

# VARA RULE BOOK

## PART ONE



Revised January 2015

## DRIVER HANDBOOK

VARA is a club operated by volunteers, guided by members, and has no purpose beyond the enjoyment of Vintage Racing. Emphasis must be placed on the word CLUB.

VARA has adopted the following philosophy for racing:

*The primary objective of the sport of Vintage and Historic Automobile Racing is to promote the preservation of these cars in a racing format that emphasizes safety. Our goal is to provide a format for friendly wheel-to-wheel competition, with the vehicles prepared faithfully to their era. Driving well is important, winning is not. Safety is very important and skillful driving is a major contribution to safety. All racing is dangerous and only the proper attitude of the driver and the careful preparation of cars will diminish the danger and enhance our appreciation of this sport.*

The intent of these rules is the proper and honest preparation of your car and the safe conduct of events.

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## **SECTION A: DRIVER SAFETY AND LICENSING**

These regulations should be regarded as minimum requirements. It is recommended that safety upgrades be made when and/or where possible.

### **A.1 MEDICALS**

A medical examination report must be on file with VARA (forms will be supplied upon request). The VARA membership card, when issued, includes the medical expiration date. Our current requirement is that this examination be biannual, but an annual exam is strongly recommended. Current medical cards issued by other recognized racing organizations, such as SCCA, FIA, VMC, and HMSA, are also acceptable. Additional medical testing and/or reports may be required if requested by BOD or Chief Steward.

### **A.2 DRIVERS' CLOTHING**

Drivers' clothing shall consist of the following:

#### **Driving suit:**

Drivers shall wear a clean, one-piece, racing type driver suit, made of Nomex, PBI, or equivalent fire resistant material. If the suit is not constructed of two or more layers of fire protective material, suitable fire protective underwear must also be worn.

#### **Helmet:**

Recognized racing type "Full Face" safety helmet with flip down full face visor intended for automotive racing use is required, rated by the Snell Foundation as SA2005 or NEWER. As of 11/1/2015 all helmets must be SA2010 or newer.

#### **Eye Protection:**

Face shields must be worn in all race cars, open or closed. Regular glasses or sunglasses are not sufficient eye protection, but may be worn with face shields.

#### **Balaclava:**

A balaclava (head sock), made of Nomex or PBI, is required for all drivers with facial hair or hair long enough to come out below the helmet. They are strongly recommended for all drivers.

#### **Socks:**

Nomex, PBI, or equivalent fire protective socks are required.

#### **Shoes:**

Approved racing shoes, at least ankle high, are required.

#### **Gloves:**

Approved racing gloves are required. Gauntlet type are strongly recommended.

### **A.3 ARM RESTRAINTS**

Arm restraints are required for all participants in all open cars and any enclosed car not equipped with a window net.

### **A.4 WINDOW NETS**

Enclosed cars may use Window nets attached to the roll cage or car body/frame (not attached to the door) in lieu of arm restraints.

**Effective JAN 2015**

## **A.5 Mandatory Head and Neck Restraint System Rule**

All drivers are required to wear an approved head and neck restraint system.

Any Head and Neck Restraint system that is currently approved

SFI 38.1 ([www.sfifoundation.com](http://www.sfifoundation.com)) Or FIA 8858 ([www.FIA.com](http://www.FIA.com))

Will be accepted as an approved system and will need to part of the driver personal safety equipment and subject to inspection by VARA tech inspectors.

Prewar cars and other nonconforming vehicles ie cars without shoulder harnesses may request a waiver to this rule after consultation with the VARA tech personal.

## **A.6 3-6-9 GUIDELINES: ROOKIE STATUS DESIGNATIONS**

**AND**

## **HIGH PERFORMANCE LICENSE REQUIREMENTS**

**Effective July 2011**

The **3-6-9 Rule** is a way by which The Vintage Auto Racing Association allows novice and experienced racers to safely and expediently become a part of the challenging and exciting sport of vintage motorsports that VARA provides. Its purpose is to offer guidance and review to incoming drivers of all experience levels. Within the following guideline is the flexibility for any driver to pass through VARA's rookie program quickly and easily while gaining valuable on and off track experience.

This process classifies drivers into one of three classes of experience. Any driver may be advanced to the next level of rookie classification based on both performance and attitude. For many drivers that come to VARA with previous racing experience, the possibility of moving through the program in one or two events is foreseeable. For our less experienced drivers, we provide the opportunity for both classroom and on track instruction that guarantees by the end of the process, they are familiar with all the circuits that VARA races at with a full understanding of the expectations of safety and attitude that is integral to future participation. In addition, rookie drivers of all class levels are often provided with 50% more seat time at any given VARA sanctioned event.

This qualification process exemplifies our commitment providing the safest and most enjoyable introduction to racing within the vintage auto racing community. Welcome to VARA. Have fun and be safe.

### **Article I. THREE: (total race weekends) Rookie - Class 3**

**Section 1.01** Each incoming participant considered a Rookie Class 3 driver must compete for 3 race weekends including attendance at the each event Ground School and obtain the signed approval from the Chief Driving Instructor, prior to achieving rookie Class 2 status.

**Section 1.02** Rookie Class 3 status may be waived and the driver advanced to Class 2 status upon request and documentation by any driver with prior racing experience. This written request

shall prompt a review and ruling by the Chief Driving Instructor and the driver's Class Representative.

**Section 1.03** Rookie probation restrictions and on track performance.

- (a) The 'four off' rule for drivers with full competition status does not require a mandatory trip to the black flag. This is not an option for rookie drivers of any level. Four wheels off the paved track surface and / or spins which place the drivers racecar in a position contrary to the direction of race traffic on or off the track surface, require rookies to report to the Black Flag Station immediately, without exception.
- (b) Any rookie reporting to the Black Flag station for any reason including those of a mechanical nature, must also report to the Chief Driving Instructor prior to gridding for their next session, without exception. Non-compliance with this requirement will result in an additional on track black flag notification and termination of the current track session for the rookie.

**Section 1.04** Grid position for all Class 3 rookies shall be in the back of the field their respective Class for the entire race event weekend.

- (a) This requirement may be waived by request of the driver to the Chief Driving Instructor. A ruling will be made upon review in conjunction with the driver's Class Representative.

**Section 1.05** All Class 3 rookies must display Rookie stripes on four locations of their racecar as prescribed and approved by the Chief Driving Instructor. Rookie stripes shall be provided to the drivers during their first Ground School.

**Section 1.06** Rookie Class 3 point awards structure

- (a) Points awarded for Class 3 rookies shall only apply to the overall rookie point's championship. Points accumulated during the first three races for any rookie will not carry over to their respective class and will not be considered for determination of Class Champions or Overall Points Champion.
- (b) First place finishes in their respective race classification shall result in the award of a checkered flag solely for their performance as a rookie.
- (c) Finishing positions, championship points and checkered flag awards for veteran drivers will not be affected by the presence of any Class 3 rookie competing in the same race or qualifying session.

**Article II. SIX: (total race weekends including Class 3 events) Rookie - Class 2**

**Section 2.01** All VARA Drivers, including those with full competition status, moving between racecar classes shall be subject reinstatement of Class 2 rookie status. This determination shall be made as a result of a review by the drivers current and future Class Reps, the Class Rep Chairman and the Chief Driving Instructor under the following criteria;

- (a) Driver's performance to date.
- (b) Differential of driving technique required between the drivers previous and new racecar
- (c) Differential of track speed between the driver's current and future Car Classification.

**Section 2.02** Class 2 rookies compete under standard rookie probation restrictions as stated in article 1, section 1.03.

**Section 2.03** Class 2 rookies are entitled to all other the rights and benefits of those drivers with full competition status.

- (a) Class 2 rookies are allowed to run all their specific class sessions in addition to rookie sessions scheduled for any event weekend.
- (b) Class2 rookies compete for grid position as established for each event, just as any other driver with full competition status.
- (c) Class 2 rookies with one or more black flag infraction(s), other than mechanical black flag notifications, during sessions in which track times determine a drivers subsequent grid position, shall be gridded at the back of the field of their respective class for their next competitive session.
- (d) Class 2 points awards shall be credited toward Class championship(s) and the Overall Points championship.
- (e) Class 2 rookies are welcome and encouraged to participate in both rookie practices as well as the rookie races in addition to their respective class practices and qualifying events.

**Section 2.04** Class 2 rookies are required to participate in rookie track tours for each of their first six competitive events. This must be completed prior to a rookies first practice grid for within their respective car class.

**Section 2.05** All Class 2 rookies must display Rookie stripes on four locations of their racecar as prescribed and approved by the Chief Driving Instructor.

(a) Rookie Class 2 may be advanced to Class 1 status upon request of the rookie driver initiating a review of the drivers performance and experience followed by a ruling from the Chief Driving Instructor and the driver's Class Representative.

**Article III. NINE: (total race weekends including Class 2 & 3 events) Rookie - Class 1**

**Section 3.01** Class 1 rookies compete under standard rookie probation restrictions as stated in article 1, section 1.03.

**Section 3.02** Rookies Class 1 drivers are required to display Rookie stripes on four locations of their racecar as prescribed and approved by the Chief Driving Instructor.

**Section 3.03** Class 1 rookies are entitled to all other the rights and benefits of those drivers with full competition status.

- (a) Class 1 rookies are allowed to run all their specific class sessions in addition to rookie sessions scheduled for any event weekend.
- (b) Class 1 rookies compete for grid position as established for each event, just as any other driver with full competition status.
- (c) Class 1 rookies with 2 or more black flag infraction(s), other than mechanical black flag notifications, during sessions in which track times determine a drivers subsequent grid position, shall be gridded at the back of the field of their respective class for their next competitive session.
- (d) Class 1 point awards shall be credited toward Class championship(s) and the Overall Points championship.
- (e) Class 1 rookies are welcome and encouraged to participate in both rookie practices as well as the rookie race in addition to their respective class practice and qualifying event.

**Section 3.04** The nine race probationary requirements may be waived by the following.

- (a) Upon request of the rookie driver initiating a review of the drivers performance and experience followed by a ruling from the Chief Driving Instructor and the driver's Class Representative.

- (b) Rookie drivers may shorten their rookie probation period by one race by volunteering to work an entire race weekend at the Black Flag Station during an event in which they are not competing.

## **Article IV. High Performance License Requirements**

Recent expansion and growth of “Wings and Slicks” car classification group and the inclusion into other run groups of high horsepower, high performance race cars have led to the requirement for a regimented licensing structure to ensure driver safety. The following is the High Performance licensing program for these car classification groups and other high performance cars. The High Performance license is a designation of qualification above and beyond VARA’s regular competition license. Drivers must fulfill the requirements of the 3-6-9 Guidelines in conjunction with their application for a High Performance license. Any driver applying for a High Performance license designation must be able to compete at a timed level no greater than 105% at Las Vegas Motor Speedway, 108% at Buttonwillow Raceway Park, 109% at Willow Springs Raceway and 112% at Auto Club Speedway of the mean average time during the most recent flag race event for the run group in which they are likely to compete. In addition, those seeking a High Performance license would fall into one of the three following categories, each with specific qualification criteria:

**Section 4.01 HP 1.** Drivers with reciprocal licensing and current racing experience in a HP type race car with other sanctioning race organizations shall provide proof of licensing and recent experience through submittal of VARA’s reciprocal licensing form. This form is to be completed and submitted by the recognized licensing authority within any organization the driver has previously or is currently competing with. Additionally, the driver shall provide documentation of average lap times in an equivalent classification car, at the particular circuit to which they have submitted event entrance to, demonstrating compliance with the maximum timed lap requirement as stated above. Upon review and approval of this application for reciprocal licensing, the driver will enter as a Class 1 rookie for a minimum of one event and be assigned a Class mentor. Further benefits and privileges under the High Performance licensing would be based strictly on driver analysis and review.

**Section 4.02 HP 2.** Drivers that hold current competition licensing status with VARA and have been proficient in their current run group(s) limited to A, B, C, FF and CF, would enter as a Class 2 Rookie and be assigned a class mentor. Additionally, the driver shall provide documentation of average lap times in an equivalent car classification, at the particular circuit to which they have submitted event entrance to, demonstrating compliance with the maximum timed lap requirement as stated above. For VARA drivers from the remaining classes, a minimum of a single two day professional race school with documentation provided will be required. Further benefits and privileges under the High Performance licensing would be based strictly on driver analysis and review.

- (a) In lieu of documentation of compliance with the maximum timed lap percentages, any driver may make prior arrangements with a VARA High Performance licensing representative to accompany them to an open track session held at any circuit where VARA sanctioned events occur during that season, to provide timed analysis of the driver’s ability to comply with the maximum timed lap requirement as stated in percentages of mean average above. VARA also reserves the ability to accept a driver for competition that has not complied with the maximum timed lap requirement percentages, but exhibits sufficient skills pertaining to safe race car operation. Such drivers would be placed into a slower classification of car group until the time that the driver can fulfill the timed speed requirements for the car classification appropriate to his or her race vehicle. Currently active drivers licensed with VARA that meet the timed lap requirement percentages rule will be grandfathered and issued a High Performance license.

**Section 4.03 HP 3.** For drivers with no reciprocal licensing or current racing experience, a minimum documented completion requirement of a single three day or two, two day professional race school with documentation provided within 6 months of completion for review. Additionally, the driver shall provide documentation of average lap times in an equivalent classification car, at the particular circuit to which they have submitted event entrance to, demonstrating compliance with the timed lap requirement percentages\*. At that time, the driver would enter as a Class 3 rookie and be assigned a class mentor. Further benefits and privileges under the High Performance licensing would be based strictly on driver analysis and review.

**Section 4.04** All HP candidates in the 3-6-9 program will be required to meet with their mentor prior to their first on track session and be signed off and banded for track clearance. If a driver fails to obtain sign off, they will lose all track clearance privileges until the time that they have met with the HP Class Representative and Chief Steward simultaneously to request clearance. Anyone who receives a suspension in their HP run group will be required to re-enter the HP licensing qualification program.

## **SECTION B: CONDUCT OF EVENTS**

### **B.1 RACE CHAIRMAN**

The VARA Board of Directors will appoint a Race Chairman for each event, who will be responsible for the overall organization of the event, including the format, schedule, appointment of event officials, etc. Each event will be conducted under VARA rules. Any supplemental rules for the event must have prior approval of the VARA Board.

### **B.2 CHIEF STEWARD**

The Race/Chief Steward shall be appointed by the Board of Directors and take direction from the BOD. Race/Chief Steward shall have the following responsibilities and authority:

1. Have control over the following individuals and functions:
  - race control
  - timing and scoring
  - pre-grid and re-entry
  - flag marshals/corner workers
  - starter
  - black flag station
  - emergency crews (fire, rescue, ambulance and tow)
  - security/safety
  - pace car
  - other person(s) involved in "on-track" duties
2. Check track for condition and approve that track is safe for racing.
3. Check presence of safety vehicles and that ambulance(s) is in the correct track location(s).
4. Check with timing and scoring, all corner worker stations, pre-grid, starter, pace car, re-entry person, black flag station and tech chief to make sure that they are ready and in stand-by for start of racing.
5. Give pace car instructions as needed.
6. Check all radio communications with all event officials and stations.

7. Review practice results and approve race grids.
8. Have sole authority to declare a "red flag" situation and stop a practice or race. Red flags shall only be used when an extremely dangerous situation exists.
9. Have sole authority to disqualify a competitor at the race event for an incident and/or rules violation.
10. Have sole authority to black flag drivers for misconduct during a session.
11. Have sole authority to disqualify results.
12. To conduct drivers meetings.
13. Stay in contact with the VARA Board Members and Race Chairman for the event and at the end of each day, review the day's events with the VARA Board members, Race Chairman and other needed officials.
14. At all times treat persons under his or her control and authority with respect and courtesy and apply his or her authority in a fair and even manner.
15. Control and have authority over all race related activities at race events.

### **B.3 INCIDENT REPORTING**

The Chief Steward and the Licensing Chair shall insure that Race Control, flag marshals, and corner workers are provided with VARA's requirements for reporting incidents, AND that these individuals are aware of VARA's racing rules regarding incidents and passing as embodied in this rule book for the purpose of reporting incidents.

The suspension and/or probation of any driver may be reported to the Vintage Motorsports Council.

### **B.4 MULTIPLE DRIVERS**

Two drivers may be entered in separate races with one car, each paying a separate entry fee.

### **B.5 WAIVER OF LIABILITY**

All persons entering the controlled area of the race event must sign a Waiver Form.

Children of participants are welcome, but they are not allowed on the track, the hot pits, or pregrid. Each Minor must be listed on the Waiver Form and be signed for by a parent or guardian.

## **SECTION B: PROCEDURES and DRIVER CONDUCT**

### **B.6 DRIVER CONDUCT**

Every entrant, driver, crew member, and participant at a VARA event shall conduct themselves according to the highest standards of behavior and sportsmanship, particularly in relation with other competitors, club officials, and workers at the event. The driver/entrant will be responsible for conduct prejudicial to the reputation of VARA and the Sport of Vintage Racing by driver, entrant, crew member, guests, and/or participant. Any driver brought in under Black Flag conditions for rule infractions may be subject to suspension from further racing during the weekend. If an entrant is eliminated or removed from an event for any cause, VARA is not required to refund the entry fee.

### **B.7 DRIVERS MEETINGS**

All drivers must attend any called or scheduled Drivers Meetings. Failure to attend may result in a penalty or disqualification.

### **B.8 STARTS**

Race starts shall be rolling starts, with the pace set by the pole sitter after having been released by the pace car. Pole sitter is responsible for setting a pace that allows the field to maintain good order. This pace speed should be 40 to 50 mph. As the pole sitter approaches the start/finish line, the starter, if satisfied



that the field has a semblance of the correct order, will give the green flag. Grid positions must be maintained until the race start. The race starts when the green flag is dropped. There will be no overtaking or racing until the green flag is given. If the starter is not satisfied with the order of the field, one or more additional pace laps will be run. Any driver who jumps the start or causes a no start will be black flagged at the starters and stewards discretion.

The pole position for qualifying and flag races is determined by driver performance from the previous session(s). For qualifying races position is determined by fastest lap time in the qualifying session. For flag races position is determined by finishing position in the qualifying race. It is the prerogative of the pole winner to choose either the right or left starting position. However, the default position is the one which places the pole sitter on the inside line of the first turn. Should the pole sitter choose the outside position, the change will only affect the front row. All remaining cars will lineup with odd number grid positions on the inside and even number grid positions on the outside.

In the case of cars missing from the grid cars shall move forward (not diagonally) to fill the empty spaces. For example-- If the car assigned position #8 on the grid is a no show, then during the pace lap the car in position # 10 would fill this space and the car in position #12 would move to position #10 and so on.

Do not lag behind as the pace car forms up the field.

## **B.9 FOUR OFF RULE**

Each driver/participant will be allowed one 4 off/or spin per session without a track penalty applied. This rule does not apply to **any** class of rookie or drivers with **probationary** status.

**First Incident** – (after second 4 off/spin in same session or race) Participant must report to Black Flag immediately and will be directed into the paddock. Participant will not be allowed to continue in that session or race.

**Second Incident** – (same day- after second 4 off/spin) Participant must report to black flag immediately. Participant will not be allowed to rejoin session and **MUST** see the chief steward before being allowed back on the track, and 5 points will be deducted.

**Third Incident** - (Same event - after second 4 off/spin) Participant must report to Black Flag immediately. Participant must report to the chief steward and may be disqualified from the remainder of the event.

Although 2 offs are not specifically penalized, multiple 2 offs may receive a furred black flag. As with any furred black flag notification, continued unacceptable behavior will result in a visit to Black Flag.

On track spins and 4-offs are considered equal for purposes of this rule.

## **B.10 PASSING and BLOCKING**

All drivers shall have the right to sufficient space on the racing surface to allow for a driver to maintain control of his or her car in close quarters under racing conditions. All drivers shall be required to provide for this space on the race track to his or her fellow competitors.

1. Any driver may deviate from their chosen racing line to protect their position one time and one time only. This alteration in driving line must be made in a safe and timely manner so not to deprive an overtaking driver of sufficient racing space on the racing surface and cause unsafe racing conditions. Any further deviation from this chosen line shall be considered blocking.
2. Any abrupt changes in direction so as to impede or affect the path of a car attempting to pass after a driver has established a line to protect his or her position shall be considered blocking.
3. Any deviation from the accepted driving line on the racing surface in a "pinching" manner shall be considered as a form of blocking.
4. Any change in line, reactive to a passing maneuver by an overtaking car with the intent to impede such a maneuver shall be considered blocking.
5. In the event that a driver is in the process of overtaking another competitor while coming upon a yellow flag condition, the pass shall not be considered complete unless the overtaking driver has

cleared the slower race car and re-entered the proper driving line on the racing surface prior to reaching the flag station showing the yellow flag. If this criteria has not been fulfilled in its entirety, the overtaking driver shall immediately drop back to his or her original position in the safest manner possible.

6. Back marker(s) affecting the complexion and / or the outcome of the race by racing the leader(s) while they attempt to safely overtake a back maker and shall be considered a form of blocking.

It is the responsibility of the overtaking driver to pass in a safe manner on an area of the racing surface deemed prudent by the standards of the Association and the Chief Steward. The overtaken driver has the responsibility to be aware that he or she is being overtaken and shall not impede the overtaking car. The overtaken car shall not block. If any driver appears to be blocking and or "pinching" another car seeking to pass or gain advantage on the racing surface, they shall be black flagged and / or penalized.

## **B.11 GRID**

All competitors must be in their grid positions prior to the five (5) minute signal; if not, they must start from the back. Push starts are only allowed prior to the three (3) minute signal. If any vehicle fails to start, it may be push started after the entire grid has moved out onto the track. Drivers who for any reason could not enter the track in their qualifying position may not improve their position by moving up during the pace lap.

Paddock and pit speeds-- the paddock speed is always 5 mph. Hot pit speed is 2nd gear.

## **B.12 CONTACT**

**If contact occurs, all entrants involved must immediately report to black flag.** Drivers may resume racing at the discretion of the chief steward depending on the severity and initial fault assessment.

## **B.13 FLAGS**

**Green Flag** – Is shown at the start / finish line for all timed track sessions, both race and practice, to signify the beginning of the session. There is no passing allowed at any point on the track prior to the display of the green flag.

**Red Flag** – Is shown primarily for when on track circumstances have created a major course blockage or the need for immediate critical medical response. During a red flag condition, the red flag will be shown at all flag stations, including the incident site, which will be showing the combination of a waving yellow flag and a red flag. **NO PASSING IS ALLOWED.** Slow down and stop your vehicle in close proximity to the very first approached, manned flag station, stopping in a position so that you can observe the worker for hand signals. If stopping near the incident site, stop at least 50 yards prior to the incident to allow access for emergency workers. Use your mirrors and hand signals in order to stop safely at the side of the track, near a manned flag station as previously described. As soon as the incident is under control, the corner workers will direct you how to proceed. Proceed, , as directed by the flag station officials, at pace lap speed around the course carefully and enter the hot pit lane, without crossing the S/F line. You will receive additional instruction by course officials as information is made available to them by the Chief Steward. All drivers are to remain in their race cars with all safety gear fully fastened, including helmet, gloves, head restraint devices and safety harness, unless otherwise directed by race officials. The session or race may, or may not, be re-started. If a race is to be continued, the grid will be formed based on the last lap completed.

**Black Flag At All Stations** – Is shown to stop the session for the protection of on track emergency personnel and course workers. **NO PASSING IS ALLOWED.** A standing black flag will be displayed at all corners, including the incident site, which will also be displaying additional flag(s) required for the incident. Use your mirrors and hand signals, slow down safely to a pace lap speed and proceed directly into the hot pit lane, stopping prior to the S/F line in a single line to await further instructions. You will receive additional instruction by course officials as information is made available to them by the Chief Steward. All drivers are to remain in their race cars with all safety gear fully fastened, including helmet, gloves, head restraint devices and safety harness, unless otherwise directed by race officials.

The session, or race, may or may not be re-started. If a race is to be continued, the grid will be formed based on the last lap completed.

**Waving Yellow Flag** – Means that the course is partially blocked or an incident has occurred in a direct impact area, slow down and prepare to take immediate evasive action. Noticeable slowing is required. You are under the control of the yellow flag until you can clearly see the next turn station, and no yellow flag is being displayed. Drivers are advised to you a waving hand to indicate to drivers behind of the reduced speed situation. **No passing!**

**Standing Yellow Flag** – Means be alert, something has occurred beyond the flag station which may require evasive movement. **No passing allowed.** Slowing until past the incident is strongly recommended. A standing yellow may precede a waving yellow at the next station. You are under control of the yellow flag until you can clearly see the next flag station, and no yellow flag is being displayed.

**Double Yellow Flag** – At all stations means the entire course is under yellow flag. **No passing allowed.** Drivers are advised that the pace car will be on track to control the field. The start/finish tower may display a "pace" sign. Drivers must form up single file behind the pace car. It is every driver's responsibility to proceed quickly to the pace car. The purpose of the pace car is to gather up the field to allow the safety crews to clear the incident. By this time drivers should have identified the incident location. Use extreme caution near the incident but do not delay in passing the area. If the pace car is out toward the end of a race, we will make every effort to restart and allow at least 2 green flag laps. **Restart** - when the pace car will turn off its emergency lights and pull off track onto pit lane indicating that the starter will restart the race. Also, often the starter will hold up one finger to indicate one last pace lap before a restart. Racing begins when the starter displays the green flag. There is no passing until the green flag is displayed

**Yellow Flag With Red Stripes** – This is an advisory flag. It indicates debris on the racing surface. It could be oil, water, dirt, rocks, auto parts, etc. This flag will be displayed for 2 laps only. When withdrawn, it does not mean the condition has been cleared but rather, it is now considered part of the accepted racing surface. Should this flag be displayed in the same location after being withdrawn, it indicates there is a new form of debris in the same or similar location

**Black Flag** – A standing black flag means "driver error" come into the Black Flag station in the pits for a consultation. The standing black flag, (may be waved to show extreme concern), will normally be displayed at both start/finish and at another station on the course with the competitors car number also displayed. If black flagged you must come to the pits at the first opportunity to avoid additional penalties.

**Black Flag With Red Circle** – This is the "mechanical" black flag. It means something is wrong with your car. Check your gauges and come into the pits immediately.

**Furled Black Flag** – Furled black means "driver error" and is an indication to the driver to alter their driving attitude. As a driver, you should already know what you have done wrong. This is a one time warning. Continued errors will result in a **BLACK FLAG** to the driver.

**White Flag** – This flag is advisory. This flag is displayed at start/finish to denote the last lap of a race. Passing is not prohibited. The white flag is sometimes displayed during warm up and cool down laps. Under these circumstances, during warm up and cool down laps, passing **is prohibited**. The white flag may also be displayed at corner stations if there is a vehicle (or vehicles) on the track at non-racing speed. This could be a slow moving race car or emergency equipment.

**White flag With A Red Stripe Or Cross** – This is an advisory flag. The white and red flag means there is a vehicle (or vehicles) on the track at non-racing speed. This could be a slow moving race car or emergency equipment. Should a driver approach emergency equipment on track they will be advised by emergency personnel on how and where to proceed. This flag may also be displayed at start/finish to denote that emergency vehicles are on the course.

**Blue flag** – he blue flag, also know as the "passing flag", is an advisory flag. The blue flag may be for you or for another car in your vicinity. If you have been running in a pack with very close lap speeds and you receive a blue flag, it means that a faster car is approaching, use your mirrors. If you are about to be lapped, you are considered a back marker. You will be shown the blue flag to notify you

that faster car(s) are approaching. As a back marker, you have **not** earned the right to race the leaders. Doing so may be considered a form of blocking and you could be black flagged. Maintain your speed and the proper driving line and use hands signals to point by the leaders as they approach.

**Checkered Flag** – Indicates end of session or race. Continue around the course on a "cool down" lap at reduced speed and enter the pits.

## **B.14 STOPPING ON COURSE**

If you have a mechanical problem and cannot return to the pit, raise your arm to signal that you are slowing. Pull off course in a safe manner, and get as far away from the race course as possible. Do not stop on the racing surface, it is very unsafe and can cause a major incident. Stay in your car, belted and with helmet and gloves on, unless there is a fire or you are instructed to leave the vehicle by course personnel.

Absolutely no repairs should be attempted while stopped on course during a session.

## **SECTION C: GENERAL RULES**

### **C.1 ALCOHOLIC BEVERAGES and/or CONTROLLED SUBSTANCES**

During any event, the consumption and/or the use of alcohol or controlled substances by any competitor or official in the paddock or any part of the race course under the control of VARA is forbidden.

### **C.2 BICYCLES, ROLLERBLADES and MOTORIZED VEHICLES**

Children under age 16 are not allowed on bicycles, etc. Bicycle helmets are required for minors under 16 years old when riding as a passenger on any bicycle or motorized scooter of any type. A Motorized vehicle (of any kind) may only be operated by individuals with a state issued driver's license. No one is allowed on rollerblades, skateboards or similar devices in the pit or paddock area. Parents are responsible for conduct of minor children.

### **C.3 PETS**

All pets within the controlled area of the race event must either be confined or on a leash. No pets allowed in the grid area. Note: Some tracks no longer allow pets. Please check before bringing your pet.

### **C.4 FUEL**

No fuel additives that increase engine power are allowed.

### **C.5 MINOR DRIVERS**

Driver/Participants under 18 years of age must be signed for and accompanied by parent or guardian. In no case will drivers be accepted under the age of 16 years.

### **C.6 MINORS**

Children of participants are welcome, but they are not allowed on the track, the hot pits, or pre-grid.

See also Section B.5.

### **C.7 CLOSED (COLD) TRACK**

When the final race of the day is completed the track shall be considered CLOSED until the Chief Steward declares the track open the following day.

No motorized vehicles of any kind are allowed on the CLOSED track unless specifically authorized by the Chief Steward and supervised by the Chief Steward. **Failure to abide by this rule may result in suspension. Participants are responsible for their crew, guests and minors.**

## SECTION D: POINTS

### Class Championship

1. One(1) point per lap will be awarded for each lap completed as posted in the official race results for each class. Lap points shall be awarded for Saturday Qualifying Race and Sunday Flag Race. No points shall be awarded for practice sessions.
2. Cars/Drivers running down a class, for whatever reason, shall be awarded lap points but not finishing points.
3. A driver may win a championship only if participating in the correct class. Minimum 4 races to be eligible.
4. 1 to 10 additional points will be awarded for finishing position of the first 10 cars in a class. 10 points for first place, 9 points for second place etc. If less than 10 cars start then the first place car is awarded 1 point for each car starting. Therefore if 3 cars start winner would receive 3 points. Second place would receive 2 points and so on.
5. 1 Point awarded for the fastest lap in the Sunday Flag Race.
6. Cars must be classified as running at finish to receive finishing points. This includes Enduros.
7. NO points for spectator races such as Palm Springs and Tustin. Unless specifically decided by the Board of Directors for a specific race.
8. No double points races, unless declared and approved by the VARA BoD for a specific race at a specific time.

### Tie Breakers

1. Participation, then finishing position.
2. Most races entered.
3. Finishing position (most 1st, then 2nd, etc.)

### Negative Points

1. No penalty for first 4 off in session. Second 4 off in same session will be assessed 4 penalty points. Third off in same session – Must immediately go to Black Flag and retire from session. Passing under a yellow flag will be assessed 2 penalty points.
2. Negative points may be assessed by the Chief Steward for conduct and as discipline as per section F of this rule book.

### Overall Points Champion

1. The overall Points champion will be calculated utilizing the following points system and applied to all the class champions. You must first win a class before you can be eligible for overall points champion.
2. Points System applied only to Class Champions for the Overall Champion Title as follows:
3. Points awarded for winning a race provided there are at least 3 cars in the class
4. Example: if there are only two cars in the class the max. number of points awarded for the win will be 2 points etc.
5. 2 points for 2nd place
6. 1 point for 3rd place
7. The class champion with the most number of points wins the overall title.
8. If there is a tie: the tie breaker is determined by the one with the most number of wins, then seconds etc. If it is still even, then both would be honored as overall champions.

# SECTION E: CRITERIA FOR DISCIPLINARY ACTIONS and PENALTIES

The Chief Steward and the Chief Driving Instructor shall administer the following guidelines as required by circumstances involving competitors, their crew and/or their guests. The specified penalty assessments in the following document are stated in terms of maximum penalties for incidents as they are described. Also taken into consideration in the administration of penalties shall be a driver's current status, racing history and attitude. Drivers to whom penalties are assessed under the disciplinary process are entitled to an appeal hearing before the Board of Directors unless otherwise stated within this document. Decisions made by the Board of Directors evolving out of the driver appeal process shall be binding.

## ***INCIDENT CLASSIFICATION AND PENALTY ASSESSMENT***

### **CLASS 1 INFRACTIONS**

#### **Definition of Minor Violations**

1. Passing under yellow flag conditions
2. Ignoring black flag notifications
3. Unsafe entry or exit to and from the racing surface.
4. Blocking as defined by VARA.
5. Jumping the start or causing a no start situation.
6. Overly aggressive and/or unsafe passing maneuvers.
7. Speeding in the pits.
8. Absence from any mandatory drivers meeting.
9. Neglecting to voluntarily report to Black Flag after on track contact with other race vehicles or track fixtures, should no black flag notification be shown.
10. Driving at unsafe speed or in an unsafe manner while under the control of a yellow flag condition and / or in the presence of on course safety vehicles.
11. Violation of 3-6-9 Rookie Guidelines.
12. Any other minor infraction as deemed suitable for penalty assessment by the Board of Directors, the Chief Steward and the Safety Chairperson.

#### **Maximum Penalty Assessment:**

1. Trip to black flag.
2. Deduction of competition points.
3. One to two lap penalty in the session/race in which the infraction occurred.
4. Up to three race probation.

### **CLASS 2 INFRACTIONS**

#### **Definition of Violation: Single car incidents that result in *minor* damage to the car**

1. Off course excursion resulting in tire, wheel, chassis and/or body damage.
2. Vehicle contact with permanent and temporary track fixture(s); cones, tire barriers, curbing, 'K' rail, Armco.
3. Actions taken by a driver aggressive enough in nature that they warrant stricter level of penalty assessment though contact may not have been the result of the action.

#### **Maximum Penalty Assessment:**

1. Deduction of competition points.

2. Driver is positioned at the back of grid for start of the driver's flag race.
3. Disqualification for remainder of event.
4. Required attendance at Ground School.
5. Up to three race probation.

### **CLASS 3 INFRACTIONS**

**Definition of Violation: Multi car incidents that result in damage or Single car incident resulting in *major* damage; Avoidable contact, as determined by the Chief Steward, with another vehicle(s) while racing in close proximity to another vehicles, resulting in, or causing, damage to any vehicle; Probation violations**

1. Vehicle to vehicle contact to the extent that all race cars involved are safely able to report to Black Flag under their own power. For those race cars depositing parts or fluids on the racing surface, see Class 4 Penalty Assessment.
2. Single car Off course excursion resulting in major tire, wheel, chassis and/or body damage.
3. Vehicle contact with permanent and temporary track fixture(s); cones, tire barriers, curbing, 'K' rail, Armco.
4. Aggressive actions by a driver resulting in the aforementioned conditions to competitor's race car(s) while not incurring damage to his or her race car.
5. Actions taken by a driver that are so aggressive in nature that they warrant a more severe penalty assessment though contact may not have been the result of the action. Actions by a driver, or drivers, contrary to the spirit of vintage automobile racing, which encourages safe, competitive driving and discourages overly competitive driving.
6. Verbal and / or non verbal displays of unsportsmanlike conduct deemed abusive to fellow competitors and crew, track Officials, Safety crew or any other event attendees.

#### **Maximum Penalty Assessment:**

1. Disqualification for remainder of event.
2. Deduction of competition points.
3. Required attendance at Ground School.
4. Required corner or black flag duties.
5. Up to six race probation.
6. Refer to Class 5 infractions; maximum penalty assessment.

### **CLASS 4 INFRACTIONS**

**Definition of violation: Multi-car incidents that result in major damage:**

1. Multi car incidents caused by over aggressive driving.
2. Vehicle to vehicle contact to the extent that all race cars involved are disabled on or about the racing surface.
3. Vehicle contact with permanent and temporary track fixture(s); cones, tire barriers, curbing, 'K' rail, Armco, disabling the race car on or about the racing surface.
4. Aggressive actions by a driver resulting in the aforementioned conditions to competitor's race car(s) while not incurring damage to his or her race car.
5. Any incident on track incurring injury to a driver or his/her competitors as a result of aggressive driving or negligence while competing.
6. Any driver determined to have violated Class 1, Class 2, or Class 3 penalties while currently competing under probationary status.

### **Maximum Penalty Assessment:**

1. Disqualification for remainder of event.
2. Deduction of competition points.
3. Required multiple attendance at Ground School.
4. Required corner or black flag duties.
5. Up to nine race probation.
6. Up to six race suspension.

### **CLASS 5 INFRACTIONS**

#### **Definition of Violation: Actions contrary to the spirit of VARA**

1. Physical abuse of fellow competitors and crew, track Officials, Safety crew or any other event attendee.
2. Any driver determined to have violated Class 4 penalties while currently competing under probationary status.
3. Willful and malicious vehicular contact during a race event.
4. Repeated and habitual violations of Class 3 or greater violations over an extended period of racing with the Club.
5. Willful and flagrant deviation from specific direction provided by the Chief Steward to a driver or crew member during any race event where such actions are deemed deliberate, habitual and / or unsafe to fellow competitors and crew, track Officials, Safety crew or any other event attendees.
6. Minimum penalty assessment: 13/13 rule
7. Thirteen race suspension of competition license and member privileges without the right of appeal.
8. Upon completion of suspension portion of the penalty assessment and reinstatement of competition license status as determined by the current Board of Directors, an additional thirteen month probation, without the right of appeal, shall begin.
9. Maximum penalty assessment: Permanent / Lifetime ban from future participation.
10. Upon review of a driver's driving history with the Club, the Board of Directors shall reserve the right to mandate a lifetime ban from any and all future participation. This assessment shall include, but not be limited to, review of previous and repeated Class Infractions of all levels over a driver's complete history with the Vintage Auto Racing Association. The Board reserves the right to correspond with other racing organizations and sanctioning bodies as a part of the aforementioned review process. Lifetime bans may also result from any single incident where a driver's conduct has been determined to be so egregious as to cause the Board to be concerned that further participation by said driver would constitute an ongoing risk to the safety and welfare of competitors, spectators and / or officials.

### **CLASS 6 INFRACTIONS**

#### **Definition of Violation: Class violations while currently serving probation for previous violations.**

1. Drivers currently serving probation after having been officially notified that they have been found in violation of any classification under the aforementioned criteria shall be subject to the maximum penalty assessment as described under CLASS 3 OR GREATER INFRACTIONS. Probation violations may include but not be limited to: Race suspension(s); 13/13 penalty assessment; Lifetime ban from future VARA sanctioned events.



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