

EMRA RULES OF THE ROAD

1. FLAGS

1.1. GREEN

A race is under way at the instant the green flag is shown waving to drivers. This flag shall normally be in possession of the starter, and is not normally displayed at stations around the course. At the start/finish line, a displayed green flag also indicates a clear course. At all other stations, the absence of a flag should be regarded as the presence of a green flag

1.2. YELLOW

1.2.1. STANDING YELLOW – (CAUTION - No passing, slow down)

The standing yellow flag indicates that an incident has occurred in the area, but is not obstructing the racing line. This flag may be displayed for other race cars, emergency vehicles, or workers close to or on the racing surface. A standing yellow flag will be held stationary and sometimes rocked or fluttered to attract the attention of drivers.

Drivers may not pass each other from the point in which the yellow flag is displayed until they are past the incident or next corner station without a yellow flag.

1.2.2. WAVING YELLOW – (DANGER – No passing, slow down, be prepared to stop)

A waving yellow flag indicates that an incident has occurred and is partially or completely obstructing the racing line. Drivers should be prepared to slow or stop to avoid any vehicles or personnel at the scene of the incident.

Drivers may not pass each other from the point in which the yellow flag is displayed until they are past the incident or next corner station without a yellow flag.

1.2.3. DOUBLE YELLOW – (FULL COURSE CAUTION – No passing)

Two yellow flags displayed next to each other indicates that there is a yellow flag at all stations on the track. A double yellow flag will be displayed during pace laps and while emergency vehicles are on track.

Drivers must slow down, stay alert, and may not pass during a double yellow period.

1.3. RED

A red flag indicates an emergency stoppage of the race or session.

Drivers must come to a safe and controlled stop on one side of the race track. Stay alert and await further instructions from the corner stations. Drivers who are not within sight of a corner station may slowly roll their cars forward so that they can see the next corner station.

1.4. BLUE WITH DIAGONAL YELLOW STRIPE

1.4.1. STANDING BLUE

A standing blue flag is shown to drivers when a competitor in a significantly faster car is approaching from behind. A standing blue flag is also shown to drivers that are being lapped.

Drivers should prepare to let the car pass in a safe location.

1.4.2. WAVING BLUE

A waving blue flag is shown to drivers when a competitor in a significantly faster car is attempting to overtake.

Drivers should stay alert and prepare to let the car pass in a safe location.

1.5. YELLOW WITH VERTICAL / DIAGONAL RED STRIPES – (CAUTION - DEBRIS / OIL)

The debris flag is shown when oil, fluid, or debris is on or near the racing line. A debris flag will be shown when a debris incident occurs and will be displayed for two laps. If the debris condition does not change, the debris flag will be withdrawn.

Drivers should stay alert and watch for any debris or fluid spills on the track surface.

1.6. WHITE

A white flag indicates that an ambulance, service vehicle or slow moving race car is on the circuit.

Drivers may pass the slow moving vehicle with caution.

1.7. BLACK

1.7.1. BLACK FLAG WAVED AND POINTED

A black flag indicates that a driver should reduce speed and return to pit lane. The black flag may be shown with a number board or pointed at a specific driver to emphasize that he/she should come in to the pit.

Drivers who are shown a black flag should complete the current lap and proceed to pit lane for consultation with the Chief Steward.

1.7.2. BLACK FLAG AT MULTIPLE STATIONS

If a black flag is displayed at multiple stations, all cars should complete their current lap and proceed to pit lane.

1.7.3. BLACK FLAG, FURLED AND POINTED – (WARNING – Improper behavior)

Competitors who drive in an improper or unsafe manner may be warned with a furled black flag.

Drivers who continue to act in an improper or unsafe manner will be shown a waving black flag.

1.7.4. BLACK WITH ORANGE BALL IN CENTER - (MECHANICAL PROBLEM – Return to pit lane)

A black flag with an orange center (also known as the “Meatball”) will be displayed to cars with obvious mechanical issues.

Drivers who are shown a black flag with an orange center should immediately reduce their speed and return to the pits if possible.

1.8. CHECKERED

A checkered flag indicates that the current race or session has ended. A checkered flag may be followed by black flags at all following stations to emphasize that drivers should slow down and return to the pits. During practice, qualifying, and Time Trial sessions, the next session of cars may be released while the cars in the current session return to pit lane.

Drivers should complete the current lap and proceed to the pits at reduced speed.

2. RULES OF THE ROAD

2.1. PIT, PADDOCK, DRIVER RESPONSIBILITY

- 2.1.1. No person under 18 years of age is permitted in pit lane or the hot pits.
- 2.1.2. Only drivers and their crew may enter pit lane or the hot pits. All persons authorized to enter the hot pits or pit lane must wear long pants and closed toe shoes.
- 2.1.3. Drivers shall, at all times, be responsible for the conduct of themselves as well as their crew. All participants at an EMRA event are expected to conduct themselves according to the highest standards of behavior and sportsmanship both on and off the track.

2.2. ALCOHOLIC BEVERAGES AND CONTROLLED SUBSTANCES

- 2.2.1. Drinking of alcoholic beverages or consumption of controlled substances in the pit or paddock areas is strictly prohibited during the designated time of the event. If a driver OR a member of his/her crew is observed consuming alcohol or using controlled substances before the end of the day's racing activities or while an event is in progress, the penalty shall be:
- 2.2.2. If the driver has turned a wheel in practice, or has not yet raced, he/she will lose their entry fee, and be omitted from all sessions for the rest of the day.
- 2.2.3. If the driver has already raced, he/she will not receive points for the race, nor receive an award. The driver will not be permitted to enter the next race.
- 2.2.4. If the driver OR his/her crew continues to violate this and abuse alcohol or controlled substances, they may lose the privilege to participate with EMRA for one year

2.3. RULES OF THE ROAD

- 2.3.1. All flag signals shall be obeyed WITHOUT QUESTION (*see section 3 - Flags*).
- 2.3.2. Overtaking may not occur in no-passing zones.

- 2.3.3. It is the responsibility of the overtaking driver to make the decision and safely overtake on the race track. However, this will does not relieve the overtaken driver from responsibility for a safe overtaking maneuver. The overtaken car shall not block an overtaking car in an intentional or unsafe manner. Any driver who appears to be blocking another car seeking to pass may be warned and black flagged.
- 2.3.4. Drivers who fail to take practice or qualifying shall either start from the back of the pack or from pit lane at the discretion of the Chief Steward.
- 2.3.5. A finish may take place in pit lane. A car may take the checker while being pushed across the finish line by the driver and/or crew, but may not be assisted by another vehicle or by any Official of the Meet.

2.4. HAND SIGNALS

- 2.4.1. Before entering the pits from the course, the driver should signal by raising his/her arm and displaying a closed fist.
- 2.4.2. The driver of a stalled car should raise both arms to indicate that he/she is unable to move until the course is clear.
- 2.4.3. The driver of a disabled vehicle may raise both arms to their sides in a 'T' to indicate that they will require a tow.
- 2.4.4. A driver moving slowly or with a mechanical problem signal by raising his arm and remain off of the racing line.
- 2.4.5. A driver being passed by a significantly faster car should point to the side he/she wishes to be passed on.
- 2.4.6. Whenever a driver leaves an artificially marked course or an airport circuit with all four wheels, he must reenter the course at the same point where he/she left the course.
- 2.4.7. During an event, it is strictly forbidden to drive or tow a car in a direction opposite to that in which the event is being run without the specific approval of Race Control. Violation of this rule may mean immediate disqualification.
- 2.4.8. Should a driver overshoot his pit area, the car must be either be pushed back into the pit by hand, or continue forwards. Cars may not reverse under power in the pit lane. No car may be pushed back to the pit under conditions that would constitute a hazard.

- 2.4.9. If a driver is forced to stop his car on the course during an event, it is his first duty to place his car in such a manner as to cause no danger or obstruction to himself/herself, other competitors, or workers.
- 2.4.10. Drivers may not obtain assistance during the race other than from their pit crews. Pit crew assistance must be in the pits only. This does not preclude assistance by Race Officials for safety reasons.
- 2.4.11. In all EMRA competitions, engines may be started by push starting as long as is safe to do so. A driver who is unable to start within one minute after the field has left on the pace lap relinquishes his right to start the race if there is a reserve or alternate entry for the race standing by.
- 2.4.12. The use of a pace car is authorized in an emergency situation, at the discretion of Race Control, for the purpose of pacing the field allowing corner personnel to safely remove a disabled Driver(s) and/or vehicle(s) from a hazardous position. The Chief Steward will designate the driver of the car. In the event a pace car is used, no car, unless directed to do so by an official in the pace car, shall pass the pace car. The pace car shall wave cars by until the leader is behind the pace car. All cars must then hold position until the pace car has left the course and the green flag is displayed. Any car illegally passing the pace car will be black flagged.
- 2.4.13. If you start to slide off the pavement at speed, it is strongly recommended that you straighten the wheel and allow the car to drive straight off. Do not attempt to return to pavement at speed. Directional control in dirt is extremely limited, and the car may flip. In addition, the Chief Steward may penalize any driver who re-enters the track in an unsafe manner.
- 2.4.14. If you leave the course without damage, remain stationary until the nearest flag person waves you back onto the course.
- 2.4.15. Do not stop for incidents except in case of fire, and stop and render aid only if safe and practical.
- 2.4.16. If you are in an accident where the impact of the crash is severe or your car has overturned or rolled, turn off the ignition switch and attempt to extricate yourself. You must be examined by the track physician, regardless of how slight your injuries may be. Follow the physician's directions.
- 2.4.17. If your car becomes disabled on course and is unable to continue, pull off the pavement as far as possible, and signal your towing needs to the nearest flag station.

2.4.18. Drivers may not put two wheels over the white line marking the permissible limits of travel, between pit in and pit out at the beginning of a race. Violators will be black flagged and penalized.

3. EMRA COMPETITION LICENSES

3.1. NOVICE RACE LICENSES

Issued after successful completion of the EMRA Competition Driver's School or the equivalent, at the discretion of the Chief Race Instructor following consultation with instructors and official observers.

3.2. JUNIOR RACE LICENSES

Issued after successful completion (finishing) of two championship races, or the equivalent. Solo events, novice races, and Time Trials do not count toward fulfilling these requirements.

3.3. SENIOR RACE LICENSES

Issued after successful completion of four additional (total six) championship races, or the equivalent.

3.4. TIME TRIAL LICENSES

Issued after the successful completion of the EMRA Time Trial School or equivalent. Time Trial licenses are a confirmation that the driver has completed the necessary instruction and is allowed access to the track as a solo driver. EMRA Time Trial Licenses are required of all entrants participating in Time Trials except licensed race drivers. Time Trial licenses must be renewed on a yearly basis.

3.5. LICENSE RENEWALS

3.5.1. License holders who have competed during the previous year may have their licenses renewed with the submission of a license renewal form and the appropriate fees. Race license holders must also submit a recent physical examination form. Physical examination forms are valid for two years after the date of the physical.

3.5.2. Race license holders who did not compete during the previous year must submit a physical and complete one session of observed practice prior to validation for renewal. Race license holders who have not competed during the previous 3 years must undergo observed practice or attend a Competition Driver's School.

3.6. LICENSE TRANSFERS

- 3.6.1. All drivers in an EMRA race or enduro must have a current EMRA license. Drivers who currently hold valid competition licenses from SCCA, NASA, MCSCC, IMSA, RCCA, or CASC may, upon application, payment of license fee, and submission of the appropriate medical form, be issued an EMRA license of comparable grade. Holders of such licenses from previous years may obtain an EMRA license following the procedures under "License Renewals" above.
- 3.6.2. Drivers with a comparable license from a recognized sanctioning body may compete in a race with a temporary weekend license. Temporary weekend licenses are issued at the discretion of the Competition Board Director.

3.7. LICENSE FEE

- 3.7.1. The EMRA Race License Fee is \$75 per calendar year
- 3.7.2. The EMRA Time Trial License Fee is \$40 per calendar year
- 3.7.3. The EMRA Temporary Weekend License Fee is \$25 per weekend

4. PROTESTS

- 4.1. Any concerns or issues regarding the behavior or equipment of other competitors may be raised to the Chief Steward or one of the Stewards of the Meet verbally or in writing.
- 4.2. Any participant in an EMRA event may also file a formal Protest. In addition, the Chief Steward may file a "Request for Action" which is to be handled like a protest but exempt of fees.
- 4.3. Protests must be presented to the Chief Steward or one of the Stewards of the Meet.
- 4.4. Protests must be in writing and signed by the protester.
- 4.5. Protests must be accompanied by a \$25 protest fee. The fee will be returned only if the protest is found to be well founded and/or upheld by the Stewards of the Meet.
- 4.6. A Protest against car class, qualifying time, handicap, eligibility of car and driver must be filed not less than 30 minutes before the start of the race or 30 minutes after grid posting, whichever occurs first.

- 4.7. A Protest against any mistake or irregularity during a competition must be made no more than 30 minutes after the conclusion of the competition.
- 4.8. A Protest against the results of a competition must be made within 24 hours of the race. For endurance races, the deadline for protests may be extended to 24 hours after "FINAL" results are posted.
- 4.9. The Stewards of the Meet shall hear the Protest as soon as practical after the protest is lodged. All parties concerned shall be given adequate notice of the time and location of the hearing.
- 4.10. All protests shall be resolved and all parties notified before the next EMRA race meeting.
- 4.11. An appeal may be withdrawn or reduced but not added to without penalty at any time before it is heard by the Stewards of the Meet.
- 4.12. In the particular case that a protest against a car requires disassembly, the following shall apply:
- 4.13. The protester must post bond equal to the cost or disassembly, inspection, and reassembly.
- 4.14. The amount of the bond is to be determined by the Stewards of the Meet according to a Flat Rate Manual and current shop labor rates.
- 4.15. If the automobile is found legal, the bond will be used to cover the costs incurred.
- 4.16. If the automobile is found illegal, the bond will be returned to the protester and the entrant/driver of the protested car shall pay the costs.
- 4.17. The inspection and/or disassembly will be carried out under the supervision of the Stewards of the Meet or a representative of their choosing.
- 4.18. Failure of an entrant or Driver of a protested automobile to allow such an inspection shall result in immediate disqualification and other penalties as deemed by the Stewards of the Meet.
- 4.19. A car shall not be disassembled at a time or in a manner that would prevent it from racing in any EMRA event

5. APPEALS

- 5.1. Any decision resulting from a Protest or a Chief Steward "Request for Action" may be appealed. The following procedure is as follows.
- 5.2. An Appeal, in writing, is to be given or sent to the EMRA Board Chairman, accompanied by a \$25 appeal fee. The appeal is to be heard by the EMRA Executive Board or by an Appeal Committee appointed by the EMRA Executive Board at the earliest possible opportunity.
- 5.3. The EMRA Executive Board is the final Court of Appeals.