2026 EDITION

TRACK DAY RULES

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MISSION – VISION – VALUES
AND
WELCOMING ENVIRONMENT STATEMENT

The Mission of the SCCA is to fuel a safe, fun and exciting motorsports experience for auto enthusiasts. Our Vision is to be the preferred motorsports community in the U.S., built on fun, shared passion and access to an exhilarating motorsports experience. In all its activities, the SCCA seeks to foster an atmosphere that encourages living the Values of the SCCA:

Excellence – The Spirit of a Competitor

Service – The Heart of a Volunteer

Passion – The Attitude of an Enthusiast

Team – The Art of Working Together

Experience – The Act of Wowing our Community

Stewardship – The Mindset of an Owner

To that end, SCCA strives to ensure that ALL participants in its events and activities enjoy a welcoming environment. The SCCA supports equality of opportunity and treatment for all participants and will make every effort to maintain an environment that is free of harassment, discrimination, and any behavior that interferes with a safe, fun, and exciting experience. A commitment to a welcoming environment and the SCCA Values is expected of all its members and attendees, including drivers, workers, crew, guests, staff, contractors and exhibitors, and other participants at SCCA activities, sessions and social events and when representing the SCCA in print or electronic media.

Event Entry Standards

To ensure a welcoming and inclusive environment for all participants, any information provided during event registration or displayed on an entered car—including, but not limited to, sponsor names, car names, car designs, and graphics—that is deemed vulgar, offensive, or inconsistent with our core values will be considered a violation of the SCCA Welcoming Environment. The SCCA reserves the right to remove such information from the registration system or request that participants remove offending designs/graphics from their vehicles. Repeat offenses may result in further action. Please note that event results and images are shared online and with our partners, and we expect all entries to reflect our values of respect, excellence, and inclusivity.

SECTION I — EVENTS

1. Overview

1.1. SCCA (Sports Car Club of America, INC.)

The SCCA is a 501(c)4 nonprofit organization, incorporated in the state of Connecticut, dedicated to owning, operating, and preserving sports cars; arranging and regulating sports car events and exhibitions; encouraging safe conduct on public highways; and developing technical information relevant to these purposes.

The address of the SCCA can be found in the front of this rule book.

1.2. Track Days (TD)

Track Days are experience-based events which give enthusiasts the opportunity to drive at speed on a closed course. Track Day drivers may share track and course space, but these events are not competition.

1.3. Assumption of Risk

Track Days are 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 SCCA, 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.

1.4. Participant Conduct

All participants, officials, crew, and guests are expected to act in a mature and respectful manner and honor the SCCA Welcoming Environment Statement. Behavior strictly prohibited at SCCA Track Days includes, but is not limited to: bribery, fraud, reckless actions, refusing to cooperate with officials and/or participants, acting inappropriately, and threatening or committing physical violence.

Drivers and entrants are responsible for the behavior of their crew and guests. ~~Persons who sign the waiver for minors are responsible for the behavior of those minors.~~

1.4.1. No driver, entrant, or crew may consume alcohol until all sessions for their group are finished for the day. No official may consume alcohol until their 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 their activities, shall not participate on that day, may be excluded from the balance of the event, and may be penalized. Alcohol may not be consumed in the pits until after all the day's on-track activities are concluded.

1.4.2. The use at an event by any participant of any Federal Schedule 1 controlled substance (including marijuana), or other drug that affects the ability of the participant to safely participate in the event or may otherwise adversely affect the safety or integrity of the event, is specifically prohibited. Certain prescription and non-prescription medicines may also impair performance, so competent medical authority should be consulted prior

to using such medicines and participating in the event. Any participant who violates this prohibition may be penalized as specified.

1.4.3. Possession of firearms is only permitted in compliance with federal and local ordinances and per facility rules and regulations. Firearms are not permitted in vehicles while on course.

1.5. Media Rights

Participants agree to permit the Sports Car Club of America Inc., and their assigns (including but not limited to series sponsors, promoters/organizer of an event), free of any charges, duties or fees, to use, license, reproduce, have reproduced, show, have shown, without limitation in space or time, all soundtracks, photographs, drawings, trademarks, films, video, and video pictures concerning participants, their drivers, teams, or cars involved in the event(s) on any medium whatsoever that is sourced by or under the authority of SCCA (excepting medium submitted by a participant as part of a formal protest or appeal procedure) for any documents, reports, coverage, broadcast, program, publication, video game or model production, software, etc. whether past, present or future. The entrant further acknowledges and agrees that SCCA may freely assign or license its rights to a third party.

2. Groups and Sessions

2.1. Groups

2.1.1. Groups in SCCA Track Day lapping sessions should be divided by driver experience. Group passing rules should follow a graduated progression based on experience.

3. Sessions

Sessions may be done at speed or controlled by a pace car and used as familiarization.

3.1. Session Etiquette

Despite not being scored, drivers are reminded to share the track, not to hinder other drivers, and give point-bys when needed.

3.2. Track Limits

Drivers are expected to use hard-paved surfaces only and keep a portion of one tire within the marked track limits at all times.

3.3. Off Course/Loss of Control

Any vehicle leaving the paved course area with all four wheels OR deemed to have a “significant loss of control” on course in a session may be asked self-report to the pit area for discussion with the Driver Coach for that session. If appropriate (and timely), the driver may proceed back on track after receiving appropriate signals from the pit marshal. Drivers who do not self-report may be black flagged. Drivers may be black flagged for repeated two or three-wheels off situations.

3.4. Session End

Sessions should normally be ended by a Checkered Flag shown at the Start/Finish after the session time or number of laps has elapsed. After receiving the Checkered Flag ending the session, drivers will be given cool down time to exit the track.

3.4.1. It is permissible to use a second Checkered Flag as a reminder after competitors have seen the Checkered Flag at the start/finish line.

3.4.2. It is permissible that a session be ended with a black-flag all in the event of an incident requiring that flag condition.

SECTION II — DRIVERS

1. Eligibility Requirements

Drivers who wish to compete in an SCCA Track Day must meet the below requirements.

A. Weekend or Full Membership of the SCCA.

B. Valid government-issued driver's license.

2. Track Day Licenses/Experience Levels

There are no specific requirements for licenses at this time, but the following guidelines for groups and experience levels are suggested.

2.1. Novice

Any driver who has not driven on track with procedures in place for flags or point-bys should be placed in a novice group. It is possible that drivers with substantial experience in other forms of motorsports – including Oval Track Racing, SCCA Solo, Land Speed Racing or Drag racing – may be asked to participate in a Novice group.

2.2. Intermediate

Intermediate drivers should be familiar with all flags being used and be able to respond to them without hesitation, be consistent on track, and are able to give point-bys in a timely manner.

2.3. Advanced

Advanced level drivers should have substantial amounts of track time, drive within their limits at all times and be able to give and take point-bys anywhere on track with the least amount of disruption to other drivers.

3. Minor Drivers

All drivers 17 years old or younger must contact event officials before the event.

3.1. Minor Driver Required Documents

In addition to approval by the event officials, the following items are required for participation by a minor:

A. Completed Annual Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement. (Note: All legal guardians are required to sign - forms vary by state and witnessing method.)

B. Completed Minor's Assumption of Risk Acknowledgment
(Note: forms vary by state and witnessing method.)

C. Weekend or Full Membership of the SCCA

D. A valid driver's license, issued by state, province, territory or country.

4. Driver Equipment

All required driver's safety equipment must be in good condition, free of defects, holes, cracks, frays, etc., and worn at all times while on track. The participant agrees that the participant bears the ultimate responsibility at all times to ensure the condition of safety equipment, and compliance with all SCCA

Rules, regulations, and agreements including but not limited to those contained in the Track Day Rules.

It is also noted that there is a considerable gap between a minimum standard and the best protection that current technology can provide. It is recommended that all safety equipment meet the highest safety standards possible.

To further note, some locations and events may require different minimum standards than are listed in these Rules. Participants are cautioned to carefully read the Supplementary Regulations for any event they intend to enter to learn of additional requirements.

4.1. Helmets

4.1.1. The following helmet standards are acceptable and must be worn while on course:

A. The latest or two immediately preceding Snell Foundation standards (SA2020, M2020, EA2016, SA2015, SA2010, SAH2010, M2015, M2010)

B. SFI standards 31.1/2010, 31.1/2015, 31.1/2020, 41.1/2010, 41.1/2015, 41.1/2020

C. FIA standards 8859-2015, 8860-2010, ~~8860-2004~~

4.1.2. For drivers of vehicles without windscreens, including Sports Racers, Formula Cars and Specials, helmets must meet the specifications above and the following additional criteria:

A. Helmets must be full face.

B. A shield, preferably made of impact-resistant materials, shall be used while on course (conventional eyeglasses are not sufficient).

4.1.3. For drivers of any vehicle without a DOT-approved windshield (such as kit-cars) or any other vehicle with less than standard-sized windshield, a shield, goggles or similar face protection made of impact-resistant materials (conventional eyeglasses are not sufficient) shall be worn while competing.

4.2. Clothing

A. Clothing must be worn. It is recommended that clothing be made of natural fibers.

B. Shoes covering the entire foot must be worn.

5. Track Participation Log Books

It is highly recommended that SCCA Track Day drivers maintain these Participation Logs.

5.1. ~~Time Trials~~ Track Participation Log Books and/or Time Trials Competition Licenses may be used as documentation of on-track experience that may gain credit towards an SCCA Road Racing Competition License at the discretion of the SCCA Driver's School Chief Steward.

SECTION IV — AUTOMOBILES

Overview

Motorsports are inherently dangerous. These Rules are in no way a guarantee against injury or death to participants, spectators or others. You can reduce risk by driving well, properly using superior safety gear, paying attention, and reporting unsatisfactory issues to the event officials.

The entrant is responsible for ensuring that the vehicle being used is properly prepared for operation under elevated acceleration, braking and cornering forces. Drivers must have a Technical Inspection (Tech) Sheet completed, if required, and available to present to an SCCA Official.

1. Vehicle Eligibility

SCCA Track Days are open to most four-wheeled vehicles that pass the safety inspection. Different regions, tracks and events may have different rules, so entrants should check with the organizers, rules or supplementary regulations of the event you plan on attending.

SCCA Track Days are open to any vehicle that:

A. Meet all of the Safety Level 1 Standards, and when necessary, the SCCA rules required for special construction (GT, Sports Racers, Formula Cars, Specials etc).

B. Has at least four (4) wheels, grouped in equal sets of half of the wheels on the vehicle per side.

C. Is properly muffled.

D. Does not have a high center of gravity. Potentially unstable vehicles with a high center of gravity–determined by whether they are wider than they are tall–are excluded from SCCA Track Days. Width is the distance between the outer edges of the tire sidewalls measured across the vehicle and height is measured from the ground to the highest point. Extra caution should be exercised with non-traditional vehicles (e.g., trucks using racing slicks or tires with less than 200 tread wear rating.)

E. Is a vintage or alternate-series racing car that meets safety specifications for their sanctioning body.

F. Cars need not be licensed or licensable for road use, so long as they otherwise comply with these rules.

2. Safety Level 1

Although these are minimum requirements, entrants are reminded that nothing in the Rules prevents the installation of more than the minimum safety equipment and entrants are also reminded that there is a considerable gap between a minimum standard and the best protection that current technology can provide. It is recommended that seats, restraint systems, roll bars and helmets meet the highest safety standards possible.

2.1. All Vehicles

The following requirements apply to all vehicles.

2.1.1. Seats and Seat Belts

A. All vehicles must provide factory original (or better) seats that are securely mounted.

B. All vehicles must have seat belts with a minimum of three (3) mounting points mounted in accordance with manufacturers' recommendations when applicable (SFI or FIA rated are recommended).

C. When in-car coaches are utilized, any seat and restraints used by the coach shall meet or exceed the requirements for the driver.

2.1.2. Interior

A. The interior and trunk must be emptied and clear of all loose items, including floor mats which are not secured with clips or fasteners.

2.1.3. Brakes

A. Brake pads or shoes should not be less than 50% worn at the start of an event and should not ever be more than 85% worn during lapping sessions.

B. Brake fluid must be clean and full (DOT 4 recommended).

C. Vehicles must have at least one working brake light.

D. There must be no brake fluid leaks.

E. Rotors and drums must be in good condition without cracks or discoloration.

2.1.4. Tires and Wheels

A. Tires must be in good condition with adequate tread and speed rating.

B. All lug nuts, wheel bolts or wheel nuts must be present and torqued to spec.

C. Hub caps, or any wheel cosmetic accessory which is not positively secured by clip or fastener, must be removed.

D. Wheels must not have cracks or structural damage.

2.1.5. Suspension and Steering

A. Wheel bearings must not have play.

B. Ball joints must be in good condition.

C. Steering must not have excessive play.

D. Shocks/Struts must not be leaking.

2.1.6. Engine and Drivetrain

A. All fluids must be at correct levels. Fluid caps must be tight and secure, overflow containers present and there must not be any fluid leaks.

B. Belts and hoses must be in good condition.

C. Battery must be secured, and ~~battery terminals covered.~~ the hot terminal shall be insulated/covered. (Note: flexible battery hold-downs, such as bungee cords/ straps, are not acceptable.)

D. Exhaust system must be functional. (There may be sound restrictions.)

E. Throttle must have a quick, positive return.

2.1.7. Roll Bars

A. When present, any part of a roll bar able to be contacted by a driver's head must have padding.

2.1.8. Other

A. Glass must not have any severe cracks.

B. When applicable, windshield wipers must function properly.

C. Outside and rear-view mirrors must be present, when applicable, and be secure and free of cracks.

D. Any video cameras/recording devices must be securely mounted.

2.2. Convertibles

It is highly recommended that all convertible vehicles be equipped with an aftermarket roll bar that meets or exceeds the standards set in the Time Trials Safety Standard Level 2. (Section 2.1.1) However, Safety Standard Level 1 requires the vehicle meets at least one of the following criteria and is not subject to any of the listed exceptions:

2.2.1. Convertible vehicles up to and including the 2005 model year must have rollover protection meeting one of the following criteria:

A. The vehicle is equipped with documented factory installed roll over protection. (Examples of manufacturer-documented roll over protection include hydroformed and reinforced a-pillars or windshield frame and factory installed roll bars and/or "pop-up" bars that are designated as roll over protection.)

B. The vehicle is equipped with a commercially produced roll bar or roll cage which is described by the manufacturer to provide track-appropriate rollover protection. (E.g., "style" bars are not acceptable.)

1. Braces and portions of the main hoop subject to contact by the driver's or passenger's helmet, as seated normally and restrained by seatbelt and harness, must be padded with a non-resilient material such as Ethafoam® or Ensolite® or other similar material with a minimum thickness of 1/2 inch. Padding meeting SFI spec 45.1 or FIA 8857-2001 is strongly recommended.

C. The vehicle is equipped with a roll bar that meets the Time Trials Safety Level 2 standards for material and construction found at timetrials.scca.com

2.2.2. Convertible vehicles of the 2006 model year or later must have a roll bar that meets the Safety Level 2 standards for material and construction unless one of the following criteria is met.

A. The vehicle is equipped with documented factory-installed roll over protection or a commercially produced roll bar or roll cage which is described by the manufacturer to provide track-appropriate rollover protection.

B. The vehicle is six (6) cylinders, with the OE drivetrain and may only be naturally aspirated.

C. The vehicle is four (4) cylinders or less, with the OE drivetrain, including any forced-induction equipment.
Note: This means that for 2006+ vehicles, if the engine is not the original equipment model as delivered in that vehicle, aftermarket forced induction has been installed, or the vehicle has more than six (6) cylinders or six (6) cylinders and forced induction of any type, the vehicle must have aftermarket rollover

protection or documented factory rollover protection.

2.3. T-tops and targa top cars

A. T-top and targa top cars are not considered convertibles, and do not fall under the convertible requirements.

~~**1.2. Factory Hard Tops**~~

~~Vehicles with factory hard tops in place may be run without meeting the above requirements for convertibles~~.

~~**1.3.**~~ **2.4. Special Construction/Racing Vehicles**

Vehicles with reduced factory safety equipment or “home built” vehicles should meet safety specifications for similar racing or time trials classes.

SECTION V — RULES OF THE TRACK

1. Overview

This Section is reserved for general rules of the road and other points of information which may not fall under specific terms and conditions.

2. 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.

2.1. Description and Meaning of Each Flag

2.1.1. Green: When displayed, the Green Flag indicates that the course is clear, and that the session is underway. The Green Flag is ordinarily shown only by the start/finish line official.

2.1.2. Yellow

A. Standing/Motionless: You are approaching an incident where your and other's safety is at risk. The track boundaries may be clear but there is immediate danger to you or others beside the track. Slow significantly and proceed through the incident at a reduced speed. There is no passing from the Yellow Flag until past any emergency incident(s).

B. Waving: You are approaching an incident that has great danger to you and others. The track may be partially or completely blocked. Slow significantly and be prepared to stop. All efforts should be made to proceed through a waving Yellow Flag in single file order. There is no passing from the Yellow Flag until past any emergency incident(s).

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

2.1.3. Blue (blue with diagonal yellow or diagonal orange stripe)

A. Standing/Motionless: Another competitor is following very closely and may wish to be let by.

B. Waving: Another competitor is approaching you at a high rate of speed or being greatly held up. Let them by as soon as safely possible.

2.1.4. Yellow with Vertical Red Stripes: The Debris Flag. This flag indicates a slippery condition exists, or debris is present on the racing surface. This flag is displayed standing.

2.1.5. 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 two (2) flag stations prior to the vehicle in question.

In addition, a standing White Flag may be displayed during the first lap of each group's first session of the day to indicate the location of flag stations, unless another flag is already being used for a track condition.

2.1.6. Black Flag (solid black)

A. Closed (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 (with number board or with a gesture using a furled flag) Displayed from the starter's stand or designated stations: Proceed directly to the pits and the designated location for consultation with SCCA Officials. DO NOT TAKE ANOTHER LAP.

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

C. Open (shown at all stations): Black Flag All. The session has been stopped; all cars must proceed directly and immediately to the pits, exercising extreme caution. This flag should 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 EVENT CONTROL OR EVENT LEAD.

2.1.7. Black with Orange or Red Ball: The Mechanical or "Meatball" Flag. Displayed from the Starter's stand with a number board/furled gesture. There is a mechanical problem with the car. Proceed directly to your pit or the designated location. DO NOT TAKE ANOTHER LAP.

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

2.1.8. 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 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 pit lane. 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 EVENT CONTROL OR EVENT LEAD.

2.1.9. Checkered: Displayed at finish to indicate that the session is finished. Continue cautiously to pit lane.

2.2. Mandatory Flags

Officials are only required to use Yellow, Black and Checkered Flags. At events where passing is allowed, the Blue Flag is also mandatory.

2.2.1. If the event officials choose to run the minimal flag set, the following multiple-use flag meanings apply:

A. Yellow Flag: Shall be used for Yellow, White and Debris conditions.

B. Black Flag: Shall be used for Black- and Mechanical-Flag situations. The Black Flag may also be used in place of a Red Flag to bring all vehicles to pit lane in an emergency situation.

2.3. Lights Instead of Flags

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

3. Passing and Hand Signals

All passing—no matter the procedure—should be done with care, and with the least amount of disruption to other drivers.

3.1. Passing Zone

A passing zone is a designated area on track where passing is allowed to take place. Whenever possible, passing zones should be marked with cones or signs.

3.2. Passing Signals

A passing signal or “point-by” is a signal given by a leading car, giving permission to a following car to overtake. As a general rule, a point-by should be given by the driver being

passed by extending an arm out of the driver's window and indicating which direction the passing driver should go. Once a driver has given a point-by, they should make sure the passing driver has adequate space and speed differential to complete the pass safely (e.g., by slowing down enough to let the passing driver by).

3.2.1. Drivers of vehicles with window nets or other driver-window obstructions may point-by from inside the car. Other drivers shall be notified of any driver using an inside-the-car point-by, and the rear-window of inside-point-by cars should be marked with a bright color tape contrasting as much as possible with the color of the car to let other drivers know where to look.

3.2.2. For drivers with physical conditions which render the use of a hand signal inappropriate, these drivers may use turn signals with the approval of the Event Lead. Other drivers shall be notified of any driver using a turn signal for point-by and the turn signals of that car shall be marked with a bright color tape contrasting as much as possible with the color of the car.

Figure 3.2a

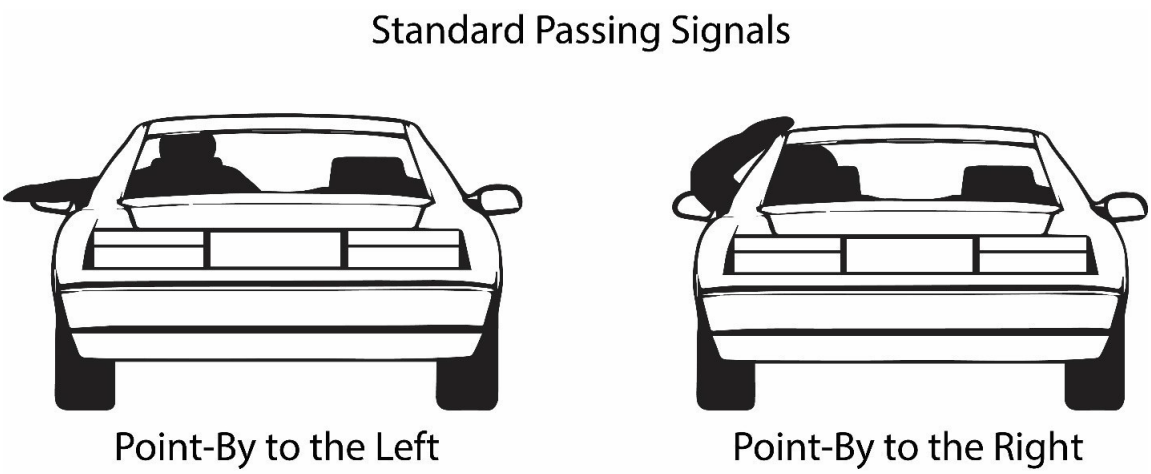
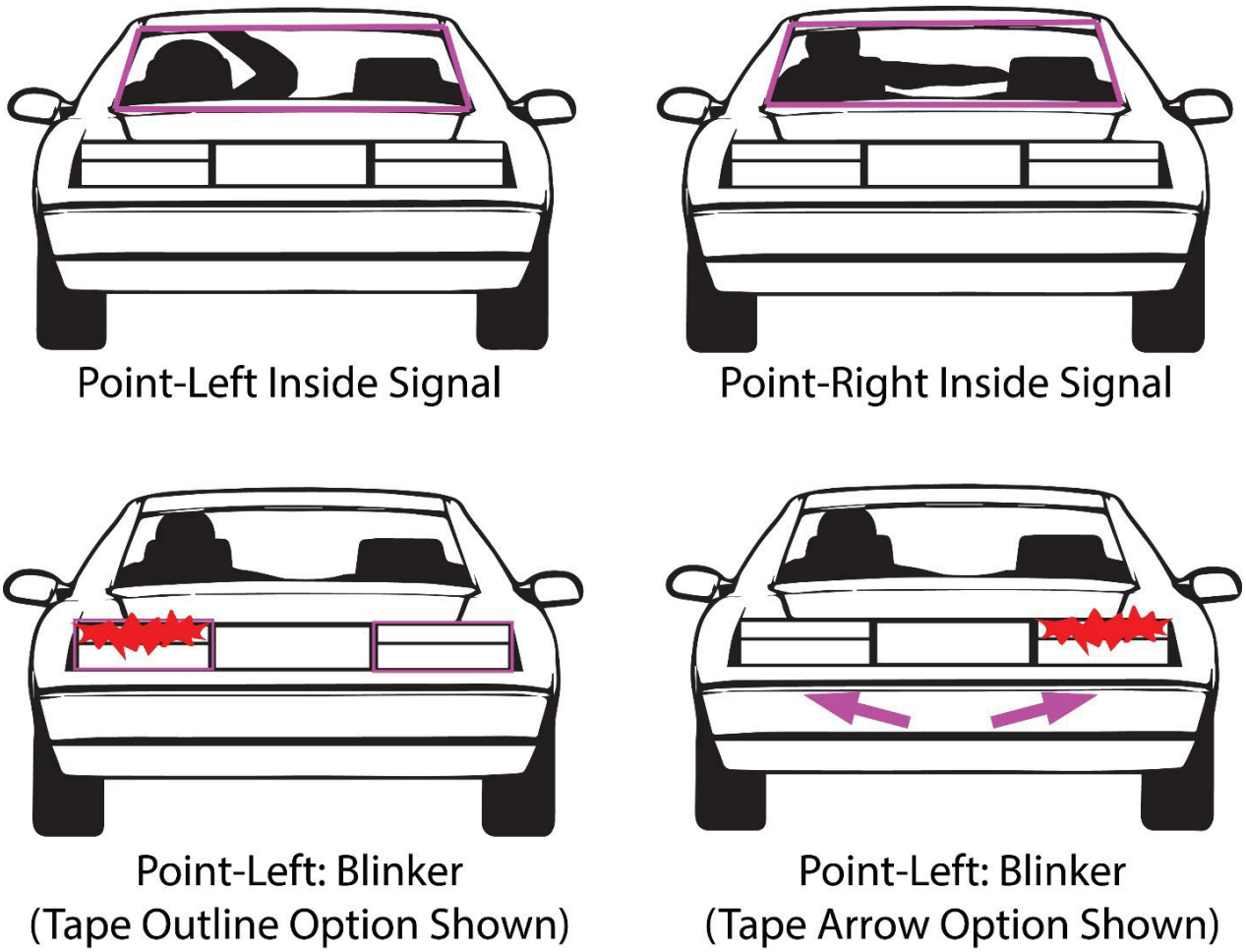


Figure 3.2b

Alternate Passing Signals and Notification Tape
(With Official Approval Only)



3.3. Suggested Passing Zone Rules

3.3.1. Advanced Level drivers: It is suggested that the most experienced drivers are able to pass anywhere on track, with a point-by.

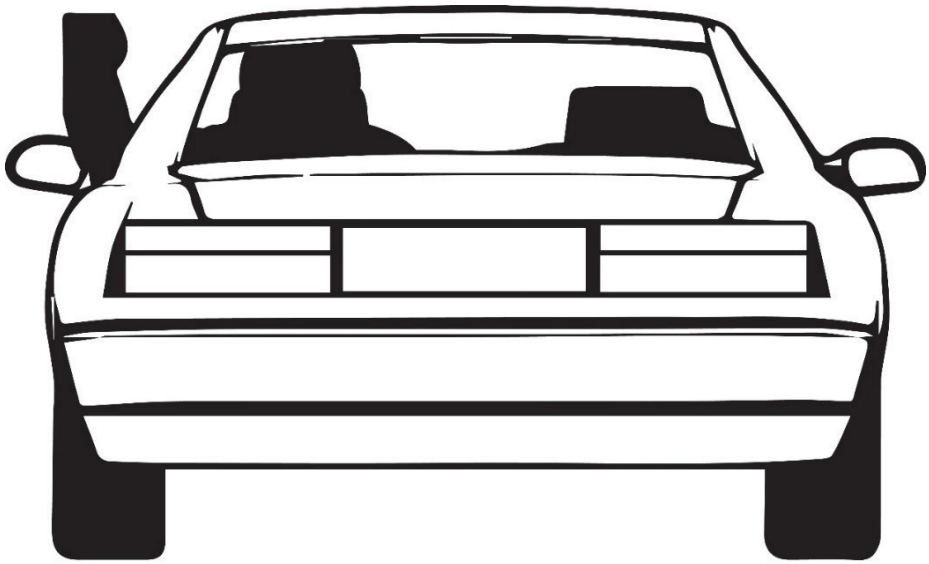
3.3.2. Intermediate Level drivers: It is suggested that drivers with intermediate levels of experience may pass in designated areas, always with a point-by.

3.3.3. Beginner or Novice Level drivers: It is suggested that drivers with the least amount of experience be limited to passing on the longest straights only, and passes are always with a point-by.

3.4. Pit-In Signal

Whenever possible, drivers should give a pit-in signal to notify other drivers they will be coming into the pits. The pit-in signal is made by raising an arm out the window and holding up a fist. Pit-in signals should be given with enough time to allow other drivers to react to potentially greater closing speeds.

Figure 4



Pit-In Signal

4. Passengers

4.1. Coaches as Passengers

Coaches may ride along with drivers, provided the safety equipment – including seat – used by the coach is equal to or better than the driver.

4.2. Guests as Passengers

Event officials may allow other drivers and guests as passengers. Passengers must have safety equipment equal to or better than the driver.

5. Stopping on Course

5.1. If for any reason a driver is forced to stop their car on the course during an event, it should be their first duty to place their car in such a manner as to cause no danger or obstruction to other competitors.

5.2. Unless there is imminent danger to life, such as the vehicle being on fire, drivers of disabled vehicles shall remain seated and in full gear until given instructions otherwise by an official. If there is imminent danger to the vehicle occupant(s), they should exit the vehicle and get behind a barrier. It is not recommended drivers cross a course when seeking safety.

6. Rules of the Grid

Grid shall be defined as the area where vehicles are staged and readied for a session. This area shall be a “hot” area by definition and personnel access shall be restricted as such. Grid should be restricted to only those vehicles which are being readied to start.

7. Rules of the Paddock

The paddock is defined as the area reserved for the parking of or working on participating automobiles. At Track Days, these areas should be defined as “cold” areas, and as such, be open to spectators (if applicable) unless otherwise restricted in the Supplemental Regulations for an event.

7.1. Cars shall not be run in gear with the drive wheels off the ground.

7.2. Jack stands must be used whenever any person is under any part of a lifted vehicle.

7.3. All vehicles must be securely held in place via chock, stand, or other positive method whenever the driver is not seated in the driver’s seat.

7.4. Any compressed gas cylinders with pressures above 200 psi must have a cage or similar device to protect the valve/regulator/gauge assembly when rigged for use.

7.5. Any pets must be securely fastened to a leash and securely held by a stationary object or by an adult at all times.

7.6. All minors shall be under adult supervision at all times.

7.7. No person may ride on the external bodywork of any vehicle in the pit/paddock.

7.8. Commercial and private unmanned aircraft systems (aka "drones") are prohibited unless authorized in the Event Information.

APPENDIX A — OFFICIALS AND THEIR DUTIES

1. Track Day Officials Licensing

A. Event Lead

B. Safety Steward

C. Driver Coach

D. Technical Inspector

2. Grades of Licenses

2.1. Specialist

This grade designates those who are capable of taking on leadership positions. They will be responsible for overseeing the training of Apprentices.

2.1.1. Specialist License holders must not have had any upheld protests against conduct for the previous two (2) years.

2.1.2. Obtaining a Specialist License requires an upgrade request and approval by the Track Day/Time Trials Divisional Administrator or by the Time Trials Program Manager.

2.2. Official

This grade is for those who demonstrate competent service and have completed acceptable Apprentice training.

2.2.1. For an Official License other than Safety Steward, persons should have successfully completed three (3) Time Trials or Track Days while learning duties.

2.2.2. For an upgrade to Official License as a Safety Steward or Course Inspector, the following must be met:

A. Completed SCCA-approved Safety Seminar.

B. Successful completion of four (4) Track or Time Trials Events in any combination.

1. It is highly recommended two (2) of those four (4) are Time Trials Events or higher.

2.3. Apprentice

This grade should be used for those in training.

2.3.1. Unless expressly stated within the Rules, officials with an Apprentice License should have an Official or Specialist License holder of the same specialty onsite.

2.3.2. Obtaining this level of license requires no approval and can be issued by contacting SCCA National Office.

2.3.3. Approval for an Apprentice to Official License are to be submitted and approved by the ~~Divisional Time Trial Administrator~~ Track Day/Time Trials Divisional Administrator.

3. Event Official Duties

3.1. Event Lead

The Event Lead organizes and oversees the event, making sure all positions are filled and duties are performed as assigned, the event facility is prepared, and all requirements between the SCCA and the host department or Region are met. Whenever possible, the Event Lead should be the “face” of the event – leading meetings.

3.2. Chief Technical and Safety Inspector

The “Chief of Tech” is responsible for certifying that the cars comply with the current Track Day Vehicle Eligibility and Safety Rules and any event Supplementary Regulations; issuing tech stickers to cars that comply with all safety regulations; conducting inspections of cars at the request of the Safety Steward or Event Lead; and reporting to the Event Lead any cars that do not conform with the requirements of the Track Day Rules.

3.3. Safety Steward

3.3.1. The Safety Steward should have an SCCA Track Days/Time Trials Safety Steward License.

3.3.2. The Safety Steward is responsible for the following duties:

A. To investigate accidents and forward the originals of all reports, including original releases, to the Risk Management Department of SCCA.

B. To notify Risk Management Department, the same day via telephone, of any accident which involves serious injury to a participant or any injury to a spectator.

C. To mail copies of the material sent to the Risk Management Department to the National Office.

D. During the event, report to the Event Lead any hazards which require further investigation or action.

E. Before allowing the commencement of the event, verify that an emergency plan is in place.

F. Meet with Emergency Services to confirm duties, duty stations, equipment, race circuit characteristics, vehicles and other protocol.

G. To perform safety related duties as delegated by the Event Lead.

H. To ensure the presence of appropriate Emergency Services personnel and equipment at all times while the event is underway.

I. Take appropriate measures to ensure adequate crowd control. Deputy Safety Stewards and Crowd Marshals may be assigned for this purpose. It is the responsibility of the Safety Steward to review and confirm the placement of all barriers and crowd control devices prior to the start of the event, and to take measures to ensure they remain in position during the event.

J. Use every reasonable means to limit access to restricted areas to those who have proper credentials. The use of a credential system (armbands or the like) is recommended at any event where multiple points of entry are possible.

K. Personally examine the insurance and sanction paperwork prior to the start of the event.

L. Conduct a meeting of course workers, crowd control personnel and Deputy Safety Stewards prior to the actual start of the event.

M. Make a final course check-up just prior to the beginning of the session or prior to the resumption of the session after a delay of an extended period. This check is to assess the placement of all personnel, safety equipment, barriers and protective placements (haybales and the like), and to confirm the readiness of Emergency Services personnel and equipment.

3.3.3. Non-Compliance with Safety Regulations
In the event of non-compliance with safety regulations, the Safety Steward shall take the following steps:

A. Advise the Event Lead of the infraction and request the situation be remedied before the next car runs or session begins.

B. If step one fails to resolve the situation, inform the Event Lead that the event is shut down until the problem is corrected.

Note: While the event Safety Steward does have the right to cancel an event for safety reasons, this should be used as a last resort ONLY. Every attempt should be made to resolve the situation and continue the event in a timely manner. Safety Stewards should work diligently in cooperation with Event Leads and other Officials to ensure an event that is safe for all participants, workers, and spectators. Safety is not an area where compromises can be made, and it is up to all officials to work together to continue the long-standing record of safe events that has become the tradition of SCCA.

3.4. Novice Coach

The Novice Coach is responsible for the instruction and guidance of Novice Drivers.

3.4.1. Novice Coach duties include:

A. Leading Novice classroom sessions

B. Help direct Novice Drivers onto the track if no grid worker is present.

C. Speak to Novice drivers who have been black flagged or need to come in because of on-track violations

D. Lead post-session Novice debriefs

3.4.2. The Chief Novice Coach shall have a Driver Coach Specialist License.

3.4.3. The Chief Novice Coach may designate assistants to help with any mid-session pit-road driver discussions or, when used, act as in-car instructors. Any assistants or in-car instructors shall have a Driver Coach License grade of Official or higher.

3.5. Driver Coach

The driver coach is responsible for guidance of intermediate and advanced level drivers.

3.5.1. Driver Coach duties include:

A. Speak to advanced and intermediate level drivers who have been black-flagged or need to come in for on-track violations.

B. Lead any advanced- or intermediate-specific meetings or session debriefs.

C. Direct drivers onto track if no grid worker is present.

3.6. Ambassador

Ambassadors are responsible for accepting, certifying and processing all entries and credentials of officials, and setting up a welcoming environment for participant check-in or at-event registration, including placing all required signs and placards in the registration area.

3.7. Worker Chief
The Worker Chief is responsible for recruiting, training and assigning qualified persons to corner stations. At least one worker at each station should be an SCCA member, preferably licensed in a specialty. Additionally, the Worker Chief is responsible for overseeing other workers including start line workers, pit and grid workers, and working with the Event Lead to assign a person to the control station.

4. Emergency Services—Medical and Fire Safety

To establish equipment and personnel needed to affect a workable medical, fire, and safety plan, detailed plans need to be based on the specific conditions at the event facility and local, state or federal protocols and regulations.

4.1. There shall be a vehicle on site staffed by licensed caregivers which should be able to provide initial medical response within two minutes subject to the following criteria: ~~capable of transporting an injured person to the nearest hospital subject to any local laws.~~

A. It is preferred the vehicle have advanced life support (ALS) capabilities.

B. Vehicle must be staffed by at least two (2) certified caregivers, one of whom must be an EMT at minimum.

~~**C.** It is recommended the initial medical response occur within two minutes.~~

C. It must be capable of transporting an injured person to the nearest hospital subject to any local laws.

D. Exceptions to A-C above include:

1. Events may follow the SCCA Road Racing General Competition Rules (GCR) standards for medical equipment and response.

4.2. There shall be at least one (1) course response vehicle or wrecker which shall be equipped as specified below. It is recommended the vehicle be stationed so it can reach any point on the racing surface within two (2) minutes at a speed not to exceed 50 mph.

4.3. The course response vehicle MUST be manned whenever the track is “hot” in order to facilitate a rapid response to any on-track incident. There shall be at least one (1) person assigned to each course response vehicle who is trained to use the equipment on the vehicle. It is recommended two (2) persons be assigned to each response vehicle. The course response vehicle shall be capable of flat towing a disabled vehicle. The course response vehicle must contain at least 50 lbs. of dry chemical and/or foam extinguishers (in any combination) along with tow straps, brooms, pry bars and absorbent materials.

4.4. It is recommended that the following items be immediately available to the Response Truck Crew:

A. Sharp knife

B. Bolt cutters

C. 3-foot fire axe

D. Pry bars; 2-foot and 6-foot

E. Rope (3/4 inch nylon/or strap, 6000 lb. test), 30 feet

F. Bow saw (30 inch blades) or equivalent tool

G. Tool box, containing:

1. Vice grip pliers

2. Hammer (5 lb.)

3. Small pry bar

4. Screwdrivers (flat head and Phillips)

5. Chisel

6. Tin shears

7. Hack saw and blades

H. Adjustable crescent wrenches (large and small)

I. Oil dry compound

4.5. Comparable equipment may be substituted with the advance approval of the Event Lead and Safety Steward.

5. Flagging and Communications

The Flagging and Communications Chief is responsible for the establishment and operation of the Flagging and Communications organization at each Track Day.

5.1. The purpose of the Flagging and Communications Organizations is to provide safe course control by:

A. Using flags to communicate to drivers the conditions of the course and other information.

B. Informing the Event Lead, Event Control and other officials, through the communication network, of the condition of the course and the participating cars, and of any situation requiring decisions and/or action by the Officials.

C. Relaying information and instructions from the Control Worker to the persons operating the various emergency vehicles and equipment around the course as well as to the drivers and turn personnel

D. Undertaking emergency action needed to protect the lives and property of drivers, workers, or spectators in the event of an accident

E. Maintaining a clear course.

F. Ensuring a sufficient number of corner stations established and manned to keep the entire course under observation at all times and to protect all areas of the course not immediately visible to oncoming drivers.

5.2. Each corner station should be located in accordance with the following considerations:

A. The flaggers to have a clear view of the area to be covered

B. Maximum visibility of the flaggers to the oncoming drivers

C. Maximum protection for the corner station crew from out-of-control automobiles.

5.3. Each corner station shall be staffed with a minimum of one person unless otherwise approved by the event Safety Steward. Personnel should be properly dressed while on station. This means no shorts, tank tops, halter tops, beach wear, etc. while the track is “hot”.

5.3.1. It is highly recommended that any person on station acting as a first responder should be wearing long sleeves and pants.

5.4. Each corner station shall be equipped with at least the following:

A. Device for communicating immediately, privately, and without interference with the Central Control Station, other corner stations and other stations as appropriate

B. A full set of road racing flags is recommended, and at a minimum, the following flags:

1. Black Flag

2. Yellow flag

3. If passing is allowed at any event, then a Blue Flag (blue with diagonal yellow stripe) is also required.

C. One dry chemical fire extinguisher of at least 10-pound size although two (2) 10-pound extinguishers are recommended at all events.

D. When corner worker response to a spill is allowed, there should be a broom (push type) and absorbent materials (e.g., grease sweep, oil dry, etc.).

5.5. The grid area should be equipped with the same number and type of fire extinguishers as the corner stations for all events.

5.6. If a start/finish station is used, this station should also have a Green Flag, a Checkered Flag and a Black Flag.

6. Other Official Duties

6.1. Track Day/Time Trials Divisional Administrator

The ~~individual who~~ Track Day/Time Trials Divisional Administrator (TD/TT DA) should supervise and administer SCCA policies and standards for designated classes of events and to train SCCA officials within each Division and who coordinates with the Experiential Department.

6.1.1. The ~~TE~~ TD/TT Divisional Administrator has authority to approve Licenses and upgrades for ~~TD~~ TT Driver ~~grouping~~ licenses.

6.1.2. The ~~TE~~ TD/TT Divisional Administrator must be approved by the Experiential Programs Department.

6.1.3. If there is no Administrator for a Division, the Experiential Programs Department will handle that Division’s administrative responsibilities.

7. Road Race Officials as Track Day Officials

With the exception of Novice Coach (when Novices may enter) and Event Lead, Track Days may be run using Road Race Officials.

7.1. When running a Track Day using Road Race Officials, the following apply:

A. Event Lead should act as an advisor for any Track Day-specific duties being performed by Road Race Officials.

B. Black Flag Steward may perform Pit Road Driver Coach duties.

C. Registrar may perform Ambassador duties.

APPENDIX B — ORGANIZATIONAL AND ADMINISTRATIVE PROCEDURES FOR EVENTS

1. Insurance

All events sanctioned by the SCCA shall be insured for Event Liability and Participant Accident coverage.

1.1. Event Liability and Participant Accident coverage may be provided by the SCCA Master Insurance Plan or an Equivalent policy (equivalency to be determined by the SCCA Risk Management Department).

2. Sanctions

The sanction is the documentary authority, granted by SCCA, to organize and hold a Track Day. An SCCA sanctioned event may be organized by the SCCA or an SCCA Region or Regions.

2.1. Every SCCA Sanction application shall be submitted in the Online Sanctioning Portal and include a link to the completed Event Page (3).

A. Sanction should be issued before Event Registration is opened.

B. Sanction applications submitted within 45 days of the event may be charged a late fee of $250.

2.2. Applications should be submitted for approval at least 90 days prior to the scheduled date of the event and must be submitted for approval at least 45 days prior to the scheduled date of the event.

2.3. A Sanction Number and document will be issued within five (5) working days, when all requirements have been met and the application approved.

2.3.1. Sanction Numbers will be issued via e-mail and application submission should be planned accordingly.

2.4. The course must be approved by the SCCA.

2.4.1. If the course is not already approved by the SCCA:

A. Sanction application should be submitted at least one hundred (100) days before the proposed event and shall be submitted at least sixty (60) days before the proposed event.

B. Sanction application shall be accompanied by a full description of the course and facilities, including a scale map.

3. Event Page

The Event Page establishes the specific conditions for an event for competitors and officials.

3.1. An SCCA Staff Designate shall approve the Event Page prior to a Sanction being issued.

3.2. The Event Page shall contain the following information:

A. The name, location, dates, nature, ~~and~~ classification and complete description of the event.

B. The Sanction Number and type of sanction for the event.

C. An announcement conspicuously placed: “Held under the SCCA Track Day Rules.”

D. Statement or words describing the event as a Track Day, Track Event, Lapping Day or Non-competition event. (Test Day, Practice Day and other competition-minded terms should not be used.)

E. The name and contact information of the officials who can answer questions and support event registration.

F. The names of the Event Lead, Safety Steward and Driver Coach(es).

G. The Event Schedule (6)

H. Amount of entry fee(s), entry deadlines/cost adjustments, how to pay/what methods are accepted, any refund policy and who to contact for entry changes.

I. Any rules which are in addition to the Track Day Rules, known as “Event Rules”. (E.g., increased safety, adjusted/alternate procedures.)

1. Minimum safety standards may not be set below what is outlined in these rules, even if the event or vehicle does not require specific minimum standards. (E.g., If a region decides that Sport Category cars must run roll bars for a specific event, those roll bar construction requirements and material minimums shall not be less than the specifications set forth in the SCCA Track Day Rules.)

J. Any track-specific rules. (E.g., camping rules, parking rules, gate hours, etc.)

K. All other information necessary for the proper conduct of the event.

3.3. After event registration is open, changes to the Event Page and the information contained therein should be avoided. If changes are necessary for reasons of safety or forces beyond the control of event organizers, all registered participants should be notified of those changes as soon as reasonable. If those changes prevent an entrant from participating, a full refund should be issued to that participant.

4. Entry Forms

4.1. Entry Forms shall contain the following:

A. Full names, addresses, membership numbers, Region of Record, and license of entrants and drivers.

B. Full description of cars to be entered (year, make, model, trim level).

C. Signatures or digital agreements of entrants and drivers for Waiver of Liability and/or indemnity declarations, acknowledgment of the authority of the Track Day Rules, declaration that cars entered comply with the provisions of the Track Day Rules.

D. Sanction Number assigned to the event. (A placeholder may be put here before sanction is issued, (e.g., xxx-xx-xxx).

E. Emergency contact information must be included with the entry.

F. A question asking entrants where they heard about the event.

1. Responses to the question shall include:

a) SCCA.com

b) SCCA Region Website

c) Internet Search (i.e., Google, Bing)

d) Facebook post/group

e) Facebook Ads

f) Instagram post/story

g) Instagram Ads

h) Other social media

i) Word of mouth (friends/family)

j) Email

k) Time Trials Partner

l) From a track

m) Other

G. Any other information required for the clarification of all other details of the event.

5. Entries

An entry is considered official, and a participant is considered entered in an event when a signed, completed, and official entry form has been submitted and received by the organizers, and the entry fee has been paid and received by the organizers.

5.1. Right to Refuse Entry

The organizers have the right to refuse an entry at their discretion without giving a reason for refusal. If an entry for any session is refused, notification of such refusal shall be sent to the entrant at the contact information given on the Entry Form as soon as possible.

5.2. An entry which contains a false or incorrect statement may be determined to be null and void by the Event Lead. The entrant may be deemed guilty of a breach of the Track Day Rules, the entry fee may be forfeited, and further penalties may be imposed.

5.3. An entry may be withdrawn without penalty if the withdrawal is made prior to the entry deadline date. In such cases, the organizers should return the entry fee. For withdrawals after the entry deadline, return of all or part of the entry fee is at the organizers' discretion.

6. Schedules

6.1. Event Schedules shall include the following information:

A. Schedule of planned groups. (Entrants should be able to see how much time/how many runs they are scheduled to receive.)

B. Times and locations of mandatory inspections or meetings, such as Drivers' Meeting, novice classrooms, novice debriefs.

C. Driver experience groupings.

6.2. If the Event Schedule is separate from the event page (i.e., a downloadable document) not included on the event page, it shall also include this additional information:

A. Name, location and date of event.

B. The Event Sanction Number

C. The name of the organizer

7. Post Event

7.1. Event Report

The organizer is responsible to distribute event reports as follows:

7.1.1. The Event Lead will send Event Report to the National Office ~~and~~ within 14 days of the event.

7.1.2. The Event Lead will send a "Participant Report" to the National Office ~~and~~ within 14 days of the event.

A. The Participant Report should be a spreadsheet (.csv or .excl) document including columns with the following information for each driver:

1. Driver First Name

2. Driver Last Name

3. SCCA Member Number

4. Overall Position (POS) filled with "0" because TD is not competition.

5. Class Position (PIC) filled with "0" because TD is not competition.

6. Make/Model of Vehicle

7. Passing Rules Numerical Value

a. No Passing: 0

b. Passing by point-by on straights only: 1

c. Passing anywhere with point-by: 2

d. Open passing on straights, point-by in corners: 3

e. Open passing (no point-by) everywhere: 4

8. Satisfactory: "Yes" or "No."

9. Class: "TD" because there are no competition classes in a Track Day.

7.2. The organizer must submit all SCCA required post-event audits and appropriate fees to the National Office within the time specified in these rules and online at my.scca.com.

7.2.1. Event Fee

The event fees for a Regional event are listed on the fee schedule and must be paid within 28 days of the completion of the event. The fee schedule is available from the SCCA National Office or online at my.scca.com.

7.2.2. Late Sanction Fee

A late fee of $250 may be charged on sanction requests submitted less than 45 days prior to the event unless prior arrangements have been made and approved by the National Office Sanction Department.

7.2.3 Post-Event Audit

The post-event audit must be completed online within 14 days following the event.

7.2.4. Late Audit Fee

A late fee of $50 will be charged if the post-event audit is not entered online within 14 days following the event.

8. Course Approval

Tracks and facilities eligible for Track Days must have passed an SCCA Track Inspection and Review Process. The track inspection and review process for Track and Time Trials Events is coordinated by the Director of Experiential Programs, or a designated representative.

8.1. Eligible Tracks

8.1.1. Tracks with Road Racing Approval

Existing tracks and/or configurations which are up to date on inspection and review for Road Racing may be used for Track and Time Trials events.

8.1.2. New Tracks/Tracks without Road Racing Approval

New tracks and/or configurations will be reviewed by a track inspector selected from a list approved by the SCCA and paid for by the track, and/or an SCCA Region and/or an SCCA Division. The inspector will use a checklist provided by the National Office.

8.1.3. Previously Approved/Decommissioned Tracks

Previously approved/decommissioned tracks and/or configurations will be addressed on a case-by-case basis under A or B above at the discretion of the National Office.

8.2. Track Approval Criteria

Courses should maximize exposure to a variety of vehicle-handling situations while minimizing exposure to hazards and are subject to the requirements below.

8.2.1. Flag Stations

Flag stations and observation points should be placed as to provide complete, continuous coverage of all parts of the course. They must be manned by at least one person. All stations must be provided with a method of communication to Event Control at all times.

8.2.2. SCCA Oversight

The selection of any course for an event shall be subject to the approval of the SCCA. Specifically, the SCCA National Office may:

A. Limit a course as to the classification of event to be sanctioned at the site.

B. Restrict the number of cars which may be started simultaneously or in total.

C. Restrict the number of entries which may be accepted for an event or a session.

D. Restrict the course to certain classes and categories of cars.

E. Restrict the course to selected Driver experience.

F. Set forth certain areas as “safe” worker areas or restrict areas considered to be “hot."

G. Designate spectator areas.

H. Determine eligibility for non-spectator status for Events at that facility.

8.2.3. Course Length

The official length of a course shall be measured along the centerline of the road.

8.2.4. Course Speeds

Speeds may be restricted at the discretion of the Safety Steward, but these restrictions should be enforced by observation, either by the instructors in student cars, or by other speed calculation method such as radar (this is not a requirement, and use is at the discretion of the sponsor region). It is not recommended that cones or other items be used to create false obstacles to slow down vehicles that are at speed.

9. Postponement, Abandonment or Cancelation

All or part of an event may be postponed or canceled if provision for doing so is made in the Event Information for the event or the Event Lead and Safety Steward (in full agreement) order that all or part of the event be postponed or cancelled for reasons of safety or forces beyond their control. If an entire event (all classes, all sessions) is postponed for more than 24 hours, it is considered to be cancelled, and entry fees shall be returned. If an event is cancelled during the scheduled sessions, then the entry fees should be prorated by time and a reasonable portion of the entry fee returned.

10. Limits on Entrants

Event organizers may limit the minimum driving experience or license grade to enter an event and/or automobile classes and categories.

11. Types of Events

11.1. Regional Track Days

11.2. National Track Days (E.g., Track Night in America)

APPENDIX C — GENERAL EVENT GUIDELINES

1. The principal officials, who officiate the event, may include the following:

Event Lead	Technical Chief	Grid Marshal	Starter
Safety Steward	Flag Chief	Corner Marshal	Worker Chief
Track Director	Driver Coach	Paddock Marshal	Course Inspector
Ambassador	Novice Coach	Social Coordinator	Sound Measurement

1.1. Required Official Duties at an Event

1.1.1. Event Lead (formerly Event Chair)

1.1.2. Safety Steward

1.1.3. Track Control

1.1.4. Ambassador (formerly Registrar)

1.1.5. Technical Chief

1.1.6. Worker Chief

1.1.7. Driver Coach

1.1.8. Novice Coach (If there are Novice Drivers)

1.1.9. Marshals (Grid or Corner)

1.2. At-track duties which require an SCCA TD/TT License:

1.2.1. Event Lead

1.2.2. Safety Steward

1.2.3. Competition Director (Unused for Track Days)

1.2.4. Ambassador

1.2.5. Technical Chief (When Safety Level 2 or 3 is required)

1.2.6. Driver Coach

1.2.7. Novice Coach (must have Driver Coach Specialist License)

1.3. Assistants

These officials may have assistants or co-positions to whom any of their duties may be delegated or shared.

1.3.1. Assistants need not have SCCA Licenses for assisted positions.

1.3.2. Directors, Chiefs and Coaches are responsible for conduct of assistants.

1.4. Plurality of Duties

Officials may perform multiple duties at an event.

1.4.1. Restrictions on Multiple Duties

An official shall observe the track during on-track sessions at all times. If a position necessitates focus on something other than the track (e.g., Novice Coach while other groups are on track), there shall be another or others to perform those duties.

Note: It is possible that one person could be Event, Safety and Driver Coach, with another person acting as Novice Coach (each of them sharing Ambassador and Technical Chief duties that would happen pre-event) with one other as Timing Chief. Track-sourced workers could perform as Track Director (Control), Flag Chief, Grid Marshals and Corner Marshals. Considering there is no Timing Chief for these, an SCCA Track Day may only require two SCCA members as SCCA-licensed officials.

2. Other Required Personnel

2.1. Emergency Services – Medical and Fire Safety

2.1.1. The dispatching of emergency vehicles on the track should be authorized by Track Control. Dispatching procedures should be agreed on in advance by the Event Lead, Safety Steward and emergency response personnel.

2.1.2. The Medical Crew (crew staffing the on-site ambulance) should establish a primary route to the primary and secondary hospital prior to an event. The Event Organizer should confirm the availability of hospital staff and facilities.

2.1.3. All emergency vehicles shall be equipped and staffed at all times while entrant cars are on course.

2.1.4. The event shall be suspended if the basic life support unit or medical personnel are no longer on the premises or are unable to perform their assigned duties.

3. Group Assignments

Group assignments should be done by experience. It is not recommended that groupings allow substantial gaps in experience in the same group.

3.1. Assignments for participants should be at the discretion of the Event Lead and/or Ambassador but are subject to adjustment during the event as needed for safety, event flow and customer service.

3.2. Factors that should be used for the group assignments are documented previous driving experience, demonstrated driving ability/skills, track presence/awareness, overall attitude, etc.

4. Waivers

All participants (entrants, drivers, crew, workers and guests receiving hot passes) shall sign the SCCA Participants Agreement (Waiver of Liability) prior to receiving credentials (passes). Holders of an SCCA Annual Waiver may be exempt from this requirement.

5. Course Maps

Course maps should be available to all participants, instructors, and officials, and should be marked to indicate:

A. Passing zones

B. Speed-limited areas (if applicable)

C. Any cones or temporary barriers

D. Pit location along with pit in and out

E. Flag and observation stations

6. Drivers' Meetings

6.1. A Drivers' Meeting is highly recommended, should be given by the Event Lead and should include the following:

A. A welcome and thank-you statement.

B. A reminder that drivers should work together to enable everyone to perform their best.

C. Any flags or other communication signals for drivers which have event-specific procedures should be reviewed before any track time commences.

D. Group-specific passing rules

E. If there are any drivers using alternate point-by methods (in-car or blinker), and descriptions of those cars.

F. Track or facility-specific issues of which drivers need to be aware.

G. A period for questions.

6.2. Drivers' Meetings may be separated by driver groups

7. Sessions

7.1. Pace Lap

~~Pace Lap/Familiarization Laps/"Station-Wagon Tours" are allowed and encouraged—especially for Novice Drivers. These laps should not be above highway speed and may be led by a pace car or self-paced by qualified instructors.~~

~~**7.1.1.** Instructors may be permitted to drive the course for familiarization and this session may be during Novice Driver classroom session.~~

7.1.2. SCCA managed Paced Lap or Track Tour sessions must be held in conjunction with an SCCA sanctioned Time Trials or Track Day event where there is a contractual agreement in place between the host SCCA Region (or National Office) and the track.

7.1.3. SCCA managed Paced Lap or Track Tour sessions must be included in the Official Event Schedule and documented in the event Supplemental Regulations

7.1.4. Track Tours that are not managed by the host SCCA Region (or National Office), may be included in the Supplemental Regulations, but clearly state that it is not an SCCA sanctioned activity and is not covered by the SCCA insurance program.

7.2. Paced Laps Session Types

7.2.1. Paced Lap Session

Purpose – Sighting laps for educational or orientation purposes, priority on Novice drivers or drivers new to the track. Paced laps may also be used for safety purposes such as drying a track.

- Listed in the Event Schedule/Supps.
- For eligible cars/drivers registered for the event. Other vehicles allowed will be at the discretion of the Event Lead or Competition Director
- Typically scheduled prior to competition or Track Day “hot” sessions.
- If conditions warrant, a Paced Lap session may be added during the event at the discretion of the Event Lead or Competition Director.

7.2.2. Track Tour Session
Purpose – Engagement for friends/family or spectators, can also serve as additional or orientation laps.

- Listed in the Event Schedule/Supps.
- For any street-legal vehicle that can be driven safely on track at highway speeds or a vehicle registered and approved for participation in the event.
- Track Tour Laps session time can be adjusted during the event at the discretion of the Event Lead or Competition director.
- Passengers may be allowed if Participant Eligibility requirements are met.

7.3. Participant Eligibility

7.3.1. All adult participants must sign an SCCA event release and waiver form or have an active SCCA Annual Waiver on file for all Paced Lap and Track Tour Sessions.

7.3.2. **Minor participants must have** the SCCA Minor release and waiver form signed by both parents and guardians; or have a completed Annual Minor Waiver on file with SCCA (Annual Minor Parental Consents and Annual Waiver Minor Form) for all Paced Lap and Track Tour Sessions.

- All passengers must be twelve (12) years or older to participate and be capable of fitting in the vehicle’s safety restraint system. (Subject to track specific age limits.)

7.3.3. Drivers must possess a valid, unrestricted driver's license or be a registered participant in the non-paced sessions of the event to drive in the Paced Lap or Track Tour Sessions.

7.4. Vehicle Eligibility

7.4.1. Any vehicle registered/teched for the event and safe to be on track can be driven in a Paced Lap session.

7.4.2. Vehicles not registered for the event may be allowed at the discretion of the Event Lead, Competition Director, or Safety Steward.

7.4.3. Motorcycles, ATVs, SXS, or similar vehicles are not allowed.

7.4.4. Vehicles with passengers must have properly mounted passenger seats with a proper restraint system.

7.5. Procedures

7.5.1. A brief “driver’s meeting” should be held which must include communication of the tour driving regulations including references to no passing, no “hanging back”, no cell phone

usage or texting by the driver is allowed and maintaining adequate distances between cars etc. **Distribution of a written summary of the regulations is encouraged**.

- Cars must be driven with caution, at a speed consistent with the pace vehicles, not to exceed 50 mph. Cars must not be driven at race speed. Passing is not allowed.

7.5.2. A front pace car must be used. A back pace car is recommended to manage the rear of the field and report to the designated event official as needed. A middle pack pace vehicle may be used if there is a large number of vehicles participating. Pace vehicles shall not exceed a typical pace speed of 45-50 mph.

7.5.3. A designated event official with the ability to control the tours must be assigned. A limited number of corner workers and/or course spotters should be used to monitor all parts of the course. The designated event official must have radio contact with the pace vehicle(s) and corner workers/course spotters. If no corner workers are present a back pace car should be used as a spotter and have radio contact with the lead pace car and designated event official.

7.6. Session Run Time

Each individual run group session should not exceed 20 minutes of continuous scheduled track time.

8. Coaching

All drivers, regardless of experience level, should have a coach available for feedback and questions.

8.1. The following should apply to coaches and coaching practices.

A. All coaches should be SCCA members.

B. The Chief Driving Coach shall hold a Track/Time Trials Driving Instructor Official License or higher.

C. The Chief Driving Coach and the Event Lead should be a part of any decision to re-assign driver group.

D. If there is in-car coaching, the Chief Driving Coach or Novice Coach should not be assigned students so that they may oversee the event as a whole.

E. Novice Coaching Requirements and Practices:

1. The Novice Coach must have a Driver Coach License grade of Specialist.

2. Novices shall have classroom session(s) explaining the Rules of the Track and any format-specific procedures, at a minimum.

a. The classroom does not need to be in an actual classroom but may take place in a designated gathering area.

b. It is highly suggested the Novice Coach have flags on hand to demonstrate their use to Novice Drivers.

c. Novice Drivers shall have communication with instructors at regular intervals—either though individual or subset coaches, or by way of debriefs with the Novice Coach.

i. It is strongly suggested the regular intervals be in the form of post-session debriefs before the Novice Drivers go back on track.

d. Coaching should include best methods for ~~coaching~~ how to drive faster while remaining in control of the vehicle and minimizing risk.

3. Novices shall not be on track without being observed by the Novice Coach or designated assistants.

4. Coaching may be done from a central location, from posts around the course or from inside the car.

8.2. Driver Evaluation

Coaches may note any exceptional situations (good or bad) in a participant log of the applicable driver. These situations may include but are not limited to well executed maneuvers, good or bad on-track decisions, spins or “offs”, any mechanical issues, Rules violations, etc.