

## C.V.A.R. Rules of the Road

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Passing other competitors is the very essence of car racing. In the world of vintage car racing, passing safely is absolutely critical! It is impossible to try and cover every possible scenario when it comes to overtaking, but there are some basics that every RMVR driver is expected to know and abide by.

### Six Ker. Passing Precepts

1. It is always the overtaking driver's responsibility to make a clean, safe pass.
2. Situational Awareness and the Visual Sequence dictate that the driver being overtaken is aware that an overtaking move might be coming.
3. "If you can see it, don't hit it"- Randy Pobst. This goes for both drivers in the overtaking maneuver.
4. You must always give the other driver racing room. Racing side by side through corners without contact and in control is acceptable.
5. Respect and cooperation are expected.
6. When in doubt, don't do it!

For more specifics, we will *look* at passing under three different conditions.

1. Passing on the straights with horsepower or a much higher corner exit speed.
  - a. This is the simplest maneuver and should not cause any contention.
  - b. The driver in front remains on the normal racing line and the overtaking driver pulls off the racing line to complete the pass. A point by is always in good taste.
  - c. Since the overtaking driver clearly has more power there is never a situation that is acceptable for the driver in front to move off the normal racing line to block the overtaking car.

### 2. Passing on the straight by drafting.

- a. This is a situation where two cars are closely matched in horsepower and driver ability, i.e. Formula Fords.
- b. The overtaking driver will usually follow closely until he/she feels conditions are right to attempt safe pass.
- c. According to the Vintage Motorsports Counsel (VMC) rules, weaving or moving on the straight to block that pass, even once, is considered Over-Aggressive-Racing (O-A-R) and is not acceptable.

### 3. Overtaking under braking into a corner.

#### a. Situational awareness is key

- i. Know with whom you are racing.

ii. Know the capabilities of your car and your competitor's car under braking, cornering, and acceleration, i.e. your car may have better brakes but your competitor's car might have better acceleration.

- iii. Know what are the track conditions in that corner? Is there enough grip both on the line and offline?

iiii. Is it just two competitors or more? Three cars entering the corner adds a totally different dynamic.

- b. As you approach the corner, the Visual Sequence says that you have looked at the corner station to check the flag condition and have checked your mirrors to see if an overtaking maneuver is about to occur.
- c. The normal turn-in point is the critical line. If the overtaking driver cannot make it clearly along side (eyeball to eyeball), he/she must back out and concede the corner. VMC states the inside car must be at a minimum wheel to wheel at the turn-in point to have rights to the corner.

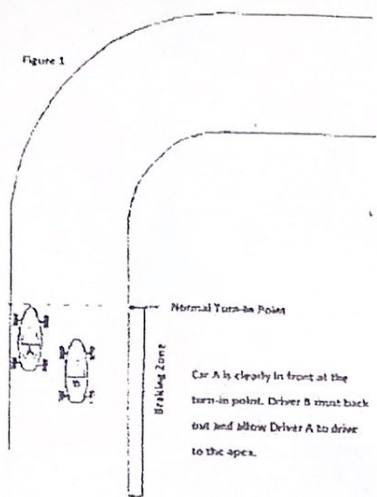


Figure 1

Normal Turn-In Point  
 Car A is clearly in front at the turn-in point. Driver B must back out and allow Driver A to drive to the apex.

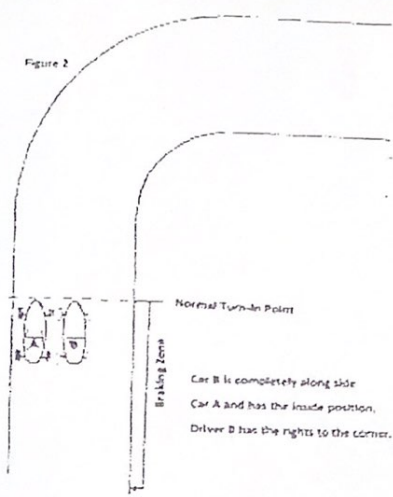


Figure 2

Normal Turn-In Point  
 Car B is completely alongside Car A and has the inside position. Driver B has the rights to the corner.

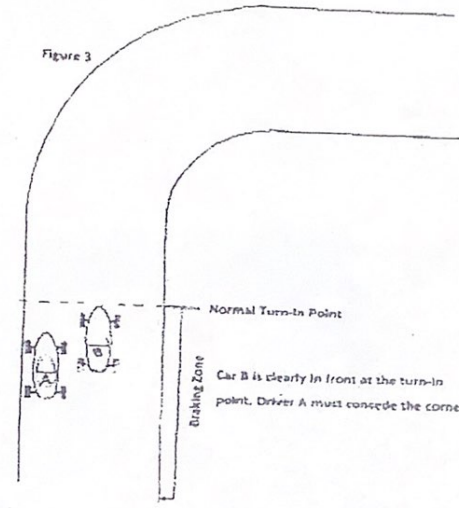
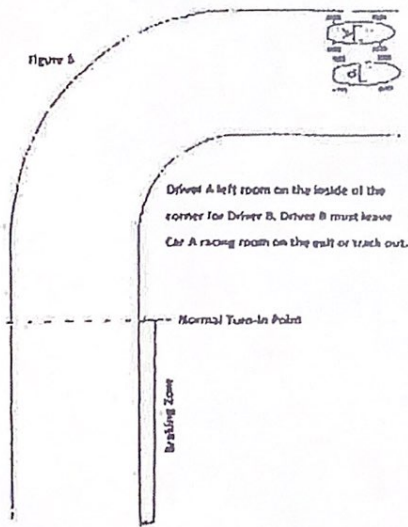
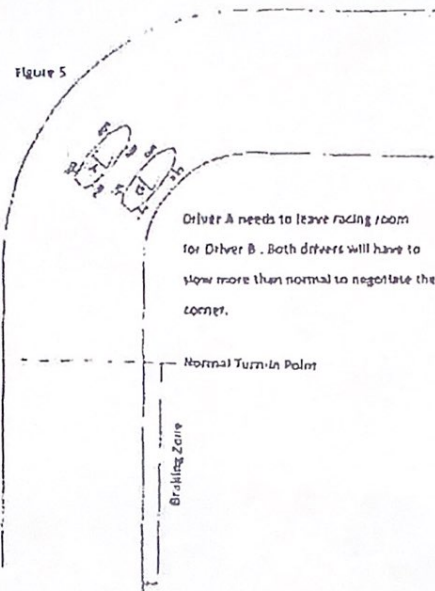
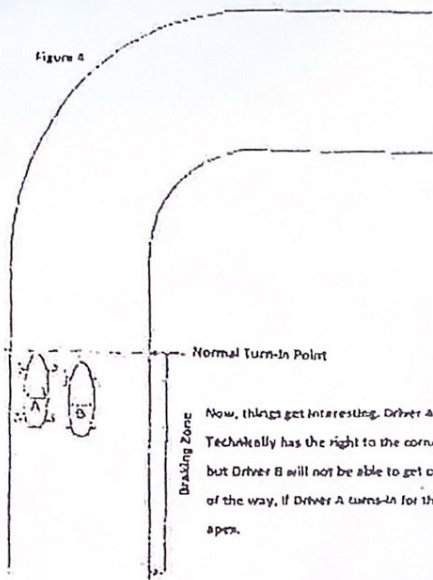


Figure 3

Normal Turn-In Point  
 Car B is clearly in front at the turn-in point. Driver A must concede the corner.

To expand on the last statement in point c, what happens if it is "too close to call?" Remember, it is always the overtaking driver's responsibility to make a safe pass. However, on the track we know these situations present themselves in a blink of an eye. In figure 4, the outside driver (A) might still be in front and has a right to the corner and turns in with the intent of driving to the apex. The inside driver (B) will in all likelihood not be able to get out of the way in time. Driver (A) might be right, but both drivers will probably end up losing. For example, I give my follow competitors a more liberal interpretation of wheel to wheel when attempting a pass on me and I expect the same consideration in return.

In vintage racing, someone will almost always be found at fault if there is contact. Any contact made, no matter who's at fault, is not good; so, if you can see it, don't hit it. You can and should give the inside car racing room without having to give up the corner. Both drivers will have to slow down more than normal to negotiate the turn. If each one gives the other racing room, the outside driver will let the inside car hit the apex but the inside driver must keep a tighter line and allow the outside driver a lane on the corner exit. That leads to Key Passing Precept #5 of showing cooperation.



Other examples of O-A-R:

1. Failing to slow down when given a waving yellow.
2. Driving 10/10<sup>th</sup>s all of the time.
3. Repeatedly putting wheels off the pavement.
4. Sliding into another car due to driving beyond you or your car's capabilities.
5. Ignoring the black flag.
6. Driving deep into the inside of a corner and not being able to get a nose in front thus forcing a competitor wide to avoid you. Especially, if you are on the verge of losing control.
7. Driving a defensive line in every corner on every lap to prevent a competitor from making a pass.
8. Swerving on the start as a competitor pulls along side in an attempt to get the competitor to back off the throttle.
9. You have a faster car and a fellow competitor gives you a point-by entering the corner. The slower car continues to negotiate the corner leaving you the apex. You take the normal corner exit and force the other driver off the track.