REGULATION CHANGES FOR CONSULTATION

Current Regulation

**Q14.5.** Drivers must use the track at all times. For the avoidance of doubt:
(a) the white lines defining the track edges are considered to be part of the track but the kerbs are not, and;
(b) a driver will be judged to have left the track if no part of the car remains in contact with the track.
(c) 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 Clerk of Course and may entail the imposition of penalties up to and including the exclusion of any driver concerned.

**Q14.5.1.** Should a car leave the track for any reason and without prejudice to 14.5(c), the driver may rejoin. However, this may only be done when it is safe to do so and without gaining any advantage. A 'Drive Through' penalty may be imposed for any driver believed to have gained any advantage (12.6).

Proposed Changes

**Q14.5.** Drivers must use the track at all times. For the avoidance of doubt:
(a) the edge of the track shall be defined by white lines and any kerbs. Kerbs will be indicated by painting alternative colours, normally red/white onto the track surface, and will typically include a physical kerb feature. the white lines defining the track are considered to be part of the track but the kerbs are not, and;
(b) Should any wheel of the car no longer remain within the track, defined in (a) above, it a driver will be judged to have left the track if no part of the car remains in contact with the track.
(c) 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 Clerk of Course and may entail the imposition of penalties up to and including the exclusion of any driver concerned.

**Q14.5.1.** Should a car leave the track for any reason and without prejudice to 14.5(c), the driver may rejoin. However, this may only be done when it is safe to do so and without gaining any advantage. A 'Drive Through' or 'time' penalty may be imposed for any driver believed to have gained any advantage (12.6).

**(Q)15.1.** Officials’ Signals will be conveyed to drivers by the following flag signals (14.4). Signals (k), (l) and (m) may be displayed by an appropriately coloured panel to which the competitor number may be attached:

<table>
<thead>
<tr>
<th>Reason</th>
<th>Implementation</th>
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<tbody>
<tr>
<td>To redefine track limits.</td>
<td>1st January 2013</td>
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</tbody>
</table>

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<table>
<thead>
<tr>
<th>Reason</th>
<th>Date of Implementation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clarification, to ensure consistency with (Q)5.1.2. which states “each”.</td>
<td>1st January 2013</td>
</tr>
</tbody>
</table>