



## Notes from the SVRA Competition Director--2015

Welcome to the U.S. Vintage Racing National Championships at the Circuit of the Americas. SVRA thanks you for joining us at this special event. A few reminders before the main topics of this paper are addressed:

**Credentials:** Make sure you have your Competition License or copy of the License plus an ID with you at Registration. No License means you don't drive. It is your responsibility to have all paperwork in place by the time you get to Austin. It is at this point you will be issued your **Paddock Pass** ( 1 per hauler/tow vehicle) and your "**Pit Cart-Not Car Pass**" credential (for golf cart or pit cart only).

**Rules:** Everyone at this point should realize that this event is run under SVRA Rules. There is no reason at this stage to show up with a car that is not compliant to this rule set. The driver is responsible for reading and understanding the SVRA Rules. Cars not in compliance MAY POSSIBLY run but will be designated as such and will not be eligible for podium or trophy and will be listed at the bottom of the result sheets.

**Transponders:** no transponder means no times and no scoring. Please have the TX number available at Technical Inspection to confirm your number. A limited number of rentals are available via Timing and Scoring, located on the 2nd floor of Race Control.

**Entrant Information Guidelines and Updates:** these have been provided to you via the SVRA website. If you have not read these, you need to. Staging and Paddock Rules are included along with photos and maps of the facility.

### **IMPORTANT NOTES:**

**Driver's Packet:** will be presented to you at Registration--not mailed. Please review all items in your packet as there will documents that many of you have never seen. In this packet will be your:

- a. **At-Track Medical Form.** Complete this, take to Tech to release your Tech Sheet for your car(s). Tech Inspection for your car will not be completed without the fully completed At-Track Medical Form. Please confirm that the At-Track Medical and your Tech Sheet have the properly assigned Car #, Group and Class.
- b. **SVRA Standard Operating Procedures-COTA:** **you need to read this document.** There are special Starting Procedures being employed for this event and you need to be aware of these changes.
- c. **SVRA Red Flag Procedure** and **SVRA "2-Off/4-Off/Spin Rule:** these will be covered in the Driver's Meetings but you still need to read.
- d. **Traffic Flow Map:** primarily the Main/Garage Paddock area; this takes in Tech, Grid, on and off track and general how to move through the Main/Garage Paddock area.

**Technical Inspection:** The Tech Sheet (see above) will remain with your car so the SVRA Inspector can complete it and issue your On-Track Stickers. Please have your assigned car number on your car when you get to Tech. Letters designating duplicate numbers will be provided at Tech at no charge and are to be affixed by SVRA Tech staff. Confirm your transponder number and make sure it is correct on the Tech Sheet. Bring your **Log Book**. Driver's gear, including Head and Neck Restraint System must be with the race car for inspection.

There will be multiple Tech Lines and an SVRA Inspector will assign you a position when you bring your car to Tech. During late-day Tech on Wednesday and also Thursday morning, priority will be given to the first Run Groups of Thursday Practice.

**Your car does not need to go through Tech for Test Day**, but it is strongly suggested that you do get through Tech early to stay out of the rush. **Note: For 2015, SVRA Annual Tech is accepted for this event.**

**Driver's Meetings:** There will be (3) three Driver's Meetings: Location: Media Center

- a. Tuesday @ 5:00pm for Test Day & TOP Drivers along with any other drivers that have arrived. You will be issued a helmet sticker for the Event.

b. Wednesday @ 6:15pm for all other drivers entered for the Event. Helmet stickers will be issued.

**If you have attended the Tuesday meeting, you do not have to attend the Wednesday meeting.**

c. Friday @ 12:00 Noon for Enduro Drivers Only. A separate helmet sticker will be issued for Enduro Competitors. We strongly suggest that a member of your crew come with you to this meeting.

**Pit lane/Access and Egress:** Race cars may only enter the race circuit via the False Grid. Race cars may not access the pit lane via the garages....garaged race cars can only enter the racing circuit via the false grid. Pit crews/pit carts/pit equipment will enter the pits via SVRA Garage 12 and exit the pits via SVRA Garage 24 only. These locations will be marked. This is being done to keep non-race car traffic away from the Circuit Entrance/Exit gates and for safety.

**Race Car Return:** to the paddock from the race circuit will be via the gates at both ends of the Pit Lane.

**Speed:** pit lane speed is 35mph-- radar guns will be in operation. Paddock speed is 10mph--anything on wheels.

**Grids:** in order to provide an orderly start to each session and to prevent the desire for someone to get to the grid long before the designated time, the procedure will be as follows:

**Practice 2** will be gridded based on times from Practice 1. ( a convenience-only Grid )

**Qualifying 1** will be gridded based on the best time from Practice 2. ( a convenience-only Grid)

**Qualifying Race** will be gridded by the best time from Qualifying 1.

**The Feature Race** will be gridded by the finishing position from the Qualifying Race for all Groups.

**Enduro grids** will be set by the best time posted during Qualifying 1 and the Qualifying Race.

Late arrivals to the Grid will be placed at the rear of the grid and not allowed to take their normal grid position (per SVRA SOPs).

If you do not have your HANS device on, you will not be allowed onto the race track.

**Race Procedures:** you are responsible to read the **SVRA Standard Operating Procedures** for this Event.

Race length is set by " time plus 1 lap " (ex. 20 minutes + 1 lap ) rather than just number of laps.

**Race Starts and Restarts:** explained in the Standard Operating Procedures for the U.S. Vintage National Championships. In summary: you cannot advance your position until you go past the Starter Box when the Green Flag is given. (Nose of your car shall not be past the tail of the car ahead).

**Race Starts/Race Finish/All Sessions:** the Start Line is pit straight flagging station closest to Turn 1. The Finish and the Timing & Scoring Line is the pit straight flagging station closest to Turn 20.

**Scaling/Weighing:** will be done at the discretion of the Technical Director. Failure to immediately report as instructed will result in disqualification.

**Time Sheets and Results:** will be available in the Media Center at the SVRA Desk. **Live Timing**, along with other race information, is available via Race Monitor.

**Race Information and Updates:** via SVRA Radio--1700 AM approx. every 1/4 hour or Race Monitor.

**On-Track Incidents:** any/all drivers must report to the Competition Director. Failure to do so will mean disqualification. The Competition Director or Director of Race Operations can be seen by going to Race Control or the Tech Center.

**The COTA circuit** is 3.4 miles long and runs counter-clockwise. The Inner White Line on the race track defines the "Racing Surface". A 2-off or 4-off is "over that white line"---you need to remember this. Advancing position by using this area will result in a Black Flag.

**LOCK THINGS UP:** this will be a big event with many spectators with paddock access. Please lock up your rigs, trailers, motor homes etc. when you leave your paddock area.

Paddocks must be cleared by Noon on Monday, November 9th.