



Standard Operating Procedures

The 2016 Brickyard Vintage Invitational

Road Circuit Participants

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, Tom Hardy, and the USAC workers or other recognized workers. It is imperative that you comply with their instructions. The Race Director, Dan Pinsonneault, will rule on all race course conduct infractions.

RACE PROCEDURE Grids for all **Sprint Feature Races** and Enduros will be set by qualifying times in **all** Qualifying Sessions. 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. Race length is set by "time+ 1 lap" (ex: 20 minutes + 1 lap) rather than number of laps. Changes are announced at the Driver's Meeting, the PA system, Race Monitor, SVRA Radio 1700AM 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" and Tech Sheet at Registration. You will need to complete them and bring it to 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 will contain your correct car #, group and class. Please note that Tech may be very busy on Thursday and Friday mornings. Please 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. Shorts are not allowed in the pits during Enduro sessions.

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 flag (passing flag.) Watch your mirrors. If practicable, 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. **Methanol cars must carry an "M", 4 inches tall in contrasting color to the car on both sides of the cockpit.** SVRA is happy to provide these stickers for you during Tech or on the Grid.

IF YOU GO OFF COURSE and are unable to restart, get out of your car and go immediately to a safe position per 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 length behind the car in front of them. It is not acceptable 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. Position improvement is permitted at this time. Any car jumping the flag, getting out of line or lagging back to manipulate the start will be black flagged on a future 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. **It is your responsibility to rejoin the race safely.** When in doubt, WAIT

SVRA FOLLOWS STANDARD VMC FLAGGING RULES

YELLOW FLAG - Slow Down, no passing.

Single Yellow stationary or waving, displayed at a single location– drivers may not pass from the flag station until they are past the incident.

Double Yellow displayed at all corners – no passing anywhere around the course

BLACK FLAG

Black Flag stations are at Turn 11 and the Start/Finish line.

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 available on the SVRA app and posted at the SVRA Office in the paddock..

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

CHANGES All changes (class, group, car#) must be **approved by the Race Director**. Changes will be reported to Registration. Registration will notify Timing & Scoring of all changes. 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.