



Driver Conduct

Why we need Driver Conduct Rules: It is our goal to make the Lime Rock Historic Festival enjoyable and safe. If we do not all play by the same rules, then problems occur. By establishing rules of conduct, we all know how we are expected to handle on-track decisions. By stating our rules of conduct it also makes the determination of fault in the case of an incident simpler.

Driver Attitude: It is important to understand that the Lime Rock Historic Festival is different from most other forms of auto racing. Our race groups are often made up of cars that have quite different speed potentials. Even when lap times are similar, one car may be much quicker down the straights while another is lighter and can brake later and carry more corner speed. The result is the two cars are in each other's way much of the time. Add to this the fact that our groups will have very experienced drivers racing at 9/10 in fast cars mixed in with drivers with limited racing experience driving cars with less speed potential, and happy to be driving at 7/10. This means you must understand and accept these differences and be willing to adjust your driving to accommodate them.

Overtaking: Fast Guys have No Extra Rights - Being fast does not entitle you to anything. Do not expect anyone in front of you to move out of your way. Even when the blue flag (blue w/ yellow diagonal) has been shown to the slower car, the slower car is not required to yield the desired line through a turn. As always, the driver of the faster car is responsible for exercising good judgment as to when and where to execute a safe pass. Remember, you have not executed a safe pass until the rear of your car clears the front of the car you are passing. **All drivers, even the Fast Guys, need to be predictable.**

Being Overtaken: When you are being Passed - If you are ahead of another car, you do not "own" any turn. While the burden is on the faster car to judge when and where to attempt a safe pass, **there is also an obligation on the driver of the car being passed to be highly aware of faster cars approaching from behind, and to be predictable and to leave adequate racing room so that both cars can safely share the corner.** All drivers have a responsibility to keep an eye on their mirrors. You must be aware of the cars that may be about to pass you. If the car behind you is clearly a faster car that is going to pass you, or you simply desire the car to pass you, point to the side you want to be passed on. This is best done as you exit a corner. That point-by is valid until you reach the turn in point for the next corner. When you give a point-by, stay on your normal line. The only exception being when you give a point-by as you are approaching a corner. In that case, you are indicating that you will share the turn with the overtaking car. You **MUST** then leave room for the faster car to make a pass.

Paddock Conduct: The Lime Rock Park paddock is a busy environment, and the **posted speed limit is 10 MPH.** The primary "A Paddock" features prominently marked one-way access roads that applies to all traffic: race cars, support vehicles as well as golf carts and paddock tow equipment.

Gridding: Gridding will be done at the fastest time of the weekend allowing for safer starts. The grid for the first race on Saturday will be determined by your best lap time on Friday. Grid position in your second, third, and fourth races will be based on your fastest lap time from all previous sessions (practice as well as race). If you are uncomfortable being gridded towards the front, please ask a Grid Worker to be moved to the rear.

Starting/Restarting: The driver on pole controls the speed of the pack approaching the green flag. It should be at a steady speed as set by the Pace Car before it pulls off. The outside pole must stay even with the pole car. All other cars must stay in line with the car in front and maintain a gap of no more than two car lengths until the green flag is waved. Restarts will be single file under full course yellow. The leader will maintain pace lap speed until the green flag is waved.

In traffic moves: When in heavy traffic, typically on the first few laps, it is imperative that you not make any rapid line changes without first being sure that you are not going move into the path of another car.

Blocking: When racing for position with another car, you may adopt a defensive line to make a pass more difficult. You must not weave back and forth for the purpose of keeping another car behind you. You must not make sudden moves off your normal line to shut the door on a car that is carrying more speed than you. A second move will be considered blocking.

Damage avoidance: If a car in front of you loses control you should treat this as an automatic waving yellow. The car in trouble may have two or more cars in front of you and the car right in front of you may slow to avoid contact with the out-of-control car. Do not look at this as an opportunity to pass. When you get past the car in trouble you can resume racing.

Damage: If you have any contact with anything, you must come off track immediately and report to the Black Flag Steward in pit lane. Do not allow anyone to make any repairs or remove any tire marks from your car until the Accident Investigation Team has inspected your car. **If you are found at fault for an incident that causes damage to someone else's car, you may be excluded from the remainder of the event.**

During Practice or Qualifying sessions on Friday: If you go 4-off or spin, you must self-report to the Black Flag Steward immediately (unless due to a controlled maneuver to avoid another car). The lack of reporting to Black Flag during practice or qualifying, and unsafe re-entries reported by corner workers will be referred to the Competition Director.

During Race sessions on Saturday, or Monday: If you go 4-off or spin, you may continue the race with a safe re-entry. Unsafe re-entries reported by corner workers will be referred to the Competition Director.

Expressing Concerns about Other Drivers: If you have concerns about the driving behaviors of anyone in your run group, we recommend you approach the driver in question and express your concerns in a respectful way where you can listen and learn from each other. If for any reason you are uncomfortable doing this, we invite you to express any concerns you have about other drivers to one of the **Event Chairmen, or the Competition Director, Dorsey Schroeder**. They will have a conversation with the driver and will be generally watching for driving behavior or technique that needs improving.