

Southwest Motorsports

Rules & Regulations

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MISSION STATEMENT:

The primary objective of SOUTH WEST MOTOR SPORT is to promote the preservation of our cars in a racing format which emphasizes driver safety and etiquette. The sport is intended to provide a format for friendly wheel to wheel competition with vehicles prepared faithfully to their era. All racing is dangerous, and only the proper attitude of the driver and the careful preparation of cars will diminish the danger and enhance our appreciation of this sport.

Rules & Regulations

“We have a racing class for all cars.”

POLICY:

It is our policy for cars to be maintained and/or restored to the configuration as they were raced in the year of manufacture. The only modifications, which are acceptable, are those required in the interest of safety or as noted in the SCCA General Competition Rule & Specifications.

VEHICLE CLASSIFICATION:

Car classification are based upon the SCCA General Competition Rules & Specifications. Pre-`72 vintage cars will comply with the `72 General Competition Rules & Specifications. The eligibility committee will rule on cars that fail to comply with the SCCA General Competition Rules & Regulations.

Run groups are approved by the Steward's committee based on safety and speed differentials.

In addition to our racing program, South west Motorsport offers a "Race Track experience" for Street Cars and non-licensed drivers. Contact Race Registration and the Chief Driving Instructor for details.

DRIVERS SAFETY REQUIREMENTS:

Automobile racing helmet with a Snell Foundation SA2005 or later approval. Full-face helmets are very strongly recommended.

Neck Restraint: The January, 2012, print issue of Car and Driver magazine contains a worthwhile article on head and neck restraint devices(SFI 38.1 approved), which SWMS will require for competition drivers beginning in 2012. The article, on pages 25 and 26 of the magazine, provides some history on the development of such devices. More importantly, it provides empirical data on the reduction achieved by those devices in forces that can otherwise be injurious or fatal. Even more helpful is comparison information on the two types of such devices that are available, regarding price, comfort, and ease of use. There is an older article about HANS Devices at this location: [Click here](#) Please Read!

Goggles or a face shield are required.

An approved driving suit—single layer fire-rated suit and fire-rated underwear or better.

April, 2014 – Counterfeit Driver Safety Equipment Vintage Motorsports Council has distributed a warning from SFI Foundation, Inc. that a company called Sawan Sports has been selling driver firesuits and balaclavas bearing counterfeit SFI labels indicating that the equipment meets applicable safety specifications. The SFI warning states that testing of examples of the suits and hoods showed that they DO NOT meet the applicable specs. Besides the source of the equipment, Sawan Sports, another identifying characteristic is that the equipment does not have any manufacturer's identification on it.

For more information click [here](#)

Leather or fire-rated driving gloves, socks and shoes.

RACE CAR SAFETY EQUIPMENT:

Roll Bar: Roll bars are recommended but not required on vintage production sedans or showroom stock sedans. Roll bars are required on all other vehicles and must be higher than the driver's helmet when seated in the car. Roll bars must meet current SCCA, GCR or FIA specifications. The Roll bar/Roll cage may not attach to the chassis at more than 6 points and may not attach to the suspension pick up points.

Fuel Cell: Fuel cells are recommended but not required on vintage production and showroom stock cars. Fuel cells are required on all other cars. Fuel cells must be double containment type.

Seat Belts: A minimum of 5 point racing type seat belt, shoulder harness and submarine strap is required. Minimum width is 3 inches for the seat belt and 2

inches for the shoulder harness. Arm restraints are required on cars without window nets. Seat belts must meet manufacturer's recommended installation. Seat belt condition to be approved by the technical inspector.

Externally accessible Battery Cut Off Switches are required. The battery must be solidly mounted with the power terminal covered. The cut off switch location must have the universal blue triangle decal.

Fire System Highly Recommended.

Fire Extinguisher: A minimum of a 2 pound BC approved fire extinguisher is required. An on-board system is strongly recommended. All extinguishers must be securely mounted within reach of the driver.

There must be a solid firewall between the cockpit, engine and fuel tank.

All cars, except Formula Cars, must have at least one working brake light.

All radiator overflow and engine venting systems must be routed to a catch can. Fluid loss of any kind is not permitted. Radiator catch cans must be 32 oz. Minimum.

Each car must have at least two usable rear view mirrors.

Steering and suspension may not have any excessive wear or play.

All cars must be presented in a neat and finished condition. Cars in primer or with obvious body damage will not be permitted to participate.

Fuel system must be provided with one-way venting.

Car numbers will be issued by the Chief of Eligibility and must be displayed on each side of the car in letters 8 inch high minimum. Car class letters are to be 5 inch high minimum. Advertising is to be minimal and tasteful.

CHASSIS, ENGINE, MOTOR, & BODY:

Refer to the SCCA General Competition Rules and Specifications.

TIRE:

Vintage Production Cars and all other Production Cars.

Any treaded tire DOT speed rated "H".

Formula Cars, Sports Racers and Purpose-Built Race Cars:

Any "Race" tire.

Car Log Book:

All cars must have a SouthWest MotorSport logbook or a logbook accepted by the Chief of Eligibility.

Car logbooks are issued by Chief of Eligibility at a cost of \$50.00; application required.

NOTICE:

As a condition of entry acceptance by SouthWest MotorSport entrants must certify that they have read these Rules and their entry complies with these

Rules. SouthWest MotorSport reserves the right to interpret, modify or create Rules at its discretion.

LICENSING PROCESS:

SouthWest MotorSport , like other race organizations, has a rigorous licensing process. For the safety of all of its members, all SouthWest MotorSport drivers must have a current SouthWest MotorSport Competition License, student logbook or VMC license to participate in our race events. A current medical form must be on file with the club. The Chief Driving Instructor is responsible for conducting SouthWest MotorSport Driver's Schools and 'signing off' on full completion for a SouthWest MotorSport license. Two Full race group weekends is required with clean driving. License is then approved by the Race Stewart.

DRIVER LICENSE:

All entrants must have a valid driving license issued by their resident state.

All drivers must have a competition license issued by SouthWest MotorSport or any other recognized issuing body approved by the Chief Driving Instructor. The minimum requirement for licensing is the successful completion of a racing course school at a recognized driving school approved by the Chief Driving Instructor.

To obtain a competition license, a driver must submit an application to the Licensing Registrar and complete all the necessary requirements. These requirements are that a new driver must successfully complete a SouthWest

MotorSport or other approved school and participate in at SWMS event under the supervision and observation of an assigned driving instructor. The successful completion of an approved driving school may serve as a substitute for our school, but observation is still required. Driver's school is required for previously licensed drivers who have not driven in the last 24 months. After Driving School has been completed, Two events running in the race group with clean driving. After completing two racing group weekend, Competition License is granted by the Race Stewart.

DRIVER'S LOGBOOK:

Driver's LogBook and competition licenses are issued by Licensing Registrar at a cost of \$50.00 each.

PENALTY SYSTEM:

13/13 Rule:

All participants are subject to the 13/13 rule which states: "If you are involved in an accident, you may be asked to leave the current event and have imposed a 13 month period of driving probation . Also if you accumulate 13 driving infraction points in a 12 month period, your driving privileges will be suspended for 13 months.

INCIDENTS:

If an incident does happen, driver(s) must report to the Steward. The "at fault" driver depending upon his/her past history may receive a probation and/or

suspension per the 13/13 Rule. The Race Steward shall complete a report on each incident and give that report along with all Corner Worker's Reports and Driver's Statements to the Chief Steward or his/her Assistant at the end of each race day. Any damage to cars must be recorded in the car logbooks on the day of the incident.

POINTS:

A driver who displays an over-aggressive driving style and does not correct his/her driving or is 'at fault' in an incident, may receive driving infraction points. If a driver is involved in an incident while on probation, he/she may, at the discretion of the Stewards Committee, have his/her driving license suspended.

SUSPENSION:

A driver who is involved in a serious incident, an incident while under probation or displays a driving style or attitude that is not in the "vintage spirit" may, at the discretion of the Stewards Committee, be suspended from driving for a period of up to thirteen months. All driving suspensions will be reported to Vintage Motorsports Council (VMC).

APPEALS:

A driver may appeal any penalty he/she receives to the Steward's Committee and then if necessary may appeal to the SouthWest MotorSport Board. If an 'at fault' driver had a mechanical failure, that failure must be shown to the Technical Inspector before the race car leaves the event. All appeals must be

made to the Steward's Committee within fourteen days from the time a driver receives his/her penalty. The final ruling of the Steward's Committee may be appealed to the SouthWest MotorSport executive Board. All decisions of the Board are final.

RACE EVENT CONDUCT REGULATION:

Entrants, drivers, and participants at an event shall conduct themselves according to the highest standards of behavior and sportsmanship, particularly in relationship to other competitors, officials and track management. Conduct will be in a manner that shall not be prejudicial to the reputation of SWMS or to the sport of vintage racing. Failure to do so may result in a penalty.

THE FLAGS AND THEIR MEANINGS:

Green Waved: The race is under way at the instant the green flag is waved. This flag is displayed by the Starter only.

Green Motionless: Indicates that the course is clear.

Yellow Motionless: Take care, danger, slow down, no passing from the flag until past the incident. Note: At Sandia Motor Speedway, a yellow flag indicates: Slow down until you are BOTH past the incident AND you can see that the next manned flag station is clear.

Yellow Waved: Great danger, slow down, be prepared to stop. No passing from the flag until past the incident. (See above)

Red: Should the Chief Steward decide to stop the race, he/she will have a red flag displayed at the Start/Finish Line; simultaneously, each flag station around the course will display a waving red flag. The red flags will inform all drivers that they must stop racing immediately and must pull over out of the racing line and proceed only when directed by a corner marshal, exercising extreme caution. The RACE HAS BEEN STOPPED!

Blue with Diagonal Yellow Stripe Motionless: Another competitor is following you very closely. Check your mirrors.

Blue with Diagonal Yellow Stripe Waved: A faster competitor is trying to overtake you. Check your mirrors.

Yellow with Vertical Red Stripes: Take care. Track conditions have changed. Oil may have been spilled, a slippery condition exists, or debris may be present on the course ahead.

White: An ambulance, service vehicle or slow moving (e.g. mechanical trouble) race car is ahead on the circuit. Take care. Pass only with care.

Black: Complete the lap you are now on. Then stop for consultation in the hot pits with the Chief Steward or other officials.

Furled Black: “ WARNING ” – You are driving in an unsafe or improper manner – if continued, you will be given the black flag. Displayed by the starter only. Driver acknowledgement required.

Black with Orange in Center: There is something mechanically wrong with your car. Proceed to the hot pits at reduced speed.

Checkered: The race is over! Complete one cool down lap before entering the pit.