



# Conduct Committee

**Chair:** Gord Ballantine **Deputy:** Brian Thomas

**Members:** Gary Allen, Andrew Atkins, John Greenwood, Gavin Ivory, Richard Navin

The purpose of this committee is to monitor competitor conduct at designated VARAC supported events and where appropriate, to issue warnings and/or suspensions of entry privileges to such events in the future.

As a member of the Vintage Motor Council (VMC), VARAC endorses and follows the concept of the “spirit of vintage racing”. The primary directive of the club is to promote the preservation of these great old cars in a racing format which emphasizes the fun factor, camaraderie, driver safety and etiquette. The sport is intended to provide a format for friendly wheel-to-wheel competition with vehicles faithfully prepared to their era.

All racing is dangerous and only the **proper attitude of the driver** and the careful preparation of the cars will diminish the danger and will enhance our appreciation of this sport.

In addition to the “spirit of vintage racing” all VARAC on track activities are based on a strict application of the “no contact” rule. Disciplinary action, if required follows the 13/13 format set out below.

## VARAC CONDUCT PROCEDURES

The Chair of the Conduct Committee, or their designated substitute, will act as the contact person with the Race Stewards for each event VARAC attends. The name of the contact person will be widely announced to all VARAC members prior to and at the event.

1. A reportable incident is any on-track activity that results in 4 wheels off, a spin, contact with an object, or contact with one or more vehicles. Reportable off-track incidents may include occurrences of inappropriate behaviour or unsportsmanlike conduct.
2. All competitors involved in a reportable incident are required to report to the Event Conduct Committee Chair (EC) immediately following the completion of a session, or as soon as practicable thereafter. Failure to report an incident may result in an automatic 13 month probation and/or suspension depending on the nature of the incident.
3. The EC will determine if additional investigation is warranted, including contacting the Race Stewards to see if there is a Corner Workers Report or an investigation by the Race Stewards.
4. The EC may appoint one or more Committee Members to investigate the incident for VARAC, the intention being to have Vintage/Historic incidents investigated by Classic (G70+, G90) Members and Classic (G70+, G90) incidents investigated by Vintage/Historic Members.
5. Based on the investigation, the Committee Members will determine with the Committee Chair if further action is to be taken.
6. In the case of an incident with a Corner Workers Report, the Committee Chair will ask for an interview with the drivers and the Stewards and discuss with the Race Stewards what sanctions, if any, will apply at that point.

7. In the case of an incident without a Corner Workers Report, the Committee Chair will report the Conduct Committee's findings to the Race Stewards to discuss if further actions are to be taken.
8. All incidents, whether reported to the Race Stewards or not, will be logged into the conduct log for future reference.

### **Possible Sanctions available to the VARAC Conduct Committee**

The Committee has three alternatives: a warning, probation, and/or suspension. It should be noted that a warning and probation are designed to remind a competitor of the "spirit of vintage racing" before the more serious sanction of a suspension is applied.

1. Verbal warning – to be used only for the most minor reportable incidents. For example: 4 wheels off due to poor weather conditions.
2. Probation – from 1 event up to 13 months depending on the severity of the incident. For example, a driver who was "hit" by another competitor on track might receive a one month probation, while the "at fault" driver might be given a 13 month probation, or more depending on the facts.
3. Suspension – up to 13 months depending on the facts and prior history of the competitor

### **Appeal Process**

1. When sanctions are handed down by CASC-OR the CASC-OR appeal process will be followed.
2. When sanctions are handed down by VARAC the affected driver has the right to appeal the decision to the VARAC Board of Directors by requesting an interview at the next regularly scheduled meeting of the Board of Directors.