



With effect from 1st January 2022

APPENDIX - D

2022

DRIVER'S CODE OF CONDUCT

TO BE READ IN CONJUNCTION WITH THE NATIONAL SPORTING
CODE (NSC) OF THE SRI LANKA AUTOMOBILE SPORTS.

**SRI LANKA
AUTOMOBILE
SPORT**

THESE DRIVING STANDARDS NOTES MUST BE READ IN CONJUNCTION WITH THE ENTIRE RACE MEETING REGULATIONS AND THE SLAS DISCIPLINARY CODE & APPENDIX 'G' OF NATIONAL SPORTING CODE IN SRI LANKA.

INTRODUCTION

Objective: to provide a structure for Drivers and Race Control together with the Clerk of the Course for race driving discipline and conduct at SLAS approved Racing meetings.

The Clerk of the Course, Race Stewards, and Race Control will take these guidelines into account when assessing an Official Protest and/or Complaint against another competitor's sporting and driving conduct during the event, whether it is a report from a Marshal or from another competitor. THESE GUIDELINES ARE ENFORCEABLE.

Motor racing in Sri Lanka is an amateur sport to be enjoyed by all who participate. Although the competitive aspect of driving production & single seater cars is part and parcel of the sport, where over driving or over aggressive driving is not. SLAS wishes to promote enjoyable and safe competition and the avoidance of car-to-car contact. All drivers must comply with SLAS Code of Conduct (Appendix D), Race Meet Conduct and Appendix "G" The following penalties in order of increasing severity are having the same meaning defined in the SLAS National Sporting code – part XI

- I. Reprimand (Rule 11.06)
- II Fine (Appendix R)
- III. Exclusion (Rule 11.10)
- IV. Suspension (Rule 11.12)
- V. Disqualification (Rule 11.21)

If there are any driving standards breaches, a report may be given by Race Officials to the Clerk of the Course notifying the Clerk of the Course of any drivers who have not adhered to the provisions or the above guidelines. This report will list drivers involved in any dangerous or unsportsmanlike procedures and will request the Clerk of the Course to pay special attention to these drivers. Penalties may apply and will be judged and enforced by the Stewards of the meeting.

DRIVING STANDARDS & ON COURSE CONDUCT

1. OBSERVANCE OF FLAGS AND OTHER SIGNALS

All flag rules must be obeyed as given below.



RED FLAG - Shown around the entire track to indicate the race has been stopped in the interest of safety, particularly if the track has been blocked. Slow down and come to a complete stop at the start-finish line and await instructions.



BLUE FLAG - During the race tells a driver he/she is about to be lapped by a faster car and to let the other car overtake.



YELLOW FLAG - Indicates danger, and that overtaking is prohibited in the yellow flag area on track. One waved yellow flag requires drivers to slow down: two waved at the same post requires drivers to slow down and be prepared to stop if necessary.



ORANGE FLAG - Indicated with the competitor number for a false start. Driver must stop for the stop and go / drive through penalty at the location given during the drivers' briefings on the race day.



GREEN FLAG – Indicates track is clear for racing / the end of the danger on track and to recommence racing.



RED AND YELLOW STRIPED FLAG- Warns the competitor that the track is slippery (Example: oil on the track)



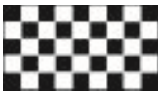
BLACK WITH AN ORANGE DISC FLAG -Accompanied by the competition number warns the driver that his/her car has a mechanical problem and that he/she must proceed to the pits, or stop at a safe location.



WHITE FLAG -Warns the driver of a slow moving vehicle on track (Ambulance / Recovery vehicle).



BLACK FLAG - Accompanied by the competition number warns the driver to immediately return to the pits. This procedure is mostly used to notify a competitor of his exclusion from the race.



BLACK AND WHITE CHEQUERED FLAG- Always signals the end of race or practice session/ qualifying

2. GENERAL ON COURSE CONDUCT

- 2.1.1 Any driver causing a collision, the repetition of serious mistakes, irresponsible driving or the appearance of a lack of control over the car may be penalized.
- 2.1.2 It is not permitted to drive any car unnecessarily slowly, erratically or in a manner deemed irresponsible or potentially dangerous to other drivers at any time.

2.2 RULES FOR OVERTAKING

- 2.2.1 **Passing in general** -The responsibility for the decision to pass another car, and to do it safely, rests with the overtaking driver. The overtaken driver should be aware that he/she is being passed and must not impede the pass by blocking (Section 2.2.3). A driver who does not watch his/her mirrors or who appears to be blocking another car seeking a pass may be penalized. The act of passing is initiated when the trailing car's (Car A) front bumper overlaps with the lead car's (Car B) rear bumper. The act of passing is complete when Car A's rear bumper is ahead of Car B's front bumper.

- 2.2.2 **Punting** - The term 'punting' is defined as nose to tail (or side-of-the-nose to side-of-the-tail) contact, where the leading car is significantly knocked off of the racing line. Any driver found guilty of punting may be penalized.
- 2.2.3 **Blocking** -A driver may choose to protect his or her line so long as it is not considered blocking. Blocking is defined as more than one deliberate change of direction to defend a position in one instance/manner at a straight section of the course.
- 2.2.4 **Blue Flag - Passing** – In the case of cars being lapped, as soon as a driver is caught by a car which is about to lap it, flag marshals will display the waved blue flag to indicate that the faster driver wants to overtake. The driver must allow the faster driver past at the first possible opportunity. Any driver who appears to ignore the blue flags may be penalized.
- 2.2.5 **Yellow Flag- Passing** –A pass must be completed before the yellow flag station. This means that the overtaking driver must be completely in front of the overtaken car before either vehicle breaks the plane perpendicular to the track as defined by the yellow flag.
- 2.2.6 **Off-course Excursions** – The competitor is required to follow the marked course during competition and shall not gain an advantage by an off-course excursion. For the avoidance of doubt, the track edges may be defined by end of tarmac, white lines, tire stacks, marker poles or other devices defined by the COC during the briefing, excluding kerbs. A driver will be judged to have left the track if no part of the car remains in contact with the track, as defined above, or should the car pass behind or substantially move any physical marker.

The definition of the term 'advantage gained' will be left up to the sole discretion of the Stewards, and may include pass attempts that were completed, but the overtaking driver went four-wheels-off on the exit, and it was deemed to be an otherwise illegal pass. Penalties may be assessed for an off-course excursion that affords an advantage to the offender. Those that have gone off course have a duty to re-enter the course safely and give right of way to those vehicles that are on track. Re-entry should be at the point that the vehicle left course, or at another location, providing that no advantage has been gained by doing so.

It is the responsibility of the driver re-entering the course to yield and stay offline until back up to traffic speed. In the case of re-entering the track in the middle of the pack, during a full course yellow, the driver will yield and stay offline until they match the speed of the traffic, in which case they shall merge in. While drivers may pass a re-entering vehicle under full course yellow or a vehicle that is getting up to speed under full course yellow, they must not impede the re-entering vehicle while attempting to merge at traffic speeds.

2.2.7 **Post-Accident Reporting**

All persons involved in any 'Significant Accidents' are REQUIRED to report to the medical staff immediately. 'Significant Accidents' are:

- a. All vehicle roll-overs, regardless of damage.
- b. Heavy impact rendering the vehicle un-drivable

2.2.8 **Driving in the other direction of the course** - Competitors shall not drive on the course in the direction opposite to the race direction. This shall apply to all service vehicles as well. Reversing to the course shall be considered as driving on the other direction of the course. However, under extreme circumstances, a competitor may reverse on to track and onus of safely reversing lies with the competitor.

2.2.9 **Stopping On Course** - Stopping on course is expressly prohibited unless it is an emergency event. 'Stopping' includes abrupt and/or unexpected slowing to a near stop. Stopping to help a disabled car is prohibited. An emergency, for the purposes of this section, is defined as only those events concerning medical problems, mechanical failure, on-board fire, or damage from an incident that renders the vehicle unfit to continue.

2.2.10 **Stopping in an Emergency** - Anytime a driver is forced to stop in an emergency the first concern should be to place the car in an area where it will not cause danger to the other competitors.

2.2.11 **Crashes** -If a driver is involved in a major crash or roll-over, the driver may exit the vehicle only if there is a risk of fire. The driver should remain in the vehicle until a corner marshal arrives and it is safe to exit. Once clear of the vehicle the driver will wait in a safe area away from the track surface and impact zones until the Emergency Response Team arrives.

2.2.12 **Heating of Tires** - Weaving to heat tires/ scrubbing is allowed only on formation lap/ out lap from the paddocks to start a qualifying session or race. Weaving to heat tires/ scrubbing is prohibited in the paddocks at all times. A car following behind is responsible to leave sufficient room and avoid any collision. If the trailing car comes into contact with the car in front, the trailing driver is at fault and can be penalized. All heating of tires / scrubbing shall be finished prior to the last corner before the start-line.

2.2.13 **Speeding in the Pit Lane**

The Supplementary Regulation shall stipulate the speed limit of the Pit Lane. Drivers shall adhere to the stipulated speed limit at all times. Drivers who fail to do so shall be penalized.

3 GENERAL CONDUCT

Consumption of liquor and drugs

- 3.1 Competitors must refrain from consuming alcohol, drugs and similar substances when they are participating competitions. Breathalyzer or medical tests will be used for purpose of detection. Medical tests conducted by Sri Lanka Anti-Doping Agency or any other medical agency will be deemed to be final and conclusive.
- 3.2 All Competitors must respect each other whilst on track and outside track. The competitors shall refrain from using abusive language and behavior towards fellow competitors. The conduct of the pit crew, supporters, and immediate relatives of the competitor shall also behave accordingly.
- 3.3 No competitor shall challenge or question the authority given by SLAS to the Steward or any other official other than before a court of law or at a proper legal inquiry. The competitors shall treat all officials with due respect.
- 3.4 All competitors are bound by the Appendix R – Penal Code and the NSC. Ignorance of those rules and regulations shall not deem to be an excuse.
- 3.5 It shall be the onus on the competitor to be conversant of the relevant rules and regulations pertaining to the SLAS Appendix G and ignorance of those rules and regulations shall not deem to be an excuse.
- 3.6 Any decision arrived at a disciplinary committee of SLAS shall not be challenged or questioned in a manner other than as provided in the Sports Law.
- 3.7 All competitors shall surrender their SLAS Racing License to the Paddock Marshal at the signing in, and the License shall be kept in custody of the Paddock Marshal until the protest period is over. In the event of protest Paddock Marshal shall hand over the particular driver's license to the Club Steward. The responsibility of the Licenses held in custody lies with the Paddock Marshal
- 3.8 In case of any incident which cannot be resolved at the end of the Race Meet, the Steward/s will retain the Competition License of the Competitor or Competitors Involved until the inquiry is conducted and completed.
- 3.9 In order for this system to be a success, all clubs should adhere to the following.
 - a. Steward/s of a meet should look/inquire into racing incidents by the end of a Race Meet and announce their decision clearly.
 - b. It is recommended that all clubs have adequate and quality cameras/ monitoring

Systems at mass start events.

- c. Have adequately trained Marshals / Officials officiating at Race Meets.
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- 3.10 The time period for submission of protest/s will be up to a maximum of thirty Minutes (30 mins) from the conclusion of a particular event/class race/individual Race event at a mass start event, and at the end of the race meeting of a Rally or Hill Climb, together and initial protest fee as deemed in the supplementary regulations.
 - 3.11 A Club /SLAS should conclude an inquiry within the guided maximum of one (01) month from the date protest was lodged, but the competitor is free to take part subsequent Races subject to the decision of the inquiry. However, the competitor may take part in subsequent competitions at the discretion of SLAS.
 - 3.12 If any Driver wishes to challenge a decision given by a Steward, Club or SLAS, in Court of Law, he/she should first surrender the Competition License to SLAS and pay a fee of Rs. 100,000/- to SLAS and will be bound to pay cost of the action to SLAS if decided against him/her.