

The following are the penalty standards for SCCA Road Racing. The guidelines are established for consistency in similar situations outlined... Circumstances may modify the penalties.

On Course Driver Conduct

1. Failure to control your car resulting in contact with another car. (GCR 6.11.1) [NOTE: Safe, consensual drafting among cars in same class may be forgiven.]

- a. Both cars continue: Chief Steward Action (CSA) or Request For Action (RFA) with a 1 or 2 position penalty to the offender
- b. Contact, only one car continues: CSA or RFA disqualifying the offender

2. Improving position during the pace lap (GCR 6.5.2.C.) [NOTE: This includes regaining grid position during the pace lap and false starts.]

Either:

- a. Loss of the greater of one more than the number of positions gained or two positions,
- b. Open Black Flag with stop-and-go

3. Entering a yellow flag zone – Failure to slow significantly (GCR 6.1.1.B) as discussed and defined in the Driver's Meeting.

- a. **Qualifying** – Loss of qualifying times
- b. **Race** – Five (5) second penalty

4. Passing Under a Yellow Flag (PUY) (GCR 6.1.1.B) For verified PUY [NOTE: A safe, inadvertent PUY followed by a giveback may be forgiven.]

- a. **Practice – Open Black Flag**, session ended for competitor, counsel by Chief Steward
- b. **Qualifying – Closed Black Flag**, loss of qualifying times, counsel by the Chief Steward and may start at the back
- c. **Race – Closed Black Flag**, penalty three positions in class or laps
- d. **Spin under yellow** – Car not under control, same penalty as a PUY
- e. **Contact/Injury during a PUY**: Closed Black Flag, possible disqualification

5. Assistance During Race Session Stoppage (GCR 6.7.2)

- a. Race – Restart at end of grid

Additional Considerations:

- If a driver is disqualified from an entire event, the following statement should be added to the CSA/RFA/Protest form: 'The driver will receive no event participation credit for the event.' Alternatively, the CS/RD/SOM may disqualify a driver from one competition (i.e. session). Please note that awards in the competition or event are automatically forfeited.
- The Whistler is a screening device only. Stewards should not take action based on Whistler results.
- **Mandatory Statement in Supplemental Regulations: All on track body contact (including contact during drafting) that causes a car to act erratically and result in a change of position or a car leaving the course will be investigated."**

Car Compliance Situations

1. Car not in Compliance (GCR 9.1)

- a. Prior to the Race: If found after qualifying, loss of Qualifying times
- b. Post-Race: A non-compliant car shall be moved behind compliant cars and may lose points.

2. Car not in Compliance (GCR 2.1.2 and 2.1.3) For deliberate, substantial, non-compliance.

- a. Disqualification; Suspension or Probation

3. Failure to report to Impound (GCR 5.9.3.C)

- a. Qualifying – Loss of times for that session
- b. Post-Race – last in class and may lose points.

4. Sound (where applicable) (GCR 5.7.2)

Competitors must not exceed 103 dB or the stated limit in the Supplemental Regulations

- a. **First reading over limit** - Sound Board
- b. **Second reading over limit** - Sound Board and Closed Black
- c. **Third reading over limit**
 - i. **Practice** - Open Black, continue after repair
 - ii. **Qualifying** - Black flag, lose times to that point. Continue after repair
 - iii. **Race** - May be Black Flagged, will be considered non-compliant.

5. Fuel Testing - SCCA fuel lab testing discloses the presence of banned substances: (GCR 9.3.26.A)

- a. First time – Disqualification and loss of bond
- b. Second offense – (a) plus 6-month suspension
- c. Third offense – (b) plus recommendation to the BoD of loss of membership