

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 8/10 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 racing spirit," including diving into a turn, cutting off other drivers, driving 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's 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. Many DC inquiries occur when the two drivers approach slower, "back marker" racers. When the back marker is driving the racing line and one of the two, faster, side by side, racers must yield the turn contact may occur. Likewise, when one car pulls ahead and passes the back marker and the back marker moves in – still on the racing line, contact may occur with the second passing car.

The overtaking driver always 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, there are no points, prize money or trophy to be won – and, the costs of body damage and mechanical repairs are avoided.

WINS: When we all “play nice”, drive with the “vintage racing spirit”, and drive at 8/10ths we all win by bringing the car home in the same condition as when it was brought to the track. Driving in the “vintage racing 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?
Any contact, no matter how slight, requires both drivers to report to the DC immediately after the conclusion of the session and upon the driver’s return to their paddock

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, it is sourced and reviewed. The DC then meets and determines if the contact was a “racing incident” or a result of overly aggressive driving or driving “not within the vintage racing 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 the “vintage racing spirit”.

Off track behavior after the incident is also taken into consideration. Reporting to DC after an incident and completing an incident form is the responsibility of the drivers involved. Ignoring this responsibility and making the DC come and find you or provoking a verbal or physical altercation with another involved driver may enhance any penalty assessed

When a driver is determined to be “at fault” the DC follows Penalty Guidelines that are included in each 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. Due 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-month 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 here “for you” and are not “against you”.

Self-policing of VSCDA drivers is critical for the VSCDA to obtain affordable insurance coverage. Without insurance the VSCDA is not 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

Gary Kropf, Roger Heil, John Kennelly, John Salisbury, Charlie Hall