



SuperSprints is new racing format where a “team” is your car and one or more drivers. Each team competes in multiple races each day, each race lasting 35 to 60 minutes. Overall standings are based on the results of all races combined. SuperSprints lets you choose what your racing weekend looks like - race every stage yourself for maximum track time or divide the stages between drivers and split the costs. No pit crews or gear, no hot fueling. Just a lot of racing in a laid back atmosphere.

Bring A Car

Many cars built for other organizations are eligible if they meet our specifications (ex. Production, Touring, CMC, some Spec, Endurance Racing).

Build A Car

You may build a car based on any mass-produced passenger car or truck sold in North America weighing under 3500 lbs as-raced.

Touring Car Classes

Mass-production touring, coupe, sports car or sedan cars that are classed by power to weight ratio.

Spec Classes

Cars built to specifications set by or approved by the Officials, and will be classed based on said specification.



REGISTRATION

1. Registration requirements to be announced (TBA)

TEAMS & DRIVERS

2. A "Team" consists of a car and **one or more** drivers - You can drive all heats yourself or split them with one or more drivers depending on your preference. There is no limit to the number of team members. A designated team captain will handle registration and officiating issues.
3. All drivers must be in good physical health and not under the influence of alcohol, controlled substances or prescription medications that may impair judgment and/or coordination.
4. Any driver holding the following competition credentials may participate without restriction:
 - TMA-issued License
 - SCCA, NASA, PCA, BMWCCA, VARA, FIA, IMSA, WRL, LeMons, ChampCar, or other organization recognized by Texas Motorsports Alliance, or;
 - DE instructor or DE advanced/solo-rated driver (must provide verifiable reference from CDI), or;
 - Other track/racing credentials as provided to and approved in advance of the event.
5. A "Novice" driver is defined as having no formal wheel to wheel road racing experience. More Novice information TBA.
6. Driver safety gear: Each driver will present his or her safety gear annually for inspection and be issued an annual safety compliance sticker. All drivers entered in a race must wear the following protective gear while on track, no exceptions or exclusions are permitted. For maximum safety, skin should be completely covered. Drivers are ultimately responsible for ensuring that their safety gear is current and in serviceable condition without damage that compromises its intended function.
Minimum requirements -
 - Nomex racing suit with an SFI or FIA rating (SFI 3.2A/1 with Nomex underwear accepted).
 - Full-face helmet rated Snell SA2015 or later (face shield/visor in place and down when racing).
 - Gloves and shoes rated SFI or FIA.
 - Head and neck device rated SFI or FIA.
 - Nomex underwear, socks and balaclava are highly recommended.

PERSONAL CONDUCT

7. Anyone entering the Event premises must sign the Liability Waiver at the gate and wear the wristband issued by the gate staff confirming that the waiver was signed. No signature, no entry. No exceptions.
8. Participants will follow the rules and directions of the venue staff and event staff, and conduct themselves in a courteous and professional manner while on the Event premises.
9. Any conflicts or disputes over official decisions, track rules, event rules, or venue rules will be handled through the Chief Steward.
10. Sharing driver credentials is prohibited and will result in everyone involved being banned from the event.
11. Putting any motorized vehicle on track without authorization of the officials is prohibited.
12. Social Activities: There will be various organized social activities that members/drivers may be asked to assist with and all are welcome to enjoy. All organized social activities will be announced in the Event Schedule. All drivers, crew, families etc. are invited to hang out in the tech inspection area, check in area or safety gear inspection area to socialize OR help out! Bring a beverage(s), snacks, corn hole boards, etc. and have fun! The more, the merrier.

CAR SAFETY REQUIREMENTS - ALL CLASSES

13. Each race car must undergo an annual safety and classing inspection. The car's logbook and safety info will be updated.
14. All cars must be maintained so that they are safe and reliable. This section outlines the minimum safety standard.
15. Major body panels must be in place. No damage may present a hazard to competitors. Anything added to the exterior of the car - including aero - must be completely secure, shatterproof, etc.
16. All safety equipment and safety systems must be properly installed and in serviceable condition. Anything deemed unsafe by officials will prevent car from racing until the issue is corrected.
17. Fire Suppression: At minimum, a fully charged 2.25lb fire extinguisher rated A:B:C, secured in the cockpit with a metal mounting bracket with quick release and within reach of the driver. Highly recommended - a properly installed and charged fire suppression system of at least 2.3 liters capacity installed per manufacturer directions.
18. Battery must be properly and safely secured. A Master Kill Switch must be installed so that it isolates voltage sources (battery, alternator etc) from all ignition circuits (ECU/PCM may remain powered). Switch location is open as long as it can be deactivated by the driver AND Safety Workers (multiple switches wired in series allowed). All kill switches must be visible and red in color - or be clearly labelled.
19. Restraint/Harness must be a minimum of 5 points, with current FIA or SFI rating and is required to be installed and used per manufacturer specifications. Sub belts and laps belts must be attached to structural members or bolted through floor with 3" dia. (minimum) backing washers or plates. Shoulder straps must be properly secured with any excess webbing secured.
20. A Window Net must be installed to prevent driver's head or arm from extending outside the plane of the driver's window while seated. Net must be secured to the cage or chassis only, and must be easily removed at the top using a quick release system. Arm restraints may be used instead of nets and are required for open cockpit cars.
21. The driver's seat must be one-piece design specifically for auto racing. Seat must be mounted at a minimum of four points to the floor or cage. If bolting through the floor, 3"+ dia. washers or backing plates are required. Seat back will be less than 2.5" from the harness bar, or a seat back brace must be installed to prevent rearward movement of the seat. If the seat does not have a "halo" or head/helmet containment, a right-side helmet net must be mounted between the right-side of the headrest and a secure point on the dash to restrict head movement.
22. Ignition locks must be disabled. Airbags must be removed.
23. Windscreens/windshields must be present. Any other glass may be removed. Any glass may be replaced with polycarb or Lexan.
24. Exhaust system must be secure, leak-free and exit behind the main hoop of the roll cage. Noise restrictions listed in any event's supplemental rules must be met in order to race.
25. Cars must have at least two functional red brake lights and at least one rear marker/rain light (OEM lighting meets these requirements). Any headlight requirements will be outlined in an event's Supplemental Rules when necessary.
26. Tow points: Cars without designated front and rear tow points may be pulled from any point available to Rescue crews as needed, without regard to damage to the car.
27. Fuel tanks, cells and lines: Factory fuel tanks are allowed in most applications unless a known safety issue exists.
28. Fuel cells are allowed if designed and sold for automotive use, consist of a deformable bladder or rotary-molded plastic vessel enclosed in a metallic can and be manufactured by an approved manufacturer (ATL, Fuel Safe, JAZ etc). Cell must be properly installed, protected, plumbed and vented. Officials will make the final determination on what is a proper and safe installation.
29. Fuel, brake or oil lines passing through the passenger compartment must be rigid metal tubing or steel-braid armored, free of damage, kinks or leaks. It is recommended that no flammable fluid pass through the driver compartment.
30. Firewall must be present between fuel cell/fuel tank and the driver, and between the engine and the driver. Any holes or gaps 1/4" dia. or larger must be closed, plugged or sealed.
31. Car Numbers: 8" or taller required on both doors. 4" high numbers or taller required on the front and rear deck or bumper area. All numbers, regardless of color and font, must be high contrast and legible at-speed for track workers.
32. Decals: Club-provided Class badge and sponsor decals must be displayed. Class badges will be placed on front and rear vertical surfaces.

ROLL CAGE

33. All cars competing in wheel-to-wheel racing will have a properly designed and built roll cage. Roll cages must be built to these minimum specifications. Existing roll cages used in NASA, SCCA, Vintage and other national or regional road racing sanctions, if properly built and stamped/inspected, are allowed. Exceptions may be granted for some designs at the discretion of Officials if they meet safety standards. All cages will be inspected annually, no car will be allowed to race if the cage does not pass scrutiny.
34. Professionally designed and built roll cages are highly recommended. Pre-fab cage are allowed provided they are installed using the manufacturer provided/specified tools and hardware and meet the design criteria herein.
35. Welds will be 360 degrees around every tube joint, with full penetration.
36. All tubing will be seamless mild steel or DOM, ERW is not acceptable. Tubing will be mandrel bent and properly notched with appropriate tools. Bends must have a radius no less than 3 times the outside diameter of the tubing and will not show any signs of crimping, stretching or other potential failure. Tubing size is determined by the gross weight of the vehicle as-raced:
 - Under 2500 lbs - 1.50" x 0.095" minimum.
 - 2501 and over - 1.50" x 0.120" or 1.75" x 0.095" minimum.
37. Any cut made in a firewall to accommodate tubing must be re-sealed once the tubing is installed
38. The use of gussets to strengthen cage connecting points is allowed.
39. Any portion of the finished roll cage that may be contacted by the driver's helmet, body or limbs must be padded with roll bar padding.
40. Main Hoop: A single, continuous length of tubing with no more than 4 bends, and should follow the b-pillars and roofline as closely as possible with a rear-leaning rake of no more than 5 degrees off vertical. The Main Hoop will be tall enough so that a driver's helmet does not extend above a line connecting the centerlines of the Front Hoop and Main Hoop.
 - A diagonal brace will be added in the same plane as the Main Hoop, with one end connecting at lower right of the Main Hoop at the base mounting plate or as closely as possible, and the other end connecting to the top left (horizontal) of the Main Hoop within 12" of the bend nearest the driver's head
 - The Main Hoop will be braced with two tubes extending rearward near the top corners (bends) of the Main Hoop, running to the rear floor, cross member or strut/shock towers. Rear bracing will not have any bends and should be at a 30-60 degree angle to the plane of the Main Hoop. "Petty Bars" may be approved on a case-by-case basis
41. Top and Forward section: The top and front section of the main cage may be one of three configurations:
 - Vertical Hoops (aka "Forward Hoops"): Tubes extending forward from the top corners (bends) of the Main Hoop and down to the front floor or structure, following the roof line and a-pillars as closely as possible, each with no more than 2 bends, and both connected by a tube running as close to the top of the windshield as possible. (SCCA Production- and Vintage-style cages that use a straight bar to the dash area and do not follow the original roof line may qualify, petition the officials before the race to gain approval), or;
 - Top Hoop (aka "Halo"): A single tube bent into a "halo" that extends forward from either corner of the Main Hoop in a horizontal plane to the top of the windshield and follows the roof line as closely as possible. The front of the halo will be supported from the floor/sill by a continuous section of tubing that follows the a-pillar as closely as possible from each front corner of the halo to the floor, or;
 - Front Hoop: A single, continuous length of tubing with no more than 4 bends, which should follow the A-pillars and roofline along the top of the windshield as closely as possible, mounted on either side to a floor plate or sill. The front Hoop and Main Hoop will be connected together on either side by tubing running from the top corners of each hoop and following the roof line as closely as possible.
42. Door Bars: A minimum of two door bars are required on the driver's side, x-bars are acceptable. Bars must be placed such that the driver is protected in the event of a side impact. Door bars may be bent to push into the door cavity, but S-bends may require additional gussets or bracing. A minimum of one door bar is required on the passenger side and may be horizontal, diagonal or an "X".
43. Dash bar: A dash bar running horizontally between the front hoop a-pillar bars, and at the approximate height of the original dash is required unless the OEM dash bar is retained.
44. Harness Bar: A horizontal bar between the left down tube of the Main Hoop and the Diagonal Bar may be installed for shoulder harness strap mounting, at a height recommended by the harness manufacturer. Harness bar may have bends to accommodate aft seat travel.
45. Seat Mount: A seat mount tube or tubes mounting the seat to the roll cage is encouraged

46. Cage Mounting: Cage must be mounted to the floor, towers and/or sill plates at a minimum of 6 points (2 each at the Main Hoop, Rear Braces and Front Hoop). 2 additional mounting points are recommended at the Front Hoop to the firewall or front wheel wells to help protect the driver's feet and legs. The use of Body Tabs and other tubes creating connection points are open.
47. Mounting plates: Plates added for cage mounting must be at least 16 square inches at 0.125" thick and must be welded completely around the perimeter. If bolted in, plate must be 3/16" thick minimum, bolted at a minimum of three points with 3/8" or larger Grade 5 hardware.
48. Final Authority: Whether your cage passes safety inspection or not lies solely and completely with the race officials irrespective of what other series you've raced the car in. If the cage is deemed unsafe, if there are missing bars, missing/inconsistent welds, or any other issue that present a safety hazard, the car will not be allowed to race.

TOURING CAR CLASSES - ALLOWED MODIFICATIONS

49. This section applies to Touring Class cars only and does not apply to any Spec class.
50. Only certain modifications are allowed without penalty. If the rules don't specifically say you CAN, then you CAN NOT make a modification without incurring a penalty. There are no gray areas or loopholes.
51. Engine modifications are open for all cars with a valid dyno sheet.
52. Brakes: Upgrades to calipers, pads and rotors are allowed, retrofit of up to three piston calipers allowed, proportioning valves allowed.
53. Springs: Any springs of the same material and basic design as OEM are allowed in original/factory orientation, may heat or cut
54. Shocks/Struts: OEM for the make/model or aftermarket equivalent. Basic Coilovers are allowed in the OEM routing locations.
55. Other Suspension allowed: Sway bars, panhard/Watts linkage and camber plates. Adjustable front, upper control arms. Bending suspension members to alter geometry. Reinforcing suspension attachment points to gain durability. Bushings may be any material.
56. Aero: Basic (OEM) air dams/front splitters, hood/fender vents and fixed, single-plane rear wing/spoilers allowed.
57. Wheels: Open but tire may not extend more than 1.5" from fender lip.
58. Transmission and oil coolers allowed. Any aftermarket radiator allowed. Brake cooling vents/ducts are allowed
59. Accusumps and oil baffles allowed.
60. Weight reductions allowed, but the exterior skin, and chassis structural integrity must be retained. Fenders, hoods, trunk lids, firewalls, floors, doors and structural wheel wells must remain intact. Doors trimmed for access allowed. Alternate bodies are eligible but must be approved.
61. Ballast - Weight, mounting type and location must be approved. See Rule #72 below.
62. All driver comfort, communications and information systems are allowed.
63. Any OEM transmission offered on the specific make/model AND generation of the car allowed, including automatics and factory dual clutch transmissions are allowed.
64. Any OEM differential/ratio offered on the specific make and model of that car allowed. May be welded.
65. Cars with any modifications not allowed above will be assessed a weight penalty per violation.
66. Tires: DOT rated tire with a UTQC/treadwear rating of 240 or higher. Other tires may be used but car will not earn Points.
- 67. Failure to disclose modifications may result in disqualification.**

TOURING CARS - CLASSING PROCESS

Touring Class employs a power-to-weight system to determine car class that helps balance performance within each class. Points are added or deducted from the power to weight ratio for cars modified outside of the rules.

Step One: Calculate your car's Base Power to Weight Ratio

68. Log Book Weight: You must have your car weighed with no driver prior to the race.
69. Proof of power: You must bring a recent dyno sheet dated within the past 12 months (unless otherwise requested). The Base Power to Weight Ratio is calculated by dividing the car's actual weight by the engine's dyno-rated horsepower.
70. Cars without weight/dyno credentials may be allowed to race at the approval of the race Steward but may not podium or earn points.
71. Cars may add ballast to bring it into compliance with a given class requirement. You must receive prior approval to add ballast. Amount of ballast is solely at the discretion of the officials. Don't expect to be at the minimum weight for a given class.
 - Exact weight and location of ballast must be pre-approved
 - Ballast must be safely and properly secured in the vehicle
72. A post-race weigh in and dyno run may be required. The car's post-race impound weight must be no more than 50lbs under its logbook weight. Cars may be disqualified or moved to another class prior to posting official race results based on incorrect or misrepresented logbook statistics, at the steward's discretion.

Step Two: Adjust power to weight ratio and determining class

73. Cars that are modified beyond what is specifically allowed in "Allowed Modifications" section above will be subject to one or more penalties deducted from their power to weight ratio (see Table 1).
74. Cars with specific characteristics may be allowed adjustments by adding to their power to weight ratio (See Table 1).
75. Touring Class cars will be placed in a class based on adjusted power to weight ratio per Table 2 below.
76. Officials may move any car to another class if it has a demonstrated history of under or over performing in its current class
77. Officials may move any car to another class based on qualifying times that are significantly out of range for its calculated class.
78. Teams may petition officials for a class change at least 4 weeks prior to the next event by providing written appeal including objective and/or measurable reasons why the class change is warranted.

TABLE 1 - ADJUSTMENTS	
Item	Adjustment
Aero - Static	TBA
Aero - active	
Brakes	
Differential	
Suspension	
Transmission	
Front Wheel Drive	
Solid Rear Axle	

TABLE 2 - TOURING CAR CLASSES	
Class	Minimum Power to Weight Ratio
Touring 1	TBA
Touring 2	
Touring 3	
Touring 4	
Touring 5	

SPEC and GUEST CLASSES

79. Spec classes are based on specific criteria set for the car. "Guest" class is defined as a Spec or Formula class specific to another series that may be invited to run showcase races in a its own race group (ex. Formal Ford or SRF).
80. CLASSES TBA

RULES OF RACING

81. The basic race day format will include a qualifying session, multiple race heats (stages) and HPDE or open track sessions. Other formats may be offered. See the Event Schedule for each event.
82. Practice sessions may be offered the day prior to the race weekend, or on the day of the race if time permits.
83. Qualifying sessions are "open track" - timing and scoring will use your best lap time during the qualifying session. Cars with no qualifying time will start at the back of the grid.
84. Run Groups: Different Classes will be grouped together based on lap times/speed differential to minimize safety issues due to closing speeds. Each car will run in the designated race group for its class as set in the Event Schedule.
85. Grid: If qualifying times are used to set grid order, the order will be set by fastest qual-time (fastest on pole). Where grid is set by previous finish, grid order will be set by reverse order of previous stage (slowest on pole). The grid order for each stage will be announced in the Event Schedule.
86. Start: Rolling starts may be single file, or double wide where drivers are expected to maintain a two-row formation until the green flag comes out. Standing starts may be used, cars will remain stationary until Grid is clear and the green flag is waived.
87. Finish: Stage length is set by elapsed time, not laps or distance. The checkered flag will be shown to the overall P1 car at or after time has expired for that stage. Drivers will take one cool down lap after passing the checkered flag and then enter pit road.
88. Impound: Unless otherwise specified in the Event Schedule, the top 3 finishers in each class will be directed to an impound area in the paddock after checkered flag and held for inspection/protest for a length of time determined by the steward.
89. No Contact: Super Stage Touring is a **non-contact racing club**. While accidental car-to-car contact will happen at times our goal as a club is to minimize both the frequency and severity by following and enforcing common sense principles starting with this - you are here to have fun and it's no fun to take a car home that's been wadded up or mutilated by sloppy, stupid or careless racing.
90. Racing Room: To avoid contact, all drivers should maintain racing room at all times and in all situations. "Racing room" is defined as allowing all competitors space to maneuver their car on the racing surface.
91. Penalty: Drivers ruled to have initiated or caused car-to-car contact will be penalized based on the type of contact, as follows:
 - Incidental Contact: Minor contact incidental to racing that leaves no body damage nor moves a car off its line. One or more parties may be required to consult with Officials after the Stage. Note that a pattern of repeated incidental contact by a driver will be treated as Avoidable Contact.
 - Unavoidable Contact: Any contact that damages a car or moves a car off its line or off the racing surface, but where the drivers involved could not reasonably avoid the contact. Example: Avoiding an incident on the racing surface. A driver deemed to be at fault will be required to consult with Officials and a lap penalty applied post-race after the Stage.
 - Avoidable Contact: Any intentional contact, repeated contact, contact resulting from reckless or negligent driving, or any contact where a driver could have taken reasonable measures to prevent or avoid the contact incident. Driver deemed at fault will be Black Flagged and sent behind the wall. If the contact requires another car to leave the race due to damage, the driver deemed at fault will receive an automatic one-year probation. If the contact was deemed intentional the driver will be banned from SuperSprints indefinitely.
 - A driver placed on probation must complete the probation period without violating any SuperSprints track rule including contact, flagging, no passing zones etc. Violations will result in extending the probation period, a racing ban for the driver for a specific period or an indefinite ban, at the discretion of Officials.
92. Passing: Any time you are passing other cars it is your responsibility to plan and execute a safe pass and maintain racing room at all times. When being passed check your mirrors, hold a consistent line, be predictable, and maintain racing room at all times.
93. Common offenses: "Dive bombing" into corners, chopping or cutting someone off in an unsafe manner, having no situational awareness and blocking are examples of unsafe maneuvers and may result in a Black Flag penalty.
94. Loss of control: Multiple spins and/or four-offs by the same driver may require a Black Flag penalty. Consistent lack of control instances by a driver may result in additional penalties up to and including immediate suspension.
95. Race- or track-specific rules and regulations can be found in the Event Schedule.
96. Fueling: Fueling will take place in the open paddock and never in garages. The following safety precautions will be observed:
 - Car's ignition will be off during fueling.
 - There will be no smoking, grilling, open flame or ignition sources present within 25' of a fuel port.
 - A fire extinguisher must be present within 10' of the fuel port.
 - Fuel will be dispensed from DOT approved jugs or paddock fuel pump only.
97. Incidents, shunts, rollovers: Unless the car is on fire or you are sinking in a lake, remain in the car with harness fastened and safety gear on. Wait for a member of the rescue or officiating team to assist you.

FORMATS

98. Race Format for a given weekend will be announced and detailed in the Event Information.
99. SuperSprint: A minimum of 4 sprint races per day lasting 35-60 minutes each depending on weekend schedule. A “team” consists of a car and 1 or more drivers. Each Team will score points based on finishing position within its class for each race, with DNS earning points equal to the number of cars entered in the class. The lowest point total for all races in each class is the class champion for the event. Event Information for each weekend will define qualifying, grid, run groups etc. The following rules apply to all SuperSprint races:
- Fueling and repairs will happen in the paddock only.
 - No refueling in garages or enclosed spaces.
 - Cars not on Grid 3 minutes prior to schedule race start will be moved to the back of the Grid
 - Top 3 cars in each class will be held in Impound in the paddock until released by officials.
100. Stage Endurance : (TBA) Endurance race divided into stages, with each stage lasting 105 minutes. At the end of each stage a Safety Car will pick up the overall leader under Full Course Yellow and bring the field on to pit road for refueling and drivers change. At the end of the mandatory 15-minute stop, the field will be led back on to the track under the control of the Safety Car to restart the race. Podium finishers in each class will be determined by finishing position after all stages are completed. Rules governing hot pit fueling and other aspects specific to Stage Endurance will be posted in the Event Information for the race.

QUALIFYING, GRID AND STARTS

101. Qualifying sessions will be open track format, all “Rules of Racing” and transponder requirements apply. Cars without a qualifying time will be staged at the back of the grid.
102. Grid order may be set by various means, see Event Schedule for details. Methods include: Fastest or slowest qualifying time on pole, previous race finishing order, Inverse order from previous race.
103. Starts may vary by race, see Event Schedule for details. Starting methods include: Rolling double wide, Australian chase, standing start.

FLAGGING AND COURSE CONTROL (FOR ALL EVENTS AND SESSIONS)

104. Whether or not other communications systems are used, Flagging remains the primary means of communication between race officials and drivers, especially in terms of safety. It is critical that all drivers understand the messages being conveyed from the flagging stations.
105. Green flag: Official start of the race (or session). Hold the starting formation until the Green flag is waved. Accelerate quickly and safely to make it through the first turn unscathed.
106. Yellow flag (standing): A stationary yellow flag means there is a hazard ahead that is off the racing surface or other non-imminent danger to be aware of. Be prepared to slow down. NO PASSING.
107. Yellow flag (waiving): A waiving Yellow flag indicated IMMINENT DANGER ahead, typically on the racing surface or racing line. There may be safety vehicles moving on track, there may be SAFETY WORKERS on the racing surface. Immediately slow the pace, NO PASSING. Stay off throttle and remain heads up, be prepared to evade another vehicle, parts, debris or workers. Violations of waiving yellow flags endanger human lives and will be dealt with accordingly.
108. Yellow flag (all stations, full course): Yellow at all stations means officials need to get control of the full racing surface without stopping the race, often times due to an incident. There may be a waiving yellow at the station prior to the incident. Slow down, gradually catch the car ahead and remain SINGLE FILE, NO PASSING
109. Red/Yellow stripes: Surface flag, indicating something on the track ahead you want to be aware of. Could be oil, could be gravel, could be a turtle. Be prepared to evade. Make note of location as the Surface flag is informational only and typically displayed for only 2 laps.
110. Blue with Yellow diagonal: Passing flag. If you see this flag and the official points it at you, you're obviously the slower car. Maintain your pace and line, check mirrors for a fly-by from other car(s) that are faster.
111. Black flag (open): Note that you will see this as an open or waving flag and then the official will point it at the offending party as they pass. You violated a rule, pit in this lap and report to the Black Flag station on Pit Road.
112. Black flag (All stations, full course): Officials need to clear the track. Slow the pace, no passing, proceed single-file to pit road and stop, remain in place until directed by an official.
113. Black flag (rolled up, pointing): You did something, we saw it but we're just giving you a warning not to do that shit again.
114. Mechanical flag: AKA the Meatball, a black flag with a red or orange "ball" in the middle means that the officials have noted a mechanical issue with your car, pit in on this lap and see the black flag steward or go behind the wall.
115. Red flag will only be used for an on track emergency. Bring your car to a quick, safe, controlled stop on either side of the racing surface. Once stopped drivers may SLOWLY roll up to the next flag station along one side of the race surface and stop. Do not pass other cars. Be aware of safety vehicles which may be traveling counter-direction. Await further instructions from course marshals. Cars may be directed to enter pit road under Black Flag All or the field may be collected by a pace/safety car. Once the Red Flag comes out there is NO PASSING until the race resumes under the Green Flag.
116. Checkered flag : End of race/session, once you see the checkered flag you are on your "in lap" and will enter pit road.
117. YELLOW FLAG NO PASSING ZONES: A No Passing zone begins at the first flag station a Yellow Flag is displayed and remains in effect until you pass the incident AND THEN do not see a yellow flag at the next flag station. If you are passed under yellow do not take back the position even if waived by.

TIMING AND SCORING

118. Cars must have MyLaps transponder to be scored.
119. It is your responsibility to ensure the transponder is mounted properly and functioning. The officials MAY inform you if your transponder is not reading, the officials are not required to inform you.
120. Super Stage Touring is not responsible for missing, lost, damaged or non-functional transponders nor loss of laps caused by anything other than issues related directly and entirely to the timing loop/timing system that affects all transponders.
121. Laps that are not officially scored by the timing system will not be credited.
122. Scoring is per class. Podium is determined by a combination of all Stages. Each Stage race is scored individually, with the Team earning points based on finishing position, i.e. 1 point for first place, 2 points for second place etc. All Did Not Start teams will be awarded points equal to the number of cars in that class.
123. Podium results for the day will be calculated by adding the results of all races with final standings determined by lowest points total.
124. Awards will be given to Podium teams (1st 2nd 3rd). See the Even Schedule for details including awards, contingencies etc.

Despite rules, safety systems and all reasonable precaution and care, racing and high performance driving/education still present risks to property and persons. BY PARTICIPATING IN ANY TEXAS MOTORSPORTS ALLIANCE EVENT, IN ANY CAPACITY, PARTICIPANTS AGREE TO THE FOLLOWING: Participant has read and understands the rules in their entirety. Participant holds harmless the organizer, its staff or agents, sponsors, vendors, or event workers, for any and all injuries or damages incurred by or cause by participant. Participant warrants that he/she is in good health, is not under the influence of alcohol or controlled substances and otherwise meets all requirements set forth to participate in the event. Participant warrants that all information provided by participant is complete and true. Participant will follow all directions, rules and regulations set forth by the organizer, its staff, the venue and event workers and that a failure to do so represents willful negligence on the part of the participant. Participant will exercise all reasonable care for safety and will not engage in any act or activity that causes unnecessary risk to persons or property at the event and will not take any action to cause disruption or incite/initiate violence. Anyone creating a disturbance to staff, participants or guests or who presents a safety risk to themselves or others will not be allowed to remain on the premises.