



PRODUCTION SPORTS CAR RACING ASSOC. OF QUEENSLAND (INC)

PSCRAQ DRIVING STANDARDS

Motor racing is dangerous. You enter a race meeting in the full knowledge that you could be seriously injured or killed. Therefore, you as the competitor, the PSCRAQ (Inc) and the promoter have a duty of care to minimise the risks as much as possible and your club has implemented codes of conduct for Driving Standards effective 10 October 2020.

PSCRAQ will have a DSO at all events and where a promoter's official has noted an incident, the DSO will report the incident to the appropriate official so further action may be taken.

NOTE: From January 2021 all competing cars will be required to have at least one forward facing video camera, with a field of view sufficient to show the both front mudguards and the road ahead, turned on, functioning and recording at all times during qualifying and racing. Further, at the request of the DSO, the recordings must be made available to the DSO or other PSCRAQ committee member in a timely manner. Further, not producing a viewable recording will not stop the investigation and may result in a penalty additional to any penalty for the incident.

1 RACING ROOM

Giving your competitor racing room is one of the foundation rules of racing. This rule is the basis of all for Driving Standards. At all times, you must not force your competitor off the track by squeezing or failing to give them adequate room to place and race their car.

2 BLOCKING

Blocking causes collisions (NOTE: Macquarie defines an "accident" as an "event without apparent cause" and the consequences of blocking occurs as a result of a deliberate action and therefore CANNOT be an "accident"). Blocking will not be tolerated and may be penalised. However, the following exceptions may apply at the discretion of the DSO or Event Officials.

3 PROTECTING YOUR LINE

To protect your racing line you are allowed ONE movement to position your car. Having made such a move, you cannot move back onto the racing line, that is two moves. Continuous movement (weaving) across the track is considered multiple movements, not considered protecting your line and is not allowed. HOWEVER, protecting your line in this manner (a series of single moves for multiple laps) will also constitute blocking. The above does not apply when passing slower cars, which are expected to stay on line whilst being passed.

4 OVERTAKING

At the USUAL TURN IN POINT of the corner (and no later), you, the overtaking driver **MUST have your car's front wheel at least up to the steering wheel of the car you are overtaking, whilst remaining in complete and effective control of your vehicle at all times.**

From this point the overtaking driver own's the corner, but anything less and the overtaking driver MUST bail out of the move without affecting the other car's progress and allow your competitor to come across in front of you.

If overtaking on the outside, at the entry to the corner the overtaking car must be fully beside the car being overtaken. At all times you must leave sufficient racing room so the car being overtaken is not forced off the track. Equally, the overtaken car must give racing room on the exit of the corner. This manoeuvre is often the cause of car to car contact so must be carefully considered.



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If you are up to the steering wheel of the car you are overtaking, the driver being overtaken must give you racing room, they can stay on the outside of you if they choose but they **MUST** not crowd in on you or cut across your nose.

Late braking, “out of control” moves up the inside and crowding and/or turning in on another driver on corner exit does not constitute acceptable conduct. Competitors **MUST** allow sufficient room at corners and be prepared to yield to another competitor in the interests of safety even if at the cost of track position – and this applies as much to overtaking cars as to those being overtaken – remember – under the Motorsport Australia (MA) NCR’s and the RACERS manual, it is entirely the responsibility of the overtaking driver to execute the manoeuvre safely.

5 RE-ENTRY TO THE CIRCUIT

If you go off the circuit or run wide make sure it is safe to re-join the circuit. Wait for a flag marshal’s direction or a clear gap in the traffic. Flick turns in traffic cause collisions and will not be tolerated.

6 THE “SPECIAL NATURE” OF OUR CATEGORY

Our category is a mix of Prodsports 2B and 2F, 2A and invited GT3 and GT4 cars, and therefore the vehicle capability and lap times vary widely.

All entrants are required to maintain awareness of their place in the relative scheme of an event as it progresses. The leading cars must exercise discretion in terms of lapping slower cars, and slower cars must respect the blue flag (where used) and be aware of relative lap times by “being ready” to be passed (use your mirrors). A faster car must at all times give the lapped cars racing room. Special attention is drawn to faster competitors who misjudge the overtake and attempt to get back on to their line before the overtake is completed causing a collision. Special care needs to be taken where dicing cars at the front of the field are lapping cars who are also dicing. In these circumstances it can be a great temptation to take risks to gain an advantage therefore common sense and courtesy must still apply.

We must remember that we are a group of like-minded sports car drivers whose main aim is to compete fairly and in the absence of deliberate car to car contact and/or intimidation for track position gain, and all for our mutual enjoyment.

7 DSO Duties

The DSO will interview the relevant parties and if deemed necessary, view the in car videos.

The DSO will then discuss the matter with PSCRAQ committee members who are not one of the parties involved.

8 Penalties

Competitors who incur Infringement for any breaches of the MA NCRs, Racers code of conduct or PSCRAQ driving standards may be excluded from race results at the event and may be excluded from the current meeting plus future meetings.

Competitors involved in more serious incidents, will be reported to the relevant authorities be they MA or Racers officials for further disciplinary action. Where two drivers are involved in car to car contact and it is deemed that both are at fault, penalties can be given to both.

Penalties imposed will be, in order of severity.

- A warning.
- Starting from rear of grid in the next race.
- Loss of championship points for that meeting.
- Exclusion from that meeting.



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- Exclusion from that meeting and future meetings.
- Expulsion from the club thus all future PSCRAQ events.

9 Summary

All PSCRAQ entrants are asked to confirm their agreement to these driving standards including the acknowledgement that breaches may result in event exclusion and even extend to exclusion from future events.

At Racers events, QR and Lakeside, Queensland Raceways Code of Conduct will apply further rules and possible penalties. Please have a read of the document, with specific reference to pages 3, 6, 7 and 8.

<https://racers.world/cms/cognito/document/download/file/1>

At Morgan Park and other MA venues, the Circuit Race Standing Code of Driving Conduct 7.1 to 7.9 will apply.

https://motorsport.org.au/docs/default-source/manual/race/ra01-race-meeting-standingregs.pdf?sfvrsn=54ab3103_16

Please note, where the Racers code of conduct or MA Circuit Race Code of Driving Conduct differs from PSCRAQ Driving Standards, Racers or MA may impose penalties as well as any penalties imposed by PSCRAQ.

Ignorance of any of the above standards, PSCRAQ, Racers or MA is no excuse and will not be considered.

THE BOTTOM LINE IS THIS:

- 1. You have a duty of care to your fellow competitors and track officials. Please consider this and take it seriously.**
- 2. Minor car to car contact can cause a major accident. This cannot be tolerated.**
- 3. If you are not prepared to respect these driving standards and your fellow competitors, we don't want you racing with us.**
- 4. Driving standards and Competitor conduct apply on and adjacent to the racing surface itself, the paddock, marshalling area and pit lane.**
- 5. No abuse of any sort of the DSO or Club Officials will be tolerated and will be dealt with swiftly.**