



Procedure Rules

RULE BOOK DISCLAIMER: The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and, by participating in these events, all participants are deemed to have complied with these rules. **No express or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury to or death of a participant, spectator, or official. The race director or his representatives shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. **No express or implied warranty of safety shall result from such alteration of specifications.** Any interpretation of or deviation from these rules is left to the discretion of the officials.

FLAG RULES:

A. GREEN FLAG

1. At the one lap to go signal, all cars are to close up, hold their position and speed. No “scrubbing of tires”, weaving, or other car movement is allowed.
2. At the discretion of the Race Director, any cars bumping, shoving, or holding up starting procedures will be given the “consultation” (black) flag and sent to the pits to speak with an official.
3. On the original start of the race, no passing is allowed until the lead car has crossed the start/finish line (or start line when used) under green. This is to avoid first lap accidents.
4. Any car passing or “jumping” position on any start shall be penalized two positions for every one position gained. The penalty shall be assessed at the next opportunity or end of the race. The driver may “give back” the position(s) before one lap is completed without penalty.
5. In most cases, one-half the starting field must complete a full lap for the race to be officially underway.



B. YELLOW FLAG

1. The yellow flag signifies a potential hazard on the racetrack and requires drivers to **slow** their vehicle as soon as possible.
2. Drivers do not race back to the yellow; they must maintain their position and slow to a cautious pace. All drivers shall close up to the leader in a **single line** and await further instructions. Drivers shall follow the path taken by the lead car to avoid debris, liquid or other obstructions on the racing surface.
3. The racing lineup shall revert to the last completed lap as determined by scoring officials. The scoring officials have complete discretion to determine the positions of cars at the time and to reposition cars in accordance with their determination. Their word is final. If you dispute your position, pull to the inside of the car where you think you belong. Scoring will confirm your position, and a track official will direct you to your starting spot. Failure to quickly take your position quickly will lead to a consultation flag, a trip to the pits, and rejoining the field at the tail of the longest line.
4. Yellow flag laps do not count unless specified in entry form or at drivers meeting.
5. The car or cars deemed as the cause of the caution will be restarted, if able, at the tail end of the longest line. Fault shall be a judgment call and the officials' decision is final. Fault may be described as, but not limited to, instigating the action, result of the action, or part of either.
6. If officials are unable to determine which car or cars were the cause of the caution, then all cars involved in the incident may be sent to the rear, or all cars will be returned to their position as of the last completed lap.
7. If a yellow flag is displayed for objects on the racing surface, spinouts, crashes, or other disruption to the lineup caused by liquid or other circumstances beyond anyone's control, then a "no-fault" caution shall be in effect and all cars able to continue will revert back to their position as of the last green flag lap.
8. Cars may not stop on the racing surface during a caution period. Cars needing repairs must enter the pits and have work completed there. Drivers may not stop in the infield and work on their car. All cars entering the pits shall rejoin the field at the tail end of the longest line.
9. Any car receiving assistance not directed by the Race Director, from any official, crewmember, or employee, on the racing surface or infield will be immediately disqualified. No service or repair may begin until the car has entered the pit area.
10. No one may enter the racing surface to perform repairs on any racing vehicle under the yellow or red flag. Cars receiving such service shall be immediately disqualified from the event.
11. Any car or cars that spin out by themselves or by minor or incidental contact stop on or near the racing surface must attempt to restart immediately and continue to race. The yellow flag will not be displayed if there is no apparent damage or the car is not positioned in an extremely hazardous position for one full lap. The car shall then rejoin the field at the tail end of the longest line.
12. Cars that cause a caution by themselves more than twice in the same race will be sent to the pits for the remainder of that race.

C. RED FLAG

1. When the red flag is displayed the driver shall get control of the racecar, reduce speed immediately and stop as directed by the race director or on-track official. Cars failing to stop will be given the consultation flag and sent to the pits. A minimum of a one-lap penalty shall be given.
2. If yellow flags laps were counted, then no work may be performed on any vehicle in that event while in pit area unless directed to do so by the race director. Penalties will range from one lap to disqualification from the event.
3. Once all cars have stopped, no cars will be allowed to move from the racing surface without permission. No cars may enter the racing surface from the pits until the red flag period ends. A one-lap penalty shall be given to the car(s) that fail to comply.

4. Drivers shall remain in their cars unless directed by an official to exit. The driver, crew, officials, or anyone else may NOT make repairs, adjustments, or alterations during this time.
5. All drivers must be ready to restart at the command of the starter. Lineup will revert to last completed lap for those able to continue that did not enter the pits. Any driver not ready to restart will be given the consultation flag and report to the pit official.

D. MOVE-OVER FLAG (BLUE WITH DIAGONAL YELLOW STRIPE)

1. The blue flag with a diagonal yellow stripe signifies that faster traffic (leaders) are overtaking cars being signaled and that cars being given this flag should be prepared to yield or “Move over” to faster traffic.
2. Any car deliberately ignoring the starters signal or attempts to hold up or block the leaders advance shall receive the black flag and report to the consultation official in the pit area.

E. BLACK FLAG

1. The black flag means “go to pits immediately” and report to the official at the exit ramp. This does not mean disqualification; however, failure to heed the black flag will result in disqualification, suspension or fine.
2. After receiving the black flag, scoring on that car will cease until a pit stop is made and the driver reports to the official and is released. Driving to the infield after receiving a black flag does not satisfy the black flag requirement. You MUST report to the pits.
4. Any car with the hood, trunk or any loose parts which causes a hazard to other cars will receive the black flag.
5. Any car emitting excessive smoke will be black flagged.
7. Display of Black and Red flags together signifies the end of practice.

G. WHITE FLAG

1. When the white flag is displayed, it means the leader has started their last lap.
2. The checkered flag will always follow the white flag.

H. CHECKERED FLAG

1. When the checkered flag is displayed it means the leader has completed the required distance and the race is over.
2. When the checkered flag is given to the leader, the rest of the field receives it on the same lap. Finishing positions will be paid according to the most laps traveled in the least amount of time, regardless of whether the car is running or not at the finish.
3. The driver receiving the checkered flag first must bring their car to the start line or area designated by the official in charge. The driver and car must remain there until released by the official. Failure to do so may result in a fine or disqualification.
4. If the lead car is intentionally spun by any car on the white flag lap, the offender will be scored last on that lap.

J. MISCELLANEOUS

1. Once you enter the racing surface for an event you are expected to be ready to race. If you enter the pits you must join the field at the rear.
2. All flags will be final. However, in extreme cases the starter may inadvertently display the wrong flag by mistake. It is the Race Director’s decision to rescind the flag and revert back to the last completed green lap or carry on as if the flag were not displayed.
3. Do not stop on the track unless directed by officials or you are reporting a hazard or dangerous condition. Once directed to your starting spot, go there immediately.
4. These rules are amended when necessary and any bulletins take precedence.

K. BLOCKING

Intentional blocking will not be tolerated. If the Race Director suspects you are purposely holding up the progress of other cars, you will be signaled to pick a lane (high or low) repeated acts of blocking will result in the black flag.

L. FREE PASS – The top running eligible lapped car at each caution will receive the “Free Pass”. A car is not eligible to receive the “Free Pass” when, in judgment of the officials, 1) The car caused the caution 2) The car was in the pit area when the caution came out or 3) The car has been penalized with a discretionary call. In the case of a discretionary penalty, it will be made known to the competitor, at the time the discretionary penalty is imposed, that the car will not be eligible to receive the “Free Pass” to make up the penalized lap(s). Transferring the “Free Pass” will only occur when the first eligible car becomes ineligible to receive the “Free Pass” because of a discretionary penalty, because the car pitted under the caution or because the first eligible car is not in competition at the time the yellow flag is displayed. Then the “Free Pass” will be transferred to the next eligible car. “Free Pass” eligible car will not be cone eligible on the first restart after being placed back on the lead lap & must line up at the tail end of the lead lap cars longest line, all lapped cars will drop to the tail of the field before the cone comes out for lane choice. Lapped cars are not cone eligible & will stay behind lead lap cars until the race restarts. There will not be a “Free Pass” on a “false start”.

M. CONE RESTARTS

: All race cars involved in the yellow flag that are able to continue will be put to the end of the single file line (ahead of lapped cars) and allowed to choose high or low lane at the cone when it is placed on the track to form a double file restart. This decision must be made at and only at the where the cone is placed. All lapped (non-lead lap) cars will be placed behind the lead lap cars prior to all restarts. Lead Lap Cars NOT eligible for the Cone Restart – when in the judgment of the Race Director the car was involved in or was the reason for the caution, making a pit stop before rejoining the field or the car has been penalized with a discretionary call (aggressive acts of driving or disobeying a Track Official’s request). A Lead lap car exiting the pit area will be place at the tail end of the longest lead lap line but will not be eligible for the cone restart. If the field does not complete a lap (in most cases) on the double file restart, all cars (except drivers involved in the caution, who will go to the end of the longest line) hold their position as aligned from previous cone choice, for a second try. (Meaning we will not go single file & retry the cone at this time) All re-starts will be double file to the end of the race. If three double file re-starts attempts have been unsuccessful and the competition director deems unsafe, he has the discretion to align the field in a single file re-start manner.

N. DRIVER/CREW MEMBER CONDUCT: The driver assumes responsibility for the actions of his or her pit crew. Drivers may be issued penalties for pit crew misconduct. Such penalties, if applied, may extend to the car as well as the driver. Unsportsmanlike driving, rough driving or unnecessary bumping is prohibited and may result in removal from a race. Flagrant and/or repeated unsportsmanlike conduct on the track or in the pits may result in suspension. This suspension may span the winter hiatus and be completed in the following season. Unsportsmanlike, violent or abusive behavior use of improper language toward officials, competitors, and/or fans is prohibited and subject to suspension or exclusion. **Fighting in the pits at any time is PROHIBITED** and subject to suspension or exclusion! General misconduct in the pit area may result in penalties. **Conduct on Social Media deemed detrimental to GSS & Racing Facility or sponsors may subject the driver or team to sanctions.**

O. GENTLEMANS AGREEMENT -TAP OUT RULE:

A "Gentleman's Tap Out" rule will be used in all divisions. If a driver feels they are solely at fault for an incident and wants to give another driver his or her spot back, they may pull to the bottom of the start/finish line and tap their roof. Once acknowledged by the flagman, that driver will be signaled to move on by the flagman & return to the end of the longest line for the restart & said driver is also cone ineligible on the restart. If he/she is wrecked and cannot drive the car to the start finish line, the driver must verbally "Tap Out" FACE to FACE with a track official that can radio the scoring tower. In some cases, driver may also be disqualified by being black flagged if Track Officials view the prior contact as actions detrimental to stock car racing code of conduct. ***Driver must tap out within 2 yellow flag laps. Once checkered flag is displayed, race is final; tap out rule is not in effect at that time.***

PROCEDURAL RULE:

It is the goal of GSS officials & management to maintain the safest possible racing conditions for all drivers, fans & track personnel. Only safety crews and wrecker crews are permitted on the track in the event of an accident. **Pit crew members are not permitted on the track. Drivers are required to stay in their car in the event of an on-track incident.** If a driver, for whatever reason, exits a car on the track during a caution period, the race will automatically be placed under a red flag and all cars will come to a complete stop. A driver may exit a car if requested by a safety crew member or if safety warrants in cases such as a fire or if car is upside down. Drivers that exit a car without permission, for whatever reason, are subject to fine and/or suspension at the discretion of track management. Drivers are also encouraged to drop the window nets after an accident as a sign to approaching safety crew members that they are ok, especially in a multicar situation to alert approaching safety crew members which drivers are in need of urgent attention.