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**DRIVER CONDUCT**

If we all play by the same rules, then everyone will enjoy the game more and the chance of damage to our cars will be reduced. Not all organizations enforce the same rules and have the same standards, so please review these basic rules you are expected to apply at FFCS events.

**1. DRIVER’S CLUB RACING**

The Formula Ford Challenge Series upholds the standards of VRG and VDCA, which is to value safe, disciplined driving above all. We are about driving well, enjoying the abilities of our cars, and challenging ourselves to improve our own abilities.

* Winning is not the only or primary objective – clean racing and camaraderie make winners of everyone. There are much greater penalties for bad driving than there is a reward for winning.
* Vintage racing mixes cars and drivers of different potentials. Anticipate the differences and accommodate for them. Acceleration, braking, cornering, driver ability, and car visibility are all factors to consider.
* We encourage using your mirrors very frequently to maintain track awareness. Check them before turn-in and at other opportunities (gauge checks; running down straightaways). When you receive a blue flag from a corner station indicating a car is behind and possibly passing, it should only be confirming what you already know (and sometimes corner stations don’t put out the flag when they should). If you don’t have good habits with your mirrors, work on developing them.

**2. START**

1. Driver on pole controls the speed approaching the green flag. It should be a steady speed set by the pace car (if there is one) until the Green flag is displayed. When the Starter displays the Green flag you should start racing. You do not need to wait to pass the start-finish line to begin racing.
2. Outside pole must stay even with the pole car.
3. All other cars must stay in line with the car in front (no sideways movement) and maintain a gap of no more than two (2) car lengths until the green flag is waved.
4. Open-Wheeled Formula car starts are more dangerous by nature. Our responsibility to ourselves, fellow racers, and the clubs we race with is to manage the starts carefully, avoiding all the nasty bits associated with incidents (including downtime on the track instead of active sessions). If in doubt . . . DON’T! Get through it safely and race when the field isn’t so bunched and chaotic. Again, there are many different types of cars with drivers of widely varied abilities, and opening lap heroics are more likely to end in disappointment than accomplishment. There is plenty of time for good racing after the start.

**3. PASSING**

1. The overtaking driver has the primary responsibility for a safe pass.
2. If the overtaking car is not fully even with the car being passed at the turn-in point, it should not interfere with the lead car’s right to a normal line to the apex unless the lead car has given a point-by approaching the corner.
3. If the overtaking car is even at the turn-in point or has been given a point-by approaching the corner; both cars must share the road and avoid contact.
4. As a matter of both safety and courtesy, slower drivers are expected to point-by faster drivers when not racing for position. If you are in a faster car and do not receive a point-by when you should, assume the slower car does not see you and pass with caution. Responsibility for safe passing rests primarily with the passing car.
* Even though A, B, and D are true, when executing a pass the lead driver still shares some responsibility for avoiding contact. All cars are equipped with two mirrors. Being technically correct about whose turn it was doesn't matter when two (or more) cars get damaged.
* If in doubt about a pass . . . DON’T!

**4. BLOCKING**

* You may take a defensive line when racing for position, but do not make sudden moves to block a passing car. No second moves.

**5. INCIDENTS AND FLAGS**

* Should a car in front of you slow to avoid a car that has lost control (before the yellow flag has been displayed), you should not treat this as an opportunity to pass. You should treat this situation as an automatic waving yellow. Hold your position until you are past the out-of-control car.
* Unlike SCCA and some other organizations, a Standing Yellow flag means you drive under yellow flag conditions until the next staffed flag station not displaying a yellow flag. Do not resume racing until then.
* Display of a Red flag (in the US) requires that you check your mirrors and come to a safe, controlled stop on the side of the course within sight of a staffed flag station. Do not proceed to the pits until directed.

**6. INCIDENTS: REPORTING TO BLACK FLAG STATION & STEWARDS**

At any time in any session, drivers who lose control of their car resulting in a spin or 4-wheels off course or are involved in any incident where there is any contact with another car or any stationary object and the car is still drivable are expected to voluntarily enter the pits, and report to the Black flag Steward at the end of the lap. Do not wait to be shown a black flag. **Remember, if you spin, both feet in . . . until you come to a full stop . . . then come in!**

* **T**he trip back to the pits should be taken cautiously as there may be unrecognized damage to your car. The Black Flag Steward will evaluate the condition of both the driver and the car to determine if they may be sent back on track or to the paddock. Failure to report to the Black Flag Steward after such a loss of control may lead to a probationary period in addition to any penalty resulting from the incident itself.
* In the event of an incident involving contact, whether with a fixed object or another car, the Drivers Committee of the relevant sanctioning body will investigate the incident. You must report to the Steward of the event and a member of the Drivers Committee*.* There is typically an impound area designated for such incidents if your car is drivable. Do not allow anyone to make any repairs or remove any tire marks from your car until the Drivers Committee has reviewed your car. You will definitely be subject to sanction as a result of having caused car-to-car contact and may also be subject to sanction for incidents damaging your car only. These sanctions range from being excluded from participation in the remainder of the event to thirteen (13) month probation with Vintage Motorsports Council (VMC) member organizations. If already under probation with VMC and another incident occurs there may be a thirteen (13) month suspension from VMC-member events.

**7. INTERNAL INCIDENT REPORTING**

* Within the Formula Ford Challenge Series, we do not have our own Driving Committee or Stewards; that is the task of the sanctioning body. However, as a Formula Ford group within that body, we want to preclude incidents rising to their level. If you feel you might have done something wrong on track with somebody during a session, please go to them and discuss it. If you were the victim or saw something problematic, please discuss it with the other driver and/or mention it to one of the FFCS Executive Committee so that we can discuss it with the driver in question. The FFCS Executive Committee has no authority as stewards; they are simply acting to facilitate communication among peers.