



2017 Competition Handbook

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Please check specific Series Regulations and Supplementary Event Regulations for additional or superseding rules and regulations.

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1. PREFACE

“The camaraderie is only equaled by the competition.”

It is the obligation of all competitors to uphold this sentiment. NARRA aims to provide a fair and friendly environment to all competitors, where competition and the will to win never supersede sportsmanship.

2. GOVERNANCE & RULES ACKNOWLEDGEMENT

- 2.1. The Events and Series of the North American Road Racing Association (NARRA) are conducted in accordance with the following Rules and Regulations.
 - 2.1.1. NARRA reserves the right to change these Rules, the Schedule of Events, Penalties and Race lengths as necessary to preserve a safe and fair competition environment. These changes will be accomplished, when possible, by an Official Bulletin posted at NARRAonline.com, via Email or during a Drivers' Briefing.
 - 2.1.2. Supplementary Regulations may be issued prior to, or at, an Event.
 - 2.1.3. Any decision or directive issued by a NARRA Official is final.
- 2.2. It is each driver's responsibility to seek out, understand, and comply with all the rules and regulations, including those listed in this Rule Book, any Series Regulations, as well as Rule Changes, Official Bulletins and Supplementary Regulations.
- 2.3. Failure to comply with any Rules or directives given by a NARRA Official may result in a Fine, Probation, Exclusion, Suspension, Loss of Points, or other Penalty deemed appropriate by NARRA Officials

3. DISCLAIMERS

- 3.1. **Motor Racing is Dangerous**

Racing, of any form, is inherently dangerous and all drivers and participants assume all risks associated with racing and related activities. While these rules serve to run an orderly event, it cannot be assumed that participation in this type of event carries no risks. These rules are intended as a guide for the conduct of this sport and are, in no way, a guarantee against injury or death to a participant or spectator.
- 3.2. **Recording and Photographic Appearance Release**

By participating in a NARRA associated event, all participants, including but not limited to drivers, guests, family members, crew members and spectators, irrevocably grant NARRA and its Affiliates, including but not limited to sponsors, suppliers and contractors, the right to photograph, film, videotape or otherwise record activities in connection to the event, including the right to use their Image(s) (name, likeness, performance and appearance, and related biographical materials), and to own the copyright therein: to use their Image, and any part thereof, worldwide and irrespective of national borders in perpetuity for the purpose of, but not limited to, advertising, publicity, promotion and trade in any medium whatsoever without restriction as to manner, frequency or duration of

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use without any payment to them.

4. BEHAVIOR & RESPONSIBILITY

4.1. General Behavior

Drivers, Guests, Family Members, Crew Members, and Spectators shall conduct themselves according to the highest standards of behavior and in a professional manner, and display sportsmanship at all times.

4.1.1. Verbal or physical abuse directed to Officials, Staff, other Drivers, Crew or Guests will not be tolerated.

4.1.2. Alcohol

Unless otherwise specified by Track Regulations, consumption of alcohol in the paddock by Drivers, their Crew Members or Guests is not permitted until the completion of all on-track activity.

4.2. On-Track Behavior

NARRA strives for Zero Contact. Serious penalties apply for causing Avoidable Contact with a fellow competitor including; fine, loss of points, probation and suspension. Drivers involved in car to car contact are also requested to contribute to, or completely reimburse, other competitors for damage they directly or indirectly cause. Careless, Reckless and Dangerous Driving will not be tolerated. Penalties are outlined in section 16 of this handbook.

4.3. Risk

NARRA's policies, rules and regulations seek to minimize the chance of damage to, or loss of cars and equipment, and may even issue penalties. Competitors must always assume the risk and responsibility for all damage and repairs. NARRA encourages competitors to take out insurance on cars and equipment to minimize any cost or loss incurred.

4.4. Responsibility

Drivers are responsible for all Guests, including Family Members and Crew Members, and their behavior. A Team may be penalized as a result of any inappropriate behavior by their Guest's.

4.5. Track Damage

Competitors are responsible for all costs relating to any damage they cause to track property, including barriers walls, fencing, vehicles, safety equipment, garages, etc.

5. LICENSE & MEMBERSHIP

5.1. Driver Eligibility

All Drivers must have a valid NARRA Membership, Competition License or appropriate, verifiable racing experience, and current Medical Form.

5.2. Age: Drivers must be 18 years or older. Special provisions for minors aged 17 and younger with relevant, appropriate, and verifiable racing experience may be considered. He or she must be accompanied at the track by a legal guardian and provide a signed consent document prior to any track activity. They must comply with all, track, local and state regulations. Track and State regulations may differ. Please check Supplementary Event Regulations.

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- 5.3. **Physical Fitness:** Track driving is a demanding activity. All drivers must be sufficiently fit enough to handle the stresses involved motor vehicle racing. All drivers entering the USGT and USPC are required to provide proof of a current physical examination by a qualified physician before entering the racing surface. This is recommended, but not required for USTT participants.
- 5.4. **Medical Form:** All USGT and USPC competitors must provide proof of a valid completed Medical Form prior to entering the Racing Surface. Any of the following forms signed and dated by a physician within one year of a driver's first race will be accepted as proof of medical.
- a) **NARRA Medical Form**, available at [NARRA online.com](http://NARRAonline.com), (or)
 - b) Copy of a current Racing License issued by another recognized Sanctioning Body, such as FIA, IMSA, SCCA, NASA, showing proof of a valid completed medical form (or)
 - c) Copy of a valid, current Medical Form completed for a license with another recognized Sanctioning Body, such as FIA, IMSA, SCCA, NASA.
- 5.5. **NARRA Membership** must be obtained by all drivers, crew members, vendors, media, and photographers, and can be accomplished at NARRAOnline.com.
There are three levels of NARRA Membership:
- a) **Support:** Crew Members, Vendors, Media, Photographers
 - b) **General:** Club, SOLO Performance Driver, Performance Driver Education
 - c) **Competition:** Time Trial Championship, US GT Championship, US Prototype Championship.

6. REGISTRATION & CANCELATION

- 6.1. **Registration** is to be done via NARRA's website, NARRAonline.com. Use the Login link or create a New Profile to begin the registration process. If you have any questions or trouble registering, please email lucie@narraonline.com or call (817) 829 4893.
- 6.1.1. **Early Registration** ends 7 days prior to the event. A \$100 late fee will applied to any registration after this deadline.
- 6.1.2. **Entry Fees** must be paid in full prior to paddock setup and entry onto the *Racing Surface*.
- 6.1.3. **Refund Policy**
- a) Cancellations 14 days or greater prior to the event will receive a refund less an administration fee, or a full credit towards a future event in the current season.
 - b) Cancellations less than 14 days prior to the event up until 11:59PM EST on the day before the event will receive a partial refund or credit towards a future event in the current season, less a cancellation fee. The cancellation fee will apply regardless of payment option chosen.
 - c) No refunds or credits will be issued for cancellations after 11:59PM EST on the day prior to the event.

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- d) No refunds or credits will be issued for non attendance (“No Shows”) or once the car enters the *Racing Surface*.

6.1.4. Classification: It is up to the entrant to accurately represent their car and ensure their car is classed correctly prior to all timed sessions. **USGT Championship and USTTC Class Calculator** is provided on NARRA’s website to aid in this process. Failure to enter the proper class will result in disqualification and loss of points.

6.2. Cancellation, Postponement, Time Adjustment of Events

An event will only be called off, postponed, or time adjusted in situations of extreme weather, an act of god, or if track management or NARRA Officials deem the track unsafe or unusable.

6.2.1. Rain Policy: Rain does not constitute extreme weather, and races will be run as scheduled. It is at the individual driver’s discretion as to whether they participate or not. All required safety equipment to run in the rain must be installed. See Series Regulations for further rain procedures.

6.2.2. Race Cancellation: The NARRA Chief Steward has sole discretion to cancel a race due to weather or other track conditions that render the track unsafe or unsuitable for competition. No refunds or credits will be issued. Cancellation of a race may result in the following conditions:

- a) The number of sessions may be depleted
- b) Length of practices, qualifying sessions, and races may be adjusted
- c) Round cancelled entirely

7. EVENT PROCEDURES

7.1. Registration, Releases and Waivers at the Track

Upon arrival all Drivers, Crew-members and Guests must immediately present any required documentation at Registration, and sign and complete the following. Failure to do so will result in immediate removal from the track.

7.1.1. The NARRA “Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement”,

7.1.1.1. “Participant Film Production Release and Rules Acknowledgement form”.

7.1.1.2. Any Venue and/or Event Waivers.

7.2. Schedule, Session Duration, Start and End Times

It is the responsibility of the driver to be aware of all session start times and end times, drivers briefings and schedule changes.

7.2.1. Be Ready: Competitors are expected to be ready and available at least 10 minutes prior to the published start time.

7.2.2. End Time: If not specifically indicated on the schedule, expect the checkered flag to be displayed 5 minutes prior to the official end time of the session.

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- 7.3. Time Certain:** While NARRA will endeavor to give Competitors the track time as scheduled, Sessions may be shortened or abandoned to ensure the Event runs as per the published schedule.
- 7.4. Event Technical Inspection**
The onus is on the competitor to present and maintain a Car in good working order. Cars should be fully compliant with all safety and technical regulations whenever presented at Tech. To expedite Tech Inspections please:
- 7.4.1.1.** Complete your Technical Inspection Form prior to heading to tech.
 - 7.4.1.2.** Ensure your fire extinguisher, gauge, and expiration date must be easily accessible/viewable.
 - 7.4.1.3.** Know the location of your Fuel Cell certification date (if applicable).
 - 7.4.1.4.** Know where to find your Roll Cage stamping and inspection hole (if applicable).
 - 7.4.1.5.** Have all Driver Equipment present and accessible.
 - 7.4.1.6.** Furthermore, Cars must be compliant with all safety regulations at all times and must comply with all technical regulations, including minimum weight for all Official Practices, Qualifying Race and Competition sessions. NARRA officials reserve the right to conduct random inspections any time during an event.
- 7.4.2. Completed Technical Inspection Form** must be submitted prior to any on-track activity at each event.
- 7.4.3. Cars must be correctly classified,** or presented for classification, prior to any Official Practice, Qualifying, Race and Competition sessions.
- 7.4.4. Data Collection** from competitor's equipment or via NARRA installed monitoring devices may be requested at any time. Competitors must supply any requested data, and aid in the installation of any such devices. This data will be used for technical compliance purposes and will not be shared with other competitors.
- 7.4.5. Re-inspection:** Any car that incurs damage during a Session must leave the track and be presented to Tech before continuing any on track activity.
- 7.5. Drivers' Briefing**
Attendance to all meetings listed on the Event Schedule is compulsory, and Drivers must be on time. Roll call will be taken. It is not mandatory, but it is highly recommended that Crew Chiefs also attend this briefing.
- 7.5.1.** A NARRA Official must be informed at least 5 minutes prior to the start of any meeting if a driver is unable to attend. A Team Member must be designated and attend on the absent driver's behalf.
 - 7.5.2.** Any driver not attending the briefing will incur a loss of times from Qualifying or subsequent Competition Session.
- 7.6. Communicating with Officials:**
It is the responsibility of team owners/managers or drivers to communicate any issues or potential rules breaches to NARRA Officials. Race Control is only as informed as the limited eyes and ears of track workers and officials

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and, therefore, teams and drivers are encouraged to relay any relevant information or concerns before, during and after a session.

7.7. Passengers and Coaches

- 7.7.1. With the exception of a Race, a Passenger or a Coach is allowed to ride in any session, provided they are 18 years of age or older, purchase a Passenger Wristband and wear the equivalent level of safety gear required by the driver.
- 7.7.2. Only the entered driver is permitted to drive during a Competition Session.
- 7.7.3. NARRA Officials must be informed prior to the start of a session any time a Coach or other person is to drive. That person must meet all eligibility requirements.
- 7.7.4. NARRA reserves the right to refuse a passenger or another driver on any grounds.

8. PADDOCK & CREW MEMBERS

8.1. **Paddock Speed Limit** is 15 mph unless otherwise specified by Track Regulations.

8.2. Crew Members

Crew Members are requested to wear neat, matching identifiable uniforms, such as a shirt displaying the same colors or number of the Car.

- 8.2.1. **Crew Chief:** (Racing only) Each car must have a designated Crew Chief.
 - 8.2.1.1. The Crew Chief, or another Crew Member, must be present with their car in the form-up grid five minutes before the race.
 - 8.2.1.2. **Radio Contact:** At least one Crew Member, preferably the Crew Chief, must be in constant two-way radio contact with their driver, as well as monitoring NARRA's Radio Frequency.
- 8.2.2. Crew Members are permitted to drive a car to and from the False Grid or Pit Lane (except during hot sessions).
- 8.2.3. Crew Members are permitted to accompany the driver to or from the False Grid or Pit Lane (except during hot sessions) and only if sitting in the car.

9. FALSE GRID & PIT LANE

9.1. Entering and Exiting the Track

Cars must only enter and exit the track as specified by NARRA Officials, typically entering by way of the False Grid and approved Pit Lane exits. Once a Session has commenced Cars must report to the Pit Lane for release.

9.2. False Grid

Competitors will be given instructions on when to arrive at false grid. 10 minutes prior to the start of the session is typical.

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- 9.2.1. Any Cars arriving within 5 minutes of the posted start time will be considered Late to the Grid. Cars Late to the Grid may need to report to Pit Lane, and may be held at the discretion of NARRA Officials to ensure release in a safe and sporting manner.
- 9.2.2. See Specific Session (i.e. Qualify, Race, etc.) Rules for Grid instructions.
- 9.2.3. For all Practice or qualifying sessions, Drivers wishing to change the order in which they go out should:
 - 9.2.3.1. Consider pulling into a Pit Box on Pit Lane, and after the field has dispatched, commence the session.
 - 9.2.3.2. Take their assigned grid position and notify the Grid Marshal that they wish to be sent out last.
 - 9.2.3.3. Inform the Grid Marshal or NARRA Officials and, if approved, arrange with their fellow competitors to trade positions in False Grid.

9.3. Pit Lane

Competitors and Crew Members must use extreme caution in Pit Lane at all times. Only Crew Members 18 years of age or older are allowed in Pit Lane.

- 9.3.1. **Pit Lane Speed Limit**
Unless specified by the Track, NARRA's Pit Lane Speed Limit is 35 mph. The Pit Lane will be electronically monitored. A speeding infraction will result in a minimum of a Stop and Go penalty.
- 9.3.2. **Guests in Pit Lane** Unless otherwise stated in the Supplementary Event Regulations or Track Regulations, guests must be accompanied by a Crew Member and be 18 years of age or older.
- 9.3.3. **Pants on Pit Lane are Required** Unless otherwise stated in the Supplementary Event Regulations or Track Regulations. Shorts are permitted for all Crew Members and Guests while in Pit Lane on the "cold" side of the Pit Lane wall.
- 9.3.4. **Trackside Wall** may only be approached by Crew Members after one flying lap has been completed in any session, and only momentarily to signal a driver or inspect a car.
- 9.3.5. **Working on Cars in Pit Lane**
it is mandatory that a jack stand or other approved device be placed under any car that requires any work with the exception of changing tires. Repairs that can't be performed safely in Pit Lane, or that exceed 10 minutes, must be done in the paddock.
- 9.3.6. **Refueling Cars in Pit Lane**
The state of 'Refueling' is considered to be anytime a Fuel Container or Hose goes over the pit/paddock wall.
 - 9.3.6.1. Cars must be stationary with the engine and ignition switched off, prior to and during Refueling.
 - 9.3.6.2. The driver must exit the car prior to the commencement of refueling, and must not re-enter the car until refueling is finished.

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- 9.3.6.3.** With the exception of a driver change, no other servicing of the Car is permitted while Refueling.
- 9.3.6.4. Fire Extinguisher:** During Refueling at least one Crew Member must hold a 10lb. Fire Extinguisher with the safety pin removed. The Fire Extinguisher must be aimed at the Refueler, not the Car. It is recommended the Crew Member remain at a safe distance.
- 9.3.6.5. Race Refueling:** Any Crew Member over the wall during Refueling must be wearing full safety equipment equivalent to the driver (suit, gloves, shoes, socks, balaclava, and a full face helmet with visor or goggles). No skin may be exposed.
- 9.3.7. Fuel Containers, or Refueling Rigs, must be sealed when not in use. Any Hoses, with the exception of Vent Hoses must also be sealed. Shutoff valves are considered a legitimate cap.**
- 10. FLAGS.** Flags are the primary method of communicating information about track conditions on-courses Race Control/Flagging and Communication to the driver. They must be observed and obeyed. Always check your mirrors before slowing for a flag. As a driver you will rely upon the Flagging and Communication staff for this information



- 10.1. Green –** Indicates the start of a session or signals commence racing at the beginning of a race;
- Standing Yellow – Indicates an area of danger ahead.** Slow down, exercise caution, and passing is prohibited. Passing under yellow is an infraction that may result in the offending driver being penalized. When approaching a yellow flag, it is sportsman like practice to raise your arm to notify drivers behind you of the situation and for all drivers to immediately refrain from passing. Passing under yellow is defined by not having all four wheels of your vehicle past all four wheels of the vehicle you are passing prior to a perpendicular line from the displayed yellow flag. Note that a standing yellow indicates an incident has occurred, but that the track ahead is open and proceed with caution.



- 10.2. Double Yellow – Full Course Caution.** During a full course yellow the Starters Stand will display two yellow flags, and whenever possible, double yellow flags will be displayed from corner stations around the circuit. Drivers are required to slow down and maintain their positions. In most cases, a pace car will enter the circuit ahead of the leader to regulate the speed of the field. At this time the field should try and close up behind the leading racecar. In the event of a full course yellow without a pace car, the leader must slow down significantly (pace car speed) and assume the role of the pace car. A leader who does not slow down significantly will be black flagged. Passing a competitor, or the pace car, may also result in a black flagged penalty. Passing under yellow is defined by not having all four wheels of your vehicle past all four wheels of the vehicle you are passing prior to a perpendicular line from the displayed yellow flag.



- 10.3. Waving Yellow – Indicates an area of immediate danger ahead.** Slow down, exercise extreme caution and be prepared to safely stop if necessary. Passing is prohibited and failure to adhere to these rules may result in a penalty. When approaching a yellow flag, it is sportsman-like practice to raise your arm to notify drivers behind you of the situation and for all drivers to immediately cease and desist passing activities. Passing under yellow



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is defined by not having all four wheels of your vehicle past all four wheels of the vehicle you are passing prior to a perpendicular line from the displayed yellow flag.

Please note that a waving yellow indicates potential track blockage ahead and be prepared to safely stop if necessary.

10.4. Red – Extreme Danger. Safely stop on track, off the racing line.

If there is an emergency. Immediately check your mirrors, pull off line, then come to a safe stop near the edge of the track in the vicinity of a corner station if feasible. Wait for instructions.



10.5. Yellow with Red Stripes – Debris or fluid has deteriorated the track surface.

Advisory flag. There may be debris such as car parts on the track. There may be oil, water or dirt on the track causing a loss of traction.



10.6. Blue – A car may be trying to pass. Stay on line.

Advisory flag. Check your mirrors, and if not racing for position let the car behind pass. A waving blue may indicate more urgency or that the race leader is attempting to pass.



10.7. White at Corner Station – Slow moving vehicle.

Advisory flag. Take care, you are approaching a vehicle on track moving at non-racing speed. It may be an emergency vehicle. Flag will be displayed up to 2 corner stations prior to the car in question.



10.8. White at Starter Stand – Indicates to the driver that he/she has started their final lap of the race.

10.9. Black with Orange Dot – Pit immediately for inspection. Something is wrong with your car. Either return to the pit lane or exit the racing surface. Failure to do so may result in a penalty.



10.10. Furled Black / Bad Sportsmanship – Warning, stop your behavior.

Advisory flag. Pointed or shaken at you. You are NOT required to report to the pits. However, the officials are watching you, and you may receive a blag flag if your unsafe unsportsmanlike behavior continues.



10.11. Black – Pit immediately.

May be displayed with a car number. Pit immediately for a consultation with officials and/or a penalty for unsafe or unsportsmanslike behavior. May also be used to end a session by displaying to all competitors at all Flag Stations.



10.12. Checkered – End of session or race

End of practice or race session. Continue to the pit entrance at reduced speed



11. GENERAL TRACK CONDUCT

11.1. **Careless, Reckless and Dangerous Driving**, or any behavior deemed an unjustifiable risk or reckless endangerment will not be tolerated. Penalties include immediate Exclusion, Expulsion and/or Suspension.

11.2. **Avoidable Contact** will not be tolerated, as will attempting to initiate contact even if no contact occurred.

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- 11.3. Racing Room** must be given by all drivers at all times, and is defined as giving sufficient space to allow another competitor to maintain control of his car on the track surface. Competitors are expected to give “a car width and an inch” at all times. Abrupt changes in direction to intimidate, impede or affect the path of an overtaking car, as well as forcing a competitor to leave the track surface may be considered not leaving sufficient Racing Room.
- 11.4. Passing**
Responsibility for the decision to pass and to execute it safely ultimately rests with the overtaking driver. The driver being overtaken has the responsibility to be aware of Cars around him/her, and not to impede or block the overtaking driver. Both drivers are responsible for ensuring the pass occurs without contact.
- 11.4.1.** Proper (safe) car placement is to “present” your front bumper to the other cars “A” pillar post, parallel to the other car, completely under control, at a point prior to the turn-in point of the corner.
- 11.4.2.** The driver seeking to overtake is reminded that the placement of their car can hinder or improve the chance of the driver ahead seeing the passing ca, and possibly enhance the severity of any resulting contact.
- 11.4.3.** The driver ahead is reminded that any car that was previously in their mirror, but now isn’t visible, should be considered overtaking and may be in a “blind spot”.
- 11.4.4.** The car in the lead at the Turn-In Point of a corner has “Right of Way”. Drivers that “dive” in to a corner after the Turn-In point will likely be held responsible for any incident.
- 11.4.5. Passing Under Yellow Flag Conditions** is not permitted
- 11.4.6. Passing in the Grass** is not permitted. Drivers must have at least two wheels on the racing surface while completing a pass.
- 11.5. Lapped Traffic** or slower cars, are expected to stay on the racing line, and only once a pass has commenced, yield additional racing room or breathe the throttle to assist in the pass being completed.
- 11.6. Blocking** is not permitted. Under competition conditions blocking will be defined as below and may be penalized with a Black Flag and Stop and Go Penalty:
- 11.7. Zigging Then Zagging:** A car is only allowed to change its line once, but not twice from one corner to the next. That is to say that you cannot “zig and then zag” to impede the progress of the car behind.
- 11.8. Moving In Reaction:** If the car behind changes their line first, the car in front must not then move in reaction, or change line, to impede the car behind. The lead driver must leave racing room for an overtaking car.
- 11.9. Going Off and Re-Joining the Track**
Any car leaving the designated racing surface is expected come to a controlled state, by either slowing or stopping. Once under control, the Car must wait until it is safe to re-join the track before doing so. It is suggested the driver follow the Corner Worker’s instructions. Drivers deemed to have made an unsafe re-entry, and/or deemed to have gained an advantage may be given a Stop and Go Penalty or be Black Flagged.

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- 11.10. Re-addressing an Illegal Action (Racing Only):** Drivers may re-address an illegal action, such as passing under yellow, once racing has returned to Green conditions, or after seeking approval to do so during a Full Course Caution. Re-addressing is advised, and will be looked upon favorably, however does not eliminate the possibility of a penalty being applied.
- 11.11. Disabled Cars** or cars travelling slowly are extremely dangerous. Drivers of stricken vehicles should signal their distress to the cars behind by waiving their hand and, if equipped, turn their hazard lights on. Drivers must make a full assessment of the impending traffic behind them prior to moving off-line. Then it should become the Driver's priority to place his car to cause no danger, or obstruction to other competitors. Drivers that need to stop their cars should do so well off the track surface and as close to a manned Flag Point as possible. Drivers stopping on grass are reminded of the possibility of a grass fire igniting beneath the car.

12. PRACTICE

Practice is intended to familiarize drivers with a track and is not competition. Drivers are reminded gradually increase their pace. Car to car contact during practice will not be tolerated and penalties will be enforced.

- 12.1. Official Practice Sessions** will only be those sessions as specified in the official NARRA event schedule.
- 12.2. Practice Session times** may not always be recorded or supplied.
- 12.3. Grid Order**, unless Series Regulations state otherwise, is first come first served.
- 12.4. Passing in a Practice Session:** Using Point-By Passing is recommended.
- 12.5. Entering and exiting a Practice Session** at any time is permitted.

13. QUALIFYING

- 13.1. USGT and USPC Championship Qualifying Grid Order** will be based on all times from Official Practice sessions. If no practice times exist, cars will be placed in order of class and championship points.
- 13.2. Impeding Another Driver:** Drivers who are deemed to be unreasonably impeding another driver, or cause any of the actions listed below, will have their fastest lap(s) disallowed:
- 13.2.1.** A Yellow Flag to be displayed for more than one lap,
 - 13.2.2.** A Black Flag All
 - 13.2.3.** A Red Flag
- 13.3. Mechanical Failure:** To avoid a penalty, drivers suffering from a mechanical failure must make every attempt to remove their car off the racing surface in a safe location, near a corner station, and if possible through a gap in the guardrail.
- 13.4. Entering and Exiting a Qualifying Session** at any time is permitted.
- 13.5. Pit Lane Release:** Competitors may be held at the discretion of NARRA Officials to ensure release in a safe and sporting manner.

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- 13.6. **Abandoning Qualifying:** If it is deemed that Qualifying was stopped prior to all Cars having adequate time to complete a timed lap, whether they did or not, the session will be considered abandoned.
- 13.7. **Post Qualifying Tech Impound:** Drivers should be aware that NARRA officials on Pit Lane may direct you to the technical inspection area.

14. RACING

- 14.1. **Race Length** is based on time, not laps, with the clock starting from the time the Green Flag is presented. Race Control will do its best to inform competitors to the number of laps and/or time remaining.
- 14.2. **USGT and USPC Championship Race Length** is typically 30-45 minutes.
- 14.3. **Starting Order:** Unless Series Regulations or Event Supplementary Regulations state otherwise, the Starting Order will be determined by the results of a qualifying session by gridding fastest to slowest, by class.
- 14.4. **Pole Position** Pole sitter has the option of left or right of grid and must declare their preference within 30 minutes after qualifying. The second fastest qualifier will be gridded next to the pole sitter. This does not affect any other position beyond the front row.
- 14.5. **Identical Qualifying Times:** The driver who was first to set the time will be gridded first in each class.
- 14.6. **No Qualifying Time:** Drivers without a qualifying time (or championship points or previous race lap time) if approved to race by NARRA Officials, will start from the back of the grid in order of the fastest to slowest by class using their most recent practice times.
- 14.7. **Car, Driver, or Engine Change:** Any car, driver, and/or engine substitutions and changes made after an official qualifying session must be reported to NARRA officials immediately as they occur and prior to the race. Car, driver, and/or engine substitutions and changes will result in the car and/or driver being placed at the rear of the grid and failure to report any car, driver, and/or engine substitutions and changes will result in race disqualification.
- 14.8. **Vacant Grid Spots:**
 - 14.8.1. If a car fails to report to the false grid, the spot on grid shall remain vacant and the cars behind should advance to fill in the vacant spot during the warm-up lap.
 - 14.8.2. Cars arriving to false grid after it has been closed must report to pit lane and wait to be released onto the track by officials.
 - 14.8.3. If a car has a mechanical issue or otherwise has to withdraw during the warm-up lap, leaving a vacant grid spot, all cars behind should advance to fill in the vacant spot.
- 14.9. **Electing to Start Last:** Drivers may elect to start last. If a penalized driver has been placed at the rear of the grid by NARRA officials, it is the choice of the driver who elected to start last to start behind, or ahead, of the penalized driver.
- 14.10. **Sent to Rear of Grid:** Competitors required to start at the Rear of Grid will placed at the back, chronologically in the order the penalty was applied.

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- 14.11. Abandoned Qualifying:** If the qualifying session is abandoned, drivers will be gridded according to the championship point standings. If no points exist, the grid will be set by the previous timed Official Practice session. Drivers without championship points or a recorded time will be gridded at the rear, in order of fastest to slowest by class and car number.
- 14.12. Subsequent Race Starting Order Option:** If the event Supplementary Regulations, Scheduling, or Series Format does not permit for a separate qualifying session for subsequent races, drivers will be gridded based on the fastest lap times in the previous race. Drivers without a time, or who failed to start the previous race, will be gridded at the rear, in order of fastest to slowest class and car number.
- 14.13. Start Procedure**
Unless Series Regulations or Event Supplementary Regulations state otherwise, NARRA uses a Rolling Start.
- 14.14. Standard Start (TYPICAL)**
Cars will immediately commence Warm Up Lap(s) after leaving the False Grid.
- 14.15. Warm-Up Lap:** Cars will assume single file behind the Safety Car for a single warm up Lap, unless otherwise directed by the Chief Steward. The pace will be approximately 50 mph. The field must not spread out.
- 14.16. Weaving** and accelerating and decelerating to generate tire and brake temperature is permitted, however must be exercised with extreme caution. Excessive weaving, such as using more than 50% of the track width, excessively falling back then accelerating to simulate practice starts is prohibited.
- 14.17. Staging for the start:** On a straight of reasonable length prior to the final corner, or in an area designated by the Chief Steward the Safety Car lights will be turned off, and the Safety Car will reduce speed to allow the field form up 'Double File' in their Starting Order. Each row must remain in perfect formation, at a constant pace. No jockeying for position is permitted.
- 14.18. Pole Position Determines Pace:** When the Safety Car accelerates away from the field to leave the circuit, it is up to the Pole Position holder to maintain the prior speed of the Safety Car, approximately 50mph. Then, only in the area designated by the Chief Steward, the Pole Positions holder will accelerate smoothly to bring the field towards the Start/Finish Line.
- 14.19. Racing on Green:** Racing begins for every competitor as soon as the Green Flag is waved. Green flag may be replaced by illuminating a Green light or waving a National Flag.
- 14.20.** If approved by NARRA Officials, any Car failing to start, that is withdrawn or removed from the grid, or enters the pits during the green flag lap, may start the race from Pit Lane once the last car has taken the Green Flag or passed Pit Lane exit, whichever is later.
- 14.21. Jumping the Start:** A driver may not advance his position or move out of line before the Green is thrown. Drivers deemed to Jump the Start will receive a Stop and Go Penalty.
- 14.22. Waive Off:** If the initial start is Waived Off or aborted, all competitors are expected to use extreme caution and reposition themselves in their original starting positions. The standard Warm-Up lap and side-by-side Start

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Procedure will then apply, except it may be up to the Pole Position holder to assume the role of the Safety Car. If a second start is aborted a Restart procedure will apply.

14.23. Ceremonial Start (NOT TYPICAL)

Drivers will be notified in the Drivers' Briefing if a Ceremonial Start is to be attempted.

14.24. Cars will be released from the False Grid behind the Safety Car (lights on) and make their way to the Start/Finish Straight in a grid formation.

14.25. If Safety Car stops and lights turn off, a Ceremonial Start Procedure will take place and Cars are to turn engines off. With all Cars stationary and turned off, Crew Members will be permitted to join their Cars on the track. Then:

14.25.1. NARRA officials will provide a 5 minute "to go" alert, indicating the Grid must now be cleared.

14.25.2. NARRA officials will provide a 3 minute "to go" alert, at which time the Grid must be cleared.

14.25.3. NARRA officials will provide a 2 minute "to go" alert, at which time Cars must start engines.

14.25.4. NARRA officials will provide a 1 minute "to go" alert, and the Safety Car lights turned on.

14.25.5. Cars will recommence Warm-Up Lap(s) and Standard Start procedure.

14.26. If a Car fails to start, the field will proceed on its Warm-Up Lap(s), with all competitors moving up one place to fill the vacancy. If approved by NARRA Officials, once the field has left the Grid, Crew Members may attempt to restart the Car. If the Car fires, it may immediately join the Rear of the Field. Otherwise the Car may start from Pit Lane.

14.27. **Full Course Caution:** If double yellow flags are displayed at all corner stations a Full Course Caution is in effect.

14.28. Safety Car (Pace Car)

14.28.1. Cars must not pass the Safety Car unless directed by its driver or passenger with a clear, distinguishable signal. Each car must receive a separate signal before passing.

14.28.2. Except in the accident area, and using caution, drivers must catch the car in front as quickly as possible. Once bunched, the field must maintain a consistent and safe speed behind the Safety Car or Leader.

14.28.3. When the Safety Car lights go out, and/or yellow flags dropped, the race will resume at the end of the current lap. Towards the end of the lap the safety car will accelerate away from the field to allow a Restart.

14.28.4. If a Safety Car is not deployed it is the job of the race Leader to assume the role of the Safety Car and:

14.28.4.1. Slow to collect and bunch the field as safely and quickly as possible.

14.28.4.2. Maintain a constant pace of no more than 50mph, obeying any signals to slow further.

14.28.4.3. Once the yellow flags have been dropped, expect the race to resume at the end of the current lap.

14.29. **Restarts**, from a Full Course Caution, will be single file.

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- 14.30. Pit Stops** can be made at any time unless otherwise specified by the Chief Steward.
- 14.31. Mandatory Pit Stops** must be made within the window designated by the Series or Supplementary regulations. Typically a mandatory stop is 5 minutes. The stop is timed from the control line at the start of Pit Lane to the control line at the end of Pit Lane.
- 14.31.1.** It is up to the competitor to ensure compliance. It is suggested teams time how long it takes for a car to complete the length of Pit Lane at the speed limit during a practice session to aid in calculations.
- 14.32. Race Finish** may end under Full Course Caution, be declared early by the Chief Steward, or Stopped.
- 14.33. Stopping the Race:** If a race is stopped by Red or Black Flag, and cannot be restarted, the Finishing Order will be based on the order of the previously competed lap. If no laps have been completed the Race will be null and void.
- 14.33.1.** If less than one lap has been completed by the entire running field, and if time permits, the race will restart from original grid positions.
- 14.33.2.** If more than one lap has been completed by the entire running field, and if time permits, the race will be restarted. The Starting Grid will be based on the order of the previously competed lap at the time the green flag was displayed.
- 14.34. Cool -Down Lap:** After taking the checkered flag drivers are required to progressively slow down and remain behind the competitor ahead of them. All drivers are requested to acknowledge and thank the Flag Marshals. Competitors are expected to make their way back to Pit Lane and the designated Parc Fermé and podium areas without delay, following all directions given by Officials. Stopping in pit boxes is not permitted. Drivers must not remove or loosen safety equipment until they have come to a complete stop in the designated Parc Fermé area.
- 14.35. TECHNICAL IMPOUND & PARC FERME**
- Cars may be impounded after any session. No modifications, tire pressures, or temperatures are allowed unless approved or directed by a NARRA Official. and must only be done in the impound area.
- 14.35.1. Post Session Tech:** Any Competitor informed by Officials to go to Tech must report their car directly to the Tech area as designated in the drivers briefing, usually the Tech Shed or where the Series Scales are located.
- 14.35.2. Post-Race Parc Fermé:** All Cars must report directly to Parc Fermé, as designated in drivers briefing, usually in pit lane, or near the podium. Cars may not be removed until cleared to do so, or asked to report to Tech.

15. RESULTS, CEREMONIES & AWARDS

- 15.1. Live Timing** will be provided via the Race Monitor app (look for "NARRA") and NARRAonline.com when possible.
- 15.2. Official Timing:** Only lap times and results recorded by NARRA officials will be used to determine results.
- 15.3. Classified Finishers** will be considered those Drivers to have taken the Green Flag.
- 15.4. Results** are available from Registration, and will be considered Provisional unless marked otherwise.

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- 15.5. Provisional Results** are typically based on the finishing order and but may not include penalties assessed during the race or immediately upon its completion.
- 15.6. Official Results** may differ from the Provisional Results, and will include any penalties that required further investigation and could not be applied during the race or immediately upon its completion.
- 15.7. Guest Drivers** Any drivers deemed by Officials to be a Guest of the Series, will not be eligible for any points or prizes, and their race results will be disregarded for the purpose of distributing points and prizes. However, they will receive Trophies.
- 15.8. Podium Ceremony** unless otherwise indicated, will take place as soon as practical after a race. All drivers are required to wear their Driving Suit, and all drivers must ensure any conflicting sponsor patches are covered prior to accepting awards.
- 15.9. Trophies** will be presented as per the Provisional Results of the Race, to the top three finishers in each class. Trophies may not be always available at the event.
- 15.10. Prizes**, if applicable, will be distributed as per Official Results, disregarding any Guest Drivers.

15.11. Championship Points

Unless otherwise stated in Series Regulations the following Point Score System will apply:

15.11.1.	1st Place - 30 pts.	2nd Place - 26 pts.	3rd Place - 23 pts.	4th Place - 20 pts.
	5th Place - 18 pts.	6th Place - 16 pts.	7th Place - 14 pts.	8th Place - 12 pts.
	9th Place - 10 pts.	10th Place - 8 pts.	11th Place - 6 pts.	12th Place - 5 pts.
	13th Place - 4 pts.	14th Place - 3 pts.	15th Place - 2 pts.	16th > - 1 pt

15.11.2. Championship Points will be awarded to all drivers and teams, except Guest Drivers, who take the green flag and provided their car is fully compliant with all rules and regulations, as per Official Results.

15.11.3. Championship points are specific to the Class they are earned in, and are non-transferable.

15.12. Bonus Points

15.12.1. Pole Position Award: the driver and team with the fastest lap in qualifying will be awarded 1 bonus point in their respective class.

15.12.1.1. Pole Position Award points will not be awarded if qualifying is abandoned or the grid is not directly determined from qualifying results, such as a reverse grid race.

15.12.2. Fastest Lap Award: The driver and team with the fastest race lap will be awarded 1 bonus point. This will be awarded in each class.

15.12.3. Preferred Partner Programs: Drivers and teams complying with NARRA Preferred Partner Programs will receive up to 1 point per program, per event to be applied towards championship points totals after the final race of the season. Preferred Partner Program bonus points requirements and rules will be outlined in the supplemental regulations for each event.

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- 15.13. Driver's Championships:** The **USGT** and **USTT Championships** will be determined by the competitor who accumulates the most points in the official season of 10 Rounds for the **USGT** and 4 Rounds for **USTT**. Double Points will be awarded for the 10th and final round for **USGT** and 4th and final round for **USTT**. Drivers must score points in the same class in a minimum of 2 event weekends in order to be eligible for the Driver's Championship title.
- 15.14. Points Tie:** In the event of a points tie the championship order will be first determined by 1) the driver or team with the most highest placed finishes (i.e. the most firsts, followed by the most seconds, etc.) and if still tied, 2) by the driver or team who was first to score points.

16. PENALTIES, PROTESTS & APPEALS

- 16.1. Penalties** including, but not limited to, those listed below will be imposed on any competitor failing to adhere to any rules and regulations, actions creating an unfair advantage or deemed not within the spirit of competition.

16.1.1. Range of Penalties

- 16.1.1.1. Expulsion and Suspension:** Serious misconduct may result in immediate Expulsion from the Event and/or a period of Suspension.
- 16.1.1.2. Probation:** A probation period will be imposed. Any further misconduct during this time may result in immediate exclusion or suspension. Probation may range from 1 event to an entire season.
- 16.1.1.3. Fines:** Shall be payable to NARRA. A participant's competition privileges are automatically suspended until the fine is paid.
- 16.1.1.4. Exclusion from Results** for a particular Session, Round or Event.
- 16.1.1.5. Loss of Championship Points** from a Session, Round, Event or Season.
- 16.1.1.6. Simulated Stop and Go Penalty:** Time or Laps may be added to a car's finishing time after the race.
- 16.1.1.7. Stop and Go Penalty:** Unless specifically directed by the Chief Steward to do a Drive Thru Penalty, any time a Black Flag is displayed a Driver must stop in the designated Penalty Box and await release. All competition Stop and Go Penalties must be completed under Green Flag conditions and during a restart competitors must take the green flag and cross the start finish line before entering the pit lane to serve a penalty.
- 16.1.1.8. Grid Penalty** (racing only) for the next Round may be applied for a number of infractions.
- 16.1.1.9. Hold:** Competitors may be prevented from commencing a session for a period of time.
- 16.1.1.10. Reprimand:** NARRA Officials may assign blame or fault and issue a reprimand.

16.1.2. Contact Penalties

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16.1.2.1. If car to car contact occurs between competitors, a post session review will be conducted. If the Chief Steward finds a driver to be at fault, the following penalty structure will apply. These may be in addition to any in-session penalty assigned by the chief steward.

16.1.2.1.1. Contact causing loss of position

16.1.2.1.2. First offense; \$250 fine, 5 points, and/or 1 race probation.

16.1.2.1.3. Second offense; \$500 fine, 10 points, and/or up to 2 race probation.

16.1.2.1.4. Contact causing competitor unable to continue

16.1.2.1.4.1. First offense; \$500 fine, points scored as last place in class, and/or up to 3 race probation.

16.1.2.1.4.2. Second offense; \$500 fine and/or race disqualification, and/or suspension of racing privileges.

16.2. Protests

Competitors have the right to protest another competitor's actions or eligibility, or a decision made by a NARRA Official if it is believed to be in breach of a NARRA regulation. Protests must be warranted and well thought out.

16.2.1. Prior to lodging an official protest, competitors are encouraged to resolve any disputes informally, and may approach NARRA Officials with any facts that could be the basis of a protest for an informal inquiry.

16.2.2. Protests must be submitted in writing, along with all evidence and \$500 protest fee paid or authorized, within 2 hours of the Session or Race ending.

16.2.2.1. If the eligibility of a Car is in question, and the car is deemed legal, \$250 will be awarded to the competitor in question with the balance to NARRA.

16.2.2.2. If the eligibility of a Car is in question, and the car deemed illegal, the full fee will be returned to the protester.

16.3. Appeals

Competitors have the right to appeal a decision, ruling or penalty pertaining to a protest. The Appeals Board, made up of three Stewards not overseeing the original decision, ruling or penalty, will only review the evidence and facts presented to it. This decision is final and no further appeals are allowed.

16.3.1. Appeals must be submitted in writing, along with all evidence and \$1000 appeal fee paid or authorized, within 48 hours of the event ending.

16.3.2. A competitor wishing to appeal a ruling must be able to provide video of the incident in question from their vehicle. If the competitor is unable to provide video, the appeal will be void.

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17. CONTACT INFORMATION

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