

RX8 CUP

DRIVING STANDARDS BOOKLET 2020

DRIVING STANDARDS OBSERVER'S

- The DSO's role is to promote fair, close and exciting racing
- To uphold the Motorsports Australia code of driving
- Assist in making the meeting run smoothly

GUIDELINES

- Preamble
- Terminology
- Explanations
- Examples

PREAMBLE

- **Important ALL** singing from the same hymn sheet.
- That's drivers, DSO, Motorsports Australia Stewards and the Category
- All **MUST** *know and understand* the rules by which incidents will be judged.

- **Understand** tough decisions will and must be made
- **Understand** final decisions rest with the umpire
- **Sometimes** you will win or lose

UNDERSTAND

- We will always apply the rules fairly and firmly
- **ZERO TOLERANCE** – when it comes to abuse of other competitors/teams or officials
- NON compliance will result in maximum Penalties.

UNDERSTAND

- If you can, **AVOID** an incident.
- Right or wrong – you are better to avoid the incident and live to fight another day than be on the trailer going home boasting you were right.

TERMINOLOGY

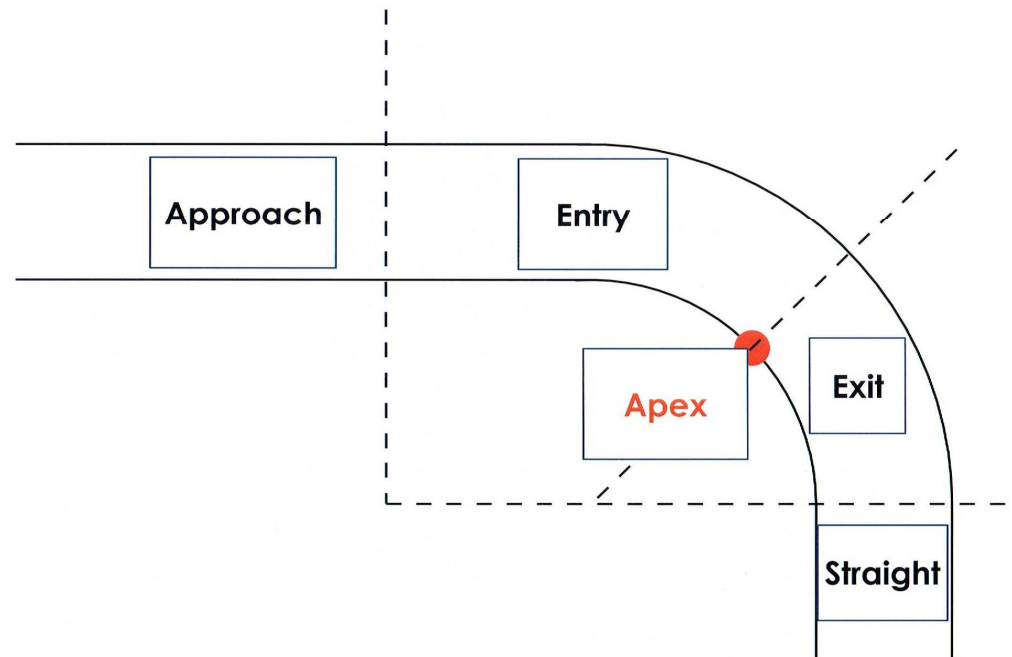
- **Corner phases**

- Approach

- Entry

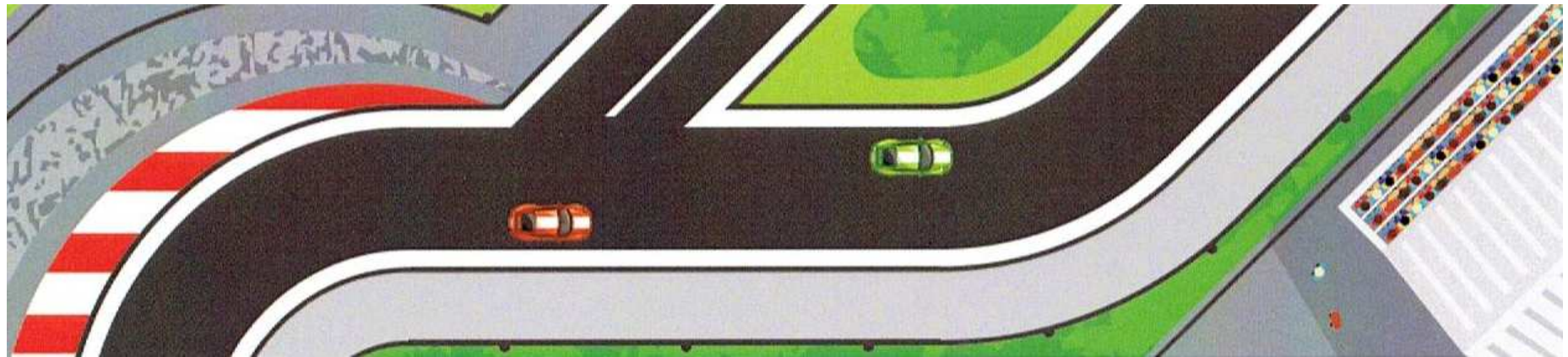
- Apex

- Exit



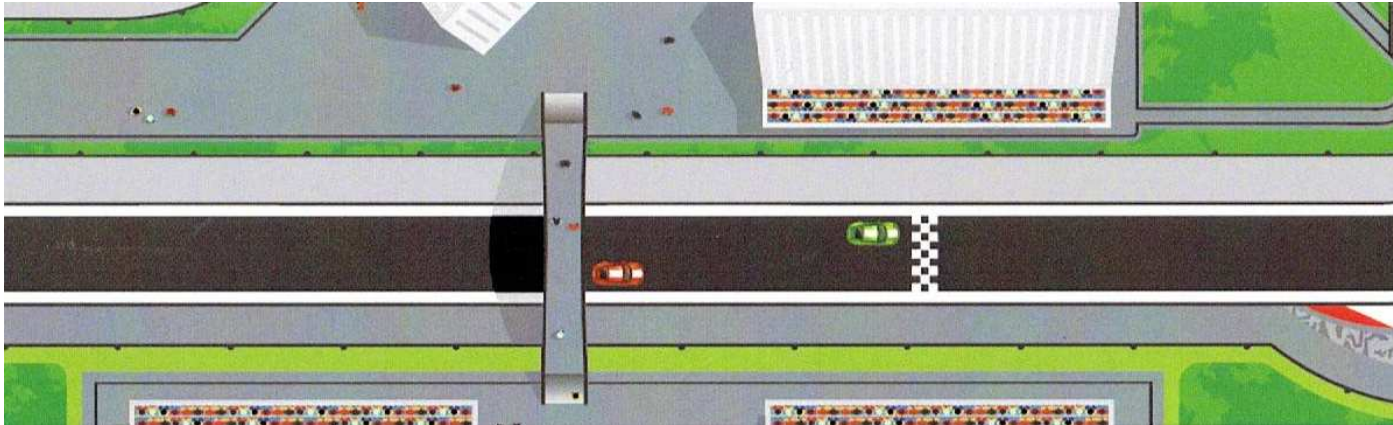
DEFINITION - TRACK

- Defined by the painted lines on both sides of the race track and pit lane.



DEFINITION - STRAIGHT

- The portion of the track between the exit of a turn and the entry to the next turn



DEFINITION - APPROACH

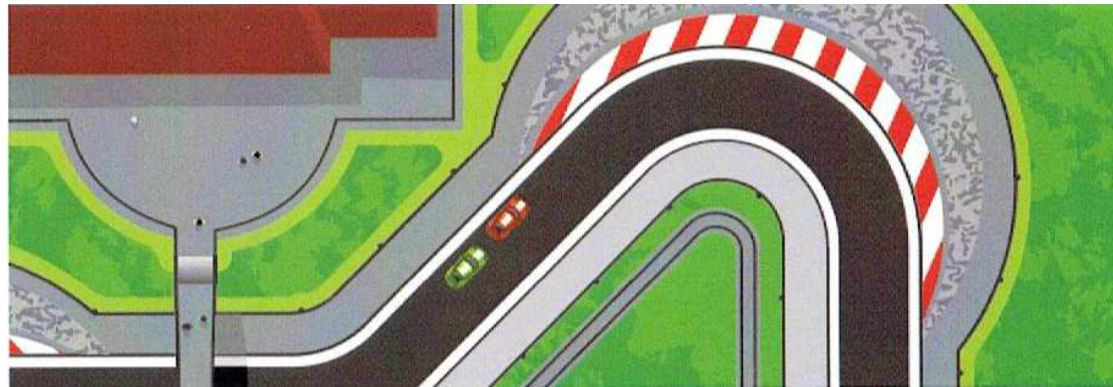
- Section of the track where the car is positioned before entry



DEFINITION - ENTRY

- Two parts

- Braking area



- Turn-in zone



DEFINITION - APEX

- Clipping point(apex)
- The point where the car changes from corner entry to corner exit.



DEFINITION - EXIT

- Beyond Apex
- Throttle being applied
- Steering angle reducing.

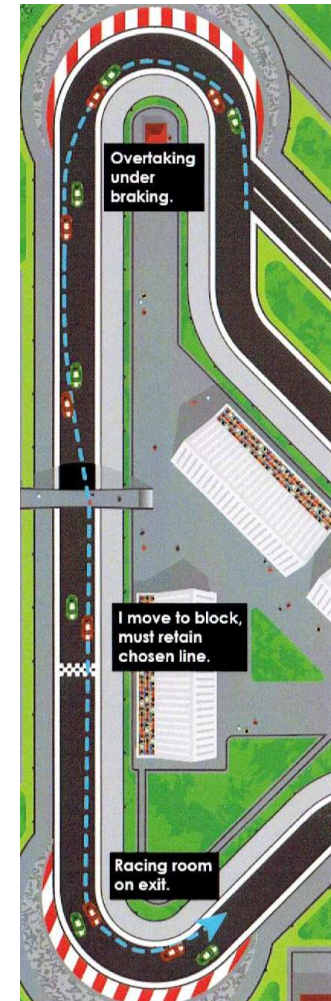


DEFINITION – RACING LINE

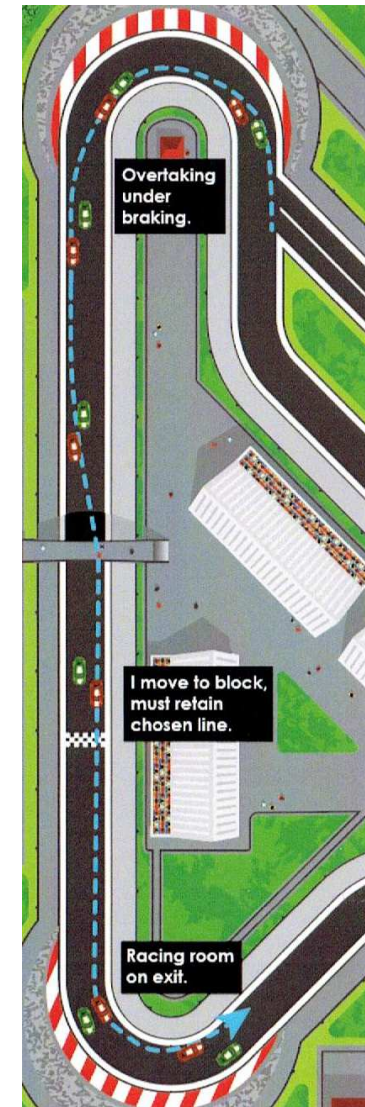
- Conventional position of the car on the race track.

EXPLANATIONS

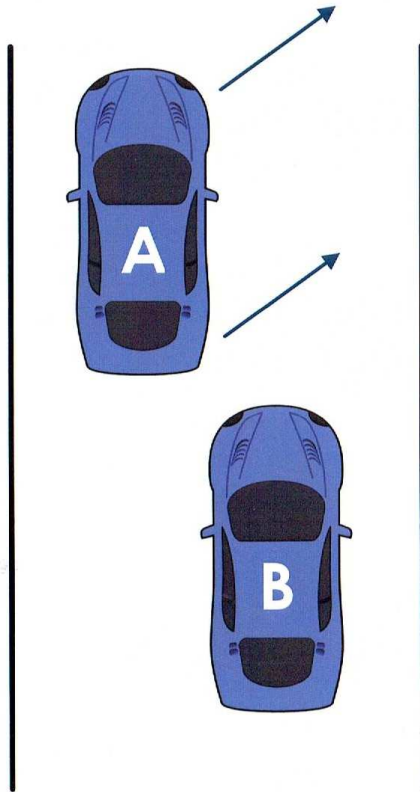
- **Blocking/Re-acting/defending your position**
- With the exception of the first and last lap, **blocking will not be tolerated**
- Once a driver commits to an alternative line then they must maintain that line.
- Move once and **only** once



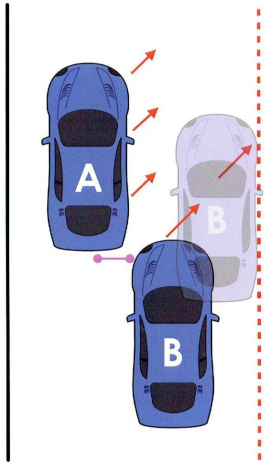
- If a driver reacts late – ie moves from the racing line on approach, then the driver shall be responsible for their actions and held accountable for any incident with the following car
- The driver in front must leave a **minimum 1 car width** for the other car
- No crowding towards the inside or outside of the corners
- Once the driver has committed to an alternative line, they must not interfere with the car attempting to overtake.



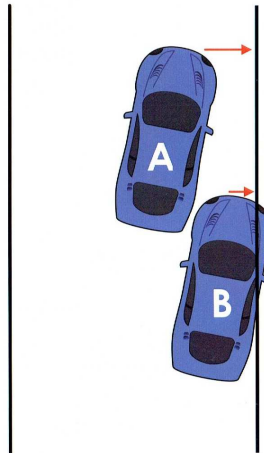
OVERLAPPING



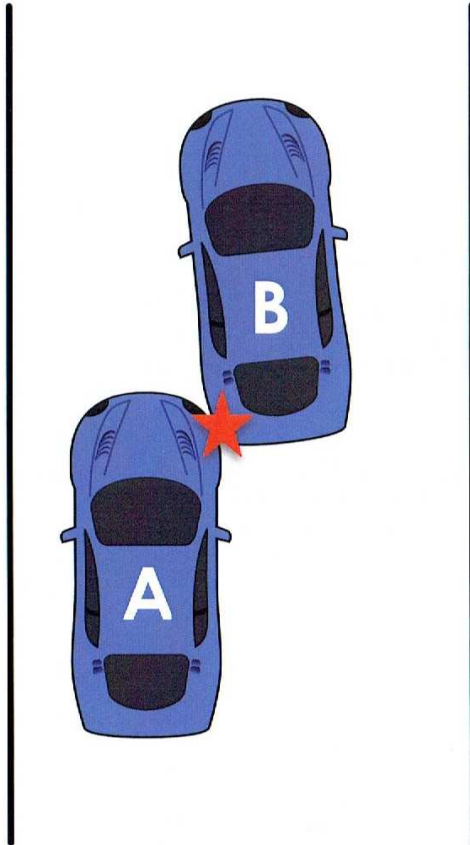
- When no overlap exists on a straight with Car A leading Car B, Car A may move off the racing line **once**, to the edge of the track limits.



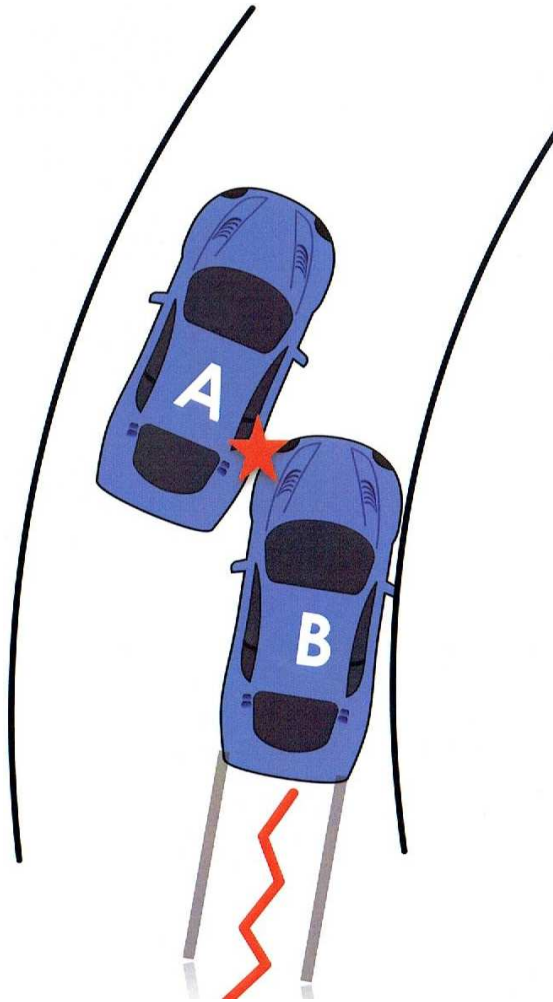
- When ANY overlap exists on a straight, with Car A leading Car B, Car A may move off the racing line **once**, and must provide Car B no less than **one car width of racing room to the track edge**.



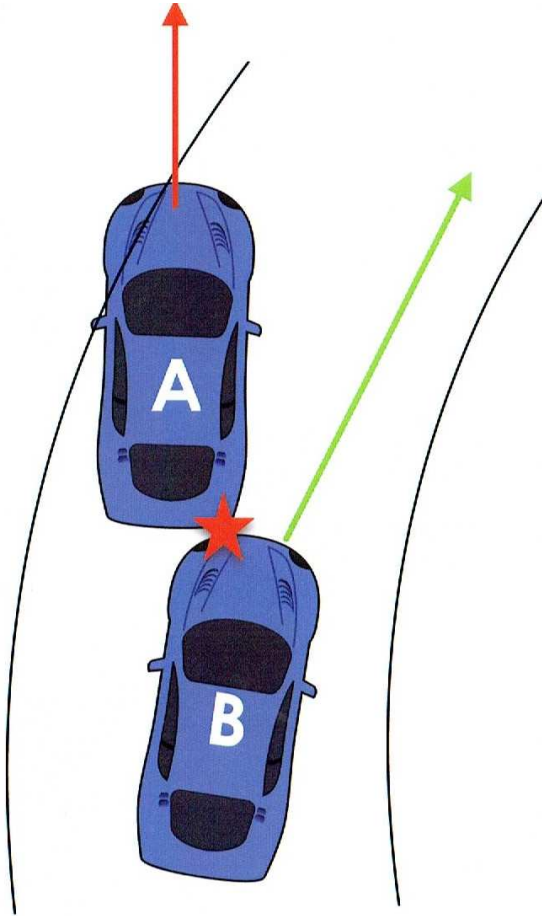
- Car A must not cause Car B to leave the Track. If Car B is forced off the track then penalties will apply to Car A



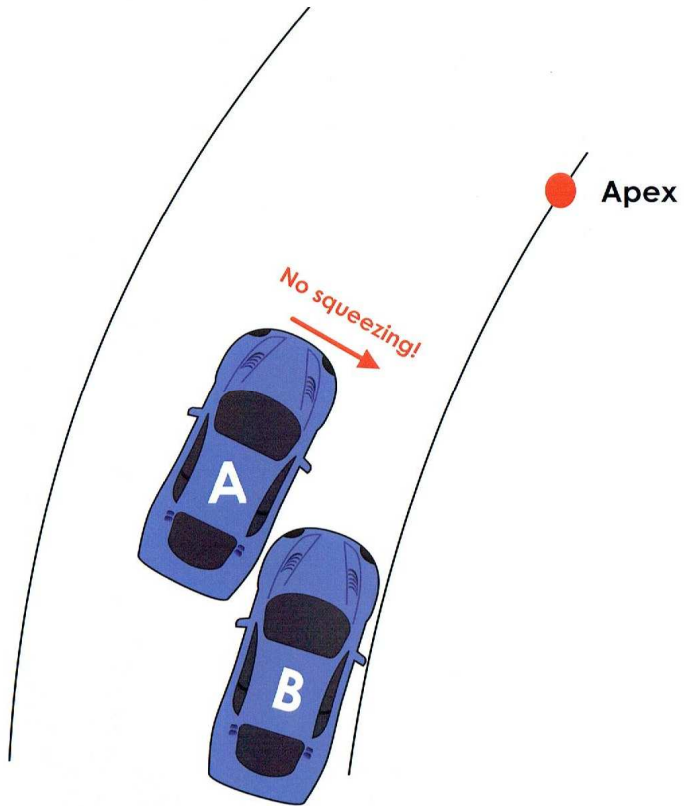
- The onus is always on the **overtaking car**(Car B) to be **clear** of the **overtaken Car**(Car A) before attempting to move across in front.



- In General, the onus is on the overtaking car to pass safely and **maintaining control** at all times
- Overtaking cars should **not just expect** the preceding car to simply give way.
- “**Dive-Bombing**” and related contact are not considered as passing safely. You **cannot use the other car for brakes** or simply run them off the road.
- **All drivers** have a duty of care to provide fair racing room at all times.



- Any driver that gains an unfair advantage or position as a result of contact with another car – a **“BUMP & RUN”** will not be tolerated and penalties will be issued



- If reasonable overlap exists (in the opinion of the DSO) at the entry point, the car being overtaken CAR A **must allow** racing room.
- Car A must not crowd Car B beyond the track limits or the trigger any contact

SITUATIONAL AWARENESS

- Know where your opponent is situated
- Scan your mirrors
- Use your Peripheral Vision

PRACTICE AND QUALIFYING

- Show respect to others during qualifying
- Fast laps – headlights on
- Non Fast laps – headlights off
- If you impede others you **WILL BE PENALISED**
- ***WATCH YOUR MIRRORS***