

ONE-LITRE F3 HISTORIC RACING ASSOCIATION



SPORTING CODE

'Historic competition is not simply another formula in which to acquire trophies, it is a discipline apart, in which one of the essential ingredients is a devotion to the cars and to their history.'
(FIA International Sporting Code Appendix K para 1.1)

OVERVIEW

Racing a 'Screamer' should be a thoroughly life-affirming experience. The Committee is very conscious of the need for a consistently high standard of driver discipline. Our cars have few inherent safety features. Accidents not only destroy originality but also put at risk the Appendix K period concessions under which we are allowed to race. Members are therefore required by the Association to drive in a sportsmanlike and considerate fashion, in particular avoiding contact and not indulging in aggressive driving tactics.

ON-TRACK ETIQUETTE

It is the nature of our Association that we have members of differing ability. A high degree of tolerance is therefore expected from faster drivers. All One-Litre F3 Historic Racing Association races are strictly non-contact. Drivers are required to report any contact – no matter how minor - as soon as practical after the race/qualifying session to the Comps Sec (or other Committee member if the former is absent). It is recognised 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 the 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. Remember - most of us are not racing drivers - we simply drive racing cars.

Some Practical Dos and Don'ts.

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 always know the position of the cars around you, 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. Equally, they could well be alongside, 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 therefore.
- 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 car about to be lapped should stay on the racing line and allow the faster car(s) to manoeuvre in order to overtake safely. When coming up to lap a slower car, 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.

OFF-TRACK ETIQUETTE

For the purposes of this Code, 'off-track' includes the non-racing areas of a circuit, as well as other locations where members might gather, for example at a social event such as the Awards ceremony. In addition to being responsible for their own conduct (both on and off track), members are responsible for the actions of anyone associated with them at an event, regardless of their relationship or role at that event. Any behaviour that brings - or is likely to bring - the Association into disrepute, including abusive language and/or gestures to others, will not be tolerated.

OPTIONS AVAILABLE TO THE COMMITTEE

Membership constitutes an agreement to abide by the Association's Rules and Regulations (of which this Code is part), as well as an undertaking to always conduct themselves in a considerate and sporting manner. The Association Committee retains the right to investigate any incident reported to them, over and above the MSUK Clerk's decision on the day. If the Committee believes that a member has fallen below the standards expected of him/her, the Association may impose penalties or actions in addition to those that may be imposed by Motorsport UK. This Sporting Code is therefore supplementary to the relevant sections in the MSUK regulations, whilst remaining subservient to them.

A Driving Standards sub-committee is in place to review all accidents as a matter of course (and incidents and any causes for complaint as required). In reviewing an incident, the Committee's intent is to consider how/who could have avoided the incident and what lessons could be learned for the wider benefit of all. However, if it is decided – following investigation – that a sanction is appropriate, the following template will be used when considering a member's driving and / or 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 (and / or Association) officials to monitor that individual for their next three race meetings.
- **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 represents a final, written warning. The letter will include notification that the Association will request race (and / or Association) officials to monitor that individual for their next four race meetings.
- **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 withdraw 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 the conduct of its members very seriously, which is why 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. We recognise that some incidents on-track will be unavoidable, as mistakes can 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, and the company and friendship of other drivers, friends, and supporters off-track. Please remember, our long-term success as an Association depends on maintaining a reputation as a responsible and popular championship which is safe, affordable, and fun.