



DRIVING STANDARDS

OVERVIEW

The One-Litre F3 Historic Racing Association promotes and expects the highest driving standards and behaviour from its members. Agreement to abide by the Association rules is a condition of membership. If the Committee believes that a member has fallen below the driving standards expected of him/her, the Association may impose penalties or actions in addition to those that may be imposed by Motorsport UK. The guidelines which follow are therefore supplementary to the relevant sections in the MSUK regulations, whilst remaining subservient to them.

CONTEXT

All One-Litre F3 Historic Racing Association races are strictly non-contact. Any contact during a race - no matter how minor - must be reported to the Comps Sec (or other Committee member if absent) within 30 mins of the end of that race. We do recognise that even experienced drivers make mistakes. If you have made a mistake, please acknowledge your fault and find the driver after the race and apologise. This gesture, delivered with the right attitude, will always be taken into consideration by the Committee; not to mention how you are regarded by your fellow drivers.

Racing one-litre Formula 3 cars demands exceptionally high standards of driving, because:

- Cars have **similar performance** resulting in very close racing and there is an increased chance of collision, as well as the temptation to accept higher risks when overtaking.
- There is a wide range of **driver experience** within the Association – driving standards must accommodate this differential.
- The consequences of accidents are **significantly** more serious than in modern single-seaters or closed wheel cars.
- Our long-term success as an Association depends on maintaining a reputation as a responsible and popular championship which is both fun and affordable. Irreproachable driving standards are an essential part of this.

*Remember - most of us are not **racing drivers** - we simply **drive racing cars***

PRACTICAL DOs AND DONTs

Do...

- Ensure you know the location of all Marshals Posts.
- Ensure your mirrors (convex or flat) give you the best vision and are correctly adjusted.
- Ensure you know the position of the cars around you at all times, especially before you brake or change direction. If you have been racing in close proximity with someone and suddenly can't see the other car in front or behind, then they may have spun off. However, they could well be alongside, (just outside the field of view of your mirrors) – so use your peripheral vision and thus leave adequate space for them.
- Ensure you leave more than a car's width for a car that has started to overtake (any **part** of their car **overlapping** with yours).

- Remember that whilst our cars have great grip, when approaching the limit cars/tyres vary considerably and the options available to the driver are much reduced as a consequence.
- Consider not just where others are, but where they will be on the completion of your intended manoeuvre.
- Keep within the track limits.
- Re-join safely if you have left the track.

Don't...

- Overtake on the inside unless you can be fully alongside before the turn-in point.
- Overtake in a way that forces the other driver to take evading action to avoid a collision.
- Defend your position by making more than one change of direction, and, when moving back to the racing line, leave **more** than one car's width to the track edge.
- Crowd a car onto or beyond the track edge.
- Follow on the gearbox into the braking zone: pull out to give yourself an escape route.
- Hinder or slow another competitor in a qualifying session.

Overtaking - the three key questions: ...

- Have they seen me?
- Is there space to complete the move safely?
- What is **my avoiding** action if they turn in?

Basically, if in any doubt, then there is no doubt – **don't overtake.**

Lapping:

- In general, a novice driver should stay on the racing line and allow the more experienced driver to manoeuvre his/her car in order to overtake safely.
- When coming up to lap a novice, please be respectful and leave plenty of clearance.
- When lapping as part of a dicing group of quick cars, those involved in the battle should not take advantage of the situation to the detriment of the car being lapped. To do so will be considered aggressive driving.

Situational Awareness.

Good race craft is not just about driving fast. If 100% of your concentration is committed to driving fast, then you are dangerous! You must reserve some brain capacity for:

- Looking in your **mirrors** on each straight and elsewhere as appropriate.
- Proactively looking at Marshals' Posts for **flag signals** (and obeying them).
- Looking ahead and **anticipating** actions of other drivers.
- Sensing **cars around you** and their movements.
- Looking at your **gauges** to pre-empt any mechanical issues.

Should an on-track incident occur:

- In the first instance, members must follow the Motorsport UK rules and take any grievance to the MSUK officials at the circuit within 30 minutes of the end of the race. (You are reminded not to leave the circuit until 30 minutes after final results are declared). If you are involved in, or have witnessed any incident, and are called by the Clerk of The Course; you should provide any video evidence immediately to Race Control, where they will take a copy of your video and listen to your views. This is most important as the marshals may have been involved in something else and may not have witnessed the incident in question.

If you experience poor driving:

- If you experience poor driving, your first step should be to discuss this with the other party - but allow your adrenaline level to subside first. If you feel unable to do so (or, following engagement with the other party, feel that the matter is still unresolved), then please report

the matter to the Comps Sec, or another member of the Committee as appropriate – as soon as possible.

Under no circumstances:

- Should an incident be discussed openly, as this will almost certainly involve team members or owners (and/or members of the public), which could then quickly develop into a very confrontational situation; thereby putting the Association's reputation and good standing at risk.

Options Available to the Committee.

The Association Committee retains the right to investigate any incident reported to us, over and above the MSUK Clerk's decision on the day. In reviewing an incident, the Committee's intent is to consider how/who could have avoided the incident and what lessons a driver could learn, if faced with the same scenario again; rather than pointing a finger of blame.

However, if it is decided – following investigation – that a sanction is appropriate, the following template will be used when considering a member's racing behaviour:

- **Level 0:** This is an informal "chat" from either the Competition Secretary or a nominated committee member to discuss the incident. This level will not be recorded in the Association's 'Black Book'.
- **Level 1:** A formally recorded conversation from the Competition Secretary or another committee member. This will be recorded in Association records.
- **Level 2:** A written letter sent by the Competition Secretary, to reflect a level of concern that the committee has about one or more incidents. The letter will include notification that the Association will request race officials to monitor that individual for their next three races.
- **Level 3:** A written letter sent by the Membership Secretary. This level reflects a real concern at the nature of one or more serious incidents to have occurred. The member should seriously consider their actions, as this letter should be interpreted as a final, written warning.
- **Level 4:** If the competitor commits multiple misdemeanours or is considered responsible for an incident considered sufficiently serious by the committee, the Chairman will send a final letter, on behalf of the committee, asking the member to resign from the Association for a specified period. (See, also, paragraph 22 of the Association's Club Rules in this regard).

Notwithstanding the escalation described above, the Committee reserves the right to accelerate the process directly to level 2, 3 or 4, depending on the severity of the incident.

CONCLUSION

The One-Litre F3 Historic Racing Association takes driving standards very seriously. We have our own code of conduct over and above the MSUK requirements and pride ourselves in the application of these standards. Our Committee members are on hand at race meetings to offer help and advice, so if you are unsure - please ask.

Unfortunately, we recognise that some incidents will be unavoidable, but we expect all our members to drive with consideration and respect for their fellow competitors. Mistakes happen! If you do make a mistake, then please acknowledge responsibility and apologise for it without delay.

By following this code, we will be able to enjoy close and exciting racing on-track, which leads to our being able to enjoy the company and friendship of other drivers in a convivial and social environment off-track.