

Please read and understand these regulations, by becoming a member you agree to be bound by them.

These guidelines highlight the recommendations for both overtaking cars and cars being overtaken. They are a minimum expectation of the CSCC's driving standards, but must be read and understood with the relevant current Motorsport UK National Competition Rules (NCR).

The Classic Sports Car Club prides itself on high driving standards. This is a non-contact sport, but if the worst should happen the Club often looks at what happened post-meeting, how to reduce the chances of it happening again and where necessary taking disciplinary action.

The CSCC has some of the largest grids in club motorsport, we love that so many of you want to be part of the action. Each grid is made of a brilliant variety of cars and drivers, with varied lap times as a result. As such the club has now released this document, to protect and respect the rights of all drivers. This is racing, not a trackday, overtaking (without damage) is a key part of the sport, but requires both cars to 'co-operate' for this to happen.



Large CSCC grids of varied cars.

The Motorsport UK 2025 NCR states –

NCR 12.Apx7.1.5. A Vehicle alone on the Track may use the full width of the Track.

a. However as soon as it is caught by a Vehicle which is about to lap it the Driver must allow the faster Driver past at the first possible opportunity.

b. If the Driver who has been caught does not seem to make full use of the rear-view mirrors Flag Marshals will display blue Signals to indicate that the faster Driver wants to overtake.

c. Any Driver who appears to ignore the blue Signals will be reported to the Clerk of Course.

So, what does this actually mean, and what are our views on this?

To the driver of the car being lapped.

- Be aware of your surroundings. Use your mirrors properly, if you can't see, or don't notice cars around you, the chances of a crash when they try to overtake you are high. Fit mirrors of an adequate size for full rear and 3/4 visibility, have effective demisting and always check your inside mirror the moment before turn in.
- Do not drive corner after corner sticking doggedly to the racing line. Blue flags/lights cannot be guaranteed upon, but when displayed are shown to make you aware a faster car is approaching and may wish to overtake, so please use your mirrors.



Marshals do their best to display blues.

To the driver of the car being lapped (continued).

- Try to communicate your intentions of which side you intend to let the faster driver through in good time. Be predictable, a last minute swerve is not helpful to the overtaking car.
- Forward planning. When you see a faster car approaching some distance away, planning may give you the opportunity to let them pass at a place on the track where it minimises any time lost e.g. a small 'lift' between corners may see them through, in safety.
- Once you can see that the faster car has committed to an overtake do not carry on turning in on them, or if they are overtaking around the outside allow them some space to safely complete the manoeuvre. Try to make your intentions clear, and consider pointing (if possible, and if safe), to the side you wish them to overtake on. If you feel a lapping car has made an unsafe maneuver (or worse, contact) you must report it to the CSCC Driver Liaison/Motorsport UK Clerks within 30 minutes of race end, bringing video if you have it.
- Any driver adjudged to have blocked a lapped car unnecessarily (not seeing it in the mirrors, or giving adequate space) may be subject to penalty.

To the driver overtaking lapped traffic.

- This Motorsport UK rule does not give you the right to lunge at the slower car.
- Whilst you should expect it to be making room for you, if you have not seen a clear signal that they know you are there, (the slower car about to be lapped looking in the mirror, marshals waving blue flags/showing blue lights), then assume they have not seen you and exercise caution.
- Be aware that the car you are lapping may be in a battle of its own with rivals, possibly for a class win. Try not to interfere with that if possible.
- Blue flags/lights cannot always be relied on.
- If you feel you have been significantly delayed by a car you are trying to lap, do not take matters into your own hands. Instead, take a measured view, try to pass when/if you can and then report the matter firstly to the Clerks within 30 minutes and then to the CSCC at a later date, ideally with video evidence. Better to have a race ruined than pick up damage, penalties or worst still injuries.
- As you approach slower traffic try to think in advance where you might catch them. Particularly if you have a rival competitor close behind it can be advantageous to go slightly slower through one section where overtaking is difficult, so as to time a pass on a straight to perfection.
- Rubbing is not racing with the CSCC. Use your skill to earn the respect of your peers, by lapping and hopefully winning without avoidable contact.
- Novice cross on the back? Give extra room, respect and patience, we were all new once.
- Any driver who causes avoidable damage or distress in the process of lapping a car (e.g. going for too small a gap, a lunge from too far back) may be subject to penalty.



Clarification of previous advice.

Pre-2021 we issued guidance that said “the slower car should stay on the racing line and it’s up to the faster, lapping car to find a way around”. We are now revising this statement with immediate effect.

A lot of times the driver being overtaken (particularly novice drivers) do not know where to position the car. The advice previously given has always been that the slower car stays on the racing line, and it is up to the faster car to find the safest way around.

This sounds like good advice, and may be more effective in one make type racing, but most CSCC grids have a wide variety of performance differentials. Coupled with pit stops, two driver teams where one driver may be slower and winners’ penalties this often means cars are out of their anticipated positions. If the car being lapped has better straight-line speed than the car lapping it (consider Mustang vs. Mini), then if the car being lapped sticks rigidly to the racing line, chances are the faster car will struggle to get past. This is where the “old CSCC guidance” comes unstuck, therefore follow Motorsport UK rules.



Racing for Position

NCR 12.Apx7.1.5.

- d. Overtaking according to the circumstances may be carried out either on the right or on the left. In response to each attempted overtaking manoeuvre no more than one change of direction to defend a position is permitted.***
- e. Any Driver moving back towards the racing line having earlier defended position off-line must leave at least one Vehicles width between their own Vehicle and the edge of the Track on the approach to the corner.***
- f. Manoeuvres liable to hinder other Drivers such as deliberate crowding of a Vehicle beyond the edge of the Track or any other abnormal change of direction are strictly prohibited.***
- g. Any Driver who appears guilty of any of the above offences may be reported to the Clerk of Course and penalised.***

Trying to advise on all the permutations of situations is simply impossible. If you are racing against your fellow competitors, either for the lead or last place, then do so closely, fairly and without contact. Do not take over optimistic lunges from long ways back, weave to block them, or run your opposition out of road on corner exits. If there is any kind of overlap you must not ‘close the door’ and move across. When cars are very close together line astern, you must make any move to defend a position clear and early, once a car is on the brakes it can be almost impossible for the following car to change its position. If you are subject to such treatment do not assume it was deliberate, keep calm and continue racing safely. Sometimes a chat to the other driver afterwards could produce a valid reason or an apology, if one isn’t forthcoming and you still feel aggrieved then speak to the Clerks. Whilst not currently compulsory in all categories, the CSCC strongly recommends the use of in car video for everyone.

Reporting Incidents at the circuit and the CSCC - added September 2024

All on track incidents involving car-to-car contact, however minor, must be reported to driver liaison at the circuit, within 30 minutes of the end of the session, bring onboard video footage if available. If a member has any concern about driving standards, they should speak to their Driver Representative, or the Driver Liaison team at the circuit, not two weeks later to the office. For reasons of time and not always having access to all evidence and witnesses, any incidents reported once the race meeting has finished may not be investigated by the CSCC office.

Drivers should be aware that any incident investigated at the circuit may also be independently reviewed by the CSCC committee and could result in a member receiving one of the level warnings (see the club discipline document, within the regulations page on the CSCC website). It is in a member's interest to make the driver liaison team aware of any circumstances and evidence they have regarding the incident, within 30 minutes of the session ending. Having done this, they may also contact the CSCC office by email, giving their point of view on the events, this may assist, before the committee issue a decision.

Conclusion. The Classic Sports Car Club takes driving standards very seriously. We have our own code of conduct over and above the Motorsport UK requirements, and pride ourselves in the application of these standards. Our Directors and Committee are on hand at race meetings to offer help and advice, so if you are unsure on any points please ask. Unfortunately, we acknowledge that some incidents will be unavoidable, but we expect all our competitors to drive with respect to their fellow competitors. Mistakes happen! If you do make a mistake then acknowledge responsibility and apologise for it. This will go a long way towards defusing more severe penalties. If you are offered an apology then have the good grace to accept it.

These guidelines are produced by the Directors and Committee of The Classic Sports Car Club Ltd.

Version 4, as of 5th March 2025 (Updated to NCR).