

VIR DRIVER'S MEETING

September 24-27, 2020

Thank you, Tony, for that InSite into our race weekend here at VIR.

Welcome to the VIR and the SVRA

Happy to have you racing with us (finally).

Alex Miller Race Director, this is the only time this weekend you will want to see me!

This is your only regular Driver's Meeting for the weekend. This video will run continuously, at the Tech shed on Thursday and Friday, for those who miss the video. An Enduro Driver's Meeting will be held separately on Friday at the 12:20 lunch break, at the Tech Shed. There are no longer any helmet stickers required.

VIR and SVRA have required you to sign our usual Liability and new Coved 19 waivers to participate in our race at VIR. Please refer to the links at the end of this Video, to access these important forms. Make copies for all your drivers and crew to sign each form, and bring them with you to Registration. It will save you time once you arrive at the track.

Please use only the final schedule version you will get at registration, don't miss a session!

STAGING and LOAD-IN

Please share this information with whoever is driving your rig.

Turn off Ryan's Way road, and follow around to the registration booth, which will open at 3:00 PM. Get registered then,

as trucks will start to move soon after. A load-in referral map is attached to this video, for your review. Paddock Marshall's will escort you to your spot.

VIR's paddock is always tight, so let's conserve space. Keep to only what you need. Our Paddock Marshalls can no longer allow you to save space for another competitor. If you need to be together with another team, come into the paddock together, and we will park you side by side. Please do not block the Fire lanes, as the Fire Marshalls will be on site, to enforce this requirement.

TEST DAY

You do not need to go through Tech Thursday, to run test day, but you must complete tech by your first session Friday.

For those of you running test day, I do not want to see any racing. Use this day to sort out the car and yourself. Let's be courteous and give the corner.

All driver's on test day, must be registered in that car they drive. Ok to be a co-driver, just get registered.

I will put out Double yellows on the first lap of each session on Thursday, and Friday, to ensure that you see where the flag stations are. No complaints when you get called in for missing a flag.

SAFE ZONES are the orange guard rail sections around the track. If your car falters, please try to get to one of these areas. These zones have an opening in the fence, to allow corner workers to pull you back into that area, so the session can continue.

U ARE OILING SIGNS

We do tend to leak! If the Chief Steward gets a report that you are spraying, or dropping oil, we will show the sign, and you will need pull off course at once. Do not drive around to the paddock. Oil cleanup is our biggest killer of YOUR track time. Help save track time for others to keep the session going. We will tow you back at the end of the session.

BLACK FLAG STATION

It is at turn 13, and start. If you are shown a black flag, you need to come into the pit lane Black Flag station, for consultation.

A full course black will bring all into the paddock if the session is ended, or you will be directed to the pit lane for a

restart. THERE IS NO PASSING UNDER A BLACK FLAG.

4 OFF RULE

If you go 4 wheels off the track during practice or qualifying, you are required to come into the pit lane black flag station, for a quick safety check. If all is OK we will get you on your way. If you do not come in on your own, you will be black flagged.

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When you see the checker flag, the session is over. Do not miss it. If you go around an extra lap, you just wasted 5 minutes of someone else's track time. The penalty is loss of lap next session, in qualifying you will lose your fast qualifying lap. Race you lose 1 lap on the results!

Cool down laps need to be at 2/3 race speed, get in so we can get the next session started on time.

YELLOW FLAG

When you see the first yellow flag, that is when you need to slow down. All must slow at the same time, or we have a rear end collisions. If we need to go full course yellow, the Pace car will come out and collect the leader. Please keep up and pack up so we can get a restart as soon as possible. If you get caught passing you will receive a stop and go penalty. If your momentum carries you past another car, if you give back the position within the lap, no penalty will be served.

RED FLAG

Slow down and come to a complete stop at the nearest corner station. Wait for directions. We will either go full yellow and the pace car will catch the leader, or we will go full black, return to the paddock, the session is over.

I will always try to keep the session going if I can.

BLEND LINE

When you exit the pit lane, keep the white blend line on your left all the way till the line ends. Cars are at top speed as they pass here, and you need to observe the line. Any violation will get you a stop and go penalty. Repeat offenders will sit out the next session.

JUMPING THE START

The tower has a great view of starts here. Any jumping the start will get you a 10 second stop and go penalty! You may advance your position as soon as the green flag begins to fall.

OVERAGGRESSIVE DRIVING

This behavior has no place in vintage racing. NO ONE REMEMBERS WHO WON, ONLY THE GUY WHO WRECKED SOMEONE ELSE'S CAR. Paul Newman.

It is the overtaking car's responsibility to make a proper pass. Dive bombing from too far back, when the front car has not seen you yet, often results in a drive into the door of the first car. I believe 75% of the time these moves are the fault of the overtaking car. Please be patient when passing, and make smart decisions. The penalty for causing an avoidable contact

wreck in practice is the loss of your 3 fastest qualifying laps. In the race, you will be disqualified. I will do it, trust me!

Your best lap from all qualifying sessions grid you for the first race. Your finish position from Feature Race 1 grids you for Feature Race 2.

Grids and finish results will be found at the tech shed.

Our open paddock makes things tight . Please park your crew cars out in the grass, Not a long walk, we need to keep fire lanes open, and less congested.

SHORTS

Each track is different, VIR allows:

For Sprint races, shorts are permitted anywhere. For the Enduro, shorts are

permitted in the cold pits only, never over the wall.

Transponders are available for rent, at the tech shed.

TRACK DAMAGE

We now must do this (Explain)

You may stay Sunday night out in the raceplex where we first staged.

Let's have a safe and healthy race weekend!

Thanks for coming to race with the SVRA.