



2012 Pacific Coast Road Racing Championships®

Event Rules and Regulations

The following rules are documented for the use and execution of the 2012 Pacific Coast Road Racing Championships® (or PCRRC). Because of the uniqueness of this event, Organizers have reviewed rules from many of the Southern California road racing sanctioning bodies and put everything in a blender to come out with rules intended to result in safe, clean, and spirited competition within the bounds of these documented constraints. As with any first-time event, there are situations that will likely be missed in this rules documentation. In such circumstances, common sense and the spirit of the event need to take precedence. The final interpreter of the rules is the Chief Steward.

Bottom line on rules... the event operations will be based on the existing "rules" of all Southern California road racing sanctioning bodies. Some specifics are expanded within this document. With regard to technical compliance of a specific vehicle, again the rules are based on the sanctioning body for which the vehicle normally runs. Obviously it is not conceivable to document each specification rule for each class for each sanctioning body for each vehicle that may enter the PCRRC, thus we rely on the entrant to comply with the specifics for his sanctioning organization.

The organizers for the PCRRC have done what they can to try and make a level playing field. For the success of the event, we are relying on the "Honor System" to help ensure competitive and safe fun is had by all. There is no big "prize" other than bragging rights, a trophy, and maybe some contingencies. Cheating to gain a competitive advantage has no place within the PCRRC. We trust you all agree.

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A. OVERVIEW

A.1 Disclaimer

The PCRRC Team makes an effort to provide participants and spectators with a safe environment. Despite rule enforcement, all participants and spectators must be aware that their mere presence at an event presents a chance of becoming injured, even by no fault of their own. These rules do not guarantee or imply that injuries or death will not occur. If there are any questions or problems with these rules and regulations, it is the participant's/spectators responsibility to contact the Buttonwillow Raceway Park office before entering the event facility.

A.2 Safety Hazards

It is the responsibility of each participant and/or spectator to evaluate all aspects related to the facility, rules, and/or regulations pertaining to the event (whether written or verbally stated). The participant is required to notify any PCRRC Official, without delay, of anything that appears to be a potential safety hazard. Additionally, everyone involved should consider that no activity, facility, or system is 100% safe. Therefore, each participant is hereby notified that unforeseen danger may exist in any activity at the event.

A.3 Membership Definitions

One of the unique things about the PCRRC is that there is no specific single "Club Membership" or "Club Racing License" requirement, other than the fact that you must hold a valid competition license from a recognized Road Racing organization. During the Registration process, a valid, current Competition License will be required (shown) as part of the event registration process/requirements.

A.4 Participant

A participant is any of the following:

1. Any person, entering a restricted area during the event hours, possessing the proper wristband/credential.
2. All entrants of each event are considered to be participants from the time that they enter the facility until they are leave the facility.
3. Any person that has registered as a "crew member" and received appropriate credentials will be considered a participant.
4. Workers and Officials are also considered participants.

A.5 Minors

No one under 18 years of age is allowed to be on the track without a minor release form filled out and on file with the event Registrar. The hot pits (pit lane) are considered part of the racetrack. All minor participants should have at least one parent or legal guardian present at all times.

A.6 Waiver

The term "waiver" refers to the event issued participant liability release. Any and all people on the facility property shall sign a waiver upon entering the property.

B. OFFICIALS AND THEIR DUTIES

B.1 Chief Steward

The Chief Steward is responsible for the rules and execution performance of the event. The Chief Steward is the final say with all things related to execution of the PCRRC.

B.2 Operating Steward

The Operating Steward is responsible for all activities associated with his/her assigned run group. This includes everything from gridding to on-track activities, to post session activities. The Operating Steward also directs the display of Black Flags, Warning Black Flags, Mechanical Black Flags, and the Red Flag during his/her assigned session.

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C. PARTICIPANT CONDUCT

C.1 Participant Conduct

It is expected that every participant and driver (entrant) at the PCRRC shall conduct themselves according to the highest standards of behavior and sportsmanship, particularly in their relationship with other drivers and Officials. Failure to do so may result in harsh penalties, up to and including disqualification, and/or expulsion from the facility.

C.2 Unsportsmanlike Conduct

Any unsportsmanlike conduct, on any scale, is not welcome during the PCRRC. Acts of unsportsmanlike conduct have many forms such as arguing, yelling, intimidation, rough driving, aggressive physical contact, and losing like a baby.

C.3 Conduct of Guests and Crew

Drivers shall, at all times, be responsible for the conduct and behavior of those accompanying them to an event such as crew, mechanics, and friends. Any offense committed by the driver's crew, mechanics, or friends will be directly chargeable to the driver. Damage to the racetrack, its surface, fencing, paddock, walls, buildings, trailers, equipment, vehicles, etc., by the driver (including his/her friends, crew, and sponsors) is the responsibility of the driver, and said driver agrees herein to make restitution. This agreement is binding when a driver signs the entry form or enters online.

C.4 Knowledge and Possession of the Rules

For the PCRRC, it is expected that all entrants/drivers have knowledge of the rules and technical preparation requirements for their race car for the sanctioning body they normally participate with. In addition, all drivers must have the appropriate rule books in their possession, or have immediate access to them at all times.

C.5 Responsibilities for Valuables

The PCRRC encourages all participants to lock up their valuables. Participants are strictly responsible for the safe keeping of their own belongings. The event facility management, PCRRC, and Cal Club take no responsibility for any loss, damage, or theft of any item while at the event.

C.6 Alcoholic Beverages

Consuming alcohol by any participant is prohibited until all practice, qualifying and racing activity is completed for the day. Use of any illegal drug or narcotic, or abuse of a legal drug by any participant will be grounds for exclusion from the event as determined by the Chief Steward.

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D. PADDOCK RULES

Note – the below documented PCRRC Paddock Rules are very general. Upon entering the facility, the specific Paddock Rules of Buttonwillow Raceway Park must also be followed. Refer to the Buttonwillow Track Office for specifics.

D.1 General Paddock Rules

- Children and Pets must remain under CLOSE adult supervision at all times.
- The speed limit in the paddock is fourteen (14) MPH for any vehicle other than emergency vehicles. This speed limit applies to bicycles and Golf Carts as well.
- Participants must keep water on hand in the paddock in case of fuel spillage. A gasoline spill can quickly destroy the asphalt surface. If not washed away with water, the bill to fix the damage may be charged to the Entrant.
- Entrant provided boards must be placed under loaded jack stands to avoid damage to the asphalt surface.
- Participants will be held responsible for any damage they cause to the paddock, pit lane, fencing, bathrooms, and any other objects.
- Do not dispose of tires at the race facility. If you really need to get rid of some "used" tires, the Buttonwillow Tire Shop will take them for a nominal recycle and disposal fee.
- Do not litter or leave any mess.
- Do not plug into any race facility power outlet without making previous arrangements with the Track.
- Proper parking is a must to ensure that all participants will fit into the paddock.
- No parking in fire lanes. This includes setting up awnings that encroach upon the fire lane.

D.2 Pets at the track

Buttonwillow Raceway Park and the PCRRC Organizers are extremely pet friendly. With that in mind, the pet owner is still solely responsible for the actions of his/her pets. This means cleaning up after them and being held legally liable if their pets bite another pet or a human. Additionally, all pets must be kept on a leash, in a cage, or in a vehicle at all times. No pets are allowed in the pit lane at anytime.

D.3 Loud Engines

As a rule of thumb, one should attempt to not run racing engines before 7:00 AM or after 10:00 PM

D.4 Bicycles, Skates, Moped, etc.

No one without a valid state driver's license may operate any mode of transportation in the paddock. Skates, skateboards, motorized skateboards, and in line skates are not permitted at any time.

E. ELIGIBILITY

E.1 Participant Eligibility and Requirements

Any driver wishing to enter the PCCRC, must meet the following requirements:

1. Have use of an automobile that meets it's sanctioning body's technical requirements.
2. Hold a valid, current competition racing license for a recognized road racing sanctioning body.
3. Have proper safety equipment, per the entrant's sanctioning body.
4. Fully pay all applicable fees.
5. Have knowledge of all of rules within this document as well as the rules of the sanctioning body for which you race, and fully agree to abide by them.
6. Sign all required waivers before entering the facility.
7. Entrant must have a current valid "Annual Tech" from their sanction body or have the car reviewed by the Tech Team using the completed PCRRC Tech Form

F. VEHICLE TECH RELATED REQUIREMENTS

Remember, all vehicles are held to the Tech Requirements of the sanctioning body with which they run.

F.1 Minimum Weight

For the PCRRC, there will be NO mandatory weighing. It is expected that each car will run at or above the minimum weight identified for that car in that car's sanctioning body rules. If a competitor suspects another competitor may be underweight, a Protest should be filed with the Chief Steward and the cars weighed by Tech. The protestor should supply, in written documentation, the required weight of the vehicle in question documented in the sanctioning bodies rule book.

F.2 Car Numbers and Class Designation

Car numbers will be given out on a first come-first serve basis. There are no "reserved/permanent numbers" for the PCRRC. Numbers can be up to 3 digits. The goal (and requirement) is not to have duplicate car numbers in a Run Group.

The vehicle must exhibit its assigned car number and class designation on both sides, front, and rear of the car. The side numbers must be at least eight (8) inches tall with a one and a half (1.5) inch stroke and be of a contrasting color. The front and rear numbers, and class designations must be at least three (3) inches tall. Car numbers and class designations must be legible and readable at speed.

NOTE – special "Trophy Group" class designation graphics will be given to each entrant at Registration. These designations will allow all to identify what trophy group a car is in. These designators should be applied on both the left and right side of the race vehicle so all can see.

F.3 Sound Limit

There is no specific sound limit for the PCRRC. The Chief Steward has the right to address a car that exhibits an abundance of sound volume.

F.4 Competition Vehicle Logbook

Each entrant for the PCRRC is required to possess, and present a current Competition Vehicle Logbook issued for the entered vehicle (or documentation your Sanctioning Body issues in place of a Log Book).

F.5 Re-Inspection- Alteration/Damage

During the event (PCRRC) a vehicle must be re-inspected by a Tech Inspector if any of the following has occurred:

1. Been involved in a major crash.
2. Vehicles that have had safety equipment altered or damaged.
3. Missing required Tech Sticker.
4. Been called in for Mechanical issues while out on track, as noted by a stop at Tech when returning to the paddock.

F.6 Impound

There will be NO mandatory impound for any of the PCRRC sessions, with the exception of the conclusion of the actual race. This impound is mainly for the distribution of the trophies to top finishers. The Operating and Chief Stewards do have the option to impound an entire group if on-track activity warrants such.

In addition, on-track incidents, mechanical issues, etc. may result in a requirement for one to stop at impound/black flag to have discussions with the appropriate Steward.

G. PROTESTS/COMPLAINTS

G.1 Protests - Mechanical

Any entered driver may lodge a mechanical protest against another driver disputing the mechanical compliance of their competition vehicle. To lodge a mechanical protest, the protestor must present the official rule(s) from their declared affiliated organization that they feel has been violated to the Chief Steward. Note – The Chief Steward may ask for the specific issue “in writing”. The Chief Steward will inform the Chief of Tech of the issues and ask the Chief of Tech, if deemed appropriate, to inspect the car relative to that rule or rules and make a determination. The Chief of Tech will report the findings to the Chief Steward for resolution. The Chief Steward may accept the mechanical protest, may extend the time allowed, or may reject the protest. For the protest to be valid, it must meet the following conditions:

1. Be filed at any time up to thirty (30) minutes of the completion of the race.
2. Each "thing" that is being protested must be named specifically.
3. Each "thing" may be considered a separate protest.
4. Each "thing" being protested must be accompanied by the "written documentation from the sanctioning body for which the car has a competition Log Book" and the specific sanctioning body paragraph/requirement that it is in question.

G.2 Complaint – On-Course Driver Conduct

Any entered driver may lodge a complaint against another driver disputing another driver's on-track conduct. To lodge a complaint, one must bring the issue to the attention of the Chief Steward for resolution. The Chief Steward may ask for the specific complaint, and details in writing. The Chief Steward may accept the complaint, may extend the time allowed, or may reject the complaint. For the complaint to be valid, it must meet the following conditions:

1. Be communicated with the Chief Steward at any time within thirty (30) minutes of the incident.

G.3 Appeals

For the PCRRC, there is no appeal process. Chief Steward's decision is final.

H. FLAGS

Flaggers are stationed around the course in various locations in order to provide communication. They communicate information to the drivers on course and they provide communication about the status of their assigned area to Race Control/the Operating Steward

The use of colored flags and hand signals are the most common ways of providing information and commands to the drivers.

H.1 Meaning of Each Flag

H.1.1 GREEN FLAG

When displayed, the green flag indicates that the course is clear, and that racing (the session) is underway. The green flag is ordinarily shown only by the Starter.

H.1.2 YELLOW FLAG (Solid Yellow)

STANDING YELLOW – Take care, Danger, Slow Down, NO PASSING FROM THE FLAG until past the emergency area.

WAVED – Great Danger, Slow Down, be prepared to stop – NO PASSING FROM THE FLAG until past the emergency area.

DOUBLE YELLOW, DISPLAYED AT ALL STATIONS – Indicates the entire course is under yellow (full course yellow). All stations will display double yellow flags for all pace and safety car laps. SLOW DOWN, NO PASSING. However, cars may carefully pass emergency vehicles and other cars that are disabled or off pace (see 6.6.2.). NOTE: A driver may

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encounter several flags before reaching the emergency area. The requirements are still the same: SLOW DOWN, NO PASSING.

H.1.3 BLUE FLAG (Blue with Diagonal Yellow Stripe)

Another competitor is following very closely or is trying to overtake. This flag may be displayed standing or waving, depending upon the speed differential.

H.1.4 SURFACE CONDITION (Yellow with Vertical Red Stripes)

Take care. A slippery condition exists, or debris is present on the racing surface. This flag is displayed standing.

H.1.5 WHITE FLAG (Solid White)

Caution and take care for a slow moving race car, ambulance or other emergency vehicle on the racing surface. The standing flag is displayed for 2 flag stations prior to the vehicle in question. In addition, a standing white flag will be displayed during the first lap of each race group's first session of the day to indicate the location of the flagging stations.

NOTE – for the PCRRC, the White Flag will be displayed waving from the Starter's Stand to indicate the final racing lap "Last Lap"!

H.1.6 BLACK FLAG (Solid Black)

CLOSED BLACK FLAG (Furled) – Pointed or shaken at an individual car from the Starter's stand (optionally, accompanied by a number board indicating the car number): WARNING for driving in an unsafe and/or improper manner. Continued unsafe and/or improper driving will result in an OPEN BLACK FLAG.

OPEN BLACK – Displayed from the Starter's stand with a number board indicating the car number: Proceed directly to the pits and the Black Flag Station in Hot Pit Lane next to the Tech Trailer for consultation with Officials. DO NOT TAKE ANOTHER LAP. NOTE: This flag and number board may also be displayed at station(s) elsewhere on the course.

OPEN BLACK, DISPLAYED AT ALL STATIONS – The session has been stopped; all cars must stop racing, and proceed directly and immediately to the pits, exercising extreme caution. This flag will be displayed with an 'ALL' sign at the Starter's stand and the sign may also be shown at station(s) elsewhere on the course. NOTE: THE BLACK FLAG CAN ONLY BE DISPLAYED BY ORDER OF THE CHIEF STEWARD AS RELAYED THROUGH RACE CONTROL.

H.1.7 MECHANICAL BLACK FLAG (Black with Orange Ball)

Displayed from the Starter's stand with a number board indicating the car number. There is a mechanical problem with the car. Proceed directly to your pit or the location designated by the Chief Steward or event Supplemental Regulations. DO NOT TAKE ANOTHER LAP. NOTE: This flag and number board may also be displayed at station(s) elsewhere on the course.

H.1.8 CHECKERED FLAG (Black and White Checks)

Displayed at Finish to indicate that the session is finished. Continue cautiously to the pits.

H.1.9 RED FLAG (Solid Red)

Displayed at each station and on the Starter's stand – EXTREME DANGER – THE SESSION HAS BEEN STOPPED. Come to an immediate, controlled stop at the side of the race track (preferably before and within sight of a staffed station). When released by an official, proceed cautiously to the pits. Once a red flag has been displayed, it will not be withdrawn until all cars have come to a stop. NOTE: THE RED FLAG CAN ONLY BE DISPLAYED BY ORDER OF THE CHIEF STEWARD AS RELAYED THROUGH RACE CONTROL.

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H.2 Other On-Course Communications:

H.2.1 Pace Car

In combination with a "Full Course Yellow (Double Yellows displayed), the Pace Car may be dispatched in the middle of a session due to any number of causes, however there is only one common purpose. The Pace Car functions to collect the field of cars and slow them to a pace deemed reasonable by Control, given the circumstances. When the Pace Car is on course, the drivers shall follow it at the same speed. Those not in sight of the pace car shall close up the pack at the pace car. They should do this at a subdued race speed, being constantly aware of local flag conditions. Passing the Pace Car is not allowed unless motioned to do so from the personnel in the Pace Car.

H.2.2 Tow, Safety, and Fire Trucks

When a driver encounters a Tow, Safety, or Fire Truck on course, he/she may pass it with due care. Emergency Officials usually ride on the back of the trucks and signal the drivers approaching them with instructions.

I. RACE FORMAT

I.1 Race Length

The race length is defined in the schedule. For the PCRRC, each Championship Race will be the identified race laps for the run group, or 30 minutes, whichever occur first. The Operating/Chief Steward are empowered to modify the race length based on circumstances experienced during the race session.

I.2 Qualifying and Starting Order

For the PCRRC, Championship Race gridding will be based on best times documented during the designated "Qualifying" session. If no qualifying times are posted, the car will be gridded at the back of the grid based upon the cars arrival to the race grid.

I.3 Vehicle Substitutions

A driver may change cars after qualifying, however he/she must start in the back of the Grid. The Chief Steward must approve any car change and Registration and Timing and Scoring must be informed. Obviously, the substitution vehicle must meet the requirements of the sanctioning body for the Class the original vehicle was entered and have a valid PCRRC issued Tech sticker.

I.4 Gridding

Competitors should monitor the PA System for calls to grid. Pay attention to the Group in front of yours. Once that group leaves the grid for it's session, the grid is open for your run group. All cars MUST go through grid before entering the racing surface (that is for ALL sessions). For the Championship Race grid, any car not on grid by the 5 minute warning shall forfeit their Qualifying starting position and start from the back of the grid. Note, if one encounters trouble on the grid and does not get off grid in his/her assigned grid position, one can not regain his/her qualifying time earned starting position. Same situation if you have troubles on the pace lap. Once leaving Grid, there is no regaining of the gridded starting position

I.5 Choosing the pole

The Pole sitter side will by default, always go to the inside of the first turn.

I.6 Rolling Start

During the pace lap the field shall align into its proper starting rows. Drivers should take care when weaving to warm up tires (a.k.a. "scrubbing tires"). Starts will be two (2) abreast. The field should come into alignment on the pace lap in the last two (2) turns before the start / finish line. Once the pace car leaves the track, the pole car will be responsible for pacing the field slowly, and at the pace set by the pace car, until the green flag is shown.

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I.7 Start Jumping

Jumping the start shall be defined as leaving your starting position before the green flag drops. There shall be no passing prior to the Green Flag. If a competitor jumps the start, he/she will be penalized at the Operating Steward's discretion. If the offending jump starter is identified, at the start of the race, by one of the race Officials, the Operating Steward's will attempt to render penalties during the race. The penalties issued during race will be a "stop-and-go".

I.8 A "No-Start"

If the Starter determines that the field is approaching the starting line "racing early" or not in a "clean" starting order, the Starter is empowered to not display the Green and declare a "No-Start". All corner stations will display double standing yellows. In such a situation, the race clock starts, but another pace-lap, under the control of the Pole Car is required (lap also counts against determined race lap length). The group will be given a second chance to "get it right". If the second attempt for a good "Green" fails, the Operating Steward has the power to:

- o Black Flag the culprit (including the pole sitter if that is the issue)
- o Black Flag the Group, and Stop all for a heart-to-heart discussion.

I.9 Restarts After Full Course Yellow, Black Flag All, or Red

Restarts occur when conditions change from a Full Course Yellow, Black Flag All, or a Red Flag had previously been shown. A Restart is a formal way of resuming a session. Competitors should understand that a race session might Restart without notice. Restarts are single file.

I.10 Full Course Yellow / Pace Car Procedures.

During a Full Course Yellow, the lead car will pace (meaning steady speed) the field until a Pace Car is dispatched. As with all Yellow Flag conditions, no passing is allowed. It is expected that cars will reduce their on-course speed, yet make an attempt to bunch up behind the leader/pace car. Full Course Yellows will go green at Start Finish.

I.11 Red Flag

When things occur that make it best to stop on-course vehicles "where they are", the Operating Steward will direct all manned corners to display a Red Flag. On-course traffic should observe the Red Flag being displayed at the Corner Stations, look in their rear view mirror, display a hand signal, and pull over when safe to the side of the racing surface. It is important to leave the majority of the track clear to allow any Emergency Vehicle uninhibited access. Corner Workers will communicate with you, and upon their direction, will motion you to return to the pit lane. This is usually done by changing from a Red Flag to a Black Flag. Upon direction return to the pits at reduced speed.

A formal Restart from a Red Flag situation will be based on the running position on the full previous lap prior to the Red Flag call as determined by Timing and Scoring. Cars will be re-gridded in the hot pit lane and sent out for a single pace lap to restart the race.

I.12 Split Starts

Although not anticipated, if a Run Group desires a Split Start between Trophy Groups, a representative should approach the Chief Steward early in the event with the request. The "majority" of the participants in the Run Group need to concur with the Split Start desire for the Chief Steward to consider.

If a Split Start is approved, specifics as to the responsibilities of the 2nd group start will be discussed between the Stewards, Starter, and 2nd Group pole sitter.

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J. SCORING AND RACE RESULTS

J.1 Winner

The winner of a race will be the driver that completes the prescribed number of laps first, or that completes the most laps in the prescribed time. The winning car need not be running at the end of the race. Note: This rule does not hinder or impede any conformance to rules. The officials may disallow a winner his or her win, based on violation of PCRRC rules and/or on-track and/or technical rules of the sanctioning body with which the car races.

J.2 Official Results

Race results will only become official when published as "Official Results," by Timing and Scoring. A competitor may dispute the accuracy of any results, unofficial or official, for up to thirty (30) minutes after the publication and/ or notification of said results.

J.3 Timing And Scoring Transponders

The PCRRC will be scored by the AMB Transponder. All race vehicles must have a working (properly charged) AMB transponder. In the event of a system malfunction (on either end, with T&S, or with the race vehicle), manual scoring will take place. Entrants are required to document their transponder number with their PCRRC event registration.

K. ON COURSE CONDUCT

K.1 Passengers

Passengers are not allowed.

K.2 Rough Driving

Any driver, deemed by the Operating or Chief Steward, displaying rough or unsportsmanlike driving may be penalized. If a driver is determined, by the Operating or Chief Steward, to be at fault in a collision that sent another car significantly off the track, he/she may be disqualified.

K.3 Passing General

The responsibility for the decision to pass another car, and to do it safely, rests with the overtaking driver. The overtaken driver should be aware that he/she is being passed and must not impede the pass. A driver who does not watch his/her mirrors or who appears to be blocking another car seeking a pass may be black-flagged and/or penalized.

K.4 Racing Room

Many may not believe this, but racing should be a sport of civility. Part of "good" racing is to give adequate racing room when competing. Racing room can be considered sufficient space on the marked racing surface that under racing conditions, that a driver can maintain control of his car in close racing quarters, keep the cars (s) on the racing surface, and avoid any contact.

K.5 Passing and Yellow Flags

For simplistic purposes, the car with it's front "bumper" in front at the plane of the Yellow Flag must be the car with it's front bumper in front at the plane of the incident, and the relative position of the front bumpers of the 2 competing cars shall not change position while in the "Yellow Zone". Any change in a NO PASSING area is considered illegal (or a Pass under Yellow).

K.6 Blocking

A driver may choose to protect his or her line so long as it is not considered blocking. Blocking is defined as multiple consecutive line changes to "protect his/her line," and in doing so, impedes the vehicle that is trying to pass with each of the consecutive movements.

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K.7 Off-course Excursions

The competitor is required to stay on the paved racing surface and shall not gain an advantage by an off-course excursion. An off-course excursion is defined as leaving the paved (or cone delineated) marked course.

If a driver continues to exhibit uncontrolled behavior (i.e. multiple spins or off-and-ons), the Operating Steward may request the Starter display a Warning Black (furled black flag, or black "stick" shaken at the offending driver from the Starter's stand). This is to advise the driver to "get his/her act together", that the Operating Steward is watching, and if the erratic driving continues, a Full Black may be displayed.

K.8 Contact

For the PCRRRC, CONTACT is defined as any part of any car making physical contact (touching) any part of another racing vehicle. Contact can be as simple as bumper to bumper, and get worse from there. Contact incidents for the PCRRRC shall be split into different categories:

1. Contact results in no physical (permanent) damage to a racing vehicle(s).
2. Contact results in physical damage to a racing vehicle(s).
3. Contact results in a racing position change.
4. Contact that was not avoidable.

Any contact incidents throughout the PCRRRC will require involvement by the Chief (or Operating) Steward. As a minimum, a short interview will occur in the Tech area to evaluate any fault or penalties. In addition, any cars that have been involved in contact may require clearance by Tech to continue.

K.9 Issuing Penalties

For the PCRRRC, rules and penalties have been gathered from the major West Coast sanctioning bodies for on-track errors. Again, the PCRRRC is being run as a conglomeration of all the "rule books" of all the sanctioning bodies on the West Coast. You are being held responsible to the rules identified in your sanctioning bodies rule book, including penalties unless further clarified/detailed here.

- ⇒ Contact bumper to bumper (nose to tail) with no deviation and no damage: No penalty
- ⇒ Any body/wheel contact with no damage and no deviation: No penalty
- ⇒ Any at-fault contact causing damage:
 - Practice – Loss of 50% of Qualifying Session run time.
 - Qualifying – Loss of qualifying times
 - Race – Penalized 3 finishing positions in Trophy Group
- ⇒ Any contact causing deviation and a loss of a position: Race – Penalized 3 finishing positions in Trophy Group
- ⇒ Passing under any type of displayed Yellow flag and / or over-driving any Yellow:
 - Practice – Loss of 50% of Qualifying Session run time.
 - Qualifying – Loss of qualifying times
 - Race – Penalized 3 finishing positions in Trophy Group
- ⇒ Spin under any type of displayed Yellow flag: Same as "pass" under yellow

These are general guidelines for standard penalties for "contact" and "yellow flag" incidents. Additional penalties for other "issues" may be documented within the rules of the competitor's sanctioning body .

Pacific Coast Road Racing Championship® 2012 Event Rules and Regulations

L. COUPLE OF OTHER PCRRC "SPECIAL" THINGS

L.1 Hardship Laps

We understand that throughout a race weekend, things break, or changes are necessary on a car. It really would be nice to be able to verify that the "change" or "fix" worked... thus the Hardship Lap. If you would like a Hardship Lap, either converse with the Chief Steward, or the Grid Team. Arrive suited up and ready to go, and if approved, the Grid will release you for a single lap to try you things out. Likely this will be at the conclusion of a run group, or just prior to the release of a run group. Remember, plan ahead, get permission, and follow the Grid Teams direction. Single lap, and it would be in everyone's best interest that you do not spin, go off, or break down on this Hardship Lap. Of special note, Hardship Laps will not be granted "just prior" to your Run Group's on-track session.

L.2 Awards

One of the highlights of the PCRRC will be the Awards Ceremony. At the conclusion of each championship race, all entrants for that Run group will be directed to the impound/tech area when they leave the race tack. Awards will be presented to the top 3 finishers based on Timing and Scoring's results and Stewards concurrence.