

OREGON REGION SCCA PORTLAND INTERNATIONAL RACEWAY 2010 General SUPPLEMENTARY REGULATIONS

These supplementary regulations govern all Oregon Region SCCA events held during the 2010 season. Schedule information will be published separately for each event. Event Specific Supplementary Regulations will be published as required for each event. All supplementary regulations are published online at www.oregonscca.com, available by request via mail to the Oregon Region office, and are available at Registration for all Oregon Region SCCA events.

Oregon Region SCCA events are held under the current SCCA General Competition Rules (GCR).

Revision History:

- 12/30/09 General Update for 2010
- 1/13/10 ORRRC Rules Update

2010 Oregon Region Road Racing Schedule

Date	Event Type	Course
March 5-7	SCCA Drivers School Fri and Sat AM, Regional Sat PM and Sunday	Portland International Raceway: Chicane
April 17-18	Single Regional	Portland International Raceway: Chicane
May 7-9	Regional + National Combo	Portland International Raceway: Straight
June 11-13	Rose Cup Doub Reg + PCA	Portland International Raceway: Chicane
July 2-4	Double National + Restricted Regional	Portland International Raceway: Chicane
August 7-8	Single Regional	Portland International Raceway: Straight
Sept 11-12	Single Regional	Portland International Raceway: Straight
Oct 8-10	Double Regional	Portland International Raceway: Chicane
Oct 23-24	TBA Regional Co-Sanction w/ NWR	Oregon Raceway Park, Grass Valley OR

Online Entry Fees for all 2010 Oregon Region Events <i>EXCEPT Rose Cup Event</i>			
Regional/Vintage	Online- Early Entry Discount (10 Business Days prior to Event):	\$285	Standard Fee: \$315
National		\$355	\$385
Regional/National Combo		\$395	\$425
Double Regional		\$380	\$410
Double National		\$410	\$440
Second Entry: Same Driver/Same Car (Third Entry \$90)		\$140	\$170
Second Entry: Same Driver/Different Car		\$165	\$195
SCCA Drivers School		\$310	\$340

Paper or Fax Entries, Standard Fees as above plus \$25 handling

Entry Procedure: To enter an event, you may use the Oregon Region online entry system: <http://oregonscca.motorsportreg.com/>. Or you may complete an official entry form and mail, fax, or deliver it to the Oregon Region office with appropriate entry fee. The Oregon Region office address is: 4800 SW Macadam Avenue, Suite 110, Portland OR 97239. Telephone: 503-224-9469, Fax: 503-224-9542.

Entry Fees: Listed above. Entry fee refunds or online credit for a future Oregon Region event will be made automatically within 30 days after the event if an entrant does not go through Registration. Entrants issuing monies (i.e., check or

credit card) that cannot be collected by the Region for any reason will be charged an additional \$25.00 fee per transaction and will be excluded from further Oregon Region SCCA competition until all fees are paid.

Withdrawal from Event: To withdraw from an event after completing the registration process, the entrant must notify Registration in writing. Refunds will be made by check if entry is paid by check or cash or issued as a credit for a future Oregon Region event on motorsportreg.com.

Oregon Region Classes and Run Groups:

BOLD=SCCA National Classes

Italics=SCCA Regional or Oregon Region Only Classes

1 **SM** *CSM*

2 **CSR DSR S2 FA FB FC FE FM ASR FS SS2**

3 **GT1 GT2 GT3 ST** *ITE SPO SPM*

4 **FF FV F5** *CF FST*

5 **SRF**

6 **T1 T2 AS STO** *PCA1 PCA2 PCA3 PCA4 SP911*

7 **SSB SSC T3 STU GTL EP FP HP** *ITA ITB ITC ITR ITS SPU CP1 CP2 CP3*

8 *VF/SR, VP1, VP2, VP3*

1) ACCEPTABLE COMPETITION LICENSES per 2010 GCR Section 3.1.5.

2) CAR NUMBERS, LOGOS & OTHER IDENTIFICATION

The car number assigned by the 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. Car numbers must meet the requirements of the GCR for legibility. ORRRC participants must also display an official Oregon Region decal (4") 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 5x7 inches on the front and rear of the car.

3) TIMING & RESULTS QUESTIONS

All events held in the North paddock will have qualifying times and race results posted at the base of the Infield Tower. All events held in the South paddock will have qualifying times and race results posted at the base of the PIR Tower. Questions regarding times & results should be directed to Timing & Scoring officials or the Event Chief Steward.

Transponders: All cars are required to have a functioning AMB Transponder **in use during all on-track sessions.** Participants may be shown the Mechanical Black Flag and warned about non-functioning transponders during practice and qualifying. Participants with non-functioning transponders during qualifying or race **may not** be timed. Note: Late registrants may be required to hand carry their timing slips to Timing & Scoring to ensure T&S has the transponder number. Oregon Region maintains a limited number of transponders for rental. Make arrangements early if you need to rent a transponder.

4) TRACK and PADDOCK AVAILABILITY

The PIR facility may not be available until 7AM on the first morning of the event. If it is available the evening before an event, that information will be provided in your entry confirmation notice. Anyone wishing to enter & park vehicles only (no pit setup) before the time available to SCCA must make arrangements with the PIR office (503 823-7223).

For all events using the North (Infield or Pro) Paddock, access to the PIR facility will be via the Broadacre entrance and Turn 8 crossing into paddock.

5) REGISTRATION, TECH, TIMING & SCORING, RACE CENTER & EMERGENCY LOCATIONS

- Registration is located at Portland International Raceway, in the Infield near the Moto-Cross track for all events operated from the North paddock.
 - Technical Inspection & Emergency & Medical Trailer will be in the Pre-Grid area (or otherwise announced) at Portland Int'l. Raceway.
 - Timing & Scoring is located on the second floor of the Infield Tower for all events operated from the North paddock..
 - Driver Services is located between Registration and the Infield Tower for all events operated from the North paddock.
- Any changes in the above locations will be noted in driver confirmation letters and posted at Registration.

6) SCALES/IMPOUND/WATER/AIR/OIL

The scales are generally available during tech hours and after each race group. Scales & impound areas are located east of the Pre-Grid area for all events run from the North paddock. If there are any changes to this location, they will be described in your confirmation notice. Water is usually available at the track. Oil & gas may not be available at the track. Racecars and drivers must report to scales/impound following each on-track session.

7a) PRE-GRID AREA

The Pre-Grid Chief is responsible for managing this area, and all persons entering this area must display the proper SCCA credentials.

7b) PRE-GRID PROCEDURES

Some form of eye protection is recommended when driving open-cockpit competition vehicles in the pit, paddock, or pre-grid. All cars will be checked for driver safety equipment, decals as required, and tech stickers prior to entering the racecourse.

8) Tire Scrubbing: Tire scrubbing is prohibited except behind the Pace/Safety Car.

9) STARTING & FINISHING PROCEDURES

9a) STARTING PROCEDURES:

Cars for each session shall be gridded on Pre-grid under the direction of Pre-grid personnel. Cars will be released from Pre-grid under the positive control of Pre-grid personnel. All practice and qualifying sessions will begin with a green flag at Start/Finish.

For race starts, Pre-grid will release cars out to the track and the Splitter will direct left or right. Cars will proceed slowly in 2x2 grid position behind the pace car until the field has left Pre-Grid. Depending on the size of the race group, the pace car may bring the group to a halt until all or most of the cars have left Pre-grid. The pace car will then proceed at a reasonable pace. Cars may move to single file and scrub/heat tires. Cars shall be clearly and cleanly lined up in 2x2 grid positions entering Turn 10. Please make note that the Chief Steward may, at their option, use start judges as a matter of practice.

Per 2010 GCR 6.5.1.E: Once the pace car pulls off for the start, the pole car shall maintain the speed of the pace car just prior to the pace car pulling off.

9b) FINISHING PROCEDURES

All cars must exit the track and will be directed into impound by pit and paddock workers and shall proceed to impound for weighing and possible inspection at the end of each on track session. Competitors must remain in impound until released from impound by officials.

All competitors must remain in the paddock area until 45 minutes after provisional results are posted to allow for notice of protest or Chief Steward's action. Failure to remain may constitute a waiver of all rights in the event of a protest or Chief Steward's Action.

9c) THE SPLIT START PROCEDURE

Groups/classes may request a split start by submitting a written request to the Event Chief Steward at least 60 minutes ahead of the start of qualifying for the group. The request must include name, signature, and car number for 70% of the entire group (7 out of 10 competitors) and must include approval from 100% of the eventual top 6 qualifiers. The request must state: "The following drivers request a split start for Group ___ between Classes ___ and ___." This procedure is on a per-event basis. The Chief Steward may approve or deny this request. The Chief Steward may also declare a split start in the interests of safety without a petition from the drivers.

9d) FB (aka F1000) Split Start

For National events only, the Chief Steward may designate a split start for FB based on the number of entrants and conditions. FB shall be the first split in such an event.

10) FLAG STATIONS

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.

11) YELLOW FLAG REGULATIONS

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 defined as completed when the passing car has sufficient room to move safely back in front of the car being passed, before the flag/light. *Drivers are reminded to be aware of and respect the responsibilities outlined in sections 6.1.1 of the GCR.*

Please Note: There may also be a yellow warning light on driver's right just before turn 10 at the end of the back straight. When this light is steadily lit, it indicates that a standing yellow flag is being displayed at the turn 11 station. When this light is flashing, it indicates that a waving yellow flag is being displayed at the turn 11 station. *The yellow flag no-passing zone begins at the light if lit.*

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 6.1.1.A.

12) CHICANE PROCEDURES

If a competitor fails to negotiate turn #1 (defined as 4 wheels off to drivers left of Turn 2 apex curbing) that competitor is considered "off-course" and must stop before the re-entry at Turn 3. Competitor shall re-enter the course only when directed by corner workers or, if corner workers are not present, when safe to do so.

The chicane may be temporarily closed during a session if a car is off-course and/or in a dangerous location in the chicane. Chicane Closed signs will be displayed at turn 12, Start/Finish, and the entrance to the chicane. Proceed straight through the shortcut when these signs are displayed.

In events which utilize the Turns 1-2-3 (chicane), if there are too few workers to safely staff all turn stations, the region reserves the right to discontinue the use of the chicane at any event.

13) HARDSHIP LAPS

Competitors are to request hardship laps from the Event Chief Steward. If approved, the Event Chief Steward will give you permission for one lap. Present yourself and your car to the Chief of Pre-grid at least 5 minutes prior to your scheduled lap.

14) RADIO/SCANNER REGULATIONS

Oregon Region SCCA reserves the right to request discontinuation of radio/scanner use by competitors, crews and officials if such use interferes with the safe operation of an event.

15) PIT AREA REGULATIONS

All persons entering the racing pits must display the proper SCCA credentials at all times, and participants who will be working on vehicles on the hot pit side of the guard rail must wear long pants, sleeved shirts & enclosed shoes. Absolutely NO SMOKING is permitted in the area of the hot pits. 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.

North Paddock Specific: **Speed limit in the North Paddock hot pit lane is 35MPH** and will be enforced. Speed limit begins at the outer K wall, drivers left upon entrance to the hot pit, and ends past the outer K wall drivers left by the Pit Out official.

Cars stopping for tire pressure checks or other maintenance work along the hot pit wall to the East of the paddock entrance, must exercise extreme caution when re-entering pit lane traffic to access the track or to enter the paddock. Cars stopping along the hot pit wall West of the paddock may make a lap of the track if their session is still green and re-enter the hot pit area or may be pushed back by crew members to the paddock entrance. Cars may not be driven counter course or in reverse. Cars **may stop only in designated Hot Pit area** clearly marked between the signs. This area is approximately 120 feet East and 120 feet West of the paddock entrance in the K-wall drivers right.

South Paddock Specific: **Speed limit in the South Paddock hot pit lane is 25MPH** and will be enforced. Speed limit begins crossing the Armco barrier drivers right just before reaching the hot pits and ends past the T12 Point and the Pit Out official.

Cars stopping for tire pressure checks or other maintenance work along the hot pit wall must exercise extreme caution when re-entering pit lane traffic to access the track. Cars requiring paddock access from the hot pit may make a lap of the track if their session is still green and re-enter the pit area or may be pushed back by crew members to the paddock

entrance. Cars may not be driven counter course or in reverse.

Pit area and Hot pit regulations for events held at Oregon Raceway Park will be published in Event Specific Supplementary Regulations, in consultation with ORP track management and based on lessons learned from prior motorsports events at ORP.

16) PADDOCK AREA REGULATIONS

Paddock spaces are regulated by the Chief of Pit & Paddock.

Paddock speeds of racecars, support vehicles, and other conveyances must be safe and prudent for current conditions. The use of all types of conveyances in the paddock is a privilege and may be withdrawn at the discretion of the Event Chief Steward. Riding on the outside of any car is prohibited.

Children under 12 years of age are required to be under the direct supervision of an adult at all times. Use of bicycles, roller skates, scooters or other conveyances by children under 12 years of age is specifically prohibited. Pets must be on a leash. Pet owners must maintain sanitary conditions and are responsible for damages incurred by their pets.

Fire extinguishers are required for each paddock space. It is strongly recommended that competitors have a crew member holding a fire extinguisher, in addition to the fire safety equipment on board the racecar, while refueling.

All electrical cables in the paddock must be firmly secured to the ground. No electrical cables are permitted on the ground between the pit lane exit to the paddock and Impound while cars are on course. The Stewards or Paddock Marshal may require that cables be removed from traffic areas. Modifications or alterations to electrical services at the track are prohibited.

Drivers are requested to minimize urban sprawl and efficiently and considerately use space in the paddock area to allow room for other competitors. Trailers not acting as support vehicles, personal (street legal) cars, should be parked away from the paddock area to leave room for competitors and race cars. The Paddock Marshal is charged with enforcing fair use of the Paddock area and the Event Chief Steward may exclude and/or may eject all drivers & crew associated with any violation.

17) ALCOHOL and FOOD CONSUMPTION

GCR Section 2.3.1.A shall be strictly adhered to.

Please note: **NO PERSONAL ALCOHOL MAY BE BROUGHT INTO PIR.** PIR IS A LIQUOR-LICENSED FACILITY. THE OLCC (OREGON LIQUOR CONTROL COMMISSION) DOES PERFORM INSPECTIONS. OREGON REGION CAN LOSE THE ABILITY TO SCHEDULE RACES AT PIR FOR ALCOHOL VIOLATIONS.

Be advised that no food may be distributed at PIR without prior arrangement with PIR sanctioned concessions. Food may be brought in for personal use only.

18) DAMAGE TO PIR FACILITY AND DEBRIS LEFT BEHIND

Drivers **will** be held financially responsible for damage to PIR facilities (i.e., guard rail, etc.) due to off-course excursions or other incident. As Oregon Region is charged for cleanup of the paddock area, drivers and crews are to leave PIR clean. Garbage is to be placed in proper receptacles, and it is imperative that participants leave their paddock areas without clutter (i.e., tires, loose garbage, etc.) Tires are to be removed from PIR by the competitors as there is no provision for their disposal at PIR. No oil barrels are provided at PIR. Hazardous wastes, including oil, solvents, brake clean, brake fluid, antifreeze, etc., MUST be taken with you when you leave PIR.

19) ON-TRACK CAR DAMAGE

Drivers having any incident resulting in car-to-car contact, contact with any barrier, or driver injury must report with his/her gear to Medical immediately upon returning from the course. The car logbook must be presented to the Chief of Tech for damage notation. Approval of repairs is required prior to reentering the course. Oregon Region is not responsible for damages that may occur in towing.

20) 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.

21) COURSE CLOSURE

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

22) NOISE REGULATIONS

No race car engines may be turned on before 8:30 AM for those events with a 9:00 AM start or 8:00 AM for those events with an 8:30 start. The first scheduled race group may warm up quietly 30 minutes prior to the start. Oregon State law requires functioning mufflers to be used at PIR. Sound level measurements will be made on all cars as early as possible during the practice sessions.

Cars exceeding a sound level of 103dbA or cars losing mufflers that result in a noise violation will be shown the Mechanical Black Flag immediately. Proceed to the Black Flag station near the entrance to the pit lane – this is mandatory. Repairs or alterations made in the pit or paddock areas to lower the sound level must be approved by the Chief of Tech or the Black Flag Judge before re-entering the track. The Black Flag Judge must be informed when a car returns to the track so that a new sound level reading may be made quickly by the Sound Judge. Failure to follow this procedure or failure to enter the pit area promptly on a Mechanical Black Flag for a sound level violation may result in a disciplinary action (disqualification and/or fine).

23) SOUND ADVISORY

Sound readings are posted outside the Driver Services area at lunch and at the close of each day. PIR is located in a City of Portland park and Sound Levels will at all times be in compliance with the regulations required by the City of Portland, Oregon.

24) OREGON REGION SPECIAL CLASSES

The following additional classes are eligible for regional races. All Oregon Region special classes must conform to SCCA Fuel standards as defined in GCR 9.3.26.

- A) **Club Ford (CF):** See 2010 Club Ford Rules – Oregon Region, SCCA
 - B) **Spec Sports 2000 (SS2):** See 2010 Spec Sports 2000 Rules—Oregon Region SCCA.
 - C) **Conference Production (CP):** See 2010 Oregon Region Conference Production Rules
 - D) **Super Production Under (SPU):** - engine size under 2.3 liters.
Super Production Medium (SPM): - engine size between 2.3 and 5 liters.
Super Production Over (SPO): - engine size over 5 liters.
- Super Production cars will be based on mass-produced automobiles produced for use on public roads or replicas thereof generally fitting the profile of a mass-produced automobile. All Super Production cars must meet 2010 GCR requirements Sections 9.3 General Technical and Safety Specifications and Section 9.4 Roll Cages for GT and Production Based Cars. Other cars may be eligible at the discretion of the Chief Scrutineer and the Chief Steward. Four-wheel (all-wheel) drive is permitted in Super Production classes.
- E) **Porsche Club (PCA):** See 2010 Oregon Region Porsche Club of America Rules.
 - F) **Improved Touring (ITE):** See 2010 Oregon Region SCCA Rules.
 - G) **Vintage:** See Oregon Region 2010 Vintage Rules.
 - H) **Spec Miata Regional (SM):** Regional SM entries are permitted use of either Toyo RA1 or Toyo R888 in size 205/50-R15 for the 2010 Regional races. SM entries shall otherwise follow all GCR rules pertaining to SM preparation
 - I) **Improved Touring A (ITA):** SM or CSM cars entered in ITA must meet all SM or CSM class rules respectively. SM/CSM cars not compliant with SM or CSM class rules entered in ITA must meet all ITA class rules.
 - J) **Conference Spec Miata (CSM):** See 2010 Oregon Region CSM rules. CSM rules will closely track ICSCC rules for CSM with the exception of not allowing the engine claiming rule for SCCA events.

25) 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 tech forms and fees are required for each class entered. Only one car per driver per race group may be entered.

26) Acceptable Vehicle Logbooks: Oregon Region SCCA shall accept vehicle log books issued by all organizations that meet current GCR and Oregon Region Supplementary Regulations for acceptable alternate competition licenses. Non-SCCA annual inspections in non-SCCA logbooks may be accepted at the discretion of Tech Inspection at time of registration or a Tech inspection may be required before issuing a Tech sticker for the event.

27) Reserved Numbers: Reserved numbers are available through the Regional Office or by using the Oregon Region website but cannot be guaranteed less than 10 days prior to an event. Reserved numbers are available on a first come first served basis, beginning January 2010 until the first event of the 2010 Season. Competitors must have raced in at least 2 Oregon Region sanctioned events in 2009 to be eligible for a Reserved Number. Unreserved numbers will be assigned in order of receipt of entry.

28) OREGON REGION ROAD RACING CHAMPIONSHIP RULES (ORRRC)

- The 2010 ORRRC will be for all SCCA Regional Classes & Oregon Region Special Classes, except Vintage. Points shall be based on all regional events held by the Oregon Region SCCA except for out-of-region substitutions noted below.
- Races run in a Double Regional are scored as 2 separate races.
- Up to 2 (two) out-of-region SCCA regional races may be substituted for Oregon Region worst finishes. **If 2 (two) races are submitted, 1 (one) race must be from the Northwest Region Bremerton Raceway event in August 2010.** The out-of-region races must have been run after the first Oregon Region regional race and before the last Oregon Region regional race. To claim an out-of-region race, the driver must submit a copy of the results for the claimed race, highlighting their name, class & finishing position to the Oregon Region Points Keeper. Any out-of-region race must be submitted on or before the last event of the Oregon Region. Disqualification, exclusion or similar steward action shall not be replaced with substitution.
- A previously claimed out-of-region race result may be substituted with a subsequent out-of-region race result. All requirements for claiming results for an out-of-region race apply.
- To be eligible for a year-end regional trophy, a driver must start in at least one half of the Oregon Region SCCA Regional Main Races in the trophy class during 2010, be a member of Oregon Region through October 31, 2010 and have joined the Region no later than July 1, 2010. If the total number of main races is an uneven number, divide the total number of races by two and round up to the nearest whole integer. Sprint races do not count as a “start” when counting number of races for year-end trophy but will be counted in the year-end points total. There will be no points awarded for a race DNS.
- A regional race and a sprint race run under a single sanction number are considered one race for purposes of Novice or Competition log book sign-off.
- Sprint races shall be awarded ½ points for finishing positions.

POINTS SCHEDULE: (excluding Vintage)

Place Finished	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	20	16	14	12	10	9	8	7	6	5	4	3	2	2

Fifteenth & lower finishers will be awarded 2 points each. Starters who do not finish (DNF) will be awarded 1point. Car must have been on track during at least one session. Disqualifications / Exclusions will be awarded zero points. Out-of-region races will be awarded points on the Oregon Region schedule above. Sprint races will be awarded half points (for instance - 1st place = 10 points, 2nd place = 18 points & 3rd place = 7 points ... 1/2 points will be rounded down).

OREGON REGION EVENT OFFICIALS Phone #

Regional Executive	Dan Halloran	503-704-8120
Road Racing Director	Jim Murray	541-788-2797
Competition Manager	Howard Allen	503-819-8576
Race Operations Manager	Bob Smethers	971-207-5147
Registration – At Track	Win Casey	503-297-4049
Registration – Pre Event	Karen McCoy	503-224-9469
Emergency	Ben Hockman	503-341-1616
Course Marshal	Mike Gunnip	
Flagging & Comm	Ken Killam	503-970-5644
Medical	TBA	
Race Center/Driver Services/ Trophies	Kari Loyning	503-816-0855
Hot Pits/Paddock	Del Bockman	503-515-5977
Pace Car	Tim Stanley/Bud Mansur	
Pregrid	Julie Winslow	360-513-6728
Radio Tech (FM)	Ric Farrar	503-805-3110
Sound Judge	Sherm Egge	360-225-4608
Starter	Dwain Panian	503-285-0989
Tech Inspection	Rick Bahr	
Timing & Scoring	Randi Miller-Graffy	360-573-5307
Deputy Executive Steward	Jeff Niess	360-931-1197