

**2009 NorPac Solo Divisional Series Round 1,
San Francisco Region
Held under the SCCA Solo Rules**

Supplementary Regulations

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A. GENERAL INFORMATION

1. Round 1 will be held at Golden Gate Fields, Albany, CA, June 27/28, 2009.
2. Welcome party at Event site Friday, 6pm - 9pm.
3. Registration and technical inspection at event site, 5PM-8PM Friday 6/26 and 7AM-9AM Saturday 6/27.
4. Course will be open for walking Friday, 4pm - 8pm; Saturday, 7am - 9am and Sunday, 7am - 9am and for 30 minutes at approximately midday during lunch break Saturday and Sunday.
5. Changes to the Supplemental Regulations and run/work order will be posted at Registration and at the posting area. It is the responsibility of each competitor to check for, and adhere to posted changes.
6. Site restrictions required by the site owner, such as "off-limits" areas, will be posted on site and must be obeyed.
7. Trash containers and Bathrooms will be provided.
8. Scales will be available to the competitors during the event free of charge under the supervision of Impound. You will be restricted from using the scales when they are being used by Impound.. Consult with the Chief of Impound for the times scales will be open to weigh cars.
9. A mandatory drivers' meeting will be held Saturday morning at 9:30am.

B. REGISTRATION PROCEDURES

1. Registration is through motorsportreg.com Payment is by check. Send check, payable to SFR-SCCA, to: Megan Francavilla, 2405 Crystal Drive, Santa Clara, CA 95051.
2. Event entry will be limited to drivers holding regular, family, spouse, or First Gear SCCA members.
3. Total entries will be limited to 325 on a first come first served basis. Entries over 325 will be placed on a wait list.
4. Entry fee is \$70 if postmarked or received electronically before June 19, 2009. If postmarked or received electronically after June 19 and before Tuesday June 23 the entry fee will be a \$70.00 + \$20.00 late fee. Entries will not be received after Tuesday June 23.
5. Entry forms received prior to the Friday before the event (6/19/09) will receive an email confirmation.
6. If there are two-driver cars in the same class: The first driver in the car must have a number 99 or lower.
7. Car numbers will be issued on a first-come, first-served basis. Only one- or two-digit numbers will be allowed (i.e., 0 through 99). Exception: Where there are two or three drivers in one car, in one class, then the second driver will be 100 plus the first driver's number (99 and 199) and third driver will be first driver's number plus 200. If desired, drivers of the same car but in different classes (open and ladies) may use the same car number. Third drivers may be allowed due to San Francisco Region regulations, but entrants requesting three drivers per car must inform Registration of this request.
8. All drivers must bring to registration: Current valid drivers license, SCCA membership card, and 2009 Solo Rule book (or copy of first page of Rule Book to prove they have online access of the rule book.)
9. Minors: A minor release form (get proper form from your local Region) properly executed.
10. Cancellations received on or before June 23, 2009 will receive a full refund. Cancellations received after June 23, 2009 will not receive a refund.
11. A driver or co-driver may enter only one car and one class.

C. SAFETY

1. A speed limit of 5 MPH will be enforced at the event site including paddock and grid. Tire spins, rapid speed or direction changes, or other "abnormal/unusual" driving techniques are strictly prohibited throughout the event site, other than during competition. See Event Chairman for questions or problems.
2. Children and pets are allowed anywhere on the event site EXCEPT during active competition. During active competition, children under 12 and pets are not allowed in the grid, staging and course areas. Drivers from eight (8) to twelve (12) years of age who are participating in an approved Junior Driver program under the requirements of Appendix I are exempt from this prohibition during their run group. Pets must be leashed at all times (during active competition) .

3. Drivers are responsible for the actions of their crew and guests. All must sign a waiver to be present anywhere at the event site. Waiver forms will be available at the gate and registration.
4. The wristband, signifying waiver signature, will be worn either on the wrist or attached to the individuals exterior clothing from the waist up on the front of the body, in plain sight. All personnel entering the event must sign the event waiver, or display the waiver wristband as identified above.
5. It is required that a fire extinguisher be present during refueling of cars in grid.
6. Cars may not be off the ground, in gear, while running for tire shaving/cleaning or other reasons. EXCEPTION: Cars like Karts and Formula 500s, with snowmobile-derived drive trains, may be started with the rear wheels off the ground. If a car with a snowmobile-derived train is started with the rear wheels on the ground, a driver must be onboard.
7. Workers must be on their feet at all times while cars are competing. Workers may not use cell phones, texting devices, pagers, cameras or other electronic devices (other than supplied worker radios) while working.
8. Photographers desiring to enter a course area must be approved by the course safety steward and be accompanied by a spotter. A minor may not serve as a spotter.
9. Skate boards, roller blades and roller skates (motorized or manual), are prohibited from use in all areas of the event site. (Intent: Skateboards, in any form, or name, with the basic function/ form of a skateboard.) The Chief Safety Steward will make the determination of vehicles qualifying under this regulation.
10. Pylons, tape, and/or other barriers will define "No Parking" areas near the course. Cars parked in such a manner that block or restrict defined driveways or entrances to course areas will be towed away without notice, at the expense of the vehicle operator/owner.
11. All incidents involving injury and/or property damage occurring on the event site, or felt associated to the event will be reported as soon as possible to the Event Chairman or Chief Safety Steward.
12. The event safety steward will ensure that a functional system of technical inspection is in place and that items of safety interest are highlighted for inspection.

D. ORDER OF RUNNING

1. Competition will be on two successive days with one course run each day. Runs will be scheduled in four or five heats each day, dependent on entries.
2. There will be a grid A and grid B. Drivers must position their cars in grid A or grid B at least 20 minutes prior to the beginning of their heat.
3. All drivers will be assigned a "home" space number for grid purposes where they may leave any necessary equipment. After each run all drivers will return to their "home." Do not block the access lanes between spaces. Dual Drivers will have the same grid position.
4. During competition, the course will be open for walk-through once during the day, between heats at approximately mid-day. The walk-through will be a

maximum of 30 minutes. The countdown clock will be started by the timing captains.

5. All drivers will be offered three runs on each course. Each run of each heat is divided into two segments. Therefore, for a three (3) run heat there are six (6) segments (1a, 1b, 2a, 2b, 3a, 3b.)

6. The Grid Chief shall have the discretion to determine the run order within each heat, balancing the conflicting goals of running in numerical order within class, fairness to drivers of both single-driver and multi-driver, keeping entire classes together, and facilitating efficient event operation. No competitor shall take a second run until after all drivers have completed their first run. After the completion of each run, vehicles must return directly to the grid. Vehicles are not permitted to depart the grid area for service.

7. A minimum of five minutes must have elapsed between runs for any car. This includes reruns or runs for another driver of the same car. A grid marshal will be specifically assigned to handle two and three driver cars and will keep a time log to assure compliance with the five-minute minimum between runs. The time shall be measured from the time the car returns to grid until the time it leaves the start line.

8. Drivers must proceed from the grid to the start line when so directed by a grid official, or that run will be scored as a Did Not Start (DNS). Exception: Drivers of cars with mechanical difficulty shall have ten minutes after the car is scheduled to start to present a car at the start line. Drivers may take one mechanical delay per run. For this purpose, a rerun counts as a new run. Grid personnel will be notified of the mechanical difficulty. They will refer the request for a mechanical delay to the Chief Steward in cases where the competitor may gain an unfair advantage by delaying a run. Abuse of this allowance may be considered unsportsmanlike conduct and is protest-able under 9.1.F.

9. In case a competitor is red flagged or stops for a downed cone on the course, the competitor may continue slowly through the remainder of the course, or may exit the course directly and will be granted a rerun if appropriate. Failure to exit the remainder of the course at an appropriate speed (generally 25-30 mph) will result in a DNF for that run. It is important to clear the course in a timely manner to ensure the event remains on schedule.

10. Run/work order and heat assignments will be made by the Thursday day preceding the event and will be posted at motorsportreg.com and on www.SFRSCCA.org

E. TECH PROCEDURES

1. All drivers are required to state on the entry the brand of tire they run on. However, the entry form does not commit you to a tire brand. This may be changed at tech.

3. All tires, at event site and intended for use on Stock and Street Prepared category cars must be teched. These tires will be checked for compliance with 13.3.I at tech inspection, however these tires will not be marked. Tires are unprotestable for violation of section 13.3 after the car makes its first competition run on said tire(s). You may tech as many tires as you feel you will need. It is the

responsibility of the competitor for all additional tires acquired after tech inspection to be in compliance with tread depth and safety specifications outlined in 13.3. Any tire which fails tech inspection may be impounded by SCCA until the completion of competition.

4. Tech will check for compliance with 3.7 Vehicle Identification. (All required decals will be made available at Registration) . Two SCCA Solo Event decals, one on each side of the car, one SCCA decal on the hood or front bumper, one Tire Rack windshield banner and one Divisional sponsor identification logo must be displayed on each side. Helmets must meet specifications and will be teched. Approved helmets must be teched before the driver's car can receive a tech sticker. Helmets that do not meet the requirements of the Solo Rule Section 4.3.1 will be impounded by the SCCA until completion of the event.

F. IMPOUND PROCEDURES

1. The intent of impound is to allow SCCA officials and competitors to assure themselves that fellow competitors have complied with the specifications listed in the Solo Rules and the Supplementary Regulations for this event.

2. Vehicles are required to be impounded on both days of competition. Vehicles will be impounded in the grid area except for those vehicles that are required to weigh. After your last run each day, return to your original grid position. After re-gridding, only those vehicles that are required to be weighed will be escorted to the impound area. All vehicles will be held in the grid/impound area for 30 minutes and/or until released by the Chief of Impound. The driver of each vehicle or a designated representative must remain in the grid/impound area during the impound period. Karts will be allowed to be driven from the grid to impound under close supervision by event officials.

3. Protests filed by competitors during second day impound may be accepted at the discretion of the protest committee within the limitations of Solo Rule 8.4 regarding extension of time limit.

4. Impound inspectors will inspect cars during impound and may require jacking or disassembly as part of the inspection procedure. Competitors are responsible for performing these procedures as required. Competitors are responsible for having appropriate rules and documentation of specifications available for the inspectors' use.

5. Impound inspectors will concentrate on top cars that trophy in class. Based on available time, the Chief of Impound may limit the number of vehicles inspected, provided the requirements of Solo Rule 6.10 are met.

6. The Chief of Impound may file protests based on the results of impound inspection.

7. Inspection by impound inspectors will proceed during the competitor inspection period. Competitors may observe, but must not hinder inspectors in any way.

8. Impound will generally not act on information regarding suspected illegalities provided by competitors. If competitors suspect a rule violation, they are expected to file protests in accordance with the Solo II rules. The decision

whether to act on competitor-provided information is solely at the discretion of the Chief of Impound.

9. Vehicles under protest will proceed to and remain in impound with other vehicles until the class is released. They will be transferred to the custody of the Protest Committee and moved to another location as instructed by the Protest Committee.

10. All weights and measurements taken by impound will be available for all competitors to inspect.

G. PROTEST & APPEALS: Solo Rule 8

1. Protest and Appeal forms will be available from the Chief Steward, Chief of Protest, and Chief of Impound. Protests may be filed with the Protest Committee or the Chief Steward and (except for protests from the Chief of Impound or the Chief Steward) must be accompanied by the appropriate protest fee in cash, traveler's checks or personal check.

2. Bonds (if required by Solo Rule 8.3.3) are due in cash, traveler's checks, or personal check.

3. Appeals may be filed with the Chief Steward. The appropriate fee in cash, traveler's checks or personal check must accompany the Appeal (Chief Steward excepted).

4. The decisions of the Protest Committee may be appealed, but not protested. Only the original protester, protestee, or Chief Steward may file an appeal.

H. COURSE MARKERS

1. Directional pylons (pylons which are laid on their side) are for informational purposes and do not count if hit. Directional pylons placed directly adjacent to a penalty pylon must be obeyed or a DNF will result. Directional pylons not adjacent to a penalty pylon are for informational purposes only and do not result in a DNF if not followed. If a directional pylon displaces a penalty pylon, the penalty pylon will be assessed.

2. A penalty will be assessed for each displaced course entry and exit pylon.

3. The course will be lined on both sides, weather permitting. Crossing a line incurs no penalty.

4. Drivers observed driving at substantially less than normal competition speeds for the purpose of spotting slightly misplaced course markers to earn a re-run will be referred to the Chief Steward for action. As such conduct is considered unsportsmanlike and an unnecessary delay of the event.

I. TIMING & SCORING

1. The total score will consist of the best-timed run from each course, combined to create one time.

2. Scores will be posted. See the Chief of Course to resolve problems. **THE TIMING & SCORING TRAILER IS OFF LIMITS FOR COMPETITORS, CREW AND SPECTATORS**, unless invited to enter by an event official.

3. The yellow copies of the Master Sequence Log and corner sheets are the official log of the event and constitute official results. Drivers are not required to take their next run until the yellow copies are posted.

J. DRIVERS MEETING NOTES There will be a drivers' meeting Saturday of the event. Changes to the Supplemental Regulations and other items of information as well as the names of all event officials will be included in the packet of material provided at on-site registration, or posted at Registration and at the posting area. IT IS A COMPETITOR'S RESPONSIBILITY TO CHECK AT REGISTRATION AND THE POSTING AREA FOR CHANGES TO THE SUPPLEMENTAL REGULATIONS.

K. ENTRANTS AS WORKERS: Solo Rule 6.1

1. All competitors are required to work the event. Qualified replacements may be used as substitutes in worker assignments. However, workers must notify the Chief of Course prior to the substitution. Failure to comply with Rule 6.1 or properly perform assigned duties will result in additional work assignments or disqualification, as executed by the Event Chairman.

2. Early work assignments that offset a normal work assignment must be pre-approved by the Event Chairman and/or Chief of Course. These assignments must be extremely limited to prevent loss of critical support during the event. Serving as a volunteer prior to the event is greatly appreciated and a key element in success of this event.. However, this does not automatically offset a normal work assignment.

L. WORKER MEETING NOTES Workers will report to the Chief of Course before the beginning of the last run of the heat prior to their assigned work heat for a brief instructional session and assignment. First heat workers will report 20 minutes prior to the start of the event. Failure to report on time will result in an additional work assignment after the finish of the last heat on that day. Not complying with these rules will result in disqualification.

M. TROPHIES & AWARDS Trophies will be awarded for all SCCA Divisional Class winners on Sunday following the last runs. They will not be mailed. If you leave the event early, appoint someone to receive your award.

N. CLASSES: All Open and Ladies classes as defined by the 2009 Solo Rules including F125 and Formula Jr 1-4 Kart classes. In addition, San Francisco Region classes Open Street Prepared, T1 and T2 (Street Tire classes) will be offered. San Francisco Region members will compete for Division Championship points and the event final standings will define San Francisco Region Round 8, which will count for double points.

O. SOUND: The sound limit is 95 dbA at 100 feet. If an entrant records sound reading(s) during an event in excess of the limit, the entrant is charged with a "sound violation." Drivers charged with their first sound violation of the day will receive an official warning. A modification must be made to the car before going for another run (includes co-drivers). Subsequent offenses will result in loss of time for that run for that driver. Each driver of a vehicle is treated individually with respect to sound violations. On each competition day, sound violations will be treated the same (ie: sound violation procedures and loss of times do not carry over from Saturday to Sunday.)

P. OFFICIAL RESULTS Official results will be available within 48 hours of the event on www.SFRSCCA.org