MotorSport Ranch Club Race Series

2019 Rulebook

Version 2019.1

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1.) <u>Intent</u>

The Motorsport Ranch has established the Club Race Series to provide a fun a relatively low cost race series for our members. We will race with 2 different classes in a blended run group. The classes are NASA or SCCA **Spec Miata**, and PCA **Spec Boxster**. The following rules are intended to provide clear intent. Cars must be compliant with current technical rules set forth by NASA, SCCA, or PCA respectively. All additional rules are subject to the discretion of the MotorSport Ranch Competition committee and may be reviewed at any time. All rules set forward at MotorSport Ranch, including paddock speeds and general conduct are to be followed. The MotorSport Ranch Club Race Series may be referred to in this document as MSRCR.

2.) <u>Cars and Equipment</u>

2.1) Classes - All car competing in the MSRCR will fall into one of 2 categories.

2.1.2) **<u>Spec Miata</u>** as defined by the NASA or SCCA Rulebook (current year) Cars in this category should be compliant with the current ruleset set forth by the NASA or SCCA rulebook, and must have a current NASA or SCCA vehicle logbook. Individual rule differences between sanctioning bodies will not be restricted as either ruleset makes your car eligible for MSRCR.

2.1.3) **<u>Spec Boxster</u>** as defined by the PCA Rulebook (current year). Cars in this category should be compliant with the current ruleset set forth by the PCA Club Race rulebook, and must have a current PCA vehicle logbook.

2.2) Technical Inspection

2.2.1) Individual Event Tech - All Cars must have a current PCA, SCCA, or NASA logbook. If the car does not have a logbook, the car must pass pre-race technical inspection that adheres to the technical specifications set forth in the rules of PCA, SCCA, or NASA. Pre-race technical inspection will be available on race day prior to qualifying. Driver's must also have all safety gear inspected before the qualifying session. Safety gear inspections will also be available during a race day before the qualifying session. Make sure you have your car and safety gear inspected and checked off before the qualifying session. Driver's only need to have their gear and car inspected once per season.

2.2.2) All cars competing in MSRCR are eligible for post session technical inspections.

2.2.3) Impound - After every session, MSRCR may or may not display a board with car numbers who are to be impounded after the session.   Cars to be impounded will be selected randomly, so just because you didn't set your personal best lap time, does not mean that you are ineligible for impound.

      i.   Impounded cars are to report straight to post session impound area and are eligible for scrutiny by the technical staff. You are expected to keep your car compliant with the rules during any timed session.

ii. If you are found to be non-compliant you could face loss of times or points associated with that session.

iii. Post session technical inspections can include, weighing on the scale pad, parts inspection, or any other inspection procedure deemed necessary by the MSRCR competition committee.

iv. All cars are considered impounded while competing in any session on track. If any car enters the paddock area before the session is over, that car will automatically lose their times for that session. A MSRCR technical scrutinizer will be in pit lane during all MSRCR sessions. You are only clear to reenter the paddock if the technical inspector releases you. You must check for the impound board after every session. If the impound board is used, and you do not report to impound if your car is called, then you will lose your times or points from that session. Car will be released from impound after the technical staff has completed their inspection.

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3.) Driver Requirements

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3.1) Licensing

3.1.1) Race License requirement - Drivers who hold a current or previous competition license from an authorized sanctioning body are eligible. Authorized sanctioning bodies are as follows: FIA, IMSA, GRAND AM, SCCA, NASA, CVAR, PCA, and BMW CCA are qualified to compete.

3.1.2) Provisional License – MotorSport Ranch will hold a provisional licensing school several times a year. Drivers who meet minimum competition requirements, (to be determined by MotorSport Ranch Club Race Director) will be eligible to attend the provisional licensing school. Upon completion drivers will be eligible to compete in the MSRCR series races on a provisional basis. Provisional drivers will be licensed to compete, but will be subject to a probationary period. Drivers will be required to complete 2 Races without incident to be removed from provisional status. Provisional licensing school will include academics, flag instruction, race start discussion, race decision making, and race strategy. Please send provisional license inquiries to *josh@drivexotic.com*

3.2) Safety Gear

3.2.1) Helmets are required by all drivers while on track. Helmets must be properly fitted and secured, and carry a Snell rating of SA2010, EA2016 or newer. FIA certification 8860-2010 (or 8859-2010, 8858-2010) or newer or an SFI rating will also be accepted.

3.2.2) Gloves made of a leather or a fire-resistant material that completely cover the hands shall be worn by drivers at all times when on track.

3.2.3) Eye protection is required for all drivers. A full-face helmet is required in open-cockpit cars, and is recommended for all cars. A full-face helmet with an impact-resistant shield is permitted as eye protection. Drivers with long hair or beards are required to wear a face cover made of fire-resistant material.

3.2.4) Fire-resistant shoes are required.

3.2.5) Fire-resistant socks must be worn.

3.2.6) A head and neck restraint system or device, carrying an SFI 38.1, or FIA 8858-2002 or newer certification label, is mandatory for all drivers. HANS brand devices are also acceptable.

3.2.7) A driver is required to wear a suit that covers his or her entire body except hand, feet and head. Driving suits shall be one piece carrying an SFI 3.2A/1* rating or higher (3.2A/5, 3.2A/10, 3.2A/15, or 3.2A/20) or FIA 8856-2000, FIA NORME 1986/1986.

3.3) Participant Eligibility and Requirements

Any driver wishing to enter a Motorsport Ranch Club Race must meet the following requirements:

i) Be at least 18 years old (16 or over with parental consent**).

ii) Be a member of MotorSport Ranch

iii) Hold a currently valid state driver's license.

iv) Have use of an automobile that meets MSRCR technical requirements.

v) Have proper safety equipment, as per Sec. 3.2.

vi) Fully pay all applicable fees.

vii) Be current with billing at MotorSport Ranch

viii) Have knowledge of all of rules found in this Rulebook, and fully agree to abide by them.

ix) Be deemed physically fit by their physician to participate in a high stress and physically demanding sport such as auto racing.

x) Sign current annual MotorSport Ranch waiver

xi) Hold a valid competition license per Sec. 3.1 or have completed the Provisional Licensing School

4.) No Contact Policy

The MSRCR will be held as a NO CONTACT racing series. Any driver found to be at fault in a racing incident may be penalized in the following manner.

- Probation
- Points penalty
- Suspension

Determining fault in any incident will be at the discretion of the race steward and the MotorSport Ranch competition committee. It will be possible for more than one driver to be at fault, especially in circumstances when contact is involved. The intent of the rule is that all drivers on track must be aware of their surroundings and give racing room to other drivers on track. In order for the competition committee to make well informed decisions, we encourage all our competitors to use on board cameras. This method is the best way to prove you're not at fault during any incident on track. All safety related incidents are open for review and punishable by the no contact policy. Competitors who drive over aggressively and put themselves and others in danger may also be subject to penalty. Examples of overly aggressive driving are: unsafely reentering track after an off, body contact with another competitor, off track incidents that involve contact with barriers or safety equipment, off track incidents that cause loss of MSRCR green flag time, and repeated offs in a single session. ALL incidents are to be scrutinized by MSRCR committee, and the committee will have final say regarding safety and penalty assessment. Again, the intent is to have a NON CONTACT racing series, and any violations of the intent of those rules will be dealt with under these guidelines.

5.) Registration

5.1) Pre-Registration
Registration will be through Clubregistration.net. All competitors must register for the event and pay fees before they can compete.

5.2) Late Registration
Late Registration will be available during the event, but competitors who do not pre-register using club registration.net will be subject to an extra $50 fee.

5.3) Competitor Information

It is the driver's responsibility to ensure all information on the registration and tech sheet is complete and accurate. MSRCR is not responsible for making sure your transponder number and car number are correct. Please make sure all your information is correct before taking part in any event.

6.)Timing, Scoring and Points

6.1) Sessions

MSRCR Events will consist of 2 official sessions per day: 1 Qualifying, and 1 Feature Race. Competitors will be welcome to take part in as many member sessions during the day as they wish, however no official sessions will follow MSR member day rules and not club race rules

6.2) Timing

All sessions will be timed, and lap times will be recorded. Timing will be done using the AMB Orbits 5 system

6.3) Transponders

All cars are required to have an AMB transponder in order to compete. AMB transponders must be mounted forward of the front axle.

6.4) Starting Position

During the Sprint race, you will be gridded based on your fastest lap time during qualifying. For the feature race, you may be gridded based on your best cumulative lap time from either qualifying or the sprint race. Random start positions, inverted field, and other starting positions are at the discretion of the Motorsport Ranch competition committee

6.5) Points

i. Series points will only be awarded during the Feature Race. Points will be assessed as follows:

ii. A paid entry to the race gives you 10 points

iii. Finishing in position in class, points to be awarded as follows:

iv. 1st= 50 points, 2nd=40 points, 3rd=30 points, 4th=20, 5th=10, 6th=5, 7th=4, 8th=3, 9th=2, 10th=1, 11 and above = 0 points

7.) Supplemental Regulations

In addition to the general and competition rules, each event may be governed by supplemental regulations set forth by the Race Steward or competition committee. Supplemental regulations apply only to a specific event, and may add, amend, or delete specific regulations.

8.) Flag Descriptions and Meanings

8.1) Green Flag
Functions to advise that the session has begun. Additional function is to show that once past the station displaying this flag, racing may continue.

8.2) Checkered Flag
Functions to inform the drivers that session is over. Drivers are to continue cautiously for the remainder of the lap, and exit the track via pit lane. Passing after the Checkered Flag may be done if necessary, however the passing rules remain in effect, and drivers must use caution.

8.3) Yellow Flag - Standing
This is used locally, to advise drivers that a hazard is close; and is usually displayed at one or more of the flag stations. Drivers shall **SLOW THEIR VEHICLES** in preparation for any evasive maneuvers that may be necessary to avoid a potential hazard. **NO PASSING is permitted, until past next manned flag station that is not displaying any Yellow Flag(s)**

8.4) Yellow Flag - Waving
This is used locally, to advise drivers that there is extreme danger in the immediate area. Drivers shall **SIGNIFICANTLY SLOW THEIR VEHICLES** in preparation for any necessary evasive maneuvers. **NO PASSING is permitted, until past the next manned flag station that is not displaying any Yellow Flag(s)**

8.5) Double Yellow Flags
This is used to indicate "a full course yellow." This means that there might be a problem somewhere on the track. Drivers are required to slow their vehicles, and should be prepared to encounter a dangerous situation and/or a Pace Car (or a very slow moving pack behind the Pace Car). It is a command that **NO PASSING IS ALLOWED** until the Pace Car has pulled off the course (if applicable) and the driver has passed next manned flag station that is not displaying any Yellow Flag(s). Most double yellow flag situations will result in a green flag single file restart at the original start line. Restart rules will apply.

8.6) Black Flag w/ Number board at Black Flag Corner (usually turn 10)
This flag is a strict command, displayed to a particular driver, and waved from the designated "black flag corner" ordering them to enter the pit lane the next time by. The black flag will be accompanied by a board with the number of the car the penalty is meant for. It is also required that the driver report directly to the "Black Flag Station" (located in pit lane).

8.7) Black Flag - Furled

This flag is advisory only. It is displayed to a particular driver as a warning from the Officials. This flag is given as a warning when the driver is behaving in a manner that may later result in an open black flag, if corrective action is not taken.

8.8) Black Flag All

This black flag will be displayed at all stations and means that the session has been stopped, drivers should slow their vehicles, and passing is prohibited. This flag is an order for drivers to proceed to the pit lane at a reduced speed. Drivers must be aware that they may encounter hazards somewhere on the course.

8.9) Red Flag

This means that the session has been stopped. No passing is allowed, except in an emergency situation to avoid collision. This flag is a strict command, displayed to all drivers, ordering them to come to a controlled and SLOW (pit lane speed) speed and proceed to pit lane. NO passing is allowed as all vehicles should be prepared to stop.

8.10) Blue Flag with Yellow Stripe

This is a personal advisory to alert a particular driver that another vehicle is following very closely or closing in rapidly, and may attempt a pass.

8.11) Tow, Safety, and Fire Trucks

When a driver encounters a Tow, Safety, or Fire Truck on course, he/she may pass it with CAUTION.

9.) COMPETITION FORMAT

9.1) Race Length

9.1.1) Length

The race length may vary at each event. It is the competitor's responsibility to ascertain the race length by information from the Officials.

9.1.2) Shortened/Incomplete Race

A race may be shortened or stopped at the discretion of the Race Director. If a race is stopped with less than fifty (50%) percent of the total specified time (or total specified distance, when applicable) completed by the overall leader, and the race is not restarted, it shall be deemed an incomplete race. An incomplete race will be not counted, and no points or prizes will be awarded. If a race is stopped after the overall leader has completed fifty (50%) percent, or more, of the total specified time (or total specified distance, as applicable), and the race is not restarted, the race shall be deemed completed. A shortened, but complete, race shall be scored at the finish line, in order of the last lap before the red flag or black flag all condition was displayed.

9.2) Grid Formation

Grid formation will be formed on the track within the last two (2) corners before the Start/Finish line.

9.2.1 Pre-Grid (a.k.a. "false grid")
Pre-Grid should be formed, as scheduled, prior to the race. Any driver failing to make it to Pre-Grid before the first car takes the track for the warm-up lap must start at the back of the grid. The competitors are responsible to know their positions on Pre-Grid, and be in position on time.

9.2.2 Choosing the pole
The pole sitter does not have the option of choosing the pole, unless otherwise arranged with the Race Director.

9.3) Warm-up Laps
There should be at least one (1) warm-up lap, either with or without a Pace Car. The number of warm-up laps will usually be one (1), however the Race Director reserves the right the order more than one (1) warm-up lap. It is the competitor's responsibility to know how many warm-up laps there will be. If the Pace Car is leading the warm-up laps, the lights should go out just prior to pitting. When the Pace Car pits, the pole sitter will function as the Pace Car.

9.4) Rolling Start / Flying Start
During the warm-up lap the field shall align into its proper starting rows. Drivers should take care when weaving to warm up tires. Starts will usually be two 2 wide. The field should come into alignment after the pace car lights are turned off. No scrubbing or heating of the tires are allowed once the pace car lights are off.. Once the pace car leaves the track, the lead car will be responsible for pacing the field slowly, and at a steady pace, until the green flag is shown. The lead driver may not accelerate or decelerate until the green flag is dropped.

9.5) Jumped Start
Jumping the start shall be defined as leaving your starting position before the green flag drops. If a competitor jumps the start, he/she will be penalized at the Race Director's discretion.

9.6) Pace Car procedures
In certain emergency situations, or the warm-up lap(s) of a race, a Pace Car may be used to lead the field. All cars shall stay behind the Pace Car unless pointed to pass by the Pace Car pilot or copilot.

9.7) Restarts and Resumptions
Restarts and Resumptions occur when conditions change from a Full Course Yellow and/or a Pace Car situation, or a Red Flag had previously been shown. A Restart is a formal way of resuming a session described below. A Resumption is an informal continuation. Generally, a Resumption is used to continue a session other than a race, and a Restart is used to continue a race. Competitors should understand that a race session might Restart or Resume without notice. Restarts are single file, unless otherwise stated by the supplemental rules.

9.8) Full Course Yellow / Pace Car Procedures.
In the absence of a Pace Car anywhere on course (or after Pace Car has pulled off the marked course), the lead car will pace (meaning steady speed) the field.

9.9) Red Flag

A Resumption from a Red Flag situation will constitute directions from the Officials to resume circulation around the course obeying the flags, as usual. A formal Restart from a Red Flag situation will be at the Race Director's discretion. Normally the Race Director will order one of the following:

1. A total restart and re-grid in the original positions for a rolling start.
2. A total restart in original order, but single file, either standing or rolling.
3. Restart cars in order of current lap or last lap; single file, rolling.

9.10) Rain Racing
If a race is started in the dry and it starts to rain, the Race Director may choose from any of the following:

1. Stop the race with a Checkered Flag, if the race has covered at least half of the specified distance or time.
2. If the race has not covered at least half of the distance, Black Flag all cars. Allow at least fifteen (15) minutes for the cars to change to rain tires if desired, and then restart the race.
3. Reschedule the race.
4. Implement any other course of action to ensure the best possible outcome.

10.) Participant Conduct

10.1) Alcoholic Beverages
Consumption of alcohol by any participant is expressly prohibited.

10.2) Narcotics And Dangerous Drugs
The use of any dangerous drugs or narcotics, as defined by Federal and/or state laws, by any driver, crewmember, mechanic, or Official is specifically prohibited, unless prescribed by a doctor.

10.3) Rain and Inclement Weather
The event will not be canceled due to inclement weather unless ordered by the Event Director. It is the responsibility of the driver to bring appropriate equipment such as rain tires, clothing, etc.

10.4) Knowledge of the Rules
All drivers must know all of the rules, especially those pertaining to safety items.

11.) On Course Conduct

11.1 Flag Observance
All flag rules must be obeyed.

11.2 Passengers
Passengers are not allowed in race groups, whether practice, qualifying, or racing.

11.3 Rules For Overtaking

11.3.1 Passing General
The responsibility for the decision to pass another car, and to do it safely, rests with the overtaking driver. The overtaken driver should be aware that he/she is being passed and must not impede the pass by blocking (11.3.3). A driver who does not watch his/her

mirrors or who appears to be blocking will be subject to penalty. The act of passing is initiated when the trailing car's (Car A) front bumper overlaps with the lead car's (Car B) rear bumper. The act of passing is complete when Car A's rear bumper is ahead of Car B's front bumper. "NO PASSING" means a pass cannot even be initiated. Any overlap in a NO PASSING area is considered illegal.

11.3.2 Right to the Line
The driver in front has the right to choose any line, so long as not to be considered blocking (11.3.3). The driver attempting to make a pass shall have the right to the line when their front wheel is next to the driver of the other vehicle.

11.3.3 Blocking
A driver may choose to protect his or her line so long as it is not considered blocking. Blocking is defined as two (2) consecutive line changes to "protect his/her line," and in doing so, impedes the vehicle that is trying to pass with each of the two (2) consecutive movements.

11.3.4 Off-course Excursions
The competitor is required to follow the marked course during competition and shall not gain an advantage by an off-course excursion. An off-course excursion is defined as leaving the marked course with all four wheels. The definition of the term "advantage gained" will be left up to the sole discretion of the Race Director, and may include pass attempts that were completed, but the overtaking driver went four-wheels-off on the exit.