



September 2025 Restricted DOUBLE REGIONAL/VINTAGE

Portland International Raceway - WITH CHICANE

September 13, 14, 2025

1.977-mile road racing course

SCCA Sanction #25-R-64048,25-VINT-64051

Registration and Tech open Friday from 1:00 PM - 5:00 PM

Registration and Tech open Saturday and Sunday from 7:30 AM - 2:00 PM

Saturday, September 13, 2025

Start	Finish	time	Event
9:00 AM	9:25 AM	25	Group 1 Qualify
9:35 AM	10:00 AM	25	Group 3 Qualify
10:10 AM	10:35 AM	25	Group 2 Qualify
10:45 AM	11:10 AM	25	Group 4 Qualify
11:10 AM	12:10 PM	60	Lunch
12:10 PM	12:45 PM	30	Group 1 Race 1
12:55 PM	1:30 PM	30	Group 3 Race 1
1:40 PM	2:10 PM	25	Group 2 Race 1
2:20 PM	2:55 PM	30	Group 4 Race 1

Group 1, 11 SM SMT

Group 2, 12 VFSR VP1 VP2 VP3

Group 3, 13 SRF3 SRF

Group 4, 14 GT1 GT2 GT3U AS T1 GTX GT3 SPO GTL
T2 B-Spec EP FP HP STL STU T3 T4 SMX SPU SPM C-Spec ET

Sunday, September 14, 2025

Start	Finish	time	Event
9:00 AM	9:25 AM	20	Group 1 Sprint Race
9:35 AM	10:00 AM	20	Group 3 Sprint Race
10:10 AM	10:35 AM	20	Group 2 Sprint Race
10:45 AM	11:10 AM	20	Group 4 Sprint Race
11:10 AM	12:10 PM	60	Lunch
12:10 PM	12:45 PM	30	Group 1 Race 2
12:55 PM	1:30 PM	30	Group 3 Race 2
1:40 PM	2:10 PM	25	Group 2 Race 2
2:20 PM	2:55 PM	30	Group 4 Race 2

Saturday and Sunday Races 30 minutes except Group 2

Sunday Sprint Race 20 minutes

*Race grid determined by the fastest time recorded
in preceding qualify and race sessions*

STEWARDS OF THE WEEKEND Chief

Steward: Spencer Gorham

Chairman SOM: Bob Skinner

**SPORTS
CAR SHOP**

SportsCar Shop is the season sponsor of the Vintage group.

**Pro Drive
RACING SCHOOL**

Friday Test Day - www.prodrive.net

schedule subject to change v7/18/2025

OREGON REGION SCCA PORTLAND INTERNATIONAL RACEWAY 2025 GENERAL SUPPLEMENTARY REGULATIONS

These supplementary regulations govern all Oregon Region SCCA events held during the 2025 season. Schedule information will be published separately for each event. Event Specific Supplementary Regulations will be published as required for each event. All supplementary regulations are published online at <https://oregonscca.motorsportreg.com/> and are available at Registration for all Oregon Region SCCA events.

Oregon Region SCCA events are held under the current SCCA General Competition Rules

It is the responsibility of all participants, attendants, and visitors to immediately report any situation they consider to be possibly dangerous to a track or event official.

2025 Oregon Region Road Racing Schedule

Date	Event Type	Course
April 12, 13	Double Regional / Vintage	Portland International Raceway: Chicane
May 10, 11	U.S. Majors Super Tour	Portland International Raceway: Chicane
June 22 (Sunday only)	Double Regional / Vintage	Portland International Raceway: Chicane
September 13, 14	Double Regional / Vintage/ SM Tour	Portland International Raceway: Chicane

Online Entry Fees for all 2025 Oregon Region Events	
April 12, 13	
Double Regional/Vintage	\$525
Single Regional/Vintage	\$425
May 10, 11	
Majors Super Tour – First Entry	\$695
Majors Super Tour – Second Entry (Different Car and/or Different Class)	\$385
June 22	
Single Regional/Vintage	\$425
September 13, 14	
Double Regional/Vintage	\$525
Single Regional/Vintage	\$425
Regionals - Second Entry - Same Driver	
Both Days	\$250
Single Day	\$175

Entry Procedure: To enter an event, please use the Oregon Region online entry system: <http://oregonscca.motorsportreg.com/>. Questions? Oregon Region oregonregionscca@gmail.com Online registration closes two days before the event start date.

Entry Fees: Listed above. Entry fee refunds or online credit for a future Oregon Region event will be made automatically within 30 days after the event if an entrant does not go through Registration. Entrants issuing monies (i.e., check or credit card) that cannot be collected by the Region for any reason will be charged an additional \$25 fee per transaction and will be excluded from further Oregon Region SCCA competition until all fees are paid.

Late Entry: A late entry fee of \$30 will be assessed to those registering within three days of the event's start date or at the track. All Late Entry fees will go towards the Worker Fund.

Withdrawal from Event: To withdraw from an event after completing the registration process, the entrant or driver **must** notify Registration in person or in writing by 3:00 p.m. on the last day of the event. Refunds will be in provided by the form of original payment or a credit towards a future Oregon Region race. No Shows will be charged \$50 and the balance of the entry fee will be held as a credit for a future Oregon Region road race. Motorsportsreg.com credits are valid for 1 year from date of credit.

SCCA Membership: Membership in SCCA is required to enter any hot area and proper event credentials must be displayed. Minors are not permitted in hot areas unless Minor Waiver is on file at National SCCA.

Oregon Region Classes and Run Groups:

BOLD=SCCA National Classes

Italics=SCCA Regional or Oregon Region-Only Classes

- 1 **SM SMT**
- 2 *VFSR, VP1, VP2, VP3*
- 3 **SRF3 SRF**
- 4 **AS GT1 GT2 GT3U GTX T1 T2 B-Spec EP FP HP STL STU SMX T3 T4 GT3 GTL SPU SPO SPM C-Spec TE**
- 5 **P P2 FA FC FE2 FF FV F6 CF ASR PE**

1) **ACCEPTABLE COMPETITION LICENSES** per GCR 3.1.2 and Oregon Region Vintage Supplemental Regulations.

2) CAR NUMBERS, LOGOS & OTHER IDENTIFICATION

The car number assigned by the Registrar must be on the car prior to technical inspection. Reserved numbers will be held until 10 days before entries close. Car number changes may be made only through the Registrar. Car numbers must meet the requirements of the GCR for legibility. Oregon Region Road Racing Championship participants must also display an official Oregon Region decal (4") on both sides of the car. Novice drivers shall also clearly display the letter "N" on each side of the car and clearly visible bright orange panels at least 5x7 inches on the front and rear of the car.

3) TIMING & RESULTS QUESTIONS

Qualifying times and race results are available on MyLaps SpeedHive or Race Monitor apps. Printed copies available at Driver Services. Questions regarding times & results should be directed to Timing & Scoring officials or the Event Chief Steward.

Transponders: All cars are required to have functioning AMB Transponders in use during all Qualifying and Race sessions. All SCCA cars must have functioning AMB transponders if they wish to be timed during Practice sessions. Participants may be shown the Mechanical Black Flag and warned about non-functioning transponders during practice and qualifying. Participants with non-functioning transponders during Qualifying or Race may not be timed. Oregon Region maintains a limited number of transponders for rental.

4) TRACK and PADDOCK AVAILABILITY

The PIR facility may not be available until 7AM on the first morning of the event. If it is available the evening before an event, that information will be provided in your entry confirmation notice and an early entry fee may be assessed.

Check entry details on MSR event page for move-in procedures and North Paddock access.

5) REGISTRATION, TECH, TIMING & SCORING, RACE CENTER & EMERGENCY LOCATIONS

- Registration, Driver Services and Timing & Scoring is located on the second floor of the PIR infield tower for all events operated from the North Paddock.
- Emergency will be located at the west end of the infield tower (or otherwise announced) at PIR.
- Technical Inspection will be located to the east of the infield tower near the pedestrian bridge (or otherwise announced).

Any changes in the above locations will be noted in driver confirmation letters and posted at Registration.

6) SCALES/IMPOUND/WATER/AIR/OIL/FUEL

- The scales are generally available during tech hours and after each race group.
- Scales & impound areas are located east of the Pre-Grid area near the pedestrian bridge for all events run from the North paddock. If there are any changes to this location, they will be described in your confirmation notice.
- Racecars and drivers must report to scales/impound following each on-track session.
- Water is usually available at the track.
- Fuel is not available on-site at PIR. To pre-order fuel, see paragraph 27, page 7

7a) PRE-GRID AREA

The Pre-Grid Chief is responsible for managing this area.

7b) PRE-GRID PROCEDURES

Some form of eye protection is recommended when driving open-cockpit competition vehicles in the pit, paddock, or pre-grid. All cars will be checked for driver safety equipment, decals as required, and tech stickers prior to entering the racecourse.

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

9) STARTING & FINISHING PROCEDURES

9a) STARTING PROCEDURES:

Cars for each session shall be gridded on Pre-Grid under the direction of Pre-Grid personnel. Cars will be released from Pre-Grid under the positive control of Pre-Grid personnel. All practice and qualifying sessions will begin with a green flag upon release from Pre-Grid.

For race starts, Pre-grid will release cars out to the track and the Splitter will direct left or right. Depending on the size of the race group, the pace car may bring the group to a halt until all or most of the cars have left Pre-grid. The pace car will then proceed at a reasonable pace. Cars may move to single file and scrub/heat tires. Cars shall be clearly and cleanly lined up in 2x2 grid positions entering Turn 10. Please make note that Chief Stewards may, at their option, use start judges as a matter of practice.

Per GCR 6.5.2.B.1: Once the pace car pulls off for the start, the pole car shall maintain the speed of the pace car just prior to the pace car pulling off.

Pertaining to grid positions for Sprint and Main Races: If the event schedule calls for Sprint races (1/2 points, shorter duration races), grid position for the Sprint races will be determined by qualifying. Grid position for Main races will be determined either by the same qualifying order established for the Sprint race, or by the finishing position of the Sprint race, or by separate qualifying; the method shall be noted in advance on the event schedule.

9b) FINISHING PROCEDURES

A waving white flag when displayed by the Starter shall indicate the start of the last lap of the race. The waving white flag will be displayed to the overall leader. Ref: GCR 6.1.1.E.

All cars must exit the track at the pit lane wall opening and shall proceed directly to the scales for weighing, if required by class rules. Cars will then proceed directly to impound for possible inspection or consultation at the end of each on-track session. Competitors must remain in impound until released by officials. Impound is the designated inspection location for on-track incidents.

All competitors must remain in the paddock area until 45 minutes after provisional results are posted to allow for notice of protest or Chief Steward's Action. Failure to remain may constitute a waiver of all rights in the event of a protest or Chief Steward's Action.

9c) THE SPLIT START PROCEDURE

Groups/classes may request a split start by submitting a written request to the Event Chief Steward at least 60 minutes ahead of the start of qualifying for the group. The request must include name, signature, and car number for at least 70% of the entire group (7 out of 10 competitors) and must include approval from 100% of the eventual top 6 qualifiers. The request must state: "The following drivers request a split start for Group___ between classes___ and___" This procedure is on a per-event basis. The Chief Steward may approve or deny this request. The Chief Steward may also declare a split start in the interest of safety without a petition from the drivers.

10) FLAG STATIONS

All staffed flag stations will display a white flag for the first lap of a non-race session. Drivers are advised to be aware of staffed flag stations while on course. Not all flag stations may be staffed during an event. Any stations not displaying a flag during the first lap are to be considered unstaffed. Drivers not entering the course during beginning laps are advised to contact Pre-Grid for corner staffing information.

11) YELLOW FLAG REGULATIONS

A yellow flag no-passing zone begins at an imaginary line crossing the track perpendicular to the flag station displaying the flag and extends to the next flag station or to the incident. Passes must be completed before crossing the imaginary line when a flag station is displaying the yellow flag. A pass is defined as completed when the passing car has sufficient room to move safely back in front of the car being passed before the flag/light. *Drivers are reminded to be aware of and respect the responsibilities outlined in sections 6.1.1 of the GCR.*

Please Note: There may also be a yellow warning light on driver's right just before turn 10 at the end of the back straight. When this light is steadily lit, it indicates that a standing yellow flag is being displayed at the turn 11 station. When this light is flashing, it indicates that a waving yellow flag is being displayed at the turn 11 station. *The yellow flag no-passing zone begins at the light if lit or flashing.*

12) CHICANE PROCEDURES

If a competitor fails to negotiate turn #1 (defined as 4 wheels off to drivers left of turn 2 apex curbing), that competitor is considered "off-course" and must stop before the re-entry at turn 3. Competitor shall re-enter the course only when directed by corner workers or, if corner workers are not present, when safe to do so.

The chicane may be temporarily closed during a session if a car is off-course and/or in a dangerous location in the chicane. Chicane Closed signs will be displayed at turn 12, Start/Finish, and the entrance to the chicane. Proceed straight through the shortcut when these signs are displayed.

In events which utilize the turns 1-2-3 (chicane): If there are too few workers to safely staff all turn stations, the region reserves the right to discontinue the use of the chicane at any event.

13) HARDSHIP LAPS

Competitors are to request hardship laps from the Operating Stewards on the third floor of the infield tower or through Pre-Grid personnel. If approved, the Operating Steward will give you permission for one lap (out and in lap). Present yourself and your car to the Chief of Pre-Grid at least 5 minutes prior to your scheduled lap.

14) RADIO/SCANNER REGULATIONS

Oregon Region SCCA reserves the right to request discontinuation of radio/scanner use by competitors, crews and officials if such use interferes with the safe operation of an event.

15) PIT AREA REGULATIONS

All persons entering the racing pits must always display the proper SCCA event credentials. Absolutely NO SMOKING is permitted in the hot pits. All competitors returning on course from the pit area must have all safety equipment in place (i.e., wearing helmet and gloves with belts buckled) during a session or after the checkered flag.

North Paddock Specific: Speed limit in the North Paddock hot pit lane is 35 MPH and will be enforced. Speed limit begins at the outer K wall, driver's left upon entrance to the hot pit, and ends past the outer K wall driver's left by the Pit Out official.

Cars stopping for tire pressure checks or other maintenance work along the hot pit wall to the east of the paddock entrance, must exercise extreme caution when re-entering pit lane traffic to access the track or to enter the paddock. Cars stopping along the hot pit wall west of the paddock entrance may make a lap of the track if their session is still green and re-enter the hot pit area or may be pushed back by crew members to the paddock entrance. Cars may not be driven counter course or in reverse. Cars may stop only in designated Hot Pit area clearly marked between the signs. This area is approximately 120 feet east and 120 feet west of the paddock entrance in the K-wall driver's right.

South Paddock Specific: Speed limit in the South Paddock hot pit lane is 25 MPH and will be enforced. Speed limit begins crossing the Armco barrier drivers right just before reaching the hot pits and ends past the turn 12 point and the Pit Out official.

Cars stopping for tire pressure checks or other maintenance work along the hot pit wall must exercise extreme caution when re-entering pit lane traffic to access the track. Cars requiring paddock access from the hot pit may make a lap of the track if their session is still green and re-enter the pit area or may be pushed back by crew members to the paddock entrance. Cars may not be driven counter course or in reverse.

16) PADDOCK AREA REGULATIONS

Paddock spaces are regulated by the Chief of Pit & Paddock.

Paddock speeds of racecars, support vehicles, and other conveyances must be safe and prudent for current conditions. The use of all types of conveyances in the paddock is a privilege and may be withdrawn at the discretion of the Event Chief Steward. Riding on the outside of any car is prohibited.

Children under 12 years of age are required to be always under the direct supervision of an adult. Use of bicycles, roller skates, scooters, or other conveyances by children under 12 years of age is specifically prohibited. Pets must be on a leash. Pet owners must maintain sanitary conditions and are responsible for damages incurred by their pets.

Fire extinguishers are required for each paddock space. It is strongly recommended that competitors have a crew member holding a fire extinguisher, in addition to the fire safety equipment on board the racecar, while refueling.

All electrical cables in the paddock must be firmly secured to the ground. No electrical cables are permitted on the ground between the pit lane exit to the paddock and impound while cars are on course. The Stewards or Paddock Marshal may require that cables be removed from traffic areas. Modifications or alterations to electrical services at the track are prohibited.

Drivers are requested to minimize urban sprawl and efficiently and considerately use space in the paddock area to allow room for other competitors. Trailers not acting as support vehicles, personal (street legal) cars, should be parked away from the paddock area to leave room for competitors and race cars. The Paddock Marshal is charged with enforcing fair use of the Paddock area and the Event Chief Steward may exclude and/or may eject all drivers & crew associated with any violation.

17) ALCOHOL and FOOD CONSUMPTION

GCR Section 2.3.1 shall be strictly adhered to.

Please note: **NO PERSONAL ALCOHOL MAY BE BROUGHT INTO PIR.** PIR IS A LIQUOR-LICENSED FACILITY. THE OLCC (OREGON LIQUOR CONTROL COMMISSION) DOES PERFORM INSPECTIONS. OREGON REGION CAN LOSE THE ABILITY TO SCHEDULE RACES AT PIR FOR ALCOHOL VIOLATIONS.

Be advised that no food may be distributed at PIR without prior arrangement with PIR sanctioned concessions. Food may be brought in for personal use only.

18) DAMAGE TO PIR FACILITY AND DEBRIS LEFT BEHIND

Drivers may be held financially responsible for damage to PIR facilities (i.e., guard rail, etc.) due to off-course excursions or another incident. As Oregon Region is charged for cleanup of the paddock area, drivers and crews are to leave PIR clean. Garbage is to be placed in proper receptacles, and it is imperative that participants leave their paddock areas without clutter (i.e., tires, loose garbage, etc.) Tires are to be removed from PIR by the competitors as there is no provision for their disposal at PIR. No oil barrels are provided at PIR. Hazardous wastes, including oil, solvents, brake clean, brake fluid, antifreeze, etc., must be taken with you when you leave PIR.

19) ON-TRACK CAR DAMAGE

Drivers having any incident resulting in car-to-car contact, contact with any barrier, you must stop in Impound to the east of the scales. The SCCA car logbook must be presented to the Chief of Tech for damage notation. Approval of repairs is required prior to re-entering the course. Oregon Region is not responsible for damages that may occur in towing.

20) FLAT TOWING PROCEDURE

It is mandatory that drivers having their car flat towed have all safety equipment in place (helmet, gloves, belts) and eye protection. It is strongly recommended that this procedure be followed in the paddock as well.

21) COURSE CLOSURE

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

22) SOUND CONTROL: Sound readings are generally taken near the exit of turn 12, driver's left.

Per PIR policy, no race car engines may be turned on before 8:00 AM for starting and 8:30 AM for revving. Oregon State law requires functioning mufflers to be used at PIR. Sound level measurements will be made on all cars as early as possible during the practice sessions.

PIR HAS A STRICT SOUND/NOISE POLICY PER CITY OF PORTLAND CODE. Cars exceeding a sound level of 102.99 dbA or cars losing mufflers that result in a noise violation will be shown the Mechanical Black Flag immediately. Proceed to the Black Flag station near the entrance to the pit lane – this is mandatory. You are given one opportunity to make modifications or repairs to be below the limit. Repairs or alterations made in the pit or paddock areas to lower the sound level must be approved by the Chief of Tech or the Black Flag Judge before re-entering the track. The Black Flag Judge must be informed when a car returns to the track so that a new sound level reading may be made quickly by the Sound Judge. A second violation will mean a car will be removed from the event for the rest of the day. On the following day, the vehicle in violation must re-tech, show what was done to remedy the violation, pass tech, and be re-checked on course via the sound monitor. If the vehicle fails again, it is disqualified from the entire event. Failure to follow this procedure or failure to enter the pit area promptly on a Mechanical Black Flag for a sound level violation may result in a disciplinary action (disqualification and/or fine).

Sound readings are available with the Sound Engineer at the sound station in the South Paddock Tower. PIR is a City of Portland Park and sound levels will, at all times, be in compliance with the regulations required by the City of Portland, Oregon.

23) OREGON REGION SPECIAL CLASSES

The following additional classes are eligible for regional races. For Special Classes Rules visit www.oregonscca.com/classes

A) Club Ford (CF)

B) Super Production Under (SPU): - engine size under 2.3 liters.

Super Production Medium (SPM): - engine size under 5.0 liters.

Super Production Over (SPO): - Any engine size.

Super Production cars will be based on mass-produced automobiles produced for use on public roads or replicas thereof generally fitting the profile of a mass-produced automobile. All Super Production cars must meet most recent GCR requirements in Sections 9.3, General Technical and Safety Specifications, and Section 9.4, Roll Cages for GT and Production Based Cars. Other cars may be eligible at the discretion of the Chief Scrutineer and the Chief Steward. Four-wheel (all-wheel) drive is permitted in Super Production classes.

C) Vintage

D) Spec Miata T (SMT)

24) MULTIPLE ENTRIES

Automobiles will be allowed to enter more than one class per event, if legal for classes entered, when those classes are in different race groups. Only one car per driver per race group may be entered.

25) VEHICLE LOG BOOKS

The General Competition Regulations (GCR (9.2.1) require that all cars must have an SCCA Vehicle Log Book. If an SCCA Log Book does not exist for your car, the Region's Tech Crew will provide one free of charge, including an annual inspection notation. Please present your car to them for compliance purposes.

26) RESERVED NUMBERS: Reserved numbers are available at registration or oregonscca.com but cannot be guaranteed less than 10 days prior to an event. Reserved numbers are available on a first come first served basis beginning January **2025** until the first event of the **2025** Season. Unreserved numbers will be assigned in order of receipt of entry. Reserved numbers may not be honored at some events due to combining groups.

27) TIRE & FUEL VENDORS:

TIRE VENDOR

Trackside Motorsports, gankeny@gmail.com, 503-236-2106, Mon-Fri, 9:00-5:00.

FUEL VENDOR

No fuel sold at PIR.

Fuel provider TBD

28) TROPHIES

- For regional events, trophies may be distributed based on the chart below and available at registration as soon as Official Results are determined.
 - 2 in class = 1st place only
 - 3 in class = 1st & 2nd place only
 - 4 in class = 1st, 2nd & 3rd place

29) OREGON REGION ROAD RACING CHAMPIONSHIP RULES (ORRRC):

- The 2025 ORRRC will be for all SCCA National classes, Regional Classes, & Oregon Region Special Classes, except Vintage. (See 2025 Oregon Region Vintage Supplementary Regulations for Vintage year-end awards.)
- Points shall be based on all regional events held by the Oregon Region SCCA.
- Races run in a Double Regional are scored as two (2) separate races; Triple Regionals are scored as three (3) separate races. Sprint races, if scheduled, shall be awarded ½ points for finishing positions.
- To be eligible for a year-end regional award, a driver must start in at least one-half of the Oregon Region SCCA Regional Main Races in the trophy class during 2025, be a member of Oregon Region through September 30, 2025, and have joined the Region no later than April 13, 2025. If the total number of Main Races is an uneven number, divide the total number of races by two and round up to the nearest whole integer. Sprint races, if any, do not count as a “start” when counting number of races for year-end trophy but will be counted in the year-end points total. There will be no points awarded for a race DNS.

POINTS SCHEDULE

Place Finished:	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Points Awarded:	20	16	14	12	10	9	8	7	6	5	4	3	2	2

Fifteenth & lower finishers will be awarded 2 points each. Starters who do not finish (DNF) will be awarded 1 point. Car must have been on track during at least one session. Disqualifications / Exclusions will be awarded zero points. Sprint races will be awarded half points (for instance, 1st place = 10 points, 2nd place = 8 points, & 3rd place = 7 points ... 1/2 points will be rounded down).

OREGON REGION EVENT OFFICIALS

Regional Executive	Kyle Keenan	kyle@kkproducts.com
Road Racing Director	Kristen Moore	oregonregionscca@gmail.com
Deputy Executive Steward	Ken Jones	vintageracer@att.net
Registration – At Track	Donna Battin	oregonregionscca@gmail.com
Race Operations Manager	Bob Smethers	
Registration – Pre Event	Motorsportreg.com	
Emergency	Jim Czmowski	
Course Marshal	Bob Smethers	
Flags & Communications	Bud Mansur	
Driver Services	Donna Battin	
Hot Pits/Paddock	Jim Collins	
Pace Car	Tim Stanley	
Pre-Grid	Schellene Clendenin	
Radio Tech (FM)	Ric Farrar	
Sound Monitor	Annika Howland	
Starter	Dwain Panian	
Tech Inspection	Gordon Jones	
Timing & Scoring	Dan Marcus	

2025 OREGON REGION VINTAGE SUPPLEMENTARY REGULATIONS

Oregon Region recognizes the value of providing an opportunity to race and enjoy vintage race cars, and the desire of its members to do so. Preservation of these cars in a racing environment is viewed as important to the sport and to our club, and retention of experienced vintage drivers fosters continuity of our valued SCCA history and culture.

These Supplementary Regulations define car preparation standards as well as driver conduct standards and are considered part of the Oregon Region Entry Form as required for including Vintage/Historic cars in SCCA programs as provided by the SCCA General Competition Rules (GCR) and Vintage Competition Rules.

Vintage run groups are conducted according to the Event Supplementary Regulations, the Vintage Supplementary Regulations and the SCCA General Competition Rules. The only exceptions to compliance with the GCR and its provisions are contained in these Supplementary Regulations and relate to:

- (1) Acceptable racing licenses for drivers and
- (2) Car preparation allowances as allowed per GCR 3.1.4.C. Section 7 in these Vintage Supplementary Regulations provides the specifics on car eligibility and preparation.

1. DRIVER ELIGIBILITY

Drivers must be current SCCA members and hold a current SCCA competition license or a license from one of the following, as identified in GCR 3.1.4:

- Classic Sports Racing Group (CSRG) Historic Sportscar Racing Group (HSR)
- International Conference of Sports Car Clubs (ICSCC)
- Society of Vintage Racing Enthusiasts (SOVREN)
- Sportscar Vintage Racing Assoc. (SVRA)
- Vintage Auto Racing Assoc. (VARA)
- Vintage Driver's Club of America (VDCA)
- Vintage Motorsports Council (VMC)

2. DRIVER CONDUCT

Vintage drivers are expected to provide a safe and enjoyable environment for all participants and spectators. This requires recognizing that vintage grids include cars of many ages with great disparities in speed, cornering, and braking capabilities. Drivers, as well, tend to possess varied experience and ability. Accordingly, drivers are expected to exercise great care, prudence, and courtesy in traffic and in passing.

The slowest car and driver have as much right to be on track as the fastest, and all drivers must conduct themselves accordingly and make room for each other.

Drivers of slower cars are reminded to watch their mirrors and allow faster cars room to pass (both on the straights and in the corners). See Section 6.11 "Rules of the Road" in the GCR.

3. CAR-TO-CAR CONTACT

Contact is absolutely contrary to the spirit of Vintage racing. Drivers judged at fault may be penalized with exclusion from the event. The Event Chief Steward may refer the situation to the Stewards of the Meet (SOM) with the possibility of probation or suspension of driving privileges.

4. CAR ELIGIBILITY

Eligible cars will have been originally manufactured at least 25 years before the current year. Continuation and reproduction model cars that do not meet the age standard may also be accepted at the discretion of the event Chief Steward. In this case a note will be made in the car logbook for future reference.

Cars prepared and accepted for inclusion in Vintage Classes which do not meet some GCR standards may be issued a special Vintage Log Book (this may be a regular SCCA log book stamped or marked to indicate acceptance in only the Vintage Run Group).

5. CAR CLASSES

VP1 – Production cars up to and including 1900cc

VP2 – Production cars 1901cc up to and including 3200cc

VP3 - Production cars over 3200cc

VFSR – All Formula and Sports Racers (no displacement split)

Displacement for supercharged or turbocharged engines shall be based on actual displacement times 1.4.

Production cars that are substantially faster than the majority of other cars in their class may be moved to a different Vintage class at the discretion of the Event Chief Steward.

6. CAR PREPARATION

In addition to the safety preparation standards noted below, each vintage car shall be prepared to meet an SCCA preparation standard at a point in time at least 25 years prior to current. This point in time standard shall be chosen by the driver/entrant. For instance, a 1972 model car may be prepared to meet the 1979 Production Car Specifications, or another specification which allowed that particular car. It is recommended that the driver/entrant have the applicable specification in their possession during event weekends to assist in addressing issues of appropriateness of the preparation level.

It is recognized that certain improvements beyond what may be specified in the "point in time" specification are appropriate for safety and convenience. An example is the replacement of rear drum brakes with disc brakes where the point in time regulation did not make this allowance. This is not intended to allow changes which significantly improve overall performance.

A driver/entrant may present such upgrades to the event Chief Steward and request a determination that the upgrade is found to be consistent with the intent of these regulations. If approved by the Chief Steward a notation will be made in the car logbook for future reference. A decision by the event Chief Steward may be appealed as provided by the GCR. A challenge to the acceptability of a car's preparation may be made under the protest procedures provided by the GCR.

Cars that are upgraded to current level racing specifications (outside of the 25 year point in time basis noted above) may be considered not in the spirit of the Vintage group and may therefore be excluded and invited to enter in another run group.

A driver whose driving or other actions are observed to not be in the spirit of the vintage group as determined by the Event Chief Steward may be excluded from the run group. Determination of car or driver eligibility or appropriateness for participation shall be at the sole discretion of the Event Chief Steward.

7. CAR SAFETY PREPARATION

All Vintage cars must conform to Appendix Z of the SCCA Vintage Competition Rulebook (VCR), publication #5684 dated March 2005. Roll cages as defined in Appendix Z of the current VCR are required in all production cars considered model year 1973 or later.

There is no requirement for cars from model year 1972 or earlier to have roll cages; however, members are encouraged to install roll cages in such cars where satisfactory installation can be achieved. At a minimum, roll bars are required for production cars from model year 1972 or earlier. Where allowed, roll bars must conform to Appendix Z of the VCR.

Vintage cars shall have no minimum weight requirement and may bypass the scales when reporting to Impound.

Driver restraint systems must meet current GCR requirements. Driver window safety net or arm restraints are required in closed cars. Open cars require arm restraints. An SCCA approved Head and Neck Restraint device is required. (Reference GCR 9.3.19. DRIVER'S SAFETY EQUIPMENT) Existing tail lights may be used to meet the current GCR "Rain Light" safety rule (9.3.32.B).

8. TIRES

Must be approximately the same size, width, and profile as those allowed by the applicable point in time specification noted in section 4 above, except that all cars participating in the vintage production classes (VP1, VP2, VP3) shall use DOT molded tread tires. Formula and Sports Racing (VFSR) cars may use slicks. Formula or Sports Racing cars that may run in other racing classes (e.g. Formula Ford or Club Ford) may run the "spec" tire required by the class rules. A one event per year waiver for the use of slicks by any car may be granted with the approval of the Event Chief Steward (a logbook notation of the exception will be made). Tires that have been re-grooved are allowable provided they are DOT. Shaving of excess tread is permitted.

9. FUEL

Vintage cars shall meet fuel specifications as defined in GCR 9.3.25. A fuel test port is not required; however, fuel may still be tested.

10. SPLIT START

Vintage races may begin with a split start between formula/sports racing and production car classes at the discretion of the Event Chief Steward, with the lead group determined by the Event Chief Steward.

11. YEAR END AWARDS

Driver eligibility and points scoring methodology for year-end award is as contained in Section 29 of the Oregon SCCA General Supplemental Rules, except as noted below with respect to points award methodology. The Rose Cup Race weekend (a FOPIR event) counts toward year end point points.

Three (3) points are awarded for entering each sanctioned race event. (If the entry is withdrawn and fees refunded, no points will be awarded.)

One (1) point for posting a qualifying time

One (1) point for every lap completed during the main race

Four (4) points for first through fifth place finishing positions
(in class)

Two (2) points for sixth through tenth place finishing positions
(in class)

One (1) point for eleventh through fifteenth finishing positions
(in class)

Sprint or qualifying races will be counted at ½ point per lap
completed.

Year-end championship awards may be made for each class, and in addition the Westfield trophy may be awarded to the driver who completes the most race laps during the year.

No trophies will be awarded for finishing positions at race events.