

**THE FERRARI OWNERS'  
CLUB  
CODE OF CONDUCT FOR  
CIRCUIT RACING**



## THE CODE OF CONDUCT

We look forward to another season of the Club's racing Series. We want you to enjoy yourself and at the same time do it in safety. As with all sports where a number of competitors are in the arena at the same time, we need to apply some basic standards of conduct which everyone agrees to abide by. If all drivers do this, car contact will be a rarity, accident damage and therefore costs will be eliminated or dramatically reduced, and racing your Ferrari will be pure pleasure.

The Ferrari Owners' Club continues to be concerned that our racing events do not degenerate into the sort of accident punctuated contests we so often see these days in other classes of motor racing. The general standard of driving in our Series is very impressive. Nevertheless we are determined to do whatever is necessary to maintain these high standards which we want to be a feature of our events. In recent years we have adopted a number of measures designed to control racing standards. We shall continue to arrange special briefings at the circuits to get the safety message across and give guidance to the less experienced drivers.

Having said all this, we do not want to stifle competition; we want to see racing that is fast and close because that is what makes it fun for the driver and entertaining for the spectator. And to achieve this we need your co-operation to keep the safety aspect always in mind when you are racing. This brief **Code of Conduct** addresses most of the potential problem areas.

There are three chief areas which need to be considered: **Passing in Corners, Lapping and being Lapped**, and the **Use of Mirrors**. The first of these is the principal cause of accidents.

### PASSING IN CORNERS

If you are being challenged as you go into a corner, do NOT simply slam the door shut. Take your line and do not modify it in an effort to block the challenging driver or, at worst, force him off the track. In so many instances this results in both your car and the opposing car being tangled up, causing expensive damage to each and posing a potential menace to everyone else. **GIVE THE OTHER DRIVER SOME ROOM.** If you are on your normal and, hopefully, correct line, the other driver will find it difficult to match your pace through the corner anyway, and you should emerge ahead at the exit. If, however, the other driver gets alongside and is inside you, **THE CORNER IS HIS.** Don't, whatever you do, take immediate retaliatory action by tightening your line in order to try to squeeze him. Wait for a suitable opportunity to re-pass later on.

The first corner after the start is always a potential source of contact. Although the start is a great opportunity to make up places, be reasonable.

Do not start weaving as you approach that first corner, diving for the inside line. Keep your line as you approach the corner, so that everyone else will know where you are and anticipate what you are going to do. Remember, there are probably well over 100 more corners still to come in the race!

## LAPPING AND BEING LAPPED

Our circuit race Series attracts a wide range of driver skills and car performance. Some drivers have considerable experience, others are complete novices who, although they may have driven at track days or at hillclimbs, have very little knowledge of racing. This results in significant speed differentials which demand great care from everybody. Inevitably, there will be lapping of the slower cars by the faster machinery, both in qualifying and in the race. It is therefore vital for all drivers to observe a code of etiquette that makes it possible to race safely despite this differential of speed.

**Qualifying:** If you are in a slower car and being lapped by a faster one, there is absolutely no point in holding up the other driver. Stick to your line around the circuit and keep to your style of driving. The faster driver will find a way past at the right opportunity in the knowledge that you are not going to do anything unexpected. Do NOT try to 'help' the lapping driver by suddenly modifying your line. This causes confusion and, inevitably, an accident. If you are driving in close proximity to a car of similar performance to your own, do not race it. Hang back, get some clear space, and put in a lap which is not slowed by someone else.

If you are in a faster car and closing on the car in front as you approach a corner, do NOT assume that the driver ahead has seen you in his mirrors and intends to pull over to let you through. He may well be concentrating 100% on *his* hot lap and is under no obligation to abort it, despite the fact that he may have been given the blue flag.

**Race:** If you are in a slower class and being lapped by faster machinery, DO NOT BLOCK or WEAVE. It will only slow you down, allowing your own rivals to catch up, and cause great irritation to the faster drivers who are, after all, having a race of their own.

If you are racing for position, as opposed to being lapped, you may ONLY CHANGE DIRECTION ONCE in front of the pursuing car, that is to say you can only move left or right in front of the car, not both. PUSHING or SQUEEZING competitors off the track is strictly forbidden i.e. reducing the available track width to less than a car's width. OVERLY AGGRESSIVE DRIVING is also not acceptable and includes such behaviour as going for gaps that are not there, using other competitors as physical brakes, and being prepared to have an accident rather than lifting the throttle.

***Lapping slower cars:*** Novices carry a black cross on a yellow ground on their car's tail and should be easy to pick out. Treat them with care and respect; if there is any doubt in your mind about where they are going to be on the track as you approach them, give them the benefit of the doubt. Do remember that, even if the competitor in front is in a different class and is slower than you, he will be having his own serious race with his own class rivals. Make sure that you don't do anything to disrupt his contest. And, if he is considerate, acknowledge the fact with a wave.

## THE USE OF MIRRORS

There is a minority of drivers who do not seem to look in their mirrors at all! This may be because they are driving above their natural level of performance, so that they have no spare time to look behind. Or it may be that they have very little experience and do not appreciate how vitally important the mirrors are, especially given the speed differentials which apply in our Series.

You should develop a standard routine for using your mirrors which becomes second nature. Check your mirrors as you exit every single corner. This way you will not suffer any nasty surprises when, for example, the race leader is about to go past. All your fellow competitors will feel easier and you will enjoy a high reputation as a safe driver. By driving within yourself, at a level where you feel slightly uncomfortable but are not driving tensed up with your heart in your mouth, you will have time to not only check your mirrors but also the oil pressure and water temperature gauges at a convenient straight section of the track. This last exercise might well save you a fortune in repair bills!

The Club hopes the above **Code of Conduct**, which all competitors are required to abide by, will make your racing not only more enjoyable but also safe. Remember, if you are just starting racing there may be a temptation to drive faster than your initial level of skill allows. Resist it. You will find that, as you acquire more experience, your lap times will automatically improve and you will be surprised how much more fun it will be. You will be in command of the situation and not floundering. And you only have to ask if you need any advice or assistance. The Ferrari Owners' Club is unique in having a team of our own officially licensed ARDS instructors, all of whom have extensive racing experience. Any one of them will be only too pleased to help you and their advice will be completely free!

Finally, I'll leave you to think about what the maestro, Sir Stirling Moss, once told drivers at a pre-race briefing, which sums up perfectly what our racing events are all about. *"Just remember, no one's here to see what a smartarse driver you are, they've come to see the cars, so rev the engines, wave at the pretty girls, and put on a show. But don't crash into anything."*

