

# CVAR SAFETY

Revision 3

"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 damages 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.

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

## SAFETY PROGRAM

The CVAR Safety Program is a pro-active multi-tiered approach to race safety. It is comprised of the Race Safety Steward, a Safety Committee and four individual programs; the Group Awareness Program, the Mentor Program, the Driver Identification Program, and the Driver Discipline Program. The objectives are:

1. Maintain a safe racing environment while allowing active and spirited racing.
2. Inform the Groups of their relative incident history.
3. Establish a mentor program where designated experienced drivers can act as advisors.
4. Identifying drivers who appear to need assistance with driving techniques and/or car set up.
5. Developing a layered discipline program for those drivers who are systematic and display a level of "carelessness, incapacity or neglect."

## SAFETY COMMITTEE

The Safety Committees will be comprised of a Chairman and a representative from each group who are actively racing during the race weekend. The amount of time the Safety Committee can spend at the track on incidents is limited.

Their duties are:

The Safety Committee Chairman:

1. Receive written reports from corner workers and all drivers involved in incidents
2. Investigate and determine the cause of incidents with concurrence of Safety Steward
3. Advise the Chief Steward of findings and concur with him on corrective action

Group representative duties:

1. Assist the Chairman
2. Identify mentor(s) candidates within their group
3. Assist as necessary any driver within that group that has questions or is having difficulties on the track

## SECTION 1 - SAFETY PROGRAMS

A. GROUP AWARENESS PROGRAM - Green Light, Yellow Light, Red Light.

This program's objective is to inform the Groups as to how many incidents they are having. Green light is excellent, minimal Pit Lane Penalties and no car-to-car incidents. Yellow light is good, very few Pit Lane Penalties and no car-to-car incidents. Red is unacceptable, too many Pit Lane Penalties and/or car-to-car incidents.

B. MENTOR PROGRAM

This program's objective is to pass racing knowledge from experienced drivers to novices. Volunteer experienced CVAR drivers/members will be available for questions involving all aspects of race car driving and if possible, car setup. The Safety Committee Chairman will determine all Safety Committee mentor(s) for each group. The Mentor Program is completely voluntary.

C. DRIVER IDENTIFICATION PROGRAM

This program's objective is to identify any driver (experienced or novice) who is experiencing driving (or car) problems before such problems become incidents. Examples of such problems are (but are not limited to): erratic driving, driving extremely poor lines; repeated spins and/or four-offs (over several race weekends) and aggressive driving. Race officials and the Safety Committee using visual observations and the Driver Discipline Program will identify drivers that will be subject to this program in addition, race personnel will closely monitor a driver so identified. All drivers suspended or placed on probation will be placed in this program.

D. DRIVER DISCIPLINE PROGRAM - NOTE: No driver will be disciplined for departing the track to avoid another car, even if that attempt results in contact

This program's objective is to establish a series of increasing penalties in order to maintain a spirited yet safe and fun racing environment Any discipline concerning an incident not cover herein will be at the sole desecration of the Race Safety Steward, Safety Committee Chairman and the Chief Steward.

1. Administrative Guidelines of the Driver Discipline Program Note: The Race Safety Steward, Safety Committee Chairman and Chief Steward must agree on all decisions involving discipline.)

- **The Race Safety Steward, Safety Committee Chairman and Chief Steward (together) may discipline drivers as necessary to ensure race safety and their decision is final.**
- The Race Safety Steward, Safety Committee Chairman and Chief Steward (together) may terminate any drivers' participation in any or all CAR events (without refund of entry fees) if, in their opinion, the drivers' attitude could cause a dangerous situation on the track or in the paddock.
- A driver on Probation involved in a car-to-car contact incident and determined to be at fault, will be suspended for two race weekends and placed on VMC 13/13 probation.
- Penalties are per driver regardless of how many groups that driver races in

SECTION 2 - PENALTY GUIDELINES:

NOTE: (1) The Race Safety Steward, Safety Committee Chairman and the Chief Steward (together) may modify these guidelines as necessary due to specific individual situations.

1. Spins and four offs will not be counted in this program on Test and Tune days, so long as no other car is put at risk. All other Test and Tune day situations - aggressive driving, chopping, car-to-car contact, single car contact etc. will be counted
2. All Novice "X" identifications must be a minimum 8" in height with a 1" stroke and clearly discernable from all directions while racing,
3. Chief Steward may require a driver to work corners in addition to or in lieu of an official penalty so driver may see how corners can be safely driven and how the flag signaling system works.

A. NON-CONTACT PENALTIES: Spins, Four Offs, Aggressive Driving, Blocking, Chopping, Ignoring Flags OR any incident requiring a driver to be summoned to the pit lane, (except for a Black Flag due to mechanical problems)

1. Weekend Non-Contact Incidents

a. Slide/drift

No Penalty

b. Non-contact incident per race day

First Occurrence: Pit lane drive through or stop and go

Second Occurrence: Driver is sent to the paddock, race is forfeited.

Third Occurrence: Drive forfeits all remaining races (all groups) for that day

2. Continuing Non-Contact Incidents - NOTE: The objective of this tracking program is to assist drivers in detecting and correcting the reason(s) they are having problems. Drivers who are unable to control their driving will not be allowed to participate in CVAR events.

Number of Black Flag Events per Tracking Period	Penalty
One Through Four	No Action
Five	Warning Letter, Introduction to Group Mentor, Placement in Driver Identification Program
Eight	Internal Probation for Three Race Weekends, Placement of Novice "X" on Car
Ten	Internal Suspension for One Race Weekend

**C. CAR-TO CAR CONTACT PENALTIES:**

NOTE: The Chief Steward, Race Safety Steward and Safety Chairman may modify these guidelines as necessary due to driver attitude, individual situations or multiple contacts (example: any incident could result in any combination of penalties)

1. Individuals with a poor driving history can expect more severe penalties.
2. Drivers who cause an incident, even if their car is undamaged will be held accountable and penalized as though their car was the most severely damaged car involved in the incident. (Example: A car spins which results in no damage to the car. However, two following cars make contact while trying to avoid the car that spun. The driver of the car that spun may be penalized as per the table below based on the severity of the incident)
3. Contact caused by a mechanical failure is considered a Racing Incident
4. A driver on Probation involved in a car-to-car contact incident and determined to be at fault, will be suspended for two race weekends and placed on VMC 13-13 probation.

Event	Penalty
Inadvertent Touching	<u>First Incident:</u> Pit Lane drive through or stop and go <u>Second Incident:</u> Driver sent to paddock, race is forfeited <u>Third Incident:</u> Driver forfeits all races (all groups) for the day <u>Fourth Incident:</u> Internal probation for three race weekends, Novice "X" placed on car during probation <u>Fifth Incident:</u> As determined by safety personnel
Racing Incident: No Driver at Fault	No Penalty
Racing Incident: One Driver Clearly at Fault	See Car-to-Car Contact
Car-to-Car Contact	<u>First Incident:</u> Driver at fault forfeits all remaining races (all groups) for the current weekend. CVAR Probation for three (3) weekends. Novice "X" placed on car while on Probation. In addition, driver may be placed on VMC 13/13 if warranted. <u>Second Incident:</u> Driver at fault forfeits all remaining races (all groups) for the weekend; VMC 13/13 Probation; Internal CYAR suspension for one (1) weekend, work corners for one (1) weekend, Novice "X" placed on car while on Probation. <u>Third Incident:</u> VMC Suspension for a minimum of six (6) months. At the completion of the suspension, driver will be placed on VMC 13/13 probation, Driver must work corners for two (2) weekends. Novice "X" placed on car while on Probation.
Car-to-Car Contact with Major Driver Error	<u>First Incident:</u> Driver at fault forfeits all remaining races (all groups) for the weekend; VMC 13/13 Probation; Internal CYAR suspension for one (1) weekend, work corners for one (1) weekend, Novice "X" placed on car while on Probation. <u>Second Incident:</u> VMC Suspension as determined by Safety Personnel.
Single Car Incident	<u>First Incident:</u> Driver is sent to the Paddock, forfeits all remaining races (all groups) for that day.

	<p><u>Second Incident:</u> CVAR Probation for three (3) weekends. Novice "X" placed on car while on Probation.</p> <p><u>Third Incident:</u> CVAR suspension for one (1) race weekend, CVAR probation for four (4) race weekends, Novice "X" placed on car while on probation.</p> <p><u>Fourth Incident:</u> VMC 13/13 Probation, Novice "X" placed on car while on probation</p>
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**B. NON COMPETITIVE LAP CAR-TO-CAR CONTACT**

**NOTE: NON COMPETITIVE LAPS ARE NOT RACING LAPS**

Driving under Non Competitive Lap conditions requires special, more courteous attention by all drivers. While spins and four-off's will always produce a black flag for the driver involved, judgment calls for overly aggressive driving, chopping, ignoring flags, etc and the threshold to display a black flag is a driver are reduced during Test and Tune days.

During Test and Tune days, CVAR groups dissimilar classes of cars which results in many more variables between cars and drivers than during competitive racing. These groupings may result in large numbers of cars on track (always below the CVAR maximum track capacity) and drivers unfamiliar with each other and other car performance. Some of these variables include: higher than expected overtaking speeds; various car breaking capabilities; non-normal driving lines, bedding in brakes; breaking in engines or trying various tire pressures and other car testing. When testing/driving various racing lines car tire/performance limits could be exceeded and loss of control may result. **Those drivers who do not maintain control of their car will be held accountable for their actions.**

Non Competitive Lapping requires drivers to be less aggressive when overtaking a car. Drivers must always be ready to abort a hot lap or a pass if there is any possibility their (the overtaking car) actions could result in car to car contact. **During Non Competitive Laps the overtaking driver bears total responsibility in ensuring a clean pass is made.** During Non Competitive Laps a clean pass is defined as the overtaking car's rear wheels are in front of, or even, with the overtaken car's driver, prior to the overtaken car having initiated a turn.

During the pace laps some drivers swerve back and forth, sometimes the full width of the track, in an effort to force heat into tires and on cool down laps drivers slow down at different rates. Drivers must be aware of these possibilities and take action accordingly. On pace laps and cool down laps cars should remain in start/finishing order with drivers following a leading car being totally responsible for avoiding the car in front of him. (Example: car starting/finishing 4th is totally responsible for any contact he/she has with a car starting/finishing 3rd or higher, even if the 4th place car has passed the car 3rd place car.)

**POINTING BY** (always pointing in the direction you want the overtaking car to go) is highly encouraged and expected when a driver looks in his mirrors and sees a faster car approach. The pointer should also slightly lift so that the overtaking car can complete the pass as quickly as possible. If a driver points another car by, that pointer driver must not turn in the direction of the point until the overtaking car has completed the pass.

**Penalties for Non Competitive Laps are the same as Racing laps penalties. The criteria for determining contact driver fault are shifted to the overtaking car.**

**REFER TO TABLE 1 FOR NON COMPETITIVE LAP NON-CONTACT PENALTIES**

**REFER TO TABLE 2 FOR NON COMPETITIVE LAP CONTACT PENALTIES**

**DEFINITIONS:**

**AGGRESSIVE DRIVING** - driving in such a manner as to cause or create a dangerous situation or driving in such a manner that indicates a disregard for other drivers

**BLOCKING** - moving the car and/or changing driving line(s) more than once with the apparent objective of not allowing a faster car to pass

**CONTACT** - a race car touching any other object (a track barrier, another race car etc) while on the racetrack, the paddock area or the false grid resulting in damage

CHOPPING - a faster car passing a slower car then immediately turning into the slower car which requires the slower car to abruptly brake

FOUR OFF - any time a race car departs the racetrack resulting in all four tires leaving the paved area

INCIDENT - any contact resulting in damage (greater than touching) to a car OR contact that results in a car spinning/going off the track

INCIDENT, RACING - car to car contact that was unavoidable due to track conditions, mechanical failures or unavoidable racing situations

INCIDENT, CAR-TO CAR - any contact that results in a car spinning/going off the track OR damage to the car  
INCIDENT, CAR-TO-CAR with Major Driver Error - any blatant driver action or aggressive driving (defined above) that results in a car spinning/going off the track OR damage to a car

INCIDENT, SINGLE CAR CONTACT- any contact involving only one car

INCIDENT, NON-CONTACT - anytime a driver is called to the pit lane for driving issues, not involving car-to car contact

INCIDENT, WEEKEND NON-CONTACT - any driver infraction that results in a penalty during a race weekend not involving car-to-car contact

INCIDENT, ON-GOING NON-CONTACT - an accumulation of non-contact penalties during a tracking period

NON COMPETITIVE LAP - Any activity on the track when full race criteria are not in effect: includes, but not limited to Test and Tune days, pace laps, cool down laps, student sessions, exhibition laps etc

PROBATION - a trail period where drivers are closely monitored by race officials

SLIDE/DRIFT - a maneuver where the race car turns less than 90 degrees to the track, does not stop, and continues to race

SPIN - a sudden and/or abrupt maneuver that results in the race car exceeding 90 degrees to the track or a sudden and/or abrupt maneuver that results in the race car coming to an unplanned stop during a race

TOUCHING - contact between two cars resulting in no or extremely minor damage (scratches, paint marks, etc but no damage to the sheet metal/fiberglass) and does not result in a car spinning or going off the track

TRACKING PERIOD - a twelve month moving window (January thru December, February thru January, etc)