ON THE TRACK RULES

FIRST: Study and understand the Flag Rules, page 42-44 and Hand Signals, page 45-46.

- While on the track — SCAN WITH YOUR EYES CONSTANTLY! Don’t fixate on the subject in front of you. Scan with eyes in the following order (good to practice this even when off the track!)
  a) Instruments
  b) Left mirror
  c) Inside mirror (if applicable)
  d) Windscreen (if applicable)
  e) Right mirror
  f) Repeat (a.) through (e.)

- 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 words SC, ONE LAP, or other information.

- 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 laps will be counted starting at the completion of the first-place 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
ON THE TRACK RULES

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, (see page 45-46) 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 Chairs 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 Chairs before leaving the track.

The policy and procedure of the infractions committee and infraction points will be found in the following on-the-track rules.

Drivers wishing to appeal points assessed to them 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.

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 Chairs, 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.
FAILURE TO COMPLY (FTC)

The following relates to Failure to Comply with solutions or agreements with a Competition Committee Group Leader and/or the Competition Chairs 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 Chairs a list of entries that are considered as FTC. The Competition Chairs will determine the final action regarding these cars and advise the Timing and Scoring. Timing will remove laps and times and note the FTC for car and driver at the bottom of the appropriate Grid Sheet or Results. 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 subcommittee 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 Chairs 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 Chairs 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 Chairs.

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 Chairs or subcommittee 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 crewmembers, engine builders, or trackside service providers could result in the participant receiving infraction points.