

The Victorian Saloon Car Association

Statement of Purposes

1. To foster an interest in Saloon Car Racing in its various forms and derivatives.
2. To provide Members with information, advice and assistance on matters connected with Saloon Car Racing.
3. To conduct social activities and motor sport considered desirable and to the benefits of Members
4. To promote an interest in all aspects of motor sport.
5. To maintain an affiliation with the Confederation of Australian Motor Sport Limited (CAMS) and, through this, with the Federation Internationale du Sport Automobile.

APPENDIX 1

Victorian Saloon Car Racing Driving Standards Policy

1 Scope

The scope of this document is to outline Saloon Cars Racing's policy and directives for driving standards, on and off track driver behaviour, on and off track incident disputes and penalties in the context of the Victorian Saloon Car Championship. As members of Saloon Cars Racing, competitors implicitly agree to be governed by this policy and accept it unconditionally.

The policy is administered by the Driving Standards Advisory sub-committee of Saloon Cars Racing and the authority conferred and outlined in this document as voted on by the clubs' membership.

This policy applies to any event in which the Victorian Saloon Car Championship is being contested, irrespective of its own class and grid or in a mixed grid that includes other clubs, classes or competition. This policy also applies to non-compliant Saloon Cars models and invited guest competitors/brands.

2 Objectives

The objectives of this policy are:

1. To encourage driving to the highest standards of safety within the performance envelope of the competitor, vehicle, and with recognition of the prevailing environmental conditions.
2. To promote continued learning, improvement of driving skill and enjoyment.
3. To ensure competitors responsibly account for others whose skill levels, driving aspirations and purpose may be very different from their own.

In essence by agreeing to abide by this policy, Victorian Saloon Cars Association members and invited guests can expect to enjoy the very best of low cost motor sport, enjoy the company of club members' off track, and mutual respect of competitors on track, with close, fast, and safe racing.

3 Driving Standards Advisors (DSA)

The Driving Standards Advisory sub-committee is the governing body of this policy. The Driving Standards Advisors, their roles and responsibilities are outlined in Appendix A: Driving Standards Advisors.

In general the Chief DSA is responsible for the administration of this policy and the interaction with competitors in breach of this policy and objectives. Additional advisory members will support the Chief DSA's function through any means deemed as appropriate by the Chief DSA. Each event should have as a minimum the Chief DSA and two (2) advisors presiding over driving standards. In the event that the Chief DSA is unavailable or not at the circuit, all available evidence from an incident shall be collected and forwarded to the Chief DSA as soon as possible for consideration.

In the event an incident involving a standing advisory member, that member will exclude themselves from the proceedings and relinquish their responsibilities. In that case the Chief DSA will appoint another club member to assist.

Any Saloon Cars competitor can raise an incident with the Chief DSA, who will then review the facts and deliver a finding as soon as is practical. The process of raising the investigation into an incident is by way of submission of an official Incident Form (attached). The review process by the Chief DSA may involve interviews with drivers, reference to the events' sanctioning body on-course officials, and the use of electronic(video) evidence if available. The Chief DSA's decision is final.

If, for any reason, a Victorian Saloon Car Championship, non-compliant Saloon Car racing or Saloon Car club guest competitor is called to the Steward's/Clerk of the Course Office, they must first

contact the Chief DSA who will accompany them to that Steward's/Clerk of Course office subject to the officials permission.

4 Driving Standards Directive

4.1 Drivers must at all time drive in a manner compatible with general safety

The DSA interpretation will be that this directive precludes competitors from unnecessary blocking, weaving, squeezing, making unnecessary contact or generally driving in a manner likely to cause avoidable damage. This interpretation includes deliberately driving outside the limits of the track (tarmac and kerbs).

The DSA will not tolerate less than acceptable driving standards, such as 'diving-up-the-inside' overtaking manoeuvres. The DSA in such circumstances will take into consideration the position of the overtaking vehicle and in particular how far along the length of the overtaken vehicle, it has progressed. **In these incidents, evidence that the overtaking vehicle reached the B Pillar of the overtaken vehicle will be taken into account.** It does not necessarily excuse overtaking lunges that result in collision. The DSA will exercise disciplinary action if competitors do not observe the following:

1. Manoeuvres liable to hinder other drivers such as
 - a. Unreasonable directional changes on the straights(Except retention of position on the last lap);
 - b. Unnecessary congestion and crowding of cars towards the inside or outside of the curve; or
 - c. Any other abnormal change of direction likely to cause collision or incident, are strictly prohibited.
2. In all passing situations, the primary responsibility of overtaking safely is on the passing driver.
3. It is the responsibility of every driver, including the driver(s) being overtaken, to avoid a racing collision.
4. Blocking is the intentional act of not allowing another driver to overtake by means of vehicle placement on any part of the track. This act will not be tolerated until the last lap of any particular race, where the leading driver may protect his place and lead in that race.
5. 'Leaning' on another car going around a corner, and pushing them to the outside is not allowed.
6. 'Weaving' in the process of warming tyres prior to the start of a race is permissible. This process of tyre warming is only permissible prior to the last corner leading to the straight where the race will start, i.e. start/finish line. **Tyre warming such as weaving, hard braking and wheel spin on the start/finish straight when marshals are gridding up, will incur a penalty.**

Defensive driving is part of racing, and generally involves protecting the inside line into a corner. However, moving from an inside line to the outside because the following car attempts to go around the outside will be interpreted by the DSA as blocking, and is not allowed until the final lap of the race. In that regard, all last lap driving behaviour will bring be heavily scrutinised.

Drivers are to ensure that they fully understand the definition of flags that assist in the safety of a motor race. A breach of a displayed flag will in all circumstances be investigated by the Clerk of the Course and Stewards. In addition, the **Saloon Car** Racing DSA will also investigate any breach. Both bodies have the power to enforce penalties regarding any breaches.

4.2 Car-to-Car Contact

Car-to-car contact is absolutely contrary to the spirit of **Saloon Cars**. Contact made between vehicles can lead to car damage and personal injury. All incidents will be thoroughly investigated by the DSA and in most cases investigated by the sanctioning body of the event. In the instance of car-to-car contact, the driver judged to be at fault in a contact situation can expect to be penalised. These penalties vary from loss of racing points to disqualification and removal from further participation. The DSA will not tolerate driving that involves carelessness, recklessness or negligence.

4.3 Driver Error

In some instances a driver may be deemed as over-driving which can affect other drivers and limit racing opportunities through the creation of caution periods. Instances deemed as such are, but not limited to:

- Overly aggressive driving
- Unsportsmanlike conduct

- Reckless, careless or negligent driving
- A “spin” which stops the forward progress of the race car

In the event of an on-track spin of less than 180 degrees, a driver may continue safely without penalty. A second spin in the same session requires the driver to report to the Chief DSA for consultation. In the event of a spin of 180 degrees or more, the driver must report to the Chief DSA for consultation.

Any on-track incident in which a car has four wheels off in any session requires the driver to report to the Chief DSA for consultation.

Any driver, who is determined by the DSA to create unsafe conditions for themselves or other competitors, is subject to penalties as determined by the DSA penalty code.

4.4 Driver Attitude

Race competitors must understand and abide by Saloon Cars Racing Driving Standards Policy. Always drive within your abilities and that of your equipment. You must demonstrate track courtesy with all competitors, be they fellow Saloon Cars racers or other class competitors. This is especially so in congested traffic and in overtaking/passing situations.

A driver’s attitude will quickly translate into their conduct both on and off the track. Some of the most basic rules of the track are based in a driver’s attitude about themselves and their fellow competitors.

Drivers must:

1. Be competent enough to drive safely, competitively and always consider other drivers around them and the racing line being taken.
2. Recognise their limitations, and
3. Clearly understand that there is no corner, or race, important enough to put yourself or any fellow competitor in danger of damage or injury.

Saloon Cars Racing demands an attitude of consideration and respect. It does not allow for careless, reckless or negligent racing. It does not indiscriminately shift the responsibilities of safe and courteous driving to any single driver in any racing situation. Racing attitude should foster safe competition, safe passing, and close racing.

Being able to get to or stay in front of the pack should be based on superior skill and not by one’s willingness to race beyond their ability. Being a race driver entails acknowledging other driver’s rights to compete on the track, leaving them sufficient and safe racing room and then opting and driving to a racing line applicable to you in the circumstances. Wheel-to-wheel racing necessitates dealing effectively with your competitors while still driving within your capabilities.

4.5 Mixed Grids, Non-compliant Saloon Cars and invited competitors/brands.

In the case of a mixed grid, that is a grid of competitors that do not solely compete for the Saloon Cars, the Chief DSA will make every effort to negotiate the alignment of driving standards between the various clubs or competitors to ensure any infraction or on-track incident is dealt with in a collaborative manner with that club, group or class. In the unlikely event that alignment of driving standards cannot be achieved this will not abrogate the responsibilities and compliance of Saloon Cars Racing members, non compliant makes, models or brands and invited competitors/guests to this policy.

5 Policy Implementation

5.1 General

The DSA will work with competitors and the sanctioning body of the event accordingly to investigate all on-track incidents, whether triggered by action initiated by the Clerk of the Course, by competitor complaint, or by their own observation.

The DSA is empowered to call any competitor to assist in its incident investigations and may supplement their own investigations by the use of course officials, electronic evidence and competitor evidence where available and deemed appropriate. All Members are expected to co-operate with an investigation when required to do so.

Every incident will be looked at separately and arbitrated upon by the DSA with final decisions taking into account track conditions, weather and the experience level of those involved.

It must be recognised that in racing there are no two "incidents" that are truly alike. This policy's objective is to ensure consistent judgment and penalties are applied. To that end, the ultimate responsibility of the Chief DSA will be in the investigation and adjudication of all incidents and delivery of all findings accordingly.

5.2 Apportioning Responsibility

The process and penalties applied, regarding apportioning responsibility, will be impartial and a consistent approach applied by the DSA. It is acknowledged that 'racing incident' can occur during competition. The following examples are provided to demonstrate expectations of driver responsibility to avoid "a racing incident". Consideration of the following will aid in the DSA determination and the apportionment of responsibility.

Example 1

The *scenario*:

Car-1 leads Car-2 at similar speeds approaching a corner.

The DSA *expectation* is that the driver of Car-1 will:

- a) Adopt either a conventional or a defensive approach to the next corner as soon as they BEGIN the straight.
- b) Not change race line at the last moment, unless protection of their lead on the last lap.
- c) Check mirrors and be aware of what is around them before every turn-in manoeuvre.
- d) Not "slam the door" unless they are in front (by definition) of Car-2.

The DSA *determination*:

- a) If Car-2 were to hit the rear of Car-1, then Car-2 would be apportioned 100% responsibility.
- b) If Car-2 were to hit the rear $\frac{1}{4}$ panel of Car-1, then Car-2 and Car-1 could be apportioned responsibilities of 75% and 25% respectively, **depending on events leading up to the contact.**

In most cases, the impact could cause Car-1 to spin, and Car-2 may continue with light damage, so it is obviously worth Car-1 to allow sufficient racing room if Car-2 is at least at the B pillar or more further along side Car-1.

Example 2

The *scenario*:

Car-2 follows Car-1 at similar speeds as the corner is approached.

The DSA *expectation* is that the driver of Car-2 will:

- a) Not dive up the inside unless it can be fully alongside before the apex.
- b) Be in control and not "locked up" trying a desperate move.
- c) If unable to quite get alongside, slow down enough to let the door be slammed by Car-1 without contact, or
- d) Hang back slightly before the corner so that Car-1 can be attacked with greater corner exit speed than Car-1, that is manage faster exit speed to catch Car-1 as the straight begins.

The DSA *determination*:

Deciding the amount of responsibility apportioned will be difficult as much depends on Car-2's 'sudden lunge factor'. Contact arising from a side-by-side-battle for a corner is not the same as an overly-optimistic and sudden lunge from way back that does not pay off. The DSA will need to take into consideration the position of Car-2 regarding the B pillar of Car-1 at the entry and the position of being fully alongside Car-1 at the apex. Remembering that Car-2 has sole responsibility in relation to passing safely, the DSA will consider:

- a) Car-1 would be apportioned between zero and 50% responsibility.
- b) Car-2 would be apportioned between 50% and 100% responsibility.

6 Penalties

6.1 General

Penalties resulting from any DSA investigation can range in severity from an official warning, loss of competition round points, red and yellow cards and most severely the disqualification from the Victorian Saloon Car Championship. Penalties for the current session are outlined in the attached **Appendix B: Schedule of Penalties**.

Any penalties imposed are separate from, and in addition to, any penalties that may be imposed by the sanctioning body of on-course officials, namely the clerk of course and stewards of the meeting.

6.2 On-track Incident Penalties

Penalties will be allocated at the discretion of the Chief DSA after an on-track incident has been investigated and behaviour is deemed to be at one of three levels,

- Careless,
- Reckless/Negligent, or
- Dangerous,

The severity of any penalties applied will be weighted in line with the apportioned responsibility as discussed in the preceding section of this policy.

In the instance where two or more complaints are received regarding the same competitor that does not involve an on-track incident, then that driver will be spoken to by the DSA. The DSA response will depend on the seriousness of the accusations or if the driver were to continue to exhibit behaviour not in line with this policy.

6.3 Off-track Penalties

Penalties may also be allocated to a competitor as a result of non-compliance with the competitor responsibilities in the event of an on track incident as outlined in this policy. The DSA will look unfavourably on any infraction that is contrary to the intent of this policy. This extends to the professionalism of Saloon Cars Racing and the moral and ethical values of members of Victorian Saloon Cars Association. An example of this is;

- Failing to adequately complete a driving incident report.
- Failing to comply with a request to assist an investigation.
- Unsportsmanlike behaviour to another competitor, official or member of the public(e.g. intimidation or unnecessary swearing at, assault or criminal damage)

7 Appeals

Appeals challenging determinations made by the DSA must adhere to following guidelines

- 1) Appeals may only be pursuant to on-track related penalties
- 2) Appellant hearings can be requested of either, but not both,
 - a) The events' sanctioning body on-course officials, such as CAMS and AASA Stewards, Clerk of the course or
 - b) The Executive of Saloon Cars Racing, for DSA penalties.
- 3) Appeals to the sanctioning body may incur an appeal cost.
- 4) All findings of the appeal process are final and binding.
- 5) Appeals to the Executive of Saloon Cars Racing must be lodged to the President of the club or his representative within **1 hour** of the Chief DSA finding.

No appeals will be entertained for matters concerning off-track penalties; in this instance the DSA findings are final and binding.

8 Competitor responsibilities in event of an on-track incident

By definition, an on-track incident is any action which results in damage to your car, someone else's car, injury resulting from collision and driving likely to cause either damage or injury.

It is the competitor's responsibility to complete an On-track Incident Report form and submit it to the DSA within **1 hour** of the completion of that event/race that the incident has occurred. Where the on-track

incident occurs in the last event of the meeting, the on-track incident report form must be submitted **1 hour** after or before leaving the course, whichever's the sooner. All on-track incident reports must be completed in an appropriate manner by all competitors involved. At the DSA discretion, dispensation may be extended to competitors who are unable to meet this requirement due to circumstances beyond their control, e.g. injury caused through such on track incident.

The information provided in the form is required to facilitate both an impartial and consistent response to on-track incidents so that our sport can continue in the spirit of Saloon Cars. The DSA encourages competitors to discuss any incident and is happy to provide assistance on how to complete the on-track incident report form. However, the DSA will not tolerate the lack of submission or an inappropriately completed on-track incident report form. Severe penalties will be imposed against competitor(s) who refuse to fill out an incident form sufficiently to the satisfaction of the DSA.

The On-track Incident Report form can be found in Appendix C of this policy.

9 Safety and other issues to help the Marshals

It is an inescapable fact that marshal numbers are rapidly falling. Marshals continually indicate that we can easily make their job easier, safer and more enjoyable.

Marshals are volunteers and are there because they enjoy what they do and enjoy our racing. The following requirements aim to help achieve this.

Pay great attention to all race marshals flags especially yellow flags. If you see a yellow flag, immediately reduce speed and indicate that you are slowing to following drivers by raising your hand. A waved yellow indicates that there is imminent danger. This could be a blockage of part of the track or that there may be marshals or drivers on track. You should reduce your speed significantly, be prepared to take a completely different line or even stop. You are not allowed to overtake under a yellow flag and must travel at a speed at which is safe until a green flag is waved. Lack of yellow flag discipline is a primary concern of marshals. Knocking a tenth off your normal lap time is not enough.

The Battery master pull/switch needs to be well marked and visible so that marshals can deactivate the battery when needed.

Ensure towing eyes are easily found on the surface of the car by painting them in a contrasting colour. Identify them with an arrow and a "TOW" sign and ensure that they are strong enough to do the job.

In the event of an excursion off track, indicate to the marshals that you are ok and get yourself safely to the nearest flag point or over the wall. If you require assistance, signal this to the marshals.

There is to be no working on cars on the track.

On the conclusion of a race or event, wait until you have exited the track before dropping your window net or removing your helmet or belts. Keep your speed low in the pit lane and the paddock to allow for people moving around, who may not be paying attention.

Please make sure that you acknowledge the marshals by waving to them on the slowing down lap, no matter where you finish.

A briefing is held at the start of each meeting by the Clerk of Course in which all drivers are required to attend. Instructions issued by the Clerk of Course for the meeting take priority over the intention of this policy, but do not negate the sanctions of it.

10 Competitor Acknowledgement of Compliance

I the undersigned hereby accept and agree to be governed by the rules and requirements stated in this policy document.

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Signature

Name Signature

Car Number

Date