

C1 Racing Club Driving Standards Policy

RAW Motorsport Ltd t/a C1 Racing Club is referred to as The Organisers

1 General

- 1.1 The purpose of the Citroen C1 Racing Club is to be the best low-cost motorsport series. The intention is to provide safe, exciting and close racing with low costs.
- 1.2 By joining the club you agree to be bound by the terms of this policy.
- 1.1 It is expected that all Competitors will behave in a manner consistent with the purpose of the series. If Competitors do not adhere to these regulations they should expect the Organisers to deal with offenders as severely as the Organisers and MSA regulations allow.
- 1.3 Competitors ahead on the track should be allowed to take the line of their choice with the exception of:
 - i. blocking, crowding or abnormal changes of direction (R2.1 and R.2.2) which are regarded as Adverse Driving.
 - ii. when they are being lapped.
- 1.4 It is regarded that a car is ahead if its B pillar is forward of the other car's front axle. In a corner, this is measured at the point of turn in of the car that is ahead; and from that point until the exit of the corner, the car that is ahead is allowed to take the line of their choice. If the first car's B pillar is no longer ahead of the second car's front axle at the point of turn in; the first car must not crowd the second car.
- 1.5 Due to the long duration of races in the Citroen C1 Challenge it is anticipated there will be numerous instances where cars need to lap other cars. A car alone on the track may use the full width of the track with the exception of when it is about to be lapped. The presence of blue flags, or blue lights during races held in the dark, presented by the Marshals, will indicate that a car is attempting to lap. The car being lapped must allow the faster car past at the first possible opportunity. If the driver ignores the blue flags their team will be subject to a 1 lap penalty for each lap they block the lapping car, and the driver subject to 3 penalty points.

- 1.6 Drivers must not leave the track without a justifiable reason. The white lines defining the track edges are considered to be part of the track. A driver will be judged to have left the track if any wheel of the car either goes beyond the outer edge of any kerb or goes beyond the white line where there is no kerb
- 1.7 Should a car leave the track for any reason and without prejudice of 1.8 below the driver may re-join. However, this may only be done when it is safe to do so and without gaining any advantage. Drivers that make an unsafe re-join or gain an advantage will be subject to a 1 lap penalty.
- 1.8 Repetition of serious mistakes or the appearance of a lack of control over the car (such as leaving the track) will be treated as Adverse Driving and will be reported to the Clerk of Course. It should be expected that penalties up to and including the exclusion of any driver concerned will be enforced.
- 1.9 It will be treated as Adverse Driving if a car is driven unnecessarily slowly without exceptional cause and without due regard for the safety of other cars driving at normal speed.
- 1.10 No competing vehicle shall be driven in the reverse direction of the track except for the minimum distance to remove it from an unexpected situation and then only under official supervision.

2 Overtaking

- 2.1 Overtaking 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 by the car in front. 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.
- 2.2 Deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction is strictly prohibited and will be treated as Adverse Driving.

3 Adverse Driving

- 3.1 Adverse Driving has the potential to pose a danger to people and property, increases costs, deters new members, and is therefore

inconsistent with 1.1 above and will be dealt with severely.

- 3.2 The Organisers deem Adverse Driving to be:
- i. causing, or driving that is likely to cause, car to car contact.
 - ii. causing, or driving that is likely to cause, a car to make contact with any object that could cause harm to the car.
 - iii. causing, or driving that is likely to cause, a dangerous situation for any other person including but not limited to participants, spectators, sponsors and officials.
 - iv. driving that is likely to bring the Organisers or sport into disrepute.
 - v. not allowing another car to lap.
 - vi. weaving or blocking as described in 2.1.
 - vii. crowding a car beyond the edge of the track as described in 2.2.

4 Driving Standards Observers

- 4.1 The Organisers will appoint at least one MSA-licensed Driving Standards Observer for each event.
- 4.2 The Driving Standards Observer (DSO) can, at their discretion, investigate on track incidents however initiated and not withstanding that the Clerk of the Course may have already investigated and / or not imposed a penalty under MSA regulations.
- 4.3 The DSO 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 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.
- 4.4 Whether having direct involvement in any incident or not, any driver who cannot / will not provide their in-car video evidence will, at the discretion of the DSO, be issued with a penalty that may lead to the team being disqualified.
- 4.5 Driving Standards Observers are empowered to inform Competitors that they will be penalised in accordance with the Regulations, which can include withdrawal from the event,

or expulsion from the Club in extreme circumstances.

- 4.6 No protests or appeals can be made against the decisions of Driving Standards Observers or the C1 Racing Club.

5 Reporting

- 5.1 Incidents that meet the description of Adverse Driving (3.2), Failure to comply with flags or signals, or General Conduct can be reported by any Team Manager.
- 5.2 Reports should be made as soon as is reasonably practicable, although reports will be considered up to 30 minutes post the end the relevant Practice session, Qualifying Session or Race
- 5.3 Reports should be made in writing and should include the time of the incident, the identities of the people and vehicles involved, and full details of the incident.

6 Penalties

- 6.1 Drivers will be issued with a Club Membership card at or before the first race of the season
- 6.2 The Club Membership card must be presented at sign-on and will be retained for the duration of the race.
- 6.3 Penalty points will be applied to Club Membership cards as deemed appropriate by the Organisers.
- 6.4 If a driver amasses 12 points on his or her Club Membership card, they will be forbidden from driving for the remainder of the season and their membership of the C1 Racing Club will be terminated.
- 6.5 Penalty points can be applied by the Club at any time, including during the course of a race and in the absence of the driver.
- 6.6 Incidents likely to attract 12 points include
 - Refusing to cooperate with the DSO or the Organisers.
 - Abuse, physical assault or threats of physical assault.
- 6.7 Incidents likely to attract 3 points include:
 - Avoidable contact of any type.
 - Crowding another driver off the track.
 - Refusing to allow a car to lap.