



# Conduct Committee

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

The purpose of the Conduct Committee is to monitor participant 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 original era.

All motorsport 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 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 and/or Clerks for each event that VARAC attends. The name of the contact person will be widely announced to all VARAC members prior to 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. Off-track incidents involving inappropriate behaviour or unsportsmanlike conduct may also be subject to penalties
2. All competitors involved in a reportable incident are required to report to the Event Conduct Committee Chair (EC) immediately following the completion of the session, and in all cases no later than the end of the day on which the incident occurred, unless unable to report for medical reasons. Under no circumstances may the car or driver participate in another on-track session until the driver has reported to the Conduct Committee.
3. Failure to report as required in point 2 may result in a 13-month probation, or if already on probation, a suspension of driving privileges.
4. The CC will determine if additional investigation is warranted, including contacting the Race Stewards and/or Clerk for additional information.
5. The EC may appoint one or more Committee members to investigate the incident for VARAC, the intention being that incidents will be investigated by drivers that did not participate in the session.
6. Based on the investigation, the Committee members will determine with the Committee Chair if further action is to be taken.



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7. 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 will discuss with the Stewards what sanctions, if any, will apply be applied by the Stewards.
8. In the case of an incident without a Corner Workers Report, the Committee Chair will report the Conduct Committees findings to the Race Stewards to discuss if further actions should be taken by the Stewards.
9. All incidents, whether reported to the Race Stewards or not, will be logged into the VARAC Conduct Log for future reference.

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

The Committee has four alternatives: a warning, exclusion from results, probation, and/or a suspension of driving privileges. It should be noted that a warning and probation are designed to remind the competitors of the “spirit of vintage racing” before the more serious sanction of a suspension is applied.

1. Warning – most often issued verbally, to be used for only the most minor reportable incidents. For example: four wheels off due to poor weather conditions
2. Exclusion from results – the competitor will not receive any Drivers’ Challenge points for the session(s).
3. Probation – from one month to 13 months in length depending on the severity of the incident and the competitor’s history of conduct issues. For example: a driver who was “hit” by another competitor on track might receive a 1-month probation, while the “at fault” driver might be given a 13 -month probation, depending on the facts.
4. Suspension – up to 13 months depending on the facts and the prior history of the competitor.

### **Appeals Process**

1. When sanctions are imposed by the CASC-OR or some other sanctioning body, the appeal process for the sanctioning body will be followed.
2. When sanctions are imposed 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. Any such request must be made within 48 hours of receiving notification of the sanction by the Conduct Committee.