

2023 S5000 Australian Drivers Championship Motorsport Australia Gold Star

Standard Operating Procedures and Driver and Competitor Further Regulations

These Procedures are to be read in conjunction with the FIA International Sporting Code (ISC), Motorsport Australia National Competition Rules (NCR), Circuit Racing Standing Regulations (CRSR), 2023 S5000 Drivers Championship Motorsport Australia Gold Star Incorporating 2023 S5000 Tasman Series Sporting and Technical Regulations, Supplementary and Further Regulations issued for an event plus any Bulletins and Driver and Competitor Further Regulations issued at an event.

Each event will also observe the Organiser's and Motorsport Australia's Occupational Health and Safety Policy. Any variations to these instructions will be detailed in Driver Briefing Notes at each event.

Race Start Procedure

The race start procedure will be a standing start in accordance with the procedure detailed in CRSR 5 for a Championship Start, however this may be varied to reduce the time on the Grid between the Reconnaissance Lap and the Formation Lap.

The key points are:

- When instructed by an official, each Automobile will leave for 1 reconnaissance lap to the grid. A Driver must not stop to carry out a practice start during this lap including when leaving the marshalling area and/or at the exit of the Pit Lane. When an Automobile arrives at the grid it must stop in its allocated position.
- When the first Automobile arrives at the front of the grid the a "1 Minute" board displayed, and a warning will be sounded by the Starter to signify 1 minute remains before the formation lap. The grid will be cleared of all personnel.
- When the green flag is displayed by the Starter, each Automobile may then proceed on a formation lap led by the Automobile on pole position. Each Automobile must remain within 50 metres of the Automobile in front of it throughout the formation lap.
- Following the formation lap each Automobile arriving at the grid must stop on in its allocated grid position.
- Race start is signalled by the extinguishing of the red light(s)
- Any driver not following the correct start procedure will be referred to the Stewards.
- For various reasons it may be necessary to start a race behind the Safety Car.
Details of this procedure are described in CRSR 5.14

At some events an alternate Race Start Procedure will be used for one or more races. These will be notified via Supplementary Regulations or Driver Briefings for the specific events.

False Starts

The position of the front wheels in relation to the grid line will be a determining factor in respect to a false start.

- Cars must be stationary with the front tyre contact patches on or behind the grid line at the time of the start signal.
- The cars must also be correctly placed on the grid in respect to their lateral position.

Practice Starts

- Practice starts will only be permitted at the pit lane exit during practice and qualifying.

Pit Lane

- A pit lane speed limit of **40 km/h** will apply at all times.
- Pit lane penalties will generally be drive through penalties. However, be prepared to stop if so directed by an official. No work may be carried out on the car during a pit lane penalty.
- A stationary blue flag will be displayed in the vicinity of the pit exit to warn cars exiting the pits that there are cars on the pit straight.
- Any work carried out on cars in the pit lane is to occur only in their designated pit bay.
- Cars must not cross, in either direction, the solid line that separate the pit entry road from the track.
- Cars exiting the pits must not cross the solid line that separates the pit exit road from the track.
- During each practice and qualifying session, each *Automobile* that is parked in *Pit Lane* must be in its *Pit Bay* at an angle of 45 degrees with the front of the *Automobile* pointing towards the *Pit Garage*.
- If a red flag is displayed during a practice or qualifying session, each *Automobile* must return to its *Pit Bay* and remain there until the exit of the *Pit Lane* is open to recommence the session.

Stopping on track

- If you have a car to car, a car to barrier impact, or a mechanical failure, please move your car to a safe location off the racing surface. Please attempt to place your car in a safe location behind a barrier as the first choice.
- If you do have to stop in front of the barriers, when you believe it is safe and you feel comfortable to do so, exit the car and move to the safest possible position behind a barrier without crossing the track. If you choose to remain in your vehicle you must indicate to the nearest marshals that you do not require any assistance.
- If you do stop at any location during a session, DO NOT leave the area of the vehicle without permission from a circuit official – you need to be able to assist with vehicle recovery and be able to be found by the Medical Team
- If you are able to continue after an impact incident, at the conclusion of the session/race, if the Clerk of the Course directs, the car must be presented to the scrutineers and the Driver must report to the Medical Centre and gain permission to continue racing.

Any driver who fails to comply with these directions may be liable for a penalty by the Stewards.

Flag Signals

It is the drivers' responsibility to observe the flag signals and act accordingly. See Track Control and Flag Signalling Appendix of the Motorsport Australia Manual for details.

- Be aware of signals being displayed from start podium and/or Control Line at all times.
- Slow and do not overtake in yellow flag zone until having passed the green flag.
- During red flag periods slow as much as possible and be prepared to stop. Overtaking is not permitted. Beware of officials and service vehicles on the circuit.
- Black flag and black flag with orange disc will normally be displayed at a location around the track as well as the start podium or Control Line. Proceed immediately to the pits if either of these flags is displayed with your car number.

Safety Car

Safety Car operation procedures are detailed in

CRSR 5.13. The main points are:

- Slow and do not overtake when the yellow flags and SC boards are displayed at each flag post.
- Do not pass the Safety Car unless indicated by the Safety Car observer. This is normally indicated by a green light on the safety car.

- On each lap of the Safety Car, the pit exit will close as the Safety Car approaches pit exit and will open as the last car in the formed line passes.
- When the Safety Car lights are extinguished it will accelerate away from the field and return to pit lane on that lap.
- When the Safety Car lights are extinguished, all cars must maintain the speed of the Safety Car (before it accelerated away) and cease the practice of aggressively accelerating and/or braking and/or moving either left or right (weaving) until green flags are displayed.
- When the Safety Car enters pit lane, green flags will be displayed at all flag posts and the lead car can then maintain speed or accelerate, but not slow down, towards the Control Line.
- At the restart, overlapping is prohibited until the car has passed the Control Line.
- In exceptional circumstances (e.g. an incident on Pit Straight), it may be necessary for the Safety Car to lead the field through the pit lane. If this is to occur it will be notified over the Race Management Channel.
- All laps behind the Safety Car will count as race laps.

Parc Fermé

- Cars must proceed directly to the nominated Parc Fermé location after the chequered flag is displayed at the end of each session unless directed otherwise by officials.
- Team members and others are not permitted in Parc Fermé unless directed by the Technical Delegate or their nominee. The only exception is as described in Sporting Regulation S14.4.4
- Drivers must remain in Parc Fermé until released by the Technical Delegate.
- Cars may only be removed from Parc Fermé with permission of the Technical Delegate.

Race Management Channel (RMC)

- A minimum of one (1) senior team member for each competing car must monitor RMC in pit lane at all times during practice, qualifying and racing.
- This team member must monitor RMC from 15 minutes prior to the scheduled commencement of the session through until 15 minutes after the conclusion of the session or the Automobile has been released from Parc Fermé, whichever is the latter.
- It is also compulsory to have radio communications between the pit crew and the driver and all relevant track messages received on the RMC must be relayed to the driver.

Judicial

- Where appropriate, penalties for breaches of the rules will be applied during the relevant session.
- Any alleged breach of the rules identified after the session by the Race Director/ Clerk of the Course will normally be dealt with by the Infringement Notice process. This will also include the associated penalty.
- A "Request for Investigation" form may be completed by any Driver and submitted to the Category Manager for consideration by the Race Director and Driving Standards Advisor (as appropriate) within 30 minutes of the end of a session in which an offence is alleged to have occurred.
- Investigations into incidents will normally only require the driver/s involved to be present. Permission may be given by the Race Director for an observer to be present during the investigation, but this permission will only be given subject to the conditions determined by the Race Director.
- Any driver or competitor advised that they are under investigation for a breach of the rules must not leave the circuit without permission of the Stewards.

- Failure to remain at the circuit prior to being cleared to depart may result in a penalty.

Other matters

- Competitors are responsible for any actions of their team and associated personnel.
- Always drive carefully in the paddock area.
- Drivers must be able to select reverse gear immediately to enable recovery from an on-track incident and penalties may apply if delays occur.
- Drivers must not impede any officials undertaking their duties during the event.
- Drivers must follow and comply with any directions issued by an official during an event.
- If any driver has an issue with any official during an event, they should report the issue ASAP to the category management.
- Any questions should be directed to category management in the first instance.

Matt Balcombe
Race Director

Driving Standards Guidelines

These Driving Standards Guidelines have been developed to assist Drivers in understanding how driving matters will be adjudicated. These Driving Standards Notes are to be read in conjunction with, and drivers must abide by, the Motorsport Australia Circuit Race Standing Regulations Code of Driving Conduct

To avoid any doubt, each incident will be dealt with on its own merits - no two incidents are the same, however the DSA, and RD will try & apply a consistent approach, when reviewing/adjudicating incidents.

The following matters are standards for all circuits in 2023

The following matters are brought to your attention:

- 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 a kerb is not.
- A driver will be judged to have left the track if no part of the car remains in contact with the track.
- A driver may not deliberately leave the track without justifiable reason.
- Should a car leave the track it may re-join, however, this may only be done when it is safe to do so and without gaining any advantage.
- Cars being lapped in races must allow the faster driver to pass at the first realistic opportunity. If this does not occur waved blue flags will be displayed. Any driver who appears to ignore the blue flags will be reported to the Stewards.
- Cutting corners, shortening the course and consistent driving outside of the track limits resulting in debris being brought on to the track is not allowed.
- The bad sportsmanship flag may be used as a warning if drivers are not respecting the Driving Code and/or the matter may be referred to the Stewards. Further offences may result in a Car being black flagged for a pit lane penalty or disqualification from the session. This may also include cancellation of relevant lap times.
- It is not permitted to drive any car unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other drivers at any time.
- Drivers should display an understanding of respect to fellow competitors and should be entitled to receive the same respect.

DEFENDING

- Defending your position by deviating from the **conventional racing line** (blocking), is only permitted during the first lap and last two laps. **If a Driver continually moves from the conventional racing line outside of the first and last two laps it will be considered blocking. If a Driver continues to deviate from the conventional racing line a warning will be given. If the behaviour continues the Stewards may issue a penalty.**
- A driver is **not** permitted to alter their line in reaction to the car behind. If a driver is planning on defending their position, they should make this decision early so it is clear to the driver behind what their intentions are.
- More than 1 change of direction to defend a position is **not** permitted. **Outside of the first and last two laps, this one change of direction is to accommodate for an error made by that driver, e.g. getting loose off an exit kerb. In any case if the Stewards determine the blocking is excessive and to the detriment of the racing a penalty may issued.**

- A driver wishing to defend their position on a straight and before a braking area, is permitted to use the full width of the track during their first move **and must maintain that position**, provided that **no** portion of a car that is attempting to overtake is alongside their car (no overlap). If there is any overlap, the onus is on the car that is defending to give racing room.
- Any driver moving back towards the racing line having earlier defended their position off the normal racing line, must leave racing room on the approach to the corner (at least 1 car width) between their car and the edge of the track.
- Any movement to defend a position in the braking area is **not** permitted. Once in the braking area, the trajectory of the defending car must remain parallel to the edge of the track.
- Crowding of a car beyond the edge of the track is not permitted at any time.

OVERTAKING

- It is the responsibility of the overtaking car to make a safe, controlled and ultimately successful manoeuvre without significant contact.
- As long as “significant overlap” has been achieved by the time the cars have reached the normal turn-in point for the corner, it is the responsibility of the car being overtaken to (concede position) allow racing room to the overtaking car.
- In order for the driver of the car being overtaken to be aware that the overtaking car is alongside and that they should be given room, the overtaking car must achieve enough overlap that the driver of the car being overtaken can see them.
- As an approximate guide, this would mean that the nose of the overtaking car should be at least level with the front wheels of the car being overtaken **at the normal turn in point**. This is what would be defined as “significant overlap”.
- From the perspective of simply pulling off a successful and clean move, Drivers should be aiming to be wheel to wheel with the car being overtaking at the turn in point.
- If this is the case, the driver of the car being overtaken will be in no doubt that a car is alongside them and filling the gap.
- If the driver of the car being overtaken still feels it appropriate to turn in and cause contact, the chances are that they will bounce off and penalize themselves.
- The driver of a car attempting to overtake must earn track position and the right to be given racing room by using skill and judgement to achieve the appropriate amount of overlap. It takes no skill for a driver to simply stick the nose of their car into a gap and hope that the car in front somehow sees them and gives them room.
- If a driver attempting an overtaking manoeuvre, in the opinion of the RD does not achieve adequate overlap by the turn in point and causes contact which disadvantages the car being overtaken, the matter will be referred to the Stewards.
- If the car being overtaken manages to stay around the outside, maintains track position and still has **significant** overlap, they should be given racing room on the exit of the corner.
- If the car being overtaken tries to stay around the outside but is unable to maintain enough overlap and falls back towards the rear of the overtaking car, it is their responsibility to avoid contact on the exit of the corner. **When you are overtaken, you need to know when to give up the corner.**
- It is not permitted for any driver to unfairly gain an advantage as a result of causing contact with another car.

Alex Davison
Driving Standards Advisor