



**2016  
VIR  
CLUB  
RULES**

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# 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 given strained, or tortured, interpretations. **Unless an item is specifically authorized by the Rules it shall be considered forbidden.** 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.

For information concerning these rules, contact:

Virginia International Raceway  
Kevin Massey-Shaw,  
VIR Club Race Director ([kshaw@virclub.com](mailto:kshaw@virclub.com))  
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## SECTION 1.1: SANCTIONING 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 COMPETITION DIRECTOR AUTHORITY** - The VIR Competition 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. For the

Spec:RaceAtom Race Series the Director also serves as the Series Race Director.

**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](http://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. The Spec:RaceAtom Series is not currently officially sanctioned or recognized by any other regional or national sanctioning or organizing body.

**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 Members. Guests must be allowed to drive in limited sessions at the sole discretion of the Club. Once a year Members may invite experienced drivers to participate in a passing group provided the guest meets the approval of the Club.

**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 one week 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: OFFICIALS

**1.3.1: OFFICIALS** - The staff of Officials whose duty it shall be to direct the control of the event may include:

- Race Director
- Technical Administrator
- Registrar
- Chief of Timing
- Starter

**1.3.2: RACE DIRECTOR** - The Race Director shall be the executive responsible for the general conduct of all aspects of track activities during VIR Club events. He shall ensure

that all provisions of the rules are followed. He has the authority to amend and/or add to the rules, and to make adjustments to car specifications on the spot, if deemed necessary. Drivers will be notified of any changes made at the track by written bulletin when possible.

**1.3.3: TECHNICAL ADMINISTRATOR** - The Technical Administrator is responsible for enforcing technical regulations, paddock rules and pit lane operations.

For the Spec:RaceAtom the Technical Administrator also:

- Conducts the safety inspections on all cars.
- Ensures that all Driver Safety Equipment conforms to these Rules.
- Ensures that the technical specifications of all cars conform to the requirements of these Rules.
- Reports to the Race Director any car that does not conform to the requirements of these Rules. It is the Race Director's duty to take action as provided for in these Rules.

**1.3.4: REGISTRAR** - The Registrar shall be responsible for certifying and processing all entries, credentialing all drivers, crew members, officials, and corporate members, and providing a complete list of entrants to the Chief of Timing.

**1.3.5: CHIEF OF TIMING** - The Chief of Timing shall be responsible for managing the official timing and scoring system(s) for all Spec:RaceAtom races. Duties include:

- Maintaining a record of entries showing drivers' full names, names of sponsors, car types, and identifying numbers.
- Furnishing and distributing results of all officially timed sessions.
- Maintaining records of official times, lap and qualifying records, lap charts, and race results for all events.
- Compiling and distributing official results for all official event sessions. No results will be considered official unless signed by the Chief of Timing.

**1.3.6: STARTER** - The Starter is responsible for all race event starts. All competing drivers shall be under the orders of the Starter from the time the automobiles are placed in their starting positions ready to start until the race is completed and all competing automobiles have left the course. At no time shall the Starter take his attention from the starting field until after the start has been given. The Starter must be in direct communications with the Race Director at all times.

## SECTION 1.4: MEMBERS AND PARTICIPANTS

**1.4.1: 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.

**1.4.2: 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.

**1.4.3: 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.

**1.4.4: 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 a no time shall VIR be responsible for any damages, occurring on track or off track.

**1.4.5: 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.**

**1.4.6: 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 a specific series 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.

**1.4.7: 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.

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

**1.4.9: 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.

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

**1.4.11: 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.

**1.4.12: 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.

**1.4.13: 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 Technical Inspection areas.

**1.4.14: VOLUNTARY CLUB TERMINATION** - A Club Member may terminate his/her 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 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.

**1.4.15: 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 1.5: 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 Race Director.

**1.5.1: 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.

**1.5.2: 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.

**1.5.3: 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 1.6: CONDUCT OF EVENTS

### 1.6.1: CLUB DRIVING DAY GROUPS

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

**1.6.1.2: 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.

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

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

**1.6.2: 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.

**1.6.3: 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 Race Director.**

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

## SECTION 1.7: RULES OF THE PADDOCK, PITS AND ROAD

**1.7.1: 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.

**1.7.2: ACCESS TO PIT LANE** – Only properly registered participants, crew and VIR officials 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.

**1.7.3: OVER THE PIT LANE WALL ATTIRE** – Anyone beyond the pit lane wall must be wear long pants, closed-toe shoes and sleeved shirts at all times.

**1.7.4: 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.

**1.7.5: 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.

**1.7.6: 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.

**1.7.7: 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.

**1.7.8: 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.

**1.7.9: 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 Race Director.

**1.7.10: 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.**

**1.7.11: 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.

Speed references for Spec:RaceAtom cars are:

- 7050 RPM in 1st Gear
- 5000 RPM in 2nd Gear
- 3500 RPM in 3rd Gear

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

**1.7.13: 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.

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

**1.7.15: 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.

**1.7.16: 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.

**1.7.27: 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.

**1.7.18: CLUB MEMBER DRIVING DAY PASSENGERS** – For Club Member Driving Days, passengers are allowed in all groups except the Spec:RaceAtom group as long as the passenger is 16 years of age or older and has signed the VIR Liability Waiver.

Spec:RaceAtom drivers may take approved driving instructors as passengers with the permission of the Race Director only. Passengers must follow the same safety rules and must wear the same safety equipment as has been established for the driver.

## SECTION 1.8: DRIVER SAFETY EQUIPMENT

Each driver must wear the following equipment in all on-track sessions. Spec:RaceAtom drivers are required to wear all required personal safety equipment for all on-track sessions, including pre-event testing, practice, qualifying and race sessions.

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

- Snell Memorial Foundation – SA2005, SAH2010, SA2010
- 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.

**1.8.3: HEAD AND NECK RESTRAINT DEVICE** – A head and neck restraint system certified to SFI spec 38.1 or FIA 8858 is required for all Spec:RaceAtom drivers, and 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.

**1.8.4: BALACLAVA** – It is recommended, and required for Spec:RaceAtom drivers, that hair protruding from beneath a driver's helmet be completely covered by fire-resistant material.

**1.8.5: 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 Spec:RaceAtom and Open Test Day drivers.

**1.8.6: UNDERWEAR** – Fire-resistant underwear is recommended, and required for Spec:RaceAtom drivers, 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.

**1.8.7: SOCKS, GLOVES AND SHOES** – Socks of fire-resistant material are recommended for all drivers and required for Spec:RaceAtom 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.

**1.8.8: 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.

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

**1.8.10: ARM RESTRAINTS** - Arm restraints are required for both the driver and passenger for SpecRaceAtom drivers and 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.

**1.8.11: SPEC:RACEATOM HEAD NET** - The driver's head net, as delivered for SpecRaceAtom cars, including the roll bar padding, are considered to be additional personal safety items and must be in place during all on-track sessions.

## SECTION 1.9: DRIVING CONDUCT

**1.9.1: 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 probation period. Under this rule, any incident that results in car damage will cause the following: The Race 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.

**1.9.2: 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."

**1.9.3: 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.

**1.9.4: 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.

**1.9.5: 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.

**1.9.6: 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.

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

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

## SECTION 1.10: VEHICLE RELATED REGULATIONS

**1.10.1: 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.

**1.10.2: 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.

**1.10.3: 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.

**1.10.4: 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.

**1.10.5: 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.

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

**1.10.7: 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.

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

## SECTION 1.11: ROLL BAR/CAGE

Any open top automobile desiring to participate in any VIR insured on-track session must be equipped with a VIR approved roll bar or roll cage. 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 requirement. Whether any convertible equipped solely with a factory roll over system is allowed shall be at the sole discretion of the Club.

Full roll cages must be contained completely within the cockpit of closed top 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.

SpecRaceAtom cages must be as designed and delivered without modification.

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: SPEC:RACEATOM RACE SERIES

### INTRODUCTION

The Spec:RaceAtom (SRA) Race Series section is intended to ensure that all SRA cars adhere to strict technical and safety rules.

All SRA Series cars are purpose-built by TMI as race cars and are solely intended for competition use only. The build and component specifications applicable to all SRA series cars render them inappropriate and illegal for use on public roads. Accordingly, an appropriately restricted 'Certificate of Origin' is provided by TMI upon initial delivery of each SRA Series car for tracking and control purposes only. Any subsequent attempt to legalize any SRA Series car for road registration would require significant changes or modifications and would therefore be in contravention of the terms of sale and intended use of the car. Accordingly, any road registration of any SRA car would immediately revoke the car's eligibility to compete in the SRA Series. TMI is unable to provide any conversion technical assistance, support services or parts to any owner with respect to any potential road registration or other non-race use of any SRA Series car.

To the extent that any SRA car may be subsequently modified in any way for any other off-road/competition use outside of designated SRA Series events, the participant is solely responsible to ensure that the car meets all SRA Series specifications prior to any SRA Series participation.

Any SRA car found to be in violation of any of the Car Specifications will be disqualified and may be prohibited from further Series participation until the compliance issue has been resolved to the satisfaction of the Technical Administrator.

### SECTION 2.1: CONDUCT OF SRA EVENTS

A SRA event is defined to be any single race event containing an official qualifying session and a series race. SRA practice and qualifying will be run concurrently with Club "Open Wheel" sessions unless otherwise defined by the Race Director. SRA races

will take place in a separate session and SRA races will be exclusively for Spec:RaceAtom cars and drivers.

**2.1.1: DRIVER ELIGIBILITY** - Drivers must hold a current competition license per Section 1.4.15. Drivers having successfully completed at least one VIR Driving Experience Full Day Course are also eligible to enter the Series. Invitational Drivers may be included in the race in designated TMI factory cars at the discretion of VIR and TMI.

**2.1.2: RACE DURATION** - All races will be defined by after qualifying as a specific number of race laps, or 25 minutes maximum in duration, whichever comes first. Race timing begins when the starter displays the green flag and ends when the Starter displays the checker flag. Unless declared otherwise by the Race Director, the race clock continues even if the race is Red Flagged.

**2.1.3: RACE FINISH** - To be classified as a finisher, the participants must complete a minimum of 50% of the laps completed by the Race winner.

**2.1.4: SERIES POINTS** - Series points are assigned to the driver as follows:

1 <sup>st</sup> = 90 Pts.	7 <sup>th</sup> = 27 Pts.	13 <sup>th</sup> = 9 Pts.
2 = 72	8 = 24	14 = 6
3 = 57	9 = 21	15 = 3
4 = 45	10 = 18	16 = 1
5 = 36	11 = 15	17 += 1
6 = 30	12 = 12	

**2.1.5: SERIES AWARDS** - Custom SRA Series trophies will be awarded to the drivers of the 1st, 2nd and 3rd place finishers in each SRA race.

One (1) full set of Hoosier R7 racing tires will be awarded to a single participant in each SRA race. The tires will be awarded via a post-race random drawing from the car numbers of all participants taking the green flag for the race.

Additional sponsor-provided contingency prizes or awards may be subsequently announced and awarded as appropriate as defined by the sponsor or the Series.

**2.1.6: SERIES CHAMPION** - The SRA Series Champion will be determined by the Series driver having accumulated the highest total number of race points in any 8 of the 10 races at the conclusion of the season. In the event of a tie in total points, the Champion will then be determined by the Series participant having the highest number of Race wins. If there is still a tie, the tie breaker will continue with the driver having the highest number of second place finishes, and so on with the highest number of 3<sup>rd</sup> place finishes. If a tie still remains, the driver with the most pole positions will become champion. And in the unlikely event that a tie still exists, the tie breaker will be the driver who achieved the first 1st place race win.

The Series Champion will be recognized via awarding of the Spec:RaceAtom Cup which will contain the Champion's name and Championship winning year engraved upon a plate.

The official Spec:RaceAtom Cup trophy will be retained for display at the TMI offices. The Series Champion will be given a separate personal award by TMI.

**2.1.7: CAR NUMBERS** - Cars are required to display the TMI provided Series car number panels and 2-digit individual car numbers on the bonnet and left and right side plexi panels. Participants may select their own 2-digit car number (01 - 99) subject to availability. Once assigned, car numbers may not be changed during the season

unless approved by the Race Director. Car number "01" may be reserved and assigned to the previous season champion.

**2.1.8: SERIES SPONSOR DECALS** -The following SRA Series decals must be displayed on each SRA car, in the As-delivered location:

- Spec:RaceAtom - L/R rear tub sides.
- SRA - lower bonnet.
- Honda Racing/HPD - L/R intake cover housing.
- Hoosier - L/R front, upper chassis rails.
- VIR - L/R front tub sides.
- Driver's name - L/R mid, upper chassis rails.

Additional sponsor decals may be mandated as specified in a separate Series Decal Placement bulletin(s). Failure to display any required sponsor decals may result in penalties at the sole discretion of the Race Director, up to and including loss of race results, championship points or exclusion from competition. Drivers are allowed personal sponsors provided any such sponsor or sponsor product does not directly compete with any official SRA Series, TMI or VIR sponsor or sponsor product.

**2.1.9: VIDEO RECORDING UNITS** - Each car is required to carry an on-board audio/video recording system. The camera installation, mounting locations and angles must be authorized by the Race Director. Camera lenses may not be obscured in any way and the system must be fully functional during all sessions.

Following any official Series session, video cards may not be removed from the units except by or on behalf of the Race Director. Video recorded by the systems remain the property of VIR until released by the Race Director.

**2.1.10: POINT-BY REQUIREMENTS** - VIR's point-by rules must be followed during practice. Drivers are not required to give "point-by" signals during qualifying or the races.

**2.1.11: QUALIFYING** - The best single lap time recorded during the qualifying session by each participant is the applicable 'qualifying time'. The race starting grid will be set based on qualifying times, highest to lowest.

If the qualifying session is waived or suspended, the race starting grid will be set using championship point standings with highest points/highest number of race wins taking the pole position, or as may otherwise be determined by the Race Director.

Any car failing tech inspection after qualifying will be moved to the rear of the race starting grid. If more than one car fails post qualifying tech inspection the disqualified cars will be placed to the rear of the Race starting grid in order of their qualifying session times.

**2.1.12: STARTING GRID AND PACE LAPS** - All initial race starts will be moving, double file starts unless otherwise determined by the Race Director. Pole position (left or right front row) will be the pole winner's choice. All cars will be staged on pit lane or a designated grid staging area according to their designated starting position.

The Grid Marshall will confirm correct track position to all other cars as they follow the pace car leaving pit lane, based upon the pole winner's lane choice.

Unless revised due to prevailing conditions, the pace car will lead the field for only one lap with flashing lights on. The pace car lights will be turned off prior to exiting the track and entering pit lane. All cars are required to be in their correct lane and starting position order prior to entry onto the Start/Finish straight for the race start.

**2.1.13: RACE STARTS** - The Starter makes the sole determination of a race start based upon the proper and safe organization of the field. Racing and passing may commence throughout the field as soon as the green flag is displayed by the Starter. If the Start is waived off, the field repeats the pace lap procedure under double yellow caution procedures and shall be paced by the pole position car. The pole position car shall have the responsibility of pacing the field at the same pace set by the official pace car.

**2.1.14: RACE RESTARTS** - All race restarts shall be single file moving starts. Racing and passing may commence throughout the field as soon as the green flag is displayed by the Starter.

**2.1.15: DRIVE OFFS AND SPINS** - Any car putting four wheels off the racing surface or any car spinning on-track may be black flagged and required to report to pit lane. The pit lane "penalty box" area will be designated by the Technical Administrator. Any participant shown an open or waved black flag must promptly report to this location for further instructions from a Series Official before being allowed to continue.

**2.1.16: RAIN RACING PROCEDURE** - SRA races run rain or shine. The Race Director will not designate any session as a "rain session". If a race is started in the dry and it starts to rain, the Race Director may dispatch the safety car for a period of time to allow drivers the opportunity to change to rain tires or use the Race Director may following procedure.

**2.1.17: BLACK FLAG TO CHANGE TIRES** - The Race Director may issue a black flag to suspend any race to allow drivers to safely switch to rain tires should the Race Director believe it is in the best interest of the safety of the drivers to do so. The decision to switch to rain tires shall remain with the driver. The Race Director will not mandate rain tires or make that decision for any driver.

**2.1.18: ENDING A RAIN RACE** - The race may be stopped with the Checkered Flag

at any time. Races stopped with the checker flag shall count as completed race events.

**2.1.19: USE OF SAFETY CAR** - Formation and/or pace laps may or may not be led by a safety car. If no safety car is provided, the pole position car will pace the field as instructed by the Race Director. The field is required to maintain the speed of the car pacing the field until the green flag is displayed.

**2.1.20: SAFETY CAR FLAG STATUS** - All flag stations will display standing double yellow flags except for waving yellow flags at the scene of any incident.

**2.1.21: TIMING TRANSPONDER** - It is the responsibility of each participant to ensure that his car is carrying a working AMB transponder during all on-track sessions. If a transponder fails during qualifying and no times are recorded, and the Chief of Timing is unable to provide a manual time for the car, the car will be placed at the back of the race start grid.

## SECTION 2.2: TECH AND IMPOUND

The Series Technical Inspection Area will be identified and located at the TMI trailer or elsewhere as may be designated by the Series Technical Administrator. Random tech inspections may be carried out at any time on any SRA car as determined and directed by the Technical Administrator.

**2.2.1: REMAINING ON PIT LANE** - Drivers must remain on pit lane until released by the Technical Administrator during qualifying and race sessions.

**2.2.2: OFFICIAL SCALES** - At each event the Technical Administrator shall declare the official scales for verifying car weights. Only weights from the official scales shall be valid for that event, regardless of past weights seen on any other weight system.

**2.2.3: POST SESSION WEIGHT** - The top three (3) cars plus optional random selections will be weighed upon completion of each qualifying session and race. The Technical Administrator may select additional cars to be weighed after any practice session. Drivers failing to meet the minimum weight after qualifying and placed at the back of the race grid in an order specified by the Race Director. Drivers failing to meet the minimum weight requirements at the conclusion of a race will be disqualified and receive no race points. Drivers following any disqualified driver will advance up the finish order.

**2.2.4: POST RACE INSPECTIONS** - The top three (3) cars plus optional random selections will be inspected for technical compliance to these rules. The Technical Administrator may select additional cars to be inspected after any session. Drivers failing to pass all technical inspections are subject to loss of qualifying times, loss of championship points and awards, or disqualification from race results at the sole discretion of the Race Director.

**2.2.5: ACCESS TO IMPOUND AREA** - Only the driver, Series Officials and the driver's mechanic(s) are allowed in the impound area. Drivers are required to remain with the cars, with all of their safety gear, until released by the Technical Administrator except when taking part in post-race podium ceremonies.

**2.2.6: PROVISIONAL RESULTS** - The results of any qualifying session or race shall be marked "provisional" until the Technical Administrator completes all post session technical inspections. Post-Race podium ceremonies will be held immediately after the race and will be based upon the provisional results. Any driver given trophies or other awards who is subsequently disqualified for technical infractions shall immediately surrender all such trophies and awards.

## SECTION 2.3: CAR SPECIFICATIONS AND ELIGIBILITY

**2.3.1: CAR ELIGIBILITY** - Each SRA Series car must be built only by TMI AutoTech (TMI) and must carry a TMI SRA Series chassis number. All SRA Series cars are designed, built, tested and delivered by TMI to a standardized, common specification ('As-delivered'), which must be continuously maintained except as is otherwise specifically provided for within these Rules.

**2.3.2: ALLOWED CHANGES** - No changes, revisions, modifications, additions, deletions, substitutions, replacements or adjustments are permitted to any component of any SRA Series car, except as expressly allowed by these rules.

**2.3.3: REPLACEMENT PARTS** - Parts on any car may only be replaced by the original parts or officially designated and approved substitute replacement parts as determined and supplied by TMI. Owners of cars not being solely serviced and maintained by TMI must check with TMI regarding the validity of any proposed routine service replacement parts prior to replacement.

**2.3.4: MINIMUM WEIGHT** - All SRA Series cars must meet a minimum combined weight, including the driver and all driver safety equipment, of 1,550 pounds without fuel. The minimum weight is required during all sessions.

**2.3.5: WEIGHT BALLAST** - Any car requiring weight ballast to meet the minimum weight must use the TMI provided weight ballast system.

**2.3.6: DRIVER SEAT ADJUSTMENT** - Adjustment of driver seat, safety belts, foot control pedals, and mirrors is permitted provided that any such adjustments are within the range of adjustability inherently provided for within the car as delivered by TMI, and provided that no physical relocation of any related components is involved.

**2.3.7: PASSENGER SEAT** - Installation of the optional TMI-approved fixed location passenger seat is permitted. No substitution is permitted.

**2.3.8: BRAKE BIAS ADJUSTER** - Driver adjustment of the remote brake bias adjuster is permitted at any time, within the range of adjustment provided as-delivered.

**2.3.9: SUSPENSION SETTINGS** - Adjustment of the following suspension settings is permitted only within the following ranges:

- Toe - Within a safe range of rod-end thread engagement
- Camber - Within a safe range of rod-end thread engagement
- Ground Clearance -  $\geq 100$ mm at the lowest point of the chassis
- Springs - At no time can there be free play in the coil spring
- Shock Settings - Within the adjustment settings available as delivered

**2.3.10: SHOCKS** - All SRA Series QA1 shocks are sealed and may only be serviced, repaired, or rebuilt by TMI.

**2.3.11: SPRINGS** - SRA Series cars are not fitted with anti-sway bars. Therefore drivers are allowed a range of spring rates to adjust the car's handling. All springs must be purchased from TMI and must carry the official TMI Series designation. No alternate bump stops and/or other revisions are allowed.

Spring rates may be 300 lbs, 350 lbs, 400 lbs, 450 lbs and 500 lbs. Cars may use any combination of spring rates front and rear and side to side.

**2.3.12: TIRES** - Hoosier R7 tires are required and must be purchased solely from TMI. TMI will sell the tires to registered participants at Hoosier's published "Racer Net" pricing plus installation and balancing charges. Tire pressures are open subject to the minimum and maximum inflation pressure limits as specified by Hoosier. All tires must carry the official SRA sidewall stamp designation. No alteration of SRA spec tires is permitted, including but not limited to, soaking, treating, shaving or grooving.

Approved R6 dry tire sizes and part numbers:

Front - 205/50ZR15 (Hoosier R7 #46500-SRA)  
Rear - 225/50ZR15 (Hoosier R7 #46515-SRA)

Approved rain tire sizes and part numbers:

Front - 205/50R15 (Hoosier #46125-SRA)  
Rear - 225/55R15 (Hoosier #46130-SRA)

Dry and rain tires may not be mixed and may only be used in complete 4-wheel car sets.

**2.3.13: BODY PANELS** - Body panels, which includes the nosepiece, front 'bonnet', dash cover, intake snorkel, air box cover, engine cover, tub, and plexi side panels, may not be altered. Body panels must be attached during all sessions except as may be the result of on-track damage. Body panel color and overall livery, including printed wraps, is open provided they in no way obscure or cover any required series decals and are in good taste.



## SECTION 3: 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 3.1: 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.

**3.1.1: 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.

**3.1.2: 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.

**3.1.3: 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.

**3.1.4: 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.

**3.1.5: 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.

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

**3.1.7: 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 3.2: 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 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.