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## 2025 STANDARD OPERATING PROCEDURES

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*"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."*

### 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.**

#### INCIDENTS

- **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 Race Sessions. **IF YOU DO NOT REPORT TO THE STEWARD YOUR DRIVING PRIVILEGES WILL BE SUSPENDED.** Drivers who make 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:** If you are Black Flagged, stop at the Black Flag Station on pit lane for consultation. Black Flag stops will not count as a mandatory stop. You must return to the circuit after consultation and do at least one lap before making a mandatory stop.
- **Mechanical Black Flag (Meatball):** Cars receiving a Mechanical Black Flag must stop at their assigned pit for necessary repairs. This may count as your mandatory stop.
- **Black Flag All:** Displayed at each corner station and at the starters stand means the session has been stopped. **NO PASSING.** Cars entering pit lane are to proceed single file in race order to the Black Flag Marshal for direction. During a race session only, no pit stops may be initiated, no work may be performed and **do not pull into pit stalls.** Drivers to remain in cars unless directed otherwise. **Work must cease**, and the pit stop clock will be stopped (not required for practice or qualifying sessions). If the race can be resumed, 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 resume. No pit stops may be initiated as the field follows the safety car out of pit lane.

- **Red Flag:** Displayed at each corner station 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. No Passing. Give way to any Safety vehicles on track. Cars entering pit lane are to proceed in race order to Black Flag Marshal for direction. During a race session only no Pit Stops may be initiated, no work may be performed and **do not pull into Pit stalls**. Drivers to remain in cars 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 (not required for practice or qualifying sessions). If the race can be resumed, 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 resume.
- **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. Any time the safety car is on track with the lights on, drivers are to follow the safety car wherever it goes (including pit lane or to bypass a portion of the circuit). A red light will be displayed at pit out to indicate that pit out is closed when the safety car is in the vicinity of Start/Finish to the last pit stall (exact location will be track specific). Cars held at pit out will be released to join once the pack has cleared pit out. Failure to comply will result in a penalty at the discretion of the race officials (i.e., drive through, stop and hold, or time and/or lap penalties issued post-race).

#### **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 (461.0875) 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 that records to an SD card is required. 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 and/or 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.

#### **DAMAGE TO THE CIRCUIT FACILITY**

Competitors will be responsible for any costs associated with damage to the race circuit as a result of an incident, including but not limited to Jersey Barrier Repair/Replacement, Guardrail Damage



Repair/Replacement, Oil Dry Usage, etc. Competitors will be invoiced directly by HSR after the event. A copy of the invoice from the Circuit to HSR can be provided upon request.

## **OFF-TRACK**

### **SCHEDULE**

Advanced provisional schedules are subject to change. The OFFICIAL SCHEDULE will be posted to HSR's website (and will be subject to change).

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).

### **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, the competitor must enter an Enduro either through the Technical Director or Registration. Please refer to the Official Schedule/Supplemental Regulations 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. A Test Day is excluded from this requirement. 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, FIA 8860-2010, 8860-2018 certification. Full-face helmets are strongly recommended. SA2025 helmets will be released for sale October 1, 2025; and SA2015 will not longer be accepted after 2025.

### **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 posted to HSR's website at the end of each timed session. Please see Official Schedule/Supplemental Regulations 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 race, changes in the requirements will be addressed in the event's Official Schedule/Supplemental Regulations.

### SCORING PENALTIES

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

- Pit Stop Violations:
  - 1 – 29 second violation: time penalty of time short plus 30 seconds
  - 30 + second violation: a one (1) lap penalty plus time short
  - 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 so 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. For the B.R.M Endurance Challenge and the Classic races, persons in the Hot Pits must wear long pants and a sleeved shirt.

#### **QUALIFYING AND GRID POSITIONS**

The Qualifying session(s) will be timed, and the times will contribute to subsequent grid positions for Sprint Race 1, the Enduros and any specialty races for which the car may be eligible. 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 the Enduros and any specialty race/series, the qualifying session or sessions will be identified in the Official Schedule/Supplemental Regulations.

#### **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 at the end of each race.

### **EVENT CREDENTIALS**

All drivers and co-drivers must hold a competition license issued by HSR. Certain high-performance cars may require the driver to hold an HSR Super License. This is determined solely by HSR.

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

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

