

## What You Need to Know to Race Successfully with VRG:

OR

**Some of what we do may be different from what you have experienced with other clubs.**

Safety is VRG's primary goal. In order to maximize your track time, VRG strives to run on schedule and minimize the number of race groups. This means that we will have cars and drivers of mixed potential on the same track at the same time. There will be differentials of speed, cornering and braking ability. Drivers participating in VRG events must accept these differences and drive accordingly, with full respect and consideration for other competitors on the track. Remember, VRG does not award prizes or trophies. A successful race weekend is putting your car back on the trailer at the end of the weekend in the same condition it came off at the beginning of the weekend.

### General

- Pre-Tech your car and fill out the Tech Sheet **BEFORE** you come to Tech, ideally at home. This makes you aware of your car's readiness to run and makes the tech inspector's job easier.
- Make sure that the numbers on the front and both sides of your car are large, legible and match the entry list.
- The first lap of the first session, for each group, is always under full course yellow. It's a warm up lap for you and the car. It is the time for you to confirm the location of all flag stations. It is your job to know the flag stations and see the flags. There is no excuse for missing a flag!
- Once the track goes Green pay attention to your mirrors. A car passing you should not be a surprise. If it is, that is a "heads up" that you are not checking your mirrors enough. Make sure your mirrors are properly adjusted before going on track.
- If you are being overtaken, give a point-by. **Point to the side you want to be passed on**, but be prepared if the overtaking driver goes the other way...he may have already planned his pass. Hold your line. Be predictable.









### Grid

- Get to the grid well in advance for all sessions (especially a race). **VRG will release cars on time.** Be ready to go with helmet & gloves on, belts fastened, window net secure. Don't be that driver who holds up the grid. If you are not prepared to leave the grid on time, the grid workers will move the field out onto the track and hold you till the end.
- Your grid position for each race will be determined by your **fastest lap of the weekend**, regardless of session.

### Flags

- It is your responsibility as a race driver to see and know the flags! This is a critical skill and there are no excuses for not seeing or ignoring a flag!
  - Standing YELLOW FLAG – There is an incident off the track surface. Get your car under full control, **NO PASSING** until opposite the next manned flag station without a yellow flag!



- 
  - Waving YELLOW FLAG - There is an incident ON the track surface that you will have to avoid. Check mirrors, slow and get car under full control, **NO PASSING** until opposite the next manned flag station without a yellow flag!
- 
  - FULL COURSE YELLOW (single or double) – Slow, **NO PASSING!** Shown for first lap of a session or race. VRG does not use a safety car so it is most unlikely that you will see a FCY during a race. We will use a BFA (Black Flag All) even during a race.
- 
  - RED FLAG – The session is stopped for an emergency. Check your mirrors, get your hand up, and come to a full stop on the track surface, but off the racing line within sight of a corner station. Allow room for EVs(emergency vehicles) to use the track. Once the emergency is over you will be instructed to return to Pit Lane with a BFA.
- 
  - WHITE FLAG – slow moving vehicle on track (race car, tow truck or EMS vehicle), maintain car control and prepare to avoid. You are allowed to pass a disabled vehicle or EV. Give plenty of room when you do.
- 
  - BLACK FLAG – Shown at S/F and Black Flag station with a number board. You must report to Black Flag Steward in Pit Lane that lap. Do not take an extra lap.
- 
  - MECHANICAL BLACK FLAG (“Meatball”) - Shown at S/F and Black Flag station with a number board. Report to Black Flag Steward in Pit Lane that lap. Do not take an extra lap. There is something wrong with your car.
- 
  - BLACK FLAG ALL (BFA) – Racing has stopped. All race traffic to report to Pit Lane immediately. VRG will use BFA during a race rather than Full Course Yellow.
- 
  - “YACK” flag (Yellow & Black Flag All - experimental) – same as Black Flag All (racing stopped, come to Pit Lane) + Full Course Yellow (no passing).

### Race Starts

- Once the pace car enters Pit Lane maintain pace car speed. Do not lag behind or accelerate before the green flag. Maintain pace lap spacing until the green flag.
- Drivers who jump the start will be black flagged (VRG will not wave off race starts, except for an emergency).

### Overtaking/Passing (the number one source of problems)

- Responsibility for a safe pass lies with the overtaking driver. The driver being overtaken must also know the rules.
- Anticipating **position at the turn-in point** is key. The front of the overtaking car must be even or somewhat ahead of the car being overtaken **at or before** the turn-in point. If not... **back out**. If you are truly faster there will be another, safer opportunity to pass.
- Remember, you are still responsible for a safe pass until you have fully cleared the slower car.
- Drivers being overtaken are to remain on their normal racing line. Be predictable. Give a point-by. A point-by is good until the turn-in point of the next corner.

- If a driver notices a faster car in their rear view mirror for several turns and definitely for several laps, please be considerate and allow a pass. If you are indeed faster, then you will have an opportunity to re-pass later in the session.
- Blocking:
  - A defensive line is OK. You may make one defensive move...it's one and done. Multiple moves is blocking and that's not okay.
  - A move in response to an overtaking car is a block.
  - Avoid sudden moves off-line. Be predictable
- Be aware of what's around you. All drivers should be checking their mirrors many times per lap. This is especially important during enduros.
- *If you notice a driver is not paying attention to his or her mirrors or operating his/her car in an unsafe manner, please bring this to the attention of the black flag steward. If you have video, please provide that. This is one of the main ways we can improve safety in vintage racing and need everyone's help to do it.*

### Disabled Car

If your vehicle becomes disabled for any reason during an on-track session:

- Look in your mirrors, signal by raising your hand that you intend to slow, then pull off the racing line and off the track as safely and as far off as possible, preferably near a flag station.
- Stay **belted and helmeted** inside of your car. Drop your window net or otherwise signal to course marshals that you, the driver, are OK.
- The only reason you should get out of your vehicle is if it is on FIRE or if you are in an unsafe location! Or, if you are instructed to do so by a course marshal.

### Spins and Four Wheels Off (means you have **lost of control** of your car}

A driver **must** report to the Black Flag Steward (BFS) in Pit Lane for a spin or 4-off in **ANY** session (includes practice, qualifying or race session).

#### 1. Spins:

- **"If You Spin, Both Feet In"**... both clutch and brake. Failure to do so is the #2 source of problems.
- A spin is defined by more than 90 degrees rotation of the car, or loss of control sufficient to bring your car to a stop.
- Car rotation less than 90 degrees without loss of control does not require a visit to the Black Flag Steward in Pit Lane.
- The BFS will determine if the spin was caused by something wrong with the driver or something wrong with the car. The BFS will determine if you go back on track or to the paddock.
- A subsequent spin in a session could result in loss of session or stronger penalties based on the circumstances.

## 2. **Four Wheels Off:**

- Defined by loss of control resulting in all four wheels of the vehicle leaving the track surface for any reason.
- Driver is required to come into the Black Flag Steward to have vehicle checked for any damage.
- An intentional Four Wheels Off (accident avoidance, etc.) even without the loss of driver control still requires a black flag visit. When you come to pit lane your car will be checked for any damage or grass in the radiator.
- You do not have to come in for two wheels off, however repetitive two wheels off will result in a Black Flag at the discretion of Race Control.

### **Black Flag Steward (BFS)**

- Is located in Pit Lane in a well-marked pit box. The BFS is in communication with Race Control and may show your car number on a board (if available), flag you down and be expecting you to stop...so make sure you do. The BFS will inspect your car when you come in after a Black Flag, "Meatball", Spin or 4-Off, and will talk to you and assess your fitness and car condition to return to the course. Be polite to the Black Flag Steward who has the authority to send you to the paddock and/or to meet the Drivers Committee.

### **Drivers Committee**

- The VRG Drivers Committee is comprised of at least three experienced vintage race drivers who are summoned by race control to adjudicate on-track and off-track incidents, including unsportsmanlike conduct. Safety for all of our drivers is of paramount importance and we take it very seriously. Drivers operating their vehicles in a reckless or unsafe manner, or showing lack of awareness while on the track will not be allowed to continue. The Committee will review damage to cars, testimony from involved drivers and corner marshals as well as in-car video to evaluate responsibility for any incident. Drivers deemed to be at fault may be removed from the event and/or placed on probation and reported to the Vintage Motorsports Council (VMC). Drivers already on probation may risk suspension of their racing privileges by all member clubs of the VMC as well as the SCCA.
- The decisions of the Drivers Committee are based on a thorough, thoughtful review of the available facts and those determinations are final. There is no appeals process. The members of the Committee are racers just like you and would rather be racing than losing track time by dealing with an incident that was, most likely, preventable. They are there to promote your safety as well as that of the drivers that race with you. Be polite and cooperative with them.