

**2007 Spring Sports Car Festival  
Supplementary Regulations  
April 21-22, 2007  
Mazda Raceway at Laguna Seca**

The following regulations supersede the 2007 SFR Road Racing Supplementary Regulations and describe additional conditions for the event listed herein which are held under the current SCCA General Competition Rules (GCR) and the SCCA Vintage/Historic Competition Rulebook #5685. The GCR and this rulebook may be purchased in advance by calling the SCCA National Office (800-770-2055). Matters not covered or needing clarification under these regulations and matter warranting exception are subject to the discretion of the Vintage Racing Chief Steward.

**Vintage Chief**

Bill Godwin  
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**SFR Region Office – Entry Desk**

Office Hours: 9:00 a.m. to 5:00 p.m., Monday through Friday  
Telephone 530-934-4455 x 101  
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**Driver Eligibility:** A driver must be a current SCCA member; proof of current SCCA membership must be shown at Registration. A current racing license issued by SCCA, SCCA Pro Racing, SCCA Vintage, or any of the following will be accepted:

BMW CCA Club Racing, FIA, ICSCC (Conference), IMSA, Midwestern Council of Sports Car Clubs (MCSCC), Porsche Club of America, West Canada Motorsport Association, Ontario Region CASC, Confederation of Autosport Car Clubs (CACC), SVRA, Historic Sportscar Racing (HSR), Vintage Motorsports Council (VMC), SOVREN, VARA or CSRG.

**Vehicle Eligibility:** The Vintage Chief will determine basic suitability of a vehicle for competition in SCCA Vintage events and will assign cars to the appropriate SFR Vintage Group and on-track groups based upon all relevant factors. When appropriate, cars may be further sub-grouped to allow recognition of relative performance among similar cars.

The Vintage Chief may exclude certain cars if, in his judgment, they do not meet the spirit of Vintage Racing. Phone the Vintage Chief to discuss your car (Bill Godwin 925-200-7722).

The SFR Vintage Racing Program is designed for cars restored to or preserved in original condition as far as possible. While certain modifications are required or permitted in the interest of safety, changes that improve performance are not acceptable.

**Driver Conduct:** Vintage racing is NOT the same as competition for current cars. Although competitive in a sense, winning is NOT the primary purpose. Cut-and-thrust competition is available in regular Regional and National racing groups.

Vintage drivers are expected to provide a safe and enjoyable environment for all participants and spectators. This requires recognizing that vintage grids include cars of many ages with great disparities in speed, cornering, and braking capabilities. Drivers, as well, tend to possess widely varied experience and ability. Accordingly, drivers are expected to exercise great care, prudence, and courtesy in traffic and in passing. The slowest car and driver has as much right to be on track as the fastest, and all drivers must conduct themselves accordingly and make room for each other.

**Car-to-Car Contact:** Contact is absolutely contrary to the spirit of Vintage racing. Drivers judged at fault will be penalized with exclusion from the event with the possibility for probation or suspension of driving privileges at the discretion of the event Chief Steward and the SOM.

**Rules of the Road.** In addition to the Rules of the Road in the SCCA Vintage/Historic Competition Rulebook, the following rules will apply.

**1. 13-13 Rules of Conduct**

- a. Causing visible damage to your car and/or a competitor's car during an on-track situation will result in the following:
    - 13 months probation (a lesser time may be assessed)
    - Automatic expulsion from the event
  - b. Causing visible damage to your car and/or a competitor's car during an on-track situation within a probationary period will result in the following:
    - 13 months probation (a lesser time may be assessed)
    - Automatic expulsion from the event
  - c. Any overly aggressive driving or unsportsmanlike conduct may result in the following:
    - Furred black flag
    - Black flag
    - Expulsion from event
    - 13 months probation (a lesser time may be assessed)
    - 13 months suspension
  - d. Additional rules of conduct
    - Any on-track spin greater than 180 degrees will result in an automatic black flag
    - Any four wheels off will result in an automatic black flag
    - Three black flag situations within any event will result in automatic expulsion from the event.
  - e. All incidents of concern will be forwarded to the Vintage Motorsports Council (VMC).
- 2. Unsafe Driving:** Any driver who is operating a car in a manner deemed to be dangerous will be black flagged and required to stop at the black Flag Station in the working pits to be warned, removed from the circuit, or suspended or banned from future SFR events.
- 3. Accidents:** All accidents will be thoroughly investigated. If caused by carelessness, overly aggressive or dangerous driving, appropriate action will be taken.

**Entry Procedures**

1. **Entry Procedure:** To enter, complete a San Francisco Region (SFR) official entry form and mail, fax, or deliver it to the Region Office with appropriate entry fee. An Acceptance Letter will be mailed to drivers whose entries are received by the deadline date. Others may obtain the Acceptance Letter at Registration. The Acceptance Letter constitutes a part of these regulations and will include the event schedule and other important information.
2. **Entry Refusal:** SFR reserves the right to refuse an entry at any time with only such notice as circumstances permit.
3. **Late Entries/Cancellation Policy:** All entries received in the Region Office after April 6, 2007 will be assessed an additional \$30 late entry fee. The official entry receipt date is the date the entry is received in the Region Office. Entries received at the Region Office after noon on Wednesday before an event will be considered as a post entry. These entries will be forwarded to the Chief Registrar, if possible. However, the entrant should keep a copy to expedite registration.
4. **Faxed Entries:** Faxed entries will be accepted up to noon two days before an event. Payment on faxed entries shall be by credit card only. Faxed entries are considered legal and binding. Faxed entries reviewed in lieu of payment promised or in transit will not be accepted.
5. **Refunds/Withdrawals:** Entry fee refunds will be made automatically from the San Francisco Region Office after an event, if the entrant's car is not recorded through technical inspection. **If the car has been recorded through technical inspection and the entrant/driver wishes to withdraw an entry, the entrant/driver shall**

**so notify the Chief of Tech prior to the first session scheduled for that car/class;** and the tech inspection records will be corrected and documents noted accordingly for office audit. A \$25 handling fee will be deducted from the entry fee refund. No refunds will be given once driver has been on track.

6. **Driver Change:** If the original driver has not been on track, the new driver shall complete and sign an official entry form. The original driver must sign the form indicating his/her agreement to the change. The original entry fee shall be transferred to the new driver's entry.

To make a driver change when the original driver has been on track, the original driver must complete a withdrawal form and the new driver must fill out a new entry form. The original driver must sign the form indicating his/her agreement to the change. The original entry fee shall be transferred to the new driver's entry.

Only one driver change may be made for each car during the weekend.

7. **Time Limit for Changes:** All changes to entries or additions of entries must be signed off by Registration and Timing & Scoring and delivered to Tech at least 15 minutes before the scheduled start for the next session for that group.
8. **Returned Checks or Declined Credit Cards:** An additional \$30 service charge plus bank charges will be billed to drivers. After three occurrences, the Region will not accept payments by any means other than a Certified Bank Check or Cash. Entries received from driver/entrants with debts unpaid will not be accepted.
9. **Results:** Race results will be available at Race Administration as soon as possible after race completion. Distribution of race results after an event will be via the Region's web site at [www.sfrscca.org](http://www.sfrscca.org).

### Driver Requirements and Participant Credentials

10. **Driver Eligibility:** A driver must be a current SCCA member; proof of current SCCA membership must be shown at Registration. A current racing license issued by SCCA, SCCA Pro Racing, SCCA Vintage, or any of the following will be accepted:

BMW CCA Club Racing, FIA, ICSCC (Conference), IMSA, Midwestern Council of Sports Car Clubs (MCSCC), Porsche Club of America, West Canada Motorsport Association, Ontario Region CASC, Confederation of Autosport Car Clubs (CACC), SVRA, Historic Sportscar Racing (HSR), Vintage Motorsports Council (VMC), SOVREN, VARA or CSRG.

11. **Medical Exam:** A specified SCCA medical exam must be completed every five years for applicants 16-35; every two years for applicants ages 36-59; and every year for applicants age 60 and over in order to obtain an SCCA Vintage License. Forms are available from the SFR Office.
12. **Pending Licenses:** If a driver's SCCA competition license is in transit or in process, it will be the responsibility of the driver to call the Region Office by the Tuesday before an event to request verification. If a driver's competition license is not in his/her possession and has not been verified by the Region Office, a \$100 bond and affidavit will be posted by the driver at Registration. The bond and affidavit will be forwarded to SCCA National by the Chief Steward. Final acceptance is at the sole discretion of the Chief Steward.
13. **Pit Passes:** Pit passes shall be worn in plain view at all times in the paddock and the racing (hot) pits. Persons under 16 years of age and non-SCCA licensed members may not enter the hot pits and will receive restrictive paddock passes. This is a condition of our insurance carrier. More than one person may be permitted in the signaling area at the discretion of the Pit Marshals. Persons working on a vehicle in the pit lane must wear at least a T-shirt, long pants, and closed-toe shoes.

Anyone 16 to 17 years of age who desires to hold a crew/driver competition license or specialty license must have a signed waiver on file with the National Office. His/her license must be verified at Registration to receive a hot pit pass. The Region reserves the right to check the picture ID of any person registering for a Pit or Paddock pass. All minors attending the event shall have a minor release form completed and signed by a parent(s) or legal guardian.

### Vehicle Requirements

14. **Log Book:** All cars must have a vehicle log book issued by SFR, PCA, BMW CCA, SOVREN, VARA, or CSRG. The book must be presented to Tech at the event and retained with the car at all times.

15. **Transponders:** All vehicles are required to have transponders. It is the responsibility of the competitor to have a working transponder at all times. While on track, if a car registers an incorrect transponder number, if the transponder is not on, or there is a weak signal, the driver will be shown a sign board with a transponder designation. The driver may go to the black flag station if he wishes to be advised of the transponder problem. If the transponder is not functioning correctly in qualifying, the driver may not receive a qualifying time and in that case, must grid at the back of the field for the race.
16. **Rental Transponders:** Transponders will be available for rent at Registration for \$60 per event. The transponder number must be on the entry form or a rental charge will be assessed. Rental transponders must be returned to Race Administration before leaving the track or a \$60 per day fee will be assessed until the transponder is received at the Region Office. The maximum charge will be \$350. Transponders can be purchased from I/O Port Racing Supplies ([www.ioportracing.com](http://www.ioportracing.com)) or AMB ([www.AMB-it.com](http://www.AMB-it.com)).
17. **Car Numbers:** Car numbers may be two or three digits, but they may not start with zero. Car numbers must be readable in Timing & Scoring. Cars may be called to Impound and drivers requested to fix unreadable numbers. If numbers are not corrected, the driver may not receive a qualifying position from T&S.
18. **Noise Limit:** All cars must meet Laguna Seca sound windows all three days (test day included):
  - 8:30 – 9:00..... 90 dbA
  - 9:00 – 10:30..... 101 dbA
  - 10:30 – 3:30..... 103 dbA
  - 3:30 – 4:30..... 101 dbA
  - 4:30 – 5:00..... 90 dbA

Measurements are per the GCR (50 feet from the edge of the track). A car exceeding the applicable noise limit, at any time, anywhere around the track, is illegal and is subject to being Black Flagged, and may be excluded. Before a car may return to the course, the competitor shall demonstrate a verifiable mechanical change to the car that would logically lower the sound emissions. During qualifying, any times recorded prior to the Black Flag during that session will not count. If the car for which the Black Flag is intended enters the pits or returns to the paddock prior to the Black Flag being shown, notification may be delivered verbally to the competitor. A car Black Flagged for excessive noise three times during the same event, or weekend combination of events, shall be excluded, unless permitted to compete by the Chief Steward in the event of a bona fide mechanical failure of the muffler/exhaust system. The Region reserves the right to specify a lower noise limit.

19. **SCCA Emblem:** The SCCA wheel or rectangle logo shall appear on both sides of the car and on the front of the car near the front number. The emblem may be placed on a glass or plastic surface (e.g., vent wing) to allow easy removal and may appear on the same car with the emblems of other vintage racing organizations or with other emblems or genuine historical significance. The emblem may also be applied to a magnetic material (e.g., a flexible magnet) that will stick to and be readily removable from the ferrous portion of the bodywork.
20. **Novice Drivers:** A novice-driven car must display a contrasting six-inch high letter “N” next to the car’s number on each side of the vehicle and a five-inch square, Day-Glo panel at the rear of the car. Novice classification will be at the discretion of the Chief Steward and will be so indicated in the Acceptance Letter.

### Vehicle and Driver Safety Requirements

21. **Technical Inspection:** All cars must be presented for tech inspection before each event in a clean condition so inspection is facilitated. Properly prepared vehicles will be issued a tech approval sticker that must be displayed for that particular event. Any car involved in an on-track incident must stop at impound (Tech) upon leaving the track. Cars entering the course at any time with mounted cameras or similar equipment shall have approval from Tech indicated by a Special Equipment Sticker visible from the exterior of the car.
22. **Roll Bar:** A roll bar that complies with the SCCA Vintage/Historic Competition Rulebook roll bar specifications is required. Exception: Roll cages complying with SCCA GCR Section 9.4 are also acceptable.
23. **Seat Belts:** All driver restraint systems shall meet one of the following: SFI specification 16.1, FIA specification 8853/1985 including amendment 1/92 or FIA specifications 8853/98 and 8854/98.
  - a. Restraint systems meeting SFI 16.1 shall bear a dated ‘SFI Spec 16.1’ label. The certification indicated by this label shall expire on December 31st of the 2nd year after the date of manufacture as indicated by the label.

- b. Restraint systems complying with FIA specification 8853/1985 including amendment 1/92 shall be no more than five (5) years old. (Not all manufacturers are dating every belt in a set. They may be dating one of a pair of shoulder or lap belts or may only be dating one belt in an entire set. Scrutineers are reminded that restraint systems need only one date label.)
- c. Restraint systems homologated to FIA specifications 8853/98 and 8854/98 will not have a date of manufacture label. Instead they will have a label containing the Manufacturer's Name, Type of Harness Designation and Date of Expiration which is the last day of the year marked. All straps in this FIA restraint system will have these labels. FIA restraint systems with the certification 'D ####.T/98' are equal to FIA specifications 8853/98 and 8854/98, and are therefore, acceptable restraint systems. FIA two-inch seat belts with the certification 8853/98 are acceptable restraint systems when used in conjunction with their corresponding FIA shoulder harness and anti-submarine straps.
- d. If a restraint system has more than one type of certification label, the label with the latest expiration may be used.
24. **Window Nets:** A driver's side window net or arm restraints are required on all closed cars.
25. **Arm Restraints:** Driver arm restraints required for open cars, including open Targa tops, sunroofs and T-tops.
26. **Firewall:** A firewall is required between the cockpit and engine on all cars. A bulkhead is also required between cockpit and fuel tank, except on certain formula cars. Holes in firewalls (bulkheads) should be plugged. Fuel cells are recommended.
27. **Brake Systems:** Brake system components (shoes and/or pads, steel and flex lines, pedals) must be in top condition on all cars. Braided steel flex lines are recommended replacements for rubber lines. Dual master cylinders are recommended. Hydraulic fluids should be fresh and reservoirs full.
28. **Tires:** Tires on all cars must be free of cuts, checking and rot, and have at least 1/32" of tread depth.
29. **Helmets:** Effective January 1, 2007, all helmets used for road racing must be approved by one of the following:
- Snell Foundation with Snell sticker 2000 or later Special Application (SA2000)
  - SFI with a SFI Sticker 31.1a for open faced helmets and a SFI sticker 31.2a for closed faced (if purchased prior to 12/31/04), SFI 31.1 (if purchased after 1/1/05)
  - FIA standard 8860-2004
- In addition, the back of each driver's helmet shall be labeled with a minimum of the driver's name.
30. **Eye Protection:** Goggles or a face shield of impact-resistant material must be worn by drivers of open cars. Shatter-proof glasses or a face shield are recommended in closed cars.
31. **Driving Suit:** All drivers must wear an approved, flame-resistant suit, preferably one-piece of single layer Nomex or equivalent material. Repairs should be made and patches attached with Nomex thread.
32. **Underwear:** Underwear (top and bottom) of fire resistant material must be worn by all drivers utilizing single or double layer driving suits. Multilayer (three or more) suits may be worn without underwear, although it is recommended.
33. **Socks:** Socks of fire-resistant material must be worn by all drivers.
34. **Gloves and shoes:** Gloves and shoes made of leather or fire-resistant material must be worn by all drivers.
35. **Balaclava:** All drivers with facial and/or long hair are required to wear a Balaclava of fire-resistant material.

### Race Procedures

36. **Grid Procedure:** For Practice and Qualifying sessions, there is no Grid closure. The "5" board is advisory only and the time schedule may be accelerated or delayed in response to course conditions. The "5" and "1" signals are given to Grid by the Control Tower. For races, Grid will close at the two minute warning signal. As soon as possible after the "1" is given, cars will be released to enter the course.
37. **Grid Usage:** No fueling of cars in position on the Grid. The car must be moved away from the pack and/or a Grid Marshal must provide supervision and incident coverage. Drivers are strongly urged to be at Grid at least 10 minutes prior to the session start time on the Schedule for scrutiny by the Grid Marshals and to receive session information. Camera attachments can be approved at Grid.

All unnecessary persons are to clear the Grid by the "2" signal. One person may remain with the car for mechanical assistance only until the "1" signal comes down. Creating an unsafe situation during the release of

cars, or delaying the release, may result in penalties. Support vehicles must not block access to Grid positions, and must be kept clear of fire lanes. Children under age 12 must be supervised by an adult at all times. Be responsible for removing all items you brought to Grid after your car has entered the course.

38. **Pit Lane:** There shall be no tire scrubbing in the pit lane prior to entering the course. Transmitting beacons for on-board data acquisition devices shall be placed track side only in an area designated by the Pit Marshal.
39. **Pole Position:** The fastest qualifier (pole position) must notify grid prior to the five (5) minute signal from which side of the track he or she wishes to start.
40. **Tire Scrubbing:** Tire scrubbing is prohibited on track except when following the Pace/Safety car.

### **Paddock Requirements**

41. **Paddock Parking:** Regardless of the time of arrival, when parking in the paddock, only the minimum necessary space may be used. Fire lanes must be kept clear at all times. Use of space in the paddock is subject to the control of the Paddock Security/Marshal. Entry to the paddock prior to the opening of Registration is under the control of, and at the prerogative of, the track management. Non-support vehicles must be parked outside the paddock in a designated area as directed.
42. **Supplies:** Oil, water, electrical power, and compressed air are the responsibility of the entrant. Fuel will be available at the track unless otherwise announced in the acceptance letter. SFR reserves the right to regulate fuel storage containers. Participants may not plug into track facility power.
43. **Lost Equipment:** SFR SCCA, Laguna Seca Raceway, the County of Monterey, San Francisco Region Properties, Inc., or persons connected with the operation of any event are not responsible for the loss or theft of any item brought on the premises.
44. **Emergency Information:** Crew members seeking emergency information regarding on-track incidents should contact the Black Flag station in the racing pits or Race Central.
45. **Injuries:** Participants injured during the event who do not go to medical may risk loss of their SCCA medical coverage.
46. **Paddock Rules:**
  - a. Everyone will be expected to obey rules imposed by the local facility.
  - b. The speed limit in the paddock is 5 mph for any wheeled vehicle.
  - c. A valid driver's license is necessary to operate any wheeled vehicle in the paddock, including powered and unpowered scooters. Skateboards, roller blades and roller skates are not allowed in the paddock.
  - d. Race motors may not be run earlier than 8:00 am and not after 6 p.m.
  - e. The Region reserves the right to allow fueling only in designated areas.
  - f. Only designated automotive fluid disposal barrels, as appropriately marked, shall be used for dumping oil or other automotive fluids.
  - g. Competitors are encouraged to bring water and kitty litter (or equivalent) to neutralize spill damage. Spills must be reported to the Paddock Marshal as soon as possible.
  - h. No tent stakes, barbecues, or oil/fuel spillage are allowed on asphalt.
  - i. Competitors are responsible for providing boards to be placed under jackstands to avoid damage to the paddock surface.
  - j. Competitors are responsible for securing their equipment within their paddock space against heavy winds or other adverse conditions. Owners are liable for any damages caused by their equipment.
  - k. Entrants/drivers shall pay a \$25 removal fee for each tire left at the track at the close of an event.
  - a. A competitor taping lines or marks on paddock surfaces shall remove them before leaving the track. Painting marks on any paddock surface is prohibited.