



2023 STANDARD OPERATING PROCEDURES

ON-TRACK

UNSAFE OR DANGEROUS DRIVING WILL NOT BE TOLERATED. Sanctions will be imposed on drivers who are found at fault at the discretion of the Competition Director. **Drive safely without incident.**

IF YOU ARE INVOLVED IN AN INCIDENT that causes any damage, report to the **STEWARD AT THE BLACK FLAG STATION** immediately. This is for all sessions except for Race Sessions. **IF YOU DO NOT REPORT TO THE STEWARD YOUR DRIVING PRIVILEGES WILL BE SUSPENDED.** Drivers making contact with anyone or anything must report to the Competition Director immediately following the end of your session and may not return to the track until cleared to do so.

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 Corner 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!** If you are unable to continue, please remain safely buckled inside the car unless directed otherwise by a course worker. The obvious exception to this rule being the presence of fire. If you go **FOUR WHEELS OFF OR SPIN** during a practice or qualifying session, you must come into the pit lane and **REPORT TO THE BLACK FLAG STATION.** Failure to do so will result in a black flag.

PASSING: The responsibility for a clean pass rests with both drivers. It is the responsibility of the passer to make a clean pass and responsibility of the passee to maintain a predictable line.

FLAGS:

- **WHITE FLAG:** Open, displayed at all corners and start, at the beginning of practice sessions. Passing allowed, you may encounter slower cars. Displayed during any session indicates a slow-moving vehicle (race car or emergency equipment). Waved at start/finish indicates one lap to go.
- **BLACK FLAG:**
 - **Displayed with car number** – Report immediately to the Black Flag Station in Pit Lane.
 - **Open and displayed at all corners** – THE SESSION HAS STOPPED. All cars shall proceed cautiously to the pits. **Stop Racing.** No Passing. Cars entering Pit Lane are to proceed in race order to Black Flag Marshal for direction. No pit stops may be initiated, and no work may be performed. Do not pull into pit stalls. Drivers to remain in the car unless directed otherwise. Crew members may clean the windshield and attend to any driver needs. If pit stops are in progress, work must cease, and the pit stop clock will be stopped. If the race can be restarted, the pit stop window may be extended. Any changes to the schedule will be communicated to the teams before the race resumes. Once the safety car leaves pit lane under full course yellow the pit stop clock will restart and work may resume.
- **RED FLAG:** Displayed at each corner and at the Starter's Stand means **EXTREME DANGER – THE SESSION HAS BEEN STOPPED.** Proceed at idle speed to pit lane, be

prepared to stop. Give way to any safety vehicles on track. Possible track blockage. No work is allowed. No Passing. Cars entering pit lane are to proceed in race order to Black Flag Marshal for direction. No Pit Stops may be initiated and no work may be performed. Do not pull into pit stalls. Drivers to remain in the car unless directed otherwise. Crew members may clean the windshield and attend to any driver needs. If pit stops are in progress, work must cease, and the pit stop clock will be stopped. If the race can be restarted, the pit stop window may be extended. Any changes to the schedule will be communicated to the teams before the race resumes. Once the safety car leaves pit lane under full course yellow the pit stop clock will restart.

- **YELLOW FLAG:**

Standing – a situation exists that warrants your attention and caution. Exercise Caution! NO PASSING from the point where the flag is displayed until you have proceeded safely past the cause(s) of the yellow flag. Failure to adhere to these rules may result in a penalty.

Waving – a hazardous situation exists that warrants your attention and extreme caution. SLOW DOWN AND NO PASSING. Be prepared to deviate from your driving line and be prepared to stop. Passing is prohibited until safely past the cause(s) of the yellow flag. Failure to adhere to these rules may result in a penalty.

Double – when you see a station displaying two yellow flags, A FULL COURSE YELLOW exists. **NO PASSING**, a safety car may be used.

NOTE: PASSING UNDER ANY YELLOW FLAG WILL NOT BE TOLERATED.

SAFETY CAR: If the safety car enters the circuit slow down and follow in single file. Once you have safely cleared the incident scene, please catch up to the pack as soon as possible. Do not change position and do not pass the safety car unless waved by.

COOL-DOWN LAP: The cool-down lap is considered racing conditions. Do not remove gloves, belts, helmet, etc.

OFFICIAL RACE CONTROL is through the Chief Steward and the SCCA staff or other recognized workers. It is imperative you comply with their instructions. Pit-to-car radio communication is highly recommended. Monitoring the operations frequency (463.775) is also highly recommended as information relating to Track/Flag conditions, schedule, etc. are routinely pushed out by Race Control. The Competition Director will rule on all racecourse conduct infractions. A forward facing camera is highly recommended. Footage from cars involved in an incident, as well as those witnessing incidents, may be summoned by the Race Director for review in adjudicating an incident. HSR is a member of the Vintage Motorsport Council (VMC). All drivers found at fault will be subject to sanctions that are reported to the VMC.

RACE START TIME: The Race Clock begins at the first attempt at a green flag from the start stand.

OFFICIAL RACE LAPS: All sprint races and specialty races will be 8 laps, unless otherwise indicated. The Competition Director or Race Steward may modify this at any time due to time/track restrictions.

SCRUBBING OF TIRES: Scrubbing of tires is only allowed on Race Surface and behind the Pace Car. Scrubbing of tires is NOT allowed in any portion of the Pit Lane, Paddock, or False Grid areas.

“The primary objective of the sport of Vintage and Historic Automobile racing is to promote the preservation of these cars in a racing format which emphasizes driver safety and etiquette.

The sport is intended to provide a format for friendly wheel-to-wheel competition with vehicles prepared faithfully to their era.

All racing is dangerous and only the proper attitude of the driver and the careful preparation of cars will diminish the danger and enhance our appreciation of this sport.”

OFF-TRACK

SCHEDULE: Advanced provisional schedules are subject to change. The OFFICIAL SCHEDULE is included in the Competitor Information email. Do not use a schedule copied off the internet or one on white paper; it may not be the latest version.

The Competition Director may alter the program and schedule to balance the competition and to ensure participant safety. The event will continue in inclement weather but may be modified or shortened.

LATE FEE: A late fee will be assessed to any event registration that is received after the Late Fee Deadline (as shown on the Entry Form). **Some events have a higher late fee.**

DRIVERS MEETINGS: DRIVERS MEETINGS ARE MANDATORY. Make sure you get a helmet sticker. Drivers who miss the meeting must see the Competition Director before they can go on-track. Registered drivers not in attendance will be noted.

ENDURO REGISTRATION: If a competitor chooses to add an Enduro to their event entry once the event has begun, competitor must enter Enduro either through Technical Director or Registration. Please refer to the SOP Addendum for Enduro registration deadlines. If you arrive on the grid without an Enduro sticker, you will be gridded at the back of the grid, and the Enduro charge will be added to your account.

TECHNICAL INSPECTION: All cars must be inspected prior to going on-track starting on Friday. This inspection will be conducted by the **HSR Tech Staff** or if you have an approved **Annual Tech**, you may inspect the car yourself. In either case, the **Tech Sheet** must be completed and signed by the person doing the inspection. The **Car Number** assigned on the **Tech Sheet** is the correct number. **Any car appearing on-track with an incorrect or illegible number is subject to a black flag.** If you do not agree with your number or classification, please see the Technical Director at the Tech location. **Do not wait until Sunday to discuss your classification.**

SAFETY EQUIPMENT

There is a ZERO tolerance for expired safety equipment for Driver or car. Please be sure your safety equipment is in date. If there is a question, please contact the Chief of Tech for any clarification.

HELMETS: Automobile racing helmet with a Snell Foundation SA2020, SA2015, FIA 8858-2002, 8858-2010, 8859-2015, 8860-2010, 8860-2018 certification. Full-face helmets are strongly recommended.

HEAD AND NECK RESTRAINT DEVICE: All drivers, except pre-war, must use a head and neck restraint system. The head and neck restraint system must be certified by SFI certification 38.1 or FIA certification 8858-2002. Devices that do not actually carry an SFI or FIA certification sticker are not approved. For HANS Device users, no padding should be placed between the harness shoulder belt webbing and the yoke of the HANS. The harness must be in direct contact with the yoke of the HANS.

These systems shall be recertified every five (5) years. Product inspection, maintenance, and/or replacement procedure is per individual manufacturer. The inspection must be done by an authorized recertification provider; and, if approved, a new SFI 38.1 conformance label marked with the inspection date shall be placed on the product, along with new correctly dated tethers. FIA devices will need a new dated tether every five (5) years.

DRIVING SUIT: Driving Suit and Underwear of fire-retardant material, Minimum SFI 3.2/5, double-layer Nomex or FIA 8856-2000 or equivalent is required.

GLOVES & SHOES: SFI 3.3 or FIA 8856-2000 gloves and shoes are required.

FIRE EXTINGUISHER: A minimum of a 2.5# B/C approved, hand-held fire extinguisher or a 5# on-board fire suppression system installed to SFI 17.1 specification is required. All hand-held extinguishers must be securely mounted with a metal clasp within reach of the driver. All extinguishers must be labeled for currency and be recertified every FIVE (5) YEARS. On-board systems should have all lines and nozzles checked and cleaned annually. It is a good idea to have a hand-held device in addition to an on-board system.

TIMING and SCORING

TIMING SHEETS AND RACE RESULTS: Sheets will be available shortly after each session and will be emailed to all registered drivers at the end of each timed session. Please ensure HSR has a valid email address for the driver. Please see SOP Addendum for further details.

PIT STOP TIMING: Pit stops will be timed by HSR Timing & Scoring personnel. Time will start as the car enters pit in (at location identified). Time will stop as the car passes pit out (at location identified). Cars may not stop or slow down below 35mph at pit out unless instructed to do so by Pit Lane Marshal.

ENDURO PIT STOP REQUIREMENT: All required pit stops during a B.R.M Endurance race **must be initiated** within 40 minutes of the first attempt to start the race. The Race Clock begins at the first attempt at a green flag from the start stand. ****Some events will have a longer endurance race, any changes in the requirements will be addressed in the event's SOP Addendum.****

SCORING PENALTIES: A scoring penalty will be assessed at the discretion of the Chief Steward or Competition Director as follows:

- Pit Stop Violations: 1-300 Second violation, time penalty of time short plus 30 seconds with Zero Tolerance; penalty issued post-race.
- Complying Pit Stop After Time Limit: 40 second penalty; penalty issued post-race.
- No Pit Stop: 3 Lap Scoring Penalty; penalty issued post-race.

The Competition Director or Chief Steward may waive or modify any penalty.

PIT LANE, GRID, PADDOCK and AWARDS

FALSE GRID: Cars arriving after the five-minute signal may forfeit their grid position, this is at the discretion of the Chief of Grid.

PACE LAP: In the case of a delay in leaving the grid due to late arrival or mechanical issue, or loss of position on racecourse due to late arrival or mechanical issue, **do not attempt to regain your original grid position during the pace lap.** You may improve position only after green flag is displayed by Starter.

PIT LANE SPEED: Pit Lane speed is 35mph between the 'begins' and 'ends' signs for all sessions including all races and enduros.

PIT LANE USAGE: Pit Lane consists of three distinct lanes, the fast lane closest to the racing surface, the transition lane for slowing and accelerating between the fast and pit stall lanes, and the working area pit stall lane.

The fast lane shall be traveled at the pit lane speed limit of 35mph. **No slowing below 35mph or stopping at pit out** unless directed by officials.

The transition lane should only be used on entry for five (5) pits prior to the competitors pit stall to slow and safely enter their stall without driving through preceding pit stalls. On exiting pits, yield to traffic and accelerate to 35mph merging into the fast lane. Competitors should not spend any more time in the transition lane than necessary to achieve 35mph and safely merge into the fast lane. **No passing** in the transition lane area.

The working area pit stall lane shall remain clear of equipment and personnel until the car is stopped. No equipment may be stacked on the hot pit side of the wall or on top of wall, no standing or crouching on the pit lane wall. No sitting on the pit wall with appendages on the hot pit side.

PIT IN/OUT MARKER: Pit In and Out is marked with cones and signage, indicating where Pit Stop Timing begins and ends.

PIT LANE ACCESS REQUIREMENTS: All persons on Pit Lane must be at least 18 years old and have proper credential.

QUALIFYING AND GRID POSITIONS: All Qualifying Group sessions will be timed, and all times will contribute to subsequent grid positions for Sprint Race 1 and the Enduros. The Sprint Race 2 grid will be determined by the finishing position of Sprint Race 1. The Competition Director may modify these procedures if weather or circumstances prevent valid times from being achieved. The Competition Director may modify grid positions for safety reasons. For any specialty race/series, the qualifying session or sessions will be identified in the SOP Addendum.

POST-RACE PODIUMS: Each official race will have an awards podium. The top three finishers in each listed Race Group will be invited to the podium to receive appropriate awards. If a race is composed of several official race groups, each group will have a separate awards podium. All specialty races will have a separate podium according to their classifications, (i.e., SascoSports International/American Challenge will have 3 podiums, etc.).

AWARDS: Suitable medallions are awarded to the top three (3) finishers in each run group. Class medallions are available for pick up at the Podium.

EVENT CREDENTIALS

Credentials for track entry may be obtained ONLY during scheduled registration hours. Please advise all crew and guests that if they are not present to register during registration hours, they will not be admitted. Please remember that all race entrants, touring entrants and their crew members must sign in at registration and obtain passes before they are allowed to enter the track. **Crew members not listed by the driver on the registration form will NOT BE ADMITTED until the DRIVER OR PERSON (S) AUTHORIZED BY THE DRIVER physically gives his authorization. Unlisted crew members will be required to purchase a daily ticket to gain admittance. All ticket sales are final, no refunds will be issued.**

Drivers are responsible for the conduct of their crew and guests. Minors must be under direct supervision of an adult at all times.