



The VSRS has adopted Motorsport Australia “Code of Driving Conduct” with some additions. The first part of this document is essentially the Motorsport Australia Code of Driving Conduct. Following are the additional areas that VSRS requires of drivers and competitors.

CODE OF DRIVING CONDUCT

1. OBSERVANCE OF SIGNALS

The instructions detailed in Circuit Race Appendix, Track Control and Flag Signalling of the *Manual* are deemed to be part of this Code of Driving Conduct. Each *Driver* must abide by them.

2. DEFINITION OF TRACK

1. The *Track*, for the purpose of judging compliance with the Code of Driving Conduct, will be taken to mean that part of the *Track* defined by the outer edge of a solid line along each side of the *Track*.
2. For the pit lane, the pit entry road, and the pit exit road – the *Track* is defined by the outer edge of the line marking the lanes or the roads as appropriate.
3. For the avoidance of doubt, each solid line defining the *Track* edge is considered to be part of the *Track* but a kerb is not.

3. TRACK LIMITS

1. Each *Driver* must use the *Track* at all times during *Competition* and may not deliberately leave the *Track* without a justifiable reason.
2. A *Driver* shall be judged to have left the *Track* if no part of the *Automobile* remains in contact with the *Track*.

4. DRIVING STANDARDS

1. Each *Driver* must observe the requirements of the Code of Driving Conduct relating to *Driver* behaviour on the *Track* at all times.
2. Causing a collision, repetition of mistakes or the appearance of a lack of control over the *Automobile* (such as leaving the *Track*) will be considered to be a breach of the Code of Driving Conduct.
3. The following driving standards will apply:

- (i) Careless Driving:
- (ii) Reckless Driving:
- (iii) Dangerous Driving:

CIRCUIT RACE STANDING REGULATIONS

Departing from the standard of a competent *Driver*.
Any unintentional action by a *Driver* which creates a serious risk to

others.

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

5. OVERTAKING AND CAR CONTROL

1. An *Automobile* alone on the *Track* may use the full width of the *Track*.
2. As soon as an *Automobile* is caught by another *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 waved blue flags to indicate that the faster *Driver* wants to overtake. A *Driver* who appears to ignore the blue flags will be reported to the Stewards.



3. Overtaking, according to the circumstances, may be carried out either on the right or the left.
4. More than one change of direction to defend a position is prohibited. A *Driver* moving back towards the racing line, having earlier defended their 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.
5. 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*. Whilst defending in this way the *Driver* may not leave the *Track* without justifiable reason. For the avoidance of doubt, 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.
6. Manoeuvres liable to hinder other *Drivers* such as crowding of an *Automobile* beyond the edge of the *Track* or any other abnormal change of direction, are prohibited. For the avoidance of doubt, a *Driver* must leave at least 1 *Automobile* width between their own *Automobile* and the edge of the *Track* on the exit of a corner if any portion of another *Automobile* is alongside their *Automobile*.
7. An *Automobile* that leaves the *Track* for any reason may return to the *Track* only when it is safe to do so and without gaining an advantage.
8. It is prohibited to drive an *Automobile* unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other *Drivers* at any time.
9. It is prohibited for a *Driver* to unfairly gain an advantage as a result of contact to another *Automobile*.
10. Unless it is absolutely necessary to move the *Automobile* from a dangerous position, it is prohibited to drive an *Automobile* in the opposite direction to the direction of racing.
11. A *Driver* must not consistently:
 1. (i) cut a corner/s by driving over the inside of kerbs or off the *Track* surface; or
 2. (ii) cut a corner which results in material or debris being brought onto the *Track*; or
 3. (iii) perform any act which results in material or debris being brought onto the *Track*

ADDITIONAL VSRS REQUIREMENTS

- **Blocking**

Aggressive moves to block a fellow competitor often result in accidents, this unsporting behaviour with multiple moves is not tolerated but it is up to the competitor passing to execute a move safely.

- **Racing Room**

Our 'safety fast' concept is most prominent here, we want safe but fast racing which means we must give each other room. At no time must you force a competitor off the track by squeezing or failing to give them adequate room on track to safely place their car.

Only change track position once if you are defending your line

If you feel a fellow competitor has been unfair or unsporting, do not take it into your own hands but speak to your category representative or committee member.

Be aware of those around you, we all need the same amount of track!



- **Lap Traffic**

Faster vehicles should exercise caution when lapping slower vehicles. The onus is on the faster vehicle to get past safely, we request the lapped competitor maintains the racing line and avoids quick changes of direction and uses their mirrors to be aware of faster competitors and avoid frustrating the faster vehicles.

We recommend that the faster competitors utilise their headlights to make slower competitors aware they are approaching and where possible indicate which side you would prefer the faster car passes.

Faster vehicles must not take advantage of lapped traffic to gain position and vice versa for lapped vehicles not to use a courteous driver to do the same.

Where possible lapped vehicles should point to the side they wish to be passed on

- **Driver Behaviour**

If you have a problem with the driving behaviour of another competitor or you would like advice on how to handle a situation please speak with your category representative / committee member or the VSRS DSO. Do not approach the other driver directly.

- **Yellow Flags**

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.

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.



- **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.

- **Redress**
Practice, Qualifying & Races:

Redress DOES NOT exist in Victorian State Circuit Racing: If you inadvertently pass another car under yellow or red flag conditions, do not attempt to give the position back under yellow or red flag conditions.

- **Loss of position in dummy grid / formation lap**
Races:

If your vehicle will not start in dummy grid or for any other reason you lose grid position on the formation lap, you must not attempt to re-gain your position. If you lose your grid position for any reason you must commence the race from rear of grid.

Above all: Stay safe and enjoy your sport.