

Production BMW Championship Driving Standards Regulations

MSA BLUE BOOK REGULATION E 5.1.8

“A Driver at all times must drive in a manner compatible with general safety.”

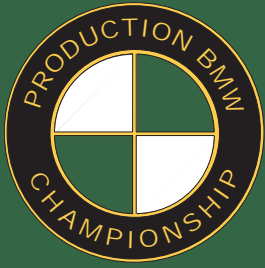
The **EASYTRACK PBMW CHAMPIONSHIP** Driving Standards Advisor's (DSA) interpretation will be that this precludes competitors from blocking, weaving, squeezing, making unnecessary contact and generally driving in a manner which causes avoidable damage. This will include deliberately driving outside the limits of the track (tarmac and kerbs).

Driving Standards Policing

The following regulations are enshrined in the Championship. By your membership of the EASYTRACK PBMW CHAMPIONSHIP (PBMWC) you agree to be governed by them. You must accept that if penalised, there is no higher authority to which you can appeal; and therefore no way of reducing or escaping the penalties applied.

The Committee is determined to see that these regulations are enforced for the benefit of the drivers competing in the championship. Currently John Willcocks heads up the DSA team with Dave and Tracey Kirby acting as observers on behalf of the PBMWC, from time to time they may also be supplemented and/or substituted by others. The DSA's 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. PBMWC DSA's are empowered to call a competitor to investigate any incident and may supplement their own investigations by the use of track Observers reports, where available and deemed appropriate by the Clerk of the Course, at the event in question. They are empowered to apply penalties in three categories.

- i) Driving in a manner which is considered careless by the PBMWC DSA - to be penalised by written warning. Two written warnings in six meetings will cause a yellow card to be issued.
- ii) Driving in a manner which is considered reckless by the PBMWC DSA - to be penalised by the issuing of a yellow card. Two yellow cards in six meetings will cause a red card to be issued.
- iii) Driving in a manner which is considered dangerous by the PBMWC DSA - to be penalised by the issuing of a red card.
- iv) Refusal to co-operate with the PBMWC DSA will result in the issuing of a red card
- v) A red card will cause the suspension of membership from PBMWC for a period of two race meetings 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 PBMWC membership for the remainder of the season.
- 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 PBMWC membership will mean that the competitor is ineligible to compete in the championship during the period of suspension.



Production BMW Championship Driving Standards Regulations

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 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. The DSA's will take action on this manoeuvre, if the following practices are not displayed by the drivers concerned.

To Avoid "The Racing Accident"

Car 1:

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.
2. Check your mirrors and what is around you, before every turn-in manoeuvre.
3. 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:

1. Do not dive up the inside unless you can be fully alongside 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 Accident' but the DSA's will start with this view;

Car-1 between zero and 50% to blame. Car-2 between 50% and 100% to blame.

It can be seen therefore, that driving a defensive line is an acceptable racing tactic as long as it takes place soon enough. If changing your approach happens so late that it causes contact or forces the following driver to take avoiding action, you will be penalised.

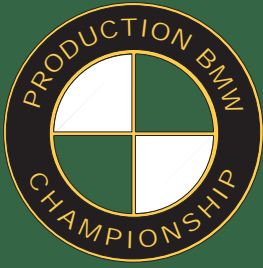
Side swipes with cars that are level with each other, and squeezing drivers so that they either have to back off, leave the circuit or hit the barrier, will be considered infringement of these standards. The DSA's will impose the appropriate disciplinary procedure.

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

Thanks to Roberto Giordanelli – Motor Racing Instructor

www.roberto-giordanelli.com for his help in defining these measures.

See Roberto's article 'The Racing Accident', and "Overtaking to win" first published in the MSA 'Motorsports Now!' magazine in 2003, for more information.



Production BMW Championship Driving Standards Regulations

Safety and other stuff to help the Marshals

It is an inescapable fact that marshal numbers are rapidly falling. From discussion 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 at the BARC for severe penalties for drivers who flout this rule, please let us have none of our competitors penalised. Without the support of the volunteers, there would be no racing in Britain.

In addition to the MSA required 'spark' and 'E' symbols, Label the Extinguisher pull/switch with the word "FIRE". Label The Battery master pull/switch with the word "ELECTRICS". Ensure that these labels are clearly visible and on the same panel as the switches, in case the other panels part company with the rest of your vehicle.

Mount Pulls/ Switches on the panel beneath the windscreen, in front of the driver. If this is impossible, clearly label this area with the location of the Pulls/switches.

If possible, put a duplicate set of pulls/switches beneath the rear screen.

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

Place the scrutineering ticket in the passenger side rear window. Display only the latest ticket.

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

In the event of an "off" please stay in your car unless or until told to vacate it by the marshals, or if there is a fire or imminent danger of one. If the car is operational, but you are stuck in gravel or mud, the marshals would rather try to push you out so that you can continue racing. It is also quicker for them, and leaves them in the danger zone for less time than trying to move an empty vehicle. You are safer strapped in your car than running around the track. If you require assistance, signal this to the marshals.

Please wait until your car is stationary before removing your helmet after the race.

Keep your speed low 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.