

## **GBRS Rules webpage 1**

**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 EXPRESSED 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 or death to a participant, spectator, or official.

The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation from these rules is left to the discretions of the officials. Their decision is final.

The Management of No Problem Raceway Park LLC

### **Grand Bayou Race Series (GBRS) At No Problem Raceway Park 2007-2008 RULES**

Recognizing that Road Racing in South Louisiana at NPR is fairly new, the philosophy of the Grand Bayou Race Series (GBRS) is to provide a safe, fun and sustainable venue for anyone interested in road racing to compete with almost ANY type of car. We call it FASS: fun, affordable, safe and sustainable. The fass philosophy has worked very well for the past 5 years and should continue in future.

Disclaimer: Racing of any form is dangerous and all competitors/participants assume all risks associated with the 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 for this sport and are in no way are a guarantee against injury or death to a participant, spectator, or others.

Competitors Can Have a Safe and Sustainable Venue for Road Racing where contact on the track is rare and penalized.

This GBRS series is based on the philosophy that all participants have spent lots of time and money preparing their cars to race. They want to come out, enjoy their cars and the racing, and go home with them and their car undamaged. They want to return to their families and work to race another day. They and we do not want to increase the risk of bodily harm or vehicle damage by reckless or overly aggressive competitors who are not afraid to damage their own car or the cars of others. By setting the Series up in this manner, we hope to make it sustainable, where you can come out and do this at your level and continue to

race for many years.

Racing and competition is encouraged but a philosophy of co-existence on the track should prevail. For example, while it is the responsibility of the overtaking driver to execute a safe pass, corner workers will be instructed to report drivers appearing to "block" faster cars from passing. The Blue (Passing) Flag will be displayed to drivers who intentionally impede faster cars and ignoring the Blue Flag will result in a Black Flag being displayed to the offending driver. Very unsafe driving will be sufficient cause for drivers to be immediately excluded from further racing and such drivers may forfeit any entry fee paid.

### **Penalty for Damage or Bad Conduct by Drivers - the 13/13 Rule**

By the use of a penalty of reduced racing privileges for wrecking or damaging your or any other person's car, we believe we will help reduce these risks. At the GBRS, the responsibility for conduct goes to the Race Committee for review; the race committee has authority to reduce racing privileges. "if a driver does not allow racing room in a corner or drives overly aggressively." The Race Committee will remove any offending driver who is driving over-aggressively, "over his head", or causing other drivers to avoid him to avoid incident. Remember the overall goal for each event is fun, safety and ZERO BENT METAL.

As the primary objective of Grand Bayou Club Racing is fun and safety, there will be penalties for damaging anything, cars or otherwise, or behaving in an unsafe manner as judged by the Race Committee.

The "13/13 Rule" is the cornerstone of running safe races and has been widely adopted across the U.S. It states that "Anyone causing damage to a car while either on the track or in the pits during the event will be placed on probation under the 13/13 Rule. If during the 13-month period following the issuance of the 13/13 probation, the driver is found at fault for another infraction under the 13/13 Rule, the driver will be suspended from participating for 13 months. If a person returns after being suspended for 13 months and causes another incident, they may be refused entry in all future events at the discretion of the Chief Steward.

**Incidents** - Anyone involved in an incident of any kind for which they are found to be at fault, will be excluded from further racing at that event. In incidents involving car to car contact, the Race Committee will determine any drivers at fault and such drivers will be placed in the 13/13 Probation. (Often, fault in a racing accident is shared because neither driver drove to avoid the incident nor allowed sufficient road to the other driver. Drivers are expected that one may have to alter their line to prevent contact and/or damage.) In an incident, it will be up to the Race Committee to determine fault. Time permitting, statements will be taken from corner workers, other drivers observing the actual incident, and drivers involved before a judgment is reached. After a final decision, there is no appeal process.

### **Vehicle Eligibility**

Any vehicle configured for road racing which meet the safety requirements, is

eligible. All modifications not specifically prohibited below are permitted.

Car preparations necessary before being allowed to participate. These preparations are in addition to the safety requirements.

1. Drivers of cars with non-full windshields will be required to wear full-face helmets with shields down any time they are on track.
2. Driver's window must remain open while on course.
3. Sunroofs must remain completely closed. Open cars must have either a full cage, or a roll bar with the top in place. T-tops or targa type tops must be in place.
4. All cars must run with both windows down.
5. Floor mats must be removed
6. All hubcaps must be removed.
7. Lugnuts must be steel, with engagement at least equal to the diameter of the wheel lug studs. (suggested that studs protrude slightly from any open lug nuts)
8. All oil lines on the pressure side of the oil pump must be thread on connections equal to or better than the factory. No slip-on oil lines to oil coolers.
9. Headrests, either as part of the seat, or separate, are required. The headrest must extend above the midpoint of the back of the helmet on the vertical plane of the seatback with the driver in the driving position.
10. All cars must be equipped with a metal firewall separating the driver compartment from the engine compartment capable of preventing the passage of flame and debris.
11. Drivers of water-cooled cars should use minimal anti-freeze in the cooling systems. In case of overheating or accident, glycol makes the track extremely slippery.
12. Tinting of windows is not recommended.
13. Anyone in the hot pits must wear long pants and a minimum of a short sleeve shirt and shoes with a closed toe.
14. No nitrous-equipped cars or carrying nitrous oxide bottles are permitted on course.

### **Race Classes and Groups**

GBRS presently define 9 race classes as outlined below. Race Classes may be combined or divided from time to time into Run Groups depending on the schedule and entries for a particular event. GBRS reserves the right to change the Classes and/or Run Groups to provide safe and fair and fun competition.

A driver may participate in multiple classes. An entry fee will apply for each class.

### **Bracket Classes and Traditional Car Classes**

As the series is being started, there may be insufficient numbers of cars within any one class to allow cars to be segregated by class in the traditional method, i.e. by similar car type or power-to-weight ratio. The Series may simply split the participating cars into Classes ("brackets") based on lap times recorded during Qualifying without regard to car type - Bracket Road Racing.

Classing cars based on lap times will ensure close, competitive racing without having to heavily modify the car. The Bracket Series also eliminates policing

illegal car modifications. If your car does not fall into the five other car classes you may find the bracket classes are best suited to your car or the driver.

The theory to be followed is simple - with no timing devices allowed and no pit or trackside communication to the driver, participants can race and win as long as they don't break out. If a driver exceeds his "bracket" minimum time, set by the Race Committee, he will NOT SCORE A FINISH nor will he earn Series Points. See Breakout Rules.

Bracket classes have been very successful in providing competition to new racers as well as cars which are no longer competitive in other racing series.

### **Bracket Racing classes**

All bracket cars will fall into Classes ("brackets") based on lap times recorded during qualifying. Drivers may do any modification they wish with their cars, provided it meets safety requirements. This includes any type of racing tire, shocks, etc. Nitrous is not allowed.

No timing devices on the track or in the car during qualifying & racing, or communication by radio or any other means between anyone trackside during qualifying and racing will be allowed. The only times allowed are those kept by timing and scoring. If it is discovered that times have been kept or radioed in during the race or qualifying, the driver will immediately forfeit whatever position they held and are considered cheating. They will also be placed on the 13/13 list. As this is the only way people can cheat in this type of format, it will be strictly enforced.

The Bracket Classes have been set with a color associated with each time bracket. The Classes will be as follows:

Green bracket 1:34 and over

Blue bracket 1:30 – 1:34

Yellow bracket 1:27 – 1:30

Red bracket 1:24 – 1:27

No car, which has logged a lap time faster than 1:24.00, will be allowed to race in the Bracket Class.

### **Red Class - Fastest Bracket**

Composed of the fastest Bracket cars, starting with the fastest Red Bracket qualifier, which did not turn a lap faster than 1:24.00

The cars running in the bracket classes may not record any race lap time less than the establish Bracket Minimum Time (BMT). If they turn a faster time than

the BMT, they are considered "Breaking Out" and will not score Series Points. Series Points are only awarded during the feature race.

### **Posting of Bracket Classes**

Following the last qualifying session, Race Committee will set Classes which will be posted in the paddock for review by racers.

Drivers may Choose to run in a different Class ("bracket") after Posting of Classes.

Between the time of posting of Classes, and the set time announced over the public address system, but not less than 20 minutes before the start of Heat Races, racers may change the Class they will race in by noting the change on the bracket qualifying charts Class. The Race Committee shall have final approval of any such requested Change.

Competitors may choose to run in a faster or a slower group than posted. If competitors so choose, they will be grided for the Heat race at the back of the chosen class, except that Licensed or Provisional Drivers so choosing shall be grided in front of the Novices.

### **Break Out Rules**

Due to race-day weather and variations in track conditions during the event, the Race Committee shall have the sole discretion over Break Out Rules for any Series or race for which Series Points may be awarded.

In general, in order for a competitor to be judged as "Breaking Out" during any Race for which Series Points, such competitor must record a race lap time faster than the BMT. Any competitor judged to have Broken Out will be scored DSQ and will not score Series Points for the race.

Rationale behind this type of classification.

1. It is fairer.
2. It is safer.
3. With no technical specifications, it doesn't take a lot of technical expertise to set up a race car to win. The driver becomes more important.
4. Many drivers are expected to be Novice Drivers and will be much slower than their cars potential. Drivers who are not experienced will be grouped with like cars/drivers and will always be able to "find a race" rather than looking in their mirrors to avoid much faster drivers in like cars. It allows inexperienced drivers to actually race. Novices can drive and build their race craft more comfortably, rather than being forced to go faster in order to keep up with similar cars but more experienced drivers.
5. It keeps the racing close. Close racing will make it will easy for fans or spectators to follow who is leading.
6. All drivers will be able to progress faster by close racing The disqualification of drivers who "break out" of their group will prevent sandbagging during qualifying.
7. Drivers will still be able to keep their cars in the classification of other venues that they already race.
8. All types of cars can participate.

No Radio communication or lap timing during the Bracket class events!

No car competing in any BMT Class may have any timing device, which may be visible to the driver during on-track events, including stopwatches, wristwatches, or Hot Lap timers. Drivers are prohibited from communicating or being communicated to from other persons in order to relay timing information. Anyone found violating these rules will be considered cheating and will be excluded from other activities and results without refund. Data acquisition for set-up purposes is permissible if the driver cannot view any display device for such equipment.

### **Traditional Race Classes (Non-bracket classes)**

GBRS events feature 5 more traditional classes of race cars. While many participants will run in Bracket classes, GBRS also has the following traditional car Classes: Super Production, Vintage V-8, Open-Wheel or Formula Class, spec Miata and GTO.

#### **Super Production (SP)**

The fastest cars at the track on Race Day will run in SP, regardless of configuration (other than open-wheel cars). This Class will include SCCA GT-1, GT-2 and other GT cars that are faster than the GTO fastest lap time. (1:20.00) Tires are open to any size, as long as they do not protrude past the fenders.

#### **Formula or Open-wheel Cars -**

Open-wheel cars or Formula cars will be granted a Run Group. All open wheel cars and sport racers will compete in this race group.(only exemption is if you meet rules and specs of Formula first class)

#### **Formula First cars-**

Formula First is a class for single seat, open wheeled racecars based on components from the standard Volkswagen (VW) sedan Type 1, as originally manufactured from 1961 to 2004.

#### **Vintage V-8 1975 or older A production, B production, A Sedan cars. (i.e. Mustang, Camaro, Cougar, Duster, Javelin, Barracuda)**

Vintage V-8 Cars must be prepared to SCCA vintage rules 1972 GCR. Tires - 60 Series radial or bias ply treaded tires on 15 x 8 inch wheels. Tires must have full grooves when purchased new and must have grooves on at least 60% of tire at the time of safety inspection. No dry sump engines. Cast iron brake calipers & rotors only. Period correct V8 engines only. No fuel injection. Engine displacement no larger than 400 cubic inches.

Each different class group will require an additional entry fee. The driver may select which group he will be participating in after the morning warmup session.

During the day, each group will have the following track time's participation. A 10 to 15 minute warm up, a 15 to 20 minute Qualifying Session, a 15 minute Heat Race(Bracket & spec Miata only) and a 20 minute Feature Race.

All starts will be rolling starts. The determination of Run Groups and Brackets will be made by the Race Committee based on Qualifying Times recorded by competitors during the Qualifying Race. In the event that a Competitor fails to record a Representative Qualifying Time, the Race Committee may assign the competitor to a Run Group. Any Competitor failing to record a Representative Qualifying Time and being assigned to a Run Group may request to be placed in a faster Run Group if he so elects. The Race Committee shall have the final control over any Run Group assignment and any protest for Breaking.

### **Race Committee (RC)**

The Race Committee shall be comprised of the Race Director(Bryan Kemp), Chief Steward(James Morris), and the Chief Corner Marshall(Roger Corby) and up to Two (2) competitors registered for the Series Meeting. Communications between the Race Committee members need not be face-to-face, but may be conducted in any manner deemed appropriate by the RC.

At each race, all licensed drivers are eligible to participate in the race committee. Provisional and Novice drivers are not eligible to participate as part of the Race Committee. These 2 people will serve as the Race Committee for the day. There will be 2 alternates that will be available should one or both of the Race Committee drivers, become involved in an incident. Members of the Race Committee may not pass judgment on an incident they are involved in. An alternate must be used. No licensed drivers are excused from serving on the race committee. If they are involved in an incident and finished for the day, they are still required to stay and serve on the committee until the finish of competition for the day.

The duties of the Race Committee shall be to rule on incidents, assigning fault for those incidents and removing people who are judged to be at fault, and assign Classes, BMT and run groups. Even prior to an incident, the race Committee may by unanimous vote remove any racer deemed to be extremely dangerous.

The Race Committee shall use all evidence available to them to make decisions, in-car camera data, corner worker reports, driver statements, and race control reports. Input from other drivers in the same group should be obtained if available. Input from spectators shall be disregarded.

The Race Committee along with the driver(s) involved and any video available must meet at the drivers Lounge, immediately following the end of the race. Radio communication is permissible for obtaining corner worker input. If necessary, time may be allowed to pick up incident report forms from the corner station before the next run group begins. If one of the Race Committee is in the next run group, The group will either be held, or that member will interview those involved after the session. (Holding the run group will further instill the importance of everyone driving safely.)

### **Determinations of Fault in Incidents involving Damage**

In incidents involving damage to only one car, that driver will be automatically sanctioned, and the Race Committee only needs to inform the driver. The only incident in which damage may occur and not have a sanction invoked is when a spoiler makes excessive contact with the ground or the racetrack itself, causing damage to the spoiler. In multiple car incidents, all drivers involved will be sanctioned, unless the Race Committee unanimously agrees that less than all drivers were entirely at fault. Similarly, by unanimous agreement, the Race Committee may find a driver in a single car incident not at fault due to situations beyond his/her control. If by unanimous decision, the Race Committee may find a driver sufficiently in violation of Rules in the discretion of the RC, the Race Committee may sanction the driver by excluding the driver from further competition for the day/weekend and/or asking the driver to "put the car on the trailer", or asking the driver to leave the premises.

### **Cheating**

If, in the unanimous opinion of the Race Committee, a driver is found to have used a radio or timing device during any Bracket Class session, the Race Committee must invoke the 13/13 Rule, either as probation for 13 months or a prohibition from racing for 13 months.

### **Safety & Technical Requirements**

All cars must have minimum 5-point safety harness Y-type harnesses are not allowed. The lap and shoulder belts must be 3 inches wide and the anti submarine belt may be 2 inches wide. The shoulder straps must be mounted such that the angle of the straps from the driver's shoulders to the anchor point must not be above horizontal or at an angle greater than 40 degrees below the horizontal. (Horizontal belts are not to be fastened to the floor directly behind the driver's seat) The anti-submarine straps should not allow upward vertical movement of the lap belt due to compression of the front seat cushion in any situation. Fastening of the straps should be exactly as recommended from the manufacturer. All cars are required to have a dedicated race seat with the routing for the belts. Roll bar should be a minimum 4 point roll bar, plus an angled bar by drivers door for lateral impact protection, may be bolt in. Racing seat and back support for the seat. Back supports should be a minimum of 12 sq. inches, with no horizontal or vertical dimension being less than 3 inches and come across the mid shoulder blade portion of the drivers seat. Strongly suggested is a full roll cage. Cage specs must be to SCCA rules for the weight of the car. Full roll cage and window net is required for SP, Vintage V-8 and GTO classes cars. Roll bar and cage specifications listed below. All cars must have either a window net or the driver must wear arm restraints adjusted so that no arms or hands may move outside the open window. Window nets may be either a string or strap type and must be mounted securely with a provision for easy removal in the event of an accident. It is recommended that the net be mounted permanently on the bottom, and removable on the top. The use of either plastic tie straps or elastic cords is not allowed. The method of attachment can be brackets bolted around the upper window frame. It is strongly recommended that any window net be attached to the roll cage instead of the door. Bolted in or welded in cage or roll bar is fine. SA 95 or higher helmet, full fire suit. Fire suit single layer with

underwear or double layer, however the combination of suit and underwear must total a rating of 2 layers. All drivers must wear gloves and shoes of a fire resistant material. Drivers with facial hair must wear a fire resistant hood ("balaclava"). Head Supports: It is highly recommended that all drivers wear a neck support device. Electrical disconnect specifications. All cars must have an electrical disconnect which will kill the engine and shut off any electric fuel pump. The disconnect should be located in an area of the car that is easily visible. A sticker, easily available from racer supply, which says OFF and has a lightning bolt, should denote it. If the switch is not easily accessible to the exterior of the car, a cable may be taped in place which can be pulled to activate the electrical disconnect. In the event of an accident, an outside person must be able to turn the car off from the outside of the vehicle. Towing eyes: All cars should have a dedicated towing eye or other means to attach a tow strap to the front of the car. A similar device is recommended at the rear. The driver's window must be fully open on closed production cars. Fuel Cells: It is suggested that all cars have a fuel cell that meets FIA FT-3 specification. Fuel cells are mandatory in all Super Production GTO cars. Fire Extinguishers: All cars must be equipped with a dry chemical or Halon fire extinguisher of at least 2 pounds, securely mounted with a metal quick-release device, in the cockpit within reach of the driver. On-board fire suppression systems are highly recommended. Electric fuel pumps: It is recommended that all cars equipped with an electric fuel pump be also fitted with an oil pressure controlled cut-off switch. (NAPA 701-1577) It is required that all drivers wear an automobile (SA) rated racing helmet of 2000 (SA-00) or later Snell approval or equivalent FIA spec. "M" rated (Motorcycle) helmets are not allowed. All drivers must wear adequate eye protection. The driver's name, DOB and any special medical information should be clearly labeled on the back of the helmet.

### **Roll Bar Specifications**

All vehicles competing in the Grand Bayou Race Series must be equipped with an approved roll bar. The roll bar must be securely mounted to the floor and/or longitudinal members of the unibody with the top of the main hoop at least 2" above the driver's helmet when the driver is seated in the normal driving position. If roll bars or cages are bolted in, they must have plates on the outside of the car equal to the size of those inside the car, attached to the bar/cage. Mounting plates must be of minimum thickness of 3/16". The bar or cage must be mounted directly to the metal of the car and have no carpet or padding in between. One minimum cross (transverse) brace must be present on the vertical hoop behind the driver. There should be 2 forward/rearward directed braces from the top of the hoop, attached as near to the top of the hoop as possible and at an included angle of at least 30 degrees, reaching far to the rear of the car, but not necessarily all the way. An inspection hole 3/16" in diameter must be provided in a non-critical area for verification of the tube thickness. Any portion of the roll bar or cage, which may come in contact with the driver, must be covered with high-density foam padding 1" thick. It must be held securely in place.

Minimum Roll bar tubing sizes.

Under 1500 lbs	Over 1500 lbs
Mild Steel 1.5" X .120"	1.75" X .120"
Alloy Steel 1.375" X .090"	1.625" X .095"

## **Roll Cage Specifications**

For cars with roll cages, the main and front roll hoops must have the following minimum diameters and thickness.

Cars up to 2500 lbs

Mild Steel 1.50" X .095"  
Alloy Steel 1.375" X .095"

Cars over 2500 lbs

Mild Steel 1.75" X .095" or 1.50" X .120" or 1.65" X 1.20"  
Alloy Steel 1.50" X .095"

Tech inspections will be done at the track prior to the event. It should be understood that it is the driver's responsibility to make sure the car is safe from a structural standpoint. Mechanical failures causing car damage are still considered an incident and subject to the 13/13 rules.

Drivers of any open cockpit car are required to have driver arm restraints. Loose carpeting must be removed.

Safety Requirements - Vintage Racing Car

Revision as of September 7, 2007

## **GBRS Rules webpage 2**

### **Competitor's Responsibility to Comply with Rules and Regulations**

It is each competitor's responsibility to obtain, understand and comply with all Rules and Regulations including Supplemental Regulations which apply to him or his car. Non-compliance may result in exclusion or disqualification. Ignorance of the rules shall not be a defense. By entering an event, the owner of a car gives permission for any inspection required to insure rules compliance.

### **Safety Requirements - Vintage Racing Cars**

While strongly urged to comply with GBRS regulations, as a minimum requirement, competitors with historically-significant vintage cars, and not wishing to alter the vehicle from its original homologation, may pass the Tech Inspection by (1) producing copies of the current regulations of an Approved Sanctioning Body in which the vehicle participates and (2) complying

with all regulations contained therein, or (3) having a current Vintage racing logbook with an approved tech entry during the prior ten (10) months and passing the GBRS safety inspection.

## **Licensing**

### **Provisional licenses**

Competitors possessing any Racing License issued by an Approved Sanctioning Body will be accepted for a Provisional License. After one GBRS racing event, such competitors may obtain a Racing License if they have no incidents. If they do have an incident during their first event, they are placed on 13/13 Probation and must attend Novice orientations during their 13/13 Probation period. All other rules apply if a second incident occurs.

### **Novices License**

Before being granted a Novice license, the driver must attend a Grand Bayou Series Orientation, and must have completed four (4) hours of on track time. The track time may be done at either a Drivers Education put on by another sanctioning body or during one of the education days held on the Friday before a race. The Orientation will be given the day of the event.

### **Novice Orientation**

A previously unlicensed competitor will be granted a Novice license only after approval of the Grand Bayou Race Series in advance of the event or by the Race Committee on the day of the event. Upon being granted a Novice License, the competitor shall have 2 years to complete four (4) race events without incident. Should an incident occur during the Novice period, thereafter the competitor will remain in the Novice status until successfully completing four (4) events incident free within a two (2) year period. All Novices must attend the Novice Orientation at each event until they are granted a full license. Novices must display an "X" on the car to denote Novice status, which shall be 4 inches tall and be displayed on the rear, front and both sides of the car.

Prior to their first race, Novices must have obtained the signatures of three (3) experienced drivers, one of whom, possessing either a Racing or a Provisional License, has driven on the track with them and the signatures of two (2) other experienced drivers possessing either a Racing or Provisional License. It is the responsibility of the Novice to obtain such signatures from other drivers at a Drivers Ed or Open Lapping Day( I.E.Bryanracing.org). These signatures represent the approval of drivers to allow the novice driver to compete in the GBRS.

Signatures must appear in the form of a clearly printed or preferably a typed statement in substantially the following form:

I (printed name) have evaluated (printed name) during \_\_\_\_\_ (number) on-track sessions in car / from another car (circle one). I feel he/she is comfortable and proficient in driving their car at speed and could participate in the Grand Bayou Road Race Series. By this statement, I do not intend a

professional opinion or an expression of a legal nature, but only my opinion that I would feel comfortable racing with \_\_\_\_\_.

Signature of the Provisional/Licensed Driver \_\_\_\_\_

### **Rules for going off track.**

Drivers leaving the racing surface ("four wheels off") will be deemed to have been Black Flagged as of the time of the four wheels off and shall report to the pits on the lap that the four wheels off occurred.

Participants failing to make Turn 1 shall re-enter the racing surface at Turn 9. Drivers re-entering must observe and obey the Corner Workers at Turn 1 to allow a safe re-entry which may be at or near the rear of the group.

Any driver leaving the track anywhere else has the responsibility of establishing control over the vehicle and safely returning to the racing surface by looking to the corner workers for information on safe reentry.

### **Transponders will be used for timing & scoring in the GBRS.**

All drivers must have a transponder mounted on the car in order to be electronically scored in a race or qualifying. AMB transponders only can be used in GBRS races. Rental transponders will be available at Registration.

### **Grand Bayou Drivers Championship.**

At the end of the season, the driver(s) accumulating the greatest aggregate Series Points will be named Champion(s). The following is how drivers accumulate Series Points.

Points may only be scored in one Class per day and are scored by the finish of the Feature Race. Points are awarded as follows: First Place: 10 points, second place: 8 points, third place: 7 points, fourth place: 6 points, fifth place: 5 points, sixth place: 4 points, seventh place: 3 points, eighth place: 2 points, ninth place: 1 point, all others zero points. Drivers breaking out shall not be awarded any points because they are disqualified.

Race Classes other than the GBRS Classes may have separate Championship status. Scoring shall be the same.

### **Flags and their meanings.**

Black with Orange Flag - Also known as the "meatball flag". Shown from either Start/Finish or the Black Flag station, usually with the car number. Your car may have a mechanical fault. Stop in the pit lane at the Black Flag impound and see the Chief Steward on the lap the Flag is shown.

Standing yellow - no passing until you see the next corner working station. There is something on or near the track that dictates you use caution and drive at a more controlled pace. You may not pass after the yellow flag, until after the reason for the flag has been passed, and you are sure that there are no further incidents between that point and the next flag station. This means that you must be able to see the next flag station and determine that its flag condition is green (no flag). Under DE rules, in order to pass you must be in an allowed passing zone.

Waving Yellow - something is obstructing the course and cars should slow down until they realize what it is then proceed with caution. The same passing rules apply as in the Standing yellow.

Double yellow - entire course is standing yellow. Passing is prohibited on the course. Speed should be greatly reduced and drivers should be very safely in control of their vehicles.

Red - Drive to the inside of the track immediately and stop the car. Wait for instructions from the corner stations. Then proceed as directed.

Black Flag - The Black Flag is used in different ways: (1) When shown furled and pointed specifically at a driver from a corner station, the worker means to indicate a warning, probably to do with overaggressive driving. (2) When shown only from Start/Finish or the Black Flag station, with or without your car number displayed, you have been "Black Flagged" for an infraction of the Rules. Drivers receiving the Black Flag shall report on that lap to the Pit Lane, where the Chief Steward Scrutineer or chief driving instructor will be waiting at the Black Flag impound. You are required to stop and talk to him before proceeding. (3) When the Black Flag is shown from at all stations, the session is halted. Enter the pits as you approach them and await further instructions.

Blue Flag with a white stripe - Advisory flag but when ignored repeatedly, will result in a black flag. Denotes that a faster car is trying to overtake you. Allow them to pass.

Checkered - End of the session, drivers should slow after passing checkered flag, cool down engines and brakes, and wave "thanks" to acknowledge the workers stations.

White - Advisory flag denotes an emergency, service or slow moving vehicle on the course. Proceed with extreme caution.

Green flag - Advisory flag denotes the track is at full speed. Used sometimes after caution or red flags.

Red and Yellow Striped - Advisory flag; "Slippery" flag. There may be oil, water, glycol (very slippery!), or car parts, gravel or trash on the racing surface. Proceed with caution

Revision as of September 7, 2007

