

SCNAX Proposal to modify Supplemental Regulation 5.2.1 for 2016 to move FM back into PAX with M1.

The reason for the Proposal is that Fmod currently is the only Mod class to not be Paxed in with the other Mod classes. This happened a few years ago when the San Diego region had 5 FM cars that ran often, at the time they asked to be moved into their own class and out of the Mod paxing. As of now this change serves no purpose and an adjustment to bring it back in-line for 2016 is proposed.

5.2.1 Currently reads:

Prepared and Modified vehicles shall be grouped into the following Regional classes:

P1 - X Prepared, C Prepared and F Prepared

P2 - D Prepared and E Prepared

M1 - A Modified, B Modified, C Modified, and FSAE

M2 - D Modified and E Modified

FM - F Modified

San Diego Region

5.2.1 Would be modified to read:

Prepared and Modified vehicles shall be grouped into the following Regional classes:

P1 - X Prepared, C Prepared and F Prepared

P2 - D Prepared and E Prepared

M1 - A Modified, B Modified, C Modified, F Modified and FSAE

M2 - D Modified and E Modified

SOUND PROPOSAL

This proposal is respectfully submitted as a means to clarify the intent of paragraphs 6.4.5 and 6.4.6 of the current sound regulation. A few individuals have interpreted the definition of “physical change” to include the simple turning of a throttle stop screw or making an adjustment to engine management. The intent of the rule was to specifically exclude such adjustments, and require actual “physical change to components,” such as changing discs in a Supertrap or adding baffling, etc.

DCCSD hopes this will be a simple means to clarify any confusion, and make these two paragraphs more clear and easy to work with.

CURRENT REGULATION WORDING:

6.4.5 On the first violation the driver shall be required to immediately make an attempt to bring the vehicle within compliance. Physical changes to the vehicle that result in a drop in the sound output of the vehicle are the only accepted means of compliance.

6.4.6 On the second violation of a single day’s event the driver shall be given one final chance to bring the vehicle within compliance.

NEW REGULATION WORDING:

6.4.5 On the first violation the driver shall be required to immediately make an attempt to bring the vehicle within compliance. Physical changes to the vehicle that result in a drop in the sound output of the vehicle are the only accepted means of compliance. **Adjusting or limiting the throttle position is not an acceptable means of compliance.**

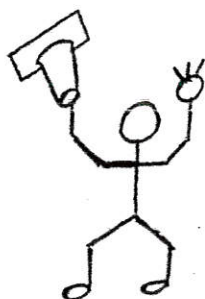
6.4.6 On the second violation of a single day’s event the driver shall be given one final chance to bring the vehicle within compliance. Physical changes to the vehicle that result in a drop in the sound output of the vehicle are the only accepted means of compliance. **Adjusting or limiting the throttle position is not an acceptable means of compliance.**

INSTRUCTIONS FOR COURSE WORKERS

NEVER TURN YOUR BACK TO ANY CAR ON COURSE !!

You will be assigned to a particular area of the course, you will report to your station captain who is in radio communication with the timing motor home.

Your job is to report to your station captain all pylon penalties, off-course excursions, and any unsafe condition you see. You will also replace and re-center in its box any out of position pylons, and if required use the red flag to stop the car on course.



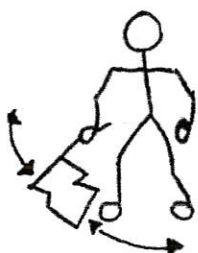
PYLON PENALTIES: Each downed pylon and each pylon completely out of its box even if still upright. (SEE EXAMPLES)

SIGNAL: Hold pylon in the air overhead and use your other hand to indicate how many pylons.



OFF COURSE EXCURSIONS (DNF): A car which leaves the course, with all four wheels, by going outside or around the pylons and does not return through the same opening or prior opening, thereby, not deleting any part of the course.

SIGNAL: Hold both of your arms crossed over your head.



STOPPING CARS ON COURSE (RED FLAGGING): Be prepared to red flag any car that may be approaching an unsafe area or overtaking another car. Red flagged cars are to immediately come to a stop and await your instruction before proceeding.

SIGNAL: Wave the red flag at the car you want to stop, but do not get in front of the car.



ALL CLEAR: No pylons hit, no DNF's.

SIGNAL: Wave both arms across in front of the body.