



SVRA: RED FLAG PROCEDURES---SPIN/OFF RULE

SPIN/OFF RULE - IF YOU GO OFF COURSE, STAY OFF, DO NOT TRY TO SAVE IT. THE SAME APPLIES TO A SPIN AND CONTINUE. Do not rejoin the field until instructed to do so by a Corner Worker. If no Worker is present, you may rejoin only when there is an interval in the field such that if you should stall, your position can be clearly seen from a distance by oncoming cars. When in doubt, WAIT. The car that has gone off course is responsible for a safe re-entry. In practice and qualifying sessions, you will be required to report to Black Flag for a safety inspection before returning to the track.

Red Flag Procedure: For all Groups other than Group 9

reduce speed sensibly, proceed to nearest corner station, pull 2 wheels off racing surface without high-siding car, wait for instructions.
You will be returned to the pit lane under Black Flag All, usually behind the Safety Car.

Red Flag Procedure: Group 9 Cars Only

due to the fact that Group 9 contains a large number of cars that are not self-starting, if the course goes RED, you will reduce speed sensibly down to 1st/2nd gear and return to pit lane if the course is not blocked. If you return to pit lane at what is considered excessive speed, you will be excluded from the event.

THERE IS NO TOLERANCE for violating Red Flag Procedure. If this occurs, you will be excluded from the event, face license suspension and fined.

Checkered Flag will be shown at start/finish and other corner stations to end your Test Day and Practice Sessions. If you blow the checker, you will sit out the comparable track time in your next session.

The above items will also be covered in the Drivers Meetings.

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