

# Series General Instructions for Drivers & Competitors

Issued: Wednesday, 27 February 2019

These 2019 Series General Instructions for Drivers & Competitors are to be read in conjunction with the Rules and the round specific Driver Briefing Notes.

## PRACTICE STARTS:

- Practice starts may be conducted in the fast lane at the Pit Lane end (derestriction sign) provided no following Car is unnecessarily delayed.

## YELLOW FLAGS:

- The provisions of NCR Appendix H Art 3.1(b)(ii) - Yellow flag are supplemented with wording from the FIA ISC which are displayed below in underline and bold text:
- Yellow flag: This is a signal of danger and should be shown to Drivers in two ways with the following meanings:
- (A) Single waved: Reduce your speed, do not overtake, and be prepared to change direction. There is a hazard beside or partly on the track.
- **It must be evident that a Driver has reduced speed. This means a Driver is expected to have braked earlier and/or noticeably reduced speed in that sector.**
- (B) Double waved: Reduce your speed significantly, do not overtake, and be prepared to change direction or stop. There is a hazard wholly or partly blocking the track and/or officials working on or beside the track.
- **During practice and qualifying, it must be evident that a Driver has not attempted to set a meaningful lap time. This means the Driver should abandon the lap. This does not mean the Driver has to enter the Pits as the track could well be clear the following lap.**
- Yellow flags should normally be shown only at the marshal post immediately preceding the hazard.
- In some cases, however, the Clerk of the Course may order them to be shown at more than one marshal post preceding an incident.
- Overtaking is not permitted between the first yellow flag and the green flag displayed after the incident.
- Yellow flags should not be shown in the Pit Lane unless there is an incident of which the Driver should be made aware.

## RED FLAGS:

### Practice & Qualifying:

- If a Red Flag is displayed during Practice or Qualifying each Driver is required to slow down immediately and all cars must proceed to Pit Lane unless otherwise advised by the Race Director.

### Races:

- If a Red Flag is displayed during a Race each Driver is required to slow down immediately and will be instructed by the Race Director to proceed to either the Grid or the Pit Lane depending upon the circumstances.

**TRACK LIMITS:**

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

**FORMATION LAP:**

- Drivers are required to keep an adequate pace on the Formation Lap and a gap of approximately 5 car lengths.
- Deliberate slowing by a Driver causing a separation on the Formation Lap may result in a Penalty being imposed.

**SAFETY CAR:**

- The RMSR's include the Rules for a Safety Car (SC) deployment. Please read them carefully. Some important points are summarised as follows:
  - When the SC boards and yellow flags are displayed, Drivers must slow to a speed appropriate to the conditions.
  - During any SC period and when entering or leaving Pit Lane, Car positions are determined by SC1 line (Pit Entry) and SC2 line (Pit Exit) – refer Circuit Diagram.
  - A Driver experiencing a problem that prevents their Car from keeping up, should pull to one side to allow other Cars past and where possible indicate their intentions to those around them. If it regains pace it may re-join the line but must remain in that position.
  - When the lights on the SC are extinguished, it will accelerate away from the field and enter Pit Lane. All Cars must maintain speed and cease weaving until green flags are waved.
  - Once the green flags are displayed, Overlapping and Overtaking are not permitted prior to the Control Line.
  - In exceptional circumstances (e.g. an incident on pit straight), the SC may lead the field through the Pit Lane.
  - In some circumstances the SC may be deployed and hold the first approaching Car. Then at the appropriate time any cars between the SC and leader will be waved through.

**CODE OF CONDUCT:**

Drivers and Competitors are reminded of the provisions of the 2019 CAMS Porsche PAYCE Carrera Cup Australia Series Sporting and Technical Regulations Art S25. Porsche PAYCE Carrera Cup Australia Code of Conduct.

Contacting Officials by phone call, text or email (or other direct method) airing grievances before, during and after an event is unacceptable and may result in disciplinary actions and penalties including but not limited to Series point deductions, grid position penalties and financial penalties.

**Michael Masi****Race Director****2019 Porsche PAYCE Carrera Cup Australia**

# Driving Conduct Guidelines

*Issued: Wednesday, 27 February 2019*

These Driving Conduct Guidelines have been developed by the DSA to assist Drivers and Competitors in understanding the manner in which driving matters will be adjudicated.

The following key guiding principles will be used in adjudicating incidents and for the application of any penalties:

- Penalties need to be meaningful – any penalty must have an effect;
- Penalties need to effect, change or modify the behaviour of both Drivers and Teams;
- Penalties are actually a penalty – not an equalisation method;
- Each and every incident will be dealt with on its own merits - no two incidents are the same.

## **BREACHES OF CODE OF DRIVING CONDUCT:**

- The following driving standards may be considered in relation to the severity of a breach of the Code of Driving Conduct.

**Careless Driving** - Departing from the standard of a competent Driver.

- Examples of what will be adjudged Careless Driving include:
  - o Not giving racing room on the exit of a corner
  - o 'Bump and Run' resulting in the loss of a position
  - o Incident resulting in the loss of multiple places

**Reckless Driving** – Any unintentional action by a Driver which creates serious risk to others.

- Examples of what will be adjudged Reckless Driving include:
  - o Incident causing a multiple car collision
  - o Incident causing a car or cars major damage or to not finish a race

**Dangerous Driving** – Any intentional action by a Driver which creates serious risk to others.

- Examples of what will be adjudged Dangerous Driving include:
  - o Deliberate contact resulting in a major incident
  - o Retaliation during or after a race causing damage
  - o Multiple Reckless Driving Infringements throughout a race

## **WEAVING DURING PRACTICE, QUALIFYING AND THE FORMATION LAP:**

- If warming tyres by the use of weaving, the Driver who is weaving 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 attempting to overtake.
- Weaving during the Formation Lap is permitted however a point at which a Driver must stop weaving will be advised at each Round.

**QUALIFYING:**

- It is expected that a car on a qualifying fast lap or laps will have its head lights on.
- A Driver that is not on a qualifying fast lap or has completed their fast lap are reminded to switch their head lights off.
- If a Driver is impeded or blocked in qualifying, resulting in a loss of time or aborting that lap, a penalty may be applied.
- If a Driver is on a warm up lap or a cool down lap, the onus is on the Driver to ensure they do not impede or block a Driver on a fast lap.

**RACE START:**

- If a Pro Driver is starting a race behind a Pro-Am Driver, the onus is on the Pro Driver to give due respect and racing room to the Pro-Am Driver.
- The Pro-Am Driver must also give common courtesy to the Pro Driver as they are not directly racing that Driver.

**OVERTAKING - GENERAL:**

- It is the overtaking Drivers responsibility to complete an overtake safely.
- It is the responsibility of the Driver being overtaken to ensure that racing room is given.
- If contact is made from behind, it is generally going to be that Drivers fault.
- If there is a battle between two or more Drivers after the first lap or a race, the responsibility is on all Drivers to give each other 'racing room'.
- A successful overtake will be adjudged if the front of the overtaking Car is fully in control and in the vicinity of the "A" pillar of the car being overtaken.

**RACING ROOM ON THE EXIT OF A CORNER:**

- On the exit of a corner, if a car overtaking around the outside has a reasonable overlap, the inside car must allow enough racing room on the exit of the corner for the overtaking car to stay on the track or kerb.
- A reasonable overlap is considered as the front wheels of the car attempting the overtake, are generally in line with the rear wheels of the car being overtaken.

**Steven Johnson****Driving Standards Advisor (DSA)****2019 Porsche PAYCE Carrera Cup Australia**

# Incident Review, Protest & Appeal Overview

This document is a guide to lodge an Incident Review, Protest or 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.

For the exact Rules regarding Protests and Appeals each Competitor must refer to the relevant NCR's.

## **REQUEST FOR INCIDENT REVIEW:**

A Request for Incident Review does not fall under the CAMS judicial process, but is a Series, non-regulatory procedure, whereby the competitor may request that the IPO investigate an on track incident.

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

An Incident Review Form which is Frivolous or Vexatious will be considered a breach of the Rules and a penalty may be applied.

An electronic copy or photo of a completed Incident Review Form is considered acceptable.

## **CAMS PROTEST:**

The CAMS Protest Form (attached) must be completed and submitted in accordance with the provisions of Part XII – Protests of the NCR's.

## **CAMS NOTICE OF INTENTION TO APPEAL:**

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

## **CAMS NOTICE OF APPEAL:**

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

## **AMSAC APPEAL:**

Appeals to AMSAC must be submitted in accordance with the provisions of Appendix G of the NCR's.

**INFORMATION PURPOSES ONLY – NO REGULATORY VALUE**