

The San Francisco Region 2025 Supplementary Regulations

These regulations describe additional conditions for San Francisco Region Regional events listed below which are held under the current SCCA General Competition Rules (GCR). The Region reserves the right to postpone, reschedule or cancel any event if circumstances require.

- A. WELCOMING ENVIRONMENT:** The SCCA San Francisco Region aims to provide an inclusive, welcoming environment for all participants. To that end, behaviors such as the following will be considered egregious examples of GCR 2.1.7, “Acting in an unsportsmanlike manner.”
- Discrimination against, disparaging, or verbally abusing a participant because of their gender, identity, ethnicity, marital status, sexual orientation, religion, age or disability
 - Harassing, intimidating, threatening or bullying any participant
 - Doing any of the above outside the confines of an event, or in print or electronic media, in a way that affects that person’s participation in an event.
- B. SCHEDULING:** Practice, Qualifying or Race sessions for Regional events may be combined into a single session. Schedule times are advisory only, Sessions may start earlier or later than the listed times. The event schedule will be available on www.sfrscca.org on the calendar page and on Motorsportsreg.com (MSR) on the event announcement page.

C. SAN FRANCISCO REGION 2025 SCHEDULE:

EVENT	DATES	TRACK
Drivers School	2/28 - 3/2/25	Thunderhill
Regional 1 & 2 (Sonoma will run a Test day on Thursday March 13, 2025)	3/15 - 16/25	Sonoma
Thunderhill Test day	4/4/25	Thunderhill
Regional 3 & 4 - Majors Will include Formula F Series and FF Crossflow Group	4/5 - 6/25	Thunderhill
Thunderhill Test Day	5/16/25	Thunderhill
Regional 5 & 6	5/17 - 18/25	Thunderhill
SFR Test Day	6/27/25	WTLS
Regional 7 & 8 Formula F Series and Spec Racer Festival	6/28 - 29/25	WTLS

SFR Test Day	8/29/25	Sonoma
Regional 9 & 10	8/30 - 31/25	Sonoma
Formula F Series and Spec Miata Festival		
Thunderhill Test Day	9/19/25	Thunderhill
Regional 11 &12	9/20 - 21/25	Thunderhill
Using the T5 Bypass		
SFR Test Day	10/23/25	Thunderhill
Regional 13 & 14	10/24 - 25/25	Thunderhill
Awards Banquet	10/25/25	Thunderhill
Enduro	10/26/25	Thunderhill

All test days will be run under a Thunderhill Sanction.

D. ENTRY FEE INFORMATION IS AVAILABLE ON THE SFRSCCA.ORG WEBPAGE AND ON THE MSR EVENT ENTRY PAGE. In addition there is a:

SCCA Compliance Fee per weekend: SRF, FE, FE2	\$30
Withdrawal fee	\$100
Minimum worker appreciation fund	\$10

1. **ENTRY DEADLINE** to retain your permanent number is 10 days prior to the event.
2. **POST ENTRIES:** Entries received at the track will be assigned a car number by Race Administration.
3. **ENTRY PROCEDURE:** The competitor is responsible that all information regarding the entry is complete and accurate, including SCCA member number, region of record, emergency contact, and transponder number.
4. **DRIVERS LETTER:** Information specific to the event will be mailed to all entered drivers one (1) week before the event and will be available on www.sfrscca.org and the MSR event entry page.
5. **ENTRY LIST:** The driver, group, class, and car number will be listed on the Entry List on Motorsportsreg.com. This list is updated frequently to keep information current. Car numbers are official on the Saturday before the event.
6. **OVERSUBSCRIBED RACE GROUPS:** If a race group is over-subscribed entries may be refused by the Region Office staff and at event registration. Notice of refusal will be posted immediately on the Region webpage (www.sfrscca.org) and on MSR.

7. **ENTRY REFUSAL:** Notwithstanding the GCR, the Region reserves the right to refuse an entry at any time with only such notice as circumstances permit. Entries from drivers owing money to the Region, another region, SCCA National or a racetrack where the Region conducts events will be refused entry until the debt is paid. If an entry is not accepted, the driver will be notified by the Entry Deadline for that event.
8. **RETURNED CHECKS OR DECLINED CREDIT CARDS:** An additional \$50 service fee plus bank charges will be billed for returned checks or declined credit cards. After one (1) occurrence, the Region will not accept payment by personal check or credit card.
9. **WITHDRAWALS:** To withdraw a car the entrant must go to Registration and submit a withdrawal form. Once the withdrawal is submitted, timing must confirm that the entrant had not gone on track before the withdrawal was submitted. Withdrawals after a driver and/or car have been on the track will not be considered.
10. **REFUNDS:** No refunds will be given once the driver has put a wheel on track for any session in that event. If the driver did not go on track, the entry fees minus \$100 handling fee will be credited to the driver's online registration account. A driver may request a refund instead by contacting the Region Office after the event.

SAN FRANCISCO REGION GROUPS AND CLASSES

11. Run groups and classes will be listed on the Event Schedule and MSR. The Region reserves the right to change or modify run groups during the race year. The Region reserves the right not to include a specific group or class at any event. If the event contains a Vintage Race Group, that group will be run under the SCCA General Competition Rules Section 3.1.4. Vintage/Historic Races.
12. **VEHICLE ELIGIBILITY:** Unless otherwise announced, all SCCA national classes are eligible per the GCR. In addition, the following classes are eligible to compete at regional events.
 - a. Rules for these classes are listed in Appendix A. With approval from SCCA Club Racing, the Region may add Region-only classes.

Improved Touring eXtra (ITX)	Super Production (SP)
Improved Touring (IT)	Spec Miata T (SMT)
Club Ford (CF)	Sealed Spec Miata (SSM)
Spec Mustang (SMG)	Formula F Tire (FFT)
S2	Muscle Car (MC)
F4	SSC5

FA2	Spec Racer Ford (SRFH)
FA 3	EM1
EM2	ITS
FS	ITB
ITE	ITA
FST	ITR
ITC	

- b. Upon approval from the National Office, the Region reserves the right to alter the above class rules in any manner deemed appropriate and with only such notice that can be accomplished under the circumstances.
13. **FACTORY-BONDED WINDOWS:** Factory-bonded windows in ITE and Super Production (SP). Factory (OEM Manufacturer) and FIA GT3/GT4, race prepared cars with fixed Lexan front door windows may race with windows as delivered. All other safety regulations shall be observed.
14. **NUMBER REQUIREMENTS:** Car numbers must be readable in Timing and Scoring. Cars may be called to Impound and drivers will be required to fix unreadable numbers. If numbers are not corrected, the driver may not receive a qualifying position from Timing and Scoring. All three (3) digit numbers must start with the number "1".
15. **NOVICE CARS:** Novice-driven cars must display a contrasting 6-inch-high letter "N" next to the car numbers on each and a 5-inch square panel of orange-colored material on the rear of the car.
16. **ANNUAL RESERVED NUMBERS:** Reserved numbers will be granted to any driver who competed in three (3) regional races in the San Francisco Region during the current or preceding race season. Prep-shop entrants may apply for a maximum of five (5) reserved numbers per group; they may receive fewer than five (5) numbers depending on availability.
- a. In January, any driver who entered three (3) or more regional races in the preceding year will automatically be assigned his/her reserved number for the new season. All requests for reserved numbers must be sent to the SFR SCCA office via e-mail. Requests should include the dates of the three (3) completed SFR events. Three (3) number choices should be indicated.
 - b. Annual reserved car numbers are assigned by group. When groups are combined, the cars moving to the new group may not be able to use their reserved number if it is already in use in the group to which they are moved.
 - c. San Francisco Region reserved car numbers are only valid through the entry deadline. If the entry is not received by the deadline, the number may be

assigned to another driver. Some special race formats may cause a reserved number duplication, in which case the earliest entry will receive number preference.

17. **NOISE LIMIT:** Sound regulations vary from track to track in SFR. Sound readings will be available at Race Administration. Competitors are urged to review Section 5.7 of the GCR. A car exceeding the applicable noise limit, at anytime, anywhere around the track, is noncompliant and is subject to being black-flagged, and may be prevented from competing. Before a car may return to the course, the competitor shall demonstrate a verifiable mechanical change to the car that would lower the sound emissions.
 1. During qualifying any times recorded prior to the black flag for sound during that session will not count even if the car for which the black flag is intended enters the pits or returns to the paddock prior to the black flag being shown.
 2. The other demands of race operations may preclude such a display and the lack of these warnings cannot be protested and in no way mitigates the requirements to pit immediately upon display of the black flag.
 3. The sound equipment and its location are owned and set by the tracks and not maintained by the Region. Since the Region has no control over the equipment, the sound equipment and their location cannot be protested.

SOUND REQUIREMENTS FOR EACH EVENT WILL BE PROVIDED WITH THE OFFICIAL EVENT SCHEDULE.

E. REGISTRATION AND LICENSES

1. **COMPETITION LICENSES:** If a driver's competition license is in transit or in process, the driver should call the SCCA National Office by Tuesday before an event to request verification from SCCA Central Licensing (800-770-2055). A driver is responsible for the verification of his or her license.

Per the current GCR, all competition licenses listed in Appendix C.2.8.B licenses are acceptable for all SFR Regional sanctioned events, with proof of current SCCA membership.

2. **REGISTRATION:** A driver shall show a current competition license or novice logbook and current SCCA membership card at Registration. Access to the hot pits and other hazardous areas is restricted to licensed SCCA members. Minors with ages of 14-17 holding an official SCCA license per GCR Appendix C, Section 1.3 are allowed in the hot pits or other hazardous areas. Any crew member or race official requiring hot pit access must go to Registration to receive the event credential. Rules for drivers under 18 can be found in the GCR, Appendix C, Section 2.4, 2.5 and 2.6.

3. **EXPRESS REGISTRATION:** SFR Express Registration is designed to make race Registration faster and easier for drivers who have all required items and have no Registration or Tech issues. At Registration drivers register for the race and receive the event Tech sticker. Express Registration is available throughout the race weekend during Registration hours stated in the official event schedule. In order to qualify for Express Registration, a driver must present:

- A helmet or annual waiver with the annual tech sticker affixed. If sticker is on the annual waiver/license the driver does not have to bring a helmet to Registration.
- Current SCCA membership card and SCCA Competition License.
- SCCA logbook with a valid, current, annual Tech stamp.
- If the car requires homologation papers, they must be presented with the SCCA logbook.
- Logbook page for the event must be filled out.
- Have no previous dollar balance due.

F. **DRIVER CHANGE:** If the original driver has not been on track, the new driver must complete a driver's entry. If there is a driver change when the original entry was submitted as a dual entry, the new driver must complete all required paperwork and pay any required fees.

G. **TIME LIMIT FOR CHANGES:** All changes to entries or additions of entries must be signed off by Registration at least 30 minutes before the scheduled start for that group. Registration is responsible for entering all changes to entries or additions of entries in MSR.

H. **TECH PROCEDURES**

1. **TECH INSPECTION:** Tech will inspect cars in order of appearance on the track (by group in the order that they run on the first morning of the event). Annual Tech inspections will be conducted at the track as time allows. Competitors whose cars have already passed annual Tech Inspection need only present driver's equipment per GCR to Tech but may receive full Tech Inspection at their request. Tech Inspectors will place the appropriate annual sticker on the driver's helmet to show driver's gear has passed inspection. If Tech Inspectors have a sufficient supply of annual stickers they will place a sticker on the competitor's competition license. Announcements will be made when the vehicle scales are open. Scales will be closed during lunch. Annual Technical Inspections are recommended.
2. **FUEL TESTING:** The Region may specify specific fuels for certain classes and require competitors and entrants to use such fuel to be eligible for points and awards. If no fuel is specified, then the fuel required by the GCR for that class shall be used. No "doctoring" of fuel is permitted. Besides the additives listed in the GCR, the Region may publish a list of banned additives on their website. Random testing for banned additives may occur.

The Region may utilize the GCR fuel testing procedures at the track or by off-track, third-party services.

If non-compliant fuel is found, the driver will – at a minimum – be disqualified and lose all points for all races that weekend. The driver will also be required to pay for any Region out-of-pocket cost for the test.

3. **IMPOUND:** The Chief Steward may pull all cars into Impound (Tech) after each group's track session to conduct a driver's meeting. Cars may be removed by crew members when released by the Stewards or the Scrutineers. The first three finishers in each Regional class may be impounded following completion of each race.

If entered in the next race, a driver and their car required to be in Impound for any reason, may be permitted to proceed to Pre-Grid without going to any other portion of the paddock area and shall then return to Impound regardless of finishing position in the subsequent Race. This must be approved by the Chief Steward. If approved to proceed to Pre-Grid the driver may refuel for the next session at Impound with approval of the Chief of Tech, or the Assistant Chief of Tech. There is no fueling allowed on Pre-Grid.

I. **ADDITIONAL REGION REGULATIONS**

1. **TRANSPONDERS:** All cars are required to have a working transponder. It is the responsibility of the competitor to have a working transponder in all sessions. Transponder location decals are not required.

While on track, if a car registers an incorrect transponder number, if the transponder is not on, or there is a weak signal, the driver may be shown a sign board with a transponder designation. The driver may go to the black flag station or impound if he/she wishes to be advised of the transponder problem. If the transponder is not functioning correctly in qualifying, the driver may not receive a qualifying time and in that case, must grid at the back of the field for the race.

2. **RENTAL TRANSPONDERS:** Transponders may be reserved when entering an event. The cost is \$50.

- J. **BODY CONTACT:** The Region has adopted a standing policy that drivers at fault in the event of body contact may be penalized as outlined in the GCR. All cars involved in body/wheel contact during an event, no matter how slight, shall stop at Impound at the end of the session. All racing incidents will be reviewed by the Stewards based on GCR Section 6.11, Rules of the Road, and Appendix P, Racing Room and Passing Guidelines.

1. If evidence shows that any driver willfully intended to initiate body contact, for whatever reason, the Chief Steward or the Chair of the Stewards of the Meet

may disqualify that driver from the Race and any further Race entries for that sanctioned event.

- K. PROTESTS:** Protests must be filed within 30 minutes after the race is over or within 30 minutes after the posting of the Provisional Results, whichever event occurs later. All other rules pertaining to Protests shall be adhered to per the GCR.
- L. GRID PROCEDURE:** Spaces on grid may only be claimed by presentation of a race car for that session. For practice and qualifying, cars will be gridded in the order of arrival (see information below for Groups 6 & 7.) Drivers not taking the next open position will be gridded at the rear of the field and may not thereafter take a different position. Any driver attempting to change his/her gridded position is subject to penalty. All time boards (5 minute, etc.) are advisory. The “5” and “1” signals are given to Grid by Control and are subject to acceleration/delay. Cars may be released at any time after the “1” is displayed. Race grids will close at the “2” warning board. Late arrivals forfeit position and will be released after other cars. Drivers are advised to be on Grid 15 minutes prior to the start of their session to allow for positioning, equipment checks, and course/session advisories.
1. No fueling of cars in position on Grid unless permission is obtained from the Chief of Grid and safely coverage during fueling can be provided. All crews and other persons must clear the Grid at the “2” signal except for one (1) crew person who may remain to provide mechanical assistance only until the “1” signal.
 2. Children under the age of 12 must be under adult supervision in the Grid area. All tools and transporters (bicycles included) shall not block access to Grid positions or be left in any fire lane. Persons failing to follow procedures are subject to penalty and may cause a penalty assessment on the driver.
 3. For Practice and Qualifying sessions the session clock will start when cars are released from Grid.
- M. ALL GROUPS WILL HAVE A QUALIFYING SESSION FOLLOWED BY A RACE, SPRINT RACE, AND RACE.**
- All races (including Sprint Races) are points’ races.
 - Each driver will be able to drop three (3) races
- N. GRID POSITIONS FOR ALL GROUPS OTHER THAT 6 & 7 QUALIFYING:**
1. Grid positions for all Qualifications sessions for these groups will be set on a first-come, first-served basis.

2. Any driver arriving late to Grid will be gridded at the back of the group in order of arrival to Grid.

O. GRID POSITIONS FOR GROUP 6 & 7 QUALIFYING:

1. Grid positions for the Qualification session of the event will be set as follows:
 - If there is a timed Practice session at the event, Qualification Grid positions for the first Qualification session of the event will be set by fastest time in that Practice session.
 - Otherwise, Grid positions for the first Qualification session will be set by the Group Leader or their designee and shall be based on that person's estimate of each driver's anticipated lap time at that event.

P. GRID POSITIONS FOR RACE SESSIONS WILL BE SET AS FOLLOWS:

1. Grid position for Race 1 will be set by above Qualification session times.
2. Grid position for the Sprint Race 2 will be set by finishing position in Race 1.
3. Grid positions for Race 3 will be set by finishing position in the Sprint Race.
4. An entrant not gridded in the appropriate position, or arrives late to grid (as specified elsewhere in this document), will be gridded at the back of the group in order of arrival to Grid.

- Q. PIT LANE:** There shall be no tire scrubbing in the Pit Lane prior to entering the course. Transmitting beacons for on-board data acquisition devices shall be placed on the track side only in an area designated by the Pit Marshal. Pit Marshals will designate the usable area of Pit Lane and provide, at a minimum, fire extinguisher coverage per the GCR. Closed-toe shoes – no sandals – must be worn in the Pit Lane.

At WeatherTech Raceway all cars shall use the motorcycle lane when entering the track from the Pit Lane.

- R. POLE POSITION:** The fastest qualifier (pole position) must notify the Grid prior to the five (5) minute signal from which side of the track he or she wishes to start.

S. SPLIT STARTS:

The Chief Steward may approve requests for split starts submitted within (30) minutes after posting the results for the Qualifying session. The Chief Steward may require 50% approval of each class in the racing group and may require the signatures of the first three (3) qualifiers in each class. The pace car may lead either group.

- T. TIRE SCRUBBING:** Tire scrubbing is prohibited on track except when following the Pace/Safety car.

U. PACE/SAFETY CAR: When the Pace/Safety car enters the circuit, each turn station shall display a Double Yellow Flag. The starter shall display a Double Yellow Flag that may be accompanied by a "Safety Car" sign. When the Safety car is on course, drivers shall make every effort to safely catch the field and form up the field. **Drivers shall signal, pull to the side of the course, and stay well off the racing line at the scene of the incident. All cars shall pass through the incident area well under control and in a single file.**

1. Prior to leaving the circuit, the Pace/Safety car will extinguish its flashing lights. The green flag may then be shown to the leader. At the green flag, all yellow flags will be simultaneously lowered and racing resumes throughout the course. All cars must hold their position until the green flag is displayed.

V. OFF-COURSE EXCURSIONS: Drivers are required to follow the marked course and may not pass another car from an off-course excursion.

W. FLAGS AND LIGHTS

1. **STANDING YELLOW:** You are approaching an incident where you and others' safety are at risk. The racing surface may be clear but there is immediate danger to you or others if you leave the racing surface. Slow significantly and continue through the incident at a reduced speed. There is no passing from the flag until past the emergency incident.
2. **WAVING YELLOW:** You are approaching an incident that has great danger to you and others. The racing surface may be partially or completely blocked. Slow significantly and be prepared to stop. All efforts should be made to proceed past a Waving Yellow Flag in single file order. There is no passing from the flag until past the emergency incident.
 - a. The no passing zone starts at a perpendicular line across the track from the flag and ends at a perpendicular line across the track from the last component of the incident causing the Yellow Flag; the car, driver, responding officials, other vehicles and/or large debris.
3. **OPEN BLACK FLAG OR MECHANICAL BLACK FLAG:** Shown with your car number, means to immediately stop in the Pit Lane at the Black Flag station. In a Black Flag All situation, the Black Flag at each station may be waved to improve visibility.
4. **WHITE FLAG:** In addition to the GCR definition, the White Flag may be displayed at all staffed flag stations for the first lap on any Practice and/or Qualifying sessions to indicate the location of these flag stations.

X. PADDOCK REGULATIONS

1. **SUPPLIES:** Oil, water, electrical power, and compressed air at the responsibility of the entrant. Fuel may be available at the track unless otherwise announced in the driver's letter. The Region reserves the right to regulate fuel storage containers. Glass fuel containers are not permitted.
2. **PADDOCK PARKING:** Use of space in the paddock is subject to the control of the Paddock Security/Marshal. Regardless of the time of arrival, when parking in the paddock, only the minimum necessary space may be used. Fire lanes must be always kept clear. Entry to the paddock prior to the opening of Registration is under the control of, and at the prerogative of the Region. Non-support vehicles must be parked outside the paddock in a designated area as directed.
3. **PREP SHOPS:** The Board will approve a list of Prep Shops who will be given the option of entering the paddock first, in return, they will help chalk off the paddock when necessary and help with the load-in process.
4. **TRACK SPECIFIC PADDOCK REGULATIONS** will be noted on the Official Event Schedule.
5. **ADDITIONAL PADDOCK RULES:**
 - Everyone will be expected to obey rules imposed by the local facility.
 - The speed limit in all paddocks is 10 MPH for any wheeled vehicle.
 - Empty race trailers will be parked in an outside lot, location depending on the track.
 - A valid driver's license is necessary to operate powered and unpowered scooters. Skateboards, roller blades, and roller skates are not allowed in the paddock.
 - Race motors may not be run earlier than 8:00 AM at Sonoma and Laguna Seca, and 7:30 AM at Thunderhill; and not after 6:00 PM at any track.
 - Quiet hours are 10:00 PM to 6:00 AM. During this time be nice to your neighbors; no free-standing generators running, no dirt bikes, no loud parties, etc.
 - The Region reserves the right to allow fueling only in designated areas.
 - Only designated automotive fluid disposal barrels, as appropriately marked, shall be used for dumping oil or other automotive fluids.
 - Competitors are encouraged to bring water and kitty litter (or equivalent) to neutralize spill damage. Spills must be reported to the Paddock Marshal as soon as possible.
 - No tent stakes, barbecues, or oil/fuel spillage are allowed on asphalt.
 - Competitors are responsible for providing boards to be placed under jack stands to avoid damage to the paddock surface.

- Competitors are responsible for securing their equipment within their paddock space against heavy winds or other adverse conditions. Owners are liable for any damage caused by their equipment.
- Entrants/drivers shall pay a \$50 removal fee for each tire left at the track at the close of an event.
- A competitor taping lines for marks on paddock surfaces shall remove them before leaving the track. Painting marks on any paddock surface is prohibited.

Y. TROPHIES, RESULTS AND POINTS

- Event trophies will be awarded depending on the number of starters per class: 1 to 3 starters for first and second trophies' 4 or more starters, add a third place trophy.
- Trophies not claimed on the race weekend may be available at the following race weekend if requested through the SFR office. . If a driver wished their trophy mailed, contact the Region Office to arrange for mailing and pickup of trophies. Mailing/shipping fees will be assessed to the Driver.
- Results will be posted at Registration. They will be marked "Provisional" initially, then updated to "Official". Both Provisional and Official results will be displayed at Registration. Results will also be available on Race Monitor at race-monitor.com/Results.
- San Francisco Region may post provisional results in lieu of a lap chart at any race. However, data will be preserved so that a lap chart can be produced if necessary.

1. REGIONAL AND DIVISIONAL CHAMPIONSHIPS

- All SFR regional drivers will have points tracked for both Regional and Divisional Championships.
- All classes will use the National points system (see below)
- The standard points system will apply to the NORPAC standing and NORPAC points.

PLACE	POINTS	PLACE	POINTS	PLACE	POINTS
1st	25	8th	13	15th	6
2nd	21	9th	12	16th	5
3rd	18	10th	11	17th	4
4th	17	11th	10	18th	3
5th	16	12th	9	19th	2
6th	15	13th	8	20th	1
7th	14	14th	7		

- a. All Regional races held under these regulations are point Races unless otherwise noted in the Drivers Letter or Schedule. A driver must be a member of the San Francisco Region prior to the Race to earn Regional points. A driver's point total will be the total points earned in each Race, up to three (3) less than the total number of Races for that driver's class (e.g. if a class has 12 Races, the points from a maximum of 9 Races will count.) Races where the driver was excluded or disqualified must be counted in the point total even though the points earned were zero (0). In other words this cannot be counted as a dropped date.
- b. A driver must be a Race starter in at least ten of the full-point Races in a class to be awarded a year-end Championship trophy.
- c. Year-end Championship trophies will be awarded depending on the number of drivers earning points per class as follows:
 - 1-4 points earners, first class trophy;
 - 5-9 points earners, add second place trophy;
 - 10-19 points earners, add third place trophy.
- d. Ties in year-end points standings will be broken first by the most first place finishes; if still tied, by the second place finishes; if still tied, by the most third place finishes.