



VARAC VINTAGE GRAND PRIX
CANADIAN TIRE MOTORSPORT PARK
JUNE 16-19, 2022
SUPPLEMENTARY REGULATIONS



Held under CASC-OR General Competition Rules, CASC-OR Race Regulations and CASC-OR Permit

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 GDS-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-VGP Race Director, Dave Good, varacracedirector@gmail.com

Any questions regarding car eligibility should be directed to: Brian Thomas for vintage and historic (varacvh@gmail.com);, Rob McCord for Classic (G70+ and G90+ cars), (VARACclassic@gmail.com), Doug Switzer for formula classic (monoposto) cars, (varacfc@gmail.com)

Seat Belts must comply with SFI (2 years) or FIA (5 years) validation as tagged by the manufacturer.

FHR s (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 and or fuel tanks must meet the car preparation standards of your home VMC club. VARAC will allow pre-war cars to run without fuel cells.

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, including Classic and Formula Classic cars. If you are not sure – ASK.

Roll Bars must meet the standard of your home VMC club. If there is any doubt or concern regarding the acceptability of any of your safety equipment we encourage you to contact the Race Director, Dave Good varacracedirector@gmail.com **BEFORE** the event.

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

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.

2. DRIVER QUALIFICATIONS: All Canadian drivers (Canadian residents with the exception) must hold a current GDS-ASN, GDS-ASN regional affiliate licence (ie CASC, FSAQ, etc), or a VARAC issued VMC licence. 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.

Other licenses may be accepted at the VARAC Race Director's discretion for this event.



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3. DRIVER SAFETY EQUIPMENT: The use of the following Driver safety equipment is mandatory during all on track race related sessions.

The June 16th 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.

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.
- G. 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: a) Snell SA 2010 / SA 2015 / SA 2020 b) Snell SAH 2010 c) SFI 31.1 d) SFI 31.1A e) SFI 32.2A f) FIA 8860-2010 g) FIA 8860-2018. 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. TECH INSPECTION

Scrutineering 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.

We hope to open Tech Wed afternoon-please look for this.

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



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

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

Please print and fill out top portion (only) of Tech Sheets (available on event website) and bring with you.

Note this is a car tech inspection only--you do not need to bring driver's safety equipment to this.

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

5. PADDOCKING. 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.

Paddock marshals will assist competitors in parking Wed aft, Thurs and Fri. Please refer to the paddock map- we will generally be paddocking competitors by class. If you are paddocking with a colleague who runs another class, please discuss this with the paddock marshals.

6. RACE START and RESTART PROCEDURES: Race starts will be as per 2022 CASC regulations 2.3, 2.4, 2.5 and 2.6, (race regs pdf https://www.casc.on.ca/sites/default/files/Documents/2022%20CASC-OR%20Regulations%20v1_0)fpecially as they pertain to a waived off start. Drivers are responsible to review and be familiar with these procedures.

7. 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.

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 organizer's discretion and privileges may be revoked at any time. Minors are prohibited from their use.

8. 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.

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

9. MANDATORY DRIVERS' MEETINGS: Mandatory Drivers' Meeting have been scheduled at 8:30 am on the June 16 Test Day (for Test Day participants), as well as listed on the Schedule for Friday June 17 and Saturday June 18. No drivers' meeting



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has been scheduled for Sunday June 16. All Drivers' Meetings will be held at the CTMP Podium in the Upper Paddock. Attendance may be taken.

10. EVENT SCHEDULE: 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 outlined in Point 19 of the Supplemental Regulations may be curtailed or cancelled.

11. 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.

12. FUELLING: 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.

13. 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.

14. 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.

15. EMERGENCY VEHICLES: Be aware that CTMP may dispatch emergency vehicles and service vehicles at any time and from any location without a race stoppage or without a full course caution.

16. NOTICES AND RESULTS: Notices and results shall be posted on the building adjacent to the results room in Gasoline Alley. Unofficial "live" results are available on RaceHero (RaceHero App or racehero.io on the internet).

17. TROPHY PRESENTATION: Trophies shall be awarded immediately after the each of the feature races being held on Sunday, June 19. Awards for Special Races are as detailed in 20. Below (**Special Races**). Cars should be parked in the impound area and drivers attend at the CTMP Podium for the trophy presentations.

18. 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.

19. 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.

20. SPECIAL RACES: the event includes three "SPECIAL" races that are available on a first-come first entered basis to any competitors that has paid a full entry fee for the weekend. Each of these sessions is limited to 62 cars on track. If more than 62 competitors enter, a waiting list will be created starting with the 63rd 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.

If the day is "running long" the Special Race for that day may be curtailed or cancelled pursuant to Point 8 Event Schedule.



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SP1 All MG Race – scheduled after lunch break on Sunday, June 19, any MG (and/or Triumph based car) is eligible to enter. Gridding will be based on a to be determined basis. This race is for “fun and show”. Special MG presentations will take place after this race

SP2 Rudy Bartling Nation's Cup -this pits the home base of our feature marque (MG) ie the UK (the "Brits") up against "the Rest of the World" (RoW). This will involve the Brits on one side of the grid vs an opponent from the RoW on the other side- You race your opponent. Each pair will score a point per win and the winning side will all be on the podium! More details will follow in a separate document. Note grid will be finalized at the track. This race is for “fun & show”.

SP3 Ludwig Heimrath Open Wheel Challenge – scheduled at the end of on-track activities on Friday June 19, any open-wheeled car entered in the event is eligible including Formula Classic - Monoposto, and Toyo Tires F1600 Championship vehicles. Gridding will be based on Qualifying times. This race is for “fun and show”, a finale to the day's on-track activities. No podium follows this race.

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

22. 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.)



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23. LIST OF OFFICIALS

<i>Organizer</i>	<i>VARAC, Peter Lambrinos Event Chair VARAC, Dave Good, Race Director</i>
<i>Clerk of the Course</i>	<i>Bob Stiver</i>
<i>Assistant Clerks</i>	<i>Robb Dobbie Sarah Symington</i>
<i>Timing and Results</i>	<i>Ralph Klingmann; Canadian Timing Assoc.</i>
<i>Starter</i>	<i>Gloria Eng</i>
<i>Grid Marshal</i>	<i>Angela Ward</i>
<i>Pit Marshal</i>	<i>Elizabeth Somers</i>
<i>Marshals</i>	<i>MMS</i>
<i>Medical Officer</i>	<i>Bill Liang</i>
<i>Safety Officers</i>	<i>Kevin Tripp</i>
<i>Judge of Fact</i>	<i>Lisa Curle</i>
<i>Scrutineer</i>	<i>Mike Nilson</i>
<i>Paddock Marshal</i>	<i>David Sims</i>
<i>Registrar</i>	<i>Anne McCallum</i>

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