



# 2015 NORTHWEST REGION SCCA SUPPLEMENTAL REGULATIONS THE RIDGE MOTORSPORTS PARK



This event is governed by the 2015 General Competition Rules (GCR) and Category Specifications, as amended for 2015 per "FasTrack", and is 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 Supplemental Regulations supersedes all previous editions for The Ridge Motorsports Park.

**The date these Supplemental Regulations become effective is 1 JUNE 2015**

## 1. WELCOME

Welcome to the 2015 racing season. We encourage you to participate in all events, either as Drivers, instructors or race officials. These supplementary Regulations are for events held at The Ridge Motorsports Park only. A separate set of regulations have been established for the event at Pacific Raceway May 23-25.

2015 NWR Race Committee

## 2. TRACKS, SCHEDULE AND FEES

### A. Track

**The Ridge Motorsports Park** Located at 1060 W Eells Hill Rd, NE, Shelton WA, 98584 just about 25 miles Northwest of Olympia WA. A 16 turn 2.47 mile road course that is 40 feet wide with an elevation change of 125 feet. A 50 foot drop occurs in 300 feet distance in Turns 13-14 The Ridge Complex.

### B. Schedule

<u>Date</u>	<u>Track</u>	<u>Event</u>
July 18-19, 2015	Ridge Motorsports Park	Double Regional
August 8-9, 2015	Ridge Motorsports Park	Double Regional, Vintage/Sovren

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. 2014 THE RIDGE MOTORSPORTS PARK Entry Fees:

<u>Event</u>	<u>Pre Entry Discounted Price</u>	<u>At track</u>	<u>Discount Deadline Date</u>
July 18-19			
Double Regional/Vintage	\$425	\$450	Friday July 10
Single Regional/Vintage	\$350	\$375	Friday July 10
August 8-9			
Double Regional/Vintage	\$425	\$450	Friday July 31
Single Regional/Vintage	\$350	\$375	Friday July 31

**Second Class:** A car (same driver) may be entered in more than one class. No car may be entered in more than one class per race group. The fee for an additional entry for the same car and same driver is **\$100 per Sanction number** (the higher entry fee takes precedence). A double event has a minimum of two sanctions. Because of insurance requirements, a second driver in a car will be regarded as a second entry and will pay the full entry fee.

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

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

### 3. ENTRY/EVENT DETAILS

- A. Mail entries to:** Sherri Masterson  
1616 Gregory Way  
Bremerton, WA 98337  
360.479.6082  
E-mail [sherri.masterson@gmail.com](mailto:sherri.masterson@gmail.com)
- FAX entries to:** Sherri Masterson
- Online Registration:** [www.nwr-scca.motorsportreg.com](http://www.nwr-scca.motorsportreg.com)
- Checks in U.S. funds to:** Northwest Region SCCA

Pre-Registration (and Online Registration) will end Thursday July 16<sup>th</sup> and August 6<sup>th</sup> at Noon PDT. Please plan accordingly if you plan to mail your entry. New entries will be accepted at the track during normal registration hours.

- B.** All entries may receive **4 passes (including driver and entrant)**. 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 for all minors under age 18. Driver or Entrant must list persons eligible to receive pit passes on their entry forms
- C.** All registrations going through MotorsportReg.com will receive an email confirmation through the registration process. Paper entries will be also be entered into the system and you will receive notification by email or phone when possible. Parents must sign a waiver for all minors under age 18.
- D.** Registration hours:
- |                              |  |
|------------------------------|--|
| Friday, July 17 & August 7   | 5:30 pm - 7:00 pm – Pending Track Approval |
| Saturday, July 18 & August 8 | 7:00 am - 1:00 pm                          |
| Sunday, July 19 & August 9   | 7:00 am - 12:00 pm                         |

**Notes:** The 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. Refunds**  
All refunds may be subjected to a \$10.00 fee for entries paid by cash or check and \$20.00 fee for entries paid by credit card. All refunds will be processed within 30 days of the event.

1) **Cancelling prior to event:**

A refund will be given for entries cancelled prior to the event, less the appropriate service fee.

- 2) **No-shows** will be charged the appropriate service fee and be refunded automatically within 30 days of the event.

3) **At Track:**

A driver going through registration at the event, but unable to participate in any session on track, **must withdraw** to receive any refund. An entrant/driver must so notify Driver Services or Registration, in writing on a form designated for this purpose, prior to leaving The Ridge Motorsports Park. Refunds will be issued for entry fees and SRF/SRF3/FE compliance fees, less the service fee and any passes issued for over crew.

- G.** Any payment to the Region, which is refused for any reason, will be charged an additional \$40 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. 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 2015 Vintage Rules.

#### 4. COMPETITION RULES

##### A. License Requirements:

1. **Acceptable regional competition licenses for drivers are per the GCR listed in AppC**

**Note:** The current organizations that have their licenses approved by SCCA for Vintage **GCR 3.1.4**

**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 and approval of Timing and Scoring. 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 are not permitted.

##### 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. 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 Paddock space is limited at the Ridge Motorsports Park and the Paddock Marshall may require that non-essential vehicles be moved to an unpaved area.
- 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. At The Ridge Motorsports Park, NWR recognizes the need to be considerate of the surrounding residential neighborhood, and therefore, racing engines may not start until 8:00 am on any event day for those without "street mufflers" and last engine noise at dusk. **Test and tune is not allowed anywhere at The Ridge Motorsports Park except on the road course during designated times.**

## 6. GRID, START & FLAGS

- A. There is **NO** smoking in the Pre-grid or Hot Pits
- 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

- A. Entry into the racing pits (hot pits) is restricted to SCCA members with proper SCCA ID at all times. Minor license for those 15-17 years of age are required. **Pit passes and/or photo ID badges shall be worn in plain view at all times.**
- B. Participants who will be working on vehicles on the hot pit side of the wall must wear long pants, sleeved shirts & enclosed shoes.
- C. Pit crews are at all times under the control of the Pit Marshals More than one person on a car crew may be permitted in the signaling area at the discretion of the Pit Marshals.
- D. **Absolutely NO SMOKING is permitted in the racing pits or Pre-grid.**
- E. 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.
- F. 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.
- G. 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.

- H. **The maximum speed through the hotpits to re-entry is 35 MPH.** The pit lane is the area between The exit off the track at Turn 16 to the Starter Stand.
- I. There is a blend line from Pit out to Turn 1 braking area DO NOT cross this line until it becomes a dashed line when entering the track from the hotpits or driving the track or driving the track from pit out to Turn 1. 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 (if time permits).
- 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 is **NOT Allowed in the pit lane.**

## 10. SOUND

Sound level of 103db will be in place at all NWR races in accordance with GCR 5.7.3

## 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

The Ridge Motorsports Park is closed to **all motorized vehicles** after the track goes cold. All official vehicles are limited to 35 mph at all times, unless authorized in advance by chief steward.

### 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. **A Sports Racer (ASR):** GCR rules.
- B. **Club Ford (CF):** See 2015 Club Ford Rules-Northwest Region SCCA.
- C. **Conference Production (CP1-3):** see Northwest Region 2015 Conference Production Rules.
- D. **Formula S (FS):** Open wheel cars not otherwise classified. Must meet GCR Formula safety standards. No minimum weight.
- E. **GT America (GTA):** GCR rules
- F. **Improved Touring E (ITE):** see 2015 Northwest Region ITE Rules
- G. **Improved Touring J (ITJ)** see 2015 Northwest Region ITJ Rules.
- H. **Porsche Club (PCA):** see 2015 Northwest Region Porsche Cup Rules
- I. **PRO3** see 2015 Northwest Region PRO3 rules.
- J. **PRO44** **see** 2015 Northwest Region PRO44 rules.
- K. **Spec Mustang (SMG)** GCR Rules (Appendix N)
- L. **Sports 2000 (S2)** GCR 2013 rules. See Northwest Region S2 rules.
- M. **Spec Sports 2000 (SS2):** 2013 Spec Sports 2000 Rules-Northwest Region SCCA.
- N. **Super Production Under (SPU):** Follows 2015 GCR - engine size under 2.3 liters.  
**Super Production Medium (SPM):** Follows 2015 GCR - engine size between 2.3 and 5 liters.  
**Super Production Over (SPO):** Follows 2015 GCR - engine size over 5 liters.  
All Super Production cars must meet 2015 GCR requirements in Sections 9.3, General Technical and Safety Specifications, and Section 9.4, Roll Cages for GT and Production Based Cars. Four wheel (all-wheel) drive is permitted in Super Production classes.
- O. **Vintage:** see Northwest Region 2015 Vintage Rules.

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

**All PCA 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 2015. 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. CHAMPIONSHIPS

#### A. NORTHWEST REGION CHAMPIONSHIP RULES

- 1) All races in Northwest Region count for championship points, including Majors events.

- 2) No out-of-region substitutions will apply to championship
- 3) Minimum participation and counted races determined by class.
  - a. Drivers must be a member or dual member of Northwest Region prior to their first event.
  - b. Northwest Region decals must be displayed on both sides of the vehicle.
  - c. National Classes (F5, FF, FV, BSpec, SM, T4, STU, STL, HP, GTL, SRF, SRF3, T3, STL, EP, FP, P1, P2, FA, FB, FC, FE, FM, AS, GT1, GT2, GT3, T1, T2)
    - i. Minimum of 4 races (75%),
    - ii. 5 races will be counted
  - d. Regional classes (GTA, ITE, SPM, SPO, ASR, CF, FS, FST, S2, SS2, CP1-3, ITA, ITB, ITC, ITD, ITJ, ITR, ITS, SM5, SPU, STU, PCA1-4, SP911, Pro44, PRO3)
    - i. Minimum of 3 races to qualify (75%)
    - ii. 4 races will be counted.
- 4) DNS/DNF counts toward participation but no points awarded
- 5) Points scheme to be used is the same as for Majors; points are awarded down to 20th position for all Northwest Championship races.
 

Position	Points	Position	Points	Position	Points	Position	Points
1st	25	6th	15	11th	10	16th	5
2nd	21	7th	14	12th	9	17th	4
3rd	18	8th	13	13th	8	18th	3
4th	17	9th	12	14th	7	19th	2
5th	16	10th	11	15th	6	20th	1
- 6) Season-end trophies will be provided and will be available at Northwest Region's Award Banquet.

**B. 2015 PACIFIC NORTHWEST CHAMPIONSHIP RULES**

A combined championship between Oregon and Northwest Regions for specific events toward end of season championship encouraging participation in both regions

- 1) All races in Oregon & Northwest regions count for championship points, including Majors events.
- 2) Best 10 race finishes may be counted.
- 3) No out-of-region substitutions will apply to championship (because all races in Pacific Northwest count).
- 4) Minimum participation must include 4 race finishes with 2 in each Region.
  - a) DNS/DNF counts toward participation but no points awarded
- 5) All drivers in Oregon and Northwest Regions shall automatically be entered in the Pacific Northwest Championship.
- 6) Drivers must be members of either Oregon or Northwest Region, or both.
- 7) Points scheme to be used is the same as for Majors; points are awarded down to 20th position for all Pacific Northwest Championship races.

Position	Points
1st	25
2 <sup>nd</sup>	21
3rd	18
4th	17
5th	16

Position	Points
6 <sup>th</sup>	15
7th	14
8th	13
9th	12
10th	11

Position	Points
11th	10
12th	9
13th	8
14th	7
15th	6

Position	Points
16th	5
17th	4
18th	3
19th	2
20th	1

- 8) Season-end trophies will be provided by each region for their members and will be available at either Oregon's or Northwest Region's Award Banquet.

**18. POINTS**

Ridge events are NorPac Divisional Qualifiers for Runoff Eligible classes.

**19. OFFICIALS**

Asst. R E - Race	Chuck Huffington	Sound Control Chief	TBD
Drivers/Officials Relations	Greg Fordahl	Timing & Scoring Chief	Stephanie Danton
Competition Chairman	Michael Lord	Steward	Jim Dewey
Assist Comp Chair	David Jackson	Steward	Jim Graffy
Course Marshall	Open	Steward	Bob Grass
Emergency Chief	Kevin Needham	Steward	Ken Jones
Flag Chief	Lawrence Danton	Steward	Cece Papa
Pre-Grid Chief	Scott Sestin	Steward	John Martinsen
Driver Services/Trophies	Robyn Koerner	Steward	Tom Masterson
Race Communications	Carol Wilhelm	Steward	Hector McDonald
Race Chairman	Ken Jones	Steward	Rich Weixler
Registration	Sherri Masterson	Steward	Glen Wilhelm
Chief Scrutineer	Mike Lawler		