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Driving Standards

Drivers conduct on the track is taken seriously by the E36 Race Series Club.

While racing incidents can happen, malicious or aggressive driving styles will not be tolerated. The E36 Race Series Club has a three-strikes-and-you're-out policy. Any on track incidents that are found to have been caused by carelessness, malice or aggression by a driver, will be reported to the event stewards.

Should a driver be found responsible for causing three on track incidents on separate occasions, the driver's E36 Race Series Club Membership will be revoked and all circuit promoters will be notified.

We must remember that we are a group of like minded drivers whose main aim is to compete fairly and in the absence of deliberate car to car contact and/or intimidation for track position gain, and all for our mutual enjoyment.

Driving standards apply on and adjacent to the racing surface itself, the paddock, marshalling area and pit lane.

Racing Room

- Giving your competitor racing room is one of the foundation rules of racing. This rule is that basis of all 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.

Blocking

- Blocking causes incidents. NO blocking will be tolerated and will be penalised.

Protecting your line

- To protect your racing line on a straight you are allowed ONE movement to position your car. Having made such a move, you cannot move back onto the racing line - that is two moves. Continuous movement across the track down the straight is considered multiple movements.

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HOWEVER, protecting your line in this manner (a series of single moves for multiple laps) will also constitute blocking. The above does not apply when passing slower cars, which are expected to stay online whilst being passed.

Overtaking

- Overtaking at corners is the most likely circumstance where contact may occur. Late braking, dive bomb moves up the inside and crowding and/or turning down on another driver on corner exit does not constitute acceptable conduct. Participants MUST allow sufficient room at corners and be prepared to yield to another competitor in the interest of safety even if at cost of track position. This applies as much to overtaking cars as to those being overtaken. Be aware, under general racing standards, it is entirely the responsibility of the overtaking driver to execute the maneuver safely.

Entry

- At the USUAL TURN IN POINT of the corner (and no later), you MUST have your car's front wheel at least up to the A pillar of the car you are overtaking, whilst always remaining in complete and effective control of your vehicle. From this point, you own the corner, but anything less and you MUST withdraw from the move without affecting the other cars progress and allow your competitor to come across in front of you. At the usual point of turn in you must also have your car under control for your move.

Mid Corner

- The concept of safe overtaking does not include an out of control, divebomb move up the inside. Vice versa if you are up to the steering wheel of the car you are passing, they must give you racing room, they can stay on the outside of you if they choose, but they MUST not crowd in on you or cut across your nose.

Exit

- If your competitor stays on the outside and alongside of you then you must give them racing room on the exit of the corner and not seek to crowd them off the circuit in an attempt to force them to 'lift'.

Re-entry to the circuit

- If you go off the circuit or run wide make sure it's safe to rejoin the circuit. Where possible, wait for a flag marshal's direction or a clear gap in the traffic.

Respecting track limits

- Race Meeting Standing Regulations (RMSR) require drivers to respect the track limits. Gaining an advantage by driving outside the track limits is not permitted. Special consideration is given to certain corners of the track announced at the Drivers Briefing before each event.

Awareness

- All entrants are required to maintain awareness of their place in the relative scheme of a race event as it progresses. Leading cars **MUST** exercise discretion in terms of lapping slower cars, and slower cars **MUST** respect the blue flag. Additionally, it is expected that two or more slower cars dicing for position at the back of the field **WILL NOT** have their racing interfered with by a faster car lapping them. Generally, you will have the speed and position to complete the overtake in a straight line and minimise any interference. This calls for careful thought and quite deliberate action - difficult for some drivers it is acknowledged, **BUT** certainly possible. In this regard, please re-read the above until you are fully conversant with what those sections are communicating.

Cameras

- All vehicles **MUST** have a video camera mounted showing a clear view of the driver and track to the front of the car. The video camera must be mounted, operating and recording during every session. The Steward or Driving Standards Officer (DSO) can request any video camera footage at any time. Penalties up to exclusion from the race may be applied for non-provision of camera footage of that race to the Steward or DSO.

Discussion with Steward or DSO

- The Steward or DSO will speak to the driver on a one-on-one basis. Discussions will **NOT** include your crew, family, partner, and sponsors and will always be civil. You are reminded that the **COMPETITOR** is deemed responsible for the conduct/actions of his/her crew, family, partner, and sponsors.

Penalties

- Participants who incur Infringement Notices or Penalties for any breaches of the E36 Race Series Club Driving Standards or circuit Steward or DSO for driving standards or by event officials and/or are the subject of a guilty finding confirmed by event Stewards may be excluded from race results at the event and may be excluded from the current meeting plus future meetings.