



ALABAMA & TENNESSEE VALLEY REGIONS SCCA

Double SECS, Double SARRC, and Track Trials August 30-31, 2014

Sanction #: 14-RQ-2924-S, 14-R-2925-S, 14-TT-2926-S

A Spectator Regional Racing Event on the 2.38 Mile Barber Motorsports Park Road Course

This event is governed by the 2014 GCR, Category Specifications, FasTrack amendments, SECS Rules, SARRC Rules, 2014 TTR, SEDIV TT Rules and these Supplemental Regulations. SECS and SARRC rules available at www.sedivrracing.org. SEDIV TT Rules available at www.sedivtt.com

PLEASE TAKE MEASURES TO SECURE YOUR VALUABLES!!! While SCCA and Barber Motorsports Park are focused on making this a safe and fun event, remember this is a spectator event with ticket sales available to the general public. PLEASE store your valuables securely and/or make arrangements for someone to watch your paddock area before heading out on track.

- 1. Entry Forms and Fees:** Registration for this event can be accessed on www.motorsportsreg.com or via links on the Alabama and TVR Region Home Pages (www.alscca.net) (www.teamtac.org). If you have not previously registered for one of our events via our Online Registration System, you will be prompted to create an account before you can register. When registering please verify that your car information is accurate.

Late Fee Policy: Deadline for online entry for this event is Tuesday, August 26. Payment MUST be received before an entry is considered official. Any entries (including driver changes) received after that date may be subject to a \$100 late fee.

Payment may be done online, bring cash or check to Registration or send check to Registrar. For further information, contact:

Paul Ballance (ballance.paul@gmail.com) (256-797-5554) or Craig Farr (farrou@knology.net) (256-426-0672)

Registrar: Wanda Cecil (wandacecil@aol.com) 1040 Slatestone Trl, Columbia, SC 29203 (803-920-5757)

DBL SECS or SARRC: \$450 (+\$20 for FE, SRF) (+\$20 for SECS Tow Fund)	Same car/driver, 2 classes	Two Day Track Trials: \$350
Single SECS/SARRC: \$350 (+\$10 for FE, SRF) (+\$10 for SECS Tow Fund)	- \$800	One Day Track Trials: \$225

Make checks payable to "TVR SCCA". A \$50.00 charge will be assessed for any NSF payment. Repeated unsuccessful efforts to collect payment will be dealt with per the GCR. **Entry fees will not be processed until after the event, so there is no reason not to register early.**

- 2. REGISTRATION:** On Friday, Registration will be located on the second floor of the control building. Entrants will sign the track's waiver and proceed to park their rigs in the Paddock. Then they can proceed to Registration and Tech. On Saturday & Sunday, Registration will be located in the Credentials Building at the entrance to the track.

- 3. Late Arrivals:** If you have to arrive after the Track Gate closes at 9 pm (2100) and before 10 pm (2200), **you must notify the Race Chair** to arrange for a late arrival. If you are arriving after 2200 or do not notify the Race Chair, you can spend the night in Lot G (No toilets or power).

4. Credentials and Passes:

- A. Photo ID's:** ID's may be issued at the track during Registration hours in a location close to Registration.
- B. Credentials:** The entry fee entitles each entry to five (5) passes to include all drivers, entrant, and crew members as applicable. No driver changes will be allowed after 11 AM on Saturday. Only SCCA members will be issued crew credentials. Non-members will receive visitor passes and may not enter hazardous areas. Members and non-members must wear their credentials/passes visible at all times. Credentials are valid only for the person to whom they are issued. Credential fraud of any kind will result in a penalty to anyone involved.
- C. Minors:** At Barber Motorsports Park, Children 12 and under accompanied by an event participant will be admitted free. Any minor over the age of 12 will be counted as one of the five passes allowed per entry.
- D. Waivers:** Each person entering the property without buying a ticket must sign a waiver at Registration.
- E. Additional Passes:** This is a spectator event. SCCA members will not be charged an entrance fee if the member has SCCA credentials. Spectator tickets can be purchased from Barber Motorsports Park at the gate. For information, visit <http://www.barbermotorsports.com/>. To minimize confusion and/or hard feelings, **PLEASE** inform all your crew & friends of the Registration hours.

- 5. Car Eligibility:** SECS is open to all vehicles conforming to the current GCR and SECS Rules. SARRC is open to all vehicles conforming to the current GCR and/or SARRC Rules. Rules for CF, IT7, ITO, IT7R and SPO/SPU are available at www.SEDIVRacing.org. The Track Trial sessions are open to all vehicles conforming to the current GCR or Time Trials Rules for TT Level 3/4 events.

- 6. Driver Eligibility:** Each SECS/SARRC driver must be a current SCCA member, and must also hold a current SCCA Competition (Novice or Full) License per the GCR or a current license from an organization recognized by SCCA (see GCR App C, 2.8B and FastTrack updates for the complete list). The SCCA requirement is satisfied by SCCA Probation Letters and SCCA Novice Permits with Drivers School requirements signed off.

- 7. Points:** SECS or SARRC points will be awarded for the Saturday SECS/SARRC Qualifying Race and the SECS/SARRC Race per SECS and SARRC Rules. SECS and SARRC drivers must register for either the SECS or SARRC and will receive points for only one series per race.

You may not run SECS and SARRC concurrently. SEDIV TT Championship Series points will be awarded per the SEDIV TTR.

- 8. Qualifying:** Qualifying #1 time will determine starting order for Qualifying #2 Race. Best time in Qualifying #1, Qualifying #2 Race or Qualifying #3 will determine starting order for Sunday SECS/SARRC Race.

- 9. Waiver of Points:** Any driver wishing to waive SECS/SARRC Series points should sign a SECS/SARRC points waiver form at Registration. Drivers participating in TT who are not running in the TT Championship Series should waive TT points at Registration.

- 10. Car Numbers:** Will be assigned by the Registrar upon receipt of a properly submitted entry, with fee attached. Every effort will be made to honor SEDIV and TT permanent numbers until the Saturday before online registration closes. Due to the nature of the groupings, however, this

will not be possible in every situation. If your permanent number is no longer available on the drop-down list when you register, contact the Registrar (see information above) to attempt to work things out. Any necessary number changes must be verified by Tech prior to tech inspection stickers being issued. Note: all SARRC drivers must have a SARRC patch permanently attached to their drivers suit and all SARRC/SECS entries must have the SARRC/SECS decal on each side of the car and SECS closed wheel cars must have one on the rear. See SECS/SARRC rules at www.sedivrracing.org

- 11. Transponders:** AMB transponders are required for this event must be installed and working for each session. AMB transponders may be purchased (rental units are also available) from Trackside Tim, 1-800-247-4260. <http://www.tracksidetim.com>
- 12. Grid:** The grid is located on the lowest tier towards Turn 1 (end of the Front Straight) and becomes hot at the five-minute warning. No fueling of cars on the grid. No tractors, electric carts, or any other vehicles used to tow racecars or transport parts or related equipment will be allowed access to the grid. Only the Chief of Grid or the Chief's delegate can grant exceptions.
- 13. Qualifying and TT:** Due to the "seamless" nature of the qualifying and TT sessions, cars will be gridded as they arrive for their sessions. The next group (when listed) should stage in the area before the false grid and enter the grid immediately after the preceding group enters the track. If a car's time cannot be resolved due to incorrect entry information, inoperable transponder and/or incorrect/illegible car numbers, that car may not receive a time for that session. It is the driver's responsibility to verify that entry information is accurate and that the correct operating transponder is installed on the race vehicle.
- 14. Starts:** Any race group may be given a split start at the discretion of the Chief Steward. Separate pace cars may be used and the classes will start approximately 25 seconds apart. If there is a split start, each group will receive a separate waving green flag to indicate a start. For all races, the pole car is responsible for maintaining the pace set by the Pace Car until the green is displayed. Any car jumping the start may receive a black flag. In the event of a wave off, extra pace laps will count as race laps.
- 15. Event Schedule/Run Groups:** The event schedule or run groups may be deleted or added or combined at the discretion of the Chief Steward, with concurrence by the Race Chair, depending on pre-race entry counts or as needed to accommodate situations that may be encountered during the event. If changes are made prior to the start of the event, as much notice as possible will be given to all affected competitors.
- 16. Impound/Tech/Scales:** The Impound/Tech area will be located on the lowest tier towards Turn 1 (end of the Front Straight). At the conclusion of each race the top 3 finishers in each SECS and SARRC class must report to impound and be weighed. **IF IN DOUBT, REPORT TO IMPOUND.** The competitor will be responsible for performing any required disassembly and reassembly. **TT drivers do not report to impound.** No smoking in the Impound/Tech area. Scales will be available Saturday and Sunday during Tech hours except during the SECS/SARRC Races. **Due to the compressed schedule and limited access to the track on Friday, competitors should make every effort to have new logbooks and annual inspections performed in their own region or at an earlier race before arriving at Barber.**
- 17. Flags:** Signaling will be done with flags. Station 12 is the Black Flag station. Individual black flags and mechanical black flags will be displayed at Station 12 and at Start/Finish. A "T" for transponder and/or "SOUND" board may be shown along with the car number and black flag. During all Saturday and Sunday sessions the Checkered Flag will be displayed only at Start/Finish. Whenever possible, a "1 to Go" will be shown at Start/Finish to indicate the last lap has begun.
- 18. Full Course Yellow:** During any full course yellow (double yellow flags), the Chief Steward may dispatch the Safety (Pace) Car.
- 19. Sound Control:** Sound Control per GCR is in effect at this event. All cars will be monitored on driver's left at the Museum station and must not exceed 103dB. Readings will be posted at the base of the Control Building.
- 20. Emergency Lanes:** Keep all lanes in the paddock open at all times. This is necessary so that emergency vehicles of all sorts can fulfill their duties. If you leave a vehicle blocking an emergency lane it will be removed without warning.
- 21. Medical Facility:** If you are sick or injured, please check with the medical staff. They will treat you as needed and process necessary paperwork. SCCA insurance will not pay unless the paperwork is processed. The medical facility is located near the Control Building.
- 22. Property Damage:** SCCA will hold drivers responsible for damages to property caused by intentional acts: e.g. - Drivers continually cutting apexes in the grass will be held financially responsible for repairs and may be penalized by loss of qualifying times. SCCA insurance will cover unintentional damage to track property.
- 23. Intoxicants:** Any participant using intoxicants before the last car has left the track each day is subject to disqualification from the event and ejection from the property. Use of illegal drugs is specifically prohibited at all times during the event. Anyone using illegal drugs is subject to disqualification and ejection from the property. Drivers are responsible for their crew. Workers are responsible for their guests. Impound and Registration are race activities.
- 24. Results:** Results for qualifying and races will be posted at the base of the Control Building. Extra copies are available in the same general area. Results will be posted at www.teamtac.org and www.alscca.net as soon as possible after the event. Unofficial timing data will be posted on MyLaps.com at the end of each day.
- 25. Trophies:** SECS/SARRC Trophies will be available at Impound after the results are final. Trophies will not be mailed.
- 26. Parking:** Paddock parking personnel will assign and direct paddock parking based on the size of your vehicles per instructions from the Paddock Chief. Due to space limits, each entry will be allowed a trailer and one (1) full-sized support vehicle in the main paddock area. That support vehicle will be identified by a special sticker that must be affixed to the vehicle before it will be admitted to the paddock. Additional crew and spectator parking will be limited to the upper tier parking area(s). Vehicles parked in no-parking areas may be towed.
- 27. Facilities:** Concession, souvenir, and restrooms with hot-water showers are located in the Paddock. Camping is permitted on Friday and Saturday nights for a fee paid to the Track. **Workers do not pay to Camp.** Anyone camping in the Paddock on Sunday evening will be required to notify the Track Manager. A limited number of electrical outlets are available for rent in the Paddock area. Please see the Track Manager.
- 28. Pavement and Wastes:** No stakes of any kind may be driven into paved surfaces; care must be taken when vehicle jacks are used to prevent the jack from sinking into the paved surface (such as placing a large enough piece of wood under the jack so that the weight is distributed over enough area that the pavement will not get "dented"). Kickstands on asphalt must have something under them to distribute the weight. Do not spill oil, coolant, or fuel onto pavement or ground. Receptacles for waste oil and for coolant are available in the Paddock.

Please make provisions for removing from the premises any used tires, fuel, brake fluid, solvents, hazardous waste products, and batteries. If you do have an accidental spill, please call for the Track Management immediately. Large rigs on the lower level and in the electrical power areas must be parked perpendicular to the fence/hillside. Parallel parking will maximize availability of the limited power stations.

29. Restricted Hours: We have use of the facility from 5:00 pm on Friday, August 29 through 7:00 pm on Sunday, August 31. Paddock parking will begin at 5:00 PM on Friday, August 29. The Park's gates will be locked at 8:00 pm on the last day of the event. Please be off the premises by that time. Local ordinance prohibits running unmuffled engines between 7:00 PM and 7:00 AM each day, and 11:00 AM through noon on Sunday. There is a \$100 fine for non-compliance.

30. Paddock Regulations: Pit support motorized vehicles (ATV's, golf carts, moped, pit bikes, etc.) may only be operated by a person with a valid driver's license and used only for race support. Car number must be displayed on the support vehicle at all times. Unauthorized or dangerous use of these vehicles (such as speeding, joy riding, double riding) will result in the vehicle being impounded and the responsible driver reported to the Chief Steward. The Paddock speed limit is 5 mph. Entrants must have a fire bottle in their Paddock area with a minimum rating of 12ABC. Vehicles may only be serviced on paved areas of the Paddock. No banners may be hung or attached to any facility structures without prior approval from Track Management.

31. Racing Gas: Sunoco racing fuels (both leaded and unleaded) are available in the Paddock. Credit Card only.

32. Additional Track Trials (TT) Regulations:

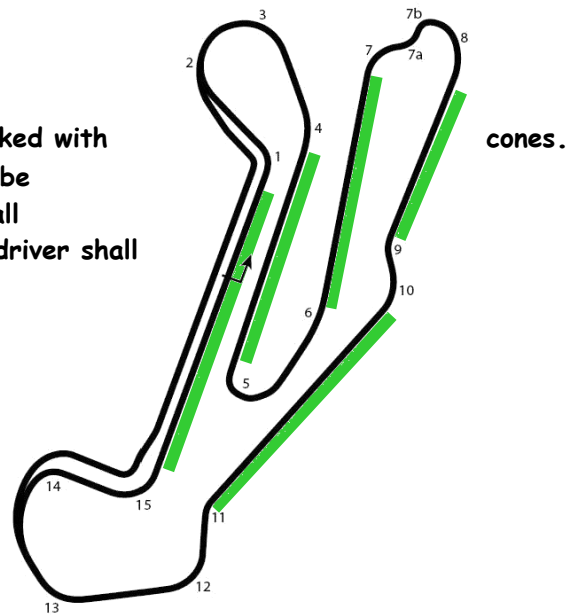
- a. All Track Trials drivers must be current SCCA members and hold at least a SCCA Time Trials License, Time Trials Novice Permit, NASA Time Trial licenses (full), SCCA Novice or Full Competition License, or competition licenses from other sanctioning bodies per the GCR. Weekend SCCA memberships will be available.
- b. The TT groups will be limited to 30 cars in each group, and priority will be given to those drivers that have participated in a 2012 or 2013 Time Trials event until Noon on Monday, August 25. Regional drivers wanting additional track time (or those wanting to reward crew members for dutiful service over the years) are certainly encouraged to register, but will be the first to be bumped if the TT event is oversubscribed during early registration. The TT late fee is specifically waived for this event.
- c. Based on historical participation, there will be one group for formula cars / sports racers (Group B), and two groups (A & C) for fendered cars. Cars/drivers will be split into Groups A & C based on performance potential and relative group size. The final groupings will be announced at Saturday morning's drivers' meeting.
- d. Two-driver cars are allowed (and encouraged). For fendered cars, two entry fees will be collected and one driver will be placed in Group A and the other in Group C. Two drivers can share the same Group B car (paying a single entry fee) and it's up to those drivers to determine how to split their sessions. The second driver in each case will have a '1' preceding the first driver's car number.
- e. The AMB timing system will be in use at this event. Each vehicle must have a working AMB transponder during all on-track sessions. AMB transponders may be purchased or rented from Trackside Tim, 1-800-247-4260. <http://www.tracksidetim.com>
- f. **There is a mandatory meeting of all TT drivers at the Control Bldg starting at 7:15 AM Saturday morning. Attendance will be taken and those not present will be required to meet with the TT Chief Steward before participating in any on-track sessions.**
- g. Cars will be gridded as they arrive for their first session and all cars will be released similar to a road racing qualifying session. The primary objective of session #1 is to establish a "Ballpark" time for subsequent sessions. Pay attention to what cars are on track.
- h. Cars will be gridded for sessions 2 – 5 based on their fastest lap time to that point. The out lap for those sessions will be done under Double Yellow conditions to keep everyone packed up before the green is displayed. In theory, the pack should then stretch out as the session continues so there should be a minimum of traffic encountered. If two drivers are running approximately the same lap times, it is incumbent on them to work together to maximize their chances at getting clean laps.
- i. These are NOT racing sessions. Drivers observed participating in racing situations and/or repeatedly driving off the paved surface may be black-flagged and counseled by the Safety Steward.
- j. **Passing Rules for TT:** Passing in the TT sessions is limited to the areas and under the conditions specified below. Passing is allowed with a point-by shown by the overtaken car on the front straight (Turn 15 to Turn 1), the middle straights (Turn 4 to Turn 5 and Turn 6 to Turn 7), and the back straights (Turn 8 to Turn 9 and Turn 10 to Turn 11). The beginning and end of passing zones will be clearly marked with signs and/or pylons. Anyone observed passing outside the designated passing zones will be black flagged and subject to disciplinary actions up to and including removal from the event.
- k. The (blue & yellow) passing flags will be used and are mandatory; meaning the driver being overtaken is obligated to allow the pass. As always it is incumbent on the overtaking driver to initiate the pass safely. Those drivers repeatedly ignoring the flags will be black-flagged for consultation with the Safety Steward.
- l. TT results will be available after each session at the base of the Tower. **TT Drivers do not report to Impound.**

33. OFFICIALS: The Chief Steward and Stewards of the Meet reserve the right to combine or split or add race groups and to modify the schedule and/or length of sessions as may be required.

Chief Steward:	Rick Mitchell	Chief Registrar:	Wanda Cecil
A.C.S. - Safety:	Ken Irwin	Chief Grid/Pits:	Lee Stanley
A.C.S. :	Mark Eversoll	Chief Starter:	Hans Mohnen
A.C.S.	Bob Hudson	Chief Paddock:	Ricky Ragan,
A.C.S. T	Sue Roethel	Chief Flagging & Communication:	Don Drennon
A.C.S.		Chief Timing & Scoring:	Steve Conrad
Chairman SOM:	Nick Voight	Chief Sound Control:	Chuck Schultz
SOM:	Al Malone	Chief Tech:	Richard Crowell
SOM:		Medical Coordinator:	Track Services
Race Control	Michele Eversoll		
TT Chief Steward	George Bugg	Race Chairs:	Paul Ballance, Craig Farr
TT Safety Steward	Mark Rothermel	Asst Race Chair:	Sara Snider, Nick Vagner
TVR TT Chairman	Craig Farr	Alabama Regional Executive:	John Kilgore
ALA TT Chairman	Mark Kilgore	TVR Regional Executive:	Mark Rothermel

Passing Zones for the Track Trials Sessions

Start and End of passing zones (shown in Green) will be marked with Passes shall not be initiated until the Start cones and must be completed by the End cones. Driver in car being passed shall provide a Point-by signal and maintain his line. Overtaking driver shall not pass until that signal is received.



Improved Touring – EZ

The purpose of IT-EZ is to create a regional class where cars built for ChumpCar or Lemons racing, or for cars that could be ITE legal but do not belong in the fast race group, to have a place to race on an SCCA Regional race weekend. As opposed to any other class of SCCA road racing, IT-EZ competition is designed as a “fun run” class, without any promise of intent of performance equitability. IT - EZ is designed to provide a way for drivers to earn an SCCA racing license and race in regional competition, with the absolute lowest cost vehicle. In no way will any waivers be considered or granted in areas regarding safety of vehicle or driver.

IT-EZ vehicles may race with prior accident damage, as long as that prior damage does not create a danger to the driver of that vehicle or fellow competitors.

Non-functional additions to vehicles, whose primary purpose is to express creativity, theme, are allowed only if do not create a potential safety hazard to the driver or fellow competitors

IT-EZ eligible vehicles:

Must be a “mass produced,” gas or diesel powered, four wheel passenger car.

Minimum weight of 1800 pounds and a maximum weight of 4000 pounds and a production - based engine.

Tires must conform to applicable Improved Touring rules, i.e., must be DOT rated tires, and sizes must be consistent with allowable dimensions per the GCR. 190 wear - dated tires are not mandated, but they may be used if the racer prefers.

Preparation regarding brakes, suspension, and engine must meet either Chumpcar rules or SCCA Improved Touring rules"

Just so every competitor is aware of the Park restrictions; the following is word for word from the contract between SCCA and Zoom Motorsports, LLC. Please make your crew and guests aware of these regulations, and if any of these conflict with items in the Supplemental Regulations then these regulations will take precedence:

EXHIBIT B – 2014 RULES AND REGULATIONS

Management shall have the right to add to or amend the rules and regulations at any time. Park security has the final say on enforcement of all park rules and regulations.

1. General Park Rules:

- No entrance into restricted areas without proper credentials.
- **NO pets on facility grounds except those required to assist handicapped individuals.**
- No Jumping of fences
- No glass containers allowed on property at any time.
- Spectators are not allowed to rope off any areas. Scaffolding is prohibited.
- Speed limits: posted speed limits must be obeyed at all times. Where not posted otherwise, speed limit is fifteen (15) miles per hour throughout the BMP Perimeter Rd. and five (5) miles per hour in the Paddock.
- All trash must be placed in proper trash receptacles
- Management may expel or bar any individual for violation of any rule, as determined by management's sole discretion
- No flyers or handbills may be distributed unless prior approval is obtained from management
- No fireworks, firearms, or weapons are permitted on facility grounds
- Golf carts, four wheelers, pit cars, pit bikes, bicycles, and other pit vehicles are permitted in the paddock area only. Common sense and care must be applied in their use. All drivers / riders of pit vehicles must carry a valid driver's license and operate vehicles only on paved surfaces.
- Motor vehicles operating outside the paddock MUST BE street legal and helmets required for two-wheeled vehicles.
- Minors are not allowed to operate bicycles at any time anywhere at the BMP.
- Parent must accompany minors at all times while in the paddock.
- No skateboards, roller skates, roller blades, razor scooters, or any similar type items allowed anywhere at the BMP.
- No alcohol allowed in the paddock
- No smoking around team areas or fueling areas.
- Smoking in any building is strictly prohibited. Please do not throw extinguished cigarettes on the ground.
- Do not damage grassed areas
- NO campfires or ground fires allowed on park property. Charcoal grills are allowed only in camping areas. Propane grills are allowed in the paddock.
- NO spectators allowed on track at any time.
- No stakes of any kind may be driven into paved surfaces; care must be taken when vehicle jacks are used to prevent the jack from sinking into the paved surface (such as placing a large enough piece of wood under the jack so that the weight is distributed over enough area that the pavement will not get "dented"). Kickstands on asphalt must have something under them to distribute the weight.
- Helmets must be worn on perimeter road at all times when operating **two wheeled motorized vehicles**
- Cameras, lawn chairs and blankets are welcome. Coolers are allowed, but are subject to search by Park security or Park management.
- Overnight camping – please see specific rules and regulation pertaining to overnight camping
- No abusive behavior or vandalism. Either could result in ejection and/or arrest
- No unlawful activities. Federal, state, and local laws must be obeyed.
- Absolutely no drones are allowed on facility grounds.

2. Participant Guidelines:

In 2014, Barber Motorsports Park will continue to monitor sound levels from a fixed location with 104db (March to October) and 101db (November to February) being the maximum acceptable levels. Anyone with a sound level above the maximum sound level will be asked to make adjustments to comply.

- **No unmuffled engines may be started before 7am, after 7pm, or during the mandatory daily quiet hour.**
- Any and all fuel and/or oil spills in the paddock must be cleaned by User and disposed of in proper receptacles
 - Please notify ZOOM of any/all spills immediately. If spills are reported/cleaned quickly then less damage will occur
- Vehicles may be serviced only on paved areas in the paddock
- No banners may be hung or attached to any facilities or structures unless prior approval is obtained from management
- Waste oil, waste fuel, and/or waste coolant must be disposed of in proper waste drums – violators will be held accountable for fines and/or fees associated with improper disposal. Clean up fees on a cost plus basis.
- Any hazardous material (tires, batteries, fuel cans, etc.) must be removed from the premises. Violators will be held responsible for all fines and/or fees associated with the removal of hazardous materials.
- Any fuel containers brought on site must be removed by user.
- Notices and other Event related information must be posted only on provided bulletin boards.
- Each participant must have 1 portable fire extinguisher with a minimum rating of 12 BC available and in good working order in their pit area.
- No imbedding of brakes and/or testing vehicles on any surfaces other than the motor vehicle track.
- Obey all posted Hot Pit rules
- If User fails to completely vacate the BMP, on or before the hour and date stated as the end of the term, of all vehicles, people, and things, including all Additional Users and participants of any description, User shall pay ZOOM an amount equal to One Thousand dollars (\$1,000) per hour for each and every hour until said vacation is complete, as determined by ZOOM in their unfettered discretion.

3. Participant requirements for automotive racing events:

- The Group hosting the event must be a recognized racing sanctioning body. (SCCA, PCA Club Racing, BMW Club Racing, NASA, HSR, SVRA, VDCA, VSCCA)
- All rules and safety standards will be enforced as per the sanctioning body's rules and regulations.