



## Standard Race Operation Procedures

**VSCDA'S RACING PHILOSOPHY:** *"The primary objective of Vintage and Historic Automotive 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."*

### **BEFORE THE TRACK:**

#### **1. Driver Eligibility Requirements:**

- A) Be a member of VSCDA
- B) Be at least 18 years of age by October of the current year
- C) Have a VSCDA Medical form on file or have a Competition Racing License\* (VMC, FIA, SCCA, etc.)
- D) Have a complete and signed Tech Sheet on file with VSCDA
- E) Have proof, a logbook, of wheel-to-wheel competition racing experience within the past 2 years or have completed a competition racing school within the past 2 years.

\*VSCDA does not issue a competition racing license, we merely give our members driving privileges. However, VSCDA does encourage drivers who plan to drive in non-VSCDA events to obtain a Vintage Motorsports Council (VMC) competition racing license which is honored by all VMC affiliates. You can get an application at their website: [www.the-vmc.com](http://www.the-vmc.com)

- 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. **Registration:** Got to [www.vscda.org](http://www.vscda.org) and register for the race event you wish to enter
- 4. **Technical:**
  - A) All race drivers must wear two-layer Nomex or equivalent
  - B) Helmets must be rate SA2015 or newer. The driver's name and date of birth(blood type if known) must be on the back of the helmet.
  - C) Head and Neck Restraints have been mandatory as of September 1, 2017
  - D) All cars must remove or cover previous technical stickers.

### **AT THE TRACK:**

#### **5. Registration:**

- A) 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.
- B) 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.
- C) **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.
- D) **Drivers** are responsible for the conduct of their registered crew and guests. Children must be under the direct supervision of an adult at all times.
- E) **Touring:** If Touring is available at the event. All people wishing to participate in Touring must complete a Touring registration form and get a Touring wrist band in addition to their regular entry wristband. All Touring drivers must attend the Touring Drivers' Meeting, usually 1 hour before Touring, but check the schedule for time and location.

**6. Technical:**

- A) Your technical inspection sheet will be issued to you at VSCDA registration. Both sides must be completed, signed and presented with your logbook at the time of technical inspection. These are the only items required if you already have obtained a VSCDA (or approved affiliate) approved annual technical inspection.
- B) Drivers/mechanics coming through Tech WITH an Annual must bring a COMPLETED and Signed tech sheet, logbook with annual, and a SA2015 or newer helmet. NO EXCEPATIONS
- C) We except Annual tech form: CVAR, HSR, Midwest Council, RMVR, SCCA, Sovern, SVRA, VARAC, VDCA, VRG, VSCCA, and WHRRI.
- D) Driver/mechanics without an Annual must bring a COMPLETED and SIGNED tech sheet & logbook. If a logbook is needed it can be issued, along with the car and all driver safety gear.
- E) 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.**
- F) 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 SA2015 or newer. Drivers should have their name, date of birth, blood type, drug allergies and special medical conditions on the back of their helmets. Head and Neck Restraints are mandatory as of September 1, 2017
- G) All camera mounts must be approved at technical inspection.

**7. ALL DRIVERS' MEETINGS ARE MANDATORY**

- 8. Schedule:** The Chief Steward and/or 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.

**9. Grid:**

- A) All cars entered in warm-ups, practice, qualifying, race, or touring sessions must be registered, pass technical inspection, display a technical sticker, and group number before they are allowed on the track.
- B) Only the VSCDA approved and registered Driver for the entered vehicle is allowed on the race track.
- C) If you miss the Grid for your session you need to enter the track via Pit Lane. Stop at the Black Flag Steward to be released to the track.
- D) Cars arriving at their **Race Grid** after the 5 Minute Signal is given will forfeit their Race Grid Position. Do not attempt to regain your original grid position during the Pace Lap.

**ON THE TRACK**

**10. Flags:**

- A) **GREEN FLAG:** The session or race has started, and the course is clear.
- B) **WHITE FLAG:** Slow moving vehicle on course. Passing allowed - you may encounter slower cars or emergency vehicles. Displayed at all corners at the beginning of warm-up, practice, and other sessions as required for Flag Station identification. During a race shown from the Starter's Stand to signify you are entering in the last lap of the race.
- C) **YELLOW FLAG:** There is **NO PASSING** until you are past the incident and in clear view of the next station NOT display a Yellow Flag.  
**STANDING** - A situation exists off track that warrants your attention and caution. **NO PASSING!**  
**WAVING** - A hazardous situation exists on the racing surface 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.

## Flags (Cont.)

- D) **BLACK FLAG:** Displayed with your car number. You must immediately go to Pit Lane and report to the Black Flag Steward. At all corners means **THE SESSION HAS STOPPED**. All cars shall proceed cautiously to the pits. **NO PASSING**.
- E) **Black Flag w/Orange Ball:** Displayed with your car numbers. You have a mechanical problem and must immediately go to Pit Lane and report to the Black Flag Steward.
- F) **BLUE w/YELLOW STRIPE:** Check your mirrors, A faster car in approaching, hold you line.
- G) **Yellow w/Red Stripe:** Debris on the course. Exercise Caution.
- H) **RED FLAG: EXTREME DANGER – THE SESSION HAS BEEN STOPPED.** Come to an immediate controlled stop at the side of the racetrack, preferably in line of sight to a staffed Corner Station. When released by an Official, proceed cautiously to the pits or as otherwise instructed.
- I) **Checkered Flag:** Session has ended. Reduced speed and return to Pit Lane.

**11. Black Flag All Procedure.** When all Flag Stations show a Black Flag, the track is under a Black Flag All procedure and all cars must return to Pit Lane. As you enter Pit Lane if you wish to return to the track as soon as the Black Flag Procedure ends stay in the lane closest to the track, the Fast Lane, and stop near Pit Out as designated by the Pit Lane Steward. If you want to return to the Paddock, use the center lane, Transition Lane, and return to the Paddock. If you wish to pull into a Pit Box, you can do so. To leave a Pit Box once the Black Flag Procedure ends stay in your Pit Box until all cars in the Fast Lane have left the Pit Lane.

### 12. Pit Lane Procedures:

- A) Most Pit Lanes have 3 Lanes. The closest lane to the Racetrack is the Fast Lane, use this lane to enter Pit Lane and stay there if you are doing a Driver Through. The Center Lane is the Transition Lane, use this lane to move to from the Fast Lane to the Paddock or a Pit Box. The 3<sup>rd</sup> lane, farthest from the Racetrack is the Pit Box Lane. Enter your Pit Box from the Transition Lane with 2 to 3 Pit Boxes of your own. Do Not use the Pit Box Lane as the Transition Lane.
- B) 40 MPH Maximum speed
- C) Anyone going over the Pit Wall and entering Pit Lane must have a VSCDA band proving they are registered and have signed a release.
- D) Crew members must always stay behind the Pit Wall until their car is stopped in their Pit Box. The exception being that 1 Crew Person may step into to Pit Box to direct the car in.
- E) No one is allowed to stand at the Pit Wall between the Fast Lane and the racetrack, except one Crew member going to signal a driver.

**13. Entering the Track:** Do not cross the Pit Exit Line until you have reached the end. Be aware the location of the Pit Exit Line changes from track to track. Check your Drivers' Meeting Notes

**14.** If you go 4 Wheels Off or spin over 180 degrees during a Warmup or Practice session, you **MUST** come to the Pit Lane and report the incident to the Pit Lane(Black Flag) Steward for a vehicle inspection.

**15. SPINS: 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 WARMUP, PRACTICE OR QUALIFYING SESSION, YOU MUST COME INTO 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.

**16. 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.

17. **CONTACT:** 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 BLACK FLAG STEWARD OR 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 WILL BE SUSPENDED.**
18. 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.
19. **UNSAFE AND DANGEROUS DRIVING WILL NOT BE TOLERATED.** Sanctions will be imposed, by the Drivers' Committee, on Drivers who are at fault. Drive Safely without incident.

*Revised 05/07/2024*