



## Standard Operating Procedures

Vintage racing is an amateur sport where competition is meant to be friendly and casual. However, all forms of motorsports are dangerous, therefore we have developed the following operating procedures to help you understand what action should be taken under certain circumstances. Your knowledge and application of this information is vital to running a safe event.

**RACE ENTRY** is through MotorSport Registration ([Motorsportreg.com](http://Motorsportreg.com)) or call 888-965-7872. Entrants may enter one vehicle per run group for an event. If an Entrant desires to use a backup car, one can be entered by visiting Driver & Crew Registration and paying an Administration fee. The backup car can only be utilized if the primary car is damaged and cannot continue.

**TEST DAY ENTRIES** test day entries are per car not per driver. If you plan to test multiple cars you must pay the testing fee per each car.

**CO-DRIVERS** must be registered and properly credentialed prior to any on-track session. If a co-driver is participating in a session replacing the original driver, that must be notified to the staff on the grid.

**CAR NUMBER** please verify that the car number that is on the car matches your registration.

**OFFICIAL RACE CONTROL** is through the SVRA Chief Steward, SVRA Officials or other recognized workers. It is imperative that you comply with their instructions. The Race Director will rule on all race course conduct infractions.

**RACE PROCEDURE** Grids for Sprint Race (all Race Groups) and Enduros will be set by qualifying times in qualifying sessions. Grids for Sprint Race 2 (all Race Groups) will be set by Finishing Position from Sprint Race 1. SVRA reserves the right to slot cars into the grid in the interest of safety. Race Director decisions are final. In the event of inclement weather during qualifying, grids will be established by SVRA Officials. Race lengths shown on the schedule are subject to change due to scheduling constraints, weather conditions and unforeseen circumstances. Changes are announced via the SVRA WhatsApp, on the PA system or on the grid.

**TECH INSPECTION** Tech inspection hours and location will be stated on the official schedule. At certain events, not all, you will receive your "At Track Medical Form" at Registration in your Packet. Not all tracks require this form. If you did receive one in your packet, you will need to complete it and bring it to Tech. Your Tech sheets are provided at Registration. Please complete the information and present the Tech sheet and car at Tech. Cars with a current SVRA annual inspection just need to bring the logbook and completed Tech sheet to Tech. Please have your correct assigned race number on your car and an AMB transponder properly installed before you arrive at Tech. Please note that Tech may be very busy, allow plenty of time prior to your first session. Priority will be given to those cars scheduled to practice first. You do not need to go through tech for test day but must get the car inspected to run the first practice session on Friday. It is helpful if you would get your car teched early in the day on Thursday.

**PIT ACCESS** No one under 16 years of age is permitted in the hot pits. Anyone under the age of 18 is required to have a parental waiver completed at registration. Everyone in the pitlane area must be properly attired with closed-toed shoes and sleeved shirts, unless otherwise approved in the Event Supplemental Regulations. READ THE SUPPLEMENTAL REGULATIONS FOR EACH TRACK FOR RULE DIFFERENCES.

**FALSE GRID** Cars arriving after the five minute signal **will** forfeit grid position. You may be required to join your session from pit lane if you arrive after the grid closes. Do not attempt to regain your original grid position during the pace lap.

**PIT ENTRY AND EXIT** should be at moderate or slow speed. Pit speeds will be announced at the driver's meeting. Maximum speed will be 40 mph. Cars shall travel in the fast lane until they are 2 to 3 pit boxes from their designated pit area. The transition lane should be utilized for this entry. Upon leaving the designated pit area the transition lane can be used for 2 to 3 pit boxes to get to the fast lane for pit exit.

**PIT LANE FIRE EXTINGUISHERS** If an SVRA competitor has a crew representative in Pit Lane during any sessions (Testing, Practice, Qualifying, or Race) we highly encourage them to have a minimum 5lb Fire Extinguisher with them. This will be monitored by Pit Lane Staff.

**CHECKERED FLAG** Indicates the end of the session or race. Drivers failing to enter the pit lane after passing the checkered flag on track will be penalized at the discretion of the Race Director.

**PASSING** The responsibility for a clean pass rests with both drivers. Primary responsibility is with the overtaking car. Corner stations will advise slower cars with a blue/yellow flag (passing flag.) Watch your mirrors. If practical, the overtaken driver should clearly indicate to the overtaking driver on which side the pass should be made while maintaining a predictable racing line.



**SAFETY CAR** If the safety car enters the circuit, slow down and follow in single file. Do not change position and do not pass the safety car unless waved by.

**COOL-OFF LAP** The cool-off lap is considered to be under race conditions. Do not remove gloves, belts, helmet, etc., maintain 2/3 race speed.

**FUEL** Cars using other than gasoline fuel (i.e. Methanol) should report car number, driver and type of fuel used to grid personnel. Fuel is available at the gas station in the paddock.

**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.

**PACE LAP** Drivers are allowed to scrub and warm tires, side to side only, no forward/back, until the field aligns side by side. At that point, drivers should close up distance to approximately one car's length behind the car in front of them. It is unacceptable to lag back for any reason. If there is a mechanical problem, the driver should pull off course and wave others by. Any driver lagging back will be black flagged after the start.

**RACE START** The pole position car will maintain the safety car speed until the green flag after the Safety Car enters the pits. The green flag indicates the start of the race and position improvement is permitted at this time. Any car jumping the green flag, getting out of line or lagging back will be black flagged on the next lap.

**RACE RE-STARTS:** Single-file restarts. On re-starts resulting from a double yellow, once the green flag is displayed, passing is permitted throughout the field.

**IF YOU GO OFF COURSE OR SPIN AND CAN CONTINUE** Do not rejoin the field until you are 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.

**OUT OF BOUNDS** Varies by track. Out of bounds guidelines will be reviewed at each driver's meeting **by the Race Director**. Each driver will receive one opportunity per session or race without penalty. After that opportunity has been exhausted penalties shall be applied. **Penalties for out of bounds will be determined by the Race Director.**

**TIMING & SCORING** You must have an AMB Transponder properly installed on your car(s). For purchase or rental, please see Registration. During an event, results will be posted throughout the weekend at a location to be decided at each event. Copies will also be available there.

**DRIVER MEETINGS** Please check the official schedule for driver meeting times and location. Driver Meeting attendance is mandatory for all drivers and co-drivers

**CHANGES** All changes (class, group, car#) must be approved by the Technical Director. Changes will be reported to Registration and to Timing & Scoring. Please do not request changes from Timing & Scoring.

**SVRA RADIO FREQUENCIES** are not to be used for race team communication.

**CONDUCT** As a member and participant of SVRA, and representative of the sport of vintage racing, your driving and personal conduct is expected to project a positive image, and to be of a very high standard. The driver/entrant is also responsible for the conduct of his crew.