



Standard Race Operation Procedures

1. **ONLY THE VSCDA APPROVED AND REGISTERED DRIVER FOR THE ENTERED VEHICLE IS ALLOWED ON THE RACE TRACK!**
2. **ROOKIE DRIVERS MUST DISPLAY "Xs" ON THEIR CAR.** Open wheel cars on 2 sides and closed wheel cars on all 4 sides. After the completion of 3 races with VSCDA the Drivers may remove the "Xs".
3. **UNSAFE OR DANGEROUS DRIVING ON THE TRACK WILL NOT BE TOLERATED.** Sanctions will be imposed, by the Drivers Committee, on Drivers who are found at fault. **DRIVE SAFELY WITHOUT INCIDENT.**
4. **IF YOU ARE INVOLVED IN AN INCIDENT THAT CAUSES ANY DAMAGE TO YOUR CAR, ANOTHER CAR, OR ANY PART OF THE TRACK YOU MUST REPORT TO THE CHIEF STEWARD AND THEN DRIVERS COMMITTEE TO FILL OUT A WRITTEN REPORT. IF YOU DO NOT REPORT AND FILL OUT THE WRITTEN DOCUMENTATION YOUR DRIVING PRIVILEGES MAY BE SUSPENDED.**
5. **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 DURING A WARM UP, PRACTICE OR QUALIFYING SESSION, YOU MUST COME INTO THE PIT LANE AND REPORT TO THE TECH REPRESENTATIVE AND/OR STEWARD.** Failure to do so will result in a black flag. You may be black flagged for a major on-course spin as well.
6. **PASSING: THE RESPONSIBILITY FOR A CLEAN PASS RESTS WITH BOTH DRIVERS.** Primary responsibility is with the over-taking car. Corner stations will advise slower cars with Blue Flag (passing flag). Watch your mirrors. The over-taken Driver should clearly indicate to the over-taking Driver on which side the pass should be made while maintaining a predictable racing line.
7. Any driver found to be endangering or abusing to other drivers, any track personnel, or persons in the paddock will be immediately suspended from the event.

FLAGS:

1. **WHITE FLAG:** Open, may be displayed at all corners and start, at the beginning of warm-up and practice sessions. Passing allowed - you may encounter slower cars.
2. **BLACK FLAG:** Open, displayed at all corners means **THE SESSION HAS STOPPED.** All cars shall proceed cautiously to the pits. **NO PASSING.** An "ALL" sign will be displayed at the Starter's Stand. Individual driver black flags may be accompanied with a car number. Report to Steward in pit lane or Tech Rep for a technical "meat ball".
3. **RED FLAG:** Means **EXTREME DANGER – THE SESSION HAS BEEN STOPPED.** Come to an immediate controlled stop at the side of the race track, preferably in line of sight to a staffed Corner Station. When released by an Official, proceed cautiously to the pits or as otherwise instructed.
4. **YELLOW FLAG:** There is **NO PASSING** from the point of the yellow flag until you are in sight of the next clear, manned station not displaying a yellow flag.

STANDING - a situation exists that warrants your attention and caution. **NO PASSING!**

WAVING - a hazardous situation exists that warrants your attention and extreme caution.

SLOW DOWN AND NO PASSING! You will probably have to deviate from and modify your driving line.

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 YELLOW FLAG WILL NOT BE TOLERATED! Penalties and potential Drivers Committee actions will be imposed.

GRID POSITIONS AND STARTS: **CARS ARRIVING AT THE FALSE GRID AFTER THE FIVE MINUTE SIGNAL FORFEIT GRID POSITION.** 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. This rule also applies for Drivers who loose their position during a pace lap i.e., engine kills but restarts after the field has passed. **IF YOU IMPROVE YOUR POSITION OR DO NOT STAY IN LINE AND MAINTAIN AN APPROPRIATE (1-2 CAR LENGTHS) INTERVAL PRIOR TO DISPLAY OF THE GREEN FLAG, YOU MAY BE BLACK FLAGGED.**

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-OFF LAP: The Cool-Off Lap is considered to be under racing conditions. Do not remove gloves, belts, helmet, etc. Remain alert as passing could occur. Passing is discouraged during cool-off lap. If you do pass during cool-off lap, total responsibility for a very slow, clean and safe pass rests with the passing Driver.

OFFICIAL RACE CONTROL is through the Chief Steward and the staff. It is imperative that you comply with their instructions. Should any serious infraction of conduct occur VSCDA will follow their recommendation for action.

VSCDA is a member of the Vintage Motorsports Council (VMC) and has adopted the following philosophy for racing:

"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."

SCHEDULE: The Steward and Race 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 shortened and/or modified.

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, crew members and guests must sign in at registration and obtain wrist bands before they are allowed to enter the track.

CREW MEMBERS AND GUESTS NOT LISTED BY THE DRIVER ON THE REGISTRATION ENTRY FORM WILL NOT BE ADMITTED UNTIL THE DRIVER PHYSICALLY OR IN WRITING GIVES THEIR AUTHORIZATION TO REGISTRATION.

Without authorization, any unlisted crew members or guests will be required to purchase an over-crew wrist band to gain admittance. Drivers are responsible for the conduct of their crew and guests. Children must be under the direct supervision of an adult at all times.

DRIVERS MEETINGS: ALL DRIVERS MEETINGS ARE MANDATORY

TECHNICAL INSPECTION:

- Your technical inspection sheet will be issued to you at VSCDA registration. Both sides must be completed, signed and presented with your log book at time of technical inspection. These are the only items required if you already have obtained a VSCDA (or approved affiliate) approved annual technical inspection.
- All cars must remove or cover previous technical stickers.
- All cars entered in warm-ups, practice, qualifying, race or touring sessions must be registered, pass technical inspection and display a technical sticker and group number before they are allowed on the track.
- All race cars must display their assigned race number at technical inspection. **AFTER THE CAR HAS BEEN ISSUED ITS TECHNICAL STICKER THE NUMBER MAY NOT BE CHANGED WITHOUT OFFICIAL APPROVAL FROM VSCDA REGISTRATION AND TECHNICAL INSPECTION.**
- All camera mounts must be approved at technical inspection.
- All driver safety equipment must be presented at technical inspection. This requirement is waived for those with current VSCDA annual technical inspection approvals. Certain approved affiliate organization annual technical inspections are acceptable. Check with Chief of Tech. All race Drivers must wear two layers of Nomex or an equivalent. Helmets must be rated Snell 2010SA or later. Drivers should have their name and date of birth (blood type is also recommended) on the back of their helmets. Head and Neck Restraints are mandatory as of September 1, 2017