

RACE SERIES 2004-2005

Rules & Regulations

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**SKIP BARBER FORMULA DODGE RACE SERIES
2004-2005 RULES & REGULATIONS**

All Skip Barber Formula Dodge Race Series ("Race Series") events are conducted in accordance with the following Rules & Regulations ("Rules"). Supplementary regulations may be issued prior to, or at, an individual event. The Race Series reserves the right to change the schedule of events, penalties, race lengths and race results in the interest of fairness and improvement of the event. In addition, the Race Series reserves the right to exclude at any time any driver from competition for: violation of the rules, insufficient experience, and/or driving that is inconsistent with fair and safe competition.

Once you have read through these Rules & Regulations please sign and return the Driver Acknowledgment and Agreement form found on the last page.

You will not be allowed to participate in any Race Series events without first completing this form.

1. INTRODUCTION

Welcome to the Skip Barber Formula Dodge Race Series. It is important that you read and understand these rules and regulations. Our primary motivation is to create a race series that emphasizes the positive aspects of motor racing yet, at the same time, take the sting out of the harsher realities of the sport. We strive to provide a setting where all drivers, novice or experienced, can learn and develop their driving skills in safe, reliable race cars that are constantly tested to insure their relative equality of performance. We also strive to offer this at a reasonable cost to the competitor. The rules contained herein are written with these goals in mind.

The Formula Dodge R/T 2000 ("R/T 2000") is the result of the combined efforts of The Skip Barber Racing School, The Dodge Division of DaimlerChrysler, Gemini Transmissions, and Penske Racing Shocks. These world-renown entities collaborated to create a racecar that has raised the bar both technically and competitively for entry level open-wheel racing in North America.

The R/T 2000 features a single-element front wing with a raised nose-box and a dual element rear wing.

Continuing to utilize the 2-liter Dodge power plant, the 16 valve, 4-cylinder engine has been tuned to deliver 130hp at 5,800rpm with the rear wheels driven through an updated Ricardo 5-speed sequential gearbox.

The Formula Dodge R/T 2000 accelerates from 0-to-60 mph in less than 5 seconds and will stop from that speed in less than 3 seconds

Additional features of the R/T 2000 are side-mounted radiators, vented front and rear brakes.

Each R/T 2000 is equalized through pre-race testing by professional test-drivers using timing and radar, with the objective that every car arrives on the grid within 1 mph of top-speed and 0.5 percent of lap time.

The Skip Barber Formula Dodge Race Series is the largest open-wheel amateur championship in North America. Each year, hundreds of drivers take part in some of the closest, most exciting open-wheel racing of its kind.

2. FORMULA DODGE RACE SERIES

All Formula Dodge Advanced Activities and Race Series events include the use of the R/T 2000 (unless otherwise noted) as well as coaches feedback and advice. All Advanced Activities and Race Series events carry a driver liability. Please refer to Section 8, DAMAGE LIABILITY STRUCTURE, for further details regarding driver liability limits.

2.1 DESCRIPTION OF ADVANCED ACTIVITIES AND RACE SERIES EVENTS

2.1.1 R/T 2000 Advanced Two-Day - \$2,495.00

The R/T 2000 Advanced Two-Day Racing School bridges the gap from the 3-Day Racing School to the Race Weekends. Upon graduation, the R/T 2000 Advanced Two-Day Racing School can qualify you to practice and race. It is the natural progression from the school Formula Dodge to the winged R/T 2000 with BF Goodrich tires and a sequential 5-speed gearbox.

2.1.2 Lapping Sessions - \$925.00

As with any sport, the only way to improve your racing skills is with 'seat time'. Lapping provides multiple track sessions, approximately 80 miles of track time and feedback from coaches to help drivers build their skills or learn new tracks. Laps are not timed and passing is restricted to specified zones.

2.1.3 Computer Lapping Session - \$550.00

Computer Lapping is designed for drivers who are prepared to examine their performance in detail to pinpoint specific areas for improvement. The implementation of Pi Toolbox and Pi VIDS (Video Indexed Data System) software allows driver to analyze their laps with a sophisticated data collection system that monitors and records throttle position, speed, engine, RPM and braking points over the course of each lap, giving the drivers information about how to improve their driving and lower their lap times. The Pi VIDS system synchronizes in-car digital video recording to the other collected data channels. The data collected will be compared and reviewed to a senior coach's data. Each session includes a 15-minute data-collection track session followed by one-on-one feedback and interpretation from a coach.

2.1.4 Practice Sessions - \$925.00

Practice is available the day prior to a race weekend. These sessions are made available to drivers who are participating in the race weekend or other experienced drivers (on a space available

basis). Practice includes two 30-minute timed sessions, with open passing permitted. Drivers receive a copy of their individual lap times at the conclusion of their session. Drivers are occasionally required to flag one or two sessions as per Section 7 in this rulebook.

2.1.5 Qualifying (included in the race weekend)

Qualifying Sessions are conducted each race weekend to determine the grid for the first set of races (Race 1). Qualifying typically consists of one 20 minute timed session with open passing permitted. Time sheets and driver evaluations will be made available following each session. See Section 5, rule 5.1 for Qualifying procedures.

2.1.6 Race Series Weekends- \$2,395.00

Skip Barber Racing coaches act as observers at all racing activities and offer driver evaluations after each session. This is one primary way our Race Series differs from all other types of racing. Drivers continually develop their skills in a very competitive racing program, yet at the same time benefit from expert coaching.

2.2 FORMULA DODGE RACE SERIES – REGIONAL SCHEDULES

The Formula Dodge Race Series consists of four regional championships. Please contact Customer Service for specific scheduling information for each regional series.

Oct. – Apr. 2004/2005 Western Championship: 7 Events (14 Races)

Oct. – Apr. 2004/2005 Southern Championship: 7 Events (14 Races)

May – Oct. 2005 Eastern Championship: 8 Events (16 Races)

Apr. – Sept. 2005 Midwest Championship: 7 Events (14 Races)

A driver may choose races in any or all regional Race Series. Each race weekend, drivers are normally divided into four or five groups.

2.3 RACE SERIES WEEKEND FORMAT

Drivers will receive specific information pertaining to the event that they are contesting. Below is a brief outline of a Race Series event:

2.3.1 The Day Preceding a Practice Day

Driver Registration: 12pm-2pm at Track (unless otherwise stated)

2.3.2 Practice Day

New Driver Orientation Meeting
Driver Registration in Hospitality
Track Orientation ("Van-Arounds")
Drivers' Meeting
1st Practice Session, all groups
2nd Practice Session, all groups

2.3.3 First Day of a Race Weekend

Final Driver Registration in Hospitality
Track Orientation ("Van-Arounds")
Drivers' Meeting
Qualifying Session, all groups
Warm-Up and Race 1, all groups
Memorial Race/Enduro Race*

2.3.4 Second Day of a Race Weekend

Drivers' Meeting
Trophy Presentation for Race 1, all groups
Warm-Up and Race 2, all groups
Trophy Presentation for Race 2, all groups
Memorial Race/Enduro Race*

*Memorial Races and/or Enduro Races are conducted at the conclusion of the final race group of either day of the race weekend, time, equipment and interest permitting. Memorial Races are generally 25-30 minutes in length and are preceded by a warm-up session. The entry fee is \$440. Enduro Races are run at selected venues, typically in our 66-minute format, and are preceded by a warm-up session. The typical entry fee is \$660 per team. Participation is subject to the discretion of the Pit Lane Coordinator.

3. ELIGIBILITY AND MINIMUM REQUIREMENTS

All Advanced Activities and Race Series events require a minimum of the following prior driving or racing experience.

All drivers must, in the sole judgement of our coaches, demonstrate the skill to competently compete in a racing event.

In addition, the Race Series Instructors and Managing Staff reserve the right to exclude at any time any driver from competition for: violation of the rules; insufficient experience; and/or driving that is inconsistent with fair and safe competition.

3.1 LAPPING SESSION

Graduation from the Skip Barber 3-Day Racing School, or from a professional racing school* or prior racing experience*. Plus, in the sole judgment of our coaches, demonstrate the skill to safely participate in a lapping session.

3.2 R/T 2000 Advanced Two-Day

Graduation from the Skip Barber 3-Day Racing School, or from a professional racing school* or prior racing experience*. Plus, in the sole judgment of our coaches, demonstrate the skill to safely participate in a R/T 2000 Advanced Two-Day. ***Successful completion of the Advanced Two-Day does NOT guarantee eligibility to race.***

3.3 PRACTICE SESSION

Two days of advanced activities, i.e. two lapping sessions, or a car control clinic and a lapping session, or a R/T 2000 Advanced Two Day, or prior racing experience*. Plus, in the sole judgement of our coaches, demonstrate the skill to competently compete in a racing event

3.4 RACE WEEKEND

New drivers (i.e. those who have never competed in a Skip Barber Race Series race weekend) are required to participate in the Practice Day immediately preceding their first Race Weekend.

New drivers must complete one Lapping Session or the R/T 2000 Advanced Two Day within the six months preceding participation of their first race weekend.

New drivers are not allowed to participate in a Double Race Weekend. The Series Department or Senior Instructors may approve any exceptions to this rule.

All drivers who have raced within the Skip Barber Race Series previously, but have not been in a racecar in the last year, are highly encouraged to complete a Lapping Session prior to their next race weekend.

Any driver who has been out of our race car for more than five years may be required to complete another Three Day School or another Skip Barber Activity. Documentation of other racing experience may permit waiver of

this requirement. All drivers must, in the sole judgement of our coaches, demonstrate the skill to competently compete in a racing event.

***Please contact the Retail Sales Department for a listing of professional racing schools and race licenses that we accept in lieu of the above qualifications.**

4. SAFETY REQUIREMENTS AND RECOMMENDATIONS

There are necessary documents that each driver is required to submit and have on file with the Skip Barber Racing School.

ANY DRIVER WHO DOES NOT PROVIDE A CURRENT PHYSICAL EXAM FORM AND DRIVER MEDICAL INFORMATION FORM WILL BE DEEMED INELIGIBLE TO PARTICIPATE IN ANY SKIP BARBER FORMULA DODGE RACE SERIES EVENT.

4.1 PHYSICAL EXAM FORM

A completed physical form is mandatory in order to participate in a Practice, or Race Series Weekend. This form is not mandatory for drivers who plan only to participate in a R/T 2000 Advanced Two-Day School, Lapping Session, Computer Lapping Session. A physical form is included in your confirmation package.

Drivers who have a current SCCA, CASC or FIA license are not required to complete an additional physical form, but are required to submit a copy of their license.

4.2 DRIVER MEDICAL INFORMATION FORM

All participants of Advanced Activities (R/T 2000 Advanced Two-Day School, Lapping Session, Computer Lapping Session, Practice, and Race Weekends (Qualifying Sessions and Races) are required to complete and submit the Driver Medical Information Form prior to their participation. This form must be completed once each season and is included in your confirmation package.

Please complete and submit this form in its' entirety and return it to the Skip Barber Racing School at least three weeks prior to your first scheduled event.

Please send the signed PHYSICAL EXAM FORM and DRIVER MEDICAL INFORMATION FORM to:

**Skip Barber Racing School
ATTN: Series Administrator
P.O. Box 1629
29 Brook Street
Lakeville, CT 06039
800.221.1131
860.435.1321 (fax)**

The DRIVER is solely responsible for submitting and confirming receipt of all medical documents. We suggest you always bring a copy of your physical to the track.

4.3 SAFETY EQUIPMENT REQUIREMENTS

Race Series programs involve high speeds and running in dense traffic situations with drivers of varying ability and speed. Motor sports can be a dangerous activity and can result in serious or fatal injuries. The following is a list of safety equipment that is either required or recommended for Series events. WE DO NOT NORMALLY INSPECT DRIVERS FOR COMPLIANCE. IT IS EACH DRIVER'S INDIVIDUAL RESPONSIBILITY TO FURNISH AND WEAR PROPER EQUIPMENT AT ALL TIMES.

Driving Suit	Required - one that covers the body from the neck to the ankles and wrists and is manufactured of fire resistant material. If you use a single-layer suit, we recommend that you wear top-and-bottom fire resistant underwear. Many makers of multilayer (two layers or more) suits also recommend the use of fire resistant underwear. We recommend fire resistant underwear, no matter what type suit you use. Driving suits are available for use.
Helmet	Required - a Snell 95SA rating. It is highly recommended that the back of each driver's helmet be labeled as follows: name, date of birth, blood type, allergies, date of last tetanus immunization and any other pertinent medical history (i.e., diabetes, etc.). Helmets are available for use.
Helmet Visors	Required - made of impact resistant material. Be sure to have good, scratch-free visors with you, both clear and tinted. Karting and motorcycle helmets are not acceptable.
Balaclava	Required - a balaclava (head sock) of fire resistant material for drivers with a beard or mustache, or hair protruding from beneath the helmet. Highly recommended for all other drivers.
Gloves	Required - made of leather and/or fire resistant material (no holes or open areas) for Practice Sessions, and Race Weekends. Highly recommended for Lapping Sessions and the R/T 2000 Advanced Two- Day.
Shoes	Required - shoes made of non-flammable or with uppers of leather. Leather tennis shoes or moccasins are fine; canvas or nylon shoes are not.
Socks	Nomex socks are highly recommended.
Arm Restraints	Highly recommended.

Hans? Device	Highly recommended. If you don't use one we highly recommend a Neck Collar.
Seat Padding	We provide seat foam. For those who wish to customize their seating, please bring your own foam padding for custom seats. A minimum of \$100.00 will be charged.

5. RACE SERIES PROCEDURES, POINTS AND AWARDS

5.1 Race Groups

5.1.1 Group Types

There are two group types, Championship and Sportsman. Groups will be determined based on skill level, experience, and the Skip Barber Race Series' judgment. Typically, new drivers will be placed in the sportsman groups.

5.1.2 Championship

Championship Drivers cannot switch groups after the halfway mark of the season.

5.2 QUALIFYING - Day One Races, All Groups

For day one races (all groups) drivers will qualify for their starting grid position. The grid order is determined by the fastest single lap time posted by each driver within the race group. The driver with the fastest lap time posted during the session will grid on the pole and all other drivers will grid according to their time relative to the pole time posted.

Any drivers who have a significant loss of control (e.g. drive four wheels off the racing surface, car contact, crash damage, lose control and/or spin the car, etc.) will forfeit the posted time(s) from their qualifying session and will start the race from the rear of the grid.

Drivers who forfeit their qualifying time will grid based upon their time relative to any other driver(s) who forfeited his or her time.

5.3 STARTING GRID - Day Two Races, All Groups

Day two grids are determined by the results of day one races, with the winner on the pole. If a driver is moved into a different group, a coin toss will determine the starting positions of drivers with the same finishing positions. If a driver requests to move into another group (i.e. early flight, etc.) he or she may be required to start from the rear of the grid.

Please refer to SECTION 6, rules 6.4 and 6.5 for starting grid procedures for drivers who encounter an MDNF during day one races.

If a driver requests a “No Sunday” race weekend* (both races on Saturday), the following procedures will apply: the driver will qualify and race in his or her designated group. The driver will start at the back of the grid for his “no Sunday group”. Please note all requests must be done two weeks in advance. Requests at the track may be denied. Please note that at Lime Rock Park, it would be “no Saturday” with two races on Friday. We cannot guarantee an equal group or that a driver will NOT have to race both races consecutively.

5.4 INCIDENTS DURING THE WARM UP

If a driver is involved in an incident and his or her car sustains damage we will attempt to repair the car within the time available (if any) prior to start of the race. If repair is not an option, the driver will not be provided another car.

In this instance, the driver forfeits any/all points, cannot make up the race and will not receive a refund.

There may be circumstances where repair is possible, but causes a minor delay to the start. In those instances a driver will start the race from the rear of the grid or from pit lane after all cars receive the green flag.

As an exception, if the race officials determine that the driver was not at fault, we will make every effort to provide the driver another car. **If another car cannot be provided, the driver forfeits any/all points, cannot make up the race and will not receive a refund.**

5.5 RACE SERIES POINTS AND SCORING

The Race Series Champion will be determined based upon the total number of points earned during the season.

For the determination of the Race Series Champion, the total number of points earned throughout the season will be totaled and the lowest two scores will be deducted (this includes zeros and mechanical did not finishes, as well as races a driver did not participate in) to determine the final points

Ties in the final driver’s point standings will be resolved according to the driver’s record of first place finishes then, if necessary, second place finishes, etc.

Points shall be awarded to drivers based upon their finishing position as follows:

<u>Championship</u>		<u>Sportsman</u>
1 st	65pts	15pts
2 nd	50	12
3 rd	40	10
4 th	36	8
5 th	33	6
6 th	30	5
7 th	27	4
8 th	24	3
9 th	21	2
10 th	18	1
11 th	15	
12 th	12	
13 th	10	
14 th	8	
15 th	6	

To qualify for top-10 championship awards, regional Race Series participants must race at more than one racetrack.

5.6 POINTS TRANSFERRING

Drivers have the opportunity to 'make up' for Race Series events missed during their season. A driver may reclaim points for a total of two (2) missed Race Weekends utilizing either (or both) of the following.

5.6.1 Transfer Points ("Transfer")

Drivers may participate in a Race Series event from the other concurrent region in the interest of scoring points for missed weekend(s) in his or her own championship. East - Midwest or West - South transfers are permitted. If a driver transfers points from one Race Series to the other, he or she may not participate in the race to which the points were transferred. In order to transfer points into a series, you must compete in at least one race weekend in that series prior to participating in your Transfer Weekend.

Drivers cannot transfer points into a finale Race Weekend. Points may be transferred out to another championship. This includes drivers competing in a concurrent championship.

5.6.2 Double Race Weekend (“Double”)

Drivers may participate in a ‘double’ race weekend. Drivers who contest a double weekend will be placed in two race groups each day. **The second race group is always the “make-up” for the missed event.**

Every effort will be made not to place drivers running double weekends in “back to back” groups. However, ***this is not guaranteed*** and a driver doubling may be required to race in consecutive groups, due to logistics and points standings. Skip Barber Race Series cannot guarantee an equal group.

Only one double weekend may be contested at the ‘home’ track of the championship. Home tracks include: East @ Lime Rock Park, Midwest @ Road America, South @ Sebring International Raceway, West @ Laguna Seca. The Series Administrator and/or Managing Director may approve exceptions to this rule.

5.6.3

Drivers are required to declare their intent to participate in a ‘transfer’ or ‘double’ at least two weeks prior to the scheduled weekend. The Series Administrator or Pit Lane Coordinator may approve any exceptions to this rule.

The Series Administrator reserves the right to assign undeclared transfer points to a missed weekend in a fair and consistent manner. Once the decision has been made, it cannot be reversed.

5.6.4

Drivers who are on OTB (See SECTION 8, rule 8.1.3) are not permitted to schedule a ‘double’ race weekend. New Drivers may not ‘double’ in their 1st Race Weekend.

5.6.5

Drivers may not transfer points as a substitute for the final Race Series event. Drivers who wish to score points at the finale must participate in the event to do so.

5.6.6

A driver may not double during the finale Race Series event without receiving prior approval from the Series Administrator or Pit Lane Coordinator.

5.6.7

Every time a driver races, points will be awarded. Therefore there will not be an instance of a driver racing on a non-points basis.

5.7 MASTER'S CHAMPIONSHIP

Concurrent with our Race Series is the Masters' Division Championship ("Masters' "). This is a "championship within a championship" and is open exclusively to drivers who are 40 years old and over. To be eligible, a driver must be 40 years old prior to opening round of the season. Masters' points are automatically scored during each Race Series weekend in addition to the driver's overall Race Series points.

The Masters' point system is identical to the Race Series, with two "throw aways" tabulated. However, the Masters point system differs in that drivers do not score Masters' points while contesting their race group at the season finale. A separate Masters' Race will be held following the final race group on the final day of the weekend. This race may not be utilized as a "throw away".

NOTE: The Masters National Championship is a separate championship with it's own rules. Masters are encouraged to compete in both.

5.8 GRAND MASTERS CHAMPION

Competitors over the age of 50 at the beginning of the season will automatically be entered in the running for the Grand Master's trophy to be awarded at the end of the season. Trophies will be awarded to the highest placed Grand Master drivers in the overall regional points after the finale. Grand Masters will be denoted in the points with a -G following their name. Being a Grand Master does not exclude a driver from the regional Master's Championship; a Grand Master will be in both championships.

5.9 PRIZES

Trophies for the top 10 in the overall point standings, the top 5 in the Masters Division, the top 3 in each category (i.e. championship and sportsman) and the top finishing position in each Grand Masters Division will be awarded at the year-end banquet. Best finishes break ties. Trophies will be given to the top three in the Championship and Sportsman categories. Awards from sponsors, "Rookie-of-the-Year" and "Most Improved Driver", may also be presented. To qualify for the "Rookie of the Year" award, a driver may not have completed more than three Race Weekends prior to the start of their rookie season. "Rookie of the Year" and "Most Improved Driver" winners will receive Skip Barber race credit to be used towards any approved activity or merchandise.

6. PENALTIES, INFRACTIONS AND MDNF'S

There are situations where drivers may do something in the car, which is unsafe or creates an unfair advantage over other drivers. Any driver in violation of these rules may be penalized at the discretion of the Skip Barber Race Series staff.

NB: Unfortunately, we cannot use video evidence to change, clarify or make a call for penalties of any kind

6.1 **BLACK FLAG**

A driver who receives a black flag penalty is required to stop in the pit lane to discuss the infraction with the appropriate coach or race control.

6.2 **TIME PENALTY**

A driver may be assessed a time penalty. The penalty will be added to the driver's total elapsed time and may affect the finishing position. There are three time penalties:

6.2.1 **Shortcutting the Course.**

A driver may gain an advantage by driving four wheels out of the tracks boundaries but not actually drive the car off of the racing surface (i.e. Sebring Airport Circuit or Road America Short Course). The penalty assessed is designed to eliminate any advantage the driver may have gained by leaving the confines of the circuit.

6.2.2 **Stop and Go Penalty.**

This penalty varies from racetrack to racetrack and is equal to the time required to safely enter the pit lane, stop and rejoin the field.

6.2.3 **Safety Inspection Time Penalty.**

A time penalty is determined in the same manner as a stop-and-go. A time penalty is added to reflect the average time required for the mechanics to inspect a racecar for a 'safety inspection' stop.

6.3 **RULE VIOLATIONS AND TRACK PROCEDURES**

To encourage drivers to drive within their abilities and for the Race Series to operate in a safe and sportsmanlike manner, we require all drivers to follow these procedures on the track.

NB: Unfortunately, we cannot use video evidence to change, clarify or make a call for penalties of any kind

6.3.1 Four Wheels Off

Any driver who puts four wheels off the pavement during a R/T 2000 Advanced Two-Day, Lapping, Practice, Qualifying Session, or Race (including warm-up laps and pace laps) is required to stop in the pits on the next lap to have the car inspected for possible damage. This includes driving four wheels off to reenter after an on-course spin. Drivers who fail to pit during the race after a four-off will be black-flagged. If there is not enough time, during a race, for the black flag to be displayed, a penalty equivalent to a four-off check will be assessed.

6.3.2 Spins

Any driver who spins during a Lapping, R/T 2000 Advanced Two-Day, or Practice Session is required to make a pit stop, even if all four wheels were not off the pavement. This is required so that the coaches may assist the driver to identify the cause of the spin.

6.3.3 Reversing On Track

Reversing on the track or driving counter-race to avoid going four-off, or for any other reason, is not permitted. A driver will receive a black flag for a four-off check. Due to the danger involved, the penalty may be more severe than a normal four-off stop. Any exceptions to this rule will be discussed at the initial drivers' meeting at that event.

6.3.4 Car-to-Car Contact

Any driver involved in car-to-car contact during a Lapping, Practice, Qualifying Session, or Race (including warm-up session and pace laps) must report to the pits immediately for inspection. A driver who fails to pit during the race after car contact will receive a black flag. If there is not enough time to display the black flag, a penalty at least equivalent to a safety check will be assessed. If during a race, a coach is not 100% certain that car-to-car contact occurred, the drivers involved will not be black-flagged, but if the post-race inspection confirms contact, a time penalty will be assessed.

6.3.5 Potential Damage

If a coach feels that the driver may have damaged the car (going partially off-road, straddling a curb, or contact with a wall, tire wall

or Armco), a meatball flag, black flag or a competition penalty may be issued to the offending driver.

6.3.6 Unsafe Reentries

If a coach determines that a driver may have made an unsafe reentry, the coaches can call for a black flag or have a time penalty assessed.

6.3.7 Unsafe Pit Lane Speed

If a driver exceeds the posted pit lane speed and/or puts another team member or spectator in jeopardy, the coaches can call for a black flag or have a time penalty assessed. The maximum pit lane speed will be posted by the pit lane coordinator and discussed in all group drivers' meetings.

6.3.8 Passing Under the Yellow

Any driver that passes under the yellow flag may receive a black flag or a time penalty equivalent to a stop and go penalty at the end of the race.

6.3.9 Out of Bounds

Anytime a driver has four wheels off the track boundaries (racing surface) and does not lift, or gains an advantage; he or she will receive a 2-to-10 second (depending upon the severity) out-of-bounds penalty. Out of bounds does not include run-off or four-off areas. The time penalty is assessed at either the end of the race or during a race stoppage. In the event of a race stoppage, the grid order for the restart will reflect the appropriate time penalty for the offending driver. This penalty applies primarily at tracks such as the old Sebring circuit.

6.3.10 Cutting the Course

Anytime a driver leaves the track and reenters at a spot that gains an advantage, a time penalty or a stop and go penalty will be assessed. The amount of the penalty varies depending on the track. The driver must re-enter the track as soon as safely possible before the following corner, unless otherwise directed by a Skip Barber official or corner worker.

If a driver short cuts the course during Qualifying, the lap will be automatically deleted and the driver is not required to pit. However, the third time this infraction occurs, it will be considered a loss of

control under Qualifying rules. (See SECTION 5.1, for race qualification procedures)

6.3.11 Jumping the Start

Any driver who advances his or her position (passes) prior to the display of the green flag may receive a stop-and-go or time penalty.

6.3.12 Blocking

Any reactionary move made by a driver that impedes another driver's progress is subject to a black flag, or a time penalty at the end of the race. Examples include causing a driver to lift off the throttle, drive off the road, hit the brakes, etc.

6.3.13 Ignoring a Black Flag

Any driver who fails to pit after being shown three black flags may be disqualified.

6.4 MECHANICAL DID NOT FINISH (MDNF)

A Mechanical Did Not Finish (MDNF) occurs when a driver fails to complete 90% of the laps completed in the race due to a car problem. The first MDNF is simply bad racing luck. However a complimentary memorial race will be given to a driver, when possible, after having their first MDNF in order to make up for the lost seat time. In the unlikely scenario where a driver encounters a second MDNF during the same season, the Race Series will allow the driver to contest a make-up race for points.

If we are unable to fit the driver into a comparable race group during that race weekend, or if a driver experiences a second MDNF during the last race of the weekend, we will schedule a make-up race at a later date.

Exception: If the MDNF occurs at the final race weekend of the championship, because of the possibility of insurmountable logistical problems or the inability to fit you into a comparable race group, you may or may not receive a makeup race.

Not all mechanical problems will justify a MDNF. For example, a car that has a shifting problem, or a misfire, may not qualify as a MDNF. The crew chief and test drivers will make the final decision.

The MDNF total is separate for each regional Race Series in which the driver is contesting. If, however, a driver participates in a transfer the MDNF tabulation will be utilized from his or her Series.

6.5 STARTING POSITIONS FOR DRIVERS WITH MDNF'S

If a driver experiences a MDNF on the first day of the race weekend, the driver will start from the same grid position for the second race. A coin toss will determine the grid position for the drivers with the same starting positions.

If a driver encounters a second MDNF of the season on the first day of the race weekend, a make-up race will be awarded either that weekend or at a future event. If the make up race is scheduled for day two during the race weekend, a coin toss will determine the positions for drivers with the same starting positions.

7. FLAG DESCRIPTIONS, RESPONSIBILITIES AND PROCEDURES

Each driver may be required to flag one or two other groups. It is important that each driver attends to this responsibility seriously. Flagging affords a great opportunity to closely watch other drivers' techniques in the company of an instructor. It also reduces each driver's expense for a Race Weekend, as we may be able to lower the number of corner workers that we need to hire. Drivers are not required to flag the session/race that is immediately prior to their own session or race. Waiting for flaggers (drivers) is the most frequent cause of time delays during the Race Weekend. Please do not add to this problem.

7.1 FLAG DESCRIPTIONS

Flags are the primary method of communicating information about track conditions, on-course incidents etc. from Race Control and Flagging and Communication to the driver. As a driver you will rely upon the Flagging and Communication staff for this information.

Green Flag	Signifies: the start of a session; the signal to commence racing at the beginning of a race; or the resumption of racing on the restart of a race.
Standing Yellow	Indicates an area of danger ahead— slow down, exercise caution. Passing is prohibited until safely past the cause(s) of the yellow flag. Failure to adhere to these rules may result in a penalty as described in SECTION 6 of this rule book.
Waving Yellow	Indicates an area of immediate danger ahead - slow down and exercise extreme caution, and be prepared to stop. Passing is prohibited until safely past the cause(s) of the

yellow flag. Failure to adhere to these rules may result in a penalty as described in SECTION 6 of this rule book.

Double Yellow During a full-course yellow, the Starter will display two yellow flags, and whenever possible, double yellow flags will be displayed from flag stations around the circuit. Drivers are required to slow down and maintain their positions. A pace car will enter the circuit ahead of the leader to regulate the speed of the field. At this time, the field should try and close up single file behind the leading racecar. Passing a competitor, or the pace car, may result in a penalty as described in SECTION 6 of this rule book.

Standing Black A racecar receiving the black flag (usually displayed with car number at the starter stand) must report immediately to the pit area due to a rules infraction. Failure to do so may result in a penalty as described in SECTION 6 of this rule book.

Furled Black Warning! The driver is close to a rule infraction (usually displayed with a car number). The driver is not required to pit.

Black - All Stations
The session or race has been stopped. Proceed, with caution, to the pits immediately.

Black w/ Orange Dot - "The Meatball"
Mechanical black flag (usually displayed with car number); indicates that something is wrong with the driver's car. Report to the pits immediately.

Red Flag Displayed at Start/Finish with black flags displayed at the corner stations. Drivers should pull off the track as quickly and safely as possible and wait for instructions by race officials.

Checkered Flag Indicates the completion of a session or race.

Blue w/Orange Stripe
Indicates that a faster racecar is overtaking the racecar being signaled. Check mirrors. This flag may be either standing or waiving—waiving indicating more urgency

Yellow w/Red Stripes
Surface conditions have changed (i.e. less grip, slippery surface, etc.), Also called the "slippery" flag.

White at Corner Station

Take care. Slow moving vehicle ahead.

White at Starter Stand

Indicates to the driver that he/she has started their last lap of the race

7.2 FLAGGING PROCEDURES

Flagging assignments are listed on the weekend schedule that is distributed at registration. It is the driver's responsibility to report to the flagging van that is usually located near pit lane at the end of the session prior to your flagging assignment. Do not walk to a station without consulting the van driver first.

Please follow these procedures when flagging at a race weekend.

7.2.1

Never sit while working at a flag station, unless Control has acknowledged a closed course.

7.2.2

Red or Yellow clothing is prohibited at flag stations. Neutral colors are recommended.

7.2.3

Use accurate, brief and concise radio transmissions to communicate with Control. To initiate communications, identify your station number and wait for an acknowledgment.
Example - 'Control, this is station three.'

7.2.4

Once control has acknowledged, give car number (single digits: 3-6 rather than '36'), car color and a brief description of the incident.
Example - 'Car 9-1, white, dropping oil on line, displaying slippery flag.' Refer to location from the driver's viewpoint: Example "Car 4-6 blue is off on driver's left."

7.2.5

If you are manning the headphones or radio, you are responsible for communication between your station and Control at all times. Turn the headphones or radio on as soon as you arrive at the station. Prior to each session, Control will do a course check. If Control

cannot communicate with your station, we cannot start. Never leave the headphones or radio to assist during an incident. Control must make decisions based upon your information.

7.2.6

Never, under any circumstances, are minors allowed on flag stations. Children under 18 years of age must remain in the paddock area or approved spectator areas.

8. CRASH DAMAGE POLICIES

Each driver is required to have a \$1,000 damage deposit on file for practice sessions and race weekends. Each driver is required to have a \$500 damage deposit for all other Advanced Activities.

Financial liability for car and track damage applies to **all racing activities**: Lapping Sessions, Computer Lapping (including damage to computer hardware), R/T 2000 Advanced 2-day, Practice Sessions, Qualifying Sessions and all Races. The amount of your financial liability varies with our estimate of your likelihood of having a damage-causing incident.

In the event of an incident, each driver is asked to sign a crash damage report, but he or she is responsible for appropriate charges **whether or not the report is signed**.

Please note that in most cases the dollar amount is our best estimate at the time, and is subject to change after further inspection of the car. Prices include labor. Prices and format are subject to adjustment without notice.

ALL DETERMINATIONS OF DRIVER ELIGIBILITY, DRIVER CLASSIFICATION, CAUSES OF ACCIDENTS, DRIVER AT FAULT, TYPES OF INCIDENTS, ON-TRACK PENALTIES, MDNFs, AND PENALTIES SHALL BE MADE SOLELY BY SKIP BARBER RACING LLC.

Refundable Damage Deposit

Advanced Activity Refundable Damage Deposit \$500.00

Practice and Race Weekend Refundable Damage Deposit \$1,000.00
Contact your Customer Service Representative for current prices.

The deposit will be refunded, ***UPON REQUEST*** at the end of the season when all bills have been paid. IT WILL NOT BE APPLIED AS PAYMENT TOWARD AN ENTRY FEE; however, it will be applied as payment towards any outstanding bill (s) when the season is over.

8.1 Damage Liability

In our Series we try to rectify two major problems competitors face in all other forms of racing:

1. The financial risk of a major crash is enormous - the entire value of the car. This risk (our cars cost \$42,500 for example) stops many would-be racers from ever running their first event and is often too great a chance for any one other than the totally committed long term racer to take.
2. There is no connection between causing damage and being financially responsible for it. In "the real world" your \$42,500 car can be destroyed by a careless driver running into you.

We solve the first problem by placing limits on a driver's liability. We solve the second problem by penalizing hazardous drivers and linking damage charges to driver responsibility. We can also exclude a dangerous driver.

It is important to understand that crash damage is relatively rare considering the number of miles the racecars log during a R/T 2000 Advanced Two-Day School, Lapping, Practice, Qualifying, and Races. Nonetheless, you need to understand your crash damage liability. When damage is done to one of our racecars, the extent of a driver's responsibility for the repair depends upon a number of factors. We take into account the driver's history of risk-taking, losses of control, and whether the damage was the result of driving at fault or a matter of bad luck. There are two criteria that determine a driver's liability for crash damage: driver status and causes of accidents.

8.1 DRIVER STATUS

Our coaches evaluate students and Series drivers every time they participate in an Advanced Activity or Race Weekend. Drivers are classified into one of the following three categories:

8.1.1 Solid

A Solid driver pilots the car fast, but within his/her personal limits. This means that there are few, if any, losses of control and trips off the racing surface. In addition, Solid drivers are aware of all the cars around them. They are trustworthy competitors and use good judgment. Our champions, the fastest drivers out there, are often in this category. So is the disciplined rookie who hasn't found the ultimate speed. The majority of our drivers are in the solid category.

A Solid driver is still capable of making a mistake, and if property is damaged, he/she is liable up to \$4,500.00.

8.1.2 Accident Prone (AP)

This category is reserved for drivers who, in the opinion of our coaches, show poor judgment and are either frequently involved in accidents or are 'an accident waiting to happen.' This may include a driver who has not crashed, but is seen as an on-the-edge driver.

A driver with Accident Prone status is liable up to \$7,500.00 for the cost to repair any damaged property when involved in an incident. In addition, an Accident Prone driver is charged an additional \$200.00 entry fee per race weekend. While a driver who is on AP may be permitted to do a double race weekend, an additional \$200.00 entry fee will be charged for the second set of races.

Drivers are expected to work their way off the Accident Prone list by showing improved judgment and having incident-free weekends. Drivers who are on the Accident Prone list at the end of a season will remain on it at the start of the next season.

8.1.2 On the Bubble (OTB)

We rarely have drivers in this category. In our opinion, On the Bubble ("OTB") drivers are on the verge of being excluded from our Series. They are expected to clean up their act immediately, find another way to go racing, or retire. OTB drivers are liable for up to \$42,500.00 when involved in an incident. In addition, they are charged an additional \$400.00 entry fee per race weekend. Furthermore, OTB drivers are not permitted to do double race weekends.

8.2 RESPONSIBILITY FOR ACCIDENTS (Causes)

Any incident a driver is involved in that causes damage to one or more cars will result in the observer assigning a percentage of the total damage to all drivers involved.

In MOST incidents, an observer will assign each driver damage to their own car only. This decision is up to the discretion of the observer.

The minimum percentage that can be assigned to a driver involved in the crash is 10% of the total damage of ALL cars involved.

Crashes where the driver is responsible for less than \$600 will not affect the liability limit of that driver.

8.2.1 New Drivers

A new driver in our race series will have a liability limit of \$3,000 for his/her first and second race weekend. The driver's second race must be within the same seasonal series for this rate to be applicable.

The driver's liability will shift to our regular liability limits scale starting with his/her third weekend with the series.

8.2.2 "The Big Mess"

If an instructor does not feel that he/she can make an accurate call of who was "more at fault" because of a multiple car incident, all cars will split the total crash damage charges equally.

NB: Unfortunately, we cannot use video evidence to change, clarify or make a call for penalties of any kind.

8.3 SUMMARY OF LIABILITY LIMITS

The following listing covers all of the possible liability changes as a result of having driver incidents:

An incident (DI) is any crash damage where a driver is responsible for \$600 or more.

1 st DI	Liability for a first incident	\$4,500.00
2 nd DI	Liability for a second incident if damage in the first was less than \$3,000.00	\$4,500.00
2 nd DI	Liability for a second incident if damage in the first was above \$3,000.00	\$6,000.00
3 rd DI	Liability for a third incident if damage in each of the first two was below \$3,000.00	\$4,500.00
3 rd DI	Liability for a third incident if the damage in either of the first two was above \$3,000.00	\$6,000.00
3 rd DI	Liability for a third incident if damage in both of the first two was above \$3,000.00	\$7,500.00
4 th DI	Liability for a fourth incident if each of the first three were less than \$3,000.00	\$6,000.00
4 th DI	Liability for a fourth incident if any of the first three were more than \$3,000.00	\$7,500.00
5 th DI	Liability for a fifth incident regardless of the amount of damage in previous incidents.	\$7,500.00
AP	Liability for all incidents	\$7,500.00
OTB	Liability for all incidents	\$42,500.00

For the purpose of tracking the number of incidents, a driver's total starts at zero at the beginning of the Championship season. If a driver is competing in more than one regional Championship, the season total includes incidents in each regional Championship.

Crash damage in the National Championship and Masters National Championship Race Series does NOT affect liability in the regional Championship series and vice versa.

8.4 Preventable Motor Damage

A driver is not responsible for damage done to a motor if it fails and still has the proper amount of water and oil in it. A driver is responsible for damage to a motor if it is the result of not monitoring the water and oil gauges.

8.5 ***CRASHING OUT OF AN EVENT***

During any day at a series event, should a driver incur the liability limit of \$6,500.00 the coaches reserve the right to decide if you may continue to participate in the event. **There are no refunds for any portions of the event (s) not completed due to a "crash-out".**

9. **PAYMENT TERMS AND CONDITIONS**

At time of registrations, whether signing up for an individual Advanced Activity or an entire season, payment of the appropriate damage deposit will be required. IN ADDITION, FULL PAYMENT WILL BE REQUIRED FOR THE FIRST SCHEDULED EVENT INCLUDING ALL PRE-RACE WEEKEND ADVANCED ACTIVITIES (i.e. Car Control, Computer Lapping, Lapping, R/T 2000 Advanced Two Day.) You may not participate without full payment. All payments must be made in US Dollars.

Prior to each event, your Series Advisor will try to contact you. If you are unattainable, it will be your responsibility to confirm your reservation for a race weekend. All payments are due three weeks prior to the scheduled event; if you have not paid two weeks prior to the event and you have not contacted your sales representative, you will be moved to the wait list and not placed in a group for the race weekend.

9.1 ***CANCELLATION AND RESCHEDULING POLICY***

The following outlines our cancellation and rescheduling fees:

2-DAY ADVANCED RACING SCHOOL:

- A) If you cancel or reschedule twenty-one (21) days or more before the first day of your program you will be charged a \$75.00 fee.
- B) If you cancel eight (8) to twenty (20) days prior to the first day of your program you will be charged 50% of the course cost.
- C) If you reschedule eight (8) to twenty (20) days prior to the first day of your program you will be charged 15% of the course cost.
- D) If you cancel or reschedule within seven (7) days of your course, or "No-Show" there is no refund or rescheduling credit.

LAPPING/COMPUTER LAPPING/PRACTICE/RACE WEEKEND:

- A) If you cancel or reschedule out of a Race Series event more than one (1) week prior to an event, you may do so without penalty.

- B) If you cancel or reschedule within one (1) week prior to an event, you will be charged 25% of the full retail price of that event.
- C) If you "No-Show" (do not to attend a Race Series event without notifying Skip Barber Race Series in advance) you will be charged 50% of the full retail price for that event.

All cancellations must be made by email, letter, or fax.

If payment has been made for the event that you cancelled, rescheduled out of or No-Showed, the cancellation/reschedule/No-Show fees will be taken from that payment. If payment has not been made, you will be invoiced or the credit card on your Multi Event Reservation Form will be charged. Any account more than 30 days past due will be assessed interest equal to 1.5% per month.

Drivers who have a history of canceling may be required to pay in full for all events when they sign-up. The Skip Barber Race Series reserves the right to request payment in advance for highly subscribed events.

For all schedule information, please contact our Customer Service Department at (860) 435-1300 or (800) 221-1131. The office is open Monday-Thursday from 8:30 a.m. to 7:00 p.m. and Friday 8:30-5:00p.m. Eastern time. Messages may be left after hours. Our 24-hour fax number is (860) 435-1321.

10. IMPORTANT FORM REQUIRING YOUR SIGNATURE

10.1 *IMPORTANT*

IN ORDER TO PARTICIPATE IN ANY SERIES EVENT (LAPPING SESSION, COMPUTER LAPPING, R/T 2000 ADVANCED TWO-DAY, PRACTICE SESSION, OR RACE WEEKEND), YOU MUST READ THE 2003 SKIP BARBER FORMULA DODGE RULES & REGULATIONS, COMPLETE, SIGN AND DATE THE ACKNOWLEDGMENT ON THE LAST PAGE, AND RETURN THE SIGNED ORIGINAL TO THE SKIP BARBER RACING SCHOOL.

Each Driver's signature on the "Driver Acknowledgment and Agreement" form constitutes that Driver's specific irrevocable consent that:

10.2.1

All claims and disputes between the Skip Barber Racing School and such Driver relating to payment of fees, penalties, crash damage or any other amounts invoiced to the Driver shall be finally resolved in the Courts of the State of Connecticut as though the related event or debt had been conducted or incurred entirely within the State of Connecticut, and in no other jurisdiction or tribunal; and

10.2.2

Such Driver irrevocably consents to the personal jurisdiction of such Connecticut Courts over him/her for the purpose of resolving such disputes; and

10.2.3

Any judgment rendered by such Connecticut Courts may be enforced by any Court anywhere in the United States or abroad where that Driver may be found.

10.2.4

Driver hereby agrees to pay all expenses, costs, and reasonable attorneys fees incurred by Skip Barber Racing School in collecting any amounts due from such Driver.

10.2.5

At each Skip Barber event, Driver will sign, and will cause each of his guests to sign, the standard Skip Barber "Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement" forms as well as any similar form required by the track or facility at which the event is conducted.

RELEASES

In order to participate in any Skip Barber event, it will continue to be a condition of admission to the premises of the event, and a condition of participation, that each driver and participant, and each guest thereof, must read and sign the Skip Barber standard form entitled "Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement." (Each track will usually have its own release or form that must also be signed.) A parent or guardian must sign the appropriate form for each minor.