

Timing and Scoring

(Sections 5 & 6 from GCR)

2011 EDITION

GENERAL COMPETITION RULES

Updated through TB 11-04

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B. The following scale configurations are acceptable:

- platform scales,
- individual scales that weigh 1 axle (2 wheels) at a time, or
- 4 individual scale pads that each weigh a single wheel.

If all 4 wheels cannot be weighed simultaneously, the driver must be weighed separately from the car.

C. Certification

Scales or test weights must be certified, as follows:

1. On-site certification by a commercial scale service within 90 days prior to the event, OR
2. Use at the track of calibration weights, totaling 100 pounds up to 250 pounds total as recommended by the scale manufacturer, or minimum 250 pounds total if no recommendation is provided by the scale manufacturer for individual wheel scales; minimum 750 pounds total for platform scales. Where applicable, the calibration recommendation by the scale manufacturer (e.g., a manual or letter from the manufacturer) must be available at all times during an event where the scales are in use.

5.10. TIMING AND SCORING

5.10.1. Chief of Timing and Scoring

The Chief of Timing and Scoring (Chief of T&S) is responsible for accurately timing and scoring the event, specifically:

- A. Recruiting, training, assigning, and supervising qualified personnel to time and score the event.
- B. Providing the Chief Steward and the SOM any times and results they request.
- C. Maintaining records of official times and lap charts for all competing cars.
- D. Compiling and publishing the Official Results of all competitions, submitting copies of completed Official Results to the Race Chairman, to the SOM, the organizers, and the SCCA, and submitting complete Official Results (including qualifying) within 5 days to the Divisional Pointskeeper.
- E. At spectator events, working closely with the Press Officers, press, and other media, as well as with circuit, radio, and/or television announcers, providing qualifying information, results, and any other data requested, as quickly as possible.
- F. Titles are used in this section in a functional sense. The Chief of T&S may delegate any task to any member of the Timing and Scoring staff as appropriate.

5.10.2. Approved Systems

Transponder/transmitter systems used in SCCA Club Racing shall be manufactured by AMB or be compatible with AMB systems. Those other transponder/transmitter systems which are currently in use may continue to be used, but shall not be the primary systems for any National race.

5.10.3. Timing and Scoring Systems

- A. The use of two Timing and Scoring systems is required for SCCA National races and is recommended for Regionals and Drivers' Schools.

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- B. Any Timing and Scoring system used for a National or Regional race should enable the T&S staff to produce the following information: a set of grids for each race group, a set of time cards for each car from qualifying and the race, continuity tapes, independently prepared lap charts, provisional results, and final results. For Drivers' Schools, the T&S system should enable the T&S staff to produce the time on track for each session and comprehensive time for all sessions for each student, if requested by the Chief Instructor.
- C. Should there be insufficient staff to run two separate systems as described, the Chief of T&S should notify the Chief Steward. The Chief Steward may decide to waive the two-system requirement, allowing the Chief of T&S to use the staff in the most productive manner possible. In this case, the primary function during qualifying is to establish grid positions. During a race, the emphasis should be on scoring the race and recording any timing-related race information that is possible with the available staff. Timing of class leaders during races is recommended to provide the information described in Section 5.10.4.B.3. No protests concerning the Timing and Scoring requirements will be accepted.

5.10.4. Results

A. Provisional Results

A lap chart or a printout showing the order of finish and number of laps completed for each car shall be posted and titled as Provisional Results. The time of posting will be on the Provisional Results with the Chief of T&S's initials or signature, and a public address announcement will be made.

B. Final Results

1. At the expiration of the protest period (30 minutes or the time stated in the Supplemental Regulations), Provisional Results may be considered final if Tech has cleared impound and the Chief Steward and/or SOM have no pending actions. The Final Results should be titled as Final or Official Results and shall include the following types of information: description of event, timing and scoring information, and driver information.
2. The description of the event shall include: location of event, date, sanction number, name of conducting region, length of course, and scheduled duration of race (laps or miles).
3. The timing and scoring information shall include: total number of entries, including DNF's and DNS's, the overall and class finishing positions for all starters, the number of laps completed for all starters, the overall time of the race, the winner's margin of victory, the winner's average speed, the fastest lap time for all starters and any new course records.

A DNF is defined as a car that did not complete the required number of laps to be a finisher (half the number of laps completed by the overall leader, rounded down to the nearest whole integer). A DNS is defined as any car that turned a wheel on the track during practice or qualifying, but did not start the race. See 6.10.3.A.

4. The driver information shall include: driver's full name, hometown, state, region of record, membership number, car number, and car make and model, car make and model, *and sponsor information*.
5. Optional information on the Final Results might include: the

overall time and average speed for each class winner, pit stop information, *and* accident reports. This information may be available on a separate document, such as an Entry List.

6. When a car is given a lap, time, or finishing position penalty, the reason should be shown on the Final Results, including the GCR reference.
7. When a car is disqualified, excluded, or withdrawn, the results should list the car at the bottom of the finishing order, showing the true finishing order as affected by the disqualification, exclusion, or withdrawal. The results should show the final overall and class positions, as adjusted, for all finishers. The reason for the disqualification or exclusion should be shown on the Final Results, including the GCR reference.
8. *A driver not competing for event/series awards will be listed on the final results in the correct finishing position with a notation citing 3.8.6. No points will be assigned, if any would have been earned. An earned lap record remains intact.*

5.10.5. Media

It is strongly recommended that at spectator events the Chief Timer and Scorer meet with the Course and Regional Press Officers in order to establish close cooperation with the announcer and all media, and to arrange for fast transmission of unofficial and official Timing and Scoring information to these people.

It is always preferable that the Circuit announcer and any radio and television announcers receive information relating to Timing and Scoring from members of the Official Timing and Scoring personnel, via the Circuit or Regional Press Officer.

5.11. ADDITIONAL OFFICIALS

5.11.1. Driver Observer

A Driver Observer is an optional official who occupies a post along the course assigned by the Chief Steward, or by the Chief Observer, if there is one. Driver Observers are controlled by the Chief Steward and they report all incidents which occur in their assigned section of the course to the Chief Steward.

5.11.2. Press Officer

A Press Officer is an optional official who advises other Officials on press information and who acts as liaison with the promoter's press director, if any. Chief Officials and SOM cooperate with the Press Officer in carrying out his responsibility to advise the press on matters of public interest.

5.11.3. Judges

Judges are optional officials who may perform one or more of following duties:

- A. Starting Judges report to the Chief Steward any false starts immediately after they occur. Finishing Judges declare the order in which cars cross the finish line. Judges of the Fact decide whether a car has touched or passed a given line or rule on other facts of the same type provided in the Supplemental Regulations.
- B. A Judge's determination may not be protested.
- C. A Judge may correct his determination with the approval of the SOM.

5.12. STEWARDS

5.12.1. Stewards of the Meeting (SOM)

The SOM are responsible only to SCCA, and they enforce compliance

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intervals along the pit wall. If there will be refueling in the pits during the race, each team must provide 1, minimum 10 pound /60 BC or ABC rated fire extinguisher for each car.

6.3.3. Fueling

Fueling is not permitted in the pits unless authorized by the Supplemental Regulations or the Chief Steward.

6.3.4. Authorized Personnel in the Pits

Crew members in the hot pits must be event credentialed SCCA licensed members.

6.3.5. Number of Crew Members in the Hot Pit Lane

Unless the Supplemental Regulations or the Chief Steward provide otherwise, no more than 4 crew plus the driver or drivers may attend to any car in the hot pit lane.

6.3.6. Control

Pit crews are under the control of the Pit Marshal at all times.

6.3.7. Pit Barrier

Crew may only cross the pit barrier when their car is in the hot pit, except to signal the driver, when no more than 2 crew may cross the barrier.

6.3.8. Overshooting the Pit

If a car overshoots its pit location, the car must either be pushed back into the pit location by hand, or else continue for another lap. No car may be pushed back to the pit location if doing so would create an undue hazard.

6.3.9. Air Bottles/Gas Cylinders

All compressed air bottles/gas cylinders with a pressure in excess of 200 psi must have a protective structure around their gauges and valves when in the pit area.

6.4. THE GRID

6.4.1 General

A. 1 car in a class shall constitute a class. A car may not compete in more than one race class in the same race group.

B. Number of Cars allowed on Course

A maximum of 25 cars per mile may be on the course or started simultaneously in any type of session.

The Division's Executive Steward may increase or decrease the 25 car limitation for any or all race groups.

6.4.2 Establishing the Race Grid

A. A starting position is qualified by a driver/car combination.

B. The Chief Timer certifies official qualifying times to determine race grid positions. Cars are positioned on the race grid in order of their official qualifying times without regard to engine displacement or class, with the fastest cars at the head of the grid. Any other method of determining starting positions must be described in the Supplemental Regulations and approved by SCCA.

C. Qualifying time ties are broken by comparing the second fastest times, and then the third, if needed, and so on until a difference is found.

D. The fastest qualifier may select the inside front row position (in the direction of the first turn) or the outside. If he does not choose, the pole position is presumed to be the inside. If he selects the outside position, the second qualifier is assigned the inside, the third outside, the fourth inside, and so on throughout the entire

grid.

- E. Each driver/car combination must qualify within 120% of the qualifying time of the fastest qualifier in his class to be allowed to start his race. The Chief Steward may waive this requirement and may allow non-qualifiers to grid behind qualifiers.
- F. Cars that are not in position on the grid prior to the 1 minute signal relinquish their starting positions. They will be held behind other cars, and must start from the back of the field.

6.4.3. Qualifying for Oversubscribed Classes

When the number of cars entered into a single class race group exceeds the maximum number of cars per mile, the following qualifying procedures apply:

- A. The class is split into 2 qualifying groups.
- B. The grid is determined according to 6.4.2.
- C. Alternatively, if the Chief Steward determines that track conditions are significantly different for the 2 groups, he may recommend the parallel column procedure in which one half of the race grid is taken from each session, and gridded in columns by group, by time. The fastest car is assigned the inside position on the front row and he is followed in that column by the cars from his session in qualifying time order. The SOM must approve this alternate procedure.

6.4.4. Starting the Engine on the Grid

In all SCCA competitions, engines shall be started by the driver sitting in the normal driving position, except F500, using an on-board or supplementary power supply. Carburetor or fuel injection systems may be manipulated and/or primed in the starting process. Push starts are permitted only as specifically authorized as specified in 6.4.5.

6.4.5. Push Starts on the Grid

A car that cannot start on the grid may be push started under the supervision of the Grid Marshal, provided it is back in position prior to the 1 minute signal. Cars push started after the 1 minute signal, or not in position at the 1 minute signal relinquish their grid positions. They will be held behind other cars, and must start from the back of the field.

6.4.6. Fueling

Fueling is not permitted on the grid unless authorized by the Supplemental Regulations or the Chief Steward as specified in 6.3.3.

6.4.7. Air Bottles/Gas Cylinders

All compressed air bottles/gas cylinders with a pressure in excess of 200 psi must have a protective structure around their gauges and valves when in the grid area as specified in 6.3.9.

6.5. RACES STARTS

6.5.1. SCCA Standard Rolling Start

The SCCA standard rolling start will be used at all SCCA races unless an alternate procedure has been approved by the Division's Executive Steward and is included in the event Supplemental Regulations.

- A. The Chief Steward will instruct when the 5 minute and 1 minute warnings should be given to the cars on the grid, indicating the time remaining before the start of the race. These signals must be plainly audible or visible.
- B. Engines should be started at or before the 1 minute signal.
- C. At or before the expiration of the 1 minute warning, the cars will

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be released to begin the pace lap.

- D. One pace lap precedes all races, unless the Chief Steward, at his discretion, authorizes an additional unscored pace lap.
- E. If a pace car is used, it will be positioned at the head of the pack, with emergency lights flashing. When the field is released, the pace car may begin at a brisk pace, but will be sufficiently slowed before it pulls off the track to allow orderly grouping of the field. Drivers may not pass the pace car until it pulls off the track and the pole car will maintain the speed of the pace car before it pulled off track until the green flag.

If the race is not started, another pace lap will be run. Depending on conditions, the pace car may overtake the field and resume its function.

The front row drivers must be advised not to pass the pace car and that the pace car may return to its position for the additional pace lap if there is no start.

If a pace car is not used, the pole car will serve that function from its position in the front row, complying with the instructions of the Chief Steward or his designee.

- F. The Starter shall be safely located where the majority of the drivers in the field can clearly see him as they approach his position. He shall remain motionless, with the green flag hidden, and no other flags visible.
- G. The Starter will start the race by suddenly and continuously waving the green flag until all cars have passed the start line if the field is:
 - 1. at a constant slow speed;
 - 2. well bunched and in line; and
 - 3. close enough to the Starter that the majority of the drivers can see the flag.

Racing begins and passing may occur throughout the field when the green flag is displayed.

- H. The Starter will abort the start by displaying no flag and shaking his head in the negative if the field is not in good order, or if some drivers have improved their positions by moving out of line or by passing prior to the waving of the green flag. This advises the drivers to proceed on another pace lap. Drivers raise one hand to confirm that the start is aborted. (Except as provided in 6.5.2.D.)
- I. Any additional pace lap(s) following an aborted start are under double standing yellow flags at all stations, and they are scored as race laps. Timing starts when the pole car crosses the timing control line, unless otherwise specified by the event Supplemental Regulations.
- J. A car may not improve its position in the field after the cars are released from the grid for the pace lap.
 - 1. A car that fails to start with the pack or falls out of position during a pace lap relinquishes its grid position and may rejoin only at the back of the field.
 - 2. A car that is disabled and cannot keep the pace should not hold up the field. The driver must signal that his car is disabled by raising an arm, pulling to the side of the course, and staying

well off the racing line. Other cars may safely pass the signaling vehicle. The driver of a disabled car should seek assistance at the nearest corner station or pit at the first opportunity.

3. A car that improves its position relative to the field during the pace lap by moving forward, moving out of line, or passing before the green flag is displayed may be penalized for a false start. However, if a car drops out of the pace lap(s), everyone in the column behind that car must close up behind the car in front; moving up under this circumstance is not considered improving position or passing under yellow.
4. If a false start has occurred, and the race has been started, the driver(s) may be black-flagged and held in the pits or at the start line for up to 1 minute, and other penalties may also be imposed, as specified in Section 7.
- K. The SCCA Standard Rolling Start is not a flying start. The pace lap may begin at a brisk pace, but must be sufficiently slowed before the start line to allow orderly grouping of the field. The actual speed immediately prior to the start is dictated by the types of cars, size of the field, and course layout. The same official should brief the front row drivers before each race, preferably the Starter, under the direction of the Chief Steward.

6.5.2 Split Starts

- A. Split starts are recommended when there is a large differential in speed or cornering ability between the classes or categories in a single race group. The procedures for a split start must be explained in the Supplemental Regulations or at a Drivers' Meeting.
- B. The Chief Steward will determine the class(es) in each segment. Segments will contain entire classes of cars, including those cars with no qualifying time. The class containing the car with the fastest qualifying time will be a part of the first segment. The cars assigned to each segment will be gridded by qualifying time, regardless of class.
- C. Each segment should be led by a pace car, if possible. A following segment should have the previous segment in sight on the longest straight.
- D. Split Starts
 1. Provided each segment is properly formed, each will receive a separate green flag.
 2. If the first segment receives a green flag, the race is considered to have begun for the subsequent segments when they cross the control line, regardless of the flags displayed by the starter.
 3. The flags displayed by the starter have their normal meanings.
 4. If the first segment receives a green flag, but on track safety conditions require an immediate full course yellow, cars in subsequent segments should fall into single file grid order and make every effort to safely catch the back of the first segment.
 5. Drivers in each segment shall not improve their position until their respective green flag is displayed. Jump starts may be penalized.

E. A starting judge should be appointed for a split start.

6.5.3. Late Starters

After the field has left the grid, the Chief Steward may release cars that were not in position at the 1 minute warning to join the back of the pack either from the grid at the beginning of the pace lap or from the pit exit after the race has been started.

6.6. PACE AND SAFETY CAR

6.6.1. Operation and Control

Pace car procedures are located in 6.5.1.E.

The Chief Steward is responsible for the control and safe operation of the pace/safety car(s), and he must approve the communicator/observer and the driver, who must either hold or have held an SCCA National competition license, or have other qualifying experience.

6.6.2. Safety Car Procedures

The Chief Steward may use a safety car as necessary to control the field and to assure expeditious restarts.

A safety car will enter the course only under double yellow flags.

When dispatched, the safety car, with emergency lights flashing, will gather the field under steady and reduced speeds that are appropriate to track conditions. Drivers must make every effort to safely catch the field to form a single and evenly-spaced line behind the safety car. The leader must keep pace with the safety car, and not balk the field, which shall follow the safety car in a safe and sportsmanlike manner, allowing sufficient room for fellow competitors. Cars must pass any on track incident(s) well under control.

If the safety car is not dispatched in front of the leader, an official in the safety car will wave cars by until the leader is behind it. Race cars may not pass the safety car unless waved around by that official. Any car passing the safety car without being directed may be black-flagged into the pits, and other penalties may be imposed, as specified in Section 7.

A driver of a car that is disabled or cannot keep the pace should not hold up the field. He must signal that his car is disabled by raising an arm, pulling to the side of the course, and staying well off the racing line. Other drivers may safely pass the signaling vehicle. A driver of a disabled car should seek assistance at the nearest corner station, or pit at the first opportunity.

The safety car will maintain the established pace, extinguish the lights, and exit the course prior to a restart. Drivers must maintain the safety car's pace and not improve their positions or begin racing until the green flag has been displayed to restart the race.

If there is no safety car, the race leader will perform its functions.

6.7. STOPPING A SESSION

6.7.1. Methods

When it is necessary to stop a session, the Chief Steward may do any of the following:

- A. Order a black flag with an "ALL" sign at Start (this sign may also be shown at additional stations elsewhere on the course) and a black flag at all other flag stations around the course.
- B. Order a red flag at Start and all other flag stations. Further instructions will be conveyed by officials.
- C. Order the checkered flag to be displayed to the lead car if at least

50 percent of its scheduled time or distance has been completed.

6.7.2. Assistance During Race Session Stoppage

Replenishing or assisting cars is allowed after *a practice or qualifying session is stopped and before it is restarted, but not* after a race session is stopped and before it is restarted.

6.8. RESTARTING A RACE

If a race is stopped, the Chief Steward may:

- A. Restart in the original starting order. (See 6.7.2.)
- B. Restart the cars single file in the physical order they crossed the control line on the last completely scored lap.

When a race is restarted, each pace lap counts as a race lap. In a timed race, the clock is restarted when the field is dispatched. Any method of restarting the engine is permitted.

6.9. RAIN RACING

If a race is started in the dry, and it starts to rain on all or part of the course, the Chief Steward may use one of the following procedures:

- A. If the race has covered half or more of the scheduled distance or time, it may be finished with the checkered flag.
- B. If the race has not reached half distance or time, the black flag "ALL" procedure shall be used to bring all cars into the pits, and 15 minutes will be allowed to install rain tires, at the driver's discretion. The cars will restart single file in the overall order of the cars on the last completely scored lap.

6.10. TIMING LINE; STARTERS, FINISHERS, AND WINNERS

6.10.1. Starting Line for Timing and Scoring

Unless otherwise defined in the Supplemental Regulations, the start line is the control line where timing begins when crossed by a car.

6.10.2. Race Starter

One of the following conditions must be met for a car to be considered a race starter:

- A. The car receives a green flag at the start of the race.
- B. If the start is aborted, the car crosses the control line.
- C. The car is anywhere on the course when the green is displayed, but not in the pits.
- D. The car completes the pace lap for the first start.
- E. The car enters the race any time after the start before the checkered flag is displayed.

6.10.3. Race Finisher

- A. A race finisher is a car that completes half the distance of the overall winner of the race. If the race is an uneven number of laps, divide the winner's laps in half and round down to the nearest whole integer. A car has 5 minutes after the checkered flag to complete its current lap.
- B. A car may complete a lap by being driven across the control line in the pit lane only using on-board power (such as the starter motor), but it may not be pushed across the line by its crew or any officials.

6.10.4. Race Winner

The race winner is the car that completes the race distance in the least time, or the greatest distance in the timed length of the competition. If

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the race is shortened, the leader of the last completely scored lap is the winner, provided the race is completed.

A. Checkered Flag

The checkered flag is displayed at the finish line first to the winner as he completes the race distance or after he completes the prescribed time, and then to the other finishers as they cross the finish line.

B. Checker to Wrong Car

If the checkered flag is displayed first to the wrong car, it shall be continuously waved until seen by the entire field. The race finishing order will be determined by the last completely scored lap.

C. Late Checker

If the checkered flag is not displayed at the scheduled end of the race and the race is one or more laps longer than scheduled, the race is scored as if it had ended at the scheduled length. As soon as the Starter is aware that the checkered flag has not been displayed at the scheduled end of the race, he may show the checkered flag immediately, if both Timing and Scoring and the Operating Steward concur.

D. Winning Car Not Running in Timed Race

If the winning car is not running at the expiration of the timed length, the checkered flag will be displayed to the highest placing car still running. The winner in a timed race is not required to take the checkered flag.

E. Dead Heats

Competitors in a dead heat share the prizes allotted to their finishing positions.

6.10.5 Shortened Races

- A. If a race is stopped at less than 50 percent of its scheduled time or distance and is not restarted, it is incomplete; championship points shall not be awarded, and organizers will not be required to distribute trophies or other awards.
- B. A race that is stopped at 50 percent or more of its scheduled time or distance, and not restarted, is complete, and results will reflect the order of the end of the last completely scored lap (even if that lap is less than 50 percent of the scheduled distance).

6.10.6. Lap Record

Official lap records are set during races; not practice or qualifying. A driver whose car is *penalized* for non-compliance *in a race* may not set a lap record *in that race*.

6.11. RULES OF THE ROAD

6.11.1 On Course Driver Conduct

- A. Drivers are responsible to avoid physical contact between cars on the race track.
- B. Each competitor has a right to racing room, which is generally defined as sufficient space on the marked racing surface that under racing conditions, a driver can maintain control of his car in close quarters.
- C. Drivers must respect the right of other competitors to racing room. Abrupt changes in direction that impede or affect the path of another car attempting to overtake or pass may be interpreted as an effort to deprive a fellow competitor of the right to racing room.
- D. The overtaking driver is responsible for the decision to pass another car and to accomplish it safely. The overtaken driver is responsible

APPENDIX C. LICENSING AND TYPES

1. OFFICIAL'S LICENSING AND TYPES

1.1. Official

1. Regional
2. Divisional
3. National
4. Senior

1.2. Steward

1. Steward-in-training
2. Regional
2. Divisional
3. National
4. Senior

1.3. Licensing Requirements

- A. Only SCCA members may be licensed.
- B. License applications are available from Divisional Specialty Administrators, Regional Licensing Chairmen, online at the SCCA official website, and by mail from the SCCA National Office.
- C. Except for the Senior License level, all Licenses are for one year, concurrent with the membership term.
- D. Following the initial year, the renewal minimums are as follows:
 1. Divisional Renewal : Six (6) days at SCCA Sanctioned events in the preceding 12 months.
 2. National Renewal: Eight (8) days at SCCA Sanctioned events in the preceding 12 months.
 3. Senior Renewal: Must be approved by Divisional Administrator and Executive Steward every three (3) years.
- E. Anyone not meeting the participation requirements for his license (upgrade or renewal) is advised to contact his Divisional Specialty Administrator, who may waive requirements.
- F. Upgrading to the next level of license is dependent upon the specialty.
- G. License Renewal/Upgrade Forms are mailed automatically to license holders in advance of the expiration of the current License.

1.4. Licensing Minors

- A. The SCCA defines a Minor as an individual between 15 years and the age of majority as determined by the law in the state of the individual's residence (typically 18 years old, but it may vary). A Minor may apply for an SCCA Official's License.
- B. Only the National Office may issue an Official's License to a Minor. In addition to the Specialty License Application, a Minor applicant must submit the following to the National Office:
 1. A completed Parental Consent, Release and Waiver of Liability,

Assumption of Risk and Indemnity Agreement. This document must be filed annually until the Minor achieves the age of majority in his state.

2. A completed Minor's Assumption of Risk Acknowledgment.

2. COMPETITION LICENSES

2.1. Medical Requirements

- A. Everyone who applies for an SCCA Competition License or Permit must submit a completed SCCA Physician's Examination and Medical History Form or a NASA approved medical form. For the purposes of SCCA competition licensing, the term "form" refers to either version. The form must be submitted every 5 years for applicants ages 15-39; every 3 years for applicants ages 40-49; every 2 years for applicants ages 50-59; and every year for applicants age 60 and over. The examination date cannot be more than 3 months before the Competition License or Permit application date. A new Form is not required for a 15 year-old Novice Permit holder or Novice Permit holder applying for a Regional or National License, provided the current Form is within the specified term for his age group. The form remains valid for an SCCA license only when a member maintains continuous SCCA membership and permit or license.
- B. An individual may be issued a Novice Permit by a Divisional or Regional Licensing Chairman provided there is no medical condition identified on the Form which requires review by the Medical Advisory Board.
- C. SCCA Physician's Examination and Medical History Forms are available from Regions, from the National Office, and on SCCA's web site, www.scca.com.
- D. Many medical conditions affect a competitor's fitness. Certain conditions will be automatically reviewed by the Club Racing Medical Director and the Medical Review Board to determine whether a competitor should be issued a license. Specific medical conditions that preclude issuing a license are varied and change with improving medical treatments. The medical reasons for denying a license will be explained to the applicant. Actions of the Medical Review Board are final and are not subject to protest.
- E. A competitor who is issued a license under medical waiver must submit the Form annually.

2.2. Credit Toward License

- A. To qualify for renewing or upgrading a license, a competitor must participate in the minimum number of SCCA races specified in Table 1. However, no license credit shall be given for the following:
 1. Drivers Schools
 2. Races held as part of a Drivers School
 3. Events not sanctioned by the SCCA
 4. Events resulting in a DNS or DNF
- B. A licensed competitor may enter multiple cars in an event, but will earn license credit for only one entry for each race group per sanction number. A Novice Permit holder will earn license credit for only one race for each sanction number.

2.3. Competition Licensing Requirements

Table 1 below shows the standard licensing requirements and progres-