



Standard Operating Procedures

(Rev 12/2015)

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.

OFFICIAL RACE CONTROL is through the SVRA Chief Steward, and the SCCA workers or other recognized workers. It is imperative that you comply with their instructions. The Competition 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 (Open-wheel Group 2 and 9), will be set by fast times from Sprint Race 1. Grids for Sprint Race 2 (all other 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. Grid Marshall 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 at the Driver's Meeting, on the PA system or on the grid.

TECH INSPECTION Tech inspection hours and location will be stated on the official schedule. You will receive your "At Track Medical Form" at Registration in your Packet. You will need to complete it and bring it to Tech. Your Tech sheets are located at Tech. Please have your correct assigned race number on your car and an AMB transponder properly installed before you arrive at Tech. Your At-Track Medical form will contain your correct car #, group and class. 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.

NO ONE UNDER 18 years of age is permitted in the pits. Open-toed shoes, and sleeveless shirts are not permitted in the pits.

FALSE GRID Cars arriving after the five minute signal may 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 35 mph.

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.

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. (we should request a meth sticker on the car)

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IF YOU GO OFF COURSE and are unable to restart, stay in the car and await the Corner Worker instructions. Do not leave the area until arrangements have been made to retrieve your car. NEVER walk along the edge of the circuit, and do not cross the circuit unless directed by a Corner Worker. If riding in your car while under tow, wear all safety gear.

PACE LAP Drivers are allowed to scrub and warm tires 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 set the start speed 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 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.

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. You will receive a helmet sticker at the end of the meeting. You will not be permitted to participate in any session without this sticker.

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.

RADIO FREQUENCIES SVRA operates on a radio frequency. This frequency is 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.

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