

On-the-Track Rules

See Flag Rules, pp.28-29 and Hand Signals, pp.30-31.

A Driving Tip: As they say in VFR Flight Training: **SCAN WITH YOUR EYES CONSTANTLY!** Don't fixate on the subject in front of you. *Practice Example... scan with eyes in the following order*

- a. Instruments
 - b. Left mirror
 - c. Inside mirror (if applicable)
 - d. Windscreen (if applicable)
 - e. Right mirror
 - f. Instruments
 - g. Left mirror
 - h. Inside mirror (if applicable)
 - i. Windscreen
 - j. Right mirror
 - k. repeat (a.) through (k.)
- The clock for each session starts when the first car of the group leaves pre-grid.
 - A good practice is to read the starters tower every lap. You just might see your car number on the board or the word PACE CAR or LAST LAP.
 - During the last half of a pace lap, racecars will bunch up and maintain the same speed as the pace car until they receive the green flag. After the pace car exits, if the starter does not see cars bunching up and settling down, additional pace laps will be run until proper formation is obtained. The race will start at the completion of the first pace lap even if a second pace lap is required to bunch up the field.
 - When the pace car enters the track in the middle of a race, slow down and get in single-file order. The pace car will attempt to enter the field in front of the lead car; however, if it does not, a racecar may be motioned to move in front of the pace car. If motioned to pass the pace car, proceed around the track at a reduced speed until you encounter another racing vehicle, then join that line of cars. If you cannot see a vehicle in front of you, safely pick up speed until you catch up and then hold your position.
 - **Pace Car Protocol:** Pace car is not to be passed unless someone in the pace car waves you by.
 - **Emergency Vehicles:** It is permissible to pass emergency vehicles safely on track. The key word is safely. Most emergency vehicles will direct you to the preferred side for passing.

On-the-Track Mechanical Issues

Are you leaving a trail of fluids? Immediately drive off the racing line and park your vehicle at the next safe off track location. Do not knowingly leave fluids on the track surface for your fellow competitors to hit.

Other mechanical issues: It is preferred that the vehicle be driven off the racing line and to the pits or paddock. However, if the vehicle engine must be shut down quickly to avoid an expensive repair then immediately drive off the racing line and park your vehicle at the next safe off-track location.

Remain in your vehicle with race gear on until directed otherwise by a turn worker.

Un-intended Excursions and Black Flag: While you are on the course, whether for practice, qualifying, or racing, should you have an unintended excursion (four wheels off and/or a spin), you can expect to see a closed black flag at Start/Finish and your car number on the number board. As you pass Start/Finish, be sure to acknowledge the closed black with a wave of your hand (either one) or a vigorous nod of your head. That's all you need to do. You do not have to go to the hot pits and you do not need to slow down. Even if you don't see a closed black when you pass Start/Finish, wave anyway. That tells the starter you know you goofed and won't do it again. The closed black flag is saying, in effect, please pay attention to your driving.

First time getting towed off the track? Tell the emergency crew that you need instructions on how to hold the tow strap and what to do. Note: you must be wearing your helmet and gloves and be belted in the car before being towed.

Off-Track Excursion or Car-to-Car Contact:

- Do not get out of your car unless it is on fire or motioned to do so by a worker.
- Using hand signals, notify the closest Flag Station you are OK. If you don't, they will presume you are hurt and will come to help you, possibly putting them in danger.
- If you believe your car is drivable and not leaking fluids, re-enter the track only when motioned by a worker. You should then report to the Black Flag station for a brief inspection and discussion regarding the off-track excursion.
- Report to a Co-Competition Chairman before leaving the facility for the day.

Infractions

In the event of any incident on- or off-track, which may result in infraction points being levied, the participant must report to one of the Competition Co-Chairmen before leaving the track.

The policy and procedure of the infractions committee and infraction points will be found in the following

“Driver Responsibility” section of this Handbook.

Drivers wishing to appeal the Committee’s point assessment will present their case with new evidence at a Competition Committee meeting with sufficient notification. New evidence required may include videos, photos, or witnesses or witness statements. The Committee chairs will appoint an appeals panel to hear the appeal and may participate in the hearing if not involved in the original decision. No hearing will occur without new information.

Failure to Comply (FTC)

Failure to comply with solutions or agreements with a Competition Committee Group Leader and/or the Competition Chairman regarding proper car preparation.

Process for Grid Sheets: Timing and Scoring will provide a normal grid sheet to Driver’s Services. The Competition Committee Group Leader will provide the Competition Chairman a list of entries that are considered as FTC. The Competition Chairman will determine the final action regarding these cars and advise the Registrar. The Registrar will advise Driver’s Services and Timing and Scoring. Driver Services will apply an FTC sticker over the qualifying and lap times of any cars on the Grid sheet that are on the FTC list. The FTC sticker will occlude the vehicle’s times and lap quantity. Drivers Services will copy and distribute the Race Results/Grid Sheets per their normal process.

Process for Participant: How the FTC program will handle drivers who are FTC’d and want to enter another event and various levels of implementation of the FTC program:

- The FTC program has no limit on the number of times an entrant could be classified as FTC. The sub committee would continue to work with the driver to bring the car into compliance and would have the option to exclude the car from future events.
- When a vehicle is FTC’d, it is not allowed to enter future SOVREN events until it is inspected, approved, and removed from FTC status. If a car that has been declared FTC enters a subsequent SOVREN event the Competition Group Leader will confer with the Competition Chairman and decide where and when to inspect the car for compliance. The vehicle must be approved for compliance before the vehicle is removed from FTC status. The Competition Chairman will advise the Registrar if the entry allowed and if it should be removed from the FTC list. Entries from drivers that are in FTC status will be returned with a note stating the person is still FTC’d and they should contact the Competition Chairman.

Race Result Position: On the result sheet for a race the vehicles that are FTC are also considered DNS and do not hold their position in the finish. If a vehicle physically finishing in first place has FTC status, the next vehicle on the race result sheet that does not have an FTC will be the place finisher. This applies to all other positions.

Championship Points: No season-overall championship points will be awarded to a car that is in FTC status.

Reprisal: Any unsportsmanlike conduct towards the Competition Chairmen or sub committee members or any other volunteer or official by individuals that have been FTC’d will result in infraction points for unsportsmanlike conduct to be given to the participant. Additionally, unsportsmanlike conduct from crew members, engine builders, or trackside service providers could result in the participant receiving infraction points.

Recommendations for Driver-to-Driver Conflict

The drivers involved should behave in a sportsman-like manner at all times.

- If you “screwed up” on track, an apology to the affected driver(s) goes a long way towards resolving conflicts.
- It is the primary responsibility of each participant to make the best effort to resolve a dispute in a sportsman-like manner with your fellow competitors. NOTE: Cool down before discussing issues—do not attempt to resolve disputes when you are upset.
- Unsafe/unsportsmanlike driving behavior on-track should be immediately reported to the Chief Steward. Corroboration from turn workers or other drivers is helpful in resolving issues.
- Drivers who cannot resolve their differences over on- or off-track incidents should take their case to the Competition Chairmen, Chief Steward, or other SOVREN officer.
- Attempting to resolve conflicts between drivers by use of physical force, threats, or foul language will result in infraction points awarded to the responsible parties.

Gridding Policy

Gridding for cars for SOVREN events is done based on the category of the vehicle: Pre-war, Vintage, Historic, and Exhibition, as defined in the Car Eligibility Rules. At some events there may be sub grids of small, mid- or large-bore displacement within some of these categories. Cars will be gridded by the Competition Chairman based on the information submitted on the entrant’s Car Registration Form (CRF), pertaining to age, type of vehicle, year and class of preparation, and engine displacement. In some cases, the Competition Chairman may also grid based on the speed/experience of the entrant.

All gridding decisions are made prior to the event for balanced groupings and safe competitive racing. Any requests for special gridding consideration should be noted on the race entry form.

No changes will be made during the event except those originated by the Competition Chairman to account for an unforeseen circumstance that could affect the safety and best interests of the event participants and SOVREN.