



2026 STANDARD OPERATING PROCEDURES

01/28f/2026

"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. Contact is not tolerated.

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 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.** Be aware of your surroundings, slow down, pull to the side of the track and STOP in view of a corner station! During races, **Work must cease.** If there are pit stops in progress, the pit stop clock will be stopped.
The Red Flag will either be followed by a Black Flag All or the Safety Car will be deployed under Full Course Caution. If the session may be continued, any changes to the format or schedule will be communicated before the race is resumed. Once the Safety Car is deployed, work may resume and 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, BLACK OR RED 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 flashing 'X' 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

Race Control is through the Chief Steward and/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, will 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 eight (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 TIRES

Scrubbing tires is only allowed on Race Surface and behind the Pace Car. Scrubbing 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 or Race Steward 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 at Registration. Please refer to the Official Schedule/Supplemental Regulations for Enduro registration deadlines.

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 ZERO tolerance for expired safety equipment for Driver or car. Please be sure your safety equipment is in date. Safety equipment must be used as stated by manufacturer specification of equipment. 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; SA2015 will no longer be accepted.

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 AND RACE RESULTS

Timing results will be posted to HSR's website multiple times throughout the day. 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 in the fast lane below 35mph unless instructed to do so by a Pit Lane Marshal.

ENDURO PIT STOP REQUIREMENT

All required pit stops during a 1-hour 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.

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

PADDOCK

Paddock Speed Limit is 15MPH at all events for all vehicles. Speeding in the Paddock is not tolerated.

Fueling in the paddock may be conducted by a driver or crewmen wearing Nomex (fire retardant) clothing with full face protection (helmet recommended). Each team must provide a 10lb minimum fire extinguisher and someone with full Nomex and eye protection (helmet recommended) to man it during fueling.

FALSE GRID

Cars arriving after the three-minute signal will 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, **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. **Cars may not stop or slow down in the fast lane below 35mph unless instructed to do so by Pit Lane Marshal**.

The transition lane should only be used on entry for five (5) pits prior to the competitor's 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 while 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 16 years old and have proper credential. For the B.R.M Endurance Challenge and the Classic Endurance Championship races, persons in the Hot Pits must wear long pants and closed-toe shoes. No exceptions.

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 REGISTRATION

EVENT CREDENTIALS

All drivers and co-drivers must hold a valid Competition License issued by HSR. This includes any coach or other person who will be in the car on track at ANY TIME during the event. Certain high-performance cars may require the driver to hold an HSR Super License. This is determined solely by HSR.

If a valid medical is not on file, the Applicant must provide a racing medical form, signed or counter-signed by a physician, that is dated with the past one (1) year. The medical shall be fully executed and on a form that is acceptable to HSR, at its sole discretion.

All fees due from a competitor must be paid in full before a license or entry is approved for that competitor.

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.

Each entry to the Sprint race segment or Classic segment includes two (2) single event Crew credentials at no additional charge. Overcrew credentials may be purchased for \$100/each.

All race entrants and their crew members and/or guests who do not already have an annual HSR hard card, must be assigned crew credentials by the primary driver via the primary driver's Merg account. Each credential input into Merg must utilize a unique email and cell phone number for the individual being assigned the credential. Crew members not input into Merg by the Competitor will NOT BE CREDENTIALED until the COMPETITOR OR PERSON(S) AUTHORIZED BY THE COMPETITOR inputs the required information into Merg. 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.

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



A credential may be denied by HSR for any reason or no reason at its sole discretion.

EVENT ENTRY

All drivers and co-drivers must hold a valid Competition License or Super License issued by HSR to be eligible to compete at HSR events. No exceptions. HSR-licensed competitors enter HSR events online via HSR's Merg system. When entering multiple cars for a single driver, a separate online entry is required for each individual car.

In 2026, HSR opened registration for its entire season. Competitors select the event or events they wish to enter. Entry fees are charged for every event entered when the entry is approved. If multiple events are entered as part of a single entry, those fees are paid at the same time.

Entries received after the Late Fee Cut-off Date will be assessed a \$300 late fee.

Competitors who are new to HSR must have submitted their license application, with all required information, no later than the late fee cut-off date for the event in which they intend to participate.

To be eligible for the Enduros or Test Day, the car must be entered into the Sprint races. At HSR Classic events, an entry to the Classic race includes eligibility to enter the Enduro and Test Day.

Competitors may add the Enduro for which their car is eligible to their entry up to the Entry Deadline as published in the Official Event Schedule and Supplemental Regulations.

All fees (entry, license and any others) are subject to adjustment by HSR at any time. All fees (entry, license and any others) must be paid in full before a car goes on track.

An entry or entries may be denied by HSR for any reason or no reason at its sole discretion.

MINOR DRIVERS

Minors at least 16 years of age may apply for an HSR competition license. Along with their license application, HSR requires at least one Letter of Recommendation from a person known and acceptable to HSR. This letter of recommendation should describe the minor driver's skill level and past on-track performance as observed by the person making the recommendation.

In addition, minor drivers who are approved will provide the Minor documents fully executed in the manner as required by HSR. The originals of said Minor documents will be provided to the Registrar at the time the minor driver obtains any credential.

Minor drivers may be denied a competition license for any reason or no reason at the sole discretion of HSR.

HSR REFUND POLICY

HSR Competitors who enter HSR events may cancel an event or part of an event up to the Late Fee Cut-off Date for that specific event and receive a refund of their entry fees for the segments cancelled. HSR Competitors who enter HSR events and cancel after the Late Fee Cut-off Date may receive a refund, less an administrative fee in the amount of \$300 that will be retained by HSR.

Once an event is underway (cars have taken to the track for Test Day), no refunds will be granted.

Refunds will also be granted in the event of:

- Denial of license application
- Denial of entry application
- Charge processed by HSR in error



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