



REGISTERED COMPETITOR DRIVING STANDARDS AGREEMENT

DRIVING STANDARDS POLICY

This policy agreement applies to the BRSCC Mazda MX-5 Championship, BRSCC Mazda MX-5 Super Series and the BRSCC Mazda MX-5 SuperCup as organised by BRSCC.

This document sets out the policy that determines what constitutes acceptable and unacceptable driving standards. All drivers must read and by the act of registration the BRSCC Mazda MX-5 Championship, BRSCC Mazda MX-5 Super Series or the BRSCC Mazda MX-5 agree to follow the conditions of this policy and which is considered to be a formal part of the Championship Regulations.

What constitutes unacceptable driving standards?

Motorsport UK General Regulation C 1.1.5 provides that:

"Driving in a manner incompatible with general safety, or departing from the standard of a reasonably competent Driver" will be considered to be in breach of the regulations.

The Championship interprets the regulation to mean that ignoring flag signals and/or lights, blocking, weaving, squeezing, making avoidable contact and driving in a manner which causes avoidable damage is classified as unacceptable driving standards. This includes driving beyond the track limits as defined by the relevant Regulations.

Driving Standards Policy

The following regulations are entrenched within the Championship. By your participation you agree to be governed by them.

The Co-ordinator will take appropriate steps to have the Regulations and this Policy enforced for the benefit of all competitors within the Championship.

A Driving Standards Advisor (DSA) will be appointed for (each round of) all championships. The DSA will work with the meeting and/or Championship organisers, the Championship Co-ordinator and other officials and will investigate all on track incidents however initiated and not withstanding that the Clerk of the Course may have already imposed a penalty under Motorsport UK regulations.

The DSA is empowered to call any competitor to investigate any incident and may request evidence in the form of track observation reports where available from the Clerk of the Course and demand delivery up of video evidence from any competitor's car at the event in question on the basis that all and any cameras installed in a competing vehicle are deemed under the control of the officials of the meeting.

Penalties can be applied and are categorised as below in addition to any penalty applied under or pursuant to the Motorsport UK General Regulations:

ON-TRACK

Depending on the severity of the incident and/or the consequences of it as judged by the relevant official, a white, yellow or red card may be issued.

- **PENALTY: WHITE CARD** (Warning) – Two white cards issued to the same competitor in the Championship season will result in a yellow card to be issued.
- **PENALTY: YELLOW CARD** resulting in the immediate suspension of membership of the BRSCC for a period commencing with issue and ending 30 minutes after the next championship race (in which the competitor is registered) finishes. **Two yellow cards issued to the same competitor in the championship season will result in a red card being issued.**
- **PENALTY: RED CARD** resulting in the immediate suspension of membership of the BRSCC for a period ending 30 minutes after the next two championship meetings (in which the competitor is registered) takes place. **Two red cards issued to the same competitor in the championship season will result in the immediate suspension of membership to the BRSCC for the remainder of the applicable season.**

OFF-TRACK

Refusal to co-operate with the DSA during the investigation of incident:

- **PENALTY: RED CARD** resulting in the immediate suspension of membership of the BRSCC for a period ending 30 minutes after the next two championship meetings (in which the competitor is registered) takes place.

Any form of abusive or aggressive conduct will result in termination of Registration.

Mandy Andrew

Championship Co-ordinator

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By entering the championships, you agree to not only adhere to the Motorsport UK Blue book rules but also to the BRSCC Championship regulations.

You agree by registering for the Championship to abide by the Championships Driving Standards Policy and to treat your fellow competitors with full respect in regards to their and your personal safety.

Driving Standards Examples:

Motorsport UK defines poor Driving Standards as "Driving in a manner incompatible with general safety and respect and departing from the standards of a reasonably competent Driver". Anyone who doesn't meet these standards may be considered to be in breach of the regulations and subject to the penalty system.

The following examples of poor driving standards are given as guidance for drivers to follow and the Clerk of the Course to consider but are not limited to these guidelines:

1. Excessive weaving with no more than two left to right manoeuvres between two corners.
2. Squeezing, going for an unrealistic gap, making unnecessary contact and generally driving in a manner which causes avoidable damage.
3. Returning to the track after being fully outside track limits. If you leave the track limits under any circumstances, you are obliged to return in a controlled and safe manner with absolute regard and respect for those who are still on the racing surface. You are NOT entitled to try and maintain the position you previously held:
4. Overtaking - The aim of this section is to help rid the championships of desperate 'diving up-the-inside' overtaking manoeuvres that are normally dismissed as 'racing incidents'. 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. You will may liable to the penalty system if the following practices are not displayed by the drivers concerned.

Avoiding "The Racing Incident"

Car 1 (The Car in Front)

- 1) Think about a conventional or defensive approach to the next corner as soon as you BEGIN the straight.
- 2) Do not "slam the door" unless you are two thirds of a car length in front of Car-2. If it then hits the rear third of your car, Car-2 is 100% to blame

Car-2 (The Car attempting the overtake)

- 1) Do not dive up the inside unless you can be over two thirds of length of the car you are overtaking before the apex.
- 2) If you can't quite get alongside, slow down enough to let the door be slammed 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. Coincide your faster exit with catching Car-1 as the straight begins. Deciding the amount of blame apportioned is not an exact science. Much depends on Car-2's 'sudden lunge factor'. Contact arising from a side-by-side-battle for a corner is not the same as an over-optimistic and sudden lunge from way-back that does not pay off. There is no recognised apportionment of blame for 'A Racing Incident'
- 3) Side swipes with cars that are level with each other, and squeezing drivers so that they either have to back off, leave the circuit or hit the barrier, will be investigated.

We are confident that, being able to rely on fellow competitors to race within these general guidelines will allow closer racing that should provide more fun, spectacle and enjoyment for drivers and spectators.

Probably the most likely place for contact is following the race start into the first corner. An example of unacceptable driving is where car 2, the trailing car, clips car 1's rear quarter, causing them to lose traction and pace. If as a result of this car 2 takes the position, car 2, should by the next bend relinquish the position back to car 1.

In the same circumstances, if car 2 causes car 1 to leave the track, this matter will be dealt with by the Motorsport UK if car 1 is unable to proceed and gain the place back as described above.

Vehicles coming into contact whilst in a train, on a fast straight, causing no loss of control or disadvantage to others drivers, will not be considered as detrimental.



General Etiquette, Safety and Helping Marshals

It is an inescapable fact that marshal numbers are rapidly falling. From discussions with marshals, it emerged that we could easily make their job easier, safer and more enjoyable.

The following requirements aim to help achieve this.

Pay great attention to yellow flags. If you see a yellow or red flag, indicate that you are slowing to following drivers by raising your inside hand. A waved yellow indicates that there is imminent danger. This could be a blockage of part of the track or that there may be marshals or drivers on track. You should reduce your speed significantly (to approx. 50mph); be prepared to take a completely different line or even stop. Lack of yellow flag discipline is a primary concern of marshals. Knocking a tenth off your normal lap time is not enough. We have campaigned for severe penalties for drivers who flout this rule. Please let us have none of our competitors penalised. Without the support of the marshals, all of whom are volunteers, there would be no racing in Britain.

Ensure that any recessed pulls/switches are operable whilst wearing welding gloves.

Place the scrutineering ticket in the driver side window. Display only the current ticket.

Ensure towing eyes are easily found on the surface of the car. Identify them with an arrow and a "TOW" sign and ensure that they are strong enough to do the job.

Please wait until your car is stationary before removing your helmet after the race. Keep your speed to a crawl in the pitlane, to allow for people moving around without paying attention.

Please make sure that you acknowledge the marshals by waving to them on the slowing down lap, no matter where you finish. It is a courtesy to them for their time and effort spent on our behalf.

