



DRIVER'S CODE OF CONDUCT

GSRA Members have raised concerns that driving standards are not being followed. The GSRA want to remind all members that Group S - Classic Sports Car Racing is an amateur sport to be enjoyed by all who participate. The competitive aspect of driving historic production sports cars is part and parcel of the sport, however over-driving or overly-aggressive driving is not.

Driver safety is jeopardised by poor and aggressive driving behaviour. Please find an updated version of the "Driver's Code of Conduct". The GSRA implore every member to read this document carefully, and reflect on your own driving behaviour. This Code of Conduct will be provided to every race promoter and Clerk of Course so they are aware of the standards Group S Members are expected to adhere to. The appointed DSO at each race meeting will be asked to take whatever action they deem appropriate when they observe driving that is in breach of these standards. Be mindful and respectful of each other.

These Driving Code of Conduct are to be read in conjunction with Race Meeting Regulations and CAMS Manual.

1. RACING ROOM - Giving your competitor racing room is one of the foundation rules of motor racing, in particular historic racing. This rule is the basis of all for Driving Standards. At all times you must not force your competitor off the track by squeezing or failing to give them adequate room to place and race their car.

2. BLOCKING - Blocking causes accidents. It is considered unsporting, although tactically defending a position in the closing stage of a race by altering your line ONCE is accepted. Repeated deliberate blocking during a race is not acceptable and offending drivers may be sanctioned accordingly.

3. PROTECTING YOUR LINE - To protect your racing line on a straight, a competitor is allowed ONE movement to position your car. You cannot move back onto the racing line at the end of the straight as this will be considered TWO moves. Continuous movement across the track down the straight is considered multiple movements, and will be ruled as blocking (see Blocking above). The above does not apply when passing slower and/or smaller class cars, whereby the car being passed is expected to stay on, or hold their line whilst being passed.

4. OVERTAKING AT CORNERS - At the usual point of turn in you must firstly have your car under-control for your move, and by definition, this does not include out-of-control moves up the inside. Similarly, if you are up to the steering wheel of the car you are passing, they must provide adequate racing room. They can opt to stay on the outside of you if they choose, but they **MUST** not crowd or cut across your nose. If a competitor stays on the outside and/or alongside you, then you must provide them racing room on the exit of the corner. It is not acceptable for your car to run wide on exit and force that car from the track (see Racing Room above).

5. LAPPING - Extra care should be exercised when lapping a slower car. Lapped drivers should use their mirrors and be aware when a passing move is about to be made. A slower car should not deliberately try to hold up the passing car/s. There is no requirement for the car being lapped to point which side the pass should be made; that is the prerogative of the passing driver. However, if a driver about to be lapped does make a visual indication, the passing driver should attempt to comply. Faster cars lapping slower cars should not take advantage of the slower cars to gain track position.

6. SAFETY-CAR - Obey all flags and flag marshal instructions. Group up behind the safety car as promptly as is safe to do and then remain **NO FURTHER** than 5 car lengths behind the car in front. Once the lights on the Safety Car have been turn off, competitors should form a single file and not overlap.

7. RE-ENTRY TO THE CIRCUIT - If you go off the circuit or run wide, make sure it is safe to re-join the circuit. Wait for a flag marshal's direction or a clear gap in the traffic. On re-entering you must not force another competitor's car to take avoiding action from your unsafe return to the track.

8. GENERAL DRIVER BEHAVIOUR - Experienced participants are expected to demonstrate their advanced skill in safe and courteous conduct, whilst less experienced participants are expected to drive within their limits, and gradually build up their race craft from event to event. No competitor is entitled to drive outside their own limits, regardless of the performance of their vehicle. Safe driving must extend to the pit paddock, marshalling grid and pit lane.