

## Guidance Note on Clubmans Sports Prototype Mixed Class Racing

This note is designed to provide guidance on racing respect between classes that can occur during racing activities.

There are currently 4 classes within Clubmans racing:-

More powerful classes; CSP1 and CSPA.

Lower power classes; CSP2 and CSPB.

Racing within classes having similar power (CSP1 & A and CSP2 & B) regularly occurs and can provide good fun without any Championship implications.

A more powerful car racing within a group of less powerful cars, such as often occurs within CSP2 & B, should be mindful that they don't hinder the within-class racing. This is particularly relevant towards the end of the racing season when final Championship placings are being contested.

Where problems can occur and have historically provided flashpoints, is when there's racing between a slow powerful class car e.g. CSP1 & A against a lower power car e.g. CSP2 & B. The more powerful car can hinder progress of the lower power car or inadvertently get in within intra-class racing. This often occurs on tighter tracks such as Brands Indy etc.

When that situation arises the driver of the more powerful car should be mindful of this and if after a few racing laps hasn't progressed forwards and cleared the less powerful cars, then they should consider allowing the less powerful car(s) to make progress. In addition, Blue signals from marshals should be respected.

If such a case occurs, where a slower powerful car hinders the progress or racing of the less powerful car(s), then initially the drivers concerned should discuss the situation - but at least 30 minutes after the end of the relevant session and of importance, always calmly and respectfully. Often in these circumstances the driver of the more powerful car is unaware of the implications or the frustration that may have arisen.

If the situation isn't resolved, then the aggrieved driver should speak with the driving standards officer (DSO) or other senior Club members (Chairman/Comp Secretary) if the DSO isn't present, to seek an amicable solution. The DSO may of course raise matters independently.

Team and family members of drivers concerned must not get involved within any discussions or initiate any conversation, much less any hostility, with the driver of the more powerful car and must only channel their frustrations via the driver and DSO as described above.

For many years we have had the Championship regulatory requirement to be respectful when raising 'driving standards' (or similar on track conduct) issues and to wait at least 30 minutes post-session before engaging. In this respect the Club – which is its members – was way ahead of Motorsport UK (and MSA before it) in the concept of Race with Respect which now applies across the sport; we want all participants to enjoy their sport in a safe, fun and friendly environment.

Mike Evans

Chair

Clubmans Register