

# General Competition Rules

These General Competition Rules (GCRs) represent a simplified but strict adherence to the competitive spirit and sportsmanship of the Cactus Cup.

Important note: The rules and/or regulations set forth herein are designed to provide for the orderly conduct of PC events and to establish minimum acceptable requirements for such events. These GCRs shall govern the condition of the PC events, and, by participating in these events, all participants are deemed to have complied with these GCRs. No expressed or implied warranty of safety shall result from publication of, or compliance with, these GCRs. They are solely intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, or others. Above all, the PC wishes to promote fair and enjoyable competition for all its members.

Questions concerning these rules should be directed to the PC Race Director via the official PC App or by email to: john@podiumclub.com

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## ANNUAL RULES REVIEW PROCEDURES

1.0.1 Cactus Cup GCRs are to be reviewed by the members on an annual basis. The specific events and approximate dates for this purpose are as follows:

March 1 - Notification to members via email or at an event driver’s meeting that members will have up to April 1 to submit suggestions for proposed rule changes to the Race Director.

April 1 - Final date for submission of member suggestions for rules revision to the Race Director.

April - Director and BOD reviews member suggestions and formulates proposed revisions for the coming year.

May 1 - Comments by the Race Director and/or BOD on the proposed member suggested revisions will be published for further comment either on the PC app or by separate e-mailing to all Club members.

May 15 - Last day for posting of member comments to the Race Director. Proposed revisions reconsidered by the Control Advisors in light of these posted comments.

June 1 - All proposed GCR revisions submitted to the Cactus Cup Board for ratification.

September 15 – Approved and ratified GCR changes will be posted

1.1.2 The Cactus Cup may at any time, amend the GCR at their discretion.

1.1.3 PC will notify members of changes to the GCR.

## 2.0 RACE DIRECTOR

2.0.1 The Podium Club General Manager, John Mabry, shall appoint the Race Director.

2.0.2 The Race Director shall appoint Control Advisors who are comprised of Race Drivers with over 5 years of racing experience; who shall then be ratified by the Podium Club Board. The Control Advisors shall be responsible for annually reviewing the GCR, interpreting the GCR, and handling protests. The Race Director, or their designee, must be present at all events to ensure that they are conducted in accordance with the GCR.

## 3.0 WAIVER AND RESTRICTIONS

3.0.1 No one may participate in any PC driving event without executing a PC approved “Release and Waiver of Liability, Assumption of Risk, and Indemnity Agreement”. Participation is defined as being granted access to PC.

3.0.2 No one under the age of 18 may participate in any PC driving event unless they have executed the “Waiver” outlined above, and a parent and/or legal guardian has executed an additional waiver and that parent and/or legal guardian is in attendance. However, no one under the age of 16 shall be allowed to either drive or be a passenger in any PC driving event under any circumstances.

3.0.3 At event registration, PC will provide appropriately coded wristbands signifying compliance with these restrictions. Should anyone be found in a “restricted” area without such a wristband, they will be asked to immediately leave the restricted area and may not return until they have executed the appropriate waiver/s, been issued the appropriate wristband, and verified the execution of the waiver with the PC staff.

## 4.0 AWARDS

4.0.1 Class position awards shall be presented to the top finishers of each class which meets a minimum of five participants.

### 4.1 DISTRIBUTION OF AWARDS

Awards distribution will commence after the period for filing protests and appeals has elapsed. If a protest or appeal which would affect distribution of awards has been lodged, affected awards shall be withheld and results provisional until resolution of the protest or appeal.

### 4.2 POINTS AWARDS

Competition points will be awarded only to current PC members. These accumulated points will determine competition point championships.

4.2.1 Year End Championship Awards

Competition points will be awarded to members whose membership is current at the time of a competition. These accumulated points will determine year-end championships.

### 4.3 COMPETITION POINTS

Competition points will be awarded separately for Time Trials, Time Attack, and Cup

Racing.

4.3.1 An overall points champion will be awarded for Open Wheel, Closed Wheel, and Bike Series.

4.3.2 Points Award Basis

Each PC member participating in a competition event shall receive competition points based on their finishing position as follows:

1st = 25 pts. 6th = 10 pts. 11th = 5 pts.

2nd = 20 pts. 7th = 9 pts. 12th = 4 pts.

3rd = 16 pts. 8th = 8 pts. 13th = 3 pts.

4th = 13 pts. 9th = 7 pts. 14th = 2 pts.

5th = 11 pts. 10th = 6 pts. All other entrants = 1 pt.

If an event is not completed due to weather, or for any reason as deemed necessary by the

responsible PC officials, all competitors shall receive five points. All entrants in a Cup Race must complete at least one half of the total race laps to qualify for Championship Points for the event. In the case of a DNF or DNS, the entrant shall receive 1 point.

4.3.3 Ties

In case of ties in a Timed Run competition, the 2nd timed run will determine the winner. If a tie also exists for the other timed run, dual points and trophies shall be awarded.

4.3.4 Lap Records

Lap records can only be earned through competition in the standard Time Trial, Time Attack, and Cup Race event formats. Those records will be awarded to members whose memberships are current at time of the event.

## 5.0 DRIVER/RIDER ELIGIBILITY

5.0.1 Must be current Podium Club Member (except non-member license per 5.0.4 below) with membership fees paid to date.

5.0.2 Must be at least 18 years of age (unless with parental release per 3.01).

5.0.3 Must hold a valid driver’s license (unless with parental release per 3.01).

5.0.4 A non-Podium Club member guest entry may be obtained by approval from the Race Director or their designee on an event-by-event basis. Guest fee will apply. A non-member is limited to two entries per season.

5.0.5 A Time Trial / Time Attack Cactus Cup license is required to participate in Time Trials or Time Attack.

5.0.6 Wheel to Wheel Cup Racing requires a Cactus Cup license or a nationally recognized IMSA, FIA, VARA, SCCA or NASA competition license. A Cactus Cup course with ProAutoSports or similar qualifying licenses may also be acceptable. Exceptions on reciprocal licensing can be approved by the race director.

5.0.7 Motorcycle riders must have a CRA, ASMA, MotoAmerica or CVMA license. A Cactus Cup course is also be acceptable.

5.0.8 Waiver of any or all, in whole or in part, of these licensing requirements shall be at the sole discretion of the Chief Driving Instructor or their designee.

5.0.9 Any driver may be required to return to the lecture or on-course phase of licensing at the discretion of the Chief Driving Instructor or their designee.

5.0.10 A Competition License may be suspended or revoked by the Race Director or their designee, if in their judgment the license holder conducts themself in an unsafe or hazardous manner, or for other good cause.

## 6.0 CAMERA SYSTEMS

6.0.1 Each vehicle is required to operate a front facing camera recording all time spent on the track surface. A single 360-degree camera may be used and rear facing cameras are encouraged

6.0.2 All cameras must record to a removable SD card.

6.0.3 Recordings of reviewable incidents must be provided by all drivers/riders to the Race Director or Committee when requested.

6.0.4 A 10-point deduction may be assessed for missing or malfunctioning cameras

## 7.0 COMPETITION NUMBERS

7.0.1 The Race Director or designee will assign competition numbers.

7.0.2 All entries to Time Trial, Time Attack or Cup Racing events must have and use an assigned PC competition number.

## 8.0 VEHICLE MARKINGS

8.0.1 Every competing vehicle shall clearly display required number and class identification. All markings must be clearly visible to all course workers while on course.

8.0.2 Assigned competition number must be shown on a contrasting background. Numbers shall be placed on both sides and front of vehicle.

8.0.3 The correct class designation must be placed on both sides of the vehicle. For those competing in racing events, the race class must also be displayed on rear. *(Excludes formula cars with no arrow)*

8.0.4 Location, content and mounting of all vehicle markings is subject to approval of the Race Director. Street cars numbers and classification should be visible on all

four sides; front, both sides, and rear, & front; rear windows and vehicle sides. Formula

cars and Sports Racers numbers; classifications should be on nose and sides or rear

wing end plates.)

## 9.0 CONDUCT

9.0.1 Unsportsmanlike conduct or gross negligence by a driver/rider and/or any of their crew or guests may result in expulsion from an event.

### 9.1 PENALTIES, RULES AND REGULATIONS

9.1.1 The PC Cactus Cup is a club racing series where vehicle contact is not tolerated. Drivers/riders must make their best efforts to avoid contact at all times. The safety of our PC members is paramount, however, incidents can and do happen. In the interest of the sport and all its participants, action will be taken against those who cause damage.

9.1.2 It is the duty of all drivers to report any contact or damage during an event. If contact occurs during a practice session, the driver and car must report immediately to the Black Flag station until released. If contact occurs during a race and the car cannot continue, the driver and car may not go back to their pit; they must report to Impound and stay there until released. If contact occurs during a race and the car can continue, the driver may finish the race and proceed directly to Impound after the race is over. If any contact goes unreported (at Black Flag or Impound), and it is later discovered that contact did occur, the offending driver(s) may be issued a penalty.

9.1.3 In case of an incident, the Race Director, Control Advisors and/or designee(s), will meet ASAP before the conclusion of the event to hear the evidence from any parties involved in the incident and to determine if the incident warrants any further action. All relevant reports are to be gathered from corner workers and any other witnesses. The tech official, or other qualified individual appointed by the Race Director, or designee, shall examine all cars involved and report on any damage and/or mechanical failure that may have caused the incident. The competition officials will then meet in private and make whatever determination is necessary informing all involved parties of their decision. All decisions will be by majority vote.

Key issues to be considered:

1. Contact should have been sufficient to cause damage.

2. Determining fault is the most difficult of the elements and the following will be considered:

a) Track conditions (i.e., debris. water, oil or other substance) which may have contributed to the incident.

b) If a mechanical failure occurred, was it a matter of chance that contact occurred?

Should the mechanical deficiency have been found at inspection or preparation?

In absence of evidence that failure occurred due to poor preparation or inspection, the penalty may not be imposed.

c) Drivers can become, without fault, involved in someone else’s incident. The penalty may not be imposed on anyone who could not prevent being involved, or who are without fault in an incident.

d) A “that’s racing” type of incident usually involves overtaking in which it is often difficult to determine if the overtaking driver/rider “had the line” or not. Was the passing flag given? Should the overtaken driver/rider have seen the other vehicle? Were the drivers racing for position? What were the relative speeds? NOTE: It is ultimately the responsibility of the overtaking driver/rider to be certain that the pass is clean and safe. In order for a pass to be considered fair and complete, the pass must be completed before or prior to the apex of the corner.

9.1.4 If involved in an incident that causes damage to someone’s vehicle or surrounding property and you are deemed at fault, as determined by the Race Director, Control Advisors or designee(s), you may be placed on probation, suspended, or dismissed from the series. You will be disqualified from the points event in which you are participating. You will not receive any participation or championship points for that points event.

9.1.5 Drivers/riders may also be issued penalties for reasons other than an incident with contact and damage. These may include, but are not limited to sub-standard, unpredictable or dangerous driving or riding, unsportsmanlike conduct, poor judgment, or gross negligence by a driver or rider and/or any of his/her crew or guests.

9.1.6 The Race Director and Control Advisors may enforce on track penalties that include but are not limited to: drive through, stop and go, grid position, and points deductions for infractions such as: not obeying passing flags, not slowing for yellow flags, passing under yellow, blocking, unsafe re-entry, or causing a collision.

### 9.2 PASSING RESPONSIBILITY

9.2.1 The responsibility to pass another vehicle safely ultimately rests with the overtaking driver/rider.

9.2.2 The overtaking driver/rider must realize that he has an advantage over the overtaken driver.

9.2.3 The driver/rider of the vehicle in the lead has an obligation to remain as aware, as possible, of passing vehicles and conduct himself in a safe and sportsman-like manner.

9.2.4 A pass is defined as being completed when the front edge of the overtaking vehicle breaks the plane of the front edge of the overtaken vehicle. At that point, the overtaking vehicle becomes the lead vehicle, and the responsibility shifts to the overtaken vehicle in regard to passing safety.

9.2.5 On a straightaway, the overtaken driver/rider shall remain aware of all passing vehicles and shall not attempt to block or impede the progress of passing vehicle(s).

9.2.6 In the corners, the vehicle in the lead at the “turn in point” of a corner has the “right of way” to the apex. Overtaking drivers/riders that “dive” into a corner late, after the turn in point, will likely be held responsible for any incident, regardless of whether the overtaking vehicle’s front edge broke the plane of the overtaken vehicle, before contact was made.

9.2.7 If a vehicle establishes position (equal side by side) with another vehicle, before the “turn in point,” then the vehicles share the corner. They coexist and give racing room to each other.

9.2.8 If a vehicle establishes partial position (less than nose to nose) with another vehicle before the “turn in point,” then the overtaken driver/rider will leave racing room if possible. Most corners and most situations allow for coexistence when the overtaking vehicle has established reasonable, but not complete position. However, the overtaking driver/rider is responsible to know which corners and which situations are reasonable for coexistence and which are not. The overtaking driver/rider must be cautious and understand the potential risk of the driver/rider in the lead not seeing him. The overtaking driver/rider must realize he is ultimately responsible for a safe pass and be ready to “back out” if necessary to avoid contact.

9.2.9 If a slower vehicle is being lapped or passed by faster traffic, it is courteous for the slower driver/rider to point the faster vehicles by and give racing room in the corners. The overtaking driver/rider must be cautious and understand the potential risk of the slower driver/rider not seeing him or misjudging the speed differential. The overtaking driver/rider must realize that without a “point by” he is ultimately responsible for the safe pass of slow or lapped traffic.

9.2.10 In racing, one line change is allowed when appropriate to defend position. Multiple line changes, weaving, reactionary moves, and other forms of deliberate blocking are not allowed and shall result in a Black Flag penalty.

9.2.11 All overtaking drivers/riders shall approach the vehicle to be overtaken in a safe and reasonable manner by maintaining a safe distance while executing a pass. All drivers must be cautious of multiple car/motorcycle passes as the driver/rider being passed may not see additional vehicles hidden from view behind the first passing vehicle.

## 10.0 GENERAL REGULATIONS FOR EVENTS

10.0.1 Driving events are open to all Podium Club members and their guests.

10.0.2 Events will operate on a “Drive whether rain or shine policy.” In the case of extreme weather conditions, the Competition Director, or if not in attendance, their designee, shall have the responsibility for determining when an event shall be halted.

10.0.3 Any modification not expressly permitted in these rules is not allowed.

10.0.4 Any vehicle is subject to the scrutiny of and/or reclassification by the Competition Director, or their designee at any time.

10.0.5 No alcoholic beverages or intoxicants of any kind shall be consumed by any competitor until the close of competitive activity.

10.0.6 Infractions of the rules may be cause for expulsion from event or subsequent events as deemed appropriate by the Race Director.

10.0.7 All entrants must comply with the supplemental regulations published on an event entry form, event schedule and/or as announced during the driver’s meeting(s) by PC event officials. Violation of supplemental regulations will be treated the same as violation of the GCR.

10.0.8 The PC reserves the right to refuse event entry to anyone for reasons deemed appropriate.

## 11.0 SAFETY

Any modification regarding safety improvement will generally be accepted if approved by the Competition Director or designee.

11.0.1 Safety helmets are required and must be Snell Foundation approved with an official SA2020 or later Snell sticker. Closed face helmets are highly recommended.

11.0.3 No passengers are allowed in cars with a diagonal roll bar brace that crosses in front of the passenger seat (no exceptions).

11.0.4 Wheel nuts or bolts must fully engage the threads on the stud, or hub, for a length at least equal to the outside diameter of the stud or bolt.

11.0.5 Adapters to modify the wheel bolt pattern are not allowed. Wheel spacers must be equal in diameter to the mounting face.

11.0.6 Fire extinguishers are permissible only with mounting bracket approved by the Technical Inspector. On board, fixed in place fire systems are recommended for racing participants.

11.0.9 All loose objects, tools, removable floor mats, etc. must be removed from all interior spaces.

11.0.10 Windshield wipers may be removed.

11.0.11 Both driver and passenger doors must remain unlocked.

11.0.12 All tires, other than race tires, must be DOT approved. The speed rating must be equal to, or greater than, the speed potential of the vehicle. All tires must be available to the public through retail tire outlet stores. No visible cord is allowed, and tread depth must not be below minimum allowable manufacturer’s specification.

11.0.13 All competing vehicles must have both driver and passenger glass removed or in the down position at all times while on course. Lexan side windows on GT or factory-built racecars subject to approval of Competition Director.

11.0.14 Removal of factory equipped door beams is only allowed if replaced with approved roll cage with side intrusion protection.

11.0.15 Weight ballasting (placing weight in the vehicle with other than factory stock components) is only allowed in Formula and GT Classes. Ballast shall be made of solid metal (bar or plate, not shot) and must be installed securely. The maximum weight in each pile will not exceed 100 lbs. and will be secured by a minimum of two bolts, which are through bolt mounted with back plate(s). Each pile must be clearly marked with its total weight.

11.0.16 Polycarbonate (Lexan) windshields must be a minimum 0.25 inches thick. All Polycarbonate (Lexan) windshields and Polycarbonate (Lexan) rear windows must be retained sufficiently by straps and/or clips to prevent “blowout.” Acrylic (Plexiglas) windshields are not acceptable.

11.0.17 All cockpit mounted accessories and equipment shall be mounted securely to prevent injury during a crash. Driver’s side floor mat must be removed.

11.0.18 Passengers are not allowed in cars at any time. During practice run sessions, CDI approved driving instructors accompanying assigned students are exempt, provided that the car complies with all safety provisions.

11.0.19 All motorcycles must have properly fastened safety wire on oil drain and fill, coolant fill and drain, front and rear axles, and brake caliper bolts.

11.0.20 - Traditional coolant is now permitted for motorcycles. Alternatives include, water, water wetter and must be glycol-free.

### 11.1 ROLL BARS and ADDITIONAL SAFETY

All roll bars and roll cages must conform to Appendix X specifications

11.1.2 Time Trial and Time Attack

11.1.2.1 At Time Trial and Time Attack events, approved roll bars are mandatory in convertibles.

11.1.3 Racing

11.1.3.1 At Cup Racing events, an approved roll cage is mandatory in all Race classes.

11.1.3.2 All batteries must be secured with an insulated metal strap over the top of the battery, traversing the entire length or width to secure the battery from any movement with sufficient strength to retain the battery in position during a crash or rollover. This strap must be securely bolted to the chassis. The positive post and connector shall be completely covered with insulating material of sufficient strength to prevent contact with a grounding source.

11.1.3.3 Fuel cells are allowed and highly recommended in all classes.

11.1.3.4 All vehicles in Racing events must have:

1. An electrical cut-off switch in compliance with Appendix X

2. A window net and/or arm restraint(s) in compliance with Appendix X

3. A front tow hook or strap (rear tow hook or strap) required.

### 11.2 CLOTHING

All auto Time Trial and Time Attack events, require, as a minimum, full length pants, long sleeve shirt, and closed toe shoes.

All Racing classes require a one piece, fire retardant, driving suit. The driving suit must have a minimum SFI rating of 3.2A/5. Driving suits with a SFI rating of 3.2A/1 may be allowed if, in addition, fire retardant underwear is worn. Fire retardant socks and gloves are required. Driving shoes of fire-retardant material are required (tennis shoes with ALL leather uppers are acceptable). A balaclava is required for drivers with facial hair and/or long hair, which extends beyond the back of the helmet. All hair must be protected by fireproof material.

**Motorcycles**

* All equipment must be in "good condition", free from major tears or needing repairs.
* Gloves - must rise above wrist. Gauntlet style glove required.
* Boots must cover the ankle and rise just below the calf. Road / track boot only.
* If 2-piece suit it utilized, it must zip together (2/3 of waist must be zipped).
* ALL SUITs MUST HAVE back, shoulder, knee and elbow protection and may not be textile. Leather (Cow or Kangaroo) Only.
* Helmet must be manufactured in the past 5 years and be DOT or SNELL or ECE compliant. Full face helmets ONLY.

**All motorcycle gear will be approved by tech or the Race/Competition Director**

### 11.3 RESTRAINT SYSTEMS

The term Restraint System refers to belts, harnesses, straps and all associated components and mounting hardware. The minimum requirements for acceptable Restraint Systems are as follows:

11.3.1 Time Trial classes, 3-point lap belts with shoulder strap are required, as a minimum, in cars with air bags. Full safety restraints as Racing classes are highly recommended.

11.3.2 Race classes require approved 5 or 6-point competition harness with current SFI and/or FIA approval.

11.3.3 SFI or FIA approved Head and Neck restraint device is required for all Cup Racing drivers and all 5 or 6-point harnesses.

11.3.4 Restraint systems found to be questionable in condition, design, material, mounting and/or in any way deemed unsafe will be disallowed.

11.3.5 Hardware should meet or exceed the strength of standard DOT or SAE approved type (i.e., forged eyebolts with 7/16” SAE threads).

11.3.6 Harnesses must be mounted to either the chassis, backed by large diameter washers, or to the roll bar/cage. No more than one strap can be mounted to the same mounting bolt. Driver’s right (tunnel side) lap belt may be mounted to tunnel.

11.3.7 The shoulder harness straps must remain on the shoulders in all situations. A “sternum strap” or similar design is not acceptable. The angle of the shoulder going back from the driver’s shoulders cannot exceed 40 degrees below the horizontal plane of the shoulders. Seats with sides that otherwise prevent substantial contact of the lap belt with occupant must have slots to allow sufficient contact and restraint. Modifications to or replacement of seat(s) may be necessary to meet these requirements. Seats manufactured with harness slots are highly recommended.

11.3.8 Lap belts should be mounted to approximately bisect the angle between the thigh and the spine as viewed from the side.

11.3.9 Anti-submarine straps should be mounted such that they will not allow upward vertical movement of the lap belts due to any crushing of the front seat cushion in any situation.

11.3.10 All replacement seats must be of equivalent or greater strength than the originals they replace.

11.3.11 All vehicles in Racing events must adhere to the window net specifications of Appendix X.

11.3.12 Occupants in open cockpit cars must wear approved arm restraints.

11.3.13 Arm restraints are required in any car with non-welded metal, composite, or convertible fabric roof. A window net and roof net may take the place of arm restraints.

### 11.4 COMMUNICATIONS

Three distinct routes of communication should always be available.

1. Starter to corner workers.

2. Starter to grid and emergency (one location minimum).

### 11.5 FIRE and EMERGENCY CONTROL

Fire control and rescue equipment is of prime importance to the PC. A track cannot go “hot” until all emergency equipment and crew is in place. The mobile equipment, fire truck and ambulance must have free and ready access to the track and always be in contact with the starter tower.

### 11.6 HOT PIT, COLD PIT and PADDOCK CONTROL

The Event Steward or designee will establish areas designated as the “Hot Pit”, “Cold Pit”, and “Paddock”, will see that they are appropriately marked, and will be responsible for appropriate access thereto.

11.6.1 Maximum five (15) MPH pit speed limit.

11.6.2 All dogs and pets must be restrained and controlled.

11.6.3 Small children must be escorted and supervised by an adult.

11.6.4 Children under the age of 16 years may NOT drive motorized vehicles in the paddock

11.6.5 No unauthorized parking.

11.6.6 Fuel must always be used and stored in a safe manner.

### 11.7 COURSE CONTROL

11.7.1 The Grid Marshall or designee shall check all vehicles before they enter the track for the applicable tech passes, run group stickers, proper apparel and safety equipment for all

occupants. The Grid Marshall or designee shall be in contact with the Starter at all times.

11.7.2 The Grid Marshall or designee shall designate a Black Flag Station where on course infractions are handled

11.7.3 The Grid Marshall or designee shall designate track entry and exit to the pits.

11.7.4 The Race Director or designee will be responsible for a morning meeting with the Grid Marshall and corner workers to discuss all details of upcoming activities.

11.7.5 The Race Director or designee will be responsible for insuring a method of communication between all corner workers, fire and ambulance.

11.7.6 The Race Director shall control the racing surface and pre-grid area and shall be stationed in Race Control with communication available to all areas of the race circuit and direct communication with the Grid Marshall or their designee. The Race Director will take direction from the General Manager of the Podium Club and will strive to ensure that the spirit and safety aspects of the event are maintained.

11.7.7 The Race Director will be solely responsible for determining the necessity of black and red flag conditions and will determine when to dispatch safety vehicles; working with the designated flag team and rescue teams to always ensure track safety.

11.7.9 The Race Director may resolve disputes that take place during on-rack activities, deferring disciplinary action to the Control Advisors; providing that committee with information and any recommendations required. Acting in this capacity, the Race Director will assess any penalties deemed appropriate by the Control Advisors and the current GCR.

11.7.10 The Race Director will make available incident reports, requests for action, protest forms and witness statements.

11.7.11 The Race Director will maintain the integrity of Race Control to ensure access only to appropriate personnel.

### 11.8 FLAGS

11.8.1 The Race Director or designee is responsible for ensuring Flag Station locations are communicated to all drivers at the Driver’s Meeting. All drivers must fully understand and adhere to the following flags:

Green: The Green Flag means go; course is open and clear.

Yellow: Stationary Yellow Flag means reduce speed enough to respond to unusual hazard(s). Waving Yellow Flag means the course may be blocked ahead, be prepared to stop, however, do not stop, always be aware of vehicles close around you. There is no passing within the line of site of, or between corner stations.

Double Yellow: Safety car to be deployed, potentially safety vehicles on course.

Red Flag: A Red Flag indicates an emergency situation. Immediately check your mirrors, then reduce speed to a safe, controlled pace that allows you to respond to potential hazards (such as oil, debris, or emergency vehicles on track). Continue driving/riding at approximately 70–80% of your comfortable pace, maintaining awareness and urgency. Do **not** stop on track. Passing is prohibited within sight of, or between, corner stations.

Blue with Yellow Diagonal Stripe: This is the “Passing Flag” warning of potentially faster cars behind you. Look in mirror(s) and allow faster car(s) to safely pass in designated areas.

Red with Yellow Stripes: This flag warns of debris, slippery fluids and/or any changing track conditions requiring caution and reduced speed.

Black with Orange Dot: Your vehicle reportedly has a mechanical problem. Using the designated track exit, proceed to the Black Flag Station with extreme caution. If your car is dropping fluid, drive off of the track surface.

Black: You have been identified as having made an infraction. If the Black flag is furled, then the driver must discontinue their present driving or face an open Black Flag. An open or unfurled Black Flag signals that the driver must proceed immediately to the pits via the designated course exit and report to the Black Flag Station. Waving full course Black Flags signifies that all drivers are to discontinue racing (no passing), slow down and proceed single file using the designated track exit to the Black Flag Station.

White: The White Flag will be displayed at the Starter stand as an indication of the last lap before the Checkered Flag.

Checkered: The Checkered Flag announces you have completed your final lap. Proceed to the pits using the designated track exit.

### 11.9 HAND SIGNALS

The following hand signals must be performed as required:

Course Exit: Before exiting the course, driver must signal by raising one hand.

Point By: The Event master or Chief Driving Instructor will explain the hand signal procedures to all drivers. They will also explain which run groups have “open passing,” which groups must “point by” overtaking drivers, and on which side(s) of the car passing is allowed.

Course Re-­‐Entry: The driver of a vehicle gone off course must not re-enter the track until instructed by a course worker. If no course worker is visible, he must wait until it is safe to proceed.

### 11.10 PASSING AREAS

The Chief Driving Instructor shall designate all passing areas and ensure their locations are effectively communicated to all drivers.

## 12.0 TIMING

12.0.1 All drivers competing in a PC Race, Time Trial or Time Attack, must use an individually assigned AMB Transponder. Transponders cannot be shared. If two drivers share a vehicle and the transponder is hard mounted in that vehicle, a method of disconnecting the transponder power must be provided. Rental transponders will be available at every event.

12.0.2 The transponder mounting position is open, however, transponders on race vehicles cannot exceed eight inches forward of the front axles’ vertical axis.

12.0.3 In timed runs, four wheels off course, running through a row of pylons, cutting across the course or any other excursion off the established course (including practice and cool down laps) shall be considered a canceled lap.

12.0.4 It is the responsibility of the driver to ensure that driver information and car classification supplied to Timing and Scoring is accurate. Inaccurate timing data may result in disqualification.

12.0.5 In case an event’s timed runs or race cannot be successfully completed, one or more classes or the entire event may be designated, at the discretion of the Race Director, “No Contest” and trophies will not be awarded.

### 12.1 POSTING OF EVENT ENTRANTS AND RESULTS

12.1.1 It is the responsibility of Timing & Scoring staff to see that a complete list of Time Trial and Cup Race entrants, sorted by competition Class, is displayed and maintained near the results posting area or in the timing app.

12.1.2 It is the responsibility of the Timing & Scoring staff to see that timing results, including associated driver name and car classification are posted near the event registration area as soon as possible after a specific run or competition. Those results will be considered provisional.

12.1.3 At the close of an event “day”, barring any protests, those provisional results will become official results for competitions conducted that event “day”. Should there be protests, only those results that were protested will remain provisional.

## 13.0 INSPECTION AND PROTEST

13.0.1 All cars in all classes must be available, unchanged, for thirty minutes following the completion of a competitive event.

13.0.2 Any car protested must remain unchanged until the protest has been decided or until the Competition Director has given clearance.

13.0.3 A car found to be illegally represented may be disqualified.

13.0.4 All cars are subject to inspection by the Race Director and/or Control Advisors at any time during an event.

13.0.5 All protests and appeals have specific time limits Refer to 13.9­‐13.10‐13.11.

### 13.1 RIGHT TO PROTEST

13.1.1 The right to protest shall rest with the Race Director, entrant, or any driver/rider taking part in the competition in question. Each alone may protest a decision, act, or omission by the organizers, an official, car entrant (as provided in 13.4), driver/rider, or other person connected with the competition, which is considered to be in violation of the GCR, except that they shall have no right to protest against a refusal of entry.

### 13.2 LODGING A PROTEST

13.2.1 Every protest shall be submitted in writing to the Race Director, or designee, specifying which rule(s) of the GCR is claimed to have been violated, dated and signed by the protester.

13.2.2 Each protest must include the number and class of the car or entrant being protested and (or when not otherwise possible or relevant) the name of the entrant.

### 13.3 HEARING PROTESTS

13.3.1 Protests shall be reviewed as soon as practical by the Race Director, Control Advisors or, as relevant, the Cactus Cup Board.

13.3.2 The Race Director can decide a protest from an informal meeting with the consent of both the protesting and protested parties.

13.3.3 Any party may request a formal hearing. All parties concerned shall be given adequate notice of the time and location of the formal hearing. They shall be entitled to call witnesses but shall state their cases in person. In their absence, judgment may be by default. If a judgment cannot be given immediately after the hearing, all parties shall be informed of the time and the method by which the decision will be conveyed.

### 13.4 PROTESTS AGAINST COMPETING VEHICLES

13.4.1 Entrants or drivers/riders taking part in an event may protest a vehicle in the same class as not conforming to the GCR. They may request that the automobile be disassembled, inspected, or any other test be made, if they post a cash bond with the Race Director sufficient to cover the total expense of disassembly, inspection and reassembly. The Race Director will determine the amount of the bond. If the protest demands an inspection or disassembly that cannot be performed immediately at the track, then the car will be impounded until the inspection can be performed. The PC shall not be responsible, or liable, for any damages or losses incurred or arising out of inspections.

13.4.2 If the vehicle is found to be in compliance with the GCR, the protester shall forfeit the bond payment used to cover the associated costs.

13.4.3 If the vehicle is found not compliant with the GCR, the protester’s bond shall be returned, and the protested entrant will become responsible for covering the designated bond. Non-compliance may result in disqualification from the event, possible loss of accumulated competition points and any additional penalties or disciplinary action deemed appropriate by the Race Director.

13.4.4 Failure of an entrant or driver of a protested vehicle to allow inspection under the foregoing terms shall result in immediate disqualification and will result in the loss of accumulated points and other penalties deemed appropriate by the Race Director.

### 13.5 PROTESTS AGAINST THE RULES

13.5.1 Protests against event rules or GCR must be submitted to the Race Director.

### 13.6 PROTESTS AGAINST ACTIONS TAKEN BY CLUB OFFICIALS

13.6.1 Protests against actions taken by Club Officials must be submitted to the Cactus Cup Board through the Race Director.

### 13.7 JUDGEMENT

13.7.1 All parties concerned shall be bound by the decision given, subject only to appeal as provided in the GCR.

### 13.8 APPEALS

Appeal of actions taken by Club Officials or rulings of the Race Director must be

submitted in writing as follows:

1. First appeal must be submitted in writing and must be received by the Race Director within 10 days of the original action. This appeal will be answered within 30 days.

2. Second appeal must be submitted in writing and must be received by a PC Board Member within 10 days of the denial of the first appeal. This appeal will be answered within 30 days.

### 13.9 PROTEST TIME LIMIT

13.9.1 Protests must be received within the following time limits:

1. Against vehicle: Within 30 minutes following completion of timed runs or a race for the respective class.

2. Against mistake or irregularity in competitions: Within 30 minutes following completion of the competition.

3. Against event results: Within seven days of receipt of official results.

### 13.10 APPEAL TIME LIMIT

13.10.1 Appeals must be received within the following time limits:

1. Against rules or procedures: Anytime during competition year.

2. Against actions taken by the Race Director: Within seven days of the action.

### 13.11 VEXATIOUS PROTEST OR APPEAL

13.11.1 If the author of a protest or appeal has acted in bad faith or in a vexatious manner, they shall be deemed guilty of unsportsmanlike conduct and may be penalized as deemed appropriate by the Race Director.

## 14.0 TECHNICAL INSPECTION

14.0.1 The Cactus Cup shall assign a Chief Technical Inspector to handle the details and physical procedures of vehicle technical inspection.

14.0.2 All participants are required to pass a technical inspection of vehicle and driver/rider gear. Each participant is required to provide a completed Cactus Cup Inspection Form to the Tech Inspector or designee at their first event of the season. Current SCCA and NASA annual certifications are accepted.

14.0.3 All vehicles may be subject to spot inspections for safety and camera systems at any time. Reasonable time should be allowed as to not interrupt in scheduled event activities. Safety wire or a secondary secure point is required to ensure cameras are securely attached and do not detach while on track. Cameras / debris can become a safety issue. If your camera falls off, the track will not go looking for it at any point. If the track comes across the camera before the end of the week, the item will be placed in a lost and found. Notify tech if you lose a camera during an event.

ADD LINK TO FORM AND PRE-TECH STATIONS

## 15.0 VEHICLE CLASSIFICATION

15.0.1 Vehicles will be classified into separate categories generally reflecting their construction and performance capabilities.

### 15.1 OPEN WHEEL

15.1.1 Open wheel cars with wings will be classed together as Winged Open Wheel (WOW). All other modifications are otherwise open.

15.1.2 Open wheel cars without wings will be classed together as Non-Winged Open Wheel (NWOW). All other modifications are otherwise open.

### 15.2 RUSH SR1 (Spec Class)

15.2.1 Refer to current SR1 Spec Class Rules in Appendix **X**

15.2.2 Spec Tire is Nankang, 185/60R13 front, 205/60R13 rear

### 15.3 GR86/BRZ

15.3.1 All modifications not specifically listed below are not allowed.

15.3.2 All exterior bodywork and trim must remain stock and unmodified.

15.3.3 All interior components shall remain stock and unmodified except for modifications deemed necessary for installation of safety equipment.

15.3.4 Tires are limited to maximum listed width of 225 mm.

15.3.5 Tires are limited to a minimum treadwear rating of 200 or higher.

15.3.6 Aftermarket wheels of the same mounting bolt pattern are allowed.

15.3.7 Aftermarket wheel studs and extended length wheel studs are allowed.

15.3.8 Suspension must be stock. No non-factory aftermarket items except for camber adjustment plates and bolts.

15.3.9 Brake system may be modified with aftermarket calipers, discs, and pads. Modifications for the sole purpose of brake cooling are allowed.

15.3.10 Engine and transmission components, location, sensors, and control must remain stock and unmodified except where specified below:

1. Additional modifications and components for the sole purpose of increasing engine oil cooling capacity.

2. Replacement or modification of the factory exhaust system from catalyst-back is allowed.

3. Replacement or modification of the factory air intake including charcoal filter is allowed.

15.3.11 Predictive lap timing display or indicator of any kind is specifically prohibited.

### 15.4 GRAND TOURING (GT) CLASSES

15.4.1 GT Classes shall be determined by the ratio of measured wheel horsepower and the minimum allowable weight of the vehicle, more commonly referred to as “power to weight ratio”. Each vehicle is required to produce a dyno sheet, GT Classification Sheet, and always meet minimum weight during an event.

15.4.2 Class Ratio Range

GTX 5.49 and below

GT3 5.50 – 7.00

GT4 7.01 – 8.50

GT5 8.51 – 10.50

GTL 10.51 and above

15.4.3 Any vehicle that does not produce a dyno or GT classification sheet will be classed in GTX class.

15.4.4 Any changes, modifications, or rebuilds to the engine and/or drivetrain that could reasonably affect horsepower requires a new dyno certification and corresponding GT Classification Sheet, except for GTX.

15.4.5 Maximum tire width:

Class Max Width

GTX TBD – No limitation at this time.

GT3 TBD – No limitation at this time.

GT4 TBD – No limitation at this time.

GT5 TBD – No limitation at this time.

GTL TBD – No limitation at this time.

15.4.5 Tires must be completely covered by the fender width at the wheel centerline.

### 15.5 MOTORCYCLE

15.5.1 Motorcycle classes shall be determined by engine specification.

15.5.2 Class Engine Specifications

Superbike No restrictions

Middleweight 4 cylinders 750cc or less

Middleweight 3 cylinders 890cc or less

Middleweight 2 cylinders 999cc or less

Lightweight 500cc or less

