



# Driving standards

## Guidelines for Historic Formula 3

These notes provide guidelines for drivers and procedures for how poor driving standards may be addressed

These guidelines are intended to supplement the relevant sections in the MSA blue book and are subservient to them



# Why



Racing Historic Formula 3 demands exceptionally high standard of driving, because:

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

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



# The Do's and Don'ts



## Do...

- ensure you know the location of marshals Posts
- ensure your mirrors give you the best field (convex or flat) 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, **but** probably they are alongside, just outside to the normal view of your mirrors, use your peripheral vision and so leave space for them.
- ensure you leave more than a cars width for a car that has started to overtake (any **part** of their car **overlapping** with yours)
- remember whilst our cars have great grip, **But** when approaching the limit cars/tyres vary considerably and the options are much reduced
- consider not just where others are but where they will be as your manoeuvre will put you and them when it finishes
- keep within the track limits
- re-join safely if you have left the track



# The Do's and Don'ts



## 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 taking more than one change of direction and when moving back to the racing line leave **more** than one cars 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.

## 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**
- **Overly aggressive or intimidating driving behaviour will not be tolerated**



# 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?

**“If in doubt; then there is NO doubt – DON’T**



# It's 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**



# If you experience poor driving... (directly or indirectly)

**Clearly the best action to take is to use the correct channels, so if you have been involved in an incident consider the following**

## **An on track contact or avoidance incident**

If you consider it to have been a serious incident with actual or potential contact, then please report it in person to the CoC within 30 minutes of the end of the race. This is most important as the marshals may have been involved in something else, and not witnessed the incident in which you were involved. Remember the appropriate penalties can only be implemented by the CoC's after thorough investigation.

## **Poor driving**

If you experience poor driving it is always worthwhile trying to discuss this with the other party but allow your adrenalin level to subside first. If you feel that this is not appropriate then report it to the CoC or discuss it with me.

## **Do Not**

Discuss incidents openly in Parc Ferme; as this will almost certainly ultimately involve team members or owners and it can then quickly develop into a very confrontational situation. It is worth remembering that pushing, shoving another person or abusive language can result in loss of your competition licence.



# Ultimately.....

- If the same driver is the subject of repeated complaints then the Association will request race officials to monitor that individual for their next three races.
- If the driver continues to drive without due respect and consideration to their fellow drivers then further action can be taken which may result in suspension of membership.





# Postscript

- It is up to all of us to drive with consideration and respect to other drivers on the circuit and if we do this then we should have enjoyable racing and able to enjoy the company and friendship of other drivers.