

**2008/2009 Race Series Skip Barber Formula 2000
Southern & Western Series Rules & Regulations
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**SKIP BARBER FORMULA 2000
SOUTHERN & WESTERN SERIES
2008/2009 RULES & REGULATIONS**

All Skip Barber Race Series events are conducted in accordance with the following Rules & Regulations (“Rules”). Changes or supplements to these Rules 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 and understand these Rules & Regulations please sign and return the Driver Acknowledgement and Agreement form found on page 47 (also page 48 if driver is a minor) of this booklet and return **THE ENTIRE RULE BOOK.**

You will not be allowed to participate in any Race Series events without first completing this form and having a Rule Book on file with the Skip Barber Race Series office.

1. INTRODUCTION

Welcome to the Skip Barber 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 Skip Barber Formula 2000 (SBF 2000) is the result of the combined efforts of The Skip Barber Racing School, BF Goodrich, Ricardo 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 SBF 2000 features a single-element front wing with a raised nose-box and a dual element rear wing.

The SBF 2000 utilizes a 2-liter, 16 valves; 4-cylinder engine tuned to deliver 150hp at 5800 rpm with the rear wheels driven through an updated Ricardo 5-speed sequential gearbox.

The SBF 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 SBF 2000 are BF Goodrich G-Force tires, coil-over Penske Racing Shocks, and adjustable front and rear anti-roll bars, side mounted radiators, Hanford Device and vented front and rear brakes.

Each SBF 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 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. RACE SERIES

All Advanced Activities and Race Series events include the use of the SBF 2000 (unless otherwise noted) as well as coaches' feedback and advice. All Advanced Activities and Race Series events include a driver liability for crash damage. Please refer to Section 8, CRASH DAMAGE POLICIES, for further details regarding driver liability limits.

2.1 DESCRIPTION OF ADVANCED ACTIVITIES AND RACE SERIES EVENTS

2.1.1 Skip Barber Formula 2000 Advanced Two-Day \$3199

The SBF 2000 Advanced Two-Day Racing School (ADV2) bridges the gap from the 3-Day Racing School to the Race Weekends. It is the natural progression from the school race car to the winged SKIP BARBER FORMULA 2000 with BF Goodrich tires and a sequential 5-speed gearbox.

2.1.2 Lapping Day - \$1099

As with any sport, the only way to improve your racing skills is with "seat time". Lapping provides multiple track sessions, approximately 100 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 Advanced Car Control - \$1099

Helpful for drivers with solid basic skills who want, or need, to learn how to explore the limits of the car without going over "the edge". This program is conducted on a skid pad and autocross course under controlled conditions, and utilizes Mazda RX-8's,

Mazda 3's and the SBF 2000 race cars. The curriculum is designed to teach a driver how to deliberately slide and drift the car as well as how to control these situations. This is done first in the RX-8's and Mazda 3's with the instructor sitting alongside of you, giving you instant feedback. Then you move in to the SBF 2000 and continue to hone the skills that you have learned.

2.1.4 Lead Follow Lapping - \$1249 per session

You get your own personal coach for the day, and you're both in an SBF 2000 race car. Follow the coach nose-to-tail on the racetrack, and learn precisely where to brake, turn in, apex and track out. Guaranteed to take big chunks off your lap times. One 30 minute session (approximately 50 miles) and individual feedback from your own personal coach. Also includes in car radio feedback during the session.

2.1.5 Computer Lapping Session - \$599

Computer Lapping is designed for drivers who are prepared to examine their performance in detail to pinpoint specific areas for improvement. The implementation of a data collection system and software allows drivers to analyze their laps and compare against an instructors target lap. The system monitors and records throttle position, speed, engine RPM, lateral and longitudinal g's and braking points for each lap, giving the driver information about how to improve their driving and lower their lap times. 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.

2.1.5 SBF 2000 Test Day - \$2199

The SBF 2000 Test Day is designed for the experienced racer who is looking to learn a little more about their driving style and car feedback skills. It will teach the driver to better understand the subtle differences in car set-up and chassis changes. It combines the elements of a lead follow with computer car and allows the customer to really focus on improving his or her analytical skills as a driver. It is done in the computer car and consists of many short sessions throughout the course of the day with data collection feedback to pinpoint the areas needed to focus on. One of those sessions is with a coach in another SBF 2000 for the lead follow portion. In addition we will make changes to the set-up of the car so the driver can not only feel the effect but see it in the telemetry as well. The day concludes with a mock qualifying session to try and apply the information learned under simulated pressure conditions. The sort of thing one might expect if progressing further up the ladder of professional racing.

2.1.6 Practice Day - \$1199

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 to other experienced drivers (on a space available basis). Practice includes two 30-minute timed sessions, with open passing permitted and feedback from coaches to help drivers continue to build their skills. Drivers receive a copy of their individual lap times at the conclusion of their session. “Extra” practice is available, space and cars permitting.

2.1.7 Qualifying – Included in 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 18-20 minute timed session with open passing permitted. Time sheets and driver evaluations will be made available following each session. See Section 5, rule 5.2 for Qualifying procedures.

2.1.8 Race Series Weekends - \$2999

Skip Barber Racing coaches act as observers at all racing activities and offer driver evaluations, of nearly every corner, 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. Prices are subject to change .

2.2 RACE SERIES - REGIONAL SCHEDULES

The winter Race Series consists of two regional championships. Please contact your School and Series Advisor (SSA) for specific scheduling information for each regional series.

October – April 2008/2009 Western Series:

6 Events (12 Races)

October – April 2008/2009 Southern Series:

6 Events (12 Races)

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 at the track
(Unless otherwise stated)

2.3.2 Practice Day

Driver Registration in the Hospitality Area
Track Orientations (“Van Arounds”)
Drivers Meeting
New Driver Orientation
1st Practice Session, all groups
2nd Practice Session, all groups

2.3.3. First Day of Race Weekend

Final Driver Registration in the Hospitality Area
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 Race Weekend

Driver 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 non-points “for fun” races that usually has several instructors entered. Memorial Races are generally 25-30 minutes in length and are preceded by a warm-up session. The entry fee is \$499. 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 \$699 per team. Participation is subject to the discretion of the Pit Lane Coordinator and the Managing Staff of the Race Series.

3. ELIGIBILITY AND MINIMUM REQUIREMENTS

All Advanced Activities and Race Series events require the minimum prior driving or racing experience described below.

Regardless of prior experience all drivers must, in the sole judgment of our coaches, demonstrate the skill to competently compete in a racing event.

Race Series Coaches 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.

In addition, Race Series Managing Staff has the right to exclude any driver who has any outstanding invoice(s) with the Skip Barber Racing School LLC.

REQUIREMENTS:

3.1 SBF 2000 ADVANCED TWO-DAY (ADV2)

Graduation from the Skip Barber 3-Day Racing school, or from a professional racing school* or prior racing experience*. A Driver Medical Information Form and signed Rule Book on file with the Race Series Coordinator. Plus, in the sole judgment of our coaches, a driver must demonstrate the skill to safely participate in an ADV2. Successful completion of the ADV2 does NOT guarantee eligibility to race.

3.2 LAPPING DAY

Graduation from the Skip Barber 3-Day Racing School, or from a professional racing school* or prior racing experience*. A Driver Medical Information Form and

signed Rule Book on file with the Race Series Coordinator Plus, in the sole judgment of our coaches, a driver must demonstrate the skill to safely participate in a lapping session.

3.3 ADVANCED CAR CONTROL

Graduation from the Skip Barber 3-Day Racing School and/or from a Skip Barber Two-Day Driving School or professional racing school* or prior racing experience*. A Driver Medical Information Form and signed rule book on file with the Race Series Coordinator.

3.4 COMPUTER LAPPING SESSION

Graduation from the Skip Barber 3-Day Racing School, or from a professional racing school* or prior racing experience*. A Driver Medical Information Form and signed Rule Book on file with the Race Series Coordinator. Plus, in the sole judgment of our coaches, a driver must demonstrate the skill to safely participate in a computer lapping session.

3.5 LEAD FOLLOW LAPPING SESSION

Graduation from the Skip Barber 3-Day Racing School, or from a professional racing school* or prior racing experience*. A Driver Medical Information Form and signed Rule Book on file with the Race Series Coordinator. Plus, in the sole judgment of our coaches, a driver must demonstrate the skill to safely participate in a lapping session.

3.6 SBF 2000 TEST DAY

Graduation from the Skip Barber 3-Day Racing School, or from a professional racing school* or prior racing experience*. A Driver Medical Information Form and signed Rule Book on file with the Race Series Coordinator. Plus, in the sole judgment of our coaches, a driver must

demonstrate the skill to safely participate in a lapping session.

3.7 PRACTICE DAY

Two prior days of Advanced Activities, i.e. two Lapping days or a SBF 2000 Advanced Two Day or prior racing experience* A Driver Medical Information Form, Physical Exam Form, and signed Rule Book on file with the Race Series Coordinator. Plus, in the sole judgment of our coaches, a driver must demonstrate the skill to competently compete in a racing event.

3.8 RACE WEEKEND

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

New drivers must complete Three days of Advanced Activities, one of which has to be the Practice Day. Lapping Days or the SBF 2000 Advanced Two-Day must be completed within the six months preceding participation in their first Race Weekend.

New drivers are not allowed to participate in a Double Race Weekend. Any exceptions to this rule must be approved by the Managing Staff of the Race Series.

All drivers who have raced within the Race Series previously, but have not been in a racecar in the last year, are highly encouraged to complete at least one Lapping Day and a Practice Day prior to their next race weekend.

Any driver who has been out of our racecar for more than five years may be required to complete another Skip Barber

3-Day Racing School or another Skip Barber Advanced Activities. Documentation of other racing experience may permit waiver of the requirement. All drivers must, in the sole judgment of our coaches, demonstrate the skill to competently compete in a racing event.

In addition, a driver must have a Driver Medical Information Form, **Physical Exam Form**, and signed Rule Book on file with the Race Series Coordinator.

*Please contact your School and Series Advisor for a listing of professional racing schools and race licenses that we accept in lieu of the above qualifications.

4. REQUIRED PAPERWORK, SAFETY REQUIREMENTS AND RECOMMENDATIONS

These are necessary documents that each driver is required to submit and have on file with the Race Series.

4.1 SIGNED RACE SERIES RULE BOOK

4.2 PHYSICAL EXAM FORM

A completed physical form is **MANDATORY** in order to participate in a Practice Day or Race Weekend. This form **MUST** be completed by a licensed physician. This form is not mandatory for drivers who plan only to participate in an SBF 2000 Advanced Two-Day School, Lapping, Lead Follow Lapping, Computer Lapping, Advanced Car Control or a SBF 2000 Test Day. A physical form is included in your confirmation package and the physician completed form is valid for two years from the exam date.

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

4.3 DRIVER MEDICAL INFORMATION FORM

All drivers are required to complete and submit the Driver Medical Information Form prior to their participation in ANY Advanced Activity or Race Series Event. This form must be completed once for each season and series and is included in your confirmation package.

Please return and submit this form in its entirety to the Race Series at least three weeks prior to your first scheduled event.

The DRIVER is solely responsible for submitting and confirming receipt of all medical documents.

Please send the Rule Book, Physical Exam Form and/or Driver Medical Information Form to:

Kerry Mosher

Skip Barber Race Series Coordinator

P.O. Box 1629

29 Brook Street

Lakeville, CT 06039

Off. 860.435.4261, FX. 860.248.4617

4.4 SAFETY EQUIPMENT REQUIREMENTS

Race Series programs involve high speeds and running in dense traffic situation 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 highly recommend that participants wear top-

and-bottom fire resistant underwear. Many makers of multi-layer (two layers or more) suits also recommend the use of fire resistant underwear. We highly recommend fire resistant underwear, no matter what type of suit the participant wears. Single-layer suits are available from Skip Barber Racing School for driver's use.

- Helmet REQUIRED: A Snell 2005SA rating. It is strongly 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 other pertinent medical history (i.e. diabetes, etc.).
- Visors REQUIRED: Preferably made of impact resistant material.
- Gloves REQUIRED: Made of leather and/or fire resistant material.
- Socks Highly recommended: Made of Nomex®
- Balaclava Highly recommended: Made of fire resistant material for drivers with a beard or mustache, or hair protruding from beneath the helmet.
- Shoes REQUIRED: With uppers of leather and/or nonflammable material.
- Arm Restraints Highly recommended
- Neck Collars Highly recommended
- Hans® Device Highly recommended

Seat Padding Recommended for those who wish to customize their seating in the SBF 2000. We provide seat foam. We will make a custom seat insert for you, at a minimum charge of \$100.

5. RACE SERIES PROCEDURES, POINTS AND AWARDS

5.1 Race Groups

Each race group will consist of drivers of varying skill and speed with the intent that each driver will have several other drivers of equal skill and speed to compete against.

5.1.1 Concurrent Championship- Same Venue

If there are inadequate entrants from both championships we reserve the right to run and score as one group.

5.2 Qualifying – Race 1 - All Groups

For race 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. Under SBRS discretion, the driver may be given another car, although those lap times would be forfeited.

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

If a driver has a mechanical problem during qualifying that prevents them from completing at least 50% of the session, that driver will be given another car to complete the session if possible. Otherwise they may be allowed to qualify in another group if conditions allow.

5.2.1 Pole Position

The driver who starts on the Pole reserves the right to start on the inside or outside of the first row. The Pole Position choice does not affect other starting rows.

5.3 Starting Grid – Race 2 – All Groups

Race two grids are determined by the results of Race One, with the winner on the pole. If a driver is moved into a different group, a coin toss will determine the starting position of drivers with the same finishing positions. If a driver requests to move into another group (i.e. early flight, etc.) he/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. A driver may purchase the qualifying session for the second race (which is 20% of a race weekend) or they may start from the back of the grid for his/her “no Sunday race”.

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” weekend, 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/her car sustains damage or is stranded, we will attempt to repair or retrieve the car within the time available (if any) prior to the 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 and 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 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 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 both the Western and Southern Championships the two lowest scores will be deducted to determine the final points*.

*includes zeros and mechanical did not finishes, as well as races a driver did not participate in.

If there is a tie in the finish of a race both drivers will be awarded the higher finishing position and the two finishing position points will be added together and divided by two. If a fraction results it will be rounded up the next point.

Ties in the final driver's point standings will be resolved according to the drivers' 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:

<i>Finishing Position</i>	<i>Points Awarded</i>
1 st	35
2 nd	32
3 rd	30
4 th	28
5 th	26
6 th	25
7 th	24
8 th	23
9 th	22
10 th	21
11 th	20
12 th	19
13 th	18
14 th	17
15 th	16
16 th	15
17 th	14
18 th	13
19 th	12
20 th	11
21 st	10
22 nd	9
23 rd	8
24 th	7

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.

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

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/her own championship. East-Midwest or West-South transfers are permitted. If a driver transfers points from one Race Series to the other, he/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.

5.6.2 Double Race Weekend (“Double”)

Drivers who contest a Double 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 Doubles in “back to back” groups. However, this is not guaranteed and a driver doing a

Double may be required to race in consecutive groups, due to logistics and points standings. The Race Series cannot guarantee an equal group.

5.6.3 Undeclared Points

The Race Series Coordinator reserves the right to assign undeclared Transfer or Double points to a missed weekend in a fair and consistent manner. Once the decision has been made it cannot be reversed.

5.6.4 Eligible Drivers

Drivers who are OTB (see SECTION 8, rule 8.1.1.4) are not permitted to schedule a Double. In addition, New Drivers may not do a double during their first Race Weekend.

5.6.5 Finale Race Series Weekend

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

Drivers may not do a double during the finale Race Weekend without receiving prior approval from the Managing Staff and/or the Pit Lane Coordinator.

5.6.6 Non-Points Races

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. The exception would be Memorial Races.

5.7 Master's Championship

Concurrent with our Race Series is the Master's 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 the opening race of the season. Masters points are automatically scored during each Race Series weekend in addition to the driver's overall Race Series points. Masters will be denoted in the points with an "M" following their name.

The Masters point system is identical to the Race Series, including deducting the two lowest results ("Drops"). Master's **WILL NOT** score points in their race groups on the finale weekend. In addition a separate Masters race will be held on the last day of the finale weekend of each championship. This race may not be utilized as a Drop.

5.8 Grand Masters Champion

To be eligible, a driver must be 50 years old prior to the opening race of the season. Competitors over the age of 50 at the beginning of the season will automatically be entered in the running for the Grand Masters trophy to be awarded at the end of the season. 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 Masters Championship.

5.9 Regional Prizes

Trophies will be awarded for the top 10 in the overall point standings, top 5 in the Masters Division and the top finishing position in the Grand Masters Division. Best finishes break ties. 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" 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 Race Series staff.

NB: Unfortunately, we cannot use video evidence to change, clarify or initiate 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 the racing surface (i.e. Sebring Airport Circuit). 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.

6.3.1 Four Wheels Off

Any driver who puts four wheels off the pavement during a SBF 2000 Advanced Two-Day, Lapping, Computer Lapping, Lead Follow Lapping, SBF 2000 Test Day, 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. 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 Safety Inspection Time Penalty will be assessed.

6.3.2 Spins

Any driver who spins during any on track session (except the race) 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. Two spins in any one lapping or practice session may cause a driver to miss the remainder of the session.

6.3.3 Reversing On Track

Reversing on the track or driving counter-race to avoid going four wheels off or for any other reason, is not permitted. A driver will receive a black flag for a Safety Inspection. Due to the danger involved,

the penalty may be more severe than a normal Safety Inspection 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 any SBRS on track session or Race (including warm-up session and pace laps) must report to the pits **immediately** for a Safety Inspection. A driver who has contact on the first lap of a race or causes a collision may, at the discretion of SBRS, be disqualified from the race or event. A driver who fails to pit after car contact will receive a black flag. If there is not enough time/laps to display the black flag, a penalty at least equivalent to a Safety Inspection 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 may 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 may 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 driver meetings. In pit lane a driver should be using 1st gear at 3500 RPM.

6.3.8 Passing under 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. Safely undoing a pass under yellow within 1 lap that was inadvertent, may avoid a later penalty. When approaching a yellow flag it is sportsman like practice to raise you arm to notify drivers behind you of the situation and for all drivers to cease and desist with any passing! A waving yellow flag indicates potential track blockage and the ability for you to be able to safely stop your car if necessary! Passing under the yellow is defined by not having all four wheels of your vehicle past all four wheels of the vehicle you are passing prior to a perpendicular line from the displayed yellow flag.

6.3.9 Out of Bounds

Anytime a driver has all four wheels off the track boundaries (racing surface) and does not lift, or gains an advantage; he/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 reenter the track as soon as safely possible before the following corner, unless otherwise directed by a Race Series official or corner worker.

If a driver short cuts the course during Qualifying, the lap will automatically be 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 5.3 for race qualification procedures).

6.3.11 Jumping the Start

Any driver who advances his/her position (passes) prior to the display of the green flag may receive a stop and go or time penalty. However you are free to pass as soon as the green flag is displayed.

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 the Black Flag

Any driver who fails to pit after being shown a black flag for three laps, from the S/F line, may be disqualified.

6.3.14 Personal Safety

It is against our policy for **anyone** to run across a hot track unless directed by a corner worker or a member of the Race Series staff.

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 credit will be given to a driver 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 the Race Series is unable to fit the driver into a comparable race class during that race weekend, or if a driver experiences a second MDNF during the last race of the weekend, the Race Series will schedule a make-up race at a later date.

Exception: If the MDNF occurs at the finale race weekend of the championship, because of the possibility of insurmountable logistical problems or the inability to fit you into a comparable race class, you may or may not receive a make-up 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/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 coin toss for his/her original qualifying position for the second race.

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 a coach. 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.

7.1 Flag Descriptions

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

Green

Indicates the start of a session; the signal to commence racing at the beginning of a race; or the resumption of racing on the re-start of a race.

Standing Yellow

Indicates an area of danger ahead – slow down, exercise caution, passing is prohibited. Passing under the Yellow Flag is a Rules infraction that may result in the offending driver being penalized as described in Section 6.3.8 of this rulebook. Passing under yellow is defined by not having all four wheels of your vehicle past all four wheels of the vehicle you are passing prior to a perpendicular line from the displayed yellow flag.

Double Yellow

Indicates a full course caution – during a full course yellow the Starters Stand will display two yellow flags, and whenever possible, double yellow flags will be displayed from corner stations around the circuit. Drivers are required to slow down and maintain their positions. In most cases, 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 behind the leading racecar. In the event of a full course yellow without a pace car, the leader must slow down significantly and assume the role of a pace car. A leader who does not slow down significantly may be black flagged. Passing a competitor, or the pace car, may also result in a black flagged penalty. Passing under yellow is defined by not having all four wheels of your vehicle past all four wheels of the vehicle you are passing prior to a perpendicular line from the displayed yellow flag.

Waving Yellow

Indicates an area of immediate danger ahead – slow down, exercise extreme caution, and be prepared to stop. Passing

is prohibited and failure to adhere to these Rules may result in a penalty as described in Section 6.3.8 of this rulebook. When approaching a yellow flag it is sportsman like practice to raise you arm to notify drivers behind you of the situation and for all drivers to cease and desist with any passing! A waving yellow flag indicates potential track blockage and the ability for you to be able to safely stop your car if necessary! Passing under the yellow is defined by not having all four wheels of your vehicle past all four wheels of the vehicle you are passing prior to a perpendicular line from the displayed yellow flag.

Full or Open Black

Indicates the racecar receiving the black flag (usually displayed with car number at the Starters Stand) must immediately report to the pit area. Failure to do so may result in a penalty as described in Section 4 of this rulebook.

Furled Black (Black Stick)

Indicates that a driver is close to a rules infraction or is about to lose control of the race car. The furled black is usually displayed with car number at the Starters Stand. The driver is NOT required to pit after receiving a furled black.

Black – All Flagging Stations

Indicates the session or race has been stopped. Proceed with caution immediately to the pits.

Red Flag

Displayed at the Start/finish Stand, with black flags displayed at all corner stations. Drivers should report to the pits or pull off the track as quickly and safely as possible and wait for instructions by race officials.

Black w/ Orange Dot

Indicates a mechanical problem with your racecar. This flag is usually displayed with car number at the Starters Stand. A driver receiving this flag, should slow down, check gauges and mirrors and proceed to the pits trying best as possible to stay off the racing line. This flag is also called “The Meatball” Flag.

Checkered Flag

Indicates the completion of the session or race. Typically you proceed back to the pits at a reduced speed (“cool off lap”) and wave to the corner workers. Passing the race winner on the cool off lap is frowned upon as unsportsmanlike conduct.

Blue w/ Orange or Yellow Stripe

Indicates that a faster racecar is overtaking the racecar being signaled. Check mirrors. This flag may be either standing or waving – waving indicating more urgency or that the race leader is attempting to pass.

Yellow w/ Red Stripes

Indicates unsafe, or changed, surface conditions ahead (i.e. rain, oil, debris, etc.). Also called the “Slippery” Flag.

White (at Corner Station)

Indicates a slow moving vehicle ahead. This could be a racecar with a mechanical problem, a pace car, a tow truck, or an ambulance. You should look for a “point by” signal from the slow moving vehicle before passing.

Waving White (at Starters Stand)

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

7.2 Flagging Procedures

Flagging assignments are rarely required during a Race Series weekend, however, should additional flaggers be needed 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(s). Do not walk to a station without consulting with the van driver first.

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

7.2.2 Yellow clothing is prohibited at Flag Stations.

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.

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, the session 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

In our Race 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 (fully burdened, our cars cost \$67,700 for example) stops many would-be racers from ever running their first event and is often too great a chance for anyone, 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 \$67,700 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 dangerous 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 SBF 2000 Advanced Two-Day School, Lapping, Practice, Qualifying, and Races. Nonetheless, you need to understand your crash damage liability. There are two criteria that determine a driver’s liability for crash damage: driver status and causes of accidents.

Each driver is required to have a \$1,000 refundable damage deposit on file for Practice Days, Race Weekends and Memorial Races. Each driver is required to have a \$500 refundable damage deposit for all other Advanced Activities.

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 can be applied as payment towards any outstanding bill(s).

Financial liability for car and track damage applies to all racing activities during the season: Lapping Sessions, Lead Follow Lapping Sessions, Computer Car Lapping (including damage to computer hardware), SBF 2000 Test Days, SBF 2000 Advanced Two Day, Advanced Car Control, 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 must review and sign a crash damage report before leaving the event and make payment in accordance with his/her liability limit; however, he/she is responsible for appropriate charges **whether or not the report is signed**. All disputes concerning crash damage liability must be settled at the track before the driver departs from the event, with the Chief Observer during a race weekend, or with the lead instructor during a non-race weekend event. A driver is precluded from attempting to dispute their percentage of liability at a later date.

Please note that the dollar amount is our best estimate at the time, and is subject to change after further inspection of the car. Prices are the fully burdened cost. Prices and format are subject to adjustment without notice.

Payment for crash damage incurred is due as soon as a driver's liability has been determined. At the beginning of the season or during registration, you will be asked to fill out a Crash Damage Payment Authorization/Auto Charge Form giving Skip Barber your authorization to charge your credit card for your crash damage liability and any other incidentals that you occurred during the weekend (i.e. extra lapping, computer lapping, lead follow lapping, memorial race, etc.) If you have chosen not to fill out the Crash Damage Auto Charge Form, then after the incident or prior to any additional seat time and before you leave the event, you must both complete and sign the form to authorize payment, or else provide a valid personal check to Skip Barber Racing School.

As with all other Series payments, your payment must be made in US Dollars and made by Visa, Master Charge, American Express, or Discover credit card or by a check drawn on a US bank.

ALL DETERMINATIONS OF DRIVER ELIGIBILITY, DRIVER CLASSIFICATION, CAUSES OF ACCIDENTS, DRIVER AT FAULT, TYPES OF INCIDENTS, ON-TRACK PENALTIES, MDNF'S AND PENALTIES SHALL BE MADE SOLELY BY THE RACE SERIES AND SKIP BARBER RACING SCHOOL LLC.

8.1 Damage Liability

8.1.1 Driver Status

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

8.1.1.1 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. 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 his/her starting liability is \$5,500.

8.1.1.2 Accident Prone (“AP”)

This category is reserved for a driver who, in the opinion of our coaches, shows poor judgment and is either frequently involved in accidents or an “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 AP Status is liable up to \$11,500 for the cost to repair any damaged property when involved in an incident. A driver who is on AP may be permitted to do a Double Race Weekend.

Drivers are expected to work their way off the AP list by showing improved judgment and having incident-free weekends.

Drivers may be removed from AP by having two incident free race weekends*.

Drivers who are on the AP list at the end of a season will remain on it at the start of the next season.

8.1.1.3 Automatic Accident Prone (“AAP”)

A driver may be placed on AAP by incurring two crash damage invoices exceeding their liability limit during the season or reaching a \$11,500 liability limit during the season.

Drivers may be removed from AAP by having two incident free race weekends*.

8.1.1.4 On The Bubble (OTB)

We rarely have drivers in this category. In our opinion, OTB drivers are on the verge of being excluded from our Race Series. They are expected to clean up their driving immediately, find another way to go racing, or retire*. OTB drivers are liable for up to \$67,700 when involved in an incident. In addition, they are charged an additional \$400 entry fee per race weekend. OTB drivers are not permitted to do a Double.

*It is **mandatory** for drivers on AP, AAP and OTB to use the Radio Coaching Program during their points races at the retail rate of \$150 per race.

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 coach *either* assigning a percentage of the total damage to all drivers involved *or*

assigning that each driver pays for his own car. The decision is up to the discretion of the Coach who observed the incident. Please be aware that a loss of control on your part which causes damage to other cars with or without damage to your car may result in you being held liable. The resulting crash damage invoice may increase your liability limit in the future.

If the coach assigns percentages to a multi-car incident, than the minimum percentage that can be assigned to a driver involved in a crash is 10% of the total damage to ALL cars involved.

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

8.2.1 New Drivers

A new driver in our Race Series will have a liability limit of \$4,500 for his/her first race weekend. The driver's liability will shift to our regular liability limits scale starting with his/her second race weekend with the Race Series.

The limited liability during the first Race Series weekend DOES NOT exclude a driver from reaching the AAP Status.

8.2.2 “The Big Mess”

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

NB: We may use video to aid officials/coaches to assign financial percentages in a car contact call. Video WILL NOT be used for calling 4 wheels off the racing surface or to initiate a contact call.

8.3 Summary of Liability Limits

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

A Driver Incident (DI) is any crash damage where a driver is responsible for \$600 or more. An incident resulting in less than \$600 in damage will not increase the driver's liability.

1 st DI	Liability for first incident	\$5,500
2 nd DI	Liability if damage in the first was less than \$3,000	\$5,500
	Liability if damage in the first was <u>above</u> \$3,000	\$6,000
3 rd DI	Liability if damage in each of the first two was less than \$3,000	\$6,000
	Liability if damage in <u>either</u> of the first two was more than \$3,000	\$6,500
4 th DI	Liability if damage in each of the first three was less than \$3,000	\$7,000
	Liability if damage in any of the first three was more than \$3,000	\$7,500
5 th DI	Liability if damage in each of the first four was less than \$3,000	\$8,500
	Liability if damage in any of the first four were more than \$3,000	\$9,000
6 th DI	Liability if damage in the first five was less than \$3,000	\$10,000
	Liability if any of the first five were more than \$3,000	\$10,500
7 th DI	Liability regardless of the amount of damage in previous incidents	\$11,500
AP	All incidents	\$11,500
AAP	All incidents	\$11,500
OTB	All Incidents	\$67,700

For the purpose of tracking the number of incidents, a driver's total starts at zero at the beginning of the Regional Championship season. If a driver is competing in more than one Regional Championship, a driver's liability is based upon his total combined incidents in both Championships. Crash damage in the National Championship and Masters National Championship does NOT affect liability in the Regional Championship 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 \$11,500, 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 the time of registration, whether signing up for an individual Advanced Activity or an entire season, payment of the appropriate refundable damage deposit will be required. IN ADDITION, full payment will be required for the first scheduled event, including all pre-race weekend advanced activities. Subsequent Advanced Activities, Lapping Sessions, Lead Follow Lapping Sessions, Practice Sessions, and Race Weekends may not be scheduled by a driver who has outstanding invoices with Skip Barber Racing School LLC. In addition, **any** scheduled event must be paid in full **three weeks prior** to the start of the event. You may not participate in any scheduled event without full payment of your event(s) and any past due invoices.

All payments must be made in US Dollars and made by Visa, Master Charge, American Express, or Discover credit card or by a check drawn on a US bank. . If the credit card on file becomes lost, stolen, cancelled, or insufficient for any reason, an appropriate replacement must immediately be provided to Skip Barber.

9.1 SBF 2000 Advanced Two Day Cancellation and Rescheduling Policy

	Time Frame	Penalty
Cancel	3 weeks or more	25% of retail value
Reschedule	3 weeks or more	5% of retail value
Cancel/No Show*	3 weeks or less	100% of retail value
<i>*You may not reschedule your program less than 3 weeks before the event.</i>		

9.2 Lapping Session, Lead Follow Lapping Session, Computer Lapping Session, SBF 2000 Test Days, Advanced Car Control, Practice and Race Weekend Cancellation and Rescheduling Policy.

	Time Frame	Penalty
Cancel/Reschedule	3 weeks or more	None
Cancel/Reschedule	3 weeks or less	25% of retail value
No Show	0 days	100% of retail value

9.3 All cancellations MUST be made by email, letter, or fax.

If payment has been made for the event that you cancelled, rescheduled or no-showed, the cancellation/reschedule/no-show fee will be taken out of that payment. If payment has not been made, you will be invoiced or the credit card on your Credit Card Authorization 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 cancelling may be required to pay in full for all events when they register. The Race Series reserves the right to request payment in advance for highly subscribed events.

For all schedule and reservation information please contact our School and Series Advisors at (860) 435-1300 or (800) 221-1131 or (860) 435-1321 fax. The office hours are Monday – Thursday 8:30 a.m. – 7:00 p.m. and Friday 8:30 a.m. – 5:30 p.m. Eastern Standard Time. Messages may be left after hours.

9.4 Pre-Pay Terms and Conditions

9.4.1 Application of pre-pay money will be applied toward Lapping, (including Computer Car Lapping, Lead Follow Lapping, SBF 2000 Test Day, Practice and Race Weekend reservations ONLY. Any non pre-pay reservations (i.e. Computer Lapping Sessions, Lead Follow sessions, Memorials, extra sessions, etc.) will be charged at the time service is rendered.

9.4.2 Partial and extra sessions – Pre-pay discounts are for whole sessions only. Partial sessions or extra sessions reserved after the expiration dates (i.e. added at the track) will be billed at the full retail price.

9.4.3 Refunds – Should a driver be unable or unwilling to complete his/her pre-paid events, any previously completed pre-paid events will be prorated to their regular retail price, with any

remaining credit to be applied toward any outstanding invoices before a refund will be processed.

9.5 Incidental Charges

9.5.1 Crash Damage - All crash damage and incidental invoices are due and payable upon receipt. No Driver may participate in an event while he/she has crash damage or other invoices which are due and unpaid.

9.5.2 Extra Sessions – Any sessions which are added at the track (i.e. Computer Lapping, Lead Follow, Extra Practice, and Memorial Races) are due and payable upon receipt.

9.5.3 Outstanding Obligations – For a period of 180 days subsequent to his/her final 2008/2009 event, Driver (and parent/guardian if applicable) hereby authorizes Skip Barber Racing School LLC to charge against his/her credit card most recently on file the amount of any valid unpaid obligation of Driver to Skip Barber.

10. Legal

Each Driver's signature upon the "Driver Acknowledgment and Agreement" page of this Rulebook constitutes the Driver's specific irrevocable consent on behalf of Driver and of his/her spouse, estate, heir, parents, guardian, successors, or assigns (collectively "Driver Parties") that:

10.1 All claims and disputes between Skip Barber Racing School LLC and any Driver Party relating to the payment of fees, penalties, crash damage, or any other amounts invoiced to a Driver, or arising out of or relating to claims

by any Driver Party against Skip Barber arising out of or relating to the Driver's participation in any 2008/2009 Skip Barber event, shall be governed by and construed and interpreted in accordance with the laws of the State of Connecticut, excluding however, that state's conflicts of laws rules as though the event or obligation had been conducted or occurred or incurred entirely within Connecticut.

10.2 All such claims or disputes shall be resolved in federal or state court in the State of Connecticut and in no other jurisdiction. Skip Barber Racing School LLC and Driver Parties each irrevocably consents to the personal jurisdiction of such Connecticut Courts over it/him/her for the purpose of resolving such disputes, and waives all defenses and motions based upon inconvenient or incorrect forum or venue. Service of summons, pleadings, and other process shall be deemed sufficient if served by hand or recognized courier service: (i) if upon participant and/or parent/guardian, by service to the most recent address given in writing to Skip Barber by participant, or if upon Skip Barber, to 29 Brook Street, Lakeville, CT 06039 Any resulting judgment may be enforced by the courts or otherwise under the laws of any jurisdiction in any country where Skip Barber Racing School LLC or the Driver Party may be found.

10.3 In any such action, the substantially prevailing party shall receive reimbursement of its expenses, including but not limited to reasonable attorneys fees, court costs, and other costs of obtaining, enforcement, or collection of any award.

10.4 Driver, on behalf of himself and on behalf of the other Driver Parties, HEREBY AGREES TO INDEMNIFY AND SAVE AND HOLD HARMLESS Skip Barber

Racing School LLC (including its directors, officers, employees, contractors, and agents) (collectively, the “Indemnitees”) FROM ANY LOSS, LIABILITY, DAMAGE, COSTS, AND REASONABLE ATTORNEYS FEES which an Indemnatee may incur to or as a result of any claim by a party other than the Driver arising out of or relating to the Driver’s participation in any Skip Barber event WHETHER CAUSED BY THE NEGLIGENCE OF THE INDEMNITEES OR OTHERWISE.

10.5 If any provision of this Agreement is or becomes void or unenforceable by force or operation of law, such provision shall be construed and enforced to the full extent permitted by law, and all other provisions shall remain valid and fully enforceable; any period of time determined to be void or unenforceable shall be construed as the maximum valid and enforceable period.

10.6 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 upon arrival read and sign the Skip Barber standard form entitled “Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement.” A parent or guardian must sign the separate Parental Consent and Minor’s Assumption of Risk forms if applicable. Drivers and guests must also sign any similar forms required by the track or facility at which the event is conducted.

Driver Acknowledgment and Agreement

Return this ENTIRE BOOK signed to:

Race Series Administrator
29 Brook Street
PO Box 1629
Lakeville, CT 06039
860.435.1300

Name: _____
Customer #: _____
Address: _____
City: _____ State: _____
Driver's License #: _____
SS#: _____

I acknowledge that I have read the 2008/2009 Race Series Rules and Regulations and that I agree to abide by the Rules and Regulations as stated therein as a precondition to my participation in any Race Series event.

In addition I acknowledge the Race Series' right, at any time, to exclude me from competition for violation of the Rules, insufficient experience, and/or driving that is inconsistent with fair and safe competition.

I also give my consent to Skip Barber Racing School LLC to photograph, videotape, or otherwise record my image, voice and/or name while I am participating in any Skip Barber Racing School LLC event, and to have sole ownership and use of the recording for any purpose, without monetary or other compensation, in perpetuity worldwide.

Signature: _____

Date received: _____ By: _____

IF PARTICIPANT IS NOT 18 YEARS OLD ON THE DATE OF SIGNING, THEN THE PARENTAL CONSENT ON THE NEXT PAGE MUST BE FILLED OUT AND SIGNED BY A PARENT OR LEGAL GUARDIAN.

**CONSENT OF PARENT OR LEGAL GUARDIAN
TO DRIVER ACKNOWLEDGEMENT AND AGREEMENT**

I am the parent or legal guardian of [name] _____,
(Referred to herein as “Driver”) who has signed the Driver
Acknowledgement and Agreement on the previous page of this
Skip Barber Race Series 2008/2009 Rules and Regulations (which
are collectively referred to herein as the “Rules”) and I
acknowledge that I have read and understand the Rules. In
consideration of Driver being permitted to participate in the
2008/2009 Skip Barber Race Series and in any other Skip Barber
event in 2008/2009, I hereby represent and agree, on behalf of
myself, the Driver, and the Driver’s other parent and guardians, if
any, as follows:

1. I consent to the Driver’s execution of the Driver
Acknowledgment and Agreement.
2. I and the Driver’s other parent and guardians, if any, also agree
to all the terms and conditions of these Rules, and to any rules or
regulations applicable to any other Skip Barber event in 2008/2009
in which the Driver participates.
3. I and the Driver’s other parent and guardians, if any, shall be
jointly and severally liable with the Driver to Skip Barber Racing
School for all of Driver’s obligations and liabilities set forth in the
Rules or applicable to other 2008/2009 Skip Barber events in
which the Driver participates, including but not limited to payment
of all deposits, and entry fees, crash damage liabilities, and all
other event charges, and all the obligations and agreements arising
under Parts 8, 9, and 10 on pages 29-55 of the Rules.
4. I have informed the Driver’s other parent and guardians, if any,
of the terms and conditions and obligations of these Rules and this
Consent. I have full authority to execute this Consent on behalf of
the Driver and myself and each such other parent and guardian.

Date: _____

Signature of Parent/Guardian: _____

Printed Name: _____