



VARAC VINTAGE GRAND PRIX
CANADIAN TIRE MOTORSPORT PARK
JUNE 13-16, 2024
SUPPLEMENTARY REGULATIONS
(for Practice, Qualifying & Racing)



REV:3

1. **This event is a Vintage Car Racing event organized by the Vintage Auto Racing Association of Canada (VARAC). The race car portion of this event, including Track Orientation/Testing, Practice and Qualifying and all races, is held under CASC-OR 2024 Race Regulations, VARAC Rules and Regulations and these Supplementary Regulations.**

The event includes a non-vintage racing guest grid, Toyo F1600. This group runs directly under CASC-OR GCR's-VARAC/VMC rules do not apply (see 25.).

This event also includes non-racing Street Lapping sessions on Thursday June 13. These sessions are covered by separate Supplementary Regulations.

2. **DRIVER QUALIFICATION (for competition):**

All Canadian drivers must hold a current GDS-ASN, GDS-ASN regional affiliate license (ie CASC, FSAQ, etc), or a VARAC issued VMC license.

Non-Canadian drivers must, at minimum, hold a current VMC license or be members of a recognized Vintage Race Club outside Canada and hold a recognized competition license.

Other licenses may be accepted at the VARAC Race Director's discretion for this event. Contact varacracedirector@gmail.com

All drivers must be familiar with vintage race conduct/driving expectations.

VARAC reserves the right to refuse any driver who cannot show evidence of proper qualifications, for driving or medical fitness.

3. **CAR PREPARATION & ELIGIBILITY**

All competing cars must be prepared to meet safety, preparation and eligibility standards of VARAC or the driver's VMC club affiliation (e.g. VRG, SVRA, VSCCA etc.) Canadian domiciled cars must be prepared to VARAC standards and rules.

All vehicles will be subjected to technical inspection.

Any questions regarding car compliance should be directed to:

Vintage or Historic: Brian Thomas f (varacvh@gmail.com),

Classic or Modern Classic: Del Bruce (VARACclassic@gmail.com)

Formula Classic: Doug Switzer (varacfc@gmail.com)

Note-other cars may participate by invitation or special approval from VARAC. Contact varacracedirector@gmail.com

Specifics

Rain Lights All cars must have at least one operating tail lamp to be used as a rain light in the event of rain. Without a rain light you cannot run in the rain.

Transponders Cars to have functioning transponders. Competitors are asked to check function. If unsure, bring to Tech.



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4. EVENT & TECH STICKERS

All registered race vehicles must have both a Tech sticker and an Event sticker on the vehicle, in the same general area

Note: For Track Orientation/Test Day only Event Sticker is required

5. DRIVER SAFETY EQUIPMENT

Driver Safety Equipment must meet VARAC Rules & Regulations and CASC-OR Race Regulations.

Note: SA2010 helmets are no longer accepted.

Please verify your belt installation against 2024 CASC OR Race Regulations Section 6 (a synopsis of this will be published in the 24 VVGP folder on the VARAC website).

6. TECHNICAL INSPECTION/SCRUTINEERING.

Technical Inspection/Scrutineering (Tech) will be at the CASC trailer on the south side of the garages. The area between the CASC trailer and the east end of the garages must remain clear of race car trailers and personal vehicles.

Tech hours are as per the Event Schedule beginning Wed. **Note Tech will open as early as possible Wed-watch for this.**

Cars need to have an approved Technical inspection with sticker prior to "on-track" Fri and beyond. (Note: not required for Track Orientation/Test sessions Thurs). We ask that competitors 'self-Tech' for these sessions.

Note, that there are a lot of cars that need to be inspected. Please be patient and plan for this.

When getting in line for Tech, please sign-in at the trailer.

Note this is a car inspection only-- you do not need to bring driver's safety equipment to this **except for your helmet**. If your helmet does not have a CASC inspection sticker, please bring it to Tech.

Annual Inspections or a recent approved inspection from some other VMC Clubs will be accepted. Driver's/entrants that have an annual or recent with their home club can go to scrutineering with their signed logbook only (ie no need to bring car). Tech personnel need to complete some CASC documentation off these logbooks and then will issue a "race sticker". Drivers/entrants in this category please contact the event Chief Scrutineer ahead of event at racetech@casc.on.ca.

Note: Toyo F1600 & FFCS groups will "tech" cars in their group.

7. RACE SUBGROUPS/CLASSES

Vintage Historic and Classic/Modern Classic car/driver combinations are grouped by lap time brackets



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based on lap times at CTMP. This creates fair, competitive and equitable racing independent of car preparation level.

Formula Classic and FFCS classes are classified based on “ build formulaes” (ie F90’ F1600.HFF, etc).. The time bracket-based classes are not used.

If an entrant needs assistance in placing themselves in a Subgroup/Class/Bracket or feel you need to move Groups during the event, please contact VARAC Race Director, Dave Good (Varacracedirector@gmail.com)

Re Breakouts

“ Breakouts” apply to those run groups that use lap times to define subgroups ie VH & CL/MC. A “Break Out” occurs when a driver turns a faster time than the “lower” limit for a class. If a competitor consistently “breaks out” early in the event, please ask to move to the next class.

Automatic application of “Break Outs” will take place only in the Feature Races Sunday. If you “break out” in this race you will automatically be re-classified to the new faster/ group. With this re-classification you will lose the opportunity for a podium and trophy, so please get yourself in the right group.

More detail is provided on this on the VARAC site/ 24 VVGP folder.

8. PADDOCKING/SITE ACCESS.

Paddock marshals will assist competitors in parking Wed aft, Thurs and Fri.

We will generally be paddocking competitors by class. Please refer to the paddock map (VARAC site/ 24 VVGP folder). If you are paddocking with a colleague who runs another class, please discuss this with the paddock marshals.

Competitors are reminded that paddock space will be tight. Whenever possible please park at right angles to the flow of track or in a manner that minimizes your space usage. The exception to the right angle “rule” is for multi-car teams (three or more) that can park parallel to the flow of traffic. Park extra vehicles on the grass.

Note, pre-paddock access staging in the lower paddocks may be available mid aft Wed. Paddock Marshals will manage this staging. Movement to your final paddock location will begin at 5:30 PM Wed

9. RACE START and RESTART PROCEDURES:

Race starts will be as per 2024 CASC-OR Race Regulations, specifically, 2.3, 2.4, 2.5 and 2.6, (race regs <https://www.casc.on.ca/sites/default/files/Documents/2023%20CASC-OR%20Race%20Regulations%20v2.pdf>) -especially as they pertain to a waived off start. Drivers are responsible to review and be familiar with these procedures.

10. GRIDGING: In general races will be grid based on results of the previous race. First race is based on Qualifying times.



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Exceptions are: FFCS races will be gridded based on best lap times during the event. F1600 will grid per their normal practice.

11. **RED FLAG PROCEDURE:** In the event a RED Flag is displayed, cars are to proceed slowly and cautiously around the track to the pit lane (unless otherwise directed) and stop on the pit lane, as directed.

Note: This is a different procedure from previous events.

12. **PIT, MOCK GRID AND PADDOCK RULES:**

The speed limit in pit lane is 60 kph. The speed limit in the mock grid and paddock areas is 10 kph.

During the start of a race, no person except the Pit Marshals will be permitted in the hot pit lane. Only people immediately connected with the race in progress will be permitted in the hot pit lane.

During a pit stop, a maximum of three persons, including the driver, will be permitted in the hot pit lane.

Following any pit stop, the driver must obey the Pit Marshall's signals before exiting the pit lane and re-entering the course.

When leaving the pits, drivers must stay to the right of the blend line. Drivers on track must stay to the left of the blend line. Touching or crossing the blend line at any time is an infraction and may result in a Black Flag.

Smoking is absolutely prohibited in the pits or pit area.

All persons in the hot pit lane must be wearing shirts, long pants and closed toe shoes.

Pit/paddock support vehicles such as motorcycles, mini-bikes, ATVs, and similar vehicles, must be driven by a licenced driver in the paddock area. The organizer, at their discretion, may revoke these privileges.

13. **DRIVER CONDUCT:**

VARAC strictly adheres to VMC conduct rules and enforces non-contact racing. Non-compliant drivers will be subject to review by the VARAC conduct committee.

Participants are to self report any reportable incidents or rule infractions immediately. 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. Off-track incidents involving inappropriate behaviour or unsportsmanlike conduct. Note that an online reporting system for incidents will be used. Instructions will be available at Registration and will be explained at Driver's Meetings. If unclear about reporting (ie how, what, etc) please see a VARAC Driver's Committee representative immediately. **If in doubt, report it!** The location of the committee's trailers/paddock will be defined at the Driver's Meetings.

The Driver's Committee is led by Ivan Samila.

Note: Please report to the VARAC Driver's Committee first. If they feel the issue needs reporting to Event Stewards they will advise.

Any driver not obeying flag rules and/or blend line protocol will be subject to penalties from the CASC-OR Race Stewards.



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Any driver who is judged by race officials as "out of line", "jumping the start" will be penalized. Various Judges of Fact will monitor such infractions as well as blend line crossing, exceeding pit lane speed limit etc.

14. MANDATORY DRIVERS' MEETINGS:

Attendance at Drivers' Meetings is mandatory. The following meetings are scheduled:

Thursday June 13:

8:30am for all Test Day/Track Orientation drivers, other than those registered for Street Lapping, at the CTMP Podium located near the gas pumps.

Friday June 14:

7:45am for all race competitors at the CTMP Podium

Saturday June 15:

7:45am for all race competitors at the CTMP Podium

No meeting is planned for Sun. If needed, this will be advised.

15. EVENT SCHEDULE & GROUPINGS:

VARAC/CTMP reserves the right to change the official schedule with respect to the order, length and/or groupings for any on track session. Groups consisting of 12 or fewer cars should expect to be combined with other groups to form a racing grid. In the event the day is "running long" the Special Races designated as SpR on the schedule may be curtailed or cancelled.

Re Grid Attrition: If grid size drops below 10 cars, session length may be reduced. Guideline is one lap per car.

16. RACE MEDICAL:

Race medical is located in the garages. Gasoline alley **MUST** have one lane clear for emergency vehicle use. Parking of non-emergency vehicles in this area is not permitted.

17. FUELING:

Any time there is a transfer of fuel there must be a separate designated person standing, holding an appropriate fire extinguisher. Refueling may only be done in an open, well-ventilated area – it may not be done under awnings or in an enclosed space where fumes may accumulate.

18. WAIVERS AND ACCESS: ELECTRONIC WAIVER

All persons wishing to enter a restricted area must sign the **Speed Waiver** (please do this prior to arrival) and wear the appropriate wrist band as issued by VARAC for the event (Restricted areas include: pit lane, pit boxes, mock grid, trackside, and any other areas indicated by officials or track personnel).

19. TIMING:

All timed sessions will end when the first competitor crosses the start finish line after the completion of the prescribed time, or when the checkered flag is displayed.

20. EMERGENCY VEHICLES:



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Be aware that emergency vehicles and service vehicles may be dispatched at any time from any location without a race stoppage or full course caution.

21. NOTICES AND RESULTS:

Notices and results shall be posted at Tech. Unofficial “live” results are available on RaceHero (RaceHero App or racehero.io on the internet).

22. TROPHY PRESENTATION

Trophies shall be awarded immediately following each of the Feature and Special races. After these races, cars should be parked in the impound area and drivers and crew proceed to the CTMP Podium for the presentations

23. DRONES:

The use of drones (unmanned aircraft) at CTMP is **strictly prohibited**. CTMP reserves the right to expel any person and/or their team found to be operating a drone.

24. ALL CARS TO IMPOUND:

The display of “ALL CARS TO IMPOUND” requires all vehicles exiting the track to report to the impound area until released by race officials. Attendance is mandatory – failure to comply may result in penalties.

25. SPECIAL RACES:

The event includes several “SPECIAL” races that are available on a “first-come- first entered” basis to eligible competitors/car combinations that have paid a full entry fee for the weekend. Each of these sessions is limited to 50 cars on track. If more than 50 competitors enter, a waiting list will be created starting with the 51st entry. If due to mechanical or other reasons, there is space on the grid, cars will be added based on the waiting list and they will be placed at the back of the grid.

Competitors are reminded that there may be significant speed and handling difference for the cars on the track during these special races. Be aware of the vehicles around you and your own vehicle’s closing speeds. Adjust your driving style to accommodate the wide variety of vehicles in these races.

Gridding for Special Races will be determined at the time by the Race Director. Our goal is to grid by lap times but due to mix of cars in these races, that is not always possible.

Presentations for Special Races will take place after the race

If the day is “running long” the Special Race for that day may be curtailed or cancelled.

SpR1 MG-Triumph Challenge. Open to any MG and/or Triumph based or powered closed wheel car.. Gridding will be determined by the Race Director.

SpR2All Volvo Race. Open to any closed wheel Volvo or Volvo based car. Gridding will be determined by the Race Director.

SpR3 Ludwig Heimrath Open Wheel Challenge. Any open-wheeled car entered in the event is eligible including Formula Classic, FFCS and Toyo Tires F1600 Championship vehicles. This race operates under VARAC/VMC rules/protocols.

SpR4 All Porsche Race. Open to any closed wheel Porsche or Porsche Special.



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SpR5 Rudy Bartling Nation's Cup. This pits our feature marque, Porsche, up against "the Rest of the World" (RoW). This will involve Porsche on one side of the grid vs an opponent from the RoW on the other side-the race is a race to 10 – the first side, Porsche or the RoW to get 10 cars across the finish line wins. Note grid will be finalized at the track. Please expect some shuffling around. Extra cars will run behind the paired competitors.

26. MISCELLANEOUS

Consumption of alcoholic beverages by any participant is **expressly prohibited until all competitions are concluded for the day.**

Parents and guardians will be responsible for the safety of their children.

All dogs must be on a leash

Please be respectful of others in the paddock (ie wrt running of generators during the night.)

27. Toyo F1600 Grid

This grid runs under CASC OR 2024 Race Regulations-VARAC. VMC rules, protocols, etc do not apply to this grid. This group is responsible for their Tech Inspection & Compliance, Conduct enforcement, Driver Qualification, Awards & presentations.



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26. LIST OF OFFICIALS

See Appendix A

Please take the time to thank all the volunteers that make the VARAC Vintage Grand Prix possible!

Organizers

Vintage Automobile Association of Canada (VARAC)
c/o Dave Good
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Caledon, ON
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