



SCCA U. S. Majors Tour
Final Round of the Western Conference Tour
Oregon Region SCCA
July 3-5, 2015
Portland International Raceway, Portland Oregon
Sanction #13-M-xxxx-S

SUPPLEMENTARY REGULATIONS

This event is governed by the 2015 General Competition Rules (GCR) and Category Specifications, as amended for 2015 per "FasTrack".

REGISTRATION: Online registration can be found at www.oregonscca.motorsportreg.com. Drivers without internet access may request a paper entry form from the Oregon Region SCCA office, 503-224-9469, and mail it with their entry fees to: **Oregon Region SCCA, 4800 SW Macadam Avenue, Suite 110, Portland OR 97239.**

At-Event Registration will be held in the building located to your right as you enter the Infield Paddock.

U.S. MAJORS TOUR EXPRESS REGISTRATION: A dedicated line will be available at Registration for drivers holding a 2015 U.S. Majors Tour Series Registration Card.

ENTRY FEES: Entry fee for the three-day weekend is \$595. Each SRF, SRF3, and FE entry will be charged an additional \$20 compliance fee for the weekend.

FREE ENTRY GIVEAWAY: A free entry will be awarded to one driver registering for the event 14 days prior to the weekend. Driver name will be drawn at the event party or other designated time.

ENTRY FEE PAYMENT & REFUNDS: Make checks payable to Oregon Region SCCA. A full refund will be made if the entry is withdrawn prior to receiving a Tech sticker. If you sign in at Registration and do not go thru or pass Tech, you must notify the Chief of Registration before you leave the track in order to receive your refund.

DRIVER ELIGIBILITY: Drivers must be a current member of SCCA and have a current SCCA Full Competition or Pro license to participate in this event.

CAR ELIGIBILITY: Competition is open to all cars conforming to the GCR, as amended. All cars are required to use fully operational AMB transponders.

DECALS: U.S. Majors Tour decals must be displayed on both sides of all competition vehicles. Competition vehicles must also display the official SafeRacer SCCA Club Racing decal per GCR section 9.3.29.C. Stickers are free of charge and may be obtained at Registration and/or Tech.

COMPETITION NUMBERS: For entries received by the Registrar before noon on Friday, June 19, Majors Series numbers that were reserved via the Majors Series Registration prior to the opening of online registration for this event will receive priority assignment. Secondary preference will be given to Oregon Region SCCA reserved number holders. Due to the combination of classes within the run groups, it may not be possible to honor all reserved numbers in all classes. At noon on Friday, June 26, all unused reserved numbers will be released on a first-come first-served basis.

TECH: All drivers without a current year helmet sticker must present all driver gear as required by the GCR, vehicle logbook, and completed tech card, received at Registration, to Tech. If your car requires an annual tech inspection, you must also take the car to Tech. Tech is located at the east end of the paddock near the pedestrian bridge.



EXPRESS TECH: Drivers with both a current annual tech and a current year helmet sticker may bring only their vehicle logbook and complete the tech card received at Registration to get their event sticker.

SCALES: Are generally available during tech hours and after each race group.

DRIVERS MEETINGS: A Driver's Meeting Letter will be provided at Registration; be sure to pick up your copy. In addition, **Impound All** will be given at the end of each of the first Qualifying sessions on Friday, for all groups, to conduct a drivers meeting for each group, and attendance is mandatory. Drivers leaving the track prior to the end of their session must go through Impound. Impound will be in the Tech area. Look for the signs for directions.

SPEC MIATA COMPLIANCE: At the direction of the Class Compliance Chief at post-race inspection, Spec Miata participants may be directed to remove parts, specific but not limited to the cylinder head, for disassembly and/or inspection. Competitors are responsible for performing required disassembly and/or reassembly of their cars, as well as any resulting expenses incurred.

EVENT SCHEDULE/RUN GROUPS: The event schedule or run groups may be changed only at the discretion of the Series Chief Steward, with concurrence by the Event Chair, depending on pre-race entry counts or as needed to accommodate situations that may be encountered during the event. If changes are made prior to the start of the event, as much notice as possible will be given to all affected competitors. The schedule as published is for planning purposes only. Actual session start times may deviate from the published schedule based on actual event progression. Listen to the PA announcements and pay attention to what is happening on track.

IMPOUND: When leaving the track during qualifying and race sessions, ALL cars must report directly to Impound. Victory celebrations and awards ceremonies will be conducted in the Impound area following the Sunday races. Door prizes will be awarded at the conclusion of each group's podium ceremonies and you must be present to win.

VICTORY LAPS: Winners of all races will receive a checkered flag. For Sunday races only, following the cool down lap, class winners are encouraged to take victory laps. Exit the track at the end of your race; continue through the hot pits to the person at Pit Out who is holding the victory flags. Take your flag and your victory lap! Drivers shall maintain a safe speed and be wary of safety vehicles which may be on course. When you complete your victory lap, proceed to Impound/Tech area.

GRID: Starting positions for the Saturday race will be determined by the fastest time recorded for each car during the preceding qualifying session(s). Starting positions for the Sunday race will be determined by the fastest time recorded for each car during each of the preceding qualifying session(s) and their fastest lap during the Saturday race. Cars arriving at the grid after their group has been dispatched on track may, at the discretion of the Operating Steward, be held at Pit Out and released at the end of the pack after the field has completed the pace lap.

QUALIFYING: All Majors participants must qualify within 115% of the recognized lap record in his/her class in order to be allowed to start the race. The Series Chief Steward may waive this requirement and may allow non-qualifiers to grid behind qualifiers. See chart below:

Class	100%	115%	Class	100%	115%	Class	100%	115%
AS	1:24.175	1:36.801	FM	1:15.693	1:27.047	SM	1:30.448	1:44.015
B-Spec	1:37.567	1:52.202	FP	1:26.259	1:39.198	SRF	1:27.857	1:41.036
EP	1:23.958	1:36.552	FV	1:27.320	1:40.418	SRF3	1:30.521	1:44.099
STL	1:30.662	1:44.261	F500	1:16.782	1:28.299	GT1	1:12.807	1:23.728
STU	1:22.455	1:34.823	FA	1:08.389	1:18.647	GT2	1:17.468	1:29.088
T1	1:15.350	1:26.653	FB	1:10.132	1:20.652	GT3	1:19.772	1:31.738
T2	1:24.565	1:37.250	FC	1:15.209	1:26.490	GTL	1:25.550	1:38.383
T3	1:25.993	1:38.892	FE	1:18.205	1:29.936	HP	1:31.025	1:44.679
T4	1:32.316	1:46.163	FF	1:19.125	1:30.994	P1	1:10.045	1:20.552
						P2	1:24.044	1:36.651



SPLIT STARTS: The Chief Steward will consider requests for split starts received by the drivers meeting at Impound on Saturday of the event.

TIMED SESSIONS: The session clock will start when the first car crosses the start/finish line and will continue to run during all flag conditions with the exception of the red flag.

RACE LENGTH: Saturday races will be 30-minute timed races (26 lap max). Sunday races will be 26 laps or 40 minutes, whichever occurs first.

SOUND CONTROL: A maximum limit of 103 dB is in effect for this event. For your information, sound readings will be posted at the base of the Registration tower at lunch time and the end of each day.

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 or flashing.*

CHICANE PROCEDURES: If a competitor fails to negotiate turn 1 (defined as 4 wheels off to driver's 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 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.

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.

DISABLED CARS: Disabled or damaged cars may be removed from the course and delivered to a central location. If the car has sustained body/chassis damage, it will be released to the driver/crew after Tech has made appropriate notations in the vehicle logbook. Cars disabled due to a mechanical failure will be released to the driver/crew immediately. If the car requires wrecker support to return to its paddock location, there may be a delay depending on the availability of wreckers or flat tows.

PIT LANE: Pit lane speed shall not exceed 35 mph. Violators may be penalized. Crew members on pit lane must display their event credentials at all times while on pit lane.

PACE/SAFETY CAR: In addition to GCR 6.6.2, the field shall follow the Pace/Safety car as long as its emergency lights are flashing, even if it varies from the normal race course. In the event a full course yellow results in dispatch of the Safety Car, the Safety Car will enter the racing surface at Pit Out.



RESULTS: Live timing will be available during the event. Unless otherwise announced, live timing will be available via the Race Monitor App available for iPhone and Android phones. Qualifying, provisional and final results will be posted at the base of the Registration/Timing tower. Drivers may obtain a copy of the final results from Driver Services in the tower. Additionally, final results will be posted to Oregon Region and SCCA Majors websites no later than 7 days following the completion of the event.

DATA ACQUISITION: Majors staff and their delegates may install data acquisition equipment in a competitor's car. This program is to assist the CRB in performance balancing. If selected, participation is not optional and cannot be protested. The data collected will not be used for compliance purposes.

LAST LAP INDICATOR: When possible, a waving white flag will be displayed at Start/Finish to indicate the last lap has begun.

AWARDS: Trophies for all races will be awarded in accordance with the GCR. Trophies will be presented at the event. Majors points will be awarded for all races in accordance with the GCR.

SEASON-END AWARDS DINNER: *This is the final event of the 2015 Western Conference U.S. Majors Tour. Season-end awards will be presented at the track on Saturday at the end of the race day. We'll have dinner and beverages and fun, so be there! If any classes are in contention that could be decided on Sunday, awards for those classes will be held until after the races on Sunday.*

COURSE: Portland International Raceway, configured with the chicane, is a 1.977-mile road course. Pit and Paddock will be located in the Infield Paddock, accessible by crossing the track at turn 8 (via Broadacre) between on-track sessions.

PROVISIONS: Camping is allowed in the paddock on Thursday, Friday and Saturday nights. Water and electricity are available in limited areas of the paddock. Do not park in spaces where electricity is provided if you do not intend to connect. Oil and fuel may or may not be available at the track. Do not leave used tires at the track.

Tire vendors typically in attendance are:

- Trackside Motorsports (all race tires) 503-236-2106.
- Warren Secord Race Tires (Goodyear & Hoosier) 253-670-1880.

Vendor of safety equipment, racing products, and Sunoco fuel:

- Bits & Pieces Motorsports, 360-859-3595.

GENERAL RULES: 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, in the grass, 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 and crew associated with any violation.

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.

ALCOHOL and FOOD CONSUMPTION: GCR Section 2.3.1 shall be strictly adhered to.

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 SCCA 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.

DAMAGE TO PIR FACILITY AND DEBRIS LEFT BEHIND: Drivers may 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.

EVENT OFFICIALS:

Series Chief Steward	R J Gordy	Event Chief Steward	Jeffrey Niess
Series Administrator	Ceci Smith	Race Chair	Paul Goudy
Series Chief of Tech	Chuck Knox	Chief Registrar (at track)	Donna Battin
		Chief Registrar (pre event)	Karen McCoy
ACS – Safety	TBD	Event Chief of Tech	Gordon Jones
ACS – Tech		Paddock/Hot Pits Chief	Chuck Zanardi
ACS		Chief of Grid	Julie Riehl
ACS		Course Marshal	Ken Killam
		Chief of Flags & Comm	Patrik Lundin
Chair SOM	TBD	Race Operations Manager	Bob Smethers
SOM		Chief Starter	Dwain Panian
SOM		Chief of Pace Car	Tim Stanley
SOM		Sound Control Judge	Sherman Egge
		Chief of Emergency	Christopher Nawrocki
		Chief of Timing/Scoring	Randi Miller-Graffy
		Regional Executive	Jim Weidenbaum

Thank you for joining us at the third annual U.S. Majors Tour Western Conference end-of-season races and celebrations! We’re looking forward to an exciting and fun event!

