

2023 VARAC Street Car Lapping Sessions Supplementary Regulations

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INFORMATION AND LEGAL REQUIREMENTS

ELECTRONIC WAIVER: All Lappers must sign an event waiver through the **Speed Waiver** process. **Please do this prior to arrival.** <https://speedwaiver.com/>

AT REGISTRATION: Each Lapper will be issued a wrist band. This is to be worn while at Canadian Tire Motorsport Park and is one of the requirements to enter the mock grid, before entering the track.

STICKERS: Pursuant to the completion and collection of the attached forms a VARAC designated person will make available the **“required” helmet and vehicle stickers**. These will be distributed to drivers at the mandatory drivers' meeting.

The helmet and vehicle stickers must be prominently attached and, along with the driver's wrist band, must be easily visible to the mock grid marshals

All three items must be visible before the mock grid marshals will allow the car and driver to enter the track.

DRIVERS' MEETING

A mandatory Lappers' meeting is scheduled for 8:15 AM, Thursday, at the Lapping Sessions Base Camp (map to follow). Drivers not attending (i.e. not getting their stickers at the meeting) will not be issued stickers except by the express permission of the Lapping Sessions Manager.

TECHNICAL AND SAFETY INSPECTION

It is the joint responsibility of the driver and car owner to ensure that the car and driver are safe to drive at the vehicle's maximum limits before entering the track.

PLEASE fully complete this declaration, have your actions attested and make it available to the lapping day manager **before the event**.

A copy of this form must be kept with the car/driver for the duration of the event.

A VARAC designated scrutineer may inspect cars and driver equipment at any time before or during the event and suspend lapping if non-compliance to the following declaration is noted.

Driver's name, printed: _____

Car entered: Make: _____ Model: _____ Year: _____ Color: _____

PERSONAL Requirements:

1. Valid driver's licence. Driver's Licence # _____ Jurisdiction _____
2. Helmet:
 - a. Minimum standard, per Ontario MOT requirements. (see below)
Please declare the helmet "standard" met: _____
 - b. Helmet is in good physical shape. Liner is not loose inside. Straps are not frayed. No obvious outer shell damage. Yes
3. Drivers of cars with no windshields must have eye protection. Yes
4. Long pants are recommended Yes

HELMET requirements

Recommended (for automobile use)

- FIA 8860-2010 (not valid after 31.12.2023)
- FIA 8859-2015
- FIA 8860-2018 and ABP
- Snell 2020 SA, or 2020 M
- Snell 2015 SA, or 2015 M
- Snell 2010 SA, 2010 SAH, or 2010 M (not valid after 31.12.2023)
- SFI Foundation 31.1/2015
- SFI Foundation 31.1/2010 (not valid after 31.12.2023)
- ECE R22.05 (expiry: ten years after date of manufacture as noted on unaltered, helmet label)

Acceptable (MOT for motorcycle use*)

- Canadian Standards Association Standard D230 Safety Helmets for Motorcycle Riders and shall bear the monogram of the Canadian Standards Association Testing Laboratories;
- Snell Memorial Foundation and shall have affixed thereto the certificate of the Snell Memorial Foundation;
- British Standards Institute and shall have affixed thereto the certificate of the British Standards Institute;
- United States of America Federal Motor Vehicle Safety Standard 218 and shall bear the symbol DOT constituting the manufacturer's certification of compliance with the standard;
- United Nations Economic Commission for Europe Regulation No. 22, "Uniform Provisions Concerning the Approval of Protective Helmets and of Their Visors for Drivers and Passengers of Motor Cycles and Mopeds", and shall have affixed thereto the required international approval mark.

*Note: The helmet standards listed as "acceptable" do not necessarily require fire resistant liners.

CAR Requirements:

OK?

1. A two point OEM, period correct or three or more point seatbelt must be in good condition and not overly worn, frayed, or stiff. Four, five or six point racing harnesses must be installed per manufacturer's instructions	
2. An equally acceptable front passenger's seat belt must be provided for Lappers who will be using a mentor	
3. Driver's and front passenger's seats must be properly attached and functional	
4. Open cars must have factory roll over protection or an aftermarket roll bar/cage which must be properly installed	
5. Wheels must be free of cracks and all fasteners installed on all wheels	
6. Tires must have no cord showing at any time during the sessions and be free of cracks	
7. There must be no discernible play in any wheel bearing	
8. The throttle must operate properly, i.e. always returning to idle	
9. Brake pedal must be firm	
10. Pumping the brakes, with the engine running, must not result in any significant change in pedal distance to floor	
11. Brake rotors and or drums must not be cracked to the edges	
12. Brake fluid should be less than one year old and its level must be between the minimum and maximum level in the reservoir (if visible)	
13. There must be no brake fluid leakage	
14. Other fluid leakage must not be significant	
15. Make sure the oi filter and oil drain plugs are properly torqued tight	
16. Battery(s) must be attached securely to the frame or chassis	
17. Brake lights and turn indicators must function	
18. Rear view mirrors must be present and work	
19. Windshield must have no significant cracks	
20. All hoods and doors must properly close and latch	
21. All fluid lines must be in good condition	
22. Gas tank must close securely	
23. Overall mechanical integrity and cosmetic condition must be satisfactory	
24. All loose objects and unattached floor mats inside the passenger compartment must be removed	
25. Cameras must be securely mounted	

I declare to be fully responsible for meeting all requirements as noted previously and certify that the requirements are met and the information above is correct.

I remain solely responsible for the safety and roadworthiness of my vehicle and am not relying upon these requirements as any guarantee that my vehicle is "track ready".

Even after having met the requirement above, I alone, am responsible to decide whether my vehicle is safe enough to drive during the Lapping Sessions.

Printed name and signature of Owner or Owner's representative if other than the driver (required)

Print _____ Signature _____

Date _____

Printed name and signature of Driver (required)

Print _____ Signature _____

Date _____

Attester: (required)

I attest that, to the best of my knowledge, the above named person(s) have complied with the above car requirements.

Printed Name and Signature of attester

Print _____ Signature _____

Date _____

CONDUCT AND ON TRACK PROCEEDURES

Driver's Declaration:

I declare that I agree to abide by the following **CONDUCT AND ON TRACK PROCEEDURES** for these Lapping Sessions.

I understand that failing to comply with the **CONDUCT AND ON TRACK PROCEEDURES** will result in the suspension of my Lapping Sessions track activity.

Date _____

Printed _____

Signature _____

CONDUCT and ON TRACK PROCEDURES

VARAC endorses and follows the concepts espoused by the Vintage Motor Council (VMC), which embrace the spirit of vintage racing. As well as promoting the preservation of great old cars in a racing format, VARAC also promotes the fun factor, camaraderie, driver safety and etiquette on and off the track. . **It is in this context we promote and organize the Street Car Lapping Sessions of our Vintage Grand Prix weekend.** It is our hope that some of the drivers participating in our Lapping Sessions will go on to become more involved with VARAC and join us and participate in our vintage racing program, enjoying friendly wheel-to-wheel competition with vehicles faithfully prepared to their era.

Further to the fun factor, camaraderie, driver safety and etiquette goals, please abide by the following rules and guidelines to ensure everyone's safe enjoyment of the Lapping Sessions:

Attitude, Etiquette and Sobriety:

Because you have chosen to participate in our Lapping Sessions, we assume you have a measure of self-confidence and that you are participating to experience and perhaps learn what you and your vehicle are able to achieve on a bonafide, real racetrack with no speed limit.

Lapping can involve risk and only the proper preparation of the car and the appropriate attitude and actions of the driver and will diminish the risk and enhance our lapping experiences.

Drivers must arrive and remain unimpaired

The driver is responsible for the conduct of their crew and guests.

No Contact:

In addition to the “spirit of vintage racing” all VARAC on track activities are based on a strict application of the VMC “no contact” rule and this includes lapping.

Specifically for lapping, no contact means car to car contact and also it means no contact with guard rails and other physical features around the track.

Any contact will be reviewed by the VARAC conduct committee member(s) and their findings may result in exclusion from this and future events.

Awareness:**All drivers must be aware of:**

- Marshal stations
- Passing situations
- Your car’s condition

Marshal stations:

Be keenly aware of where they are

Continue to monitor their presence during the session

They may be your only warning of a cautionary situation that you may be rapidly approaching

Keep in mind that you may be shown a checkered flag at a station before the start/finish line

Marshal stations are manned by volunteers, there for your safety, and you should enthusiastically acknowledge them on your cool down or last lap!

Passing situations:

Mirrors:

Although you may be intensely concentrating on choosing your line and braking points, to ensure the safety and fun of our Lapping Sessions, it is imperative to frequently monitor your mirrors. i.e. at least at the beginning of every corner and multiple times on every straight.

Not doing so will result in frustration for the person who may catch up to you and wants to pass.

Point to be passed:

The passing car must not pass until the driver of the car about to be passed indicates "Go ahead and pass me" by "Pointing By".

"Pointing By" means arm out the window.

Straight Out- Pass on driver's side

Hold Up - Pass on other side (passenger's side)

Driver being passed:

Allow to be passed:

If a car arrives behind you it means that car and driver is turning a "faster lap time" than you.

Point this car by at the next available passing zone including any cars lined up behind them.

You may have to lift or even brake to facilitate this.

The car(s) that caught up to you may not be "faster in a straight line" than you but they will eventually pull away from you.

Please comply with the above for the enjoyment of everyone!

Drivers who not allow faster drivers to pass may be subject to conduct review before the next session.

Passing driver:

You must be “Pointed By”:

It is the passing driver’s responsibility to complete the pass safely.

You may have to move off the “racing line” to complete the pass.

You must complete the pass before the turn-in cone of the next corner.

If it is possible that this may not be achievable, you must wait until the next passing zone.

Be patient!!

Passing Zones:

Passing is only allowed

Between turns 3 and 4

Between turns 5 and 8 and

Between turns 10 and 1

Passes must be completed before the turn in cone of the corner following the passing zone.

Passing Strategies:

If you are chronically “slower” consider positioning yourself near the back of the mock grid so you will not have faster drivers behind you for more of the session.

If you are chronically “faster” consider lining up near the front of the mock grid (arrive early) so you might have slower cars behind you for more of the session.

On track Incidents:

Be aware of your car's condition:

If you suspect you may be dropping any fluid.... Safely pull off the track at the soonest opportunity. Get out of your car and get behind the guard rail, do not cross the track.

A slippery track is a very bad thing and remedying a spill can use up precious track time for you and others.

If you suspect you have a mechanical issue.... If possible, pull into the pits to investigate rather than break down on the track.

A required tow back to the paddock can use up precious track time for you and others.

If you must stop on the circuit, remember that cars may be coming up behind you.

Pull off safely and as far off the track as possible.

Get out of your car and get behind the guard rail, do not cross the track.

If for some reason you cannot exit your car, contact the marshal station with arm gestures and help will be despatched.

If you remain in your car and do not gesture to the marshal station, they will act as if it is an emergency.

Spins, two wheels off, four wheels off contact with another vehicle

If any of these occur they will be reported to race control by track marshals.

This will result in a Black Flag being shown to those involved and the driver must come into the pits at the next opportunity to have a discussion with a track official.

The track official may or may not let the driver continue.

Self-reporting, before a black flag is shown, is highly recommended and will dramatically increase the chances of the driver being allowed to continue lapping.

Experience:

A yellow tape triangle on the back of your car indicates that you are a driver with limited experience and the triangle will convey that information to drivers who may come up behind you.

This will be applied to the cars of newbies and first timers (determined by the Lapping Sessions manager) and those who choose to have it on their car.

Drivers with comprehensive track experience will not require mentors (determined by the Lapping Sessions manager).

Any driver may request a mentor for any session, subject to mentor availability.

Passengers:

Mentors are allowed as passengers

A registered driver can be a passenger if a mentor is driving

Other than above, passengers are not allowed

LIST OF OFFICIALS

(draft)

Organizers,	Peter Lambrinos, Event Chair VARAC
	Dave Good, Race Director VARAC
Lapping Sessions Manager	Neil Young VARAC
Clerk of the Course,	—
Assistant Clerks	—
	—
Starter,	—
Grid Marshal,	—
Pit Marshal,	—
Marshals,	MMS
Medical Officer,	—
Safety Officer,	—
Judge of Fact,	—
Scrutineer ,	—
Paddock Marshal,	—
Registrar,	Anne McCallum

PREPARE FOR THE DAY

Recommendations, not part of the regulations

Arrive well rested and not hung over!

It is surprising how many drivers do not participate in the last session, because they are pooped!

Get your fuel topped up.

Do not be surprised if you need to refuel during the day. Expensive gas is available at the track. The closest “Good” retail gas is about 15 km from the track on highway 115.

Bring a tire gauge to monitor your tire pressures and a wrench to check wheel nut/bolt torque before each session.

Tires heat up considerably during track sessions and you may need to let out air to get your tires to a proper working pressure, i.e. not “ballooned out”.

Setting hot tires close to factory recommended “cold” tire pressures is one strategy.

Consider bringing:

Chairs, a cooler with beverages (non-alcoholic), sunscreen, umbrellas and wet weather gear, a warm jacket and gloves (It is Mosport after all!) and perhaps a tarp or popup to cover the stuff you take out of your car. If you bring a popup consider how you will tie it down (while you are on track) as it can get gusty!

Business or personal “cards” To facilitate maintaining friendships that may get started at the track.

Consider not bringing:

All that useless junk that has been crashing around in your trunk

Finally:

**Don't forget your helmet and your electronic
waiver!**