



HOOSIER RACING TIRE SCCA SUPER TOUR

Oregon Region
May 11, 12, 2024
Portland International Raceway
Sanction #



The SCCA strives to ensure that ALL participants in its events and activities enjoy a welcoming environment. The SCCA supports equality of opportunity and treatment for all participants and will make every effort to maintain an environment that is free of harassment, discrimination, and any behavior that interferes with a safe, fun, and exciting experience. A commitment to a welcoming environment and the SCCA Values is expected of all its members and attendees, including drivers, workers, crew, guests, staff, contractors and exhibitors, and other participants at SCCA activities, sessions, and social events and when representing the SCCA in print or electronic media.

SUPPLEMENTAL REGULATIONS

This event is governed by the 2024 General Competition Rules (GCR) and Category Specifications, as amended for 2024 per “Fastrack” and these Supplemental Regulations

I. **REGISTRATION and FEES**

- A. **TEST DAY:** Friday, May 10, 2024. Test day is conducted by Pro Drive and is not sanctioned by SCCA or covered by SCCA insurance. Register at www.prodrive.motorsportreg.com
- B. **ENTRY FEES:** First entry = \$625. Second entry of same driver = \$385. Each SRF3, FE2 entry will be charged an additional \$30.00 compliance fee per entry for the weekend. Each SM and SMX entry will be charged an additional \$20.00 compliance fee per entry for the weekend.
- C. **PAYMENTS & REFUNDS:** Register online at oregonscca.motorsportreg.com. Entry fee refunds will be made automatically within 30 days after the event if an entrant does not go through Registration. To withdraw from an event after completing the registration process, the entrant must notify Registration in writing, by 3:00 PM on the last day of the event, either through motorsportreg.com or using a withdraw form available at Registration.
- D. **PASSES:** There is no charge for crew or guest passes, but crew members and guests must check in at Registration to receive their passes. Membership in SCCA is required to enter any hot area and proper event credentials must be displayed. Minors are not permitted in hot areas unless Minor Waiver is on file at National SCCA.
- E. **Paddock RESERVATIONS:** Paddock spots are available on first-come first-served basis only. 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 and 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 eject all drivers and crew associated with any violation.
- F. **PREFERRED NUMBERS:** Every effort will be made to honor Conference Preferred Numbers until 14 days prior to the event. However, due to the make-up of the run groups, this may not be possible in all situations. If two drivers holding the same Preferred Number request that number for the same run group, the number will be assigned to the driver with the earliest request.
- G. **Paddock/PARKING INFORMATION:** The PIR facility is not available until 7:00 AM on the first morning of our event. If you would like to enter the paddock and set up after 4:00 PM on Friday, you will be charged a \$40 early entry fee. Reservations are required through MSR registration.

Paddock parking is on a first-come, first-serve basis. There are no reserved parking spaces.

II. **DRIVER INFORMATION**

- A. **DRIVER ELIGIBILITY:** Each driver must be a current member of the SCCA and hold a current SCCA Full Competition license to participate in this event. SCCA Pro Racing licenses are not accepted. If you do not have the proper credentials, please be sure to contact the Registrar prior to the event.
- B. **CAR ELIGIBILITY:** Competition is open to all cars conforming to the GCR, as amended, for all Majors-eligible classes.
- C. **TIMING & SCORING:** All cars are required to use fully operational MyLaps (formally AMB) transponders, and the driver is responsible for providing correct information to Timing & Scoring. Make sure your transponder is on and functioning for ALL SESSIONS. Information gathered from data collection systems and/or personal timing systems is unofficial and will not be used by race officials. Cars without working transponders may not receive times.

Efforts will be made to broadcast sector times during all sessions.

- D. **FLAGTRONICS:** For the 2024 Hoosier SCCA Super Tour, the Flagtronics electronic flag system is being offered as an option for drivers to voluntarily enhance their situational awareness. The Flagtronics system will be used to transmit flag conditions to in-car units and to communicate driver safety alert information back and forth with race control. Participants are encouraged, but not required, to utilize a Flagtronics FT200 in-car system. In-car systems are available for purchase from www.flagtronics.com. The actual flags displayed at the stations take precedence over the Flagtronics dash display. Flagtronics information shall not be used as a basis for rules enforcement, however a driver may provide such data in their defense in a protest or steward's action. If you plan to utilize a Flagtronics FT200 in-car unit, please provide your FT200 Serial # during your event registration.
- E. **COURSE:** The course will be run clockwise and with chicane. PIR track length with chicane is 1.977 miles.
Please note: There may 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 or flashing.
- F. **BLACK FLAG:** Closed (furled) Black Flag and Open Black Flag will be displayed by Starter. Mechanical Black Flag will be displayed at turn 8 and backed up by Starter. For Open Black Flag and Mechanical Black Flag, report immediately to Black Flag station located near the entrance to pit lane.
- G. **SOUND CONTROL:** Sound readings are generally taken near the exit of turn 12, driver's left. Per PIR policy, no race car engines may be turned on before 8:30 AM for starting and 9:00 AM for revving. 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.

PIR HAS A STRICT SOUND/NOISE POLICY PER CITY OF PORTLAND CODE. Cars exceeding a sound level of 102.99 dbA or cars losing mufflers that result in a noise violation will be shown the Mechanical Black Flag immediately. Proceed to the Black Flag station located near the entrance to pit lane – this

is mandatory. You are given one opportunity to make modifications or repairs to be below the limit. Repairs or alterations made in the pit or paddock areas to lower the sound level must be approved by the Chief of Tech, Race Director, or Chief Steward before re-entering the track. The Operating Steward 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. A second violation will mean a car will be removed from the event for the rest of the day. On a following day, the vehicle in violation must re- tech, show what was done to remedy the violation, pass tech, and be re-checked on course via the sound monitor. If the vehicle fails again, it is removed from the event for the day. 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 disqualification.

Sound readings are available at the close of each day. Contact registration or the sound monitor. 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.

- G. HARDSHIP LAPS:** Competitors are to request hardship laps from the Operating Stewards on the third floor of the infield tower or through Pre-Grid personnel. If approved, the Operating 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. *Hardship laps will be available for a limited number of cars between sessions, time and schedule permitting. A hardship lap is defined as a single lap from pit out to pit in.*
- H. AWARDS:** Trophies for all races will be awarded in accordance with the GCR. Trophies will be presented at the event. SCCA U.S. Majors Tour and Hoosier Racing Tire SCCA Super Tour points will be awarded in accordance with the GCR and these Supplemental Regulations.
- I. VICTORY LAPS:** Winners of all races will receive a checkered flag. For Sunday races only, following the cool down lap, the winner of each class should proceed immediately to pit out where they will receive a checkered flag and proceed on course for a single Victory Lap, weather and schedule permitting. Drivers need not wear their helmet or gloves during the victory lap, passengers are permitted in accordance with GCR 6.11.7. Drivers shall maintain a safe speed and be wary of safety vehicles that may be on course.

III. CAR SAFETY and TECH INSPECTION

- A. DECALS:** The current Hoosier SCCA Super Tour decal must be displayed on both sides of all competition vehicles (a U.S. Majors Tour decal is no longer required). Competition vehicles must also display the official SCCA Road Racing decal per GCR section 9.3.29.C (Figure 4.) Stickers will be provided free of charge and may be obtained at registration and/or tech. (The official SCCA Summit Racing Equipment Road Racing decal does not serve as the Summit Racing Equipment contingency program decal.)
- B. DATA ACQUISITION:** Hoosier SCCA Super Tour staff and their delegates may install data acquisition equipment in a competitor's car and/or direct the car to the chassis dynamometer onsite for any session. This program is to assist the CRB in performance balancing. If selected, participation is not optional and is not protestable. The data collected will not be used for compliance purposes. All cars carrying an SCCA data collection device must report to impound and be weighed immediately after their session. Failure to do so may result in penalties.
- C. SCALES:** Availability of scales and times will be posted at Tech and at Registration.
- D. SPEC MIATA & SMX COMPLIANCE:** At post-race inspection, Spec Miata and SMX participants may

be instructed by the designated Class Compliance Chief (CCC) to remove parts, including but not limited to the cylinder head, for disassembly and/or inspection. Competitors are responsible for performing required disassembly and/or reassembly of their car, as well as any resulting expenses incurred. The CCC will report any findings of non-compliance to the Race Director, who will then determine the need for a Chief Steward's Action (CSA) or Request for Action (RFA).

- E. SMX TIRE MARKING:** Cars in SMX are limited to running 1 (one) new (sticker) set of class specified Toyo tires (Toyo RR P235/40/ZR17) per regular season Hoosier Super Tour event weekend during qualifying and races (not including any test day sessions). A mandatory impound for all SMX competitors is required after the first dry qualifying or race (if rain in qualifying) session. It is the competitor's responsibility to ensure their tires are marked prior to going on track for the next session. Before the first dry qualifying or race (if rain in qualifying) session competitors will mount four Toyo RR P235/40/ZR17 tires for marking to use during the entire weekend. Class specified rain tires will not be marked. If a competitor damages a tire or wheel, and there is a safety concern, the competitor must find the Hoosier Super Tour Series Tech Chief or SMX CCC, if assigned, for inspection. At the direction of the Hoosier Super Tour Series Tech Chief or SMX CCC, the competitor will be allowed to substitute alternate used tire(s) to replace the damaged tire(s). New tires are not an option as a replacement tire for a damaged tire.

IV. QUALIFYING

A. GRID:

Starting positions for the first sanctioned, official on-track session will be set using each driver's post mark/timestamp of their Entry form.

Starting positions for the Saturday race will be determined by the fastest time recorded for each car from the preceding qualifying session(s). Starting positions for the Sunday race will be determined by the fastest time recorded for each car during any of the preceding qualifying session(s) or the fastest lap during the Saturday race.

- B. QUALIFYING:** A driver not qualifying within a maximum of 115% of the recognized track record of their class must obtain permission from the Race Director to race. In the case of unusual circumstances, the Chief Steward can waive this rule for the entire event.

Class	115%	Class	115%	Class	115%
AS	1:36.24	FV	1:40.42	SM	1:43.54
B-Spec	1:50.03	GT1	1:22.40	SRF3	1:35:14
EP	1:36.55	GT2	1:27.02	STL	1:42.07
F6	1:31.81	GT3	1:31.42	STU	1:34.82
FA	1:18.65	GTL	1:35.53	T1	1:26.65
FC	1:25.77	GTX	1:29.75	T2	1:36.49
FE2	1:25.75	HP	1:41.50	T3	1:37.48
FF	1:33.42	P1	1:18.87	T4	1:42.67
FX	1:29.58	P2	1:20.07		
FP	1:37.86				

V. IMPOUND

- A. MANDATORY DRIVERS MEETING:** Impound All will be given at the end of the first Qualifying session for each group to conduct a drivers meeting. Impound is located immediately east of the scales just past the Tech Area. Look for the signs for proper direction.
- B. SPLIT STARTS:** The Race Director will consider requests for split starts at the Drivers Meeting.
- C. IMPOUND:** Saturday races: The top three competitors in each class shall report to impound

immediately following the completion of their race. Trophy presentations and photos will occur in the Victory Circle area near impound following the race. Sunday Races: Impound all may be given following completion of the race for podium ceremonies. Victory celebrations and award ceremony will be conducted in the Victory Circle area near impound following Sunday's races. Hoosier SCCA Super Tour door prizes will be awarded after each group's podium ceremonies. You must be present to win.

- D. **CONTACT:** GCR Section 6.11.1.E requires that the driver and car involved in significant body contact to stop at the Black Flag station in pit lane for review of the incident by stewards. Drivers shall satisfy this requirement by reporting to the Race Director or Chief Steward during Impound of their session. Drivers who do not satisfy this requirement will be referred to the Stewards of the Meeting (SOM).

VI. GENERAL

- A. **RACE LENGTH:** Saturday races will be 25 minutes. Sunday races will be 35 minutes or 25 laps (not to exceed 50 miles unless approved.) When the **LAST LAP INDICATOR** is given at Start/Finish the next flag will be a checkered flag.

In the case of a long delay and where the time limit has expired, the Race Director may convert to laps to allow a green, white, checker to complete the race. For Sunday's race, if the schedule and circumstance allow, races may be converted to laps even if it exceeds the scheduled length of time.

Clock stoppages will be at the discretion of the Race Director and are NON-PROTESTABLE.

- B. **RESULTS:** Live timing will be available during the event at SCCA.com/live. Live timing information is neither official nor protestable. Results are posted on SCCA.com, RaceHero and Registration.
- C. **START TIMES:** Schedule times are cars on course.
- D. **EVENT SCHEDULE / RUN GROUPS:** Actual session start times may be delayed from the published schedule due to unforeseen circumstances during the event. It is the driver's responsibility to listen to the PA system and pay attention to activity on track. The schedule or run groups may only be changed (or start times advanced) at the discretion of the Race Director, with concurrence by the Event Chair, depending on pre-race entry counts or as needed to accommodate situations during the event.
- E. **CANCELLATION:** If part of an event is cancelled for reasons of safety or forces beyond our control as provided by GCR Appendix B 1.2.A., points will be awarded based on race grids.
- F. **CLOTHING:** Safe apparel must be worn in the pits at all times (long pants, sleeved shirts, and closed toe shoes). Crew members on pit lane must display their event credentials at all times while on pit lane.
- G. **PIT LANE:** Speed limit in the North Paddock hot pit lane is 35 MPH and will be enforced. Speed limit begins at the outer K wall, driver's left upon entrance to the hot pit, and ends past the outer K wall driver's left by the Pit Out official. **Absolutely no racing** in the hot pit lane.
- H. If South Paddock is used, that information will be distributed at Registration and incorporated in these Supplemental Regulations.
- I. **TIRE VENDOR**

J. FUEL PROVIDER:

PIR has no fuel on-site. Pre-order un-leaded fuel: Darrin Esterline, Portland Mitsubishi Fuso 503-467-4040 or DarrinE@portlandmitsufuso.com

Update: Directive from the City of Portland Commissioners Office: NO LEADED FUEL MAY BE SOLD AT PORTLAND INTERNATIONAL RACEWAY, therefore there will be no leaded fuel for purchase at PIR.

VII. TRACK RULES

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.

OREGON REGION EVENT OFFICIALS

Regional Executive	James Coshow
Road Racing Director	Kristen Moore
Deputy Executive Steward	Ken Jones
Race Operations Manager	Bob Smethers
Registration	Donna Battin
Emergency	Jim Czmowski
Course Marshal	Bob Smethers
Flags & Communications	Bud Mansur
Driver Services	Donna Battin
Hot Pits	G Frasier/J Collins
Pace Car	Tim Stanley
Pre-Grid	Schellene Clendenin
Radio Tech (FM)	Ric Farrar
Sound Judge	Annika Howland
Starter	Dwain Panian
Tech Inspection	Gordon Jones
Timing/Scoring	Barbara Archer

SUPER TOUR EVENT OFFICIALS

Series Race Director	Kathy Barnes
Series Administrator	Ceci Smith
Series Chief of Tech	Scott Dobler
Series Timing Resource	Bill Skibbe/Carol Reber
Series Clerk of the Course	Kevin Coulter
Series PR Manager	
Chief Steward	
Chairman SOM	

