



Document Amendment Table		
Description, location	Date varied	Web Published
Previous versions of this file are located within the adjacent Obsolete folder		
Version 7 complete re-write based on evolution of RA01 regs	2/5/2022	
Version 8	9/10/2022	
Version 9	19/12/2022	
MA changed the Title of the CRSR from RA09 to Circuit Race Standing Regulations, but nothing else significant with respect to the content of the Code of Driving Conduct	13/6/2024	
Updated 6.2.5 comments	9/7/2024	

## CODE OF DRIVING CONDUCT V12

The Australian Prototype Series (APS) seeks to promote enjoyable and safe competition and the avoidance of car-to-car contact.

The required standards of driving conduct (Driving Standards) are as described within this APS - Code of Driving Conduct document, and as described within in the “Code of Driving Conduct” section 6 within the current Motorsport Australia (MA) **Circuit Race Standing Regulations (CRSR)**. Each document must be read in conjunction with the other.

Where conflict may exist, the **CRSR** shall prevail, unless an Officer of APS makes a decision in accordance with the requirements as described within this document.

### All drivers must comply with these requirements.

In explanation, each Driver has an individual responsibility to ensure that they race “smart”.

With better individual understanding of the Driving Standards, and effective self discipline applied by Drivers, and with the enforcement of both the MA and APS Driving Standards to back those up, there will be inevitably fewer “dumb” moves, which will mean fewer racing Incidents and fewer Safety Cars and more racing laps, lower costs of participation, and less stress for everyone.

To protect all competitors and **to preserve and enhance** the reputation and viability of the Series, there must be a clear understanding by everyone that infractions must lead to adverse outcomes for perpetrators - which may be up to exclusion from further participation in a current Event for a serious offence.

Future event Entries will not be accepted that nominate Drivers who repeatedly fail to conduct themselves in accordance with these Driving Standards.

### Document Distribution:

**This document shall be provided to all Competitors that Enter an APS Event, and shall be posted on the APS Web Site.**

At Events, the APS Code of Driving Conduct will be provided to Race Management Officials, for further distribution to all race officials. All race officials will monitor and report infractions as part of their normal duties.

### Reporting, Enforcement

If there are perceived to be any driving standards breaches, a decision may be made immediately during a session by Race Officials; or a report may be provided by individual competitors, or by an APS Officer or by any Official of the Race Meeting.

This report will nominate drivers involved in any dangerous or unsportsmanlike activity.

The Clerk of Course will pay special attention to these drivers. Penalties may apply and will be judged and enforced by the APS MA-appointed Series Steward and/or the Stewards of the meeting.

### Specific to the Australian Prototype Series, the following Driving Standards apply:

1. All drivers must know of and comply with the Motorsport Australia (MA) document Circuit Race

Standing Regulations” (CRSR) within the Circuit Race Appendix of the Motorsport Australia Manual, as published on the MA web site <https://motorsport.org.au/regulations/manual/race>

2. The standards of what has been considered as acceptable driver behaviour have progressively changed over recent years. “Biff and Barge” and “Ownership of the racing line” and forcing other cars off the track surface is no longer tolerated, and this is reflected in the current CRSR. All drivers must understand that Track Position is now never “owned” - by either a driver who may be overtaking, or by a driver being overtaken. The key indicative words in the CRSR are that all Drivers must “Leave” and “Allow” and not “Hinder” and not “Crowd” and “must leave at least 1 Automobile width”.

Two very important reasons are Safety and Risk, and Liability.

For example, all drivers have to clearly understand and practically apply the differences between a Driver CHOOSING to exceed Track limits as defined by allowing 3 wheels of their car to go beyond the white line delineating the outer edge of the track surface (6.2.9), and a Driver seeking an advantage by FORCING another driver to leave the track racing surface such as by forcing the other driver to put one or more wheels beyond the white line where the grip may be less and there are obstacles.

It is these differences that drive the requirements that are described in the current CRSR and as described in this document.

3. **The APS is a “no-contact” series:** Contact between vehicles is to be actively avoided. Drivers that initiate contact between vehicles can expect disciplinary measures to be applied, irrespective of whether an advantage is gained or not.

4. **Lapping:** the **CRSR** state:

6.2.1 An *Automobile* alone on the *Track* may use the full width of the *Track*, however as soon as it is caught by an *Automobile* which is about to lap it, the *Driver* must allow the faster *Driver* past at the first possible opportunity. If the *Driver* who has been caught does not seem to make full use of the rear-view mirrors, flag marshals will display the waved blue flag to indicate that the faster *Driver* wants to overtake. Any *Driver* who appears to ignore the blue flags will be reported to the Stewards.

- a. The drivers of cars that are about to be lapped should exercise both caution and discretion and should, in a predictable and safe manner, take a safe line that is off the normal racing line so as to allow the overtaking car to pass more readily.

5. **Track Limits:** the **CRSR** state:

6.2.9 If an *Automobile* leaves the *Track* for any reason it may re-join. However, this may only be done when it is safe to do so and without gaining any lasting advantage. A *Driver* will be judged to have left the *Track* if no part of their *Automobile* remains in contact with the *Track*

- a. As part of a driver exerting control over his car, providing that a part of a tyre is still on the white line that defines the track perimeter, no track limit violation for THAT car has occurred. Meaning that a car can have 3 wheels fully outside the white line, as long as a proportion of the tyre of the final remaining wheel is in contact with the white line, the car is still deemed to be within Track Limits.

Note that there must be no confusion between “what defines the track” in 6.2.8 and “leaving the track” in 6.2.9 with respect to one’s own vehicle; and what is meant by “providing space on the track” for Other vehicles as in 6.2.5 and 6.2.6 and 6.2.7 in the points below.

6. **Defensive manoeuvring:** the **CRSR** state:

6.2.4 More than one change of direction to defend a position is prohibited.

6.2.5 Any *Driver* moving back towards the racing line, having earlier defended a position off-line, must leave at least 1 *Automobile* width between their own *Automobile* and the edge of the *Track* on the approach to the corner

- a. Thus a driver, after having defended their Position by changing direction off-line once (where they may utilise the full width of the track), if and when they move back towards the racing line, they must allow enough track space for a pursuing automobile to remain fully on the track.

Note that automobile Overlap is not a conditional requirement for providing such track space! See also 6.2.6 and 6.2.13 and 6.2.14

7. **Defensive manoeuvring:** the **CRSR** state:

6.2.6 Any manoeuvre liable to hinder another *Driver* such as crowding of an *Automobile* beyond the edge of the *Track* or any other abnormal change of direction, is prohibited

6.2.13 A *Driver* defending their position on a straight, and before any braking area, may use the full width of the

*Track* during their first move provided no portion of an *Automobile* attempting to pass is alongside their *Automobile*. Any movement to defend a position in the braking area is prohibited and once in the braking area the trajectory of the defending *Automobile* must remain parallel to the solid line defining the *Track* edge

- a. Note that “the edge of the track” in 6.2.5, “beyond the edge of the track” in 6.2.6; and “may use the full width of the track” in 6.2.13 means that driver must not force any part of another car beyond the edge of the track as defined by the Outer edge of the white line that delineates the track surface.  
This is for safety reasons, because beyond that white line is mostly grass, gravel or other low traction surfaces, or worse. Therefore all drivers must allow other competitors enough space so that such fellow competitors may remain on track, which means that enough space must be allowed so that all 4 wheels of the other vehicles may be either within, or on, the white line.
- b. Brake Checking is prohibited, meaning during and from the apex of the corner to the exit, the brake pedal may not be depressed to alarm the following driver and induce un-settling of the following car.

8. **Overtaking:** the **CRSR** state:

6.2.14 For the avoidance of doubt, a *Driver* must leave at least 1 *Automobile* width between their own *Automobile* and the edge of the *Track* if another *Automobile* has any overlap with their *Automobile*.

6.2.15 It is prohibited for a *Driver* to unfairly gain an advantage as a result of contact with another *Automobile*.

- a. As part of preparing for an overtaking manoeuvre, it is the especial responsibility of driver of the car seeking to perform an overtaking maneuver to ensure that they so do in a safe and fair manner, and to avoid contact.
- b. For Safety reasons, especially, Contact between cars must be actively avoided by **both** drivers.
- c. During overtaking, no driver of a car can now claim “right of way” and claim to own “the normal racing line”. While an overtaking manoeuvre is in progress, it is the responsibility of **both** drivers to allow each other driver “racing room” until the overlap of vehicles has been resolved by an overtake being fully effected. This means that neither driver may claim and maintain a “normal racing line” while the overlap exists – the cars must run side-by-side until one is able to pull fully in front of the other.
- d. As with Defensive manoeuvring above, all drivers must allow other competitors enough space during overtaking so that such fellow competitors may remain on track, which means that enough space must be allowed so that all 4 wheels of the other vehicles may be either within, or on, the white line - unless one driver has chosen to go beyond the Track Limits by placing a part of their car beyond the white line – see below.
- e. When competitors are actively “dicing”, each can fully expect to pass or be passed, and all such cars when in an overlapping situation must clearly conform with 6.2.14; and 6.2.14.

Therefore, where an overtaking manoeuvre **may be reasonably expected** to be known by the car that is being potentially overtaken, for an overtaking car to remain in a position alongside another car (in an overlapping position) when travelling in to or through a corner, the overtaking car should be within the track limits, and the driver of the car being overtaken must be reasonably expected to be aware of the car that is potentially in an overlapping position. Then, Both drivers must allow each other car to remain in an overlapping position without forcing the other in to an unsafe position.

- i. If the driver of the car intending to overtake has chosen to place one or more wheels beyond the white line as part of the overtaking manoeuvre, that driver cannot force its way back fully on to the track surface.
  - ii. Where the front of the car intending to overtake is at least level with the middle of the car that is intended to be passed by the overtaking driver, then the overtaking car should be visible within the peripheral vision of the driver of the car in front even without the use of mirrors. When a car is in such a position, it is thereby considered that the driver in front is aware of the overlap and the driver in front will provide space, and the overtaking car can maintain its overlap until the overlap is resolved.
- f. Where an overtaking maneuver **may not be reasonably expected** to be known by the

driver of the car that is being potentially overtaken, for reasons of Safety, the driver of the car in an overlapping situation and intending to overtake and **must not reasonably expect** the car in front to provide a full car width of space.

Such conditions may occur with poor or hampered visibility – such as with rain or intruding sunlight or inadequate mirrors - or may occur with a “first attempt” overtake and where there is only minimal overlap and the driver in front is fully concentrating on the track ahead. With such conditions, then the driver of the car intending to overtake should not forcibly hold that relative position of overlap, and must “back out” so as to avoid inadvertent contact when the car in front takes it’s expected normal racing line.

- g. Radio communications are to be utilised by Team members so as to inform their driver so that such drivers are made aware as soon as practical of a potential overtaking maneuver.