



G.M.R & S.C GENERAL COMPETITION RULES (GCR) 2016

G.M.R & S.C. GENERAL COMPETITION RULES

G.M.R & S.C. has established these General Competition Rules (GCR) to govern all Club Racing events sanctioned by the FIA. The GCR also includes the General Technical and Safety Specifications, and the Category Rules.

G.M.R & S.C. (GUYANA MOTOR RACING AND SPORTS CLUB.)

The G.M.R & S.C. is a non-profit organization, dedicated to owning, operating, and preserving sports cars, bikes and karts racing; Arranging and regulating sports events and exhibitions; encouraging safe and sportsmanlike conduct on public highways; and developing technical information relevant to these purposes. FIA has delegated the authority to sanction FIA listed events to the G.M.R & S.C. The addresses of G.M.R & S.C. are as follows:

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GCR (General Competition Rules)

Beginning January 1st each calendar year, the newest edition of the GCR takes effect and supersedes all prior editions. Rule revisions published in prior calendar year(s) must be included in the new edition of the GCR to remain effective. Court of Appeals decisions on technical specifications are effective for the calendar year during which they are rendered, and are superseded by the following year's edition of the GCR.

Revising the GCR

A.

At its sole discretion and at any time, the G.M.R & S.C. may revise or supplement the GCR through Racing Memos, Member Advisories, or Tech Bulletins published on the official G.M.R & S.C. web site. An effective date will be published for all revisions and supplements.

B.

When a rule clarification or change must be implemented immediately, the Board of Directors will issue a memorandum stating the change and its effective date. These memoranda will be posted on the G.M.R & S.C. web site and sent to all Executive Stewards and Divisional Administrators of Tech.

C.

If preliminary performance estimates for a car, bike or kart initially classified or GCR – 2 reclassified prove grossly inaccurate during its first year of classified or reclassified eligibility, the technical specifications may be changed on thirty days' notice.

Interpreting and Applying the GCR

A.

Interpreting the GCR shall not be strained or tortured and applying the GCR shall be logical, remembering that the GCR cannot specifically cover all possible situations. Words such as "shall" or "shall not", "will" or "will not", "can not", "may not", "are" or "must" are mandatory; and words such as "may" and "should" are permissive.

B.

References in the GCR to the G.M.R & S.C. Operations Manual and the G.M.R & S.C. Insurance Manual are for informational purposes; these G.M.R & S.C. documents may not be protested or appealed.

C.

Conflicts among or between portions of the GCR are handled as follows:

1. The Category Rules take precedence over the General Technical Specifications.
2. The specification line for a particular car takes precedence over the Category Rules and the General Technical Specifications.
3. Any item not addressed in the Category Rules is controlled by the General Technical Specifications.

D.

The interpretation and application of the GCR by G.M.R & S.C. officials is final and binding. To promote the sport of automobile competition; to achieve prompt finality in competition results; and to recognize the numerous benefits to them, all members expressly agree that:

1. G.M.R & S.C. officials' determinations are non-litigable;
2. They will not initiate or maintain litigation of any kind against G.M.R & S.C. or anyone acting on behalf of G.M.R & S.C. to reverse or modify such determinations, or seek to recover damages or other relief allegedly incurred or required as a result of such determination; and
3. Any member who initiates or maintains litigation violating this provision agrees to reimburse G.M.R & S.C. for all costs of litigation, including travel expenses and attorneys' fees.

E.

All money amounts specified in the GCR are in GT Dollars.

F.

The pronouns "he", "his", and "him" are generic and are not intended to indicate gender.

G.

All dimensions are in inches unless otherwise noted.

Assumption of Risk

Road racing is a dangerous sport that can result in serious injury or death. Participation in all aspects of the sport is voluntary. The ultimate responsibility for participant and vehicle safety lies with the participant, vehicle owner, driver and crew members. The participant also acknowledges that by participating in the event, the participant may suffer bodily injury or death, or loss or damage to property. The participant further acknowledges that the participant has voluntarily, assumed the risk of bodily injury or death or loss or damage to, property and waives any claims for bodily injury or death, or loss or damage to property against G.M.R & S.C., its directors, officers, employees and agents, event officials, event sponsors, racetrack operators and other participants; discharges such persons and entities from responsibility for such losses; and covenants not to sue such persons and entities for bodily injury or death or loss or damage to property.

Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement

All participants shall be required as a condition of participation to sign all required entry forms including but not limited to such releases as shall be required by G.M.R & S.C and/or its insurers consisting of the following or similar wording. Whether or not the participant signs such releases, the participant agrees to the terms set forth below and participant is hereby put on notice of such terms and makes such agreement either by receiving this Rulebook or by participating in the sport, or both.

IN CONSIDERATION of being permitted to compete, officiate, observe, work for, or participate in any way in any Guyana Motor Racing and Sports Club or G.M.R & S.C Pro Racing ("G.M.R & S.C") events or activities (EVENTS), or being permitted to enter for any purpose any RESTRICTED AREA thereof (defined as any area requiring special authorization, credentials, or permission to enter or any area to which admission by the general public is restricted or prohibited), I, for myself, my personal representatives, heirs and next of kin:

1. Hereby acknowledge, agree, and represent that I will immediately upon entering any of such RESTRICTED AREAS, and will continuously thereafter, inspect the RESTRICTED AREAS which I enter and I further agree and warrant that, if at any time, I am in or about the RESTRICTED AREAS and I feel anything to be unsafe, I will immediately advise the officials of such and will leave the RESTRICTED AREAS and will refuse to participate further. I understand that the nature of the EVENT may not permit me to inspect the RESTRICTED AREAS and/or EVENT course and facilities (including adjacent areas thereof) with which I may contact during the EVENT prior to my participation and that there may be risks not known to me or that are not foreseeable at this time. I agree that, if at any time, I feel anything to be UNSAFE, I will immediately take all necessary precautions to avoid the unsafe area and REFUSE TO PARTICIPATE further in the EVENT.

2. Hereby RELEASE, WAIVE, and DISCHARGE G.M.R & S.C, the promoters, participants, racing associations, sanctioning organizations or any affiliate, subsidiary or subdivision thereof, track operators, track owners, officials, car owners, drivers, pit crews, rescue personnel, any person in any RESTRICTED AREA, sponsors, advertisers, owners and lessees of premises used to conduct the EVENTS, premises and event inspectors, surveyors, underwriters, consultants and others who give recommendations, directions, or instructions or engage in risk evaluation or loss control activities regarding the premises or EVENTS and for each of them, their directors, officers, agents, and employees, all for the purposes herein referred to as "RELEASEES," FROM ALL LIABILITY TO ME, my personal representatives, assigns, heirs, and next of kin FOR ANY AND

ALL LOSS OR DAMAGE, AND ANY CLAIM OR DEMANDS THEREFOR ON ACCOUNT OF INJURY TO THE PERSON OR PROPERTY OR RESULTING IN THE DEATH OF THE UNDERSIGNED ARISING OUT OF OR RELATED TO THE EVENTS, WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE. In addition, I COVENANT NOT TO SUE any of the RELEASEES based upon any claim arising out of any of the EVENTS.

3. Hereby ASSUME FULL RESPONSIBILITY FOR ANY RISK OF BODILY INJURY, DEATH OR PROPERTY DAMAGE arising out of or related to the EVENTS whether caused by the NEGLIGENCE OF RELEASEES or otherwise.

4. Hereby AGREE TO INDEMNIFY AND SAVE AND HOLD HARMLESS

1. Controlling Competition

The RELEASEES and each of them from any loss, liability, damage, or cost they may incur due to claims brought against the RELEASEES arising out of my injury, or death, or damage to my property while I am in the RESTRICTED AREAS and/or while competing, practicing, officiating, observing or working for or for any purpose participating in the EVENTS and whether caused by the negligence of the RELEASEES or otherwise.

5. Hereby acknowledge that THE EVENTS ARE POTENTIALLY VERY DANGEROUS and involve the risk of serious injury and/or death and/or property damage. I also expressly acknowledge that INJURIES MAY BE COMPOUNDED OR INCREASED BY NEGLIGENT RESCUE OPERATIONS OR PROCEDURES OF THE RELEASEES.

6. Hereby agree that this Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement extends to all acts of negligence by the RELEASEES, INCLUDING NEGLIGENT RESCUE OPERATIONS and is intended to be as broad and inclusive as is permitted by the laws of the Province or State in which the EVENTS are conducted and that if any portion thereof is held invalid, it is agreed that the balance shall, notwithstanding, continue in full legal force and effect.

I HAVE READ THIS RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK AND INDEMNITY AGREEMENT, FULLY UNDERSTAND ITS TERMS, UNDERSTAND THAT I HAVE GIVEN UP SUBSTANTIAL RIGHTS BY SIGNING IT, AND HAVE SIGNED IT FREELY AND VOLUNTARILY WITHOUT ANY INDUCEMENT, ASSURANCE, OR GUARANTEE BEING MADE TO ME AND INTEND MY SIGNATURE TO BE A COMPLETE AND UNCONDITIONAL RELEASE OF ALL LIABILITY TO THE GREATEST EXTENT ALLOWED BY LAW.

2. PARTICIPANT CONDUCT

Each participant shall conduct himself to the highest standards of behavior and sportsmanship. His actions shall not prejudice the reputation of the G.M.R & S.C or the sport of automobile racing. Failure to comply may result in penalties as specified in Section 7; an official may, in addition, lose his assignment for that event.

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 G.M.R & S.C. 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. Committing physical violence upon any other participant or spectator.

2.2. ADDITIONAL PARTICIPANT RESPONSIBILITIES

2.2.1. Authorized Events

SCCA licensed drivers and officials may participate in any events except those specifically disapproved by the Club Racing Board (CRB) or the Executive Steward of the Division concerned.

2.2.2. Driver and Entrant Responsible for Crew

The driver and entrant are responsible for the conduct of their crew at all times during an event, including a crew member's violation of the GCR or the Supplemental Regulations. For the purpose of this section, an event begins when registration opens and ends when the driver, entrant, and all crew members from that team have left the track property at the conclusion of the event.

2.2.3. Waiver Signer Responsible for Minor

Anyone signing an event waiver for a minor is fully responsible for that minor.

2.2.4. Official's Conflicts of Interest

A. The Chief Steward, Assistant Chief Stewards, and the SOM shall have no financial, employment or business interest; or significant personal relationship with the organizer or sponsor of an event. Being a member or holding an office in a G.M.R & S.C. Region is not considered a conflict of interest in the absence of any other evidence.

B. A steward should not operate a session where a family member, co-worker, or a person with whom he has a significant business, financial, or personal relationship is an entrant or driver.

C. An SOM shall not be involved in a hearing involving a family member, co-worker, or any person with whom he has a significant business, financial, or personal relationship.

2.2.5. Pets at the Track

The owner is fully responsible for actions of his pet(s), and for any liability arising from those actions. Unless a particular track has a stated policy to the contrary, a pet may be in the paddock, provided it is appropriately confined or on a leash. A pet on a leash must be

controlled by an adult, and the leash may not exceed 10 feet in length. Pets are prohibited in the pits.

2.3. IMPAIRMENT

2.3.1. Alcoholic Beverages, Narcotics, and Dangerous Drugs

A. No driver, entrant, or crew may consume alcohol until all practice, qualifying, or racing for his class is finished for the day. No official may consume alcohol until his duties have been completed for the day. Anyone who has consumed any alcohol on the day of an event, other than following the conclusion of his activities, shall not participate on that day, may be excluded from the balance of the event, and may be penalized as specified in Section 7. Alcohol may not be consumed in the pits until after all the day's on track activities are concluded.

B. No participant may use any narcotic or dangerous drug. A participant who uses a narcotic or dangerous drug during an event or on the grounds where an event is being held shall not participate; may be excluded from the event by the Chief Steward or his Chief of Specialty; may be removed from the grounds at the order of the Chief Steward; and may be penalized as specified in Section 7. For the purpose of this section, a narcotic or dangerous drug is defined by Federal law or by the law of the state where the event is being held.

2.3.2. Medical Fitness

Each participant is encouraged to have someone at the track maintain his medical information in case it may be needed by a medical treatment team.

A. Medical Fitness of a Driver

1. Reporting Responsibility of Driver The primary responsibility for reporting any circumstance, including medical conditions, that could affect fitness to compete lies with the driver.

2. Medical Responsibility of Driver No driver shall compete in any event unless he has been examined by a physician within the period specified in App C.2.1.A., and has been recommended by that physician to be approved for a competition license. The G.M.R & S.C. Licensing Department approves competition licenses with the assistance of the Club Racing Medical Director and the Medical Review Board.

3. Medical Condition Affecting Fitness of Driver Any known medical condition that could affect medical fitness to compete must be reported immediately to the G.M.R & S.C. Licensing Department for review by the Medical Review Board. Conditions which must be reported include any significant change in medical status involving pregnancy; cardiac or neurological problems, such as heart attack, heart surgery, strokes, or seizures; any major surgery; or diagnosis of cancer. Medical Review Board approval is required before an individual with a known medical condition may compete.

4. Involvement in Accident at an Event A driver must report to the event Medical Service as soon as possible whenever any of the following conditions is met:

- he is involved in an incident where his car rolls over;
- his car collides with a stationary object hard enough to cause structural damage to the car;
- he is aware that he may have been injured in an incident;
- he has been directed by an official to do so.

A driver transported to an off-site medical facility cannot continue to compete in that event without a medical release signed by the attending physician at the treating facility or the event Chief Medical Official.

3. EVENTS

3.1. TYPES OF G.M.R & S.C. RACE EVENTS

The G.M.R & S.C. sanctions various types of race events conducted in compliance with the GCR. G.M.R & S.C. race events are classified by the persons eligible to participate, the categories of cars eligible to compete, defined organizational requirements, and the awards offered.

3.1.1. International Races

G.M.R & S.C. identifies International races set prior to the event in each group for which only drivers holding G.M.R & S.C. International Competition Licenses are eligible. Each International race event will include all National classes.

A. There shall be at least 6 race groups.

B. Practice/Qualifying

1. All practice and qualifying shall be by race group.
2. Practice and/or qualifying sessions for each race group must total a minimum of 20 minutes. (Time Permits)
3. Each race group shall have at least 2 sessions before their qualification run. (Time Permits)
4. International practice may be combined with National practice and qualifying.

C. National races must be scheduled for a number of laps equaling at least 20 minutes. The SOM may reschedule all or any of the races to 15 minutes if conditions warrant.

A. The practice sessions, if any, for both International and National may be combined into a single session.

B. There must be a separate qualifying session for each event.

C. The total time available for all practice and qualifying must be a minimum of 70 minutes, exclusive of "hardship" sessions.

D. Standard points will be given for each event.

A. Both International and Nationals meet all the rules apply separately.

B. The International and National are conducted separately, under separate sanctions, entries, and fees.

C. A driver may enter either or both International and National races, but he must enter each separately and driver must hold a International license to enter a International Group/Event.

4. PARTICIPANT LICENSING, EVENT CREDENTIALS, & ENTRIES

4.1. G.M.R & S.C. RESERVATION OF RIGHTS

G.M.R & S.C. is a private, not for profit organization, and it reserves the right to deny any license, or to revoke any previously issued license, for any reason or no reason, except that G.M.R & S.C. will not deny or revoke a license solely on the basis of race, creed, color, sex, or national origin.

4.2. SUBMITTING TO THE GCR

Anyone who applies for an G.M.R & S.C. license expressly agrees, and will acknowledge the following in writing if requested:

- A. Familiarity with the GCR;
- B. Agreement without reservations to any consequences of *not* complying with the GCR;
- C. Renunciation of any right to recourse, except with the written consent of the G.M.R & S.C., to any arbitrator or tribunal not provided for in the GCR.

4.3. PARTICIPANT LICENSES

4.3.1. G.M.R & S.C. Licenses

G.M.R & S.C. issues Competition Licenses based on qualifications and experience.

4.3.2. G.M.R & S.C. Membership

G.M.R & S.C. licenses are issued only to G.M.R & S.C. members in good standing. The types of membership are

4.3.3. Expiring License and Membership

All licenses show the month and year of expiration, which coincides with the individual's G.M.R & S.C. membership anniversary date. Any participant who is properly registered for an event may participate for its duration even if his membership and license expire while the event is in progress.

4.3.4. Possessing a Membership and License

A participant registered for an event must have his current membership and license in his possession. His license must be the proper level for the type of event and activity. All entrants must be members of the G.M.R & S.C. and they are subject to all provisions of the GCR.

4.3.5. Presenting a License

When requested, any official, driver, entrant (if Entrant Licenses are required).

4.3.6. Required Membership and License

Only licensed members may be in hazardous areas. Non-members may only be where the hazards do not exceed those to the general public. The exception is that employees of services hired by the organizer or the track who enter restricted areas to fulfill their job responsibilities (such as ambulance, wrecker, and fire crews) are not required, but are recommended, to be G.M.R & S.C. members. For the purpose of determining a hazardous area, the definition "outside the protection of a positive barrier" is used.

4.4. RACE EVENT ENTRIES

An entry submitted and accepted according to the GCR and event Supplemental Regulations is an agreement to participate in that event. Provided the entrant or driver has made every effort to participate, the organizer will adhere to their published refund policy. Failure by any party to adhere to the entry agreement may be treated as a breach of the GCR.

Grades of Competitor Licenses

For the following events, these minimum licenses are mandatory:

- A. National license (Compete in national events only Groups 1 and ST)
- B. International license (Compete in national and internationally 2, 3 and Group 4)
- C. Group 1 license beginner Group 1 license must race 1 full year of racing before eligible for Group ST and Group 2 license.
- D. Group ST license holder eligible to compete in Group 2 and not above 2.
- E. Group 2 license holder eligible to compete in Group 2, and not above 3.
- F. FIA/CIK Formula 125 or Formula ICC driver license holder are eligible to compete in Groups 1, ST, 2, Starlet Cup AND 3.
- G. Must have a National license for 2 years or more before eligible for International license or signed off by Clark of Executive Steward and International drivers.

4.4.1. Entering an Event

An entry is considered official and a competitor is considered entered in an event under the following conditions:

- A. The competitor is in good standing and his competition privileges have not been suspended.
- B. An official event Entry Form has been completed, signed submitted to and received by the organizers.
- C. The entry fee has been submitted to and received by the organizers.
- D. All monies due the G.M.R & S.C. have been submitted and paid.

4.4.2. Entering Multiple Classes

An entrant or driver who enters more than one class under a single sanction number must submit separate entry forms and fees for each class.

4.4.3. Withdrawing an Entry

If an entry is withdrawn prior to the entry deadline, there is no penalty, and the organizers will return the entry fee. If the entry is withdrawn after the entry deadline, the organizers may return all or part of the entry fee. An entrant or driver may be found in violation of the GCR if he is officially entered in one event but participates in a different competition held on the same day.

4.4.4. Falsifying an Entry

An entry containing a false or incorrect statement may be determined null and void by the SOM or other reviewing group. The entrant or driver may be found in violation of the GCR, the entry fee may be forfeited, and additional penalties imposed.

4.4.5. Racing Under an Assumed Name

Unless the Club Racing Department authorizes a driver to use an assumed name, he must sign all official documents with his legal name for all events requiring an G.M.R & S.C. Competition License.

4.4.6. Refusing an Entry

Even if an entry meets all the requirements outlined in 4.4.1., above, the organizers have the right to refuse an entry without giving a reason. If an entry is refused, notification must be sent to the entrant or driver at the address on the Entry Form as soon as possible and normally at least 5 days before the event.

4.5. EVENT CREDENTIALS

4.5.1. Waivers

Anyone participating in an event must sign the G.M.R & S.C. Release and Waiver of Liability Agreement before an event credential (pass) will be issued.

4.5.2. Photo ID

A. An G.M.R & S.C.-issued photo ID is required for any registered event participant who is an G.M.R & S.C licensed member.

B. The member's name, current photograph, G.M.R & S.C. membership number, and credential for the event must be clearly visible.

C. Accepted photo IDs are those issued by the G.M.R & S.C.

D. Identification cards from any other organization, including civil authorities, will not be accepted.

E. A non-member or weekend member will be issued a paper pass or a wristband rather than a photo ID.

5. OFFICIALS, THEIR DUTIES, OPERATING PROCEDURES, AND EQUIPMENT

5.1. PRINCIPAL OFFICIALS

The principal officials, who direct the event, may include the following:

- Race Chairman
- Chief Course Marshal
- Chief of Emergency Services
- Chief of Flagging
- Chief of Communications
- Chief Registrar
- Chief Starter
- Chief Technical Inspector
- Chief of Timing and Scoring
- Chief Observer
- Chief of Pit
- Chief of Grid
- Chief of Race Administration
- Judges
- Stewards of the Meeting (SOM)
- Chief Steward

6. RACING RULES AND PROCEDURES 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

A. GREEN FLAG (Solid Green)

When displayed, the green flag indicates that the course is clear, and that racing is underway. The green flag is ordinarily shown only by the Starter.

B. YELLOW FLAG (Solid Yellow)

STANDING YELLOW – Take care, Danger, Slow Down, NO PASSING FROM THE FLAG until past the emergency area. WAVED – Great Danger, Slow Down, be prepared to stop – NO PASSING FROM THE FLAG until past the emergency area. 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.

C. SURFACE CONDITION (Yellow with Vertical Red Stripes)

Take care. A slippery condition exists, or debris is present on the racing surface. This flag is displayed standing.

E. WHITE FLAG (Solid White)

Caution and take care for a slow moving race car, ambulance or other emergency vehicle on the racing surface. The standing flag is displayed for 2 flag stations prior to the vehicle in question. In addition, a standing white flag will be displayed during the first lap of each race group's first session of the day to indicate the location of the flagging stations.

F. BLACK FLAG (Solid Black)

CLOSED BLACK FLAG (Furled) – Pointed or shaken at an individual car from the Starter's stand (optionally, accompanied by a number board indicating the car number): WARNING for driving in an unsafe and/or improper manner. Continued unsafe and/or improper driving will result in an OPEN BLACK FLAG. OPEN BLACK – Displayed from the Starter's stand with a number board indicating the car number: Proceed directly to the pits and the location designated by the Chief Steward or event Supplemental Regulations for consultation with Officials. DO NOT TAKE ANOTHER LAP. NOTE: This flag and number board may also be displayed at station(s) elsewhere on the course. OPEN BLACK, DISPLAYED AT ALL STATIONS – The session has been stopped; all cars must stop racing, and proceed directly and immediately to the pits, exercising extreme caution. This flag will be displayed with an 'ALL' sign at the Starter's stand and the sign may also be shown at station(s) elsewhere on the course.

NOTE: THE BLACK FLAG CAN ONLY BE DISPLAYED BY ORDER OF THE CHIEF STEWARD AS RELAYED THROUGH RACE CONTROL.

G. MECHANICAL BLACK FLAG (Black with Orange Ball)

Displayed from the Starter's stand with a number board indicating the car number. There is a mechanical problem with the car. Proceed directly to your pit or the location designated by the Chief Steward or event Supplemental Regulations. DO NOT TAKE ANOTHER LAP.

NOTE: This flag and number board may also be displayed at station(s) elsewhere on the course.

H. CHECKERED FLAG (Black and White Checks)

Displayed at Finish to indicate that the session is finished. Continue cautiously to the pits.

I. RED FLAG (Solid Red)

Displayed at each station and on the Starter's stand – EXTREME DANGER – THE SESSION HAS BEEN STOPPED. Come to an immediate, controlled stop at the side of the race track (preferably before and within sight of a staffed station or where specified in the event Supplemental Regulations). When released by an official, proceed cautiously to the pits. Once a red flag has been displayed, it will not be withdrawn until all cars have come to a stop. NOTE: THE RED FLAG CAN ONLY BE DISPLAYED BY ORDER OF THE CHIEF STEWARD AS RELAYED THROUGH RACE CONTROL.

5.1.4. Right to Oversight

The G.M.R & S.C. reserves the right to designate a qualified person to evaluate any competition.

5.1.5. Plurality of Duties

Except for the Chief Steward and the Chairman SOM, the same person may hold more than one official position at an event.

5.1.6. Separation of Duties

An official may not perform duties not clearly attached to his appointment(s).

5.2. RACE CHAIRMAN

5.2.1. Race Chairman Responsibilities

The Race Chairman organizes an event. Specifically, he will:

A. With the promoters, organizers, and the Chief Steward determine the schedule (including all activities during the event) and draft the Supplemental Regulations.

B. See that all Entry Forms are distributed.

C. Arrange for insurance conforming to G.M.R & S.C. requirements, and for a copy of the Insurance Certificate to be presented to the Chief Steward, the Chairman SOM, the ACS – Safety, and the track before the beginning of the event.

D. Arrange for trophies and their proper distribution.

E. Arrange for the use of the course and all necessary facilities.

F. See that qualified officials are appointed.

G. Work with each Chief of Specialty to assure that they have the proper equipment and facilities.

5.3. COURSE MARSHAL

The Course Chief prepares and maintains the course and performs other related duties assigned to him by the ACS – Safety and the Chief of Emergency Services (Chief of ES) in conjunction with the Chief Steward.

3.8. AWARDS

Drivers compete primarily for points and trophies in SCCA events, although financial awards may also be offered.

3.8.1. Distributing Awards

Organizers must have event awards for each race available to distribute as soon as Official Results are determined, or after the period for receiving protests has elapsed so placing drivers can take their trophies with them. Awards will not be distributed until after any protest affecting their distribution has been settled. If notified of an intent to appeal any decision which would affect awards, the SOM will direct that the distribution be held pending of Appeals decision.

3.8.2. Trophies

National and Regional event trophies will be awarded on the following 1st, 2nd, and 3rd

3.8.5. Prize Money

The G.M.R & S.C. may require as a condition of an event sanction that any prize money be deposited in escrow a satisfactory period of time prior to the start of the event, and also that the G.M.R & S.C. controls the distribution of the prize money.

3.9. CHAMPIONSHIPS

3.9.1. Division Championships

At the conclusion of each calendar year's season of National races, the G.M.R & S.C. designates a champion in each Division for each National class, based on the criteria outlined below.

A. Division Championship Points

The number of National races a driver may enter is unlimited, but the Division Championship is based on points earned by a driver for his best 4 National races finish in the same class. No more than 3 of the best

B. Race Points Chart

Points in G.M.R & S.C. National races are awarded to all finishers through 9th place as follows:

Position Points

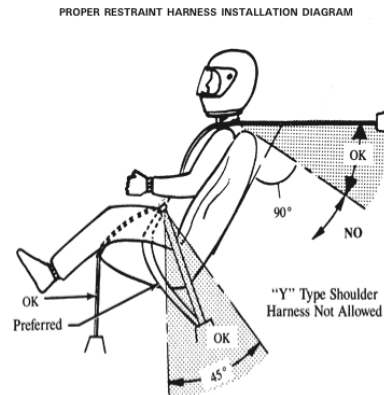
1st 12
2nd 9
3rd 7
4th 6
5th 5
6th 4
7th 3
8th 2
9th 1

1.0.0 SAFETY REGULATIONS

1.1.0 GROUPS 1, ST, 2, Starlet Cup, 3 and 4

1.1.1 All driver restraint systems (Seat Belt) shall have been certified under one of the

following: SFI specification M2000/2010, or FIA specification 8853/98 or 8854/98 and be in good shape with no signs of wear or fading. Mounting of seat belt must be mounted as per illustrated below.



1.1.2 ROLL CAGES FOR Group 4 AND PRODUCTION BASED CARS

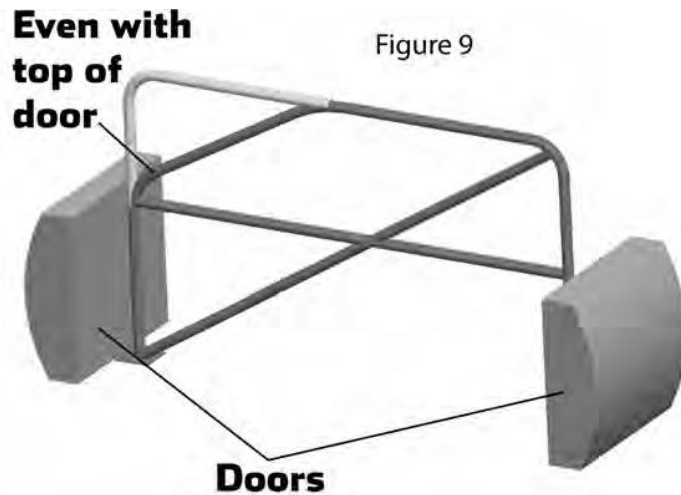
All cars must utilize a roll cage compliant with the following specifications.

A. DEFINITION

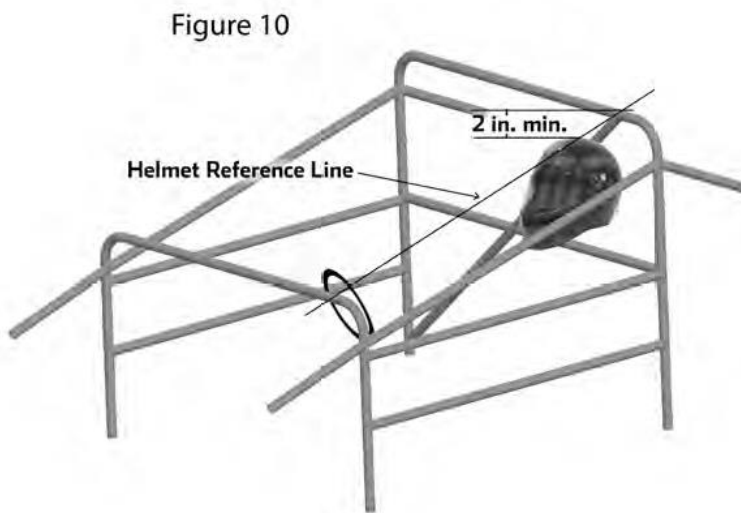
The roll cage consists of the main hoop, front hoop, side protection, and braces as specified in these rules.

B. MAIN HOOP

1. The main hoop (behind the driver) must be the full width of the cockpit for all cars. It must be one continuous length of tubing with smooth bends and no evidence of crimping or wall failure. The main hoop must maintain a single plane.
 - a. On all closed cars, the main hoop must be as close as possible to the roof and "B" pillars.
 - b. Open cars without the windshield frame may use an asymmetric main hoop. The main hoop must be full width to the passenger side of the car. On the passenger side of the car the hoop must be at least as high as the top of the rear corner of the door as illustrated in figure 9.



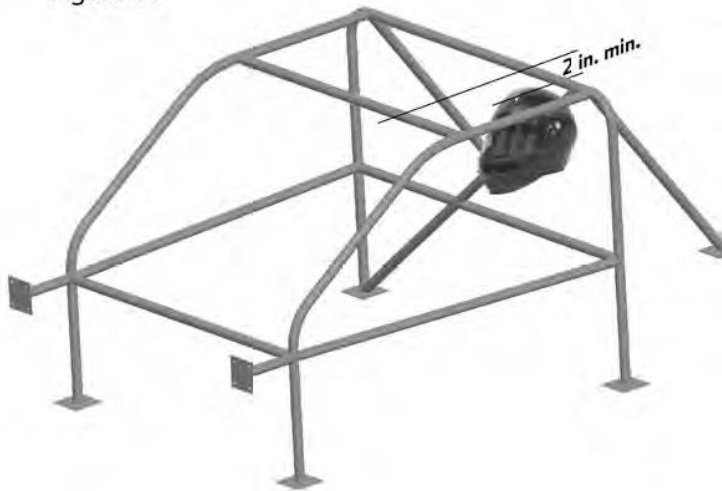
The main hoop must be high enough that a straight line drawn from the top of the main hoop to the top of the front hoop would pass over the driver's helmet and steering wheel when the driver is seated in the normal driving position. Additionally, the top of the main hoop must be at least 2 inches above the driver's helmet as illustrated in figure 10.



On open cars retaining the windshield frame the main hoop must be full height for the entire width of the hoop. The top of the main hoop must be at least 2 inches above the driver's helmet as illustrated in figure 11.

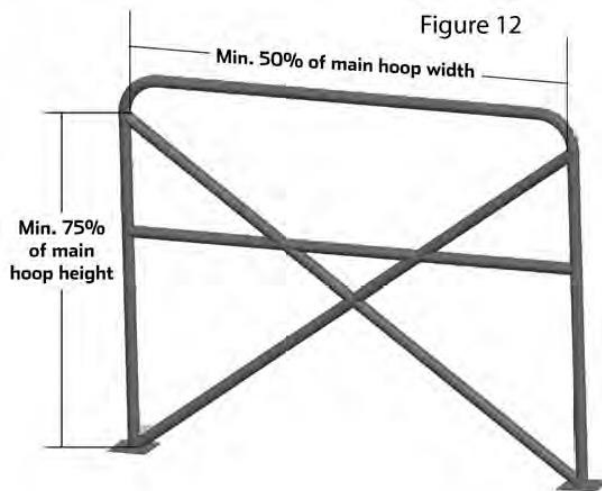
c. On open cars retaining the windshield frame the main hoop must be full height for the entire width of the hoop.

Figure 11



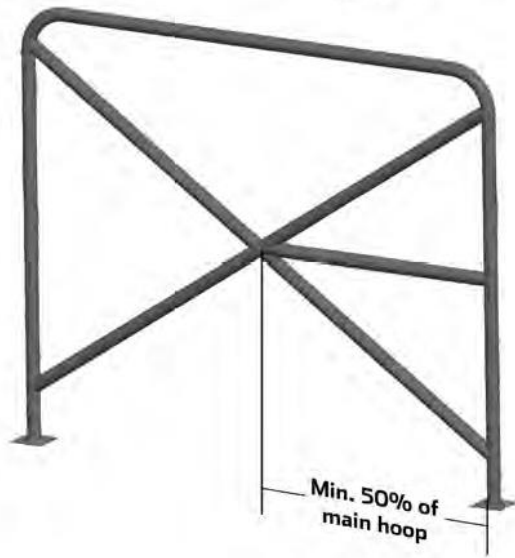
2. Main Hoop Bracing

a. Main hoops shall incorporate a diagonal brace. The brace shall either be in the plane of the main hoop, or extend from the top of one rear brace to the bottom of the opposite rear brace. Automobiles with mid mounted engines can have the lower mounting point attach to the frame of the automobile within six inches of the main hoop. In the case of braces in the plane of the main hoop, the brace must span at least 50% of the width of the main hoop, and at least 75% of the height of the main hoop as shown in figure 12.



b. Cars must incorporate a main hoop horizontal brace at the approximate level of the driver's shoulders but not lower than the shoulder belt mounting point. If a double-diagonal "X" brace is used in the plane of the main hoop, a half-width horizontal brace may be used behind the driver's seat to mount the seat back and shoulder harness as shown in figure 13.

Figure 13



c. Cars must have 2 braces extending to the rear from the main hoop and attaching to the frame or chassis. Braces must be attached as near as possible to the top of the main hoop (not more than 6 inches below the top), and at an included angle of at least 30 degrees.

d. Open cars must have 2 braces extending forward from the main hoop and attaching to the front hoop, not more than 6 inches below the top of the front and main hoop. It is recommended that the front and rear braces attach to the main hoop as close as possible to each other.

e. On cars where the rear window/bulkhead prohibits the installation of rear braces (e.g. Honda del Sol), the main hoop shall be attached to the body by plates welded to the cage and bolted to the stock shoulder harness mounting points. This installation design must incorporate a diagonal bar connecting the top of the main hoop to the lower front passenger side mounting point (Petty Bar). Alternatively, the rear window may be removed and a clear, lexan replacement installed. The rear cage braces may pass through this replacement window and through the engine cover or bodywork to allow connection to the frame or unibody. Such allowances shall be noted on the car's specification line.

C. FRONT HOOP

1. Roll cages may be of two designs, low front hoop or high front hoop. All closed top cars and cars that retain the windshield frame must have a high front hoop design. Open cars may incorporate a high or low front hoop design. High front hoop are also referred to as side hoops.

a. Closed cars

The front hoop (side hoop) must follow the line of the A-pillars to the top of the windshield and be connected by horizontal bars to the top of the main hoop on each side (as close to the roof as possible). Instead of a single front hoop, two side hoops (down tubes) may be used. Alternatively, a top "halo" hoop following the roof line from the main hoop to the windshield with forward down tubes following the A-pillars to the floor may be used. Regardless of which one of the two approved tubing configurations there shall be a tube connecting the two A-pillar tubes at the top of the windshield.

b. Open cars

The height of the front hoop must be consistent across the full width of the cockpit.

c. Front Hoop Bracing

All open cars with a high front hoop and all closed cars except those competing in the Improved Touring, Showroom Stock, and Spec Miata classes must incorporate a horizontal front hoop brace at the approximate level of the dashboard. It is recommended that cars competing in Improved Touring, Showroom Stock, and Spec Miata classes also have the front hoop brace.

2. One tube must extend, from each front down tube, forward to the firewall or through the firewall except in vehicles in Improved Touring, Showroom Stock, Spec Miata, and Touring. This tube, one on each side, must connect to the chassis at a point not more than 12 inches forward of the front axle centerline.
3. Cars competing in Group 1, may extend one tube, from each front down tube, forward to the firewall but not penetrating the firewall.

D. SIDE PROTECTION

Two side tubes connecting the front and main hoops across both door openings are mandatory. NASCAR-style side protection or one bar bisecting another to form an "X" is permitted. Door side tubes may extend into the front door. In Group 1, 2, Starlet Cup, 3 and 4 the door window glass, window operating mechanism, inner door trim panel, armrest, map pockets, and inside door latch/lock operating mechanism may be removed and the inner door structural panel may be modified, but not removed only if the door bars extend into the door cavity. The stock side impact beam and the outside door latch/lock operating mechanism shall not be removed or modified in Group 1 unless specifically authorized in the category rules.

E. ROLL CAGE ATTACHING POINTS

1. Group 1, ST, 2, Starlet Cup, 3 and 4 The roll cage must attach to the vehicle structure (floor pan/ rocker boxes) within the passenger compartment in a minimum of 6 points and a maximum of 8 points as specified in these rules.
2. All other classes—There is no limit on cage attachment points.
The roll cage shall be integrated into the frame or chassis.
3. Mounting Plates

a. Mounting plates welded to the structure of the car shall not be less than .080 inches thick nor more than 0.25 inches thick. The maximum area of each mounting plate in the American Sedan, Improved Touring, Showroom Stock, Spec Miata, and Touring classes shall be 144 square inches. Plates may be on multiple planes but shall not be greater than 15 inches on any side.

b. The thickness of mounting plates bolted or riveted to the structure of the car must not be less than the thickness of the roll hoop or brace that they attach to the chassis, and must be backed up with a plate of equal size and thickness on the opposite side of the chassis panel. The maximum area of each mounting plate must be 144 square inches. Plates may be on multiple planes but shall not be greater than 15 inches on any side.

- c. Fasteners for bolted or riveted mounting plates must be Grade 5 or better with a minimum diameter of 5/16".

F. TUBING

1. Seamless or DOM mild steel tubing (SAE 1020 or 1025 recommended) or alloy steel tubing (SAE 4130) must be used for all roll cage structures. Alloy and mild steel tubing may not be mixed. ERW tubing is not allowed.
2. The following table shows the minimum allowed tubing outer diameter and wall thickness by vehicle weight:

GCR Vehicle Weight	Tubing Size (inches) (outer diameter x wall thickness)
Up to 1700 lbs	1.375 x .080
1701 - 2699 lbs	1.500 x .095 1.625 x .080
2700 lbs and up	1.750 x .095 1.625 x .120

If the tubing diameter used is at least .250 inch above the minimum diameter required, based on vehicle weight, the minimum wall thickness may be .080 inch.

3. The required tubing elements must meet the material minimums set forth above.

Optional tubing elements may be any size.

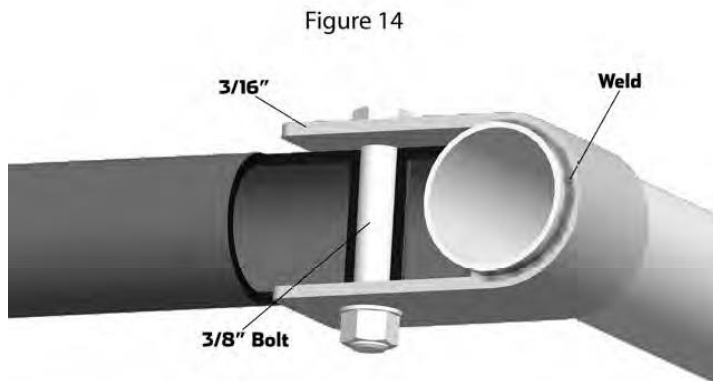
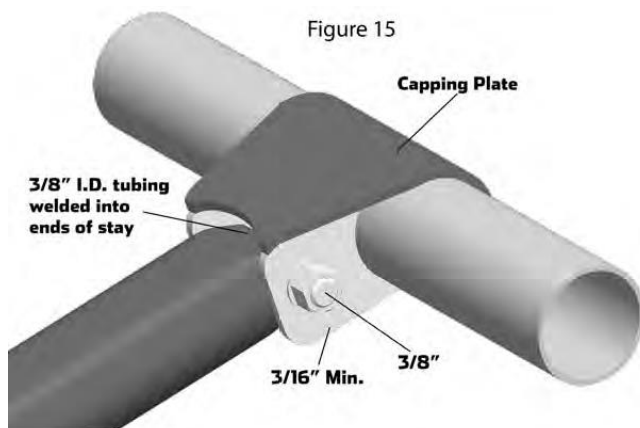
4. The minus variance of tubing wall thickness due to manufacturing tolerances is limited to .010 inch.

5. Either an inspection hole between 3/16 and 1/4 inch diameter must be drilled in a non-critical area of the front and rear hoops, as well as one of the supplemental braces to facilitate verification of wall thickness; or alternatively, wall thickness may be determined by non-invasive means and noted in the log book as inspected by such means.

G. BASIC DESIGN CONSIDERATIONS

1. All portions of the roll cage subject to contact by the driver must be padded with a minimum 1 inch of material. Padding that meets or exceeds SFI 45.1 or FIA 8857-2001 (curved padding), or SFI 45.2 or FIA sports car head rest material (flat padding) specification is recommended.
2. No portion of the roll cage may have an aerodynamic effect by creating a vertical force.
3. The radius of all bends in the roll cage (measured at centerline of tubing) must not be less than 3 times the diameter of the tubing.
4. It is recommended that all joints of the roll cage be welded. All welding must include full penetration, no cold lap, no surface porosity, no crater porosity, no cracks, no whiskers, and so forth. Welds shall be continuous around the entire tubular structure. Alloy steel must be normalized after welding. It is recommended that a certified AWS D1.1 welder do all welding.
5. It is recommended that gussets be used at all joints. In Improved Touring, Showroom Stock, and Spec Miata a maximum of 2 gussets per joint are allowed and must be no thicker than .125".
6. Any number of additional tube elements is permitted within the boundaries of the minimum cage structure. Such tube elements may pass through any mandatory or optional bulkhead or panel separating the driver/passenger compartment from the trunk/cargo area/fuel tank/fuel cell area provided the bulkhead is sealed around such tube elements.

7. Removable roll cage bracing is acceptable in one of the following configurations:
- If one tube fits inside another tube to facilitate removal, the removable portion must fit tightly and must bottom by design, and at least 2 bolts must be used to secure each joint. The telescoping section must be at least 8 inches long. The minimum bolt diameter is 3/8 inch.
 - Removable bracing may incorporate connectors of the double-lug, double ear-type, tapered, or muff-type as shown in figures 14 and 15. The double-lug type must include a doubler, gusset, or capping arrangement to avoid distortion or excessive strain caused by welding. Double ear-type joints must be fully welded at all the mating surfaces.



8. MANUFACTURER SUPPLIED / FIA HOMOLOGATED ROLL CAGES: Cars may compete with G.M.R & S.C. or FIA-Approved Test Houses homologated cages provided the cage was built by the manufacturer or a manufacturer designated shop/team and approved for use. Cars must have the FIA identification plate attached to the cage along with a letter from G.M.R & S.C. or SCCA Technical Services certifying the origins of the car, or confirmation that the cage was certified by an FIA-Approved Test House. **(NO EXHAUST TUBING/PIPING ALLOWED)**

1.1.3 All external lights, glass sunroofs (glass or metal sun from may be replaced with metal or aluminium riveted in) and T-tops must be taped in such a fashion as to avoid glass spillage in the event of a breakage.

1.1.4 Any potentially dangerous object must be removed. Spare tyre, jack, wheel, tools etc.

1.1.5 Hub caps must be removed.

1.1.6 A rear view mirror (or mirrors) capable of giving the driver a clear view of the circuit behind the car and his/he blind side must be firmly in place.

1.1.7 Engine coolant must be pure water with the addition of an appropriate corrosion inhibitor where necessary. Antifreeze, glycol or other coolants which when spilled cause the circuit to become slippery are not permitted.

1.1.8 All breathers vent lines or overflow lines from the engine, cooling system, gearbox, rear axle or fuel tanks must be led into a catch tank of at least 1 litre capacity. The catch tank may be of metal or plastic, and must be securely mounted to the body structure. Lines must be secured to the tank by means of hose clips or safety wires.

1.1.9 All lines which pass through the cockpit must be secured to the chassis at frequent intervals along their length by clips or nylon ties.

1.1.10 Electrical wires must not be secured to fuel or oil lines.

1.1.11 Plastic fuel lines in any part of the car are not permitted. Fuel lines must be metal, rubber with fabric inner reinforcement, or stainless steel braided aeroquip or a similar type. All fuel lines must be secured by hose clips or screwed fittings at each end.

1.1.12 In addition to their normal means of attachment, oil filters must be independently clamped and secured to another part of the engine or bodywork in such a fashion as to prevent walking back or unwinding of the filter.

1.1.13 The steering wheel may be substituted. However, for safety reasons wooden steering wheels are not permitted.

1.1.14 Liquid acid batteries must be securely mounted in a battery box or clamped and must be firmly bolted to the chassis, away from fuel tanks and lines. Battery lug connections should be in good condition and covered to prevent short circuits. Only approved racing batteries are allowed in cockpit and not in a battery box.

1.1.15 A full fire extinguisher must be carried. This must be of dry powder or halon type suitable for ordinary combustibles, flammable liquids and electrical fires. It should be of at least 5 pounds capacity and must be securely mounted in the cockpit within easy access of the driver. **(NOT TIED IN ANY WAY OR WITH TIE STRAPS)**

1.1.16 A helmet for car/kart racing conforming to either Snell SAH10, SAH2010/FIA8860/M2010/SA2000. Motorcycle approved helmets conforming to either DOT/ECE 22.05 AND Snell Type A must be worn at all times. Drivers/riding failing to wear

their helmet during practice or a race will be disqualified. In addition they also may be subjected to any penalties which the stewards of the meeting deem appropriate.

1.1.17 Safety rules regarding helmets, seatbelts and riding suit also apply to pit crew or any other occupant of a vehicle driven on the track under the afore-mentioned conditions.

1.1.18 Working red brake lights are compulsory and must be clearly visible from the rear of the car.

1.1.19 No concealed pressure type containers, feed lines or actuating mechanism are permitted even if inoperable.

1.1.20 No part of a car may touch the ground when any two of its tyres on the same side are deflated.

1.1.21 All cars must be fitted with front and rear towing eyes. The towing eyes must be brightly painted with an upside down triangle indicating towing, making it highly visible.

1.1.22 All vehicles must be satisfactory clean and road worthy, and in good and safe general condition with respect to bodywork, engine, interior, transmission, drivetrain, tyres, brakes, steering and other aspect that the Scrutineers may deem necessary.

1.1.23 Competitor numbers must be marked on the left and right front doors and on the bonnet or roof in such a manner as to be clearly distinguishable by officials during a race. Also drivers full name and blood group. Numbers should be of black colour against a white or light colour background.

1.1.24 A racing suit of SFI 3.2/1, FIA 8856-2000, ISO 6940 rated single layer nomex, gloves and shoes, with fire retardant characteristics are compulsory.

1.2.0 GROUPS 2, Starlet Cup, 3 & 4 (except group1 and ST)

1.2.1 Fuel tank must be metal with a secure closure which will not leak if the car overturns. Fuel tanks must not be mounted in the cockpit or engine compartment and must be separated from the cockpit by a secure metal partition across the rear bulkhead of the car. Fuel tanks must be securely mounted to the bodywork preferably by metal straps which pass around the tank. Genuine fuel cells are permitted.

1.2.3 On rear wheel drive vehicles two safety hoops are mandatory around the propeller shaft.

1.2.4 Steering lock mechanism must be removed or rendered ineffective.

1.2.5 Hoods, deck lids and movable body sections must be secured with supplemental pins or fasteners. Latches may be deactivated. On cars where a key is required to open the trunk lid, the lock must be deactivated or may be removed.

1.2.6 Supplemental pins used to secure movable body sections (such as hood, doors, fenders, lid and movable tops) must have attaching cables to prevent accidental loss of pins.

1.2.7 Shattershields or explosion proof bell housings are required on all cars where the failure of the clutch/flywheel could create a hazard to the driver.

1.2.8 Oil and water tanks must be metal with a secure closure which will not leak if the car overturns. Oil and water tanks must not be mounted in the cockpit.

1.2.9 An externally mounted kill switch which is capable of disconnecting all electrical power from the battery is mandatory. The kill switch must indicate clearly the on and off positions. (Excluding Group 1 and ST)

1.2.10 The side glass windows and window winder mechanism can be removed and must be replaced with safety glass such as Lexan.

1.2.11 All passenger seats may be removed. The driver's seat must be securely bolted. Go-kart type seats are not permitted.

1.2.12 All interior upholstery may be removed unless otherwise stated in group rules.

1.2.13 Additional cockpit instruments may be added and must be properly secured.

1.2.14 Interior stiffening of bonnets or boot lid can be removed.

1.2.15 Bonnet bulges may be added to enclose parts of the engine ancillaries. Such additions however must not impede the view of the driver.

1.2.16 Flaring of fenders is allowed, provided they are neatly and smoothly filled and must be properly secured to the body. Flares must cover 1/3 circumference of the tyre. (Not permitted in Group 1 and ST)

ANY CAR WHICH IN THE OPINION OF THE SCRUTINEERS IS UNSAFE WILL NOT BE ALLOWED TO COMPETE.

2.0.0 GENERAL REGULATIONS:

2.1.0 GROUP 1, ST, 2, Starlet Cup, 3 & 4(ALL)

2.1.1 There will be six (6) Groups of racing, these being Group 1, Group ST, Group 2, Group Starlet Cup, Group 3, and Group 4.

2.1.2 The onus of proof that his/her car meet the requirements of the group/class entered at all times lies with the entrant.

2.1.3 Any vehicle which does not conform to any of the stated specifications will be specially

classified by the Chief Scrutineer who has due discretion in such instances.

2.1.4 To be eligible for competition in Groups 1, , ST, Starlet Cup, 3 cars of the model to be entered must have been manufactured in any one year.

2.1.5 The following engine data must be stated on the entry form and at the time of Scrutineering:

ENGINE MANUFACTURER

BORE IN MILLIMETERS

STROKE IN MILLIMETERS

CUBIC CAPACITY IN CUBIC CENTIMETERS

ENGINE MODEL

WHETHER TURBOCHARGED OR SUPERCHARGED

2.1.6 It is the onus of the driver to supply documented proof of specifications regarding his/her car and engine if requested by the Chief Scrutineer.

2.1.7 The fuel used must be commercially available gasoline of either the automotive or aviation type or an approved Racing blend. The use of Methanol or other such substances as a primary or secondary injected fuel will not be allowed. Any blend of Ethanol is allowed in Groups 2, Starlet Cup, 3 and 4 once used pure or mixed with an approved racing blend.

2.1.8 No nitrous oxide or such injected systems allowed.

2.1.9 Four Wheel Drive and All Wheel Drive vehicles are permitted in Group 4 only.

2.1.10 All cars must be self starting without any external assistance at the beginning of a race.

2.1.11 Minimum weight of any car is 1600LBS or as set out in Group Rules.

2.1.12 A purpose built engine is one that was not manufactured for sale to the general public and not used under normal road driving conditions in a series production batch of over 2,500 cars within any one year e.g.- aluminum blocks, heads, peripheral ported housings and side plates (Rotary) mixture of different blocks and heads from different models.

2.2.0 GROUP 2, Starlet Cup, 3 and 4 (except groups 1 and ST)

2.2.1 A different Engine and gearbox may be fitted as set out in groups regulations.

2.2.2 Engine location- Engines may be freely positioned within the original engine compartment. Front engine cars may relocate the engine no further rearward than:
(a) V8, V and in-line 4 engines: so that the foremost spark plug is up to 4 ?" rearward of the vertical plane created by the centerlines of the front wheel hubs.

(b) In-line 6 engines: so that the foremost spark plug coincides with the vertical Plane

created by the centreline of the front wheel hub.

© Rotary engines: the foremost spark plug up to 8" rearward of the plane denoted in (a) (relative to Group 3).

2.2.3 Turbocharged or supercharged cars will be regarded as having an engine capacity 70% in all groups. The capacity calculated from actual engine dimensions for the purpose of calculating their minimum permitted racing weight as set out by the groups regulations.

2.2.4 Modifications may be made to the suspension as set out in groups regulations.

2.2.5 Should a competitor wish to use a questionable engine type, they must consult the Executive Rules Committee in writing, giving all particulars of the unit at least three (1) months before they intend to use the engine.

2.2.6 Group 2 cars will be eligible to enter Group 3 events at the discretion of the Clerk of the Course, providing they comply with all safety regulations governing Group 3 and the driver holds a valid competition license for this group.

2.2.7 A Scale error of 0.05% will be allowable regarding weight restrictions and limits. All cars must be fitted with the club's standard transponder in a position as instructed by the race officials (Tran x 260 made by AMB).

2.2.8 The onus is on the driver to own, rent or otherwise procure and fit a fully charged transponder on his/her race car before official qualifying and scrutineering. In the event of a race car not being timed due to of the absence of a transponder or an uncharged one will automatically result in non-inclusion in the official GMR&SC Races.

2.2.9 Driving aids will be allowed, such as launch and traction control, but not electronic Shifting systems, such as paddle (steering wheel) gear changing systems which may only be allowed in Group 4.