



CANADIAN HISTORIC GRAND PRIX

MOSPORT INTERNATIONAL RACEWAY

JUNE 14 – 17, 2012



Supplementary Regulations

1. CAR ELIGIBILITY

All competing cars must be prepared to meet eligibility standards of the driver's VMC club affiliation (e.g. VRG, SVRA, VSCCA etc.) or possess appropriate ASN/FIA credentials (which may include a vehicle log book) and to meet minimum safety standards set out below. Canadian domiciled cars must be prepared to VARAC standards and rules. Cars will be subjected to technical and eligibility inspection.

Any questions regarding safety should be directed to VARAC-CHGP Race Director Del Bruce, Email: delb@rogers.com Telephone #: 905-686-2690.

Any questions regarding eligibility should be directed to VARAC Eligibility Chairman Joe Lightfoot, Tel. 613-476-5881, Email elqchair@kos.net

Seat Belts must be no older than five years, as shown by an SFI approval date tag or FIA approval expiry tag.

FHRs (frontal head restraint systems) are mandatory for all CASC cars and CASC licensed drivers. Out of region cars and drivers will be governed by the rules of their affiliated VMC club requirements for FHRs.

All closed cars require **Window Nets**. If the VMC club to which the car is affiliated allows substitution of a window net with an arm restraint, the driver may use such.

Fuel Cells are mandatory and have to meet FIA standards with the exception of certain G70+ cars (refer to the VARAC rulebook at www.varac.ca).

Battery, solenoid, and other "hot" terminals shall be covered by rubber boots or covered by silicone or other non-conductive material wrap. All cars must be equipped with a master electrical cut out switch, located so as to be easily accessible from outside the car.

All **lighting glass**, front and rear, shall be securely taped to the satisfaction of the scrutineers. Taping of rear lights must not obscure brake light function.

"Slick" type racing tires will only be allowed on purpose-built racing cars that originally used this type of tire, some F70 Monoposto, G70+, and post-Historic Trans-Am cars.

Roll Bars must meet VARAC standards; refer to the VARAC rulebook at www.varac.ca. Other roll bar designs MAY be acceptable and VARAC has arranged to pre-clear such designs before the event. Drivers are urged to send photos of such designs that do not meet VARAC standards for review prior to entering the event.

Catch Tanks are required for all oil and water breathers. The use of antifreeze (glycol) is not permitted.

2. DRIVER QUALIFICATIONS

All Canadian drivers (Canadian residents) must hold a current ASN or ASN regional affiliate license (ie CASC, FSAQ, etc). Non-Canadian drivers must, at minimum, hold a current VMC license or be members of a recognized Vintage Race Club outside Canada. An SCCA, FIA Race or Vintage license is acceptable for international drivers. VARAC reserves the right to refuse any driver who cannot show evidence of proper qualifications, for driving or medical fitness. All drivers MUST participate in the official practice sessions

3. DRIVER SAFETY EQUIPMENT

The use of the following Driver safety equipment is mandatory during all on track race related sessions.

The June 14th lapping day and the HPDX sessions will be run as per the 2012 ASN national lapping regulations (helmets required)

Driver Suits and Underwear

One-piece driver suits that effectively cover the body from the neck to the wrists and ankles, manufactured of material approved herein, shall be worn.

Underwear manufactured of material approved herein shall be worn where specified herein.

Driver suits and underwear shall be clean and in good condition with no excessive oil stains, holes or frayed edges.

Gloves

Gloves made of material approved herein shall be worn. This material shall be worn next to the skin. Gloves shall have no holes or perforations and shall be fitted at the wrist, and shall cover the cuff of the driver suit. Any other material, e.g. leather, may be applied to the exterior only.

Socks

Socks made of material approved herein shall be worn.

Shoes

Shoes made of material approved herein and/or of leather shall be worn.

Balaclavas

Balaclavas or helmet skirts of material approved herein shall be worn. Hair protruding from beneath helmets shall be completely covered.

Helmets

Helmets as specified herein shall be worn.

Approved Materials

All fire resistant material approved by ASN Canada, FIA, SCCA and SFI is acceptable.

Driver Suits/Underwear

The following Driver suit/underwear systems are approved:

- A. Suits of two layers of approved material worn with approved underwear.
- B. Suits of three layers of approved material.
- C. Suits carrying an SF13-2A/3 rating worn with approved underwear.
- D. Suits carrying an SF13-2A/5 or higher rating.
- E. Multilayer suits carrying an FIA Homologation.
- F. Suits, which the manufacturer states in writing meet or exceed the standards stated herein, may be substituted for that standard.

While competing, Drivers should not wear any clothing composed in whole or in part of Nylon.

In the case of doubt concerning the composition of a suit/underwear system, the Driver shall be able to present adequate evidence that it conforms to one of the above standards.

Helmets

The following standards are approved: (1) Snell Foundation (USA); 2005SA, 2010SA, 2010SAH. (2) FIA approved helmets with documentation.

Helmets shall be in good condition; a repaired helmet may be approved provided that written proof of a satisfactory repair by the helmet manufacturer is presented.

Full-face helmets and shields shall be worn by Drivers of open cars.

4. RACE START and RESTART PROCEDURES

Race starts will be as per 2012 CASC regulations 2.3.2 and 2.3.3, www.casc.on.ca race regs pdf especially as they pertain to a waived off start. Drivers are responsible to review and be familiar with these procedures.

5. PIT AND PADDOCK RULES

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 children. All dogs must be on a leash.

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.

Any person in the pits must be wearing a shirt and long pants.

Pit/paddock support vehicles such as motorcycles, mini-bikes, ATVs and similar, driven by licensed drivers only, are allowed in the paddock area at the organizers discretion and privileges may be revoked at any time. Minors are prohibited from their use.

6. 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. Any driver not obeying yellow flag rules will be subject to penalties from the CASC STEWARDS. 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.

One- Hour Enduro Race for All Closed Wheel Cars Under 2.5 Litres and 2500 lbs.

60 minute Enduro Race will be run on Saturday afternoon. The Enduro will be a "handicap race". There will be a "Race within a Race" for the Classic Motorsport - Small Bore Challenge.

The Enduro may be contested by either:

1. A one car "team" with one driver, or
2. A one car team with two drivers.

Note: Refueling of cars is not allowed, either in the pits or the paddock. If your car can't run an hour, form a 2-car team!

Handicap: The handicap will be calculated in order to theoretically have all cars finish on the same lap. Cars will be released from pit lane on a staggered start. The slowest car (as determined by qualifying times) will be released first followed by the faster cars. All cars will stop for a three-minute pit stop between the 25th and 35th minute mark of the race.

Procedure for One Car / One Driver: The driver has to enter the hot pit lane between the 25th and 35th minute of the race and park for 3 minutes (engine off) before resuming the race.

Procedure for One Car / Two Drivers: Same as above, including driver change.

The winner is the car or team "first over the finish line" wins.

IMPORTANT: There is a **mandatory drivers and crew** meeting prior to the Enduro. Refer to the schedule for time and place. Only participants of the drivers meeting will receive a "pass" sticker for the car