2011 Cal Club Supplemental Regulations

Revised: June 2011

Races are held under the 2011 SCCA General Competition Rules with the following Supplemental Regulations. For regional races, the provisions of GCR 3.1.5.c will apply and this provision is incorporated into these Supplemental Regulations as if set forth in full

EVENT ENTRY:

- **2011 SANCTION NUMBERS:**

- **LOCATION/DATE:** **Auto Club Speedway January 21-23,Willow Springs Feb.26,27, BRP March26-27,BRPApril 30-May 1,BRP May21-22,Auto Club Speedway June11-12,BRP Sept3-4,BRP Oct 1-2**

- **ENTRY FEES:**

	Buttonwillow	Cal Speedway	WSIR
Regional	$230	$290	$250
Double Regional	$330	$370	$330
National	$280	$340	$300
National/Regional	$390	$480	$420
National/Double Regional	$440	$520	$460
Double National	$370	$440	$400
Driver School	$440	$440	$440
Time Trials	$200	$200	$200

- **SCCA COMPLIANCE FEES: SRF, FE and SM will be charged an additional $10.00 per entry per race.**
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- **CAL CLUB POINTS FOR ASSOCIATE MEMBERS:** It is the responsibility of the Competitor to complete Associate Member information on his/her Entry Form in order to be eligible. Each competitor must apply formally for Associate Membership by completing the Associate Membership form, paying the appropriate dues and submitting renewals annually.

- **ENTRIES SHALL BE SUBMITTED:**

  Mail To:

  Cal Club Registrar
  4743 Canehill Ave
  Lakewood, CA 90713

  Via Fax: 562-421-4598

  E-mail: calclubhq@aol.com

  On Line Registration: www.calclub.com

EVENT ENTRY…continued:

- **PAYMENT: Cash, Check, Money Order, Visa, and MasterCard are all accepted for payment. Checks should be made payable to: Cal Club**
- **LATE FEES: A $40.00 late fee will be charged for all entries received after the entry deadline.**
- **ENTRY DEADLINE: The entry deadline is 12:01 AM Saturday one week prior to each event. Cars entered after the entry deadline may lose their permanent number for the event.**
- **RETURNED CHECK FEE: In addition to any bank charges incurred, there will be a $35.00 flat-rate charge for all returned checks.**
- **WITHDRAWALS OF ENTRY: Fees will be refunded ONLY if a car does not pass technical inspection or it does not put a wheel on the track. The driver must notify Registration promptly in writing at the event or via fax/e-mail the facts of the withdrawal no later than five (5) business days from the date of the withdrawal to receive the refund.**
- **If a driver withdraws or fails to show the entire weekend, their full entry fee will be refunded, provided proper notice is given.**
- **If the entry is for a double sanctioned weekend and the second day's event is not run (meaning not a wheel was turned on the track), the fee for a single entry is subtracted from the entry fee for a double entry, the remainder is the refund amount.**
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REGISTRATION:

- **DRIVERS Must present their valid:**
  SCCA Membership & SCCA Photo I.D.
  Competition License or Novice Permit

  Driver School entrants must apply for their Novice Log Book (Permit) directly to the SCCA National Office in Topeka, Kansas.

- **CREW must present their valid:**
  SCCA Membership
  Crew License
- **PHOTO I.D.: Photos and Laminating are available at Registration during Buttonwillow Raceway Park events only. There is no cost for this service to Cal Club workers, all others will be charged $5.00.**
- **HOT PIT PASSES: No "Hot Pit" passes will be issued after registration closes.**
- **ANNUAL CAR NUMBERS: Call or Fax the Club Office to request an annual number by December 15.**

REGISTRATION…continued:

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- **PIT AND PADDOCK AREA:**
- **Hot Pits are RESTRICTED AREAS. HOT PASSES (and SCCA membership) ARE REQUIRED and will be checked by grid personnel.**
- **Pre-grid/Grid and tech/Impound are controlled areas; please follow the directions of Race Officials**
- **Pre-grid is closed to through traffic at all times.**
- **Unless signaling a car or tending to a car in the Hot Pits, all persons must remain behind the pit wall.**
- **Smoking is prohibited in the Hot Pits, Tech/Impound, Pre-Grid/Grid and all buildings.**
- **Spectators/participants with "PADDOCK ONLY" passes are not allowed over the pit wall at any time. No one may stand or sit on the pit or track walls anytime cars are running, either on the track or within the Hot Pits.**
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TECHNICAL AND SAFETY INSPECTION:

- **TECH: Event Tech Stickers will be issued at Registration to pre-registered drivers who bring their helmet, logbook with an Annual Tech stamp, and have their appropriate logbook page filled out for the event. Drivers without an Annual Tech stamp must complete the pre-race technical inspection at the appointed location to obtain their Tech Sticker.**
- **HOURS: See each event Schedule. **Tech is always closed at lunch.**
- **SCALES: Scales are available from 10:00 am to the end of practice. During qualifying and racing a competitor may request to be weighed when the scales are not being used by the officials.**
- **IMPOUND: All cars must report directly to the impound area after each, qualifying, and race session. The Chief Steward will release each group as soon as possible. Those who will be double dipping must notify the Chief of Tech prior to impound to secure an early release to the next event.**
- **SOUND: Sound has been waived by the SoPac Executive Steward for all events. Sound reading will be taken for your convenience when possible.**
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TECHNICAL AND SAFETY INSPECTION…continued:

Fuel Testing

All cars will be subject to fuel testing at any Cal Club event, Regional or National, so it is imperative that all cars be equipped with an accessible sampling port/valve per the current GCR

For 2011, fuel testing at the track will be limited to checking fuel samples for their dielectric constant (D.C.) using the SCCA Fuel Check Meter in Tech. All Classes except SSB and SSC must have fuel that does not exceed a D.C. of 15, which means that leaded or unleaded fuel maybe used.

SSB and SSC must use EPA compliant fuel meeting the manufacturer's requirements as stated in the owner's manual, meaning pump unleaded fuel and it also must not exceed a D.C. of 15 but cannot go below zero.

If a fuel is protested by either a competitor or an Official, a sample of the fuel will be taken by Tech and placed into an approved Test Kit supplied by the SCCA and sent to a laboratory to run tests against the Chemical Compounds Prohibited or Restricted as contained in a table within the GCR.

The fuel protest requires that each party to the protest post a bond equal to the cost of the lab test, which is $250, plus the regular required protest fee.

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RUN GROUPS:

- These are the current run groups. Please check your schedule for the rotations.

REGIONAL RUN GROUPS

Run Group A – SM
Run Group B – FA, FB, FC, FE, FM, FS, ASR, CSR. DSR, S2000, CS2000
Run Group C – ITA, ITB, ITC, ITS, ITR, RS, SSB, SSC, ST, T1, T2, T3, SPEC 944, FP, HP, STL, Pro 7, Spec 7, STU
Run Group D – SRF, FF, CF, SF, F500, FV, FST
Run Group E – AS, GT1, GT2, GT3, SP, GTL, STO, EP, ITE, HC, MAZDA GT2

NATIONAL RUN GROUPS

Run Group A – SM
Run Group B – FA, FB, FC, FE, FM, CSR, DSR, S2000
Run Group C – SSB, SSC, ST, T1, T2, T3, FP, HP, STU
Run Group D - SRF, FF, F500, FV
Run Group E – AS, GT1, GT2, GT3, GTL, STO, EP,

PACE CAR:

- When a **PACE CAR** is used, its lights will be turned off to signify the final lap run under yellow. At that time, the double yellow flags at each flagging station will be dropped as well. When **NO PACE CAR** is used, the double yellow flags will be dropped to signify the equivalent of “lights out” on the pace car. At that time, it is the pole sitter’s responsibility to PACE the field at a steady 40 to 50 mph.

DOUBLE DIPPING:

- Double Dipping is defined as running one car and one driver in more than one class and run group. For example, SM can be legal in both SM and ITA. One driver in one car running in both groups during one sanctioned event is “double dipping”. SM double dipping in more than one group must meet the rules for every group entered (Example ITA must meet all the SM rules including weight, tires and the like. Should such SM running ITA run anything not legal in SM but legal in ITA (tires for example) then the car must meet all of the ITA rules including weight) The goal of double dipping is to provide members an opportunity for more track time at a reduced rate, and does not assure competitiveness.

TRANSPONDERS:

- ***AMB TRANX260*** System transponders are required for all cars.
- **Purchases:** Transponders may be purchased at the Buttonwillow Raceway Park Office.
- **IT IS THE DRIVER'S RESPONSIBILITY TO MAKE SURE HIS/HER TRANSPONDER IS WORKING.**
- California Speedway Specific: Due to the distance between the Timing and Scoring station and the track it is very important that the numbers on their race cars are clearly visible from a distance.
- Often on small open wheel cars the numbers are simply not visible from the Timing and Scoring tower. It is the racer's responsibility to insure the numbers on his/her race car are sufficiently highlighted and/or of sufficient size to be read visibly by Timing and Scoring personnel.
- The numbers are back up for the required transponders and are necessary for accurate scoring. If the numbers are not clear and the transponder for the car does not work the racer will simply not be recorded or scored by Timing and Scoring.

PERSONAL TIMING SYSTEMS:

- Trackside triggers/beacons for data logging and lap timing systems shall be located in the designated area provided. This area will be **30 feet each side of the Start/Finish line** at all tracks except California Speedway, which has a designated area set aside for this purpose.
- No devices are permitted elsewhere as they disrupt others attempting to get valid times.

RACE LENGTH:

- Race length will be the number of laps or specified times as listed on each Event Schedule. **Times on Schedule are for Green Flag, except at Auto Club Speedway where Race times start at the roll of the Grid**.
- **Schedules are subject to change by the Stewards of the Meet (SOMs).**

REGIONAL ONLY CLASSES:

- Regional Classes are not contained within the GCR. Preparation rules are available at the Cal Club office and/or on the Cal Club Web site: www.calclub.com

REGIONAL POINTS:

- Regional Championship points will be accumulated based upon the total number of 2011 Cal Club regional races for your class less two races. As an example, if there are 12 sanctioned events for your class in 2011 only 10 races would be scored for the Regional Championship. In the event a qualifying race format is utilized the final race of each sanctioned race will be scored for Regional championship points. Points will be awarded per the GCR for all classes except Pro-7, SM and SRF. Which will use the expanded 28 point scoring system. The Enduro(s) will not count towards the Regional Championship. See Enduro Supp for details.

RESULTS:

- See each track for location of results. Results will be posted on My Laps .com and published in the SoPac News. Additionally any member may request **results be mailed if they make such request to Timing and Scoring after each event**

TROPHIES:

- Trophies and other awards shall be given to the top three finishers in each class. All first place finishers will receive a checkered flag. Trophies and awards will be presented in a ceremony at Impound after the race. Trophies for Nationals are per the GCR

GENERAL INFORMATION:

- **GARAGE RENTAL: For Buttonwillow or Willow Springs call the track.**
  *****For Cal Speedway call the Cal Club Office: (661) 764-5945***
- **TRACK RIDES: Track orientations may be available at the discretion of the Chief Steward.**
- **USE OF SKATEBOARDS, ROLLER SKATES AND ROLLER BLADES IS PROHIBITED. No one may operate a motorized vehicle of any kind without a valid Driver's License.**
- **TOWING: It shall be the sole responsibility of each competitor to provide points of pickup and tow attachments on racecars for the purpose of preventing undue or additional damage when towing is required.**
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GENERAL INFORMATION…continued:

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- **NOVICE DRIVERS: All novice drivers shall display a large and clearly visible "X" on the rear of the racing vehicle. The "X" shall remain so attached until the Chief Steward signs off that competitor's Novice Permit.**
- **WATER, AIR AND RACE FUEL will be available at each track.**
- **PAINTING ON ASPHALT, WALLS, OR BUILDINGS is prohibited at each track. Do not use tape on walls, including rest rooms.**
- **PARKING IN PADDOCK:**
- **At BRP during dry weather: Park your support vehicles on the grass, perpendicular to the asphalt to provide increased access for other competitors.**
    - **(Please watch for and avoid driving over sprinkler heads while parking.)**
- **At BRP during wet weather or muddy conditions: You may park support vehicles on the pavement if necessary.**
- **Racecars can be parked on the pavement at all tracks at all times.**
- **PADDOCK ROADS: There must be a clear and straight twenty-foot fire lane free of vehicles, Awnings and equipment. Violators of this ordinance will be immediately required to clear the lane upon order of any Safety Steward or a Race Official of the club or track. Violators may also be cited and fined by County Fire or County or State Police agencies in addition to being required to move from the fire lane.**
- **NO STAKES or any other object may be driven into pavement at any track. Racing cars and other heavy objects must be supported with jack stands and such stands must have a wood, metal or other pad between it and the asphalt to distribute the weight and avoid damage to the surface. Drivers and or entrants will be charged for asphalt repairs caused by improper or inadequate jack support.**
- **SURFACE DAMAGE caused by the spilling of fuel, solvent, oil or any other material may result in the track charging the driver and/or entrant for damage to the surface or required clean up. The driver's pit stall is the driver's/entrant's not the crewmembers' responsibility.**
- **USED TIRES may not be left at the tire shop or any other location within the track without the permission of the tire shop staff. Used tires may never be left at the track.**
- **HAZARDOUS WASTE MATERIALS: Any person bringing hazardous waste materials to the track must remove all such materials from the track. Whenever the track provides an official used oil dump station/fuel station, appropriate and approved fluids may be deposited. Charges and other sanctions will be assessed for violations at all tracks. Violators may also be subject to a minimum fine of $500 per offense imposed by track management.**

GENERAL INFORMATION…continued:

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- **SPEED LIMIT: There is a speed limit for all vehicles (including race cars, golf carts and two or three wheeled vehicles of any type) at each track. Speed limits are set by each track and strictly enforced by track and club officials. All Club members and visitors are expected to identify and obey such limits. Club and track sanctions may run from warnings and fines to the violator's removal from the property depending on the severity of the offense.**
- **SOUND READINGS will be posted on the side of the Tech Trailer when avilable.**

ADDITIONAL RULES & REGULATIONS FOR EACH TRACK *Per Track Management*

BUTTONWILLOW RACEWAY PARK:

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- **AFTER HOURS ENTRY at BRP is permitted. Entrance Deposit Tickets are available from the Security Guard at the gate. A refundable $20.00 deposit per person is required (payable in cash or check). This deposit will be refunded per the instructions on the Deposit Ticket.**
- **TRUSTEES, PADDOCK, CHECKERED FLAG, and GREEN FLAG CLUB MEMBERS of BRP have first right of refusal for parking on the front row. Questions regarding the use of this area should be referred to track staff prior to setting up a pit.**
- **OVERNIGHT PARKING is allowed when security is in place and appropriate credentials are in hand. RV spaces with power (30 and 50-amp breakers) and water are available for a fee at BRP. Call for reservations at 661-764-5333. NO CAMPING IS PERMITTED AFTER EVENT IS OVER WITHOUT THE WRITTEN PERMISSION OF TRACK MANAGEMENT.**
- **PARKING ON THE ENTRY DRIVEWAY: The entry driveway between the highway and the actual track entrance at BRP must remain open to traffic at all times. Parking is permitted on the west lane of the roadway (NO SHOULDER PARKING – PARK ONLY WITHIN THE LANE AND ON THE ROAD WAY SURFACE). The middle lane must remain open as must the exit lane.**
- **RESULTS are available in the lunchroom at the base of the tower. Official results are also available at the Cal Club website. www.calclub.com**

ADDITIONAL RULES & REGULATIONS FOR EACH TRACK *..continued*

WILLOW SPRINGS INTERNATIONAL RACEWAY:

- **ADMISSION: DRIVERS, CREW, and SPECTATORS must pay a $10.00 gate fee to enter the Racetrack. This fee is collected by WSIR and is WSIR revenue.**
- **PARKING ON THE ENTRY DRIVEWAY: The entry driveway between the highway and the actual track entrance at WSIR must remain open to traffic at all times. Parking is permitted on the entrance road east shoulder. In all cases, the road must remain open for large fire truck access at all times.**
- **RESULTS are available at the base of the building used by Timing and Scoring. Official results are also available at the Cal Club website.** www.calclub.com

Auto Club Speedway:

- **ENTERING THE RACING SURFACE:** All Cars will stay below the white line until Oval 2 when entering the track from pit out.
- **PARKING** for those renting garages is that area immediately across from the garage rented. This parking is exclusive to the garage renter and others are prohibited.
- **ALCOHOLIC BEVERAGES are prohibited unless purchased from concession at California Speedway and in no case may alcoholic beverages be consumed prior to the final checkered flag of the day.**
- **SKATES, SKATEBOARDS: Are not allowed per Auto Club Speedway.**
- **NON-LICENSED TWO WHEELED BIKES, MOTORBIKES OR CYCLES are not allowed. Violators will be subject to track and or Club sanctions including fines and other actions to halt the violation.**
- **No Scooters or pedestrians are allowed through the tunnel**
- **RESULTS are available at the base of the Timing and Scoring tower on the Paddock side of the track. Official results are also available at the Cal Club website.** www.calclub.com
- **Race Length** The clock for all RACES at Auto Club Speedway will start at the roll off Grid.

2011 Cal Club Supplemental Regulations

REGIONAL POINTS:

1. Points for Regional Races shall be awarded only to Cal Club members or Associate members who are current for the calendar year in which points are being scored.

2. Only Cal Club sanctioned races count towards Regional points.

3. The 2-hour and 3-hour Enduro's are **NOT** included in the regular Regional Championship Series.

4. Points are tabulated using the National Race points distribution per the GCR 3.9.1.B. (except for SRF, SM, and Pro-7):

Position	Points
1st	12
2nd	9
3rd	7
4th	6
5th	5
6th	4
7th	3
8th	2
9th	1

5. Points for SRF, SM, and Pro-7:

Position	Points
1st	28
2nd	26
3rd	24
4th	22
5th	20
6th	18
7th	16
8th	14
9th	12
10th	11
11th	10
12th	9
13th	8
14th	7

Position	Points
15th	6
16th	5
17th	4
18th	3
19th	2
20th	1

REGIONAL POINTS…continued:

6. Regional Championships shall be determined annually by taking the best scores from a maximum number of races equal to the number of races held by Cal Club for the class, less two (2) races (i.e. twelve (12) races are held, a maximum of ten (10) may be counted for the Championship.)

7. To qualify for a Cal Club Regional Championship, a driver **MUST** finish (half way) a **minimum of four (4)** Cal Club regional races.

8. The Cal Club Regional Championship shall mean the top three (3) finishing positions for which an award is presented at the Annual Cal Club Banquet.

Rational Event Points:

1. **Entry Status**: Drivers are required to declare as they register whether they are competing for Regional or National points, and will **NOT** be able to change their entry status after the beginning of the event. You will only be able to receive points for either Regional or National but not both.
2. **Trophies**: Trophies will be given to both Regional and National drivers.