SPM): Follows 2010 GCR – engine size between 2.3 and 5 liters.
Super Production Over (SPO): Follows 2010 GCR – engine size over 5 liters.
Four-wheel (all wheel) drive is permitted in Super Production Classes
- I. Porsche Club (PCA):** see 2010 Northwest Region Porsche Cup Rules
SCCA Class PCA Club Racing Class
 PCA1 GT1, Stock and Prepared classes L, K, J
 PCA2 GT2, GT3, Stock and Prepared I, H, G
 PCA3 GT4, SP3, Stock and Prepared E, F
 PCA4 GT5, GT6 SP1, SP2, Stock and Prepared classes A, B, C, D
 GTS Porsche Racing Challenge 911Spec
- J. Improved Touring (ITE):** see 2010 Northwest Region ITE Rules
- K. Baby Grand (GTB):** see Northwest Region 2010 BG Rules.
- L. Vintage:** see Northwest Region 2010 Vintage Rules.
- M. Spec Miata** 2010 GCR 9.1.8.6.C Northwest Region has defined the spec tire to be that of the national class. A mandatory \$10.00 Compliance Fee will be collected with registration per event sanction
- N. Formula Libre (FL):** Any open wheel car meeting the open wheel GCR safety rules.
- O. ASR:** GCR rules.
- P. BMW:** 2010 BMW Club Racing rules. The BMW class will be based on the 2010 BMW Club Racing Rules with all cars meeting the 2010GCR 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.**
- Q. IP1-3:** CACC Improved Touring rules, for CACC license holders only.
- R. Legends 600 (LC)** GCR Rules 9.1.11
- U. Formula 600 (F6)** See 2010 Formula 600 Rules - Northwest Region SCCA.

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 2010. The Region reserves the right to add other "Regional-only" classes upon approval from SCCA National and notice to drivers.

- 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.**

16. NORTHWEST REGION ROAD RACING CHAMPIONSHIP (NWRRC):

- 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 points accrued from all NWRRC events. Results from two out-of-region events, either with the Oregon Region SCCA at PIR or with the CACC at Rivers Edge in Mission B.C., may be substituted for points accrued at a NWR event. Each event has a separate sanction number. Results showing the finish position in out-of-region events must be submitted to the NWR Points keeper by November 8, 2010 to be included in the NWRRC scoring. Corrections to the scores posted on the NWR website must be submitted to the NWR Pointskeeper by November 22, 2010.
- B.** To qualify for a NWRRC 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 four of the five NWRRC events conducted 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.** Regional points will be awarded as follows for NWRRC (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	Tom Masterson	Chief Scrutineer	OPEN Sound
Asst. Regional Executive	John Forespring	Control Chief	John Forespring
Region Secretary	Sherri Masterson	Chief Starter	Chuck Huffington
Region Treasurer	Lou Ann Christensen	T & S Chief	Sherri Masterson
Asst. R E -Race	Chuck Huffington	Trophy Chief	Joan Manley
Drivers/Officials Relation	Greg Fordahl	Steward	Jay Bratton
Race Secretary	Joan Manley	Steward	Steve Danton
Race Treasurer	Jay Bratton	Steward	Pat Derouin
Competition Chairman	Michael Lord	Steward	Jim Dewey
Course Marshall	OPEN	Steward	Jim Gaffy
Emergency Chief	Kevin Needham	Steward	Bob Grass
Flagging Chief	OPEN	Steward	Ken Jones
Pits Chief	Ray Mortensen	Steward	Cece Papa Lawler
Pointskeeper	Linda Grass	Steward	Frank Manley
Pre-Grid Chief	Scott Sestin	Steward	John Martinsen
Driver Services	Joan Manley	Steward	Tom Masterson
Race Communications	Carol Wilhelm	Steward	Hector McDonald
Race Merchandise	Sherri Masterson	Steward	Rich Weixler
Race Chairman	Ken Jones	Steward	Glen Wilhelm
Registration	Sherri Masterson		