

The GCR in a Nutshell – 2018

An idiosyncratic digest of the Sporting Regulations.

2.1. BREACH OF THE RULES

Beyond any other offenses or violations of specific rules, each of the following is a breach of the GCR.

- 2.1.1. Bribing, or attempting to bribe, anyone connected with an event; soliciting, accepting, or offering to accept a bribe.
- 2.1.2. Acting to enable a person or car known to be ineligible, not properly entered, or credentialed to participate in an event.
- 2.1.3. Acting fraudulently or prejudicially to the interests of the SCCA or of the sport of automobile racing.
- 2.1.4. Driving recklessly or dangerously, anywhere on the track property.
- 2.1.5. Failing to obey a direction from an official.
- 2.1.6. Refusing to cooperate with, interfering with, or obstructing the actions of the Chief Steward, the Stewards of the Meeting (SOM), the Court of Appeals, or other review committees in the performance of their duties.
- 2.1.7. Acting in an unsportsmanlike manner.
- 2.1.8. Threatening or committing physical violence upon any other participant or spectator.
- 2.1.9. Possession of firearms is only permitted in compliance with federal and local ordinances and per facility rules and regulations. Firearms are not permitted in competition vehicles while on course.

5.12.2 U.S. Majors Tour Race Director

In addition to the Chief Steward's responsibilities and duties detailed in 5.12.3, the US Majors Tour Race Director has the power to change the Schedule and/or Race Groups, in agreement with the organizing Region, to correct any typographical or clerical errors or omissions (see 3.1.1.D.2.c and 3.1.1.D.2.d), or place a driver on probation per 7.2.G. For all other changes to the Supplemental Regulations, the Race Director must file a Request for Action with the SOM.

5.12.3.C. Powers of the Chief Steward

The Chief Steward may:

1. Disqualify a driver or an ineligible car.
2. Remove technical inspection stickers.
3. Disallow qualifying times.
- ...
7. Impose a fine of up to \$100.
8. Prevent an ineligible car from competing.
9. Reprimand.
10. Impose time, lap, event points, or position penalty.

6.1. FLAGS

Flags convey the commands or information indicated below. They must be obeyed immediately and without question. The content of this section cannot be amended by any event Supplemental Regulations.

6.1.1. Meaning of Each Flag

B. YELLOW FLAG (Solid Yellow)

STANDING YELLOW – You are approaching an incident where your and other's safety are at risk. The racing surface may be clear but there is immediate danger to you or others if you left the racing surface. Slow significantly and proceed thru the incident at a reduced speed. There is no passing from the flag until past the emergency incident.

WAVED – You are approaching an incident that has great danger to you and others. The racing surface may be partially or completely blocked. Slow significantly and be prepared to stop. All efforts should be made to proceed through a Waving Yellow Flag in single file order. There is no passing from the flag until past the emergency incident.

The no passing zone starts at a perpendicular line across the track from the flag and ends at a perpendicular line across the track from the last component of the incident causing the yellow flag. The last component may be the car, driver, responding officials, other vehicles and/or large debris.

DOUBLE YELLOW, DISPLAYED AT ALL STATIONS – Indicates the entire course is under yellow (full course yellow). All stations will display double yellow flags for all pace and safety car laps. SLOW DOWN, NO PASSING. However, cars may carefully pass emergency vehicles and other cars that are disabled or off pace (see 6.6.2.).

NOTE: A driver may encounter several flags before reaching the emergency area. The requirements are still the same: SLOW DOWN, NO PASSING.

6.5. RACES STARTS

note: In section 6.5, the field is defined as all segments.

6.5.2. The Pace Lap

B. The pace lap may begin at a brisk pace, but must be sufficiently slowed before the start line to allow orderly grouping of the field. The actual speed immediately prior to the start is dictated by the types of cars, size of the field, and course layout. However, the standard SCCA start is a rolling start and not a flying start. The same official should brief the front row drivers before each race, preferably the Starter, under the direction of the Race Director or Chief Steward.

1. If a pace car is used, ... Drivers may not pass the pace car until it turns off its emergency lights and pulls off the track, and the pole car will maintain the speed of the pace car before it pulled off track until the green flag. The front row drivers must be advised not to pass the pace car.

C. A car may not improve its position in the field after the cars are released from the grid for the pace lap.

1. A car that improves its position relative to the field during the pace lap by moving forward, moving out of line, or passing before the green flag is displayed may be penalized for a false start. If a false start has occurred, and the race has been started, the driver(s) may be black-flagged and held in the pits or at the start line for up to 1 minute, and other penalties may also be imposed, as specified in Section 7.

2. A car that fails to start with the pace lap or falls out of position during a pace lap relinquishes its grid position and may rejoin only at the back of the field. 3. A car that is disabled and cannot keep the pace should not hold up the field. The driver must signal that his car is disabled by raising an arm, pulling to the side of the course, and staying well off the racing line. Other cars may safely pass the signaling vehicle. The driver of a disabled car should seek assistance at the nearest corner station or pit at the first opportunity.

4. When a car drops out of the pace lap(s), everyone in the column behind that car must close up behind the car in front; moving up under this circumstance is not considered improving position or passing under yellow.

6.7. STOPPING A SESSION

6.7.1. Methods

When it is necessary to stop a session, the Race Director or Chief Steward may do any of the following:

A. Order a black flag with an "ALL" sign at Start (this sign may also be shown at additional stations elsewhere on the course) and a black flag at all other flag stations around the course.

B. Order a red flag at Start and all other flag stations. Further instructions will be conveyed by officials.

C. Order the checkered flag to be displayed to the lead car if at least 50 percent of its scheduled time or distance has been completed.

6.7.2. Assistance During Race Session Stoppage

Replenishing or assisting cars is allowed after a practice or qualifying session is stopped and before it is restarted, but not after a race is stopped and before it is restarted.

6.8. RESTARTING A RACE

If a race is stopped, the Race Director or Chief Steward may:

A. Under full course yellow flags, restart in the original starting order. (See 6.7.2.)

B. Under full course yellow flags, restart the cars single file in the physical order they crossed the control line on the last completely scored lap.

For all restarts, the lap count reverts to the end of the last completely scored lap (zero if no laps have been completely scored). When a race is restarted, each pace lap counts as a race lap. If the clock has been stopped in a timed session, it shall be restarted when the field is dispatched. Any method of restarting the engine is permitted.

6.11. RULES OF THE ROAD

6.11.1 On Course Driver Conduct

A. Drivers are responsible to avoid physical contact between cars on the race track.

B. Each competitor has a right to racing room, which is generally defined as sufficient space on the marked racing surface that under racing conditions, a driver can maintain control of his car in close quarters.

C. Drivers must respect the right of other competitors to racing room. Abrupt changes in direction that impede or affect the path of another car attempting to overtake or pass may be interpreted as an effort to deprive a fellow competitor of the right to racing room.

D. The overtaking driver is responsible for the decision to pass another car and to accomplish it safely. The overtaken driver is responsible to be aware that he is being passed and not to impede or block the overtaking car. A driver who does not use his rear view mirror or who appears to be blocking another car attempting to pass may be black flagged and/or penalized, as specified in Section 7.

E. If a driver is involved in significant body contact, the driver and car shall stop at the designated incident investigation site for review of the incident by the stewards before going to their paddock area. The designated incident investigation site shall be identified in the Supplemental Regulations and/or a written driver's meeting. "Significant body contact" includes but is not limited to: contact resulting in 2 or 4 wheels off course, spins, loss of position, or repairs to suspension or bodywork.