



## Driver Conduct at the VGP

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 the specifications of 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 enhance our appreciation for the sport.

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.

### Conduct Procedures

- 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. A reportable off-track incident may include occurrences of inappropriate behaviour and unsportsmanlike conduct.
- 2) If you are involved in a reportable incident during a **PRACTICE** or **QUALIFYING** session and your car is still driveable you are required to “pit in” immediately and report to the penalty box area of the hot pits. There you will report the nature of the incident, 4 wheels off, spin, contact with an object or one or more vehicles. The Conduct Officer will determine if you may be released back to the session, whether you must report to the Conduct Committee following the session, or if you should immediately report to impound. **You are NOT required to “pit in” during a RACE, but you MUST report to the Conduct Committee following the RACE** (see point 4 below).
- 3) If you are involved in a reportable incident during a **RACE** you should report to a member of the Conduct Committee immediately following the session, unless you are unable to do so for medical reasons. Under no circumstances should you go back on-track without having reported the incident and the incident must be reported no later than the end of the day on which it occurred.
- 4) Failure to report an incident as set out in points 2 or 3 may result in an automatic VMC 13-month probation and/or suspension depending on the nature of the incident.
- 5) If you are required to (or instructed) to report to the Conduct Committee following the session, you are required to bring a completed Driver Witness Statement form, as well as surrender any video or other data that you have for the session.

- 6) In the case of an incident with a Corner Workers Report, the Conduct Committee will ask for an interview with the drivers and the Stewards to determine what sanctions, if any, may apply.
- 7) In the case of an incident without a Corner Workers Report, the Conduct Committee will decide if the incident should be reported to the Stewards for further action on their part.
- 8) All incidents, on-track or off-track, will be recorded in the Conduct Committee log for future reference and will be reported to the VMC

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

The Committee has four alternatives: a warning, exclusion from results, 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. Warnings – a verbal warning may be issued at the penalty box for minor reportable incidents, for example 4 wheels off or a spin due to weather conditions. A written warning may be issued if the Committee deems it appropriate.
2. Exclusion from results – the driver will not be eligible for any championship points for the session(s). Further lap times will not be used for gridding in subsequent sessions. The session will appear in timing and scoring as DQ (disqualified).
3. Probation – from 1 event to up to 13 months depending on the severity of the incident. For example, a driver that was “hit” by another competitor on track might receive a one month probation, while the “at fault” driver might receive a 13 month probation (or more) depending on the facts.
4. Suspension – up to 13 months depending on the facts of the incident and the prior history of the competitor.

### **Appeal Process**

1. When sanctions are handed down by the CASC-OR Stewards then the CASC-OR appeal process will be followed.
2. When sanctions are handed down by the VARAC Conduct Committee the affected person 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. Such a



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request must be made in writing and the person has 48 hours from the time the decision was rendered to file their appeal.