



2018 Cal Club Supplemental Regulations

Revised: August 16, 2018

Races are held under the 2018 SCCA General Competition Rules with the following Supplemental Regulations. For Cal Club Racing Championships, the provisions of 2018 GCR will apply and these provisions are incorporated into these Supplemental Regulations as set forth in full.

EVENT ENTRY:

- **ENTRY FEES:**

<u>Auto Club Speedway</u>	
1 Day Entry	\$345
2 Day Entry	\$445
Majors	\$545
Driver School	\$440
Time Trials.....	\$200

<u>Buttonwillow/Willow Springs</u>	
1 Day Entry.....	\$245
2 Day Entry.....	\$395
Willow Majors.....	\$395
Buttonwillow Super Tour.....	\$545
Driver School.....	\$440
Time Trials.....	\$200

- **2nd CLASS FEE:** The entry fee for running the same car in a 2nd Class for the weekend is \$120.
- **COMPLIANCE FEES:** SRF3, FE, and FE2 will be charged an additional \$20.00 per entry per race at each Regional and/or Majors race weekend. For Super Tour weekends, add in the need for compliance fee for the SM class in addition to the SRF3, FE, and FE2 classes.
- **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 TO:**
 Drivers can register for the race online at www.calclub.motorsportreg.com. Drivers may also download an entry form from the Cal Club web site www.calclub.com. Drivers without internet access may request a paper entry form and mail it to the Cal Club office:

Cal Club Registrar
 4743 Canehill Ave
 Lakewood, CA 90713
 Via Fax: 800-445-9201

E-mail: calclubhq@calclub.com

On Line Registration: www.calclub.com

Registration Questions: 661-304-9382



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EVENT ENTRY...continued:

- **PAYMENT:** Cash, Check, Visa, and MasterCard are all accepted for payment. Checks should be made payable to: Cal Club
 - **ENTRY FEE PAYMENT:** Drivers who complete their registration online, via the motorsportsreg.com website, will be asked for a credit card, at the time of registration. Credit cards **will not be charged** until you arrive to on-site registration at the track. You may change the format of payment at that time. We accept check, credit card or cash. If bringing cash we ask you have the correct change.
 - **Fees will be refunded ONLY** if a car does not pass technical inspection and/or it does not put a wheel on the track, Drivers must notify Registration before leaving the track
- **RETURNED CHECK FEE:** In addition to any bank charges incurred, there will be a \$35.00 flat-rate charge for all returned checks.
- **WITHDRAWAL 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 explaining the facts of the withdrawal no later than five (5) business days from the date of the withdrawal to receive the refund.
 - 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.

REGISTRATION:

- **DRIVERS must present their valid:**
 - SCCA Membership & SCCA Photo I.D.
 - Competition License or Novice Permit
- **CREW must present their valid:**
 - SCCA Membership
- **HOT PIT PASSES:**
 - No "HOT PIT" passes will be issued after Registration closes



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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.
- **Grid and Tech/Impound** are controlled areas; please follow the directions of Race Officials.
- **Grid** is closed to through traffic at all times.
- **Closed toed shoes** are required on the grid and over the wall on pit lane.
- 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, 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.

TECHNICAL AND SAFETY INSPECTION:

- **TECH:** Event Tech Stickers will be issued at Registration to pre-registered drivers who bring their 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.
- Drivers entered under a **NOVICE LICENSE** must display an **"X"** on the back side of their car, physically large enough to be viewable by approaching Drivers. The "X" shall remain on the car until the Novice License is upgraded to an approved, full, SCCA Competition License.
- **SOUND:** Sound Control Officials monitor the sound level and log by car number and class during events. Weather readings, temperature, humidity, wind speed and direction are recorded during events where sound readings are being taken.
- **SOUND READINGS** will be posted on the side of the Tech Trailer when available.

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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.
- 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.

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 STL. 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 STL must meet all the SM rules including weight, tires and the like. Should such SM running STL run anything not legal in SM but legal in STL (tires for example) then the car must meet all of the STL 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 insure competitiveness.

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.



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TRANSPONDERS:

- **AMB TRANX260** System transponders are required for all cars.
- **IT IS THE DRIVER'S RESPONSIBILITY TO MAKE SURE HIS/HER TRANSPONDER IS WORKING.**
- **Auto Club 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.

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 off the Grid.
- **TIMED SESSIONS:** The clock will continue to run during all flag conditions with the exception of the red flag.

WAVING YELLOW FLAG:

- **Waving Yellow Flag:** In addition to the flag description contained in the GCR, the waving yellow may be used for race or emergency vehicles stopped on track, or for large pieces of debris (including cones) which may damage vehicles or cause them to go off course. A waving yellow for a track surface condition will remain waving until the situation is resolved.

CONTACT IMPOUND FOR REGIONAL RACING:

- **Reminder:** Per GCR Section 6.11.1.E.: If a driver is involved in significant body contact, the driver and car shall stop at the designated incident investigation site (Black Flag/Impound area in Tech) for review of the incident by the stewards before going to their paddock area. The designated incident investigation site shall be identified in the Supplemental Regulations and/or a written driver's meeting. "Significant body contact" includes but is not limited to: contact resulting in 2 or 4 wheels off course, spins, loss of position, or repairs to suspension or bodywork.



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2018 SOPAC (DIVISIONAL) PATH TO THE RUNOFFS:

- The SoPac Division of the SCCA is made up of the following Regions: Arizona, Arizona Border, Cal Club, Guam, Hawaii, Big Island of Hawaii, Las Vegas and San Diego. All licensed Club Racing drivers who are active SCCA members in the SoPac Division are eligible to earn points towards the SoPac Divisional Path to the Runoffs.
- Cal Club and SCCA have agreed to count ALL the Cal Club races as Divisional Qualifiers. To meet the **PARTICIPATION** requirement, all you would need is to run a minimum of **4 weekends** in any of the Cal Club races, be it Super Tour, Majors, and/or Divisional. (**Participation** is defined as turning a wheel on the racing surface during the SCCA Sanctioned part of a weekend) – as well as accumulate a minimum of **7 STARTS** (**Start** = taking GREEN FLAG) - bottom line – pick any of the 4 or more Cal Club hosted weekends.
- Points will be accumulated based upon the total number of Cal Club sanctioned races less two races. There are **14 Runoffs Qualifier Races** in the SoPac Division in 2018 (this includes the 2017 PCRRRC, the Majors, and the Super Tours).
- The top 3 point total owners in each Runoffs approved class will be eligible to attend the 2017 Runoffs using the Divisional Path, except for Spec Miata and Spec Racer Ford 3 which will take the top 5 positions.
- All SoPac Division Racing events will count towards the Divisional Path to the Runoffs.
- Points will be the same as the Majors Points system. Points are paid out as follows: 25, 21, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, and 1
- No out-of-Division races will be counted.
- If a driver competes in both the Majors and the Divisional path to the runoffs and earns an invitation to the runoffs via the Majors, his/her spot in the runoffs qualifications via the Divisional path will be forfeited and go to the next highest divisional qualifying driver. Thus, a driver will qualify either thru the Majors or Divisional for the runoffs, but not both ways.
- Ties in the Division Points standings are resolved based on the driver's record of first place finishes, then second place, then third, as needed. If two or more drivers have identical records they are tied for the position in the standings.



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CAL CLUB CHAMPIONSHIP:

- A **Championship** to award a Regional Champion for each class in the Cal Club Region. Awards will be given to all those finishing in the top three of their class and meeting all the requirements.
- **Requirements:**
 - Must be a Cal Club member or Associate Member (Associate Member Form = <http://calclub.com/docs/CALCLUBASSOCIATEMEMBERSHIP-Application.doc>).
 - Must Finish a **minimum of 6 Cal Club Sanctioned Races** (finishing is defined as completing 50% of the laps of a sanctioned race).
 - Finish in the top 3 of their class.
- **Cal Club Racing Championship points:**
 - Points will be accumulated based upon the total number of Cal Club sanctioned races for your class less two races. **As an example**, if there are 12 sanctioned **races** for your class in the year, only 10 races would be scored for the Cal Club Racing Championship. In the event a qualifying race format is utilized the final race of each sanctioned race will be scored for Cal Club Racing championship points. All Cal Club Sanctioned races will count for championship points.
 - **No Non Cal Club sanctioned races will count towards the Cal Club Championship.**
- **Points will be awarded as follows:**
 - 25 for 1st Place
 - 21 for 2nd Place
 - 18 for 3rd Place
 - 17 for 4th Place
 - 16 for 5th Place
 - 15 for 6th Place
 - 14 for 7th Place
 - 13 for 8th Place
 - 12 for 9th Place
 - 11 for 10th Place
 - 10 for 11th Place
 - 9 for 12th Place



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CAL CLUB CHAMPIONSHIP...continued:

- Points will be awarded as follows:
 - 8 for 13th Place
 - 7 for 14th Place
 - 6 for 15th Place
 - 5 for 16th Place
 - 4 for 17th Place
 - 3 for 18th Place
 - 2 for 19th Place
 - 1 for 20th Place

CAL CLUB RACE CLASSES:

- This is specific to Cal Club car classes that 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.

CLUB FORD AND SPEC FORD TIRES:

- CLUB FORD and SPEC FORD TIRES: Three tires are specified to qualify, race and receive Divisional points, trophies and a victory flag in the Cal Club /SCCA Divisional FF championship:
 - 1) Hoosier R60a
 - 2) American Racer AR133
 - 3) Toyo R888
- A tire marking rule, as follows, is to discourage a competitor from putting on new tires for each session by limiting the number of new tires that can be used for the weekend. New tires must be marked by Tech personnel at a car's first officially timed on-track session (usually qualifying but can be a race if driver didn't participate in qualifying or race) of the weekend that is not declared a 'rain qualifying' or 'rain race' by the Stewards of the event, with the exception of a single replacement tire allowed by the damage rule below. Tires already marked from a previous race weekend may be used for qualifying or races and do not need to be re-marked.



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CLUB FORD AND SPEC FORD TIRES...continued:

- Only one set of 4 new tires may be marked and/or used per race weekend with the exception that one additional tire per weekend may be used without penalty in the case of damage. Said replacement tire must be marked by tech personnel before first use.
- Marked tires must be used in qualifying to be included in the qualifying results unless the session is declared a 'rain qualifying' by the Stewards of the event.
- A car excluded from the qualifying results due to non-compliance of the tire rule will start the subsequent race from the physical back of the grid (behind all cars) but will be scored normally. Cars that do so will be required to have their tires marked by tech personnel.
- A car starting a race on even one un-marked but legal tire will start at the back of the physical grid (behind all cars) regardless of their qualifying position but will be scored normally.
- A car participating with tires not on the approved list may run but will not be scored in either qualifying or the race and will start the race at the physical back of the grid.
- In the case of both these scenarios occurring in the same session (or one or more cars in each scenario) they will be moved to the physical back of the grid in the order in which they arrived at pre-grid.
- The Chief Steward may declare a 'rain race' at least 30 minutes prior to a scheduled race start to allow competitors the choice of changing to rain tires of any specification if they wish. In addition, a rain race or qualifying session may be declared if at least 30 minutes but no more than one hour prior to the race or session, a majority of the competitors who posted a practice or qualifying time sign a petition declaring it a change in condition race and present it to the Chief Steward. The change in condition applies only to the designated session and not to any other session.



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FORMULA MAZDA (FM) TIRES:

- **Formula Mazda** has some unique **Tire Rules** (including tire marking) identified in the GCR. It is expected that the GCR requirements be followed with the following exceptions:
 - Majors and Super Tour weekends utilize a “Qualifying Race” in conjunction with a Qualifying Session to form the Grid for Sunday’s final Race. There is no unique, dedicated Qualifying only session for Sunday’s final Race, as it is gridded based on the best times from the Qualifying and Qualifying Race sessions. This introduces some complexity with tire marking requirements to start the final race. With safety in mind, employing the following criteria should address concerns:
 - When the event schedule has a Qualifying Session followed by a Qualifying Race, the tires used in the first Qualifying Session (for the Qualifying Race) will be marked by Tech with a unique identifier.
 - For the Qualifying Race (in reality, the “second” Qualifying session), new/different tires may be used, and those tires used in the Qualifying Race will also be marked with a different, yet unique marking.
 - For the final Race of the weekend, (Sunday’s Race), a car must be on a **full set of the same marked tires...** i.e. one must use the set marked (used) in the first Qualifier, or one must use the set marked (used) in the Qualifying Race. No mixing of tires/markings. Again, for the final Sunday Race, one can start on the tires used for either the Qualifying session or the Qualifying Race (which will be identified by unique markings), but not mixed.

RESULTS:

- Results can be found at the Question Box at each event or at a specified area for each track, which will be announced in the driver’s letter for the specific event. Results will be posted on My Laps .com and on the Cal Club web site. 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.



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GENERAL INFORMATION:

- **GARAGE RENTAL:** For Buttonwillow or Willow Springs call the track. For Auto Club Speedway contact the Cal Club Office: calclubhq@calclub.com.
- **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.
- **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.



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GENERAL INFORMATION...continued:

- **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 responsibility, not the crewmembers.
- **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.
- **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.



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BUTTONWILLOW RACEWAY PARK:

- **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.
- **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 ROADWAY SURFACE**). The middle lane must remain open as must the exit lane.

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 in the building used by Timing and Scoring. Official results are also available at the Cal Club website www.calclub.com.



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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.
- **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.





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TRACK EVENT SPECIFIC SUPPLEMENTAL REGULATIONS

- Any and all Cal Club “Track Events” will be run under the “2018 Track Event Rules” which can be found on the SCCA Web Site at:
https://dk1xgl0d43mu1.cloudfront.net/user_files/scca/site_assets/000/027/840/original.pdf?1520524310
- ✓ These identified rules specify
 - Philosophy
 - Driver Eligibility
 - Helmet and Equipment Requirements
 - Vehicle Preparation and Inspection
 - Eligibility of Vehicles
 - Overall General Rules of the Road
 - ✓ The identified rule also include the Tech Sheet that is needed to be completed and returned to the Track Event Chief before/at the Track prior to the first session
 - ✓ All participants must attend all Meetings that are held by the Track Event Chief and/or the Identified Instructors. As a minimum, a Meeting will be held each morning prior to the first on-track session and attendance in mandatory at this Meeting. Detailed information can be found in the Drivers Information Letter available approximately 1 week prior to the event.
 - ✓ Based on the entry numbers, there is a possibility that there may be a split of the Track Event Group into 2 Sub-Groups – likely an experienced and a novice Group. The Track Event Chief will make the split determination with concurrence from the overall Event Chief Steward.
 - ✓ For 2018, Jim Cuyle hold the position of Track Event Chief. Jim can be reached at 925-765-4403.

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