



DRIVING STANDARDS INFORMATION and GUIDANCE

YOU MUST READ AND UNDERSTAND THIS DOCUMENT BEFORE RACING WITH THE CLUB.

The Driving Standards Team (DST) is here to help ensure that drivers can enjoy their motorsport as safely and cost effectively as possible. It is run by drivers for drivers.

By making sure that everyone understands the rules we hope to eliminate on-track incidents, or at least ensure that accident damage and risk of personal injury are minimised.

What constitutes unacceptable driving standards – let's look at what the "Blue Book" says:

Regulation C 1.1.5

"Driving in a manner incompatible with general safety, and/or departing from the standard of a reasonably competent Driver" will be in breach of the Regulations and will lead to disciplinary action being taken.

Regulation Q14.4.3

"Should a car leave the track for any reason and without prejudice of 14.4.4 below the driver may re-join. However this may only be done when it is safe to do so and without gaining any advantage."

Regulation Q 14.4.4

"Causing a collision, repetition of serious mistakes or the appearance of a lack of control over the car (such as leaving the track) will be reported to the Clerk of Course and may entail the imposition of penalties up to and including the disqualification of any driver concerned."

Regulation Q14.4.5

It is not permitted to drive any car unnecessarily slowly, erratically or in a manner deemed to be potentially dangerous to other drivers at any time.

CGRC interpret the regulation to mean that the following are all classified as unacceptable driving standards: -

- Blocking
- Weaving
- Squeezing
- Unsafe re-join
- Making unnecessary contact
- Driving in a manner which causes avoidable contact or damage - this includes driving beyond the limits of the track, tarmac and kerbs.

With this aim, the DST has developed a method to accept and deal with requests for investigations.

The DST works with meeting organisers and investigates on-track incidents, whether triggered by judicial, action initiated by the Clerk of the Course, by competitor request, or by their own observations, notwithstanding that the Clerk of the Course may already have imposed a penalty under Motorsport UK Regulations.

The DST is empowered by the CGRC Board to investigate and take action on driving standards incidents **in any track session**. This could be the **pre-season track day, a test day, free practice, qualifying session or a race**. They may supplement their own investigations by the use of Motorsport UK Observer's reports, where available, and deemed appropriate by the Clerk of the Course, and by the use of any available video evidence.

Please note the Clerk of the Course may ask for the opinion of members of the DST relating to on-track incidents.

The DST team recommend a hard-wired camera system for recording race footage, to reduce the risk of non-compliance with CGRC camera regulations.

By agreeing to play by the same rules we can all continue to enjoy the very best of low-cost motorsport, in the company of friends off the track, and respected competitors on the track, with close, fast, wheel to wheel racing, using all the right skills.

THE DRIVING STANDARDS TEAM

The DST for the 2020 season is made up of 5 racing or former Racing Members.

The Team is as follows: -

Marc Noaro	Sigma 135 68
Andy Molsom	Sigmax 20
Glenn Burtenshaw	Sigmax 72
Andy Skinner	Non-racing
Steve McMaster	Non-racing

The DST can be contacted as a group by emailing standards@cgrc.uk or individually by their personal contact details found in the Members Area of the website.

DRIVING STANDARDS BRIEFINGS

Before any driver can race with the CGRC, they are required to attend a Driving Standards Briefing with one or all of the DST.

This is irrespective of whether the driver is a novice or an experienced racer. The initial briefing normally, but not always, takes place at the first race weekend of the year. However, we realise that this might not be suitable for every new driver but if it isn't, it is their responsibility to contact a member of the DST to arrange a briefing prior to their first race with the CGRC.

Please note the above is in addition to any "new driver's" briefing that may be called relating to first-time drivers to the circuit layout being raced.

The DST may hold "all competitor" briefings during the season.

SUPPLEMENTARY INFORMATION

THE DRIVING STANDARDS INVESTIGATION REQUEST PROCEDURE

It is not only an aggrieved driver who has the right to request a DST investigation. Any Club member who witnesses what they consider to be unfair, careless, reckless or dangerous driving, whether they are taking part in a race, or while watching, may submit an investigation request.

Important: If you think that another driver has unfairly gained an advantage over you and that they should receive a penalty that would change the result of a race, this can only happen if you take this up formally **within 30 minutes of the provisional results first being published** by lodging a formal protest with the Secretary of the Meeting along with the appropriate fee.

Our DST investigation system works best if there is a weight of evidence available. We tend to take the view that anyone can make an occasional mistake, however, if we receive similar investigation requests about the same driver, a clearer picture emerges. Our system can only work if you use it correctly.

Please do not come to us and say, *“So-and-so has just pushed me onto the grass for the third time this year, and I have seen him do the same to three other drivers, what are you going to do about it?”*. We might well reply that it’s the first investigation request we have received.

The system will only work efficiently if you highlight each incident as and when you witness it so that we can build up a complete picture of so-and-so’s competence and take appropriate steps.

If you consider that another driver is driving outside the rules, with particular reference to careless, reckless or dangerous driving, then you have a number of options available to you.

Investigation Request Procedure Options:

1. You can have a chat with the driver yourself, preferably avoiding immediately after the race in parc ferme. Please note that the CGRC and race officials will not tolerate any aggressive behaviour. Mostly, sorting things out between yourselves in a calm manner is very effective; however, if this is not successful, or you do not feel you want to do this, for whatever reason, then consider another option below.
2. Please feel free to have a chat with any member of the Driving Standards Team about the incident so we can offer advice, particularly if you are not sure whether to make an investigation request or not. Please be mindful of the DST members that are racing won’t appreciate being approached as they are about to race. If possible, please try and choose a DST member who was not in the race you are speaking about.

3. You may also speak to the Clerk of the Course about the incident and he/she may investigate and take appropriate action if deemed necessary. If you have video evidence please take that with you, along with a laptop if you have one. As an alternative, you may lodge a formal protest. Please note action needs to be taken **within 30 minutes of the provisional results first being published.**
4. An online form called DRIVING STANDARDS INVESTIGATION REQUEST FORM can be found in the Members Area of the website and submitted. If you prefer, simply email details to standards@cgrc.uk.

Procedure for Investigation Requests

This should be requested within two weeks of the race meeting.

The on-line form will be automatically e-mailed to the DST and a member of the DST will acknowledge receipt. The investigation request will be allocated to a team member to investigate.

They will carry out an investigation and report to the other members of the DST with their recommendation. The DST will then discuss and decide on an appropriate course of action.

Where possible, the DST will try to resolve an investigation before the next race meeting. In some circumstances, this is not possible, but we will endeavour to complete the process in a timely manner.

The DST's decision will be communicated to the driver involved and feedback will be given to the person who made the investigation request.

Confidentiality

Investigations are dealt with confidentially and are only discussed within the DST. The driver about whom an investigation request has been received is not told who made the request, although this may be obvious given the circumstances and nature of the incident.

Driving Standards Penalties

If it is decided that no action is to be taken following the investigation, then details of the investigation will be logged for future reference.

Where the DST considers that the driver has been at fault and it is appropriate to take action, the following penalties will apply: -

1. **Driving in a manner that is considered careless by the DST will be penalized by a written warning.** Two written warnings in six races will cause a yellow card to be issued.

2. **Driving in a manner that is considered reckless by the DST will be penalized by a yellow card.** Two yellow cards in six races will cause a red card to be issued.
3. **Driving in a manner that is considered dangerous by the DST will be penalized by a red card.**

Notes

- a) Each penalty will have a shelf life of six races from the date that the penalty is applied. After this period, the penalty will not be used for the purposes of totting up.
- b) A red card will cause the suspension of racing membership from the CGRC for a period of two races, which will both count as points scoring rounds with zero points score.
- c) Two red cards in one season will result in the suspension of racing membership of the CGRC for a period of six races, to be carried over to the next season if appropriate.
- d) Suspension of racing membership of the CGRC will mean that the competitor is ineligible to compete in the Championship during the period of suspension.
- e) Refusal to co-operate with the DST will result in a red card.

It should be noted that penalties applied by the Clerk of the Course can result in a Championship points penalty. This is referred to our Championship Regulations: -

“4.2.4 If a competitor receives a penalty that includes Motorsport UK licence points, a “3 x points multiplier” championship penalty may also be incurred, whereby the number of licence points will be multiplied by three and that number of championship points will be deducted from the competitor’s championship points total. This will apply after the application of drop scores. The total number of championship penalty points received by any competitor during the season will be shown in the relevant championship class table.”

If the driver considers they have been unfairly treated by the application of licence points (especially if further evidence comes to light) they can request, in writing, that the DST reviews the incident leading to the application of the licence points and decide whether the championship points penalty should apply. Such a request to the DST **MUST** be received within 48 hours of the application of the points by the Clerk or Stewards of the Meeting.

Championship Regulation 4.2.4 further states: -

“The competitor may make a written request to the CGRC Driving Standards Team within 48 hours of the application of licence points to review the incident. The CGRC Driving Standards Team will conduct a review of the incident that gave rise to the licence points and will decide, if necessary by way of a majority vote, if the “3 x points multiplier” championship points penalty will be applied. The Driving Standards Team may impose an alternative or additional penalty for the incident, in line with the current DST process.”

“If the competitor does not make a written request to the CGRC Driving Standards Team within 48 hours, the “3 x points multiplier” championship points penalty will be automatically applied.”

GUIDANCE ON DRIVING STANDARDS ISSUES

We highlight below some of the issues that continually lead to safety concerns and damage together with an expansion of some of the Motorsport UK Blue Book Regulations.

Green Flag Lap

Use the green flag lap to ensure that you are aware where all the marshals' posts are - that's what it's intended for.

Yellow Flag

You must slow down sufficiently to maintain full control over your vehicle and **NO OVERTAKING.**

Passing under yellow is not only gaining an unfair advantage but is putting marshals and fellow competitors at risk. Some drivers raise or wave an arm to alert drivers behind of the flag – this is good practice.

If you overtake in error under a yellow you should give the place(s) back at the next safe available opportunity. Please do not attempt to give a place back until you pass the green flag, because the driver behind cannot overtake you, whether you are telling him to or not, while within the yellow flag zone.

There should be no confusion regarding when you can or can't overtake. It is quite simple. You can race until you PASS the first yellow flag i.e. you can finish the overtake if you are in front by the time you pass the flag, after which you must slow down sufficiently to retain full control of your car (and stop if necessary as the circuit may be blocked) and you must not overtake until you pass the green flag signifying the end of the yellow flag zone.

If you are unsure, please look at the document in the Competitors area called “Flag Zones” https://www.cgrc.uk/docs/201684_FlagZones.pdf which shows this graphically.

Occasionally a green flag is not shown at the end of the yellow flag zone, so if you pass the next flag marshal's post and it is not displaying a flag at all, it would not be unreasonable to suppose that the yellow flag zone has been passed. This is one reason it's important to know exactly where the active flag marshal's posts are. Pay attention to the green flag lap, rather than just focusing on warming your tyres and brakes.

Red Flag

Should any race or qualifying session need to be stopped, you will see the red flag. When you see the red flag, you should cease racing and slow down, **with due regard to the driver behind you.**

You should not brake hard, unless in emergency avoidance of an incident or another car in front of you. If you brake suddenly and unexpectedly, any driver(s) behind you may not have been able to see the flag and you may cause another avoidable accident. Some drivers raise or wave an arm to warn the drivers behind that the session has been stopped before slowing.

You then proceed to the start line (race) or the pits (free practice and qualifying), or as directed by marshals.

Chequered Flag

Shown at the end of free practice, qualifying or the race. You should not brake the moment you have passed the line, but slow down progressively, there could be other competitors behind you racing for position.

Blue Flag

Stationary - another competitor is following close behind.

Waved - another competitor is trying to overtake.

When shown to you, they usually mean that a faster car is trying to overtake you - most usually shown when someone is being lapped.

The Motorsport UK Blue Book states at Q 14.4 ***“A car alone on the track may use the full width of the track. however, as soon as it is caught by a car which is about to lap it the driver must allow the faster driver past at the first possible opportunity. If the driver who has been caught does not seem to make full use of the rear-view mirrors, flag marshals will display waved blue flags to indicate that the faster driver wants to overtake. Any driver who appears to ignore the blue flags will be reported to the Clerk of Course.”***

It is often preferable for a slower car to stay on the racing line and leave it to the quicker car to find a way past. The slower car should not make any sudden unexpected move to get out of the way as the overtaking car may have already committed to passing. More experienced drivers of slower cars often move out of the way, giving the racing line to the quicker car or cars. If you are driving the slower car and decide to move over, do not return to the racing line until you are sure that it is safe to do so - there may be a number of cars behind the lead faster car. If you can, give a clear hand signal pointing to the side you wish a faster car to pass.

Do not try to make a pass easier by lifting off when a car is slipstreaming very closely behind you; it will probably run into you!

For faster cars who see the blue flag being shown for slower cars – it is your responsibility to make the pass safely. **Remember** that the slower car is still moving fast so do not cut them up or pull immediately in front of them but give them room, especially in the braking area.

Spinning

Inevitably, while pushing a car to its limits on the race track, you will have the occasional spin. Whatever the reason for your spin, once control has been lost, you should push both the footbrake and the clutch pedal at the same time and maintain that pressure on both until the car comes to rest. This should mean that the car follows a predictable path, assisting those following you in their efforts to avoid contact. If you don't, the car may shoot backwards or forwards following the spin and collect following car(s) who are trying to avoid you.

Remember **“in a spin - both feet in”**.

Re-joining the Circuit

The Motorsport UK Blue Book states at Q 14.4.3 ***“Should a car leave the track for any reason and without prejudice of 14.4.4 below the driver may re-join. However, this may only be done when it is safe to do so and without gaining any advantage.”***

The Motorsport UK Blue Book states at Q 14.4.4 ***“Causing a collision, repetition of serious mistakes or the appearance of a lack of control over the car (such as leaving the track) will be reported to the Clerk of Course and may entail the imposition of penalties up to and including the disqualification of any driver concerned.”***

One of the biggest errors made by drivers (and not just novices) when they go off the circuit is to keep their foot planted on the accelerator and attempt to return to the circuit without losing any time or places. Often this results in the car shooting across the circuit at right angles and off again on the opposite side of the circuit, assuming they are fortunate enough not to wipe out a following car in the process.

Although it is understandable in the heat of battle that if you go off you should want to regain the circuit without losing places, there should only be one thought in your mind as soon as you go off. That should be, **“how can I return to the circuit safely?”** If you lose places as a result, or even if you end up last, that is your problem as you shouldn't have gone off in the first place. It is not the responsibility of any other driver to avoid you when you re-join the circuit.

Blocking and Weaving

The Motorsport UK Blue Book at Q 14.4.1 states that ***“Overtaking, according to the circumstances, may be carried out either on the right or on the left. In response to each***

attempted overtaking manoeuvre no more than one change of direction to defend a position is permitted. Any driver moving back towards the racing line having earlier defended his position off-line should leave at least one cars width between his own car and the edge of the track on the approach to the corner. However, manoeuvres liable to hinder other drivers, such as deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are strictly prohibited. Any driver who appears guilty of any of the above offences may be reported to the Clerk of Course."

The DST interpretation is that this precludes competitors from blocking, weaving and squeezing. So that means no blocking of following cars on the straight, by weaving, moving in front of them to deliberately block them, or pushing them to the side of the track if they get alongside. Leaning on another car going around a corner and pushing them off the outside (or inside) of the track is not allowed.

Defensive driving is fine and is all part of racing. It generally involves protecting the inside line into a corner. Again, however, moving from an inside line to the outside because the following car attempts to go around the outside is blocking, and is not allowed.

Avoiding the "Racing Accident"

We also want to eliminate the desperate "diving-up-the-inside" overtaking manoeuvres that are normally dismissed as "racing accidents". There is no more predictable or more common incident that happens on a race circuit, but there is a common feeling of blamelessness on the part of those involved.

Car 1 (leading):

1. Think about whether to take a conventional or defensive approach to the next corner as soon as you BEGIN the straight. Do not take this line at the last moment.
2. Check your mirrors and what is around you, before every turn-in manoeuvre.
3. Do not "close the door" unless you are totally in front of Car 2. If it then hits the rear panel of your car, Car 2 is 100% to blame. If Car 2 hits your rear wing, you are partly at fault. In most cases, the impact will probably cause you to spin, and Car 2 to continue with light damage, so it is obviously worth considering making room if Car 2 is anything other than entirely behind you.

Car 2 (following):

1. Do not dive up the inside unless you can be fully alongside before the apex. **For the avoidance of doubt, we interpret "fully alongside" as FRONT WHEEL lined up with FRONT WHEEL, as this will reduce the risk of interlocking wheels and cars becoming airborne.**
2. If you cannot quite get alongside, slow down enough to let the door be closed in your face without contact. Better still; hang back slightly before the corner so that

you can attack the corner with a greater exit speed than Car 1, catching Car 1 as the next straight begins.

“Contact incidents” happen when two drivers both attempt to put their car in the same place at the same time. Such incidents can be avoided by either one of the drivers anticipating what the other might do and choosing *not* to put their car in the same place. It is usually the following driver who has the best view of what is happening and who is thus best placed to take avoiding action.

If you are following another car and manage to get an “overlap”, but not fully alongside, what are you going to do? The leading car should be aware of you and should allow space for you. But if the driver hasn’t seen you, contact could result. It’s your choice, stick to your line and risk being taken off, or pull out of the manoeuvre and keep your car intact to try again.

Remember it takes two to tangle. Sometimes you may feel that your car’s position means that you are “in the right”. But being “right” is not much consolation if you’re also in the tyre wall! If you feel aggrieved please ask the DST to investigate.

Mixed Class Races/Qualifying/Free Practice/Testing

There are often events where multiple classes will be on track at the same time – this applies to testing, free practice, qualifying and racing.

Please bear in mind that during testing, free practice and qualifying, **it is not a race for position**. There is no point holding up a faster driver (even if they are in a slower car). They have caught you for a reason, they are quicker than you. If you let them past safely, you will not only gain a tow around the circuit for a corner or two but also gives you a learning opportunity. Watch how they drive their car around the circuit, the attitude of the car, the lines and where they brake (or not!). This information can be invaluable and give you the information you require to improve your time.

In a racing situation, the DST would like to share our views on what tends to unfold, and how you should approach it.

Faster cars with faster drivers: You will very probably catch the rear of the slower class. It is your job to pass them safely. The slower car does not have to dive out of your way under blue flags (although they may choose to make it easy for you). Typically, these can be single cars, but that they are driving to the extent of their abilities, and are fully entitled to continue their race. You may also catch the mid-pack or the leaders of the slower class. They also do not have to compromise their race for you, and they will be fully committed and focussed on their battle. Although they should be aware of you needing to pass, there may be occasions where you catch them by surprise. This can often happen with the second or third car that follows through. You must try to find a safe way past and you have no “entitlement” to move them out of the way. **Remember** – that the slower car is still moving fast so do not cut them up or pull immediately in front of them but give them room, especially in the braking area!

Faster cars with slower drivers: You may be caught by the faster drivers of the slower class. It is their job to pass you safely, however, be aware that you will have a straight-line speed advantage. It can be immensely frustrating to have a faster car with a slower driver baulk you in the corners, then shoot off down the straight, only for the same thing to happen at the next corner, and the next, and the next... If you are in the faster car, you are under no obligation to pull over and ease off, you have your own race to run, however, consider what you have to gain by mixing it with frustrated drivers in a different class. They have caught you because they are faster around the circuit. You do not lose championship points by letting them through. If you let them go, they will go and attack the next car up the road, and may even help you get past.

Slower cars with faster drivers: You may catch the rear of the faster class. It is your job to pass them safely. The slower driver does not have to dive out of your way under blue flags (although they may choose to make it easy for you). You may also catch the mid-pack of the faster class. Be aware that they are driving to the extent of their abilities, and they do not have to compromise their race for you, you must find a safe way past. It can be frustrating having faster cars baulk you in the corners, but consider how best to use the tow and corners to separate you from the people you are battling.

Slower cars with slower drivers: You are likely to have a busy race! Be aware that you may be caught by the lead pack (or more) of both classes, and watch for blue flags. You do not have to dive out of the way - see Blue Flag section above.

All drivers - learn how to identify the separate classes of cars in the mirrors and in front – the cars have class flashes, on the front and rear of the roll cage for the Sigma 150, Sigma 135 and Sigmax classes and the Classic class have a windscreen and rear class flash on the roll cage.

Chicanes

There are essentially two types of chicanes, those that are fairly gentle with a wide area of track and those that are tight.

It is the tight chicanes that we tend to get the most incidents and consequently, those are the ones we are considering here. Due to the fact that they are narrow, and generally have only slightly more than car's width, especially on the racing line, the old adage "two into one won't go" should be borne in mind. Of course, they can be a great place for making an overtaking manoeuvre but there is a fine line between daring and reckless! Trying a manoeuvre of going around the outside of a car that is on the racing line in a chicane that narrows is likely to be asking for trouble. Likewise trying a very late dive down the inside of a car as it is about clip one of the apex's, will result in the gap closing on you with nowhere to go except the kerbs, and that may launch you out of control.

Remember - by maintaining good driving standards we will enjoy our sport without detriment to others. Race with respect.