



## 2009 SCCA Pro Racing Playboy Mazda MX-5 Cup SERIES SUPPLEMENTARY REGULATIONS

**Issued 4/17/09**

### **HOT AREA ACCESS:**

All team/crew members requiring access to HOT areas must have a current SCCA Membership and have an SCCA Pro issued credential. Make sure your membership is current and you are able to display your membership card at registration.

### **TRACK REGISTRATION/WILL CALL:**

Please make sure that all guests, sponsors and team members are aware of registration hours. After registration is **closed** the racetrack controls access to the facility and a ticket must be purchased to gain access. Once a ticket has been purchased there are **NO REFUNDS**. Registration can be expedited by making sure that all paperwork is filled out ahead of time. All necessary forms can be downloaded from the series web site <http://www.mx-5cup.com/inside/bulletins.php>

### **SCALES:**

The scales are available to all competitors during the posted times (at the SCCA Pro Racing Trailer) except after the conclusion of qualifying and the race.

### **TIMING AND SCORING:**

Hardwire transponders may be purchased for \$400. Contact SCCA Pro Racing for ordering information. Transponders shall be mounted in accordance with the instructions given by the Series Technical Manager. Teams who fail to mount the transponder according to the instructions provided by the Series Technical Manager may be assessed a fine or other penalty.

### **MEETING TIMES:**

The drivers' and crew chiefs' meetings are MANDATORY. Exceptions may be made if the driver or crew chief contacts the Chief Steward ahead of time and has an acceptable reason to miss the meeting.

### **RADIO FREQUENCIES:**

All teams are required to monitor the Pro Racing Race Control frequency throughout the event. It is the responsibility of each crew to relay pertinent information to their driver in a timely manner, and to relay all information requested by Race Control. The frequencies are:

Primary Frequency to Monitor (repeater frequency)	453.0750	PL Tone 244
Back-up Frequency to Monitor (if repeater is out of service)	453.0750	PL Tone 244

**\*PL Tones are not necessary with scanners.**

### **TIRE MARKING:**

The Technical Manager/Technical Delegate will mark four (4) dry tires prior to qualifying. It is the responsibility of each team to present these tires to the Technical Manager/ Technical Delegate prior to qualifying per the published event schedule. Teams must have their tires marked no later than the deadline listed in the event schedule. After this deadline, dry tires will only be marked if a team flips the tires on the rims, or if the original mark was rubbed off due to the tire sidewall contacting something. Teams having mechanical issues that may prevent them from getting their tires marked prior to qualifying shall notify the Technical Manager/ Technical Delegate of their problems. Any team qualifying on unmarked tires shall report to impound after qualifying regardless of whether they are chosen for post-qualifying inspection or not. Teams not getting prior approval to qualify on unmarked tires may be penalized.

### **CLEANLINESS OF PADDOCK/PIT AREA:**

It is the responsibility of each competitor to keep his or her paddock/pit area clean of debris at all times. All teams are expected to present the best possible image to the fans and for our host promoter.

### **PIT LANE SPEED LIMIT:**

Pit lane speed limit will be 45 mph throughout all sessions of practice, qualifying and the race. A first time violation of the speed limit on pit lane will incur a \$100 fine minimum, further violations during the racing season will incur a \$200 fine minimum.

### **PIT LANE EXPECTATIONS:**

Spills in pit lane must be cleaned up prior to leaving the area. No standing on top of the pit lane wall is permitted. All team personnel in Pit Lane are expected to wear team shirts, long pants or uniforms, to be neat and clean in appearance and to conduct themselves professionally and with dignity. NO ONE WEARING SHORTS will be allowed in pit lane. Only the pit stop supervisor may be over the wall before the car comes to a stop in the pit lane. Sitting on pit wall is allowed provided that the person's legs do not extend into pit lane. No one shall ride on a racecar at any time except in the passenger compartment. Compressed air tanks, air lines, hoses, fuel barrels, tools, gas cans and any other equipment taken to the pits must be stored behind pit wall and not interfere with or impinge on fire lanes or other pits. All equipment in pit lane shall be removed at the end of a session. If compressed air bottles are used in Pit Lane they shall be fitted with a guard to prevent the loss of or damage to the control valves and shall be securely mounted to prevent accidental tipover. In the absence of the Technical Manager, the Technical Delegate shall serve in his stead for approving matters in Pit Lane including Pit Box Assignments. Cars may not be removed from the pit lane without the permission of the Technical Manager or his delegate.

### **GRID PROCEDURES:**

SCCA Pro Racing events are TIME CERTAIN events. We expect to have all of the cars at the race grid 35 minutes prior to the start of the race. The race grid will close 15 minutes prior to the scheduled start of your race. Any car not on the race grid 15 minutes prior to the scheduled start of the race will start the race from pit lane. Cars starting from pit lane will be held until all cars have safely taken the green and passed the exit of pit lane. The start of any session, including the race, is the time the green flag will be shown so allow time for grid, parade and pace laps.

### **QUALIFYING SESSIONS:**

SCCA Pro Racing officials will place cars in order as they arrive (after the grid opens) at the pre-grid. This order will be maintained until the cars are released to pit lane. Race Control will order pit lane exit to close when the first car released from pit out reaches a predetermined turn (about midway around the course) and will keep pit lane exit closed until the majority of the field passes pit lane exit. The predetermined turn will be announced at the driver and crew chief meeting. Pit lane exit will also close at one minute remaining in the session and no cars in the pit lane will be allowed to return to the track.

### **IN CAR CAMERAS:**

All vehicles must have a PDR-100 camera system from Chase Cam installed. Contact the Technical Department before ordering a camera to ensure the correct system is ordered. The PDR-100 must be wired to the vehicle's master electrical switch, such that the PDR-100 is supplied with power whenever the master electrical switch is turned on. The PDR-100 must be configured to record the time and date stamp. Time and Date **MUST** be properly configured for the event. Teams shall provide the series officials with Two Compact Flash memory cards for use with the PDR-100. The memory cards shall be at least 16GB capacity and 133X speed. Teams will own their own memory cards, but the series will maintain possession of the two memory cards during the season. *Please refer to Technical Bulletin 01-09 for details*

Pro Racing may have a limited number of video systems available for rent during an event. Rental systems will include the PDR-100, a camera, and the two required memory cards, along with some mounting hardware. Contact the Technical Department for pricing.

### **SAFETY CAR PROCEDURES:**

A Safety Car will be used at each event. The Safety Car will be provided with appropriate lights to indicate its presence. If a safety situation exists, each flag station (except at the incident) will display two standing yellow flags. At such time as the flags are first displayed the field is frozen and no changes to the order may take place for any reason. The leader and all other cars are expected to slow upon the display of the Double Yellow Flags. The Safety Car will enter the track ahead of the leader and will proceed around the track at a controlled pace similar to the Pace Lap. If a car is between the Safety Car and the leader, the Safety Car MAY wave that car by if conditions allow. No car may pass the Safety Car until that car receives a signal to pass the Safety Car. If more than one car is between the Safety Car and the leader, then each car will be waved by the Safety Car individually. Do not assume that if the car in front of you has been waved by that you are also waved by. The duration of any Safety Car situation is up to the Chief Steward and may be less than one lap. No signal will be given at Start/Finish prior to the end of the Safety Car situation. The lights on the Safety Car will be turned off at least 3 turns before Start/Finish and an announcement made over the SCCA Pro radio frequency. Once the Safety Car leaves the track, the leader is responsible for maintaining the speed of the Safety Car until the Green Flag is displayed. Failure of the leader to maintain this pace is a violation of these rules and is subject to penalty. Once the Green Flag is displayed, then racing resumes at all places on the race circuit and passing safely is permitted.

## **PRE-RACE TESTING**

Unless otherwise provided by SCCA Pro Racing, the race organizer/promoter/track is prohibited from permitting pre-race testing by any SCCA Pro Racing team during the seven (7) calendar days prior to the first day of official sessions that the team will be competing in. If the track is available for pre-race testing, only one day is allowed, and that test day must be the day before the SCCA Pro Racing official sessions are scheduled to start. All entered teams must be permitted to participate. SCCA Pro Racing is not responsible for running the promoter test days. However SCCA Pro Racing will support any penalties levied by the promoter for misbehavior, and reserves the right to issue additional penalties if deemed necessary. It is the team's responsibility to determine the availability of the track for such testing. Teams that participate in pre-race testing, not authorized in Article 1.3.5.2, will be subject to penalties.

Sanctioned SCCA Regional and National events are not prohibited. Driving schools that use cars still having the interiors intact, and not having a data acquisition system installed on the car, are not prohibited. Teams/Drivers may participate in track test days within the seven prior days if they do not use equivalent equipment to their race class. Equivalent equipment is defined as those car models currently classified to compete in the class that a team competes in e.g. a World Challenge GT team may not test an IMSA GT-3 Cup car when other World Challenge teams are not permitted to test because the GT-3 Cup car is classified in the World Challenge GT class.

## **TECH AND PARTICIPANT BULLETINS:**

Important information and rules adjustment or clarifications are made available to competitors through Tech and Participant Bulletins. These bulletins become part of the series rules and as such, all competitors are expected to have read these bulletins. Bulletins are posted on the series web sites, which you may access, by visiting <http://www.mx-5cup.com/inside/bulletins.php>

## **PURSE:**

A current W-9 must be on file (with Mazda) and the paperwork for the Mazda Contingency Program completed, in order to receive prize money.

## **DECAL COMPLIANCE**

Many of the photos used in our sponsors marketing literature are taken during the events. Because of this, it creates a lot of problems for marketing when a car is released on track with out the proper decals, numbers, and or placement. All cars are required to have all decals and numbers in place before the start of the first official session.

There will be a decal and number compliance check at pre-grid. If a car is found to not have proper decals, it will not be permitted on track until the problem is corrected. Also, if a car happens to get past our workers on pre-grid and make it out on the track, that car will be black flagged and not allowed to return to the track until the problem is corrected. There could be additional fines and penalties issued for noncompliance.

## **DRIVER PATCHES:**

All drivers and all pit crews as well as all vehicles including trailers and support vehicles associated with a team at a race shall display only their own sponsorship, SCCA Pro Racing and Playboy Mazda MX-5 Cup sponsor patches and decals. All other patches shall be removed. All patches designated for drivers and crewmembers shall be permanently attached to the clothing/driver suit used.

## **TEAM REPRESENTATIVE:**

Each Multi-Car Team shall have a single point of contact representative to act as team spokesperson.