



**2017
VIR
CLUB
RULES**

Table of Contents

SECTION 1: GENERAL RULES.....	2	1.6.4: ON-BOARD STARTER AS PROPULSION	5
INTRODUCTION	3	1.6.5: DRIVER PUSHING CAR	5
SECTION 1.1: CLUB AUTHORITY.....	3	1.6.6: REMOVAL OF CAR FROM COURSE	5
1.1.1: GOVERNING RULES.....	3	1.6.7: BODY COMPONENTS	5
1.1.2: VIR COMPETITION DIRECTOR AUTHORITY	3	1.6.8: COUNTER COURSE DIRECTION	5
1.1.3: KNOWLEDGE OF AND SUBMISSION TO RULES	3	1.6.9: FACILITY DAMAGE	5
1.1.4: FINALITY OF INTERPRETATION AND APPLICATION	3	1.6.10: PIT LANE SPEED	5
1.1.5: NON-PROTESTABLE.....	3	1.6.11: REFUELING	5
1.1.6: NON-LITIGABLE.....	3	1.6.12: GENERATORS AND COMPRESSORS	5
1.1.7: REIMBURSEMENT OF LEGAL FEES	3	1.6.13: PADDOCK RIGHT OF WAY	5
1.1.8: AMENDING RULES	3	1.6.14: CHILDREN AND PETS	5
1.1.9: WRITING ONLY.....	3	1.6.15: SHORTCUTTING THE COURSE	5
1.1.10: PRECEDENCE.....	3	1.6.16: TRACK SURFACE DEFINED.....	5
1.1.11: RESERVATION OF RIGHTS.....	3	1.6.17: CLUB MEMBER DRIVING DAY PASSENGERS	5
SECTION 1.2: ADMINISTRATION OF EVENTS	3	SECTION 1.7: DRIVER SAFETY EQUIPMENT	5
1.2.1: EVENTS	3	1.7.1: HELMET	5
1.2.2: INJURIES	3	1.7.2: HEAD AND NECK RESTRAINT DEVICE	5
1.2.3: ENTRIES	3	1.7.3: BALACLAVA	5
1.2.4: FALSIFICATION OF ENTRY	3	1.7.4: DRIVER ATTIRE/SUIT.....	5
1.2.5: WITHDRAWAL OF ENTRY	3	1.7.5: UNDERWEAR	5
1.2.6: ENTRY PAYMENT	3	1.7.6: SOCKS, GLOVES AND SHOES.....	5
1.2.7: DEBTS, DECLINED CREDIT CARDS, BAD CHECKS	3	1.7.7: SAFETY HARNESS.....	5
1.2.8: REFUNDS.....	3	1.7.8: CORRECTIVE GLASSES	5
1.2.9: ONE DRIVER/ONE CAR ENTRY	3	1.7.9: ARM RESTRAINTS.....	5
1.2.10: NUMBER OF ENTRIES PER GROUP.....	3	SECTION 1.8: DRIVING CONDUCT	5
1.2.11: RUN GROUP IDENTIFICATION AND CAR NUMBERS.....	3	1.8.1: 13/13 RULE	5
1.2.12: TRACK QUIET HOURS	3	1.8.2: DRIVING ROOM.....	5
SECTION 1.3: MEMBERS AND PARTICIPANTS.....	3	1.8.3: PASSING.....	5
1.3.1: VIR CLUB MEMBERSHIP.....	3	1.8.4: DRIVE OFFS AND SPINS.....	5
1.3.2: VIR CLUB MEMBER GUESTS	3	1.8.5: ENTERING THE PITS	5
1.3.3: INDEPENDENT CONTRACTORS	4	1.8.6: STOPPING ON COURSE	5
1.3.4: INSURANCE	4	1.8.7: OBEYING COURSE WORKERS.....	5
1.3.5: MINORS.....	4	1.8.8: OBSCENE GESTURES.....	5
1.3.6: ILLEGAL SUBSTANCES.....	4	SECTION 1.9: VEHICLE RELATED REGULATIONS.....	5
1.3.7: ASSUMED NAME	4	1.9.1: CLUB ANNUAL TECHNICAL INSPECTIONS	5
1.3.8: MEDICAL CARDS.....	4	1.9.2: WINDOW NET	5
1.3.9: MEDICAL FITNESS	4	1.9.3: TOW HOOKS.....	5
1.3.10: PREGNANCY	4	1.9.4: TAPING OF LIGHTS.....	6
1.3.11: PERSONAL CONDUCT	4	1.9.5: DOORS	6
1.3.12: RESPONSIBILITY FOR FAMILY AND GUESTS	4	1.9.6: CARGO AREA	6
1.3.13: ACCESS TO CONTROLLED AREAS.....	4	1.9.7: DOOR GLASS.....	6
1.3.14: VOLUNTARY CLUB TERMINATION	4	1.9.8: HUBCAPS AND WHEEL TRIMS	6
1.3.15: COMPETITION LICENSES RECOGNIZED	4	SECTION 1.10: ROLL BAR/CAGE	6
SECTION 1.4: BREACH OF RULES AND PENALTIES	4	SECTION 2: OPEN TEST DAYS.....	7
1.4.1: WHO MAY BE PENALIZED	4	INTRODUCTION.....	7
1.4.2: PENALTIES.....	4	SECTION 2.1: CONDUCT OF TEST DAYS.....	7
1.4.3: PUBLICATION OF PENALTY.....	4	2.1.1: DRIVER ELIGIBILITY	7
SECTION 1.5: CONDUCT OF EVENTS	4	2.1.2: CAR ELIGIBILITY	7
1.5.1: CLUB DRIVING DAY GROUPS.....	4	2.1.3: PASSENGERS.....	7
1.5.1.1: TOURING.....	4	2.1.4: CREW	7
1.5.1.2: OPEN WHEEL AND SPORTS RACER.....	4	2.1.5: SPINS OR OFF-COURSE EXCURSIONS.....	7
1.5.1.3: HIGH SPEED	4	2.1.6: VEHICLE CLASSIFICATION	7
1.5.2: ELIGIBLE DRIVERS	4	2.1.7: SCHEDULE.....	7
1.5.3: DRIVER'S MEETINGS	4	SECTION 2.2: SAFETY REQUIREMENTS	7
1.5.4: LAP TIMING	4	APPENDIX A: FLAGS	8
SECTION 1.6: RULES OF THE PADDOCK, PITS AND ROAD.....	4		
1.6.1: PADDOCK PARKING ASSIGNMENTS.....	4		
1.6.2: ACCESS TO PIT LANE	4		
1.6.3: SMOKING IN HOT AREAS	4		

SECTION 1: GENERAL RULES

INTRODUCTION

The Rules contained in this Rule Book apply to all Virginia International Raceway (VIR) and VIR Club (Club) sanctioned events including VIR insured test days. The Rules shall be applied in a reasonable and logical manner and shall not be open to interpretations. **Unless an item is specifically authorized by the Rules it shall be considered a breach of the rules.** Reference to "Rules" in this rulebook includes "Technical Bulletins", "Member Bulletins", "Memos", and "Supplementary Regulations", where appropriate.

The masculine pronouns 'he,' 'him,' or 'his' will be used generically, without actual reference to gender. The word "may", when used, gives the competitor the option of doing something. The words "shall" and "must", when used, require the competitor to do something. The word "and", when used, means that more than one listed item may be performed, used, etc. The word "or", when used, means that one listed item may be performed, used, etc. The word combination "and/or", when used, means that any, or all, of the listed items may be performed, used, etc.

Unless defined in these rules, the standard definition of the word from Webster's Dictionary will be used. Officials will be defined by Club Director, Control, Corner Worker or EMS and Senior Management of VIR.

For information concerning these rules, contact:

Virginia International Raceway
Clayton W. Myers,
VIR Club Director (cmyers@virclub.com)
1245 Pine Tree Road, Alton, VA 24520
Tel: (434) 822-7700 ext: 111 – Fax: (434) 822-8033

Copyright © 2013 by VIRginia International Raceway. All Rights Reserved.

SECTION 1.1: CLUB AUTHORITY

1.1.1: GOVERNING RULES - VIR organizes and administers all on-track VIR Club and VIR managed test day events. All VIR Club on-track events will be governed solely by these Rules. The names, or emblems, of VIR and/or the VIR Club shall be associated only with events authorized by VIR.

1.1.2: VIR CLUB DIRECTOR AUTHORITY - The VIR Club Director (Director) has authority for the conduct of all aspects of on-track activities. All other officials report to the Director. All actions and rulings of the Director are final.

1.1.3: KNOWLEDGE OF AND SUBMISSION TO RULES - Every participant, entrant, person, entity, group of persons, or organizer who conducts a VIR Club event, and any person who receives a VIR Club membership or is a guest of a VIR Club Member, warrants that:

- He agrees without reservation to know and abide by these Rules.
- He renounces the right to have legal recourse, except with the written consent of VIR, to any arbitrator or tribunal not provided for in these Rules.

1.1.4: FINALITY OF INTERPRETATION AND APPLICATION - VIR Officials shall make the interpretation and application of all Rules. Their decisions shall be final and binding.

1.1.5: NON-PROTESTABLE - **The actions of VIR Officials are final and non-protestable.**

1.1.6: NON-LITIGABLE - Determinations by VIR Officials are non-litigable. Participants and Club Members shall not initiate or maintain litigation of any kind against VIR, or anyone acting on behalf of VIR, to reverse or modify such determinations or to seek to recover damages or other relief allegedly incurred or required as a result of such determination. Any Club Member initiating litigation against VIR may have their membership privileges revoked.

1.1.7: REIMBURSEMENT OF LEGAL FEES - If any Club Member initiates or maintains litigation in violation of this provision, that member agrees to reimburse VIR for all costs of such litigation, including travel expenses, and attorneys' fees.

1.1.8: AMENDING RULES - VIR reserves the right to amend or modify these Rules at any time via updates, Supplementary Regulations, Tech Bulletins, Member Bulletins, or Memos. Amendments issued by VIR will be published on VIR's official web site at www.VIRClub.com.

1.1.9: WRITING ONLY - No amendment to any rules will be accepted in verbal form. It shall be the driver's responsibility to show written proof of any change of these rules.

1.1.10: PRECEDENCE - In case of doubt, ambiguity, or conflict, these rules shall take precedence over all other rules.

1.1.11: RESERVATION OF RIGHTS - VIR reserves the right to deny entry to any event to any participant or to revoke any Club membership or license previously issued by VIR, for any reason, or no reason, except that VIR will not deny, or revoke, a membership or license solely on the basis of race, creed, color, sex, or national origin.

Any photographs, video or audio recordings taken by or on behalf of VIR shall remain the property of VIR and may be used by VIR for promotional purposes. All Participants agree to permit VIR the use of their name, voice and/or likeness, and images for news, publicity, and feature use including but not limited to, radio, television, internet, motion picture film, newspapers, magazines and any and all other media as deemed prudent by VIR to advertise, market and otherwise for the purposes of trade related to VIR. VIR retains all worldwide media, broadcast, radio, film, video and webcast rights to all aspects of VIR events, including all images attained from on-board cameras. Any broadcast or use of on-board camera footage of VIR events without the express written permission of VIR is prohibited.

SECTION 1.2: ADMINISTRATION OF EVENTS

1.2.1: EVENTS - VIR shall publish an annual calendar of VIR Club events and VIR insured test days. Any event may be canceled or rescheduled if entrant participation is deemed too low. The Director may order a postponement for reasons of safety or forces beyond his control. If an entire event is canceled prior to its commencement, VIR will make every effort to notify all parties concerned, but accepts no responsibility for such cancellation or failure to notify.

1.2.2: INJURIES - Anyone involved in an incident in which there is significant damage or injury, or at the direction of any VIR Official, **MUST** present himself or be transported to the track medical facility for evaluation. Participant insurance coverage may be declined by our insurance provider if you were not seen by the track medical staff. The participant shall be solely responsible for all damage and medical costs, including any costs associated with off-site medical transportation, for damage and injuries not covered by our insurance provider.

1.2.3: ENTRIES - All participants must complete an event entry form for each event. For Club Driving Days, all drivers must be valid Club members in good standing or guests of a current Club Member. Guests may be allowed to drive in limited sessions at the sole discretion of the Club. Members may invite experienced drivers to participate in a passing group provided the guest meets the approval of the Club. The same guest can only attend once per calendar year.

1.2.4: FALSIFICATION OF ENTRY - An entry which contains a false or incorrect statement may be declared null and void and the entrant may be deemed guilty of a breach of the Rules. False entries will result in the entry fee being forfeited. Any participant allowing any driver other than properly registered drivers for the car to drive may be penalized.

1.2.5: WITHDRAWAL OF ENTRY - An entry may be withdrawn without penalty, or transferred to another event, if the withdrawal is approved by the Director prior to one week before the start of the event. An entrant who does not properly withdraw shall forfeit all entry fees. **A \$50 administration fee will be retained for all properly withdrawn entries.**

1.2.6: ENTRY PAYMENT - Payment of entry fees must be included with the event registration form and must be received within 72 hours of the day of the event. **If the entry fee is received after the entry deadline, the late fee of \$50 will be charged in addition to the entry fee.**

1.2.7: DEBTS, DECLINED CREDIT CARDS, BAD CHECKS - Debts, declined credit cards or returned checks may result in suspension of driving privileges until the debt and all service charges are paid in full. **A service charge of \$50.00 will be charged for each returned check.** Multiple bad checks may require the entrant to pay by credit card, cash, or cashier's check only. Declined debit or credit card payments may be charged a late entry fee based on when the payment is actually received by VIR.

1.2.8: REFUNDS - No refunds or credits will be given for any car that takes part in any track session or for no-shows. No partial refunds or credits will be given for test days that are shortened or canceled.

1.2.9: ONE DRIVER/ONE CAR ENTRY - Except for Open Test Days, each participant who is entering to drive must submit a completed Registration Form for each car/group they will drive at the event. If multiple drivers share the same car in the same run group, it shall be up to the drivers to work out how to divide the available track time between the multiple drivers.

1.2.10: NUMBER OF ENTRIES PER GROUP - The Director shall determine the maximum number of vehicles which may be allowed on course at any time.

1.2.11: RUN GROUP IDENTIFICATION AND CAR NUMBERS - A run group sticker will be issued for each properly registered car. The sticker must be placed on the front down bar at drivers left or rear view mirror so that it is visible from outside the car through the windshield. No vehicle will be allowed on track without a run group sticker. Car numbers must be properly displayed on both sides of the car. Hood and rear numbers are recommended. Numbers must be black on white, white on black, or contrasting equivalents. For street cars, numbers may be written in shoe polish on the rear side door class, or as a last resort, in the center top of the windshield. Each drive must display a proper wrist band for the class or classes they have entered.

1.2.12: TRACK QUIET HOURS - Unless otherwise stated in supplemental event rules, the standard track hours are 8:30am until 5:30pm. No un-muffled engines are allowed to operate from 8:00pm until 8:00am. Also, no un-muffled engines are allowed to operate from 11:00am until 12:00pm on Sundays.

SECTION 1.3: MEMBERS AND PARTICIPANTS

1.3.1: VIR CLUB MEMBERSHIP - Any person desiring to participate in a Club Member Driving Day must be members of the Club in good standing, having completed and submitted a Club Membership Application and signed all required annual or event waivers prior to receipt of membership credentials. All membership credentials issued by VIR remain the property of VIR. Memberships remain in effect as long as all Member dues and other fees are paid in full. Memberships are not transferable. Privileges may be revoked at any time for non-compliance with the Rules. All members of the Club shall be prepared to willingly, and without reservation, present their membership cards upon request.

1.3.2: VIR CLUB MEMBER GUESTS - Club Members may invite guests to take part in certain member events with prior approval by VIR. VIR reserves the sole right to refuse to allow any guest to take part in any VIR event.

1.3.3: INDEPENDENT CONTRACTORS – Participants shall at all times remain independent contractors who assume and take full accountability for reporting and paying to the appropriate authorities all charges, premiums, and taxes, if any, due and payable on any funds the participant may receive as a result of their participation in any VIR events, including but not limited to Social Security taxes, unemployment insurance taxes, workman's compensation insurance, income taxes, and withholding taxes.

1.3.4: INSURANCE – Participants shall at all times be solely responsible for any and all damage to, or loss of, their personal property. Participants are solely responsible for determining whether any insurance coverage(s) they have purchased includes or excludes motorsports activities, and at no time shall VIR be responsible for any damages, occurring on track or off track.

1.3.5: MINORS - All participants taking part in a VIR event must be 18-years or older. Minors who are 16 or 17 years old may be permitted to participate at the sole discretion of VIR. Anyone under that age of 18 must complete of a Minor Participant Waiver which must be signed by the Member's natural parent or the minor's legal guardian and the Minor must complete a Minor Waiver Form.

MINORS AGED 15 HOLDING A VALID COMPETITION LICENSE ISSUED BY AN ORGANIZATION LISTED IN SECTION 1.4.15 "COMPETITION LICENSES RECOGNIZED" MAY BE PERMITTED ON TRACK AT THE SOLE DISCRETION OF VIR.

1.3.6: ILLEGAL SUBSTANCES - The use of any narcotic, performance-enhancement drugs, and/or recreational drugs, as defined by federal and/or state law, by any participant is expressly prohibited, even if prescribed by a licensed physician. Consumption of alcoholic beverages shall not commence until all official functions of the individuals run group has been completed. VIR reserves the right, at any time, to require any participant to successfully complete, at participant's expense, such tests as may be designated by VIR, including, but not limited to, breath, blood, or urine. Refusal to submit to, and/or failure by participant of, such testing shall result in penalties, suspension or termination of Club membership.

1.3.7: ASSUMED NAME - No participant shall enter and/or sign the membership application, entry form, waiver and release or any other VIR form with an assumed, fictitious, or "nom-de-race" name.

1.3.8: MEDICAL CARDS - A VIR Club Medical Card must be provided by all participants.

1.3.9: MEDICAL FITNESS - Any participant who suffers injury, or illness, that may affect his medical fitness to drive in speed events shall report his injury, or illness, immediately to his own personal physician and be re-certified by him before competing in further events.

1.3.10: PREGNANCY - Any participant who becomes pregnant must cease on-track activities until cleared by her physician to resume on-track activities.

1.3.11: PERSONAL CONDUCT - Every person associated with an event shall conduct himself according to the highest standards of behavior and sportsmanship, particularly in his relationship with other competitors and Officials, and in a manner that shall not be prejudicial to the reputation of VIR. Failure to do so may result in penalties at the discretion of VIR.

1.3.12: RESPONSIBILITY FOR FAMILY AND GUESTS – Club Members shall at all times be responsible for the conduct of their family and guests at all VIR events, including but not limited to charges and damages incurred while at VIR. Any charges, damages, or other offense committed by a family member or guest may be directly chargeable to the Member.

1.3.13: ACCESS TO CONTROLLED AREAS – Participants are not allowed in controlled areas of the circuit unless specifically authorized by a VIR Official. Controlled areas include, but are not limited to, the track surface and surrounding areas, Control, Timing and Scoring, and Tech Shed.

1.3.14: VOLUNTARY CLUB TERMINATION – A Club Member may terminate their membership at any time by providing a letter of resignation, included with their membership card, to the VIR office. The terminating Member shall have no right to receive any or part or all, and VIR shall not be obligated to refund any part or all, of any fees previously paid by the Member to VIR.

1.3.15: COMPETITION LICENSES RECOGNIZED - The following competition licenses will be recognized as proof of prior track experience:

- BMW Car Club of America Club Racing (Full Competition)
- Canadian Residents holding ASN National Licenses
- Confederation of Autosport Car Clubs (Competition)
- FIA (issued by any member sanctioning body)
- Grand-American Road Racing Association
- Historic Sportscar Racing (HSR)
- International Conference of Sports Car Clubs (Area Conference)
- International Motor Sports Association
- Midwestern Council of Sports Car Clubs (Full)
- National Auto Sport Association (National)
- Ontario Region CASC (Regional)
- Porsche Club of America (Full Competition)
- Sports Car Club of America (Regional, National or Pro)
- Sportscar Vintage Racing Association (SVRA)
- Vintage Motorsports Council (VMC)
- Waterford Hills Road Racing Club (Full)
- West Canada Motorsports Association (Amateur)

Participants holding competition licenses from organizations other than those listed above may still be allowed into a passing group or race event at the sole discretion of VIR based on the driver's racing resume.

SECTION 1.4: BREACH OF RULES AND PENALTIES

The following actions shall be deemed a breach of the Rules:

- Any breach of the VIR Club Bylaws or rules.
- Bribery or attempt to bribe anyone connected with VIR or the acceptance of or offer to accept any bribe.
- Falsifying entry forms or driver eligibility credentials or sharing credentials with others.
- Actions prejudicial to the interests of VIR.
- Reckless or dangerous driving or behavior.
- Failure to obey direction or orders of a bona fide VIR Official.
- Refusing to cooperate with, interfering with, or obstructing the action of any official or officials in the performance of their duties.
- Violation of the terms of probation.
- Public criticism of VIR, the Club, VIR officials, or any VIR sponsors.
- Unsportsmanlike or obscene conduct.
- Physical contact with intention to harm any participant, or official, or the threat of same.
- Failure to allow inspection of an automobile as directed by the Club Director.

1.4.1: WHO MAY BE PENALIZED - Any Club Member or participant violating any Club Bylaw, these rules or any VIR facility rule may be penalized. The authority to assess penalties is not limited to violations occurring during any specific event.

1.4.2: PENALTIES – VIR may impose any penalty deemed prudent by VIR, including but not limited to, reprimand, assessment of money, loss of time, loss of lap(s), disqualification, suspension of Club Member privileges, probation, expulsion from any event, or any consecutive or combinations thereof.

1.4.3: PUBLICATION OF PENALTY – VIR shall have the right to publicize penalties. Any participant or Club Member referred to in the notice shall have no right of action against VIR, or against any person publishing such notice.

SECTION 1.5: CONDUCT OF EVENTS

1.5.1: CLUB DRIVING DAY GROUPS

1.5.1.1: TOURING - Touring consist of non-paced sessions with passing permitted after receiving a point-by from the driver to be passed.

1.5.1.2: OPEN WHEEL AND SPORTS RACER – Open Wheel / Sports Racer consist of non-paced sessions with passing permitted after receiving a point-by from the driver to be passed. This group includes all formula, open wheel and sports racing cars.

1.5.1.3: HIGH SPEED –High Speed consist of non-paced sessions with passing permitted after receiving a point-by from the driver to be passed.

1.5.1.4: TOURING LITES – Touring Lites consists of paced, speed restricted track sessions with no passing for drivers. Convertibles without roll bars are allowed.

1.5.2: ELIGIBLE DRIVERS - Only participants who have properly registered for the event will be allowed to take part in any on-track session. Drivers must show prior track experience, have a recognized competition license or successfully complete the VIR Driving Experience Course. Open Test Day drivers do not have to be VIR Club Members.

1.5.3: DRIVER'S MEETINGS - Prior to every event, the Race Director will conduct a meeting with all participants taking part in any on-track activities. This may be a single meeting, or be separate meetings. Participants will be briefed on special rules governing the event. **DRIVER ATTENDANCE IS MANDATORY. Failure of any participant to attend these meetings may result in the driver being denied access to the track until he/she has met privately with the Club Director.**

1.5.4: LAP TIMING – Lap timing, if available, is only provided for information purposes only unless otherwise noted. AMB TransX-260 transponders are the timing transponders used by VIR. Times will be posted in the race control tower and may optionally be posted on www.mylaps.com.

SECTION 1.6: RULES OF THE PADDOCK, PITS AND ROAD

1.6.1: PADDOCK PARKING ASSIGNMENTS – Paddock parking will generally be available on a first come, first served basis. You must park in designated areas as instructed. All parking and paddock set up must be behind the yellow fire lane lines. You may not park, jack or otherwise work on any car in the fire lanes.

1.6.2: ACCESS TO PIT LANE – Only properly registered participants and crew who have signed an annual or event waiver are permitted on pit lane. Minors who are 16 or 17 years old are only permitted on pit lane if they have completed a Minor Participant Waiver. No one under the age of 16 will be permitted on pit lane.

1.6.3: SMOKING IN HOT AREAS - Smoking is not allowed at any time in any VIR building, the pits, or any other designated "hot areas" of the facility.

1.6.4: ON-BOARD STARTER AS PROPULSION - The on-board starter must not be used as a means of propulsion, either on the course or in the pits, except to remove the car from a hazardous situation.

1.6.5: DRIVER PUSHING CAR - The driver shall not push his car while on course, except for safety reasons and then only under the direction of a Course Worker. No repairs may be made to the car on course. No crew member is permitted track side unless so directed by a Course Worker.

1.6.6: REMOVAL OF CAR FROM COURSE - The Race Director may order any car removed from the course if, in his judgment, it constitutes a hazard to other competitors because of insufficient speed, fluid spillage, or any other reason.

1.6.7: BODY COMPONENTS - All major body components should be maintained in normal positions throughout the session. The general appearance of the body components shall be neat and clean.

1.6.8: COUNTER COURSE DIRECTION - It is expressly forbidden to drive or tow a car at any time in a direction opposite to that in which the event is being run without the specific approval of the Club Director.

1.6.9: FACILITY DAMAGE - Any damage caused by any participant, Club Member, Club Family Member, Member Guest or anyone else taking part in the event, to any part of the facility track, paddock, building or other grounds will be charged for such damage. The host Club Member will be held responsible for the damages of their family and guests.

1.6.10: PIT LANE SPEED - Pit lane speed shall be 35 mph. "Pit lane" is defined as starting with the pit lane start line and ending with pit lane end line.

1.6.11: REFUELING - Refueling is not permitted on pit lane unless specifically allowed for in the event's supplemental rules or regulations.

1.6.12: GENERATORS AND COMPRESSORS - All fuel-powered generators and air compressors must be equipped with spark arrestors. They must be located as far away from fuel containers as possible. Generators/air compressors must be positioned to direct exhaust gases away from the paddock areas of other teams. Generators/air compressors used on pit lane must be placed in the grassy areas along the fence.

1.6.13: PADDOCK RIGHT OF WAY - Cars have the right-of-way in the paddock. The maximum paddock speed limit is 10 mph.

1.6.14: CHILDREN AND PETS - Children under the age of ten (10) must be accompanied by an adult. Pets shall be on a leash and accompanied at all times. Pets, other than service animals, are not allowed in the clubhouse or pool area. Children are not allowed to ride bicycles in the paddock.

1.6.15: SHORTCUTTING THE COURSE - All events are to be conducted only on the marked track surface. Failure to follow the prescribed course will result in loss of track time and/or other penalties.

1.6.16: TRACK SURFACE DEFINED - The track surface is defined as the marked, paved track and its curbing only. Grass, pit lanes, pit lane entry and exit, areas beyond apex and other curbing, additional paving beyond white track markings and grass verges are expressly excluded from the track surface.

1.6.17: CLUB MEMBER DRIVING DAY PASSENGERS - For Club Member Driving Days, passengers are allowed in all groups as long as the passenger is 16 years of age or older and has signed the VIR Liability Waiver. Passengers must follow the same safety rules and must wear the same safety equipment as has been established for the driver.

SECTION 1.7: DRIVER SAFETY EQUIPMENT

Each driver must wear the following equipment in all on-track sessions

1.7.1: HELMET - A full-faced safety helmet shall be worn by all drivers. Helmets certified to the following standards are permitted:

- Snell Memorial Foundation – SAH2010, SA2010, SA2015
- SFI Foundation – Spec 31.1
- British Helmet Standard BS 6685-85 Type A/FR
- FIA Standard 8860-2004 or later

Accident damaged helmets shall be given, or sent, by the driver, or his representative, to VIRginia International Raceway, 1245 Pine Tree Road, Alton, VA. 24520. It will be forwarded to the certifying organization. Details of the accident should be included.

1.7.2: HEAD AND NECK RESTRAINT DEVICE - A head and neck restraint system certified to SFI spec 38.1 or FIA 8858 is highly recommended for any driver in a competition prepared car. Webbing based systems and the webbing components of all systems should be replaced every three years or sooner if specified by the manufacturer. Webbing based devices should be replaced if the webbing shows any signs of cuts, abrasions, or excessive fading. It is currently recommended that SFI 38.1 devices be inspected and recertified by the manufacturer every five (5) years as per the SFI requirement. Note that the SFI requirement does not apply to FIA 8858 certified devices.

1.7.3: BALACLAVA - It is recommended that hair protruding from beneath a driver's helmet be completely covered by fire-resistant material.

1.7.4: DRIVER ATTIRE/SUIT - Drivers are required to wear long pants and long sleeve shirts. Multi-layer, one-piece driving suits made of fire-resistant material and certified minimally to SFI spec 3.2A/1 to 3.2A/5, or FIA 8856-2000, which effectively

covers the body, including neck, ankles and wrists, are recommended for all competition prepared racing vehicles and required for all Open Test Day drivers.

1.7.5: UNDERWEAR - Fire-resistant underwear is recommended with all FIA spec 8856-2000 suits, and all suits with an SFI rating of less than 3.2A/10. Only fire-resistant underwear consisting of a long sleeve top and long pants are allowed.

1.7.6: SOCKS, GLOVES AND SHOES - Socks of fire-resistant material are recommended for all drivers. Shoes and gloves must be made of leather or any approved fire-resistant material and may not contain tears, rips or holes, except those manufactured into the equipment.

1.7.7: SAFETY HARNESS - All drivers and passengers are required to have working seatbelts. It is recommended that all competition prepared vehicles be equipped with, and drivers and passengers utilize, a five (5), six (6) or seven (7) point harness system with minimum two inch wide belts. Six (6) or seven (7) point systems are recommended.

1.7.8: CORRECTIVE GLASSES - Any corrective eye glass material used shall be of safety glass-type and must meet U. S. Government standards.

1.7.9: ARM RESTRAINTS - Arm restraints are required for both the driver and passenger for any open cockpit car taking part in an Open Test Day. Arm restraints are recommended for both the drivers and passengers of all other open top cars for Club Member days, such as convertibles, Targa tops, sunroof or T-tops.

SECTION 1.8: DRIVING CONDUCT

1.8.1: 13/13 RULE - VIR adheres to a strict 13/13 rule. It is the responsibility of all drivers to avoid physical contact between cars and no contact between vehicles is permitted. Any incident which results in car damage (to your own or others), that is determined avoidable may result in disciplinary action. Repeated incidents will result in enforcement of the 13/13 Rule; i.e., driver will be subject to a 13 month probation period. Under this rule, any incident that results in car damage will cause the following: The Club Director will collect and review all information relating to the incident, including corner worker and other observer reports, driver statements and video cards. In the case of an incident involving more than one car, the Race Director will make a determination of fault. If the driver has any additional contact during his 13 month probation period, the driver will lose driving privileges for an additional 13 months. No refunds will be given to any participant who loses his driving privileges.

1.8.2: DRIVING ROOM - All drivers have a right to "driving room" on the marked racing surface. "Driving room" is defined as sufficient space to allow a competitor to maintain control of his car in close quarters under high speed driving conditions. Abrupt changes in direction or "blocking" to impede or affect the path of a car attempting to pass will be interpreted as an attempt to deprive a fellow competitor of his right to "driving room."

1.8.3: PASSING - For all passing groups, the responsibility for the decision to pass another car rests with the overtaking driver. The overtaking driver may ONLY pass after being given a passing signal "point-by" signal from the driver to be overtaken. The driver being passed should point to the side on which an overtaking driver should pass him and then shall not block. Any driver who fails to make use of his rear view mirror or who appears to be blocking another car seeking to pass may be black flagged.

1.8.4: DRIVE OFFS AND SPINS - Any car putting four wheels off the racing surface or any car spinning on-track will be required to report to pit lane to have their car inspected by an Official before being allowed to continue.

1.8.5: ENTERING THE PITS - Before entering the pits from the course, the driver should signal by raising his arm to point which side of the car vehicles remaining on course should pass on.

1.8.6: STOPPING ON COURSE - If a driver is forced to stop his car on the course during any session it should be his first duty to place his car in such a manner as to cause no danger or obstruction to other participants. If the car is unable to continue, the drivers should first indicate to the course worker that the driver is OK by showing the Course Worker a "thumbs up" signal. Then the driver is to follow the instructions of the Course Worker.

1.8.7: OBEYING COURSE WORKERS - Drivers must obey the instructions of Course Workers at all times.

1.8.8: OBSCENE GESTURES - Obscene hand gestures are prohibited and use of obscene gestures may result in penalties, fines, and/or dismissal.

SECTION 1.9: VEHICLE RELATED REGULATIONS

1.9.1: CLUB ANNUAL TECHNICAL INSPECTIONS - Club Members are required to provide a proper Annual Technical Inspection Form for each entered car prior to that car being allowed on course. Annual inspections performed by recognized race series, such as SCCA or NASA, are accepted as proof that an annual tech has been performed on the vehicle.

1.9.2: WINDOW NET - A driver side window net, meeting SFI Spec 27.1, is recommended for all competition prepared cars. If used, window nets must be mounted in the window opening of the driver's door of all vehicles with hard tops. The net must be fastened securely to the roll cage structure. Plastic, leather, or elastic buckles and straps are not permitted. The window net shall be released from the top. The window net must be in place whenever the vehicle is on the course. If the window net becomes unlatched on course or if the window net slides rearward, thus bunching up and exposing the driver, the car may be black flagged.

1.9.3: TOW HOOKS - All competition cars without an exposed roll bar must have permanently installed towing hooks/straps/cables, with minimum hole diameter of 50mm (2"), one (1) front and one (1) rear, to be used for flat-towing the vehicle. VIR shall not be held responsible for any damage inflicted to any car being towed.

1.9.4: TAPING OF LIGHTS – It is recommended that all glass headlights be taped with clear tape. Colored tape may be used for daytime sessions. Rear brake lights, turn signals, and backup lamps may be taped with clear tape.

1.9.5: DOORS – If equipped with opening doors, the vehicle’s doors must be able to be opened from both inside and outside of the vehicle. Latches and hinges for the doors may be modified, but must remain in working order. The standard door locks must be removed.

1.9.6: CARGO AREA - Spare wheels and tires, jacks and tools, spare tire covers, mats and/or carpeting should be removed from the cargo/trunk area.

1.9.7: DOOR GLASS - The door window glass may be removed. If not removed, cars shall run with both front door windows either fully open or fully closed only.

1.9.8: HUBCAPS AND WHEEL TRIMS - Hubcaps and wheel trim must be removed.

SECTION 1.10: ROLL BAR/CAGE

Any open top automobile desiring to participate in any VIR insured on-track session must be equipped with an acceptable roll bar or roll cage. The responsibility to construct and maintain a suitable roll bar or cage rests solely with the driver. VIR and Club make no guarantees or warranties, express or implied, about the safety or suitability of roll bars or cages (or any other safety equipment), and does not undertake to inspect such equipment. VIR and Club provide here for the driver’s and owner’s reference industry information regarding roll bars and cages, but VIR and Club recommend that the driver and owner consult with appropriate experts in the construction and maintenance of these devices in making decisions regarding them.

The basic purpose of the roll cage is to protect the driver. It must be designed to withstand compression forces from the weight of the car coming down on the roll bar or cage structure and to take fore/aft, and lateral, loads resulting from the car skidding along on its roll cage structure.

Open top cars with factory installed roll over systems must at all times meet the "broom stick test", which means that the driver’s helmet must be two (2) inches below the line from the top of the roll over bar to the top of the windshield. If the windshield a-pillar is not structural, the front driver’s side shock mount shall be used for the broom stick test. Factory removable hard tops are not normally structural and do not meet these roll over protection requirements. The Club reserves the right to not allow certain

convertibles equipped solely with a factory rollover system.

Full roll cages must be contained completely within the cockpit of closed topped vehicles. The roll bar or cage may be welded or bolted to the car. These rules apply to roll bars and cages built for sedan-style cars. Cages provided with spec series or open wheel cars must meet the original manufacturer’s cage design requirements or individual series/car technical rules.

The roll bar or cage must be securely mounted to the floor and/or longitudinal members of the frame or unibody structure with the top of the main hoop 2" above the driver’s helmet when seated in the normal driving position. The mounting area of bolt-in roll bars or cage must be backed by a plate of equal size to the main hoop base plate, plates must have a minimum thickness of 3/16". Fixing bolts must be SAE grade 5 or metric 8.8 or higher. The roll bar or cage must be mounted directly to the metal point on the chassis, with no carpet or padding between it and the chassis. It is recommended that the main hoop be full cockpit width. If the main hoop does not provide protection to the passenger, then passengers will not be allowed in the car. The roll bar or cage must have two aft braces the same size and thickness tube of the main hoop. The braces must be mounted to the main hoop within 6 inches from the top of the main hoop at an included angle to the main hoop of at least 30 degrees. There must be a diagonal member in the same plane as the main hoop. One inspection hole of at least 3/16" must be drilled in all tubes in a non-critical area to facilitate inspection of the tubing wall thickness. Any portion of the roll bar or cage which may come into contact with the driver’s or passenger’s helmet must be covered by a high-density foam at least 1" thick which is secured to the bar by tie-wraps.

Minimum Tubing Sizes for Roll Bar Structures:

Material	Under 1500 lbs	Over 1500 lbs
Mild Steel	1.5" x .120"	1.75" x .120"
Alloy Steel	1.375" x .090"	1.625" x .095"

Minimum Tubing Sizes for Roll Cage Structures:

Material	Under 2500 lbs	Over 2500 lbs
Mild Steel	1.5" x .095"	1.75" x .095" or 1.5" x .120"
Alloy Steel	1.375" x .095"	1.50" x .095"

SECTION 2: OPEN TEST DAYS

INTRODUCTION

The VIR Open Test Days section is intended to provide a basic set of rules for drivers attending a VIR insured Open Test Day.

SECTION 2.1: CONDUCT OF TEST DAYS

All on-track activities will be under the direction of VIR. Individual conduct on and off the track is expected to be of the highest standard and reflect a positive image of the sport. On-track behavior judged to be overly aggressive, dangerous, or not in the **spirit** of a test event will result in exclusion from the remainder of the test day and possibly future VIR Open Test Day events. Cars, not individual drivers, are entered in open test days.

2.1.1: DRIVER ELIGIBILITY - Drivers must hold, be registered with and may be required to be officially entered in, the race weekend for which the Open Test Day is being conducted. Otherwise drivers attending open test days must hold a current competition licenses from an organization recognized by VIR.

2.1.2: CAR ELIGIBILITY - Cars must be classified in and may be required to be officially entered in, the race series for which the Open Test Day is being conducted. If no official event is related to the Open Test Day, cars must meet VIR's car safety rules.

2.1.3: PASSENGERS - Passengers are not permitted in any car without the express permission of VIR. Any passenger allowed in any car must have signed the VIR Liability Waiver and must follow the same safety rules and must wear the same safety equipment as the driver.

2.1.4: CREW - Each car entered is allowed three (3) crew passes. Additional crew may gain access to the facility by paying the VIR Facility Access or Over Crew Fee.

2.1.5: SPINS OR OFF-COURSE EXCURSIONS - A spin or off-course excursions may

result in the driver being black-flagged for a discussion with the Test Day Operating Steward. A car involved in a crash, or having contact with another sufficient to produce body, frame or suspension damage, may be excluded from the remainder of the test day.

2.1.6: VEHICLE CLASSIFICATION - VIR reserves the right to determine which test group is assigned.

2.1.7: SCHEDULE - A schedule of sessions and groupings will be provided during registration. All schedules are subject to revision at the sole discretion of VIR. Testing runs "rain or shine" unless conditions require otherwise.

SECTION 2.2: SAFETY REQUIREMENTS

Test Day Participants are responsible for performing technical and safety inspections for their personal safety equipment and their cars.

All cars shall be equipped with roll bars and/or roll cages, driver restraint system, tow hooks and other safety equipment per the rules of the race series for which the test day is being conducted.

All drivers and approved passengers shall wear all of the personal safety equipment that is required by the race series for which the test is being conducted.

All cars must be equipped with a dry chemical fire extinguisher of at least 2 -pound capacity securely mounted in the cockpit with a metal quick-release device within the driver's reach. On-board fire suppression systems are highly recommended.

An electrical cutoff switch is required. The switch shall be easily accessible and shall be clearly marked on the outside of the car. The switch must isolate the battery and charging system from the car.

APPENDIX A: FLAGS

The following flags are used to communicate with drivers. At night, or as otherwise required, flags may be illuminated by lights or replaced by colored lights and/or reflective panels as defined on the supplemental rules. Any replacement lights or panels will have the same meaning as the flags defined herein.

Flags are divided into two groups: advisory and mandatory compliance.

- Advisory flags are the green, blue w/ yellow diagonal, yellow w/ red stripes, and white flags.
- Mandatory compliance flags are the black, black w/ orange disc in the center, yellow, waved yellow, double yellow, red, and black & white checkered.

A number board showing the offending car's number may be displayed by the starter to accompany a flag.



GREEN

Pantone 348C.

Advisory. The session is under way or the race has begun.



BLACK

Pantone BlackC.

Mandatory. Shown with an optional number board at the start/finish station, and optionally at a designated "black flag" station. The driver must go immediately to pit lane. If shown "furred" and pointed at a driver, indicates that a minor infraction has been noted and the driver must stop misbehaving. Black flags shown at all stations indicate that the session has been stopped for ALL drivers. No passing is permitted. Use caution and go immediately to pit lane.



BLACK WITH ORANGE DISC IN CENTER (MECHANICAL FLAG)

Pantone colors BlackC and orange 151C.

Mandatory. Informs the driver of a mechanical problem with the driver's vehicle. Shown with a number board from start/finish and optionally a second designated "black flag" station. Go immediately to the pits at reduced speed. The car may not rejoin the session until released by a VIR Official.



BLUE WITH YELLOW DIAGONAL

Pantone color 298C (YellowC strip)

Advisory. Warns competitors that faster cars are approaching or a following car may be in their blind spot. Use caution and sportsmanship, hold line, do not make abrupt changes in direction.



YELLOW

Pantone YellowC.

Mandatory. Caution, there has been an incident in the area covered by the flag. Reduce speed, be prepared to change direction, proceed past incident in single file. Passing is not permitted between the yellow flag and the incident.



YELLOW, WAVED

Pantone YellowC.

Mandatory. Use great caution. There has been an incident in the area covered by the flag. The track may be partly or wholly blocked. Reduce speed, be prepared to change direction or stop, proceed past incident in single file. Passing is not permitted between the yellow flag and the incident.

NOTE: Drivers may encounter several yellow flags prior to reaching the incident. Passing is not permitted between the first yellow flag and incident.



YELLOW, DOUBLE STEADY

Pantone YellowC.

Mandatory. Full course caution, slow down, use caution, no passing anywhere on the circuit. Displayed at all stations. May be used with, or without, a safety car. Gather single file behind the leader or safety car.



Pantone 186C.

Mandatory. The session has been stopped. Use caution. Slow to a safe speed and stop at the next manned flag station. Once stopped, await further instruction from a course worker. If displayed during a race, no work is allowed on any car during a red flag condition.



YELLOW WITH RED STRIPES

Pantone colors YellowC and 186C.

Advisory. The racing surface may be affected by fluids or debris. Be prepared to alter your racing line to avoid the condition.



BLACK & WHITE CHECKERED

Pantone BlackC.

Mandatory. Signals the end of the race or track session. Go immediately to pit lane.



WHITE

Advisory. There is a slow moving or track safety vehicle on the course, and possibly in the racing line, ahead of you.