

***The primary objective of Vintage and Historic Automotive racing is to promote the preservation of these cars in a racing format for friendly wheel –to-wheel competition with vehicles prepared faithfully to their era. All racing is dangerous and only the proper attitude of the driver and careful preparation of care will diminish the danger and enhance our appreciation of this sport. – VSCDA Board of Directors, Feb., 2019.***

The VSCDA Drivers' Committee is tasked with investigating any car to car, car to track, contact and any circumstance of "over driving" resulting in an unsafe situation or not within the "vintage spirit".

What invokes a Drivers' Committee inquiry?

Any on track incident resulting in wheel to wheel contact no matter how minor, car to track contact, even if no damage results, and unsafe driving. Unsafe driving may be an overly aggressive pass, not driving the racing line, multiple spins or other exhibited lack of car control, including: repeated failure to follow flag directives, crossing the blend line, driving too slowly. All situations that create a hazard to the driver or other drivers on the track.

Your VSCDA Drivers' Committee (DC) strives to gather complete factual information, and consistency of review leading to the safety of all of us. The DC consists of four permanent members, with a minimum of three members at each VSCDA event.

#### **SPINS, SINS, GRINS and WINS:**

Most car to car contact occurs during three common situations: passing, spinning or overly aggressive driving.

**SPINS:** An occasional spin during racing – even at 8/10s may occur. As stressed at VSCDA's Driving School, "when in a spin two feet in." By depressing the clutch pedal power is cut to the drive wheels and a stall may be prevented. By depressing the brake pedal the spinning car should be brought to a quicker stop. If a spin occurs in a group of cars contact may be unavoidable. If there is no contact the DC's jurisdiction is not invoked. If there is contact, then the DC investigates.

**SINS:** Unsafe, dangerous driving will not be tolerated at VSCDA events. Repeated overly aggressive driving – driving not in the "vintage spirit", including diving into a turn, cutting off other drivers, running outside of the accepted racing line, crossing the blend line when coming onto the track, blocking, jumping the start, not demonstrating "situational awareness", repeated flag violations – particularly passing under a yellow flag, and other situations that may be observed by Race Control (Tower) and reported to the DC – even without contact - may invoke the DC jurisdiction.

**GRINS:** Racing wheel to wheel, side by side, through a turn or a succession of turns is as fun and as good as it gets. However, if there is contact both drivers must report to the DC. Many DC inquiries occur when the two drivers approach slower, "back marker" racers. When the back marker is driving his racing line one of the two, faster, side by side, racers must yield the turn. Likewise, when one car pulls ahead and passes the back marker and the back marker moves in – still on his racing line, contact may occur.

The overtaking driver has the responsibility to make a clean safe pass. As a general guideline, if the contact occurs from the middle front of the overtaking car to the middle rear of the car being passed and, absent some evidence to the contrary, the assumption is that the passing driver is at fault.

Yield the line to the slower car, wait three seconds, and the faster driver should regain any advantage lost. In any event, no points, prize money or trophy is forfeited— and, the costs of body damage and mechanical repairs are avoided.

**WINS:** When we all “play nice”, drive with the “vintage spirit”, and drive at 8/10ths we all win by bringing the car home in the same condition that it was brought to the track. Driving in the “vintage spirit” means always leaving a margin for error and anticipating the unexpected when competing. Friendly, safe, wheel to wheel competition should be everyone’s goal. The comradery of the paddock is only slightly less rewarding than the thrill of going side by side through turns with your best racing friend.

What happens if there is contact or if you are approached by members of the DC?

If involved in any contact you must locate the DC and complete a Driver’s Incident Report. One or more members of the DC will interview you to get your full statement and explanation of what occurred. The DC then gathers written statements from any other affected drivers, other driver witnesses and corner station workers. If there is any in car video that is sourced and reviewed. The DC committee then meets and determines if the contact was a “racing incident” or a result of overly aggressive driving or driving “not within the Vintage Spirit”.

Remember, all members of the DC are fellow racers, volunteer their time and experience to our club, and are usually also racing at the event. Showing courtesy of coming to the DC and not forcing them to come to find you is responsible and another demonstration of “vintage spirit”.

When a driver is determined to be “at fault” the DC follows Penalty Guidelines that are included in every driver’s event packet.

The DC confidentially informs the “at fault” driver if there is a penalty. If there is no penalty assessed, then the DC closes the matter. Do to confidentiality provisions the other drivers are not informed of the penalty that is imposed upon the “at fault” driver. When a penalty is either a three or more-event probation or any suspension the DC reports the sanction to the Vintage Motorsports Council.

DC findings are unanimous and final. In every situation the DC strives to be considerate, courteous and consistent. DC members are “for you” and not “against you”.

Self-policing of VSCDA drivers is critical for the VSCDA to obtain affordable insurance coverages, that without, the VSCDA would not be able to rent the track and none of us can race.

When you see us in the paddock or at an event say “hi”, we don’t bite. Contact us at:

[driverscommittee@vscda.org](mailto:driverscommittee@vscda.org)

Gary Kropf, Roger Heil, John Kennelly, Charlie Hall