

## DMCC Drivers Etiquette

This is a guide to help you know what is expected of you while racing. It's designed to help everyone enjoy their days racing in a fair and sporting manner.

### Drivers Etiquette On The Rostrum

- Be on the rostrum at least 30 seconds before the start of your race. Driver positions on the rostrum are on a first come first served basis for qualifying. For finals drivers have a choice based on your qualifying position.
- We will not tolerate threatening or abusive behaviour towards any driver, marshal, race official or any attendee at the track. This shall be dealt with swiftly with penalties at the race directors discretion. This would apply at all times during the meeting.
- You may alert marshals to a car which has not been seen, or alert other drivers if there is a car crashed on the main straight or fast area. In both these instances it should be a short and concise announcement, with no bad language.
- You should not leave the rostrum until all drivers have finished their race, once the race has started you should stay on the rostrum. If your car has stopped, you should step back and allow the race to finish. Leaving the rostrum before a race has finished will incur penalties.
- You should not put your hands out in such a way that you will impede other drivers view of the track, and try to stay behind the barrier on the rostrum. E.g. when pointing a car out to a marshal. Or lean forward blocking other drivers views.

### Drivers Etiquette During The Race

- You should not impede faster cars during qualifying. You should allow a faster car to pass at the earliest opportunity, for example, go wide at the next corner. Remember that in qualifying you are racing against the clock and not other drivers. In finals this does not apply.
- If you are the faster car you should not force your way past the slower car, but should pass them when an opportunity arises without causing them to crash.
- If a car is lapping you, you should let them past at the earliest opportunity, for example, go wide at the next corner.
- If you are the lapping car, you should wait until the slower car has the opportunity to allow you past. You should not force your way past. If the car is not allowing you to pass, you may announce "lapping", as they may not know they are being lapped.
- If you are racing closely with another car, and another car wants to lap the two cars, no one should use this as an opportunity to gain a position. Both cars should hold position until the lapping car has passed both or more cars.
- If while racing you inadvertently cause the car in front of you to crash, you should not stop to allow them to continue, as this causes an obstruction to other cars. However to be sportsman like, you may let them pass you if they catch up to you during the race.

- You should do your best not to cause another car to crash, particularly if they are in front of you. However racing accidents do happen, but if the race officials feel it was deliberate, penalties may be applied.
- When your car is being marshalled you should take your finger off the throttle to ensure your wheels don't move until the marshal has put your car down. Revving the wheels is deemed to be an attempt to injure a marshal and shall be dealt with at the race directors discretion with penalties. Be aware that the marshal may think your car is faulty and leave it on its roof for the duration of the race.

### Drivers Etiquette Before and After the Race

- We will not tolerate threatening or abusive behaviour towards any driver, marshal, race official or any attendee at the track. This shall be dealt with swiftly with penalties at the race directors discretion. This would apply at all times during the meeting.
- The Race Director and the Committee are not your punch bag. If you feel aggrieved due to Rules, Timetable, Regulations etc. You do not have the right to take it out on any of the above.
- If you really feel something is unfair, speak with the Race Director in a calm manner and explain what happened. However, once the Race Director has given a decision, please accept it and do not keep returning to the issue.
- Not adhering to the above points will earn you penalties, which are YOUR fault.
- Remember you have the right to propose changes at the AGM or to join the committee and make these decisions and take responsibility for racing yourself!
- "After the race" includes later in the race day, the following week, social media, email etc.
- If you have an issue with another driver do not approach the other driver. Raise the issue with the Race Director. If you approach a marshal with any negative issues about their driving, you will be asked to leave the venue.