

## Conduct & Considerations

### Briefing Notes

#### VARAC Guiding Statement wrt Conduct

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 in our [Conduct Procedures](#).

#### Comments

- Vintage racing is, to use an old term, a “gentleman’s” sport vs an intense competition-approach it with that mindset
- A few Driver’s Meetings comments that help emphasis the philosophy of driving in Vintage Racing
  - Anything that’s been done with these cars was done a long time ago by Driver’s who were better than you -there’s nothing to prove here
  - Roger Penske is not in the stands today scouting for drivers
- Lose the “red mist”; relax; be alert; watch out for the other cars; have fun

#### Conduct Compliance/Enforcement/Incident Reporting

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.

#### Refer to VARAC Conduct Procedures

- Key points are
- 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
- **report** any incident to the conduct committee immediately; when in doubt, report! -and don’t wait; report if you’re not only directly involved but also if you’ve witnessed something or were indirectly involved
- Conduct reps location at the track will be prominent-know where they’re located; at CTMP they are usually at the west end of the top paddock
- The conduct committee meets post race and rules on incidents-these are communicated to involved parties: there is an appeal process
- VARAC as well as other Vintage orgs follow the 13/13 rule for serious incidents; First serious incident is 13 months probation; second one is 13 months suspension (applicable across all VMC clubs).

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- Note, 13/13 is a rule, but almost more importantly, it represents the “code” of vintage racing ie no contact; respect...

#### Other Considerations

#### Passing

This is the manoeuvre that is most “at risk”. Points to consider are:

- The responsibility for a clean pass rests with both drivers. Primary responsibility is with the overtaking car. Corner stations will advise slower cars with a blue/yellow flag (passing flag.) Watch your mirrors. If practical, the overtaken driver should clearly indicate to the overtaking driver on which side the pass should be made while maintaining a predictable racing line.
- From VRG
  - It is the responsibility of the overtaking car to make a safe pass. When you are the faster car, the car being passed has the right of way. Even when the blue flag (blue w/ yellow diagonal) has been shown to the slower car, the slower car is not required to yield the desired line through a turn. If you have actually established a lead, that is, the front of your car is clearly ahead of the car you are passing, at or before the turn in point, you have the right to share the corner with the car being passed. The car being passed needs to yield the apex, but you still don't have the right to push the car being passed off the road. You have not completed the pass until the rear of your car is in front of the car being passed. Only then, have you fulfilled the responsibility for a safe clean pass.
- Key Points
  - Passing is high risk
  - You need to have “clear position” as an overtaking car on the car being passed to inherit the line- while in other more competitive racing this means a while aside the car being passed, in Vintage racing you need to have more than that-you need to be ahead
  - Be conservative- wait for a safe place
  - Don't “dive bomb” a slower car ie run down the inside after corner entry

### The Vintage Grid

The grid could have a high mix of cars that present a challenge and require safe management by competitors. Considerations here are:

- Speed differential
  - It's not unusual to have older, highly original cars mixed with newer, more modified cars. Speed differential can be 30% +; so, lot's of passing during lapping with high closing speed; Blue flags don't always pick this up and the slower cars may be racing and/or are not fully aware of the fast car approaching very quickly-be aware of this and be prepared to manage it
- Momentum Cars vs “point & shoot” cars

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- A mix of smaller, small bore light cars with heavier, large bore cars is not unusual. The lighter cars tend to be momentum cars—they corner well but have slower straightline speed. The other end of this spectrum is heavier, large bore cars that need to brake early, are slower in corners but have great straightline speed. So, you have cars that race with different “patterns” and may have somewhat different lines. Be aware
- Open wheel/ low profile sportsracers & closed wheel mix
  - Again, these may be mixed in a grid. They may race, as mentioned above, in different patterns. Also, the open wheel/low profile cars are lower and smaller than most closed wheel cars—closed wheel driver’s may miss that these cars are “there” or overtaking. Even with all good practice, “they might not see you!” Be aware- manage this.

#### Rain

Double down on everything said so far

#### One other thing RE CASC

The CASC red flag rule is different than most other organizations. Under CASC red flag you slow, be aware, and drive to front straight and stop (under direction). Most other org’s rule is to stop basically at side of course upon sight of flag.

#### Have fun...be careful out there