



Sporting Regulations

Draft – Revised 7/3/22

6. Sporting Regulations

The following descriptions and procedures govern SCCA Enduro Competition. Participants are expected to follow these rules and the intent of these rules. They may be penalized for not doing so.

Participants are reminded that there are many unwritten best practices focused on safety that would be impractical to commit to the written rulebook. If an official or track employee asks you to do something in the name of rules and you believe it is in error – do not argue with that person. Bring it to the attention of the Race Director or Event Lead for a solution.

1. Paddock

The area where a car parks when not participating in its sessions is the Paddock. Event Information/Supplemental Regulations may delineate the Paddock location and assignment of equitable amounts of space to each competitor.

1. The following applies to working on your car during a race in the paddock:

- A. At tracks where the paddock access to and from pit road creates a scored lap not completed on track, that lap shall be removed.
- B. Teams may not refuel their car in the paddock during the race. A 15-lap penalty will apply to teams fueling in the paddock.
- C. The intent of these rules is that routine service is done on pit road and with the allowed tools – teams shall not circumvent the intent of those rules. (e.g., going to paddock to change tires using air jacks for the purpose of doing it quicker than a normal pit road stop.)

2. Grid & Pre-Race/Session

1. The Grid

The Grid is the area of the track which the field is aligned prior to the session start.

A. Starting Order

Generally, grid order for practice and qualifying sessions will be on an "as arrived" basis. Any method of determining starting positions for the race must be described in the Event Information/Supplemental Regulations.

B. Late to Grid

Cars that are not in position on the grid prior to the 1-minute signal (or deadline given in the Event Information/Supplementary Regulations) relinquish their starting positions. They will be held behind other cars and must start from the back of the field.

C. Starting Vehicles on Grid

Engines shall be started by the driver sitting in the normal driving position, using an on-board or supplemental power supply. Carburetor or fuel injection systems may be manipulated and/or primed in the starting process. Push starts are permitted only as specifically authorized as specified in 6.2.1.D.

D. Push starts on Grid

A car that cannot start on the grid may be push started under the supervision of the Grid Marshal, provided it is back in position prior to the 1-minute signal. Vehicles that are push started after the 1-minute signal, or not in position at the 1-minute signal relinquish their grid positions. They will be held behind other cars and must start from the back of the field.

E. Five and One-minute Warnings

Race control instructs the 5-minute and 1-minute warnings to be given to the grid, indicating the time remaining before the start of the pace lap or other start procedure. These signals must be plainly audible and/or visible.

1. Engines should be started at or before the 1-minute signal.

2. At or before the expiration of the 1-minute warning, the cars will be released to begin the pace lap(s) or other start procedure.

F. Late Starters

After the field has left the grid, the Race Director may release cars that were not in position at the 1-minute warning to join the back of the pack either from the grid at the beginning of the pace lap or – if it is too late for that vehicle to safely catch the field – from the pit exit at the tail end of the pack following the green flag or false start.

2. The Pace Lap

One pace lap precedes all races unless the Race Director or Event Lead authorizes an alternate procedure. The intent of the pace lap or similar procedure is to have a controlled, formed field at the start of a race with no one gaining any more advantage than earned through the qualifying procedure.

A. 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 size of the field, and course layout. However, the standard start is a rolling start and not a flying start.

1. If a pace car is used, it will be positioned at the head of the pack, with emergency lights flashing. Drivers may not pass the pace car until it turns off its emergency lights and pulls off the track, and the field will maintain the speed of the pace car before it pulled off track until the green flag.
 2. If a pace car is not used, the pole car will pace the field complying with directions from the Race Director or their designee. The pole car will maintain a constant speed from the grouping until the green flag and shall not modify his speed approaching the flag stand.
- B.** 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 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.
 2. 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.
 3. 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.
- 3. The SCCA Standard Rolling Start**
- A.** The SCCA standard rolling start will be used at all SCCA Enduro races unless an alternate procedure has been approved by the SCCA National Enduro Staff and is included in the event Information/Supplemental Regulations.
- B.** The Starter shall be safely located and in view of most of the drivers in the field as they approach his position. He shall remain motionless, with the green flag hidden, and no other flags visible.
- C.** The Starter will start the race by suddenly and continuously waving the green flag until all cars have passed the start line if the field is:
1. At a constant low speed;
 2. Double file/two-by-two; and
 3. Well bunched; and
 4. Close enough to the Starter that most of the drivers can see the flag.
- D.** Racing begins and passing may occur throughout the field when the green flag is displayed, or as noted in the event information/supplemental regulations.
- E.** Aborted Starts

1. If the field is not aligned or drivers have improved their positions, the Starter may abort the start by displaying no flag and shaking their head, “no.” Drivers should not accelerate and raise one hand to confirm that the start is aborted.
2. If the race is not started, pace-lap procedures should be repeated. Drivers may safely pass under the Double Yellow Flags to return to their original grid position. However, cars late to grid or that dropped out of position during the pace lap must remain at the back of the pack.
3. Any additional pace lap(s) following aborted start(s) are under double standing yellow flags at all stations and are scored as race laps or under the official race clock. Timing starts when the starter either waves the green or shakes their head in the negative to indicate an aborted start.

3. Race and Sessions

1. Flags

Flags or lights convey the commands or information indicated below. They must be obeyed immediately and without question.

A. Flag Meanings

1. **GREEN FLAG (Solid Green)**
When displayed, the green flag indicates that the course is clear, and that racing is under way. The green flag is typically shown only by the Starter.
2. **YELLOW FLAG (Solid Yellow)**
A Yellow Flag of any type indicates an incident ahead that creates a dangerous situation. Drivers should slow and proceed at a reduced speed with no passing allowed.

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 – or as noted in the Event Information/Supplementary Regulations. The last component may be the car, driver, responding officials, other vehicles and/or large debris.

Drivers are reminded that you may not be able to see if there are more incidents before the next flag station, and particularly at night, discretion should be used to avoid penalties for passing under yellow.

- a. **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 through the incident at a reduced speed.
- b. **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.

- c. **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 6.2.2.B.3).

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

- 3. **BLUE FLAG (Blue with Diagonal Yellow Stripe)**
Another competitor is following very closely or is trying to overtake. This flag may be displayed standing or waving, depending upon the speed differential.
- 4. **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.
- 5. **WHITE FLAG (Solid White)**
 - a. **STANDING 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 unless another flag is already on display to indicate the location of the flagging stations.
 - b. **WAVED** - A waving white flag may be displayed by the Starter to indicate the start of the last lap of the race.
- 6. **BLACK FLAG (Solid Black)**
 - a. **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**.
 - b. **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 Race Director or event Information/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.

- c. **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 RACE DIRECTOR OR CHIEF STEWARD AS RELAYED THROUGH RACE CONTROL.

7. 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 Race Director or event Information/Supplemental Regulations. DO NOT TAKE ANOTHER LAP.

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

8. 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.

a. FIA Red Flag Rules

It is permissible – if noted in the supplementary regulations and announced at any drivers meeting(s) – to use the FIA Red Flag procedure which works much like a black-flag all. If used in this manner, this flag should be waved at the start line when it has been decided to stop a practice session or the race. Simultaneously, each corner station should also display a red flag and:

- i. all cars shall immediately reduce speed and proceed slowly back to the pits. Overtaking is forbidden and drivers should remember that race and service vehicles may be on the track, the circuit may be totally blocked because of an accident and weather conditions may have made the circuit undriveable at racing speed.

NOTE: THE RED FLAG CAN ONLY BE DISPLAYED BY ORDER OF THE RACE CONTROL.

B. Lights instead of flags

Event Information/Supplemental Regulations will state where on the course and for what purpose lights, if any, will be used.

C. Full Course Yellow

The Race Director may use a safety car as necessary to control the field and to assure expeditious safe clean-up of any incident.

1. A safety car and/or the lead car may be used to control the field and to assure expeditious restarts. All vehicles must pass any on track incident(s) well under control. It is permissible to control the field by having all cars maintain gaps and slow to a pre-

determined speed

- a. If a safety car is used will enter the course only under double yellow flags.
- b. When dispatched, the safety car, with emergency lights flashing, will gather the field under steady and reduced speeds that are appropriate to track conditions.
- c. If the safety car is not dispatched in front of the leader, an official in the safety car may wave cars by until the leader is behind it.
- d. Prior to a restart, the safety car will maintain the established pace, extinguish the lights, and exit the course.

2. If there is no safety car, and the lead car will be used to control the field, the lead car must:

- a. Slow the field to permit the entire field to bunch up single file behind him.
- b. Maintain a consistent pace that is appropriate to the track conditions.
- c. Maintain a steady pace coming down to a restart.

3. Duties of the Field

- a. If the field will be gathered behind a pace or lead car, all drivers must make every effort to safely catch the field as soon as possible to form a single and evenly spaced line behind the safety car or leader.
- b. There is no passing under a Full Course Yellow Condition Unless:
 - i. An official in the pace car waves a driver around.
 - ii. A driver of a disabled car has raised their arm to signal an issue and pulled well off the racing line.
- c. Drivers must maintain the safety car's pace and not improve their positions or begin racing until the green flag has been displayed or double-yellow flags have been lowered to signal clear course conditions, or as noted in the event information/supplemental regulations.
- d. A driver of a disabled car or a car that cannot maintain the pace should not hold up the field. He or she must signal that their car is disabled by raising an arm, pulling to the side of the course, and staying well off the racing line. Other drivers may safely pass the signaling vehicle. A driver of a disabled car should seek assistance at the nearest corner station, or pit at the first opportunity.

D. Virtual Safety Car

A "Virtual Safety Car" type procedure may be used in place of a full course yellow and critical details must be included in the Event Information/Supplementary Regulations. Full course yellow restrictions concerning pit stops and passing apply during any Virtual Safety Car procedure.

E. Stopping a session/race

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

1. 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.

2. Order a red flag at Start and all other flag stations. Further instructions will be conveyed by officials.
3. Practice and qualifying session time may be stopped during Red or Black Flag All scenarios.
4. The official race time shall **not** be stopped during Red or Black Flag All scenarios.

2. Maximum Driving time

There is no maximum driving time.

3. Minimum Number of Drivers

The following chart will determine the minimum number of drivers required on a team:

Race Length	Minimum Number of Drivers
Up to 6 Hours	2 Drivers
Longer than 6 hours	3 Drivers

4. On-Track Expectations and Conduct

Drivers are expected to follow all rules for flagging, pit road speed limits, racing etiquette, and any other event-specifics outlined in Event Information/Supplementary Regulations. Failure to do so will likely result in black flags, penalties, mistrust from your competitors, a poor finishing position and not being invited back to co-drive. Above all else, be the driver you want others to be.

Drivers must follow those general guidelines and the specific examples below.

A. Car Control & Track Limits

1. Drivers should not make repeated/constant driving errors or demonstrate a lack of control (e.g., going off track, erratic lines, excessive sliding).
2. Drivers must always stay on the marked racing surface and may not drive off track without justification. Once off, a driver may reenter the track, but only when it is safe to do so and without gaining a lasting advantage.
3. Drivers should not create a situation where debris is brought onto the track.

B. Racing Room

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.

1. When a driver is caught by another driver lapping him or her, the driver must allow the faster driver past at the first possible opportunity.
2. Drivers are expected to share the track and work together so that all drivers may perform to the best of their ability. Drivers may not hinder another competitor

intentionally or thoughtlessly.

C. Overtaking

1. The overtaking driver bears the primary burden of responsibility for the decision to pass another car and to accomplish it safely because that driver has the best visibility. The overtaken driver is responsible to be aware that he is being passed and not to impede or block the overtaking car.
2. Drivers must respect the right of other competitors to racing room. More than one move in response to defend a position is not allowed. Deliberate squeezing of a car beyond the track edge or any other abnormal change of direction is strictly prohibited.

D. Contact, Impacts, Spins and Offs

Drivers are expected to always maintain control of their cars, and the SCCA Enduro Program is a non-contact sport. This includes spins or a loss of control causing a vehicle to leave the course, and any contact with other vehicles (including bump drafting) or impacts with barriers or the ground.

Any and all drivers involved in a loss of control or contact of any type must report to Officials on Pit Lane.

1. Drivers who do not self-report may be black flagged, and then will need to take extra time explaining what happened and why they didn't self-report.
 - a. It is reasonable to assume that not all contact may be observed by officials. Drivers/Teams who try to take advantage of this human error by not self-reporting and hoping to get away with it will likely face escalated consequences if/when that contact is discovered.
 - b. A driver leaving the track surface to avoid an incident/spinning car or to not impede another driver is not considered a loss of control.

E. Hand Signals

1. A driver should signal his intention to enter the pits from the course by raising his arm.
2. An overtaken driver should point to the side on which an overtaking driver should pass.
3. The driver of a stalled car should raise both arms to indicate the vehicle is disabled and will not move.
4. A driver should give a thumbs-up to corner workers to let them know they are not in medical distress.

F. Officials may take the following actions for incidents or violations of this section when a driver is black flagged:

1. Accept the reasoning and situation and allow the driver(s) to re-enter the track

2. Require the driver to consult with the driver coach for analysis and feedback. (Team may be allowed to replace that driver and continue.)
3. If damage is sufficient, require the vehicle to be re-inspected by tech officials.
4. In an incident involving multiple cars, whenever possible, all drivers should be heard before any driver is released back on track.
5. For frequent visitors to the Black Flag station (driver or team), consequences may include removal from the event for a period of time or the remainder of the event as determined by the Race Director.

5. Stopping on course/Accepting Assistance

- A. A driver who stops his car on course must make every effort to assure that the location does not pose a danger or obstruction to other competitors.
- B. Drivers and crew may not work on a car that is stopped on course.
- C. If a vehicle is flat-towed (connected to service vehicle with a strap and being pulled on all four wheels) the driver must be in full gear and fully belted in.

6. Passengers

No passengers are permitted in a car on track during a session or race. No one may ride outside the cockpit area or on the coach work of any automobile at any time, including victory laps.

4. Pits and Pit Stops

The pit lane (which connects the track to access roads in the paddock) and the area behind the pit lane used for support equipment and crews is collectively known as the “hot pits” or “pits.” There must be a protective barrier between the pit lane and the area where support equipment and crews are located.

1. Pit Stops

A. Maintenance/repairs

Tire changes and simple maintenance/repairs may be done on pit road and is subject to the following restrictions:

1. There may only be four crewmembers over the wall attending to a single vehicle.
2. No work to the underside of a car may be done on pit road. (E.g., if a crewmember must be under the car to work on it, that work must be done in the paddock, with appropriate use of jackstands.)
3. Teams who take an excessive amount of time for pit-road maintenance may be asked to take the car back to the paddock.
4. The following items may be repaired/changed/replenished on Pit Road:

- a. Tires
- b. Brake pads and rotors
- c. Fluid top-offs (Oil, water, fuel, etc.)
- d. Windshield cleaning
- e. Minor body repair
- f. Minor setup adjustments
- g. Repairs to lights

5. Authorized Equipment

The following restrictions apply to tire-changing equipment and procedures on pit road:

- a. Only one jack is allowed over the wall during the pit stop. No air jacks are permitted for use on pit road.
- b. Only battery-powered or hand-operated tools are permitted during a pit stop.
- c. Only five wheels/tires are permitted over the wall at one time, including the four on the vehicle.

B. Fueling

The following restrictions apply to refueling equipment and procedures on pit road:

- 1. Pit stops which involve refueling shall be a minimum of five minutes.
- 2. No team is allowed more than twenty-five gallons of fuel in the pits at one time.
- 3. Fueling shall only be done using commercially available hand-held gravity-fed five-gallon dump cans designed specifically for fueling.
- 4. Only one fuel jug is allowed on the track side of the pit wall at a time. **Other than a single jug, which must be actively grasped by a crew member, no fuel jugs may rest on the pit wall. Any crew member handing/receiving jugs from the paddock side of the pit wall should be in full fueling-appropriate gear as outlined below.**
- 5. While fueling, there must be a crew person standing by with a fire extinguisher. This person does not count as one of the four people allowed over the wall during a pit stop.
- 6. Anyone over the wall while the car is being fueled must be in full fire suits and helmets meeting driver safety specs.
 - a. Helmets worn during fueling must be full-faced with a closed visor during fueling, and must be in good condition (no frays, deterioration, damage, etc.) but may be expired older Snell, SFI or FIA ratings for automobile motorsport use. (E.g., an SA05 which is no longer acceptable for a driver, may be used by refueling crew.)
 - b. An expired helmet must be clearly labeled "Fuel" indicating it is only to be used for refueling.
- 7. Driver changes and driver-change assistance may be done during fueling. (E.g., servicing a cool suit is considered driver service, cleaning the windshield is not.)

5. Rain Races

SCCA Enduro Events are all-weather races and drivers and teams should be prepared for such conditions.

1. In cases of unsafe weather conditions including but not limited to excessive rain/track flooding, lightning, high winds, etc. Officials may slow the field using a full course yellow type procedure or stop a session or race.

6. Post-Event/Session and Impound Procedures

1. Impound

Post-race impound is recommended and as specified in the Event Information/Supplemental Regulations, some number of finishers in each class as determined by the Race Director or Event Lead may be impounded for a minimum of 30 minutes after their race is completed.

The following applies to any post-race or post-session Impound:

- A. It is the team's responsibility to know their finishing position and present the car to impound immediately, without going to the paddock.
- B. During impound activities, cars are not allowed to be worked on or touched by anyone unless directed by a tech official.
- C. The Chief Tech Inspector will report any questions or doubts about a car's compliance to the Race Director or Event Lead.
- D. For each impounded car, weight, **fuel capacity**, and other items appropriate for the class may be inspected.

1. Scales/Weighing Cars

- a. If there is any doubt about the weight, the car must be weighed in both directions.
- b. The scales at the event are the official scales for the event. The Supplemental Regulations will include the hours scales will be available for drivers to weigh their cars.
- c. The following scale configurations are acceptable:
 - i. platform scales,
 - ii. individual scales that weigh 1 axle (2 wheels) at a time, or
 - iii. 4 individual scale pads that each weigh a single wheel.
 - iv. If all 4 wheels cannot be weighed simultaneously, the driver must be weighed separately from the car unless the car is displaying a Mobility Impairment decal, then the driver may remain in the car for weighing.
- d. Certification
Scales must be certified by on-site certification by a commercial scale service within one calendar year prior to the event, OR as recommended by the scale manufacturer, OR if no recommendation is provided, the SCCA General Competition Rules process should be followed.

2. Class Inspection

A period set aside for “Class Inspection” is encouraged. All competition vehicles should be included, and this time should enable competitors to familiarize themselves with other vehicles and teams for camaraderie and to raise any issues about compliance.

- A.** Class Inspections should be done in such a way vehicles cannot be changed before or after competition. (E.g., a period where vehicles should remain on pit road following the first day of a two-day event.)
- B.** It is permissible to require an early grid arrival period for pre-event class inspection. Such a requirement shall be mentioned in Event Information/Supplemental Regulations.

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