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CODE OF DRIVING CONDUCT ON CIRCUITS

1. Observance of signals

These Regulations and the instructions detailed in Appendix H to the International Sporting Code are deemed to be part of this code of driving conduct. All drivers must abide by them. Should any conflict exist between this document and the current Appendix H of the FIA International Sporting Code, the Code shall be used.

2. Overtaking, car control and track limits

a) A car alone on the track may use the full width of the said track, however, as soon as it is caught by a car which is about to lap it the driver must allow the faster driver past at the first possible opportunity.

If the driver who has been caught does not seem to make full use of the rear-view mirrors, flag marshals will display the waved blue flag to indicate that the faster driver wants to overtake.

Any driver who appears to ignore the blue flags will be reported to the Stewards.

b) Overtaking, according to the circumstances, may be carried out on either the right or the left.

A driver may not leave the track without justifiable reason.

More than one change of direction to defend a position is not permitted.

Any driver moving back towards the racing line, having earlier defended his position off-line, should leave at least one car width between his own car and the edge of the track on the approach to the corner.

However, manoeuvres liable to hinder other drivers, such as deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are strictly prohibited. Any driver who appears guilty of any of the above offences will be reported to the Stewards.

c) Drivers must use the track at all times and may not leave the track without a justifiable reason. For the avoidance of doubt, the white lines defining the track edges are considered to be part of the track but the kerbs are not.



Should a car leave the track for any reason, the driver may rejoin.

However, this may only be done when it is safe to do so and without gaining any lasting advantage. A driver will be judged to have left the track if no part of the car remains in contact with the track.

A driver may be reported to the Stewards should they perform any act which results in debris being brought onto the track.

d) Causing a collision, repetition of serious mistakes or the appearance of a lack of control over the car (such as leaving the track) will be reported to the Stewards and may entail the imposition of penalties up to and including the disqualification of any driver concerned.

e) It is not permitted to drive any car unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other drivers at any time

3. Cars stopping during a race

a) The driver of any car leaving the track because of being unable to maintain racing speed should signal the intention to do so in good time and is responsible for ensuring that the manoeuvre is carried out safely and as near as possible to a point of exit.

b) Should a car stop outside the pit lane, it must be moved as soon as possible so that its presence does not constitute a danger or hinder other drivers.

If the driver is unable to move the car, it shall be the duty of the marshals to assist. If such assistance results in the driver rejoining the race, this must be done without committing any breach of the regulations and without gaining any advantage.

c) Repairs carried out on the track may only be made by the driver using tools and spare parts carried aboard the car.

d) Replenishment of any kind is prohibited save when the car concerned is stopped at its pit.

e) Apart from the driver and duly appointed officials, nobody is allowed to touch a car except in the pit lane.

f) Pushing a car on the track is prohibited.

g) Except during a race suspension, any car abandoned on the circuit by its driver, even



temporarily, shall be considered as withdrawn from the race.

4. Entrance to the pit lane

- a) The section of track leading to the pit lane is designated the “pit entry road”.
- b) During competition, unless otherwise defined in the regulations, access to the pit lane from the track is permitted through the pit entry road only.
- c) Any driver intending to exit the track and enter the pit lane must make sure that it is safe to do so.
- d) Except in cases of force majeure (accepted as such by the Stewards), or unless otherwise defined by the Race Director, if appointed, or Clerk of the Course, any part of a tyre of a car entering the pit lane must not cross, in any direction, any line painted on the track for the purpose of separating cars entering the pit lane from those on the track. For the avoidance of doubt, crossing means that the outside of any tyre should not go beyond the outside, with respect to the pit lane, of the relevant line painted on the track.

5. Pit Lane

- a) The pit lane is demarcated such that the lane closest to the pit wall is designated the “fast lane” and the lane closest to the garages (or in some cases the “working wall”) is designated the “inner lane” (or “working lane”).
- b) Cars in the fast lane have priority over those rejoining from the working lane. Once a car has left its garage or pit stop position it should blend into the fast lane as soon as it is safe to do so, and without unnecessarily impeding cars which are already in the fast lane.
- c) A speed limit will be imposed in the pit lane and must be respected at all times.
- d) Cars in either the fast lane or working lane may not overtake other cars in the fast lane except in exceptional circumstances e.g., a slow car with an obvious mechanical problem, a stopped car, an obstacle.
- e) A car will be deemed to have been released either when it has been driven out of its designated garage or after it has moved from its pit stop position.
- f) Cars must not be released from a garage or pit stop position in a way that could endanger or unnecessarily impede pit lane personnel or another driver. Equipment or tyres may not be



left in the pit lane in a manner that would endanger or unnecessarily impede pit lane personnel or another car.

g) Cars may not be released from a garage or pit stop position in an unsafe condition.

h) Any contact between cars in the pit lane may be referred to the Stewards.

6. Exit from the pit lane

a) The section of track from the end of the pit lane leading to the track is designated the “pit exit road”.

b) There will be a green light and a red light (or similar signs) at the pit lane exit. Cars may only leave the pit lane when the green light is on (or sign is displayed).

c) Except in cases of force majeure (accepted as such by the Stewards), or unless otherwise defined by the Race Director, if appointed, or Clerk of the Course, any part of a tyre of a car exiting the pit lane must not cross any line painted on the track for the purpose of separating cars leaving the pit lane from those on the track. For the avoidance of doubt, crossing means that the outside of any tyre should not go beyond the outside, with respect to the pit lane, of the relevant line painted on the track.

7. Finish

a) After receiving the end-of-session signal all cars must proceed on the circuit directly to the parc fermé without any unnecessary delay, without receiving any object whatsoever and without any assistance (except that of the marshals if necessary).

An exception to ISC Article 726.4 and to the above will be made for the winning driver of the race who may perform an act of celebration before reaching parc fermé, provided any such act:

- 1) Is performed safely and does not endanger other drivers or any officials.
- 2) Does not call into question the legality of his car.
- 3) Does not delay the podium ceremony.

Any classified car which cannot reach the parc fermé under its own power will be placed under the exclusive control of the marshals who will take the car to the parc fermé.