

## **1.0 VDCA DRIVER ELIGIBILITY**

VDCA believes that essentially anybody interested in racing with us will be able to do so provided they currently have racing privileges as a road racing driver, have had such privileges recently or seek training and gain racing privileges with us and other organizations.

Racing is dangerous and can be very stressful. Each driver must be examined by a physician, and submit a standard race medical form (VDCA, SCCA, or other racing organization form). This must be renewed every two years.

### **1.1 DRIVER ELIGIBILITY DETERMINATION:**

The Race Director is responsible for deciding if VDCA racing privileges will be granted to someone newly requesting them. It will generally be granted if the applicant has submitted a medical approval signed by a doctor and any of the below:

- Is a racing member of any VMC member organization and is not currently on probation or suspension as shown on the list maintained by VMC
- Holds a road racing license with another sanctioning organization such as SCCA, BMW Club Racing etc and is not on probation or suspension from that organization.
- Held such a license within the previous 5 years and can provide proof of competition immediately prior to that license expiring.
- Is a recent graduate of an accredited road racing school sponsored by a VMC member club, another road racing club or one of the several commercial schools that offers a school specifically for wheel-wheel road racing. Training limited to those called “Driver Education” or “Performance Driving” etc. are not satisfactory.

A driver who is granted racing privileges with VDCA will be issued a membership card so stating and showing the expiration date of an approved medical. Credentials must be renewed each year and a signed medical is valid for 2 years.

## **2.0 VDCA DRIVER CONDUCT RULES**

### **2.1 OBJECTIVES**

- All competitors should strive to perform at their best, to enjoy clean, safe competition with friends and to load a clean and fully functional race car on the trailer at the end of the weekend. Winning is not the primary objective – clean racing and camaraderie must be the goal.
- The “Prime Objective” is not to do anything that will prevent you from driving in the next session.

### **2.2 AWARENESS**

We encourage using your mirrors frequently to maintain track awareness. If you don’t have good habits with your mirrors, work on developing them.

### **2.3 RACE STARTS**

- Driver on pole controls the speed approaching the green flag. It should be a steady speed set by the pace car (if there is one) until the Green flag is displayed. When the Starter displays the Green flag, you should start racing. You do not need to wait to pass the start-finish line to begin racing.

- Outside pole must stay even with the pole car.
- All other cars must stay in line with car in front (no sideways movement) and maintain a gap of no more than 2 car lengths until the green flag is waved.
- Race starts present the greatest opportunity for contact incidents and therefore extra caution and care is essential to a safe start. Attempts to win the race at the first corner have a history of failure, heartbreak and financial ruin.

## **2.4 OVERTAKING**

- The overtaking driver has the primary responsibility for a safe pass.
- The overtaking driver must always consider whether he/she has been seen by the lead car. If you have not received a point-by, assume that the slower car may not have seen you and proceed with caution.
- Both drivers have a responsibility to share the road at all times.
- If in doubt about a pass – DON'T!

## **2.5 BEING OVERTAKEN**

- Being passed is as much a skill to be practiced and perfected as passing. When done properly, it will have a minimal impact on the progress of both cars.
- The lead car (being passed) shares a responsibility to avoid contact. Awareness of your surroundings is paramount. Practiced use of mirrors will avoid being surprised by a passing attempt.
- Whenever possible, let the overtaking car know that you are aware of its approach by giving a “point by” indicating on which side you expect it to make a pass.

## **2.6 BLOCKING**

The lead car should not deviate from the normal racing line to block a competitor. If your ego can not handle being passed by another car, you should not be racing with VDCA.

## **2.7 INCIDENTS AND FLAGS**

- A Yellow flag means you drive under yellow flag conditions until the next staffed flag station not displaying a yellow flag. Do not resume racing until then.
- Display of a Red flag requires that you check your mirrors and come to a safe, controlled stop on the side of the course within sight of a staffed flag station. Do not proceed to the pits until directed.
- Black flags displayed at all stations requires that all cars slow and proceed to the pits on that lap. If you see two consecutive black flags, proceed to the pits.

## **2.8 INCIDENTS: REPORTING TO BLACK FLAG STATION & STEWARDS**

### **FOUR OFF RULE**

All drivers are expected to have control of their car at all times. Any driver, who in a practice or qualifying session, exhibits loss of control by putting all four wheels off the racing surface, or by a spin of more than 180 degrees must report to the Black Flag Steward in Pit Lane immediately. The Black Flag Steward will evaluate the condition of both the driver and the car to determine if they may be sent back on track or to the paddock. Drivers are not required to report to Black Flag in the event of a “four off” or spin during a green flag race.

### **CONTACT RULE**

In the event of an incident involving contact, whether with a fixed object or another car during any session including green flag races, the driver **MUST** report to the black flag station immediately. The Drivers Committee will investigate the incident. You must report to the Steward of the event and a member of the Drivers Committee.

### **3.0 INCIDENT REVIEW AND POTENTIAL DRIVER PENALTIES**

#### **3.1 DRIVERS COMMITTEE**

A Drivers Committee shall be in place at every racing event. It shall consist of two VDCA Board of Directors members or others as may be appointed by the Race Director. The Chief Steward is also a member of the committee as he/she may have direct knowledge of any incident as a result of the operation of the event.

#### **3.2 DRIVERS COMMITTEE ACTIVITIES**

- Investigate all racing incidents where car damage and/or personal injury has occurred as well as any other incident which may affect the safety of VDCA competitors or track personnel.
- Review the facts of the incident including:
  - Statements by drivers, workers and any medical personnel
  - Inspection of car damage
  - Photographs or video recordings of the incident
  - Other sources of information as the committee deems appropriate
- Assess the contribution of each driver involved to the cause of the incident to determine what level of driver discipline, if any, needs to be applied. In assessing the contribution the committee may be guided by:
  - Relative racing experience of the driver(s) involved
  - Prior incidents or disciplinary actions involving the driver(s)
  - The behavior and attitude of the driver(s) involved (e.g. overly aggressive, passive aggressive, situational awareness, etc.)
- Decide on any penalty and inform the driver(s) and the Race Director of the action taken. Actions taken shall be reported to the VMC by the Race Director. Actions taken may be:
  - Exclusion from the remainder of the event. This is the first line of defense against continued infractions.
  - Probation for future events. Probation terms shall be stated in months and may range up to 13 months if appropriate.
  - Suspension of racing privileges with VDCA. Suspension terms shall be stated in months and may range up to 13 months if appropriate.