



Pittsburgh Vintage Grand Prix Rules of the Road

March 2024

RULES OF THE ROAD

Why we need Rules of the Road: It is our goal to make PVGP events enjoyable and safe. It is expected that all drivers will race wheel-to-wheel without ever contacting other race cars, going 4-off and/or contacting anything. These Rules of the Road have been established to help everyone know how our drivers are expected to make decisions on track and guide our Driver Committee when investigating incidents (see Section 6.1). The most important factors in safe racing are situational awareness, car control, good judgement, and driver attitude. A failure of a driver to observe any of those factors usually results in an incident.

Driver Attitude: Vintage racing is different from most other forms of auto racing. Vintage race groups are made up of cars and drivers that have very different speed potential. This means that regardless of you or your car's speed potential, you must understand and accept these differences and be willing to adjust your driving to accommodate. Your attitude must demonstrate respect for our rules and your fellow drivers.

Good attitude is also required off-track in our behavior toward others: drivers, event staff, crews, and spectators. Verbal and/or physical abuse is not acceptable and such incidents may be referred to the Driver Committee for investigation. The Driver Committee may consider attitude as a factor when deciding penalties.

Avoidance of Contact and Damage: Drivers in PVGP events are expected to make all reasonable efforts to avoid contact with anything (cars, barriers, etc.), damaging cars and avoid injuring themselves or others. Such efforts require maintaining a high degree of situational awareness, a high degree of car control and exercise of good judgement at all times when on track. Behavior resulting in contact and any resulting damage or personal injury cannot be tolerated and such incidents will be investigated by the Driver Committee.

Passing and Being Passed: All drivers competing at PVGP events have a responsibility to be fully aware of cars that may be ahead, behind, and alongside their car. When two or more drivers are racing in close proximity, they all share responsibility for one another's safety and avoiding contact.

It is the responsibility of the driver of the passing car to exercise good judgement and situational awareness to determine when and where to complete a clean, safe pass. The fact that your car is being driven faster than the car ahead does not automatically entitle you to pass.

When you are driving the passing car, the car being passed has the right of way, even if the blue flag (blue w/ yellow diagonal) has been shown to the slower driver.

Approaching a turn, a pass should only be attempted when it can reasonably be expected that the other driver is aware of your presence and there is adequate racing room so that the pass can occur without contact and without squeezing another car off the track. Evidence of that expectation could include:

- Clear point-by yielding the corner.
- "Body language" such as eye contact in mirror or head movement



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- Personal familiarity with the driving style of the other driver

If there is any doubt that the driver you are planning to pass is not aware of your intentions. **DON'T!** Wait until the following straight or another better opportunity to attempt the pass.

As the driver being passed, the preferred way to indicate to another driver that you are yielding the corner is with a point-by. A point-by is valid from the point given until the turn-in point for the corner at the end of the next straight. After giving a point-by stay on your normal line while still leaving adequate racing room to avoid contact with the other driver's car in the corner. **BE PREDICTABLE!**

If you do not yield the corner with a point-by or choose to contest the corner, situational awareness and good judgement requires all drivers to be aware of all cars in close proximity to them and drive in a way to avoid contact and leave racing room for everyone. This means as you enter and drive through a corner it is assumed that the drivers involved are aware of each other's presence and of their personal responsibilities for one another's safety.

Failure to observe these passing rules can result in incidents that will be investigated by the Driver Committee.

Blocking: When racing for position drivers may make one move to adopt a defensive line so as to make a pass more difficult. Drivers may not weave back and forth or make sudden moves off their normal line. When in close proximity a driver may not move in such a way as to force another driver off the track. Such moves constitute illegal blocking, and if reported may be investigated by the Driver Committee.

Mechanical Failure: If you experience a mechanical failure on the track, if able, pull as far off of the track as possible. Is possible, move your car to a place away from the runoff area of a turn and signal the corner workers that you are ok. Stay in your car unless it is on fire. Follow the instructions of the corner workers. **Be safe and courteous – pulling off in a safe, logical place will allow the other drivers to continue racing.**

Responsibilities after Spins or Contact: At any time in any session, drivers who lose control of their car resulting in a spin or 4-wheels off course or are involved in any incident where there is any contact with another car or any stationary object and the car is still drivable are expected to voluntarily enter the pits, and report to the Black Flag Steward at the end of the lap. **Do not wait to be shown a Black Flag. If you spin put both feet in... until you come to a full stop... then come in!**

If a car in front of you loses control this is to be treated as an **automatic waving yellow**. The car in trouble may be 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.

Gridding: Gridding will be done by either a car's fastest time of the weekend, or finishing position of the previous session allowing for safer starts. The process might change from race to race but will



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be announced in advance. If you are uncomfortable being gridded towards the front, please ask to be moved to the rear. Crew members must begin to clear the grid at the 3-minute mark and all drivers not in their grid spot at the 3-minute mark will be gridded at the rear. Any driver who is not ready or whose crew has not cleared the grid at the one-minute signal will be held until the ENTIRE field leaves the grid. The driver with the fastest time (on pole) will let the grid workers know which side they want to be on.

Start and Restart Procedures: For race starts, the driver on pole controls the speed of the pack approaching the green flag at Start/Finish. It should be a steady speed as set by the Pace Car before it pulls into the pits, but not faster. The car sharing the front row with the pole car 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 2 car lengths until the green flag is waved at Start/Finish.

For restarts during a race, the first car in line (regardless of its position in the race or relative speed) will be released from the pits to lead the field on a single file pace lap under Full Course Yellow conditions. The leader will maintain pace lap speed but not faster until the green flag is waved. In all cases you don't have to wait to cross Start/Finish to begin passing once the green flag is waved.

Any driver who is uncomfortable leading the field on a pace lap can alert the pit marshal, move to the side, and be released at the back of the field.

Race Starts and Restarts can be dangerous because of heavy traffic typical of the first few laps. Therefore, it is imperative that drivers **ALWAYS BE PREDICTABLE** and not make any rapid line changes without first being sure that they are not going to move into the path of another car to cause car-to-car contact.

During restart of a practice or qualifying session, cars will be released from the pits under "No Flag" conditions (i.e., green flag, clear course, passing allowed).