



Vintage Racer Group Rules of the Road

May 2022

5. RULES OF THE ROAD

5.1 Why we need Driver Conduct Rules: It is our goal to make VRG events enjoyable and safe. If we do not all play by the same rules, problems may occur. By establishing rules of conduct, we all know how we are expected to handle on track decisions. By stating our rules of conduct it also makes the determination of fault in the case of an incident unequivocal.

5.2 Driver attitude: It is important to understand that vintage racing is somewhat different from most other forms of auto racing. Vintage race groups are often made up of cars that have very different speed potential. Even when lap times are similar, one car may be much quicker down the straight while another is perhaps lighter and can brake later and carry more corner speed. The result is the two cars seem to be in each other's way much of the time. Add to this the fact that our groups will have very experienced drivers racing at 9/10 in fast cars mixed in with drivers that have limited racing experience driving cars with less speed potential and are happy to be driving at 7/10. This means you must understand and accept these differences and be willing to adjust your driving to accommodate.

5.3 Gridding: Gridding will be done by fastest time of the weekend allowing for safer starts. If you are uncomfortable being gridded towards the front, please ask to be moved to the rear. Crew members must begin to clear the grid at the 3-minute mark and all drivers not in their grid spot at the 3-minute mark will be gridded at the rear. Any driver who is not ready or whose crew has not cleared the grid at the one-minute signal will be held until the ENTIRE field leaves the grid.

5.4 Starting/Restarting: The driver on pole controls the speed of the pack approaching the green flag. It should be a steady speed as set by the Pace Car before it pulls off. Outside pole must stay even with the pole car. All other cars must stay in line with car in front and maintain a gap of no more than 2 car lengths until the green flag is waved. Restarts will be single file under full course yellow. The leader will maintain pace lap speed until the green flag is waved. In all cases you don't have to wait to cross Start/Finish to begin overtaking once the green flag is waved

5.5 Overtaking: It is the responsibility of the overtaking car to make a safe pass. When you are the faster car, the car being passed has the right of way. Even when the blue flag (blue w/ yellow diagonal) has been shown to the slower car, the slower car is not required to yield the desired line through a turn. If you have established a lead, that is, the front of your car is clearly ahead of the car you are passing, at or before the turn in point, you have the right to share the corner with the car being passed. The car being passed needs to yield the apex, but you still don't have the right to push the car being



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passed off the road. You have not completed the pass until the rear of your car is in front of the car being passed. Only then, have you fulfilled the responsibility for a safe clean pass.

5.6 Being overtaken: All drivers have a responsibility to keep an eye on their mirrors. You must be aware of the cars that may be about to pass you. If the car behind you is clearly faster and about to pass you, or you simply desire the car to pass you, point to the side you want to be passed on. This is best done as you exit a corner. That point-by is valid until you reach the turn in point for the next corner. When you give a point-by stay on your normal line. The only exception being when you give a point-by as you are approaching a corner. In that case, you are indicating that you will share the turn with the overtaking car. You **MUST** then leave room for the faster car to make a pass.

5.7 In traffic moves: When in heavy traffic typical of the first few laps, it is imperative that you not make any rapid line changes without first being sure that you are not going to move into the path of another car to cause car-to-car contact. Be predictable.

5.8 Blocking: When racing for position with another car you may adopt a defensive line so as to make a pass more difficult. You must not weave back and forth for the purpose of keeping another car behind you. You must not make sudden moves off your normal line to shut the door on a car that is carrying more speed than you. A second move will be considered blocking.

5.9 Damage avoidance: If a car in front of you loses control you should treat this as an automatic waving yellow. The car in trouble may be two or more cars in front of you and the car right in front of you may slow to avoid contact with the out-of-control car. Do not look at this as an opportunity to pass. When you get past the car in trouble you can resume racing.

5.10 Contact: If you have any contact with anything, you must come off track and report to the Black Flag Steward in pit lane. The Black Flag Steward will direct you to the Drivers Committee Impound Area. Do not allow anyone to make any repairs or remove any tire marks from your car until the Drivers Committee has inspected your car. If you are found at fault in an incident that causes damage to someone else's car you will be done for the weekend.

5.11 Spins and 4 offs: During any session, if you spin (rotation greater than 180 degrees) or you have all 4 wheels off the racing surface, you must report to Black Flag the next time you pass the pit entry. You and your vehicle will be checked and if possible, allowed to return to the session. Failure to pit will result in penalties.