

# CVAR SAFETY

January, 2020

“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

CVAR was formed to showcase authentic Vintage race cars and to have FUN while doing it. CVAR's objective is to allow our members to have FUN while driving authentic Vintage race cars at speed and in a spirited manner on a closed circuit. Aggressive driving that results in damaging these authentic Vintage race cars eliminates the fun.

Wheel to wheel racing is not for the timid or the meek. Split second decisions must be made and driver judgment is critical; ill advised moves, over driving of cars and aggressive racing must be kept in check if we are to maintain the CVAR spirit and enjoy our cars.

**In vintage racing there is no incidental contact. Drivers are expected to give each other room to race and maintain situational awareness at all times.**

## OBJECTIVE

The objective of the CVAR Safety Program is to maintain the safest race environment possible while encouraging active, spirited racing and minimizing (if not eliminating) contact.

Vintage Racing does not tolerate deliberate contact or a “win at any cost” attitude. Vintage drivers compete in a spirited but controlled manner giving their fellow drivers room to race

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. These variables must be taken into account should an incident occur.

**However in vintage racing there is no incidental contact. Drivers are expected to give each other room to race and maintain situational awareness at all times.**

The Safety Committee wants to work with the drivers to help them enjoy CVAR and our racing philosophies. **At the same time each driver's attitude toward the Vintage Spirit and the Spirit of CVAR will be a significant factor in determining your success within CVAR.**

# **SAFETY PROGRAM**

January, 2020

The CVAR Safety Program is comprised of the Chief Steward, the Safety Chairman, the Safety Steward, and the Safety Committee.

The Safety Chairman shall appoint a permanent Safety Committee consisting of three members and one alternate.

2020 Safety Committee:

George Kopecky

Angus Lemon

TBA

Elliott Baron-alternate

## **Actions of Safety Committee**

1. Drivers involved in contact incidents will complete an incident report by the end of the next practice/race session for the Chief or Safety Steward to collect.
2. Corner reports and a copy of the Radio Control Log will be collected by the Chief or Safety Steward before the end of the next race/practice session.
3. Chief or Safety Steward will locate 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 Chief Steward will review the incident and may take action or may ask the Safety Committee to convene and review the available videos and reports and rule on the incident.
6. The Safety Committee's findings and decision will be given to the Chief Steward who will deliver the decision to the drivers involved.
7. All cars involved in a contact incident are required to go back through Tech for Safety inspections prior to returning to the track.
8. The ruling of the Safety Committee is FINAL and is not subject to appeal.

## **Penalties**

### **Black flag violations:**

1. A spin, significant loss of control or "four off" requires a black flag stop (15 second hold).
2. A second spin, significant loss of control or "four off" in the same race or practice session- return to paddock.
3. A third spin, significant loss of control or "four off" in the same day- done for the day. Driver reports to paddock and does not go out the rest of the day.

4. If a driver does not respond to the black flag, a 30 second minimum penalty will be added to their total time for a race. Failure to respond to the black flag during qualifying will result in a position penalty at the discretion of the Chief Steward.
5. Last lap infractions do not require a black flag stop; however a 30 second penalty or other penalty 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. If the Safety Committee determines that a contact incident was non-avoidable no penalties will be issued.
2. First event: on trailer for remainder of weekend, 3 race probation, name reported to VMC.
3. Second event during three race probation will result in either the extension of the current probation for additional events or a 2 race weekend suspension followed by an additional 6 month probation at the discretion of the Safety Committee. Name reported to VMC.
4. Third event during 6 month probation driver will be suspended for 13 months followed by a 13 month probation.
5. Lifetime bans can be issued in extreme cases.
6. All contact events will be reported for recording on the Vintage Motorsports Council Infractions list. (The purpose of this list is to inform all of the VMC organizations of problem drivers so they can make decision on accepting entries of drivers with problematic records.)
7. Drivers on probation will be assigned a Group Mentor by their Group Rep.
8. To support fair assessment of penalties, the Safety Committee may request any and all video records of a particular incident.

**Track entry**

The on track driver is responsible for leaving track entry lane open for entering driver. (Entering driver is blind to approaching on track cars). Entering driver must stay to the side until he can safely assess on track traffic.

Jack Marr - Chief Steward  
Greg Matlack – Safety Steward  
George Curl - Safety Chairman