

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:

C.V.A.R. Rules of the Road

Lynn Fangué- CDI (RMVR)

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Passing other competitors is the very essence of car racing. In the world of vintage car racing, passing safely is absolutely critical! It is impossible to try and cover every possible scenario when it comes to overtaking, but there are some basics that every RMVR driver is expected to know and abide by.

Six Ker. Passing Precepts

1. It is always~ the overtaking driver's responsibility to make a clean, safe pass.
2. Situational Awareness and the Visual Sequence dictate that the driver being overtaken is aware that an overtaking move might be coming.
3. "If you can see it, don't hit it"- Randy Pobst. This goes for both drivers in the overtaking maneuver.
4. You must always give the other driver racing room. Racing side by side through corners without contact and in control is acceptable.
5. Respect and cooperation are expected.
6. When in doubt, don't do it!

For more specifics, we will *look* at passing under three different conditions.

1. Passing on the straights with horsepower or a much higher corner exit speed.
 - a. This is the simplest maneuver and should not cause any contention.
 - b. The driver in front remains on the normal racing line and the overtaking driver pulls off the racing line to complete the pass. A point by is always in good taste.
 - c. Since the overtaking driver clearly has more power there is never a situation that is acceptable for the driver in front to move off the normal racing line to block the overtaking car.
2. Passing on the straight by drafting.
 - a. This is a situation where two cars are closely matched in horsepower and driver ability, i.e. Formula Fords.
 - b. The overtaking driver will usually follow closely until he/she feels conditions are right to attempt safe pass.
 - c. According to the Vmtage Motorsports Counsel (VMC) rules, weaving or moving on the straight to block that pass, even once, is considered Over-Aggressive-Racing (O-A-R) and is not acceptable.

3. Overtaking under braking into a corner.

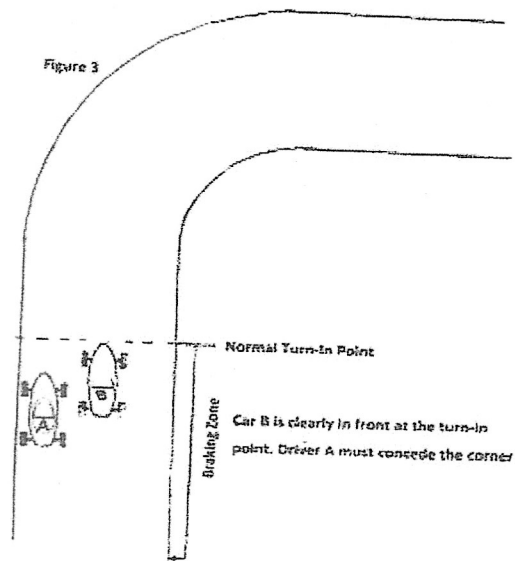
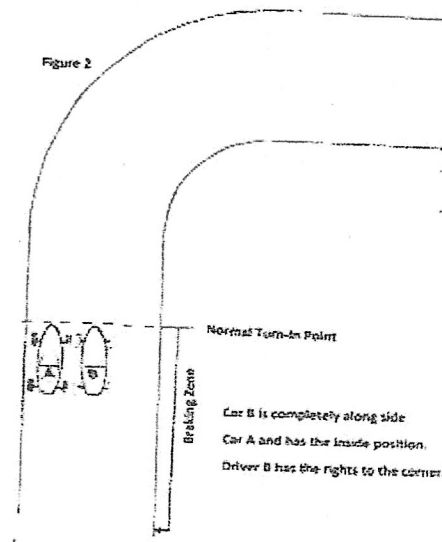
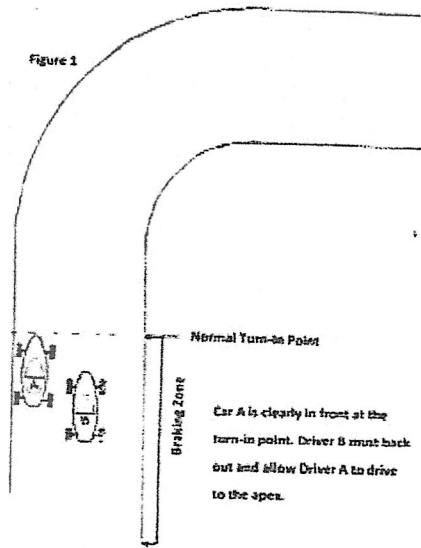
- a. Situational awareness is key
 - i. Know with whom you are racing.

ii. Know the capabilities of your car and your competitor's car under braking, cornering, and acceleration, i.e. your car may have better brakes but your competitor's car might have better acceleration .

- iii. Know what are the track conditions in that corner? Is there enough grip both on the line and offline?

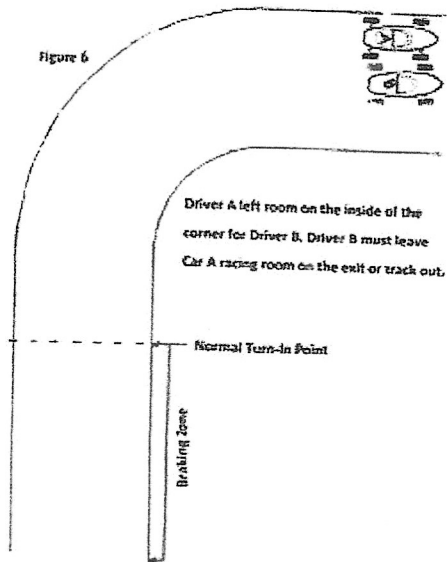
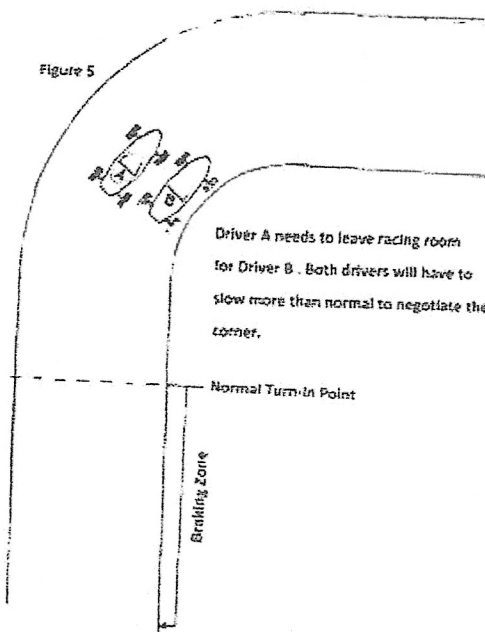
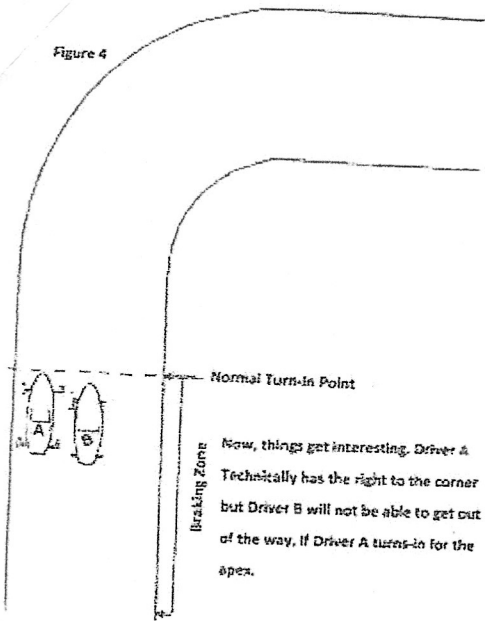
iiii. Is it just two competitors or more? Three cars entering the corner adds a totally different dynamic.

- b. As you approach the corner, the Visual Sequence says that you have looked at the corner station to check the flag condition and have checked your mirrors to see if an overtaking maneuver is about to occur.
- c. The normal turn-in point is the critical line. If the overtaking driver cannot make it clearly along side (eyeball to eyeball), he/she must back out and concede the corner. VMC states the inside car must be at a minimum wheel to wheel at the turn-in point to have rights to the corner.



To expand on the last statement in point c, what happens if it is "too close to call?" Remember, it is always the overtaking driver's responsibility to make a safe pass. However, on the track we know these situations present themselves in a blink of an eye. In figure 4, the outside driver (A) might still in front and has a right to the corner and turns in with the intent of driving to the apex. The inside driver (B) will in all likelihood not be able to get out of the way in time. Driver (A) might be right, but both drivers will probably end up losing. For example, I give my follow competitors a more liberal interpretation of wheel to wheel when attempting a pass on me and I expect the same consideration in return.

In vintage racing, someone will almost always be found at fault if there is contact. Any contact made, no matter who's at fault, is not good; so, if you can see it, don't hit it. You can and should give the inside car racing room without having to give up the corner. Both drivers will have to slow down more than normal to negotiate the turn. If each one gives the other racing room, the outside driver will let the inside car hit the apex but the inside driver must keep a tighter line and allow the outside driver a lane on the corner exit. That leads to Key Passing Precept #5 of showing cooperation.



Other examples of O-A-R:

1. Failing to slow down when given a waving yellow.
2. Driving 10/10th's all of the time.
3. Repeatedly putting wheels off the pavement.
4. Sliding into another car due to driving beyond you or your car's capabilities.
5. Ignoring the black flag.
6. Driving deep into the inside of a corner and not being able to get a nose in front thus forcing a competitor wide to avoid you. Especially, if you are on the verge of losing control.
7. Driving a defensive line in every corner on every lap to prevent a competitor from making a pass.
8. Swerving on the start as a competitor pulls along side in an attempt to get the competitor to back off the throttle.
9. You have a faster car and a fellow competitor gives you a point-by entering the corner. The slower car continues to negotiate the corner leaving you the apex. You take the normal corner exit and force the other driver off the track.

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 to 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 away 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, ; 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 trial 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)

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

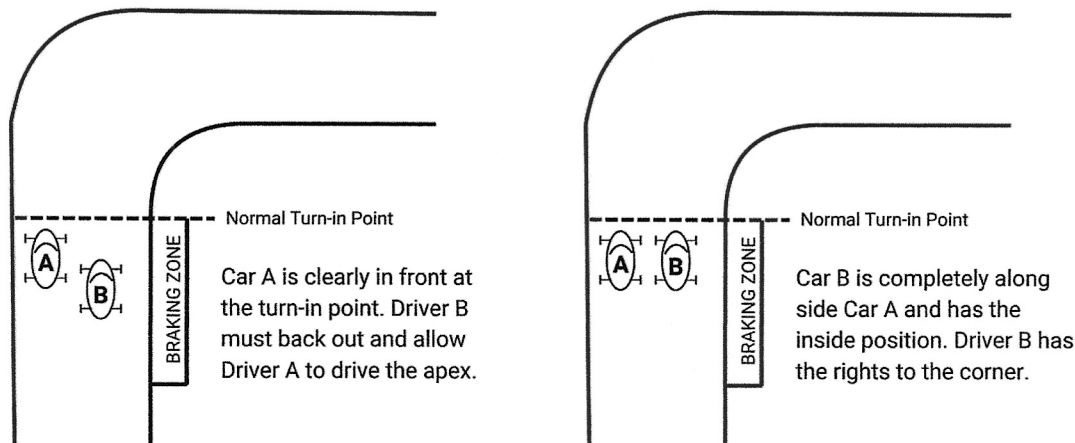
Passing:

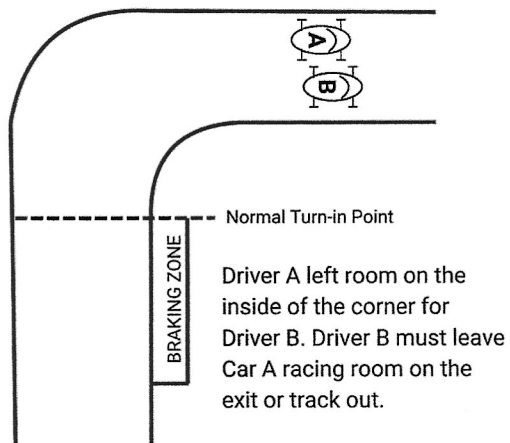
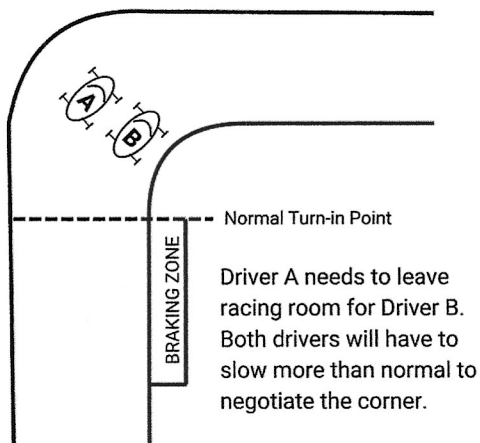
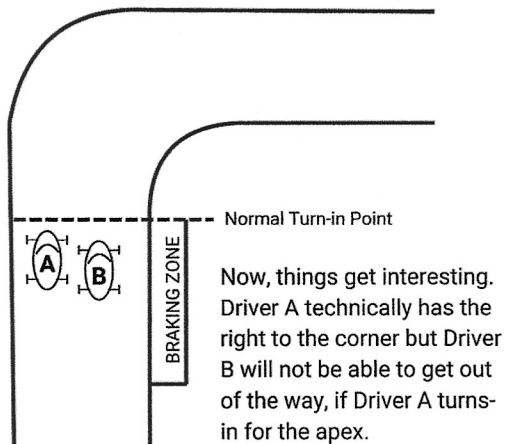
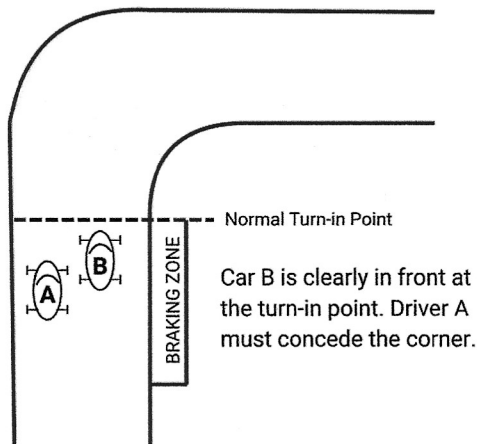
I1) It is **Almost ALWAYS** the overtaking drivers' responsibility to make a clean safe pass. Pass is complete when no overlap between cars exist.

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.