

CVAR SAFETY 2021

“Auto racing in itself is not inherently dangerous, but to even a greater degree than the sea, it is terribly unforgiving of any carelessness, incapacity or neglect.” Author Unknown

Corinthian Vintage Auto Racing’s (“CVAR”) primary purpose is to provide an opportunity for our members to drive authentic Vintage race cars at speed and in a spirited manner on a closed circuit. Balancing that “spirited” driving versus “dangerous” driving is a challenge throughout the world of vintage racing. CVAR’s approach is that any aggressive driving that results in damaging our authentic Vintage race cars and putting any of our participants at the unnecessary risk of physical harm will not be tolerated. Actions or penalties that may have been tolerated in the past and not enforced will not apply going forward.

CVAR members support the spirit of vintage auto racing; they are dedicated to high standards of safety, conduct, and ethics and compete for the satisfaction of racing vintage cars, NOT for the glory.

In vintage racing there is no such thing as “incidental contact.” Drivers are expected to give each other “room to race” and maintain situational awareness at all times. PERIOD.

OBJECTIVE of the CVAR Safety Program

The CVAR Safety Program is comprised of the Chief Steward, the Safety Chairman, and the Safety Committee. The Safety Chairman shall appoint a permanent Safety Committee consisting of three members and one alternate. The members of the Safety Committee will be current CVAR drivers who have been selected due to their experience and respect within the club. The CVAR Safety Program is designed to maintain the safest race environment possible while still encouraging active, spirited racing and minimizing (if not eliminating) contact.

CVAR will not tolerate deliberate contact or a “win at any cost” attitude. CVAR drivers may compete in a spirited manner but must always under control. Incorporating that approach into their driving is a key component for any CVAR driver to be successful in the club.

The Safety Committee realizes track conditions change, racing surfaces can instantly become slick and mechanical failures occur. We realize even the safest and most skilled drivers can have an incident. The Safety Committee understands that these variables must be factored into any decisions for apportioning the driver’s responsibility for any incident

Actions of the CVAR Safety Program

1. Drivers involved in contact incidents will complete an incident report by the end of the next practice/race session for the Chief Steward to collect. It is the driver’s responsibility to locate the Chief Steward and obtain the required forms.

2. Corner reports and a copy of the Radio Control Log will be collected by the Chief Steward or the Safety Chairman before the end of the next race/practice session.
3. Chief Steward or the Safety Chairman will also request a copy of any in car video that might be available that could assist in making a fair assessment of the incident.
4. Drivers involved in the incident will not be allowed back on track until the Safety Committee rules on the incident.
5. The Safety Chairman will convene the Safety Committee to interview the drivers and other witnesses to the incident, review the available videos and reports, and rule on the incident. Drivers and other witnesses will be asked to give their perspective of the incident but will not be involved in the committee's private deliberations. The Safety Committee will assess the incident and determine penalty.
6. In rare cases an incident may be deemed unavoidable. No penalties will be assessed if the contact is deemed unavoidable.
7. The Safety Committee's findings and decision will be given to the Chief Steward who will deliver the decision to the drivers involved.
8. All cars involved in a contact incident are required to go back through Tech for Safety inspections prior to returning to the track.
9. The ruling of the Safety Committee is FINAL and is not subject to appeal.

CVAR Safety Program Penalties

Black flag violations:

1. A spin, significant loss of control or "four off" requires a black flag stop in the pitlane and a 15 second hold.
2. A second spin, significant loss of control or "four off" in the same race or practice session will require that the driver return to paddock.
3. A third spin, significant loss of control or "four off" in the same day will result in the driver being done for the day. The driver is to report to paddock and not go out the rest of the day.
4. If a driver does not respond to the black flag during a race, a 30 second penalty will be added to their total time for a race. Failure to respond to the black flag during qualifying will result in disqualification for that session and the driver will be required to start last on grid in the following race.
5. Last lap infractions do not require a black flag stop; however, a 30 second penalty or disqualification may be imposed at the discretion of the Chief Steward.
6. Not responding to other flags being shown or other unsafe driving will incur a penalty at the discretion of the Chief Steward.

Avoidable Contact events:

1. First incident: on trailer for remainder of weekend, three race probation, and the driver's name and a report of the incident and penalty will be sent to the Vintage Motorsports Council ("VMC") for inclusion on its Infractions List. The purpose of this list is to inform all the VMC organizations of problem drivers so they can make decision on accepting entries of drivers with problematic records.

2. A second incident that occurs during three race probation will result in exclusion from the event for the remainder of the weekend, loss of credit for that weekend re: probation and an additional three race probation. The driver's name and a report of the incident and penalty will again be reported to VMC.
3. A third incident during the probationary period will result in suspension of the driver from all CVAR events for 13 months followed by a 13-month probation. The driver's name and a report of the incident and penalty will be sent to VMC.
4. CVAR reserves the right to impose "Lifetime Bans" in extreme cases. A Driver who commits unsportsmanlike behavior on or off track may be referred to the Board of Directors for review. The Board of Directors may assess penalties up to and including expulsion from CVAR as provided by the CVAR bylaws.
5. Drivers on probation will be assigned a Group Mentor by their Group Rep. The Group Mentor will provide guidance and instruction to assure successful completion of the probation.

Chief Steward
Safety Chairman
2021 Safety Committee:

Addendum to Safety 2021

For emphasis, the following excerpts from CVAR's Rules of the Road and previous Safety Programs are repeated here.

From Rules of the Road CVAR/RMVR

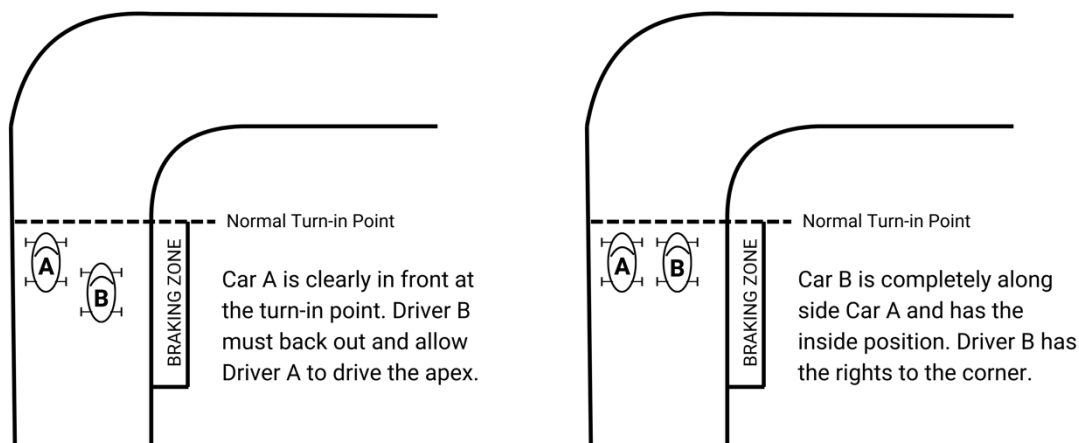
Passing:

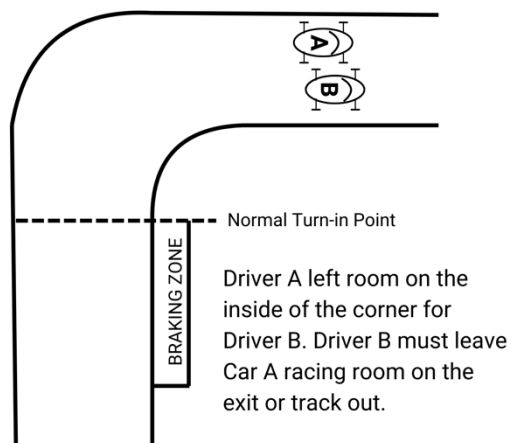
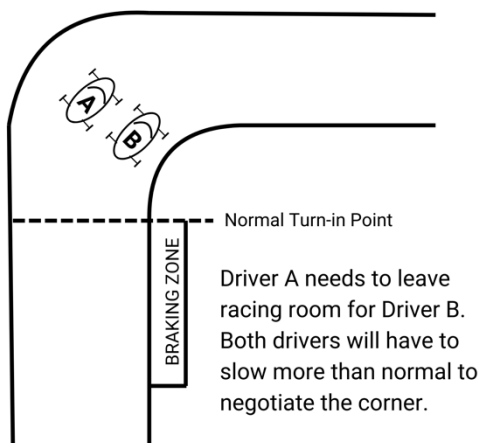
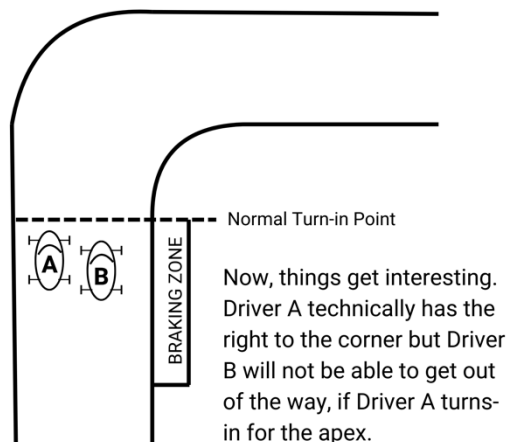
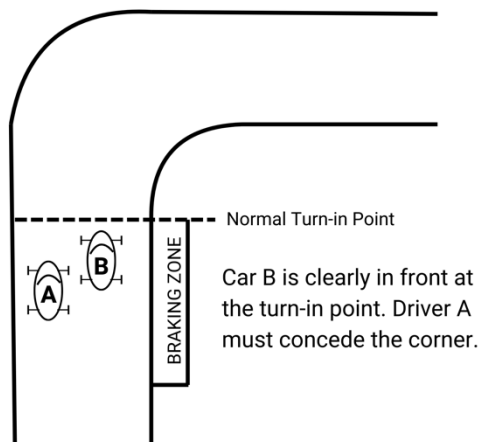
I1) **ALWAYS** the overtaking drivers' responsibility to make a clean safe pass. Pass is complete when no overlap between cars exist.

Passing in a corner:

1b) The driver in front remains in his normal racing line and the overtaking driver pulls off his line to complete the pass.

IIIc) The normal turn-in point for the front car is the critical line. If overtaking driver cannot make it clearly along side (eyeball to eyeball at 90 degrees), he/she must back out and concede the corner. VMC states that the overtaking car must be a minimum of wheels to wheels even before the turn-in point to have rights to the corner.





From C.V.A.R. Safety Program Revision 3

Definitions:

Blocking: moving the car and/or changing driving lines more than once while approaching a corner with the apparent objective of not allowing a faster car to pass. This is unacceptable.

Chopping: a faster car passes a slower car and then immediately turns into the slower car which requires the passed car to brake abruptly.

SPIN: a sudden and or abrupt maneuver that results in in the car exceeding 90 degrees to the track or a sudden/abrupt maneuver that results in the car coming to an unexpected stop on or off the track.

From C.V.A.R. Safety Program Revision 3

Drivers who do not maintain control of their cars will be held responsible for their actions and consequences.

On pace laps and cool-down laps cars should stay in their start/finish order with drivers following a leading car being totally responsible for avoiding the car in front.

From Student Handbook

Before changing line to exit the track, driver should signal to other drivers of his intention by holding aloft, or out of a window, his raised hand.