



U.S. Majors Tour

Oregon Region SCCA

July 1-3, 2016

Portland International Raceway

Sanction # 16-M-4058-S/ 16-OGR-4594-S

SUPPLEMENTARY REGULATIONS

This event is governed by the 2016 General Competition Rules (GCR) and Category Specifications, as amended for 2016 per "FasTrack".

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

U.S. Majors Tour Express Registration: A dedicated line will be available for drivers holding a 2016 U.S. Majors Tour Series Registration Card. **U.S. Majors Tour Express Tech** will also be available in the express line for those cardholders that have a valid Annual Tech, 2016 Helmet sticker and no notations in their logbook. If eligible, you will only need to bring your logbook to Registration to receive your event "tech" sticker.

DRIVER ELIGIBILITY: Drivers must be a current member of the SCCA and hold a SCCA Full Competition license or SCCA Pro license to participate in this event. If you do not have the proper credentials it is your responsibility to contact the Registrar prior to the event.

CAR ELIGIBILITY: Competition is open to all cars conforming to the GCR, as amended.

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 in accordance with the GCR.

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 is not protestable. The data collected will not be used for compliance purposes.

DECALS: A U.S. Majors Tour decal 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 will be provided free of charge and may be obtained at registration and/or tech.

DRIVERS MEETING: Impound All will be given at the end of the first Qualifying session for each group to conduct a drivers meeting. Impound will be in the Tech Area. Look for the signs for proper direction.

PREFERRED NUMBERS: Every effort will be made to honor Conference Preferred Numbers until 14 days prior to the event. Due to the make-up of the run groups, however, 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.

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

Class	100%	115%	Class	100%	115%	Class	100%	115%
AS	1:23.683	1:36.235	FP	1:25.097	1:37.862	SM	1:30.352	1:43.905
B-Spec	1:36.850	1:51.378	FV	1:27.320	1:40.418	SRF	1:27.817	1:40.990
EP	1:23.958	1:36.552	GT1	1:12.807	1:23.728	SRF3	1:24.514	1:37.191
F500	1:19.839	1:31.815	GT2	1:16.907	1:28.443	STL	1:30.662	1:44.261
FA	1:08.389	1:18.647	GT3	1:19.772	1:31.738	STU	1:22.455	1:34.823
FB	1:10.132	1:20.652	GTL	1:27.084	1:40.147	T1	1:15.350	1:26.653
FC	1:15.209	1:26.490	HP	1:29.045	1:42.402	T2	1:24.565	1:37.250
FE	1:18.205	1:29.936	P1	1:09.975	1:20.471	T3	1:25.993	1:38.892
FF	1:18.071	1:29.782	P2	1:10.785	1:21.403	T4	1:30.509	1:44.085
FM	*							

*Track record not yet established under 2016 new spec tire rules

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: The top three competitors in each class shall report to impound immediately following completion of their race; all other competitors are strongly encouraged to attend the podium festivities following their race. (Impound of all cars is encouraged following Sunday's races.) Victory celebrations and award ceremonies will be conducted in the Victory Circle area near impound following Sunday's races. U.S. Majors Tour door prizes will be awarded after each group's podium ceremonies; you must be present to win.

RACE LENGTH: Saturday races will be 25 minutes. Sunday races will be 26 laps/51 miles (35 minutes max), whichever comes first**.

RESULTS: Live timing will be available during the event.

SPEC MIATA COMPLIANCE: At the direction of the Class Compliance Chief at post-race inspection, Spec Miata participants may be directed 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.

SPLIT STARTS: The Race Director will consider requests for split starts and may authorize split starts based on qualifying times.

START TIMES: 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.

TIMING & SCORING: All cars are required to use fully operational AMB transponders, and the driver is responsible for providing correct information to Timing & Scoring. Rental transponders are available at Driver Services. Qualifying times and race results will be posted at the base of the Infield Tower.

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. 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.

TRACK and PADDOCK AVAILABILITY: The PIR facility may not be available until 7 AM 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 only to enter and park vehicles (no pit setup) before the time available to SCCA must make arrangements with the PIR office (503-823-7223).

For all events in the North (Infield) Paddock, access to the PIR facility will be via the Broadacre entrance and Turn 8 crossing into paddock or as noted in your entry confirmation notice.

REGISTRATION, TECH, TIMING & SCORING, RACE CENTER, & EMERGENCY LOCATIONS:

- Registration is located in the infield tower
- Emergency is located at the west end of the infield tower (or otherwise announced)
- Technical Inspection is located to the east of the infield tower near the pedestrian bridge (or otherwise announced)
- Timing & Scoring is located on the second floor of the infield tower
- Driver Services (Race Center) is located on the second floor of the infield tower

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 near the pedestrian bridge. Water is usually available at the track. Oil & gas may not be available at the track.

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.

TIRE SCRUBBING: Tire scrubbing is prohibited except behind the Pace/Safety Car.

STARTING & FINISHING PROCEDURES

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 upon release from Pre-Grid.

For race starts, Pre-grid will release cars out to the track and the Splitter will direct left or right. 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 Chief Stewards may, at their option, use start judges as a matter of practice.

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.

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.

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 drivers left of turn 2 apex curbing), that competitor is considered "off-course" & 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.



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.

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.

PIT AREA REGULATIONS

All persons entering the racing pits must display the proper SCCA event credentials at all times. 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.

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.

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 entrance 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 driver's right.

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 Race Director. 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 Race Director may exclude and/or may eject all drivers & crew associated with any violation.

ALCOHOL and FOOD CONSUMPTION

GCR Section 2.3.1 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.

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.

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 re-entering the course. Oregon Region is not responsible for damages that may occur in towing.

- a. **CONTACT:** All on track body contact (including contact during drafting) that causes a car to act erratically and results in a change in position or a car leaving the course will be investigated.



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.

COURSE CLOSURE

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

NOISE REGULATIONS

No race car engines may be turned on before 8:30 AM. 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 103 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 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).

SOUND ADVISORY

Sound readings are posted in the same area as results 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.

OREGON REGION EVENT OFFICIALS

Regional Executive	Todd Harris	Radio Tech (FM)	Ric Farrar
Road Racing Director	Paul Goudy	Sound Judge	Sherm Egge
Competition License Mgr	Gary Van Horn	Starter	Dwain Panian
Deputy Executive Steward	Jeffrey Niess	Tech Inspection	Gordon Jones
Race Operations Manager	Bob Smethers	Timing/Scoring	Randi Miller-Graffy
Registration – At Track	Donna Battin		
Registration – Pre Event	Karen McCoy		
Emergency	Ken Killam		
Course Marshal	Mike Gunnip		
Flags & Communications	H Patrik Lundin		
Driver Services	Karen McCoy		
Hot Pits/Paddock	Chuck Zanardi		
Pace Car	Tim Stanley		
Pre-Grid	Julie Riehl		

