

# HSR STANDARD OPERATING PROCEDURES

## 2019

### 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, 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 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).
  - **BLACK FLAG:** Displayed with car number; report immediately to the Black Flag Station.
  - Open, displayed at all corners means **THE SESSION HAS STOPPED.** All cars shall proceed cautiously to the pits. **Stop Racing.** An "ALL" sign will be displayed at the starter's stand. Drivers may get out of the car. No work is allowed.
  - **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. Possible track blockage. Drivers may get out of the car. No work is allowed.
  - **YELLOW FLAG:**
    - STANDING** – a situation exists that warrants your attention and caution. Exercise Caution! **NO PASSING** 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 pace car may be used.

**NOTE: PASSING UNDER A STANDING OR WAVING YELLOW FLAG WILL NOT BE TOLERATED.**

- **PACE CAR:** If the pace car enters the circuit slow down and follow in single file. Do not change position and do not pass the pace car unless waved by.
- **COOL-DOWN LAP:** The cool-down lap is considered to be under 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. The Competition Director will rule on all race course conduct infractions. 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.

*“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 your driver pack. 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 in order 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 of \$100 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.

#### **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**

**Inspection:** All cars must be inspected prior to going on-track starting 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**

**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:** It is required that all drivers wear an (SA) rated racing helmet of SA 2010, SA2015 or FIA 8860-2010 certification. Full-face helmets are strongly recommended.

**Hans Device:** HANS and other FIA-approved head restraints can help prevent injury in catastrophic incidents where impact is very high and at a front angle. We highly recommend their use and the correct installation. It is the decision and responsibility of the individual participant to use or not use a device of choice.

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

**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 TWO YEARS. On-board systems should have all lines and nozzles checked and cleaned annually.

## **TIMING and SCORING**

**Timing sheets and Race Results:** Sheets will be available shortly after each session location will change according to facility availability. 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 (as identified). Time will stop as the car passes pit out (as identified). Cars may not stop or slow down below 35 M.P.H. 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 started** 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 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: 1 Lap Scoring 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, 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 race course 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 35 mph between the in and out cones for all sessions including all races and enduros.

**Pit In/Out Marker:** Pit In and Out is marked with cones and signage, indicating where Pit Stop Timing will start and stop.

**Pit Lane Access Requirements:** All persons on Pit Lane must be 18 years old and have proper credential.

**Qualifying and Grid Positions:** All Qualifying Group sessions starting Friday will be timed and all times will contribute to subsequent grid positions for the 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 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. International/American Challenge will have 3 podiums, etc).

**Awards:** Suitable medallions are awarded to the top 3 finishers in each class.

## CREW CREDENTIALS

Credentials for track entry may be obtained ONLY during scheduled registration hours. Please advise your 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. Otherwise these unlisted crew members will be required to purchase a daily ticket to gain admittance.**

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