



**CATERHAM GRADUATES
RACING CLUB**

Driving Standards

The Driving Standards Team is here to help ensure that drivers are able to enjoy the very best in low cost motor sport. It is run by drivers for drivers and by making sure that everyone understands the 'rules' we hope to ensure that accident damage and risk of personal injury are minimised.

We have highlighted below some of the key issues that continually lead to safety concerns and damage together with an expansion of some of the MSA Blue Book Regulations.

Yellow Flag

MSA Blue Book J 16.1

You must slow down sufficiently to have full control over the vehicle and NO OVERTAKING. Passing under yellow is not only gaining an unfair advantage but is putting the lives of marshals at risk. Use the green flag lap to ensure that you are aware where all the marshal's posts are (that's what it's intended for). IF you do pass under yellow give the place back as soon as you can but be aware that there is still a good chance you will be called to the Clerk of the Course to explain your lack of observation.

Red Flag

Should any race 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 slam on the anchors, unless you are about to dramatically encounter the incident, as the driver behind may not have seen the flag or, as with the traditional M25 traffic jam, all the cars behind you will back up quickly to the point where the flag may not yet be displayed. You then proceed to the start line, or as directed.

Blue Flag

A faster car is trying to overtake you - most usually shown when someone is being lapped. Don't fight it, let them through.

Rejoining the Circuit

MSA Blue Book J 15.2

If all four wheels have left the track you must rejoin at the nearest point compatible with safety. It is unfair and unacceptable to simply rejoin the circuit as quickly as possible without any regard for the drivers around you who have been able to retain control of their car. If this means stopping at the side of the circuit until safe to rejoin then that is what you must do, even if that means you rejoin last.



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Avoiding the 'Racing Accident' and Blocking/Weaving

MSA Blue Book E5.1.8

Drivers must at all time drive in a manner compatible with general safety.

MSA Blue Book J15.4.2

Manoeuvres liable to hinder other drivers such as premature direction changes on the straights, crowding of cars towards the inside or outside of the curve or any other abnormal change of direction, are strictly prohibited and will be subject to penalties ranging from a fine to exclusion from the race. The repetition of such driving, even involuntary, may result in exclusion.

The CGRC Driving Standards Team's interpretation is that this precludes competitors from blocking, weaving, squeezing, **making unnecessary contact and generally driving in a manner that causes avoidable damage.**

So no blocking of following cars on the straight, by weaving, moving in front of them deliberately to block them, or pushing them to the side of the track if they get a wheel alongside.

Leaning on another car going around a corner, and pushing them to the outside is not allowed.

Defensive driving is fine, and is all part of racing, and 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 simply blocking, and is not allowed.

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.



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To Avoid "The Racing Accident":

Car-1:

- Think about 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.
- Check your mirrors and what is around you, before every turn-in manoeuvre.
- Do not "slam 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 about 20% 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 making room if Car-2 is anything other than entirely behind you.

Car-2:

- Do not dive up the inside unless you can be fully alongside before the apex.
- If you cannot 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 next 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.



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IF YOU FEEL THAT ANOTHER DRIVER IS DRIVING OUTSIDE THE RULES, WITH PARTICULAR REFERENCE TO CARELESS, RECKLESS OR DANGEROUS DRIVING, THEN THE GRADUATES TEAM HAVE SET UP A FORMAL PROCEDURE TO FOLLOW:

1/. A form marked DRIVING STANDARDS COMPLAINT FORM is available from the members' section of the Graduates website. You should complete the form, which will be automatically e-mailed to all members of the Driving Standards Team.

2/. If two or more complaints are received regarding the same driver, then that driver will be spoken to. Depending on the seriousness of the offence or if the driver continues to drive in a dangerous manner further action may be taken. This can range from a written warning through to suspension of racing membership.

Please feel free to have a chat with any, or all, of the Driving Standards Team over an incident if you are not sure whether to make a formal complaint or not. BUT please be mindful that they may be just about to go out and race themselves so might be making some last minute preparations and not really be in a position to listen to your complaints at that moment. Most complaints are best dealt with a while after an incident in any case, rather than immediately after while the adrenaline is still flowing and tempers may be raised.

Confidentiality: You should be aware that any complaints are dealt with completely confidentially and are only discussed amongst the DSC. We do not inform a driver who has complained against them.

Also, it is not only an aggrieved driver who has the right to submit a complaint. Any members who witness what they consider to be careless, reckless or dangerous driving, whether they are taking part in a race but not directly involved in an incident or while watching from the grandstands, may submit a complaint.

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



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DRIVING STANDARDS REGULATIONS

The Driving Standards Team (DST) will be working with meeting organisers and will investigate all on track incidents, whether triggered by judicial action initiated by the Clerk of the Course, by competitor complaint, or by their own observation, notwithstanding that the Clerk of the Course may already have imposed a penalty under MSA Regulations.

The DST are empowered to call a competitor to investigate any incident and may supplement their own investigations by the use of MSA Observers reports, where available and deemed appropriate by the Clerk of the Course, at the event in question and by the use of video evidence where available. They are empowered to apply penalties in three categories.

- i) Driving in a manner that is considered **careless** by the DST - to be penalised by a written warning. Two written warnings in six races will cause a yellow card to be issued.
- ii) Driving in a manner that is considered **reckless** by the DST - to be penalised by the issuing of a yellow card. Two yellow cards in six races will cause a red card to be issued.
- iii) Driving in a manner that is considered **dangerous** by the DST - to be penalised by the issuing of a red card.
- iv) Refusal to co-operate with the DST will result in the issuing of a red card.
- v) A red card will cause the suspension of racing membership from the Club for a period of two races, which will both count as points scoring rounds with zero points score.
- vi) The issuing of two red cards in one season will result in the suspension of racing membership of the Club for a period of six races, to be carried over to the next season if appropriate.
- vii) 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.
- viii) Suspension of racing membership of the Club will mean that the competitor is ineligible to compete in the championship during the period of suspension.