



BRITISH COLUMBIA HISTORIC MOTOR RACES (BCMHR)

Mission Raceway Park Road Course

Mission, BC, Canada

August 9, 10 and 11, 2019

Last revision: June 27, 2019

Supplementary Regulations

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Compliance with the Supplementary Regulations and the Mission Raceway Park requirements described below will ensure that drivers, entrants, crew members, guests, officials, workers and spectators have a safe and memorable experience. Infractions may result in penalties and/or exclusion. These regulations are subject to change.



1.0 General Information

Event Description: The 2019 British Columbia Historic Motor Races (BCHMR) is an amateur motor racing event presenting a multi-day program of vintage automobile racing and related events at the Mission Raceway Park Road Course.

- BCHMR event web site www.bchmr.ca
- BCHMR Facebook page, click [here](#)

Event organization: The BCHMR is organized by the Vintage Racing Club of British Columbia (VRCBC) with the support of the Sports Car Club of British Columbia (SCCBC), the Motorsport Emergency & Turnworkers Association (META), and many volunteers.

Event organizer: The Vintage Racing Club of British Columbia (VRCBC)
c/o Ian Wood, Event Chairman
Phone: 778-988-6815
Email: IanWoodesq@gmail.com

Event sanctioning: The BCHMR is sanctioned by the Confederation of Autosport Car Clubs (CACC) which is affiliated to ASN Canada FIA. Liability and participant accident insurance is arranged through ASN Canada FIA.

Regulations: The current CACC General Competition regulations (CGRs), CACC Race Competition Regulations, CACC Vintage Competition Rules and VRCBC Racing Car Eligibility & Approval Process govern racing car and driver safety. Racing car eligibility criteria for this event are defined in Section 4 of these Supplementary Regulations.

Acceptance of regulations: Participation as an entrant, driver or crew member in this event constitutes the acceptance of these Supplementary Regulations.

Waivers: Every driver, entrant, crew member and guest must sign a release agreement and the official CACC waiver at registration and must at all times wear and display the official wrist band. Minors (under 19 years) who are registered as driver, crew member, or volunteer must have a parent or legal guardian sign a Parental Waiver. No one under the age of 16, with the exception of registered, licenced Junior Drivers, is permitted in the designated 'hot' areas and may not be registered as crew member.

Responsibility: Drivers/entrants are responsible for the behavior and actions of their crew members and their guests.

Event Office: The Event Office will be the SCCBC Clubhouse located near Pre-Grid. It will have the Official Notice Board and all at-track registration activities will be conducted there.

Event Schedule: The Event Schedule for registration, technical inspection, drivers' meetings, on-track and other activities is available separately. The most recent official schedule will be



posted on the Official Notice Board in the Event Office. It is the responsibility of each entrant and driver to ensure that they are aware of the most recent version of the schedule.

Other Documents: A track layout map, a paddock detail map and a list of race officials are included in these Supplementary Regulations, these documents will be posted prominently on the Official Notice Board in the Event Office.

Fuel: Normally racing fuel is not available for sale at Mission Raceway Park. The highest octane gasoline typically available at local retail stations is Chevron 94 (ethanol free). Leaded fuel is not available at gasoline stations in Canada, however the importation and the use of leaded fuels in motor vehicles is permitted in Canada for racing vehicles only. Any entrant who proposes to use any type of fuel other than gasoline must receive approval from the event organizers.

Alcohol: Beverage alcohol is not permitted in Mission Raceway Park.

Smoking: Smoking is not permitted inside any Mission Raceway Park building, or on the Pre-Grid or in the Hot Pits.

Access: Entry to and exit from Mission Raceway Park before 7:00 am and after 10:30 pm will only be possible in emergency situations.

2.0 In the Paddock

Paddock space allocation: Although every effort will be made to meet individual entrant's Paddock reservation requests, the Paddock Marshall will assign final Paddock space(s) to entrants upon their arrival at the track.

Paddock traffic: The Paddock area can become very congested. All entrants and their crew must drive all vehicles (both racing cars and support) at very slow speeds, use great caution and obey the one-way traffic rules. Two of the paved lanes in the Paddock are one-way eastbound. Paddock lanes must remain clear at all times.

Support vehicles: Only one support vehicle per entry will be allowed in the Paddock area. Support vehicles and trailers in the Paddock must be parked perpendicular to the track front straight unless previous permission is obtained in writing from the Paddock Marshall to do otherwise. Support vehicles and/or trailers longer than 24 feet cannot be accommodated on the paved pads in the Paddock and must be located on the back row. Additional parking areas are available for other vehicles. Any entrant who is unsure how these requirements may affect them is requested to contact the Paddock Marshall before parking their support vehicle(s).

Damage: It is the responsibility of the driver/entrant to protect their assigned paved paddock space from damage. The cost of repairing damage to track, grounds, buildings or equipment, regardless of cause, including damage to paved areas from spills, jacks, jack stands and poles, etc., may be charged to the driver/entrant deemed to be responsible.



Spills: All spills are to be reported to the Paddock Marshal and cleaned up immediately. Containers for waste oils, cleaners, brake fluid, and other corrosive or damaging materials are not provided. Each participant is required to contain and to remove such waste from Mission Raceway Park. Anyone caught dumping these materials on-site will be charged the cost of the cleanup and will be banned from the facility.

Camping: Overnight camping is permitted within the entrant's assigned paddock and parking space on the Thursday, Friday and Saturday evenings. Overnight camping is not permitted on the Sunday night.

Fires: Open fires are not permitted. Gas or charcoal barbecues and Coleman-type camping stoves may be used provided that they are kept safely away from any combustible substance such as gasoline in cans, tanks or fuel cells.

Vehicles: Skate boards and roller blades are not permitted. Bicycles and ultra-small motorized vehicles may be used by persons 16 years and older with the prior permission of the Paddock Marshall.

Animals: Pets must be on a leash at all times while on-site. Pet messes are to be cleaned up immediately.

Water: Note that access to potable water is limited.

Electric Power: Competitors may not plug in to any track facility power connection.

3.0 Tech Inspection, On Pre-Grid, In the Hot Pits, On the Track

Drivers' Meeting: A drivers' meeting is held each morning at the time indicated (typically 8:30 am but this may vary) on the Event Schedule. Attendance at all drivers' meetings is mandatory for all drivers. It is the driver's responsibility to determine the correct time of the meetings.

Passes: Any person in the Technical Inspection area, the Pre-Grid, and the Hot Pits must ensure that they have the required, appropriate pass/wrist band clearly visible at all times.

Tech Inspection:

- **Log Books:** A valid vehicle log book is required for Technical Inspection.
- **Race Numbers:** The VRCBC does not have permanently assigned racing numbers. Entrants are requested to provide their preferred number on the entry form and these will be accommodated whenever possible, on a first come-first served basis.
- **Safety Equipment:** All driver safety equipment must comply with current CACC Race Competition Regulations. A Frontal Head Restraint Device (FHRD) is required.

Clothing: Shirts, long pants and closed-toe footwear must be worn in Pre-Grid, in the Hot Pits and in the Technical Inspection area.



Fueling: Fueling is permitted in the Paddock only. Any fuel spillage may result in a charge for cleanup.

Noise Restrictions: Prior to ten minutes before the first scheduled session each day, race engines may only be idled to warm, or to report to Tech and then return to their Paddock space. The maximum sound limit at the Mission Raceway Park Road Course is 95 decibels at 50 feet from the track surface. The sound produced by individual racing cars will be measured and any car deemed to be too noisy by the Steward and race officials will be black flagged. If a muffling device has been modified after initial vehicle scrutineering, then it must be re-inspected and approved by a Scrutineer prior to the vehicle going on the track.

Speed Limit: The speed limit in the Hot Pits is 50Kph (30Mph). This speed limit ends at the designated exit point (adjacent to the Starter's Tower) from the Hot Pits to the track surface.

Track Access: The race track is approximately 2.1 kilometers (1.3 miles) in length with nine corners. It is used in a counter-clockwise direction. Access to the track is through the Pre-Grid and then the Hot Pits, unless otherwise directed by an official.

Track Exit: Racing cars intending to exit the track must enter the Pit Lane at the beginning of the Pit Entrance Line in Turn 9 and stay all four wheels to the right of the line for its entire length into the Hot Pits. There is also a secondary exit from the track at Turn Two (the 'Back Door') directly into the Paddock, for use in case of an emergency or vehicle breakdown.

Grid Size: The maximum allowable grid size will be determined by the event Steward dependent upon the number of entries and weather conditions. Race groupings will be adjusted as required to ensure that this maximum is not exceeded.

Grid Positions: The My Laps (formerly AMB) transponder system is used for timing and scoring. The use of transponders is mandatory. There will be a limited number of transponders available for rental at registration and a request can be made on the entry form.

Pre-Grid: Cars arriving at Pre-Grid must shut their engines off until the 'One Minute Warning' is given. Racing cars arriving at Pre-Grid for any session after the 'Five Minute Warning' has been given may be placed at the back of the grid.

Race Starts: Rolling starts behind a pace car will be used for this event unless otherwise instructed.

Tire Scrubbing: Tire scrubbing is not permitted at any time during practice or qualifying. Scrubbing is only permitted during the pace lap(s) preceding the initial green flag race start or when otherwise under Pace Car control.

On Track: No positional or lap time advancement is permitted in the following circumstances:

- **Turn 1:** Racing cars failing to negotiate Turn 1 that do not pass the Commitment Line may re-enter safely at Turn 1. Racing cars beyond the Commitment Line must re-enter safely at Turn 3.



- **Turn 4:** Racing cars using the Run-Off Road in Turn 4 must come to a stop prior to the Turn 6 Turn Station and wait for direction from a Turn Marshal prior to re-entering the track.
- **Turn 7:** Racing cars exiting the racing surface in Turn 7A or 7B must re-enter the track only when safe to do so.
- **Turn 9:** Racing cars not exiting the track must not place four wheels to the right of the Pit Entrance Line in Turn 9.

Access: There is no access to Race Control without the permission of Race Control. There is no access to the Public Address stand except for authorized observers and event personnel.

Broadcasting: Live broadcasting (i.e., Facebook Live, Periscope, etc.) is not permitted during the event. Contact the Steward for clarification if necessary.

4.0 Racing Car Groups

4.1 Vintage Closed Wheel (CW) Production-Based Racing Cars

This group includes Production-Based Closed Wheel (CW) sedans and sports cars that were constructed up to December 31, 1997 and have been prepared to the Production and Improved Production racing specifications of a major sanctioning body including:

- CASC and successor organisations such as ASN Canada FIA and its regional territories/ organizations.
- SCCA
- ICSCC
- FIA Groups 1 and 2

Cars constructed to another organization's specifications may be considered by the VRCBC upon application.

4.2 Vintage Exhibition and Formula Ford Group

This group includes Purpose-Built Open Wheel (OW) and Sports Racing (SR) racing cars constructed and with verifiable racing history up to December 31 1997 and prepared to the specifications of a major sanctioning body including:

- CASC and successor organisations such as ASN Canada FIA and its regional sub-organizations.
- SCCA
- ICSCC
- IMSA
- FIA Groups 6 and 7 and all formulae



Cars constructed to another organization's specifications may be considered by the VRCBC upon application.

Formula Ford has three sub-categories:

- Modern (current) Formula Ford (aka Formula F) per current CACC / SCCA regulations
- Club Ford per ICSCC Club Ford regulations
- Vintage Formula Ford per Monoposto Racing Formula Ford regulations

Note: At the discretion of race officials:

- Vintage Closed Wheel (CW) Production - Based Racing Cars with verifiable racing history prior to December 31, 1997 that do not comply with the Vintage CW group criteria due to modifications, but that do comply with Purpose-Built sports racing regulations may be placed in the Vintage Exhibition Group. However, race officials may direct these cars to be gridded with the Vintage Closed Wheel (CW) Production - Based Racing Car Group on safety grounds.
- Entrants and / or drivers who require clarification of their individual situation are urged to contact the Chief Organizer.

4.3 Formula Vee Group

Formula Vee has two sub-categories:

- Modern (current) Formula Vee per current CACC / SCCA regulations
- Vintage Formula Vee per Monoposto Racing Formula Vee regulations

5.0 Driver Information

5.1 Documentation: The driver will be required to present the following documents when registering at the track:

- A current, valid provincial or state driving licence
- A current, valid Vintage Race or Race licence

Note: ASN-FIA / CACC regulations require that Canadian residents (whether a citizen or not) hold a license issued by CACC, ASN Canada FIA or its territories.

5.2 Driver: Race officials must know who is driving each racing car at all times during all track sessions. Permission must be obtained from the Steward at least four (4) hours in advance if a racing car is to be driven by anyone other than the registered driver.



7.0 Dispute Resolution

Any unresolved issue or disputes with regard to entry matters will be referred to the Chief Organizer (Event Chairman) and his decision or resolution will be considered binding and not subject to appeal.

8.0 Race Officials

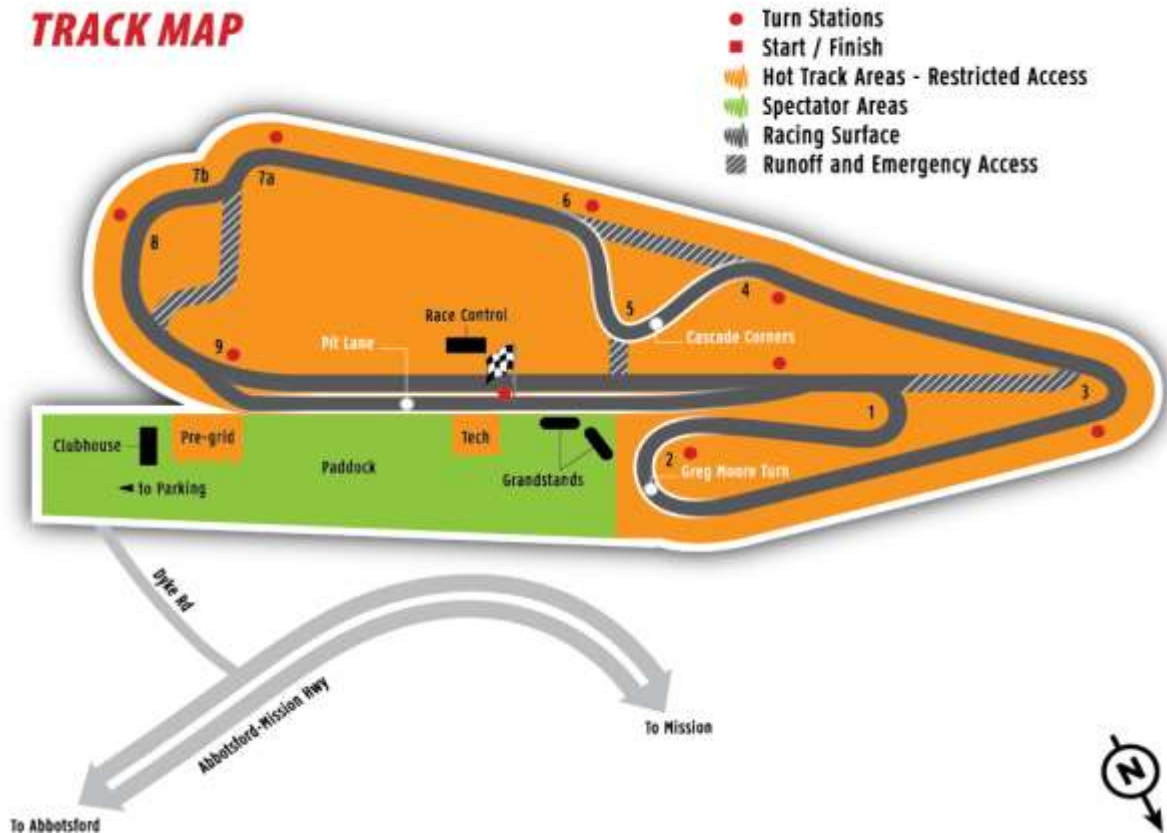
Event Chairman / Chief Organizer	Ian Wood
Clerk of the Course	Tasma Wooton (or her delegate)
Registrar	Stanton Guy
Chief Time Keeper	Marc Ramsay (or his delegate)
Chief of Flags / Chief Marshal	Tasma Wooton (or her delegate)
Steward	Hugh Archer
Starter	Andrew Slater
Scrutineer – CACC	Jim Kurtz & Mike Currie
Scrutineer – Vintage	Al Cruickshank
Chief Medical Officer	Dr. Keith Wong (or his delegate)
Paddock Marshal	Rod Davison



9.0 Track Layout Map

- THE ROAD COURSE AT MISSION RACEWAY PARK -

TRACK MAP



10.0 Paddock Detail Map

