

2018 Driving Conduct & Penalties Breakdown

Porsche Wilson Security Carrera Cup Australia

PENALTIES BREAKDOWN

Careless Driving - 75% (Un-Intentional minor contact not resulting in major damage or DNF)

- Minor push to gain a position, either directly or through other cars
- Not giving racing room on exit of corner (pushing outside car off track)

*Time or point's penalty ranging from 10 to 20 sec/points

*Re address rule if applicable. Refer to Re address description

Reckless Driving - 20% (Un-Intentional contact resulting in major damage or DNF)

- Dive Bomb under brakes
- Contact causing other competitor to spin
- Contact causing multi car collision
- Contact causing 1 or more cars major damage or DNF

*Time or championship point's penalty ranging from 20 to 30 sec/points depending on severity of incident

*Possible drive through penalty

*Possible post-race Stewards Inquiry

Dangerous Driving - 5% (Intentional Contact resulting in major damage or DNF)

- Deliberate contact resulting in major incident
- Retaliation during or after race causing major damage
- Multiple Reckless driving offences throughout race

*Instant drive through penalty

*Possible point's penalty

*Possible monetary fine

*Stewards Inquiry post-race

DRIVING CONDUCT

Yellow Flags

Yellow flag rules state that there must be a noticeable effort to slow down and show caution. If for example a competitor passes a yellow flag point during a practice or qualifying session and improves his or her time their fastest lap from that session will be removed.

Red Flags

Greatly reduce speed and proceed directly back to pit lane in a safe manner. Every effort will be made to restart practice / qualifying / races however bear in mind in many cases recovery cannot commence until all cars have exited the circuit.

All directions will be advised via the RMC channel.

Pit Lane Exit / Entry Blend Lines

Drivers should acquaint / re-familiarize themselves with each circuit's line markings. Solid lines may not be crossed. Tolerance "may" be made during the first practice session but penalties will be applied from second practice on. In many instances this is out of our control as local official's observers enforce.

Weaving During Practice and Qualifying

Despite drivers being gridded in Championship / time order there are no specific rules saying that you must maintain this order once released onto track for Practice or Qualifying. For this reason, drivers are reminded that if warming tyres by use of weaving, the weaving driver must keep an eye on their mirrors and cease weaving if another driver is trying to overtake. If the driver behind is also weaving, he will be deemed as not trying to pass.

There is to be no weaving upon approaching the grid prior to the start of a race, the no weave point will be announced for each round.

Qualifying

All drivers on circuit whether Professional or Challenge must be given due respect on their qualifying laps. There is an expectation that a car on a qualifying lap will have its head lights on. Any car that is not on a qualifying lap, please remember to turn its headlights off.

If you impede or block a competitor in qualifying, costing them time or forcing them to abort their lap, your fastest lap may be removed from the Qualifying session. If you impede or block an additional or the same competitor in the same session your second fastest time may be removed, and so on.

If a blocking incident is observed in Race Control during the session, the Race Director will advise over the race management channel the competitors number and deletion of the lap/s, alternatively if an incident report is brought to the DSA post qualifying, the deletion of laps can happen after all relevant video footage is viewed.

If you have started a warm up lap or have finished your qual run and are on a cool down lap, the onus is on you to keep the track clear for other competitors approaching on a qualifying lap.

Form Up Laps

Due to tight time schedules, where possible please keep pace with the cars around you whilst warming up / forming up on the grid for races. An acceptable gap would be around 5 – 6 cars lengths. Deliberate slowing causing separation of the pack may lead to a penalty. All races are time critical and for that reason seconds lost can affect race distance and the commercial interests of teams/organizers.

Race Starts

Once the car has formed up in its starting box the car must be **COMPLETELY STATIONARY** at lights out. If a car is creeping and has then stopped before lights out and the contact patch of the front wheel has NOT completely crossed the grid box line this will not be deemed as a jump start. If the car is moving or the contact patch of the front wheel has crossed the grid box line it will be deemed to have jumped the start. TV footage will be used where applicable, otherwise it will be Judge off Fact.

If a Professional driver is starting behind any Pro-Am drivers the Professional driver is to give due respect and racing room to the Pro-Am driver. In saying this, the Pro-Am driver must also give courtesy to the faster driver as they are not directly racing that competitor in the championship.

Kerbs / Track Boundaries

Drivers must use the track at all times. For the avoidance of doubt the solid lines defining the track edges are considered to be part of the track but the kerbs are not.

A driver will be judged to have left the track if all 4 wheels are outside the defined track.

A car that has left the circuit must re-enter safely and must not gain an advantage.

First Corner Incidents

The old adage that races can't be won at the first corner but can be lost is too true and that the first corner is where a driver sees his biggest opportunity to make up places. Please remember that it is the overtaking driver's responsibility to complete any pass safely. If contact is made from behind it is always going to be that drivers fault. This is especially true of the first couple of corners. However if it comes down to a wheel to wheel battle for a place there will be a responsibility on "both" drivers to give each other racing room.

Kerb Strikes (Where an electronic system is in use)

Everyone gets a free strike on lap 1 weather you use it or not. We will record the car numbers that gained a kerb strike for reference if we cannot zero the kerb hop count once the race has started. From the start of lap 2 the Kerb strikes are as follows:

- Strike 1 – Mistake
- Strike 2 – Bad Sportsmanship flag
- Strike 3 – 5 sec time penalty
- Strike 4 and so on – 5 sec time penalty for each additional strike

For example, If you kerb hop on the opening lap of race your next strike (strike 2 on timing screen) will be classed as your 'mistake'. Your next strike (strike 3 on timing screen) will be a Bad Sportsmanship flag. Your next strike (strike 4 on timing screen) will be a 5 sec penalty.

Blocking

Blocking is Allowed. However, there is only 1 movement allowed to block under brakes. If you decide to block and still leave a car width on the inside you cannot close the gap again. If you do and make contact with another car trying to use that space for a pass you could be facing a penalty. There is to be no movement or weaving on the straights.

Dive Bombing

If a pass is initiated late into the braking zone this will only be judged a "successful pass" if the trajectory of the overtaking car would have in no way forced contact or the other car to leave the track to avoid contact.

Bump and Run

Any car that is seen to gain an advantage through contact to another car (bump and run) will be penalised accordingly.

Car to Car Contact

Will be adjudicated on an individual basis using all mediums available. Video footage from vehicles around an incident may be required to assist in these judgments.

Racing Room on Corner Exit

If on corner exit there is a car 'well up alongside' your car on the outside it is expected at all times to give this car enough racing room to stay on the hard surface. (Hard surface = Concrete kerb or Bitumen) If the car on the outside is pushed off the back of the kerb resulting in 2 wheels onto the dirt we will then investigate the incident and decide if any action will be taken. The car trying to overtake on the outside is deemed in position when the front wheel is in line with the rear wheel of the car on the inside. Any further back than this is not deemed to be in a passing position therefore is not guaranteed racing room and is there at their own risk.

What Determines a Legal Pass?

As per most CAMS categories passes are usually adjudged to have been completed successfully if the front of the overtaking car reaches the "A" pillar of the car being overtaken. However as you are all aware there is a point in time where "even if the A pillar is reached" it is too late to successfully complete a pass without contact. For any debated overtakes within PCCA races, judgment on a legal pass will use the guidelines of a successful overtake will be deemed acceptable if the front of the overtaking car has reached the "A" pillar prior to the "normal" turn in point

Re Address (Sporting)

The re address rule will apply but only in a 1 on 1 situation. This rule must be used with common sense and only if safe to do so. Attempting to re address causing a dangerous situation with other competitors may be subject to a penalty. This rule will not apply if the innocent car has dropped multiple spots or has car/s directly behind. In this situation the car which is in breach of careless driving MUST continue racing. A race time penalty may be handed out and advised over the race management channel or a point penalty after the completion of the race.

Behaviour Outside of Car

Threats and violence towards other competitors, team members or anyone associated with a team, PCCA staff or stewards will not be tolerated. Penalty could result in Heavy Fines, Points Penalty and Instant exclusion from the meeting.

Duty of Care

All competitors have a duty of care with regard to the safety of their competitors, team personnel and general public, you are responsible for your own actions and could still be liable for litigation outside of the race meeting.

Communication (DSO)

There may be times that I don't get straight back to you as I'm racing in other classes. Be patient as I will either call, text or personally come and see you as soon as I'm available. All incident reports lodged within the required timeframe, whether I'm in my office or not will be investigated.

Penalties (DSO)

I'm an advisor for the following personnel. Clerk of the Course, Race Director – James Taylor and the Stewards who are all present in race control. These guys look to me if they need an opinion and clarification for on track incidents and then determine the relevant penalties to fit the crime. All decisions on penalty will be issued by the Race Director or Stewards of the event.

JUDICIAL ROLES, RESPONSIBILITIES AND PROCEDURES

As outlined in the position description below, it is the role of the DSO to advise the IPO, Race Director and Stewards and, in most cases, will propose far more lenient penalty than if the same breach is presented to the Stewards.

1.1 OFFICIALS OF THE MEETING

Supplementary Regulations shall contain the names of the Stewards of the Meeting, the Clerk of the Course, the Secretary of the Meeting and other officials as required under NCR 67.

1.2 SERIES PERSONNEL – APPOINTED BY CAMS:

To any race meeting. CAMS may appoint series personnel who shall have the authority to administer the various aspects of these regulations as detailed below:

(a) Race Director (RD) **James Taylor**

- i. The RD shall be appointed by CAMS and shall be responsible for maintaining continuity of the sporting activity for the series to which they are appointed, at a meeting.
- ii. The RD shall act in accordance with all regulations relevant to the conduct of the series to which they are appointed.
- iii. The RD shall work in consultation with the Clerk of the Course as appropriate.
- iv. The RD shall have overriding authority in the following matters and the Clerk of the Course may only give orders in respect of them with his express agreement.
 - A. Control of the Competition;
 - B. The stopping of any automobile or driver pursuant to the Rules;
 - C. The stopping of a practice, qualifying session or race in accordance with these Rules if deemed unsafe to continue; and ensuring that the correct restart procedure is carried out;
 - D. The starting procedure contained in the Rules;
 - E. The use of the Safety Car pursuant to the Rules; and
 - F. Imposition of Pit Lane Penalties in accordance with the rules of the competition or at the direction of the Stewards of the Meeting.

The RD shall conduct investigations into alleged breaches of driving standards (in conjunction with the IPO if present) and to reach a resolution based on the prescribed infringement system or alternatively refer the matter to the Stewards of the Meeting.

(b) Technical Delegate (TD) **Stephen Robertson**

The TD shall be appointed by CAMS and shall report to the Chief Scrutineer, the Clerk of the Course and the Stewards of the Meeting who shall take appropriate action to prevent the participation of any ineligible automobile.

(c) Investigating and Prosecuting Officer (IPO) James Taylor

The IPO shall be appointed by CAMS and shall be empowered as follows:

- i. The IPO shall investigate each matter which may become the subject of a Stewards Hearing or dealt with under the prescribed infringement system including each matter referred to him by: the RD, Clerk of the Course, TC, DSA or any authorised official.
- ii. The IPO Shall:
 - A. Act at all times in accordance with these Regulations.
 - B. Work in consultation with the RD and the Clerk of the Course to ensure that the rules are applied correctly, fairly and consistently.
 - C. Conduct or be a part of preliminary investigations and determine those matters that should be dealt with under the prescribed infringement system or brought before the Stewards of the Meeting for a hearing, including the review of each RD report, TC report, DSA report, Officials report, Team request for incident review form and video image including those from in-car cameras, and (any commercial television production footage that may be relevant).
 - D. Determine whether a matter should be dealt with under the prescribed infringement system or referred to the Stewards of the Meeting for a hearing. Appear at any subsequent hearing to present evidence or submissions relevant to the investigation conducted by the IPO and to the hearing.
 - E. Prosecute each matter which he refers to the Stewards of the Meeting.
 - F. Make submissions on the matter of penalty (in accordance with these rules) when the Stewards of the Meeting, as a result of a hearing, have determined that a penalty should be applied. In the absence (for whatever reason) of the IPO from a meeting, the responsibilities of the IPO shall be assumed by the RD, Clerk of the Course or a person appointed by CAMS.

1.3 SERIES PERSONNEL – APPOINTED BY A CATEGORY MANAGER:

In addition to any Series Personnel appointed by CAMS, a Category Manager (CM) may appoint series personnel who shall have the authority to administer the various aspects of these regulations as detailed below.

NOTE: The appointment of any series personnel by a CM must be approved by CAMS and published in the relevant series regulations.

(a) Technical Advisor(TA)

- i. The TA shall be appointed by the CM and shall liaise with each Competitor.
- ii. The TA may be called as an expert witness in relation to automobile eligibility matters.

(b) Driving Standards Advisor (DSA) Steven Johnson

- i. The DSA shall be appointed by CM and shall advise the Drivers, RD and the Stewards of the Meeting of the appropriate on-track driving standards and protocols. The DSA has the authority to recommend specific penalties to the Stewards of the Meeting for any breach of any on-track driving standards and protocols.

- ii. The DSA has the authority to observe and advise Drivers on the manner in which Drivers control automobiles while on the race track, for the purpose of adherence to these regulations. The authority includes access to any video image (including those from in-car cameras, and the commercial television production).
- iii. The DSA consider a Driver has breached any regulation, the DSA has the authority to report that Driver to the RD or IPO for judicial action.
- iv. If the DSA considers a Driver has breached any regulation, the DSA has the authority to report that Driver to the RD or IPO for judicial action.
- v. The DSA may assist the RD, IPO or the Stewards of the Meeting in any matter at their discretion.

Incident Review and CAMS Appeal process.

This document is a guide to lodge an Incident Review, Protest or CAMS Appeal. At all times it remains the Competitors responsibility to know the rules that they have agreed to abide by when signing the Series Registration Form.

Request for Incident Review

The request for Incident Review does not fall under CAMS but is a Series non-regulatory procedure whereby the competitor may request that the DSO investigate an on track incident.

The Incident Review Form (attached) must be completed with as much detail as possible in order to assist the DSO to investigate an incident and must be delivered to the DSO within 30 minutes after the completion of either the Practice session or the Parc Ferme conditions of the session in which the incident occurred.

CAMS Protest

The CAMS Protest Form (attached) must be completed and submitted as per the NCR Regulations Part XII - Protests.

CAMS Notice of Intention to Appeal

The CAMS Notice of Intention to Appeal Form (attached) must be completed and submitted in accordance with provisions of NCR Part XIII – Appeals.

CAMS Notice of Appeal

The CAMS Notice of Appeal Form (attached) must be completed and submitted in accordance with provisions of NCR Part XIII – Appeals.

AMSAC Appeal

This section contains regulations relating to the tribunals and judicial procedures for Australian Motor Sport. It also details the Australian Motor Sport Appeal Court (AMSAC), including its structure and Appendix G to the NCR.

Code of Conduct

The above Incident Review and CAMS Appeal Process are the most appropriate methods to conduct an Incident Review or Appeal a Steward/CAMS decision. Contacting Officials via phone call, text or email (or other direct method) airing grievances before, during and after events is unacceptable and may result in disciplinary actions in the form of point deductions, fines or both.

Please refer to **2018 CAMS Porsche Wilson Security Carrera Cup Australia Series Sporting and Technical Regulations Code S25**. Porsche Wilson Security Carrera Cup Australia Code of Conduct (b), (i) and (iii).

In order to expedite a decision, an electronic copy or photo of a completed Incident Review Form will be acceptable.

CONTACTS

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