

FORMULA VEE SOUTH AFRICA CODE OF DRIVER CONDUCT

1. Preamble

Formula Vee South Africa (FVSA) has a mandatory Code of Driver Conduct, which shall be applicable to all series administered by the FVSA. The Code of Conduct has the objective to maintain and enhance the reputation, standing and good will of the FVSA. It has particular relevance to member and driver behaviour at race meetings and club functions.

2. Principles

The FVSA is an organisation that believes in honour and integrity as a basis for clean, but competitive, and respectful racing.

3. General obligations on members

Members acknowledge that it is the responsibility of each and every member to ensure that the good name of the FVSA is upheld at all events sanctioned by Motorsport South Africa, and all club events. To this end, the following is applicable:

- 3.1. Members' race cars must always be presented in a manner deemed acceptable by the club
- 3.2. Members shall comply with all Motorsport South Africa (MSA) requirements concerning behaviour, drug consumption and vehicle presentation, as defined in the current MSA Regulations
- 3.3. FVSA members will conduct themselves with integrity and courtesy, and ensure the safety, comfort and convenience of members and guests is maintained.
- 3.4. FVSA members will conduct themselves in a manner which avoids controversy with fellow members
- 3.5. Any member, driver or guest who acts in a way deemed to bring the club into disrepute, such as using offensive language, inappropriate behaviour, or disturbing the running or enjoyment of the club, may be asked to leave the event or meeting. If there is any recurrence, the offending person(s) may be banned from club membership for a period of time to be decided by the FVSA Committee.

- 3.6. Members are responsible for their own conduct as well as the conduct of any person associated with them, such as, Pit Crews, Vehicle Owners and Sponsors
 - 3.7. Most Officials, Stewards and Marshals have volunteered their services to ensure the smooth, efficient and fair conduct of the race meetings, and as such members must avoid arguing with any such officials or marshals – if any member disagrees with a ruling, they must quietly check with the Official on how the decision was reached, or communicate via an FVSA committee member.
 - 3.8. Members are to ensure that they always control their tempers – verbal and physical abuse of stewards or other competitors and deliberately distracting or provoking others is not acceptable or permissible behaviour.
 - 3.9. Members are to ensure that they always treat all competitors as they would like to be treated, and do not interfere with, bully or take advantage of any other participant.
 - 3.10. Members must avoid the use of coarse or derogatory language.
 - 3.11. No member, driver or guest is to be under the influence of alcohol or drugs, use offensive behaviour or behave offensively.
 - 3.12. Members must ensure that drivers and crew working on race cars do in a safe manner and using safe methods at all times – eg jack stands, approved fuel containers etc.
 - 3.13. Members are to ensure that drivers at all times drive in both race cars and service vehicles cars in all areas off the track at a safe speed, and ensure that at no time traction between the tyres and road surface is broken (ie no wheel spinning)
 - 3.14. Anyone who wishes to make a formal complaint against any member or committee member must put it in writing and hand it to the secretary
4. General driving behaviour

Members of the FVSA acknowledge that the vehicles owned and raced by fellow members are treasured possessions, and damage to these vehicles must be avoided wherever possible.

- 4.1. Any contact between competitors is deemed undesirable. To that end, on track bashing, overly aggressive blocking or any intentional action that is designed to impede another driver's progress, or cause them to go off the track is not permitted. This includes but is not limited to, bumping, forcing another driver off the road either by squeezing them out or through contact intentional or not, or brake testing.
- 4.2. Drivers must keep at least two wheels on the same side of his car in contact with the racing surface, this does not include curbs and areas outside any

- painted line marking the edge of the track, at all times. If there is no curb or coping at the edge of the track the painted line will be considered the boundary and at least two tires on the car must remain within this boundary.
- 4.3. Drivers must give fellow competitor racing room, be aware of cars around them, and use their mirrors.
 - 4.4. Should a driver coming from behind have a wheel alongside another competitor before braking for a corner, the driver in front may not squeeze the overtaking driver off the track whether the overtaking driver is on the inside or outside of the corner.
 - 4.5. Drivers must note that slower cars need just as much track as faster cars. A faster car doesn't have the right to shut the gate on a slower car. If a faster car is trying to overtake a slower car, the driver of the slower car must not deliberately try to hold up the faster car as this leads to frustration and unnecessary risks in order to get past. Remember, the faster car will overtake eventually. Drivers must hold their lines and if possible indicate on which side they wish to be passed.
 - 4.6. When racing for position:
 - 4.6.1. Drivers may not shut the gate after a fellow competitor has made his move
 - 4.6.2. Drivers may only change track position once if they are defending a line – deliberate swerving is not acceptable.
 - 4.6.3. If drivers are late braking up the inside they must always leave enough room for fellow competitor around the outside.
 - 4.6.4. If drivers feel that fellow competitors have been unfair or unsporting, they must not take justice into their own hands on the track – talk to a member of the FVSA committee first.
5. Incidents on track
- 5.1. Competitors involved in incidents are required to submit a report to the CoC immediately following the finish of qualifying or the race.
 - 5.1.1. The CoC will consider the incident reports, and if necessary, interview the parties involved in the incident. The CoC may choose to interview the parties involved in the incident, and may request one or more members of the committee be present during these interviews.
 - 5.1.2. The CoC, will apply any such penalties at his discretion, as may be provided for by the MSA GCR's and SSR's.

- 5.1.3. Competitors involved in incidents are required to refrain from public outbursts which may bring the name of the FVSA into disrepute. Shouting matches involving competitors and/or officials involved in the sport, present on the day, will not be tolerated. Any competitor doing so will be in contravention of SSR49 and GCR(IV)and (VI), and this will be taken into account by the CoC in its consideration of the incident.
- 5.1.4. Should it be found that no incident report has been filled in, or the incident not reported to the CoC, the decision may be that the guilty party or parties may be given a 2 race (heat) ban following the incident, whether on the same day or carried over to the next race meeting.
- 5.2. Should the decision be made by the CoC that the incident was an incident worthy of sanction, all parties deemed by the CoC to have been guilty of causing the incident will be given a yellow sticker which will be placed on the nosecone of the cars involved. The size of the sticker will measure 120mm in diameter, and will carry pertinent incident details on it. Should the competitor fail to affix the sticker as required, he/she will be prevented from competing in any FVSA administered series until he/she has complied with this requirement.
 - 5.2.1. When a competitor is issued with a yellow card, he/she will be under observation for the following two race meetings in which he/she competes (irrespective of the season). If the competitor is penalised with three yellow cards during a season, the third yellow automatically becomes a red card.
 - 5.2.2. In the event of a competitor being penalized with a red card he/she will automatically be precluded from competing in the following 2 race heats even if it includes the second heat on the day. Should the second heat of the ban be at the start of the next meeting, the competitor will **not** start heat 1 and will start from pit lane for heat 2.
- 5.3. Two red cards in any one season will automatically exclude the competitor for the rest of the season. If the remainder of the season has only 1 heat left the red cards will be extended to the first two meetings of the following season at which FVSA administered series are run.

5.4. Yellow and/or Red cards may be recommended to the CoC by the Committee, where the Tribunal believes that competitors have engaged in reckless and/or dangerous driving, unsportsmanlike behaviour and/or contravention of MSA regulations and/or contravention of the FVSA Code of Driver Conduct, after taking into account all the facts relating to the incident. The decision to award a Yellow and/or Red card will be made by the CoC.

5.5. The competitor has a right of appeal to the relevant MSA structures.

I agree to be bound by the Formula Vee South Africa Code of Driver Conduct:

Name (PRINT): _____

Signature: _____

Date: _____