



Improved Production Racing Association of Australia (IPRAA) wants hard, close and safe racing throughout the field. One of the ways to help drivers enjoy their racing is to keep to a minimum the amount of car-to-car contact. With everyone driving within the rules, within their car's and their driving limits, there should be no reason for any car-to-car contact.

The goal of this document is to assist IPRA competitors in keeping car-to-car contact to a minimum with an improved understanding of the regulations. IPRAA expects all drivers to be considerate of fellow competitors. We also expect drivers to understand that IPRA is an amateur racing category and your decisions on track need to consider that neither you nor your fellow competitors are professional racing drivers.

The Motorsport Australia's Code of Driving Conduct.

The Motorsport Australia Circuit Racing Standing Regulations (**CRSR**) contain the Code of Driving Conduct. This Code of Driving Conduct sets out the racing rules used when participating in most Motorsport Australia circuit racing categories. The original document can be found here: [2021 Circuit Racing Standing Regulations](#) on the Motorsport Australia Website. It is worth checking this document from time to time for updates to regulations.

It is important for drivers to understand that some racing categories have their own version of this Code of Driving Conduct which varies the code for their category. The Formula 1 and Supercar Codes of Driving Conduct do not apply to IPRA racing. The only the Code of Driving Conduct that applies in IPRA racing is found in the CRSR. Just because you saw a driver do it in Formula 1 does not mean that you are permitted to do the same thing in IPRA Racing.

This is a Summary of the CRSR Code of Driving Conduct:

- Causing a collision is a breach of the Code of Driving Conduct.
- If another automobile has ANY overlap on your automobile at any part of the circuit, then you must leave them room at all times.
- On the straight, more than one change of direction to defend a position is prohibited.
- If, in the braking area, another automobile has ANY overlap on your automobile, then it is not permitted for the defending (leading) vehicle to change the trajectory of their automobile once in that braking area.
- If you lose your grid position exiting the Marshalling area, or on the formation lap, do not repass cars on the formation lap. Retake your allocated grid spot once you arrive at the grid, unless otherwise instructed by an official.

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How the Code of Driving Conduct is used.

It is expected that all drivers will have read the Code of Driving Conduct. If an incident occurs on track, you may be called up to explain what happened. When your actions are being examined, this Code of Driving Conduct will be used to determine if any driver is at fault. In this document, important passages from the Code of Driving Conduct will be copied verbatim (shown in Blue). The document will also explain how IPRA Vic would like you to meet this regulation. Keep in mind that only the actual words contained in the Code of Driving Conduct have a regulatory effect. The explanation provided by IPRA is merely to help drivers understand how we see that rule being implemented and may not align with the decision of the stewards.

Code of Driving Conduct

CRSR Regulation: 7.2 DEFINITION OF TRACK

- a) 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.
- b) 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.
- c) 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.

7.3 TRACK LIMITS

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

IPRA Explanations

This part of the regulation explains how much of the track you are permitted to use. It shows that you can drive two wheels onto a kerb, but if all four wheels are on the kerb, then the vehicle has been determined to have left the track. You are not permitted to leave the track without a justifiable reason. A justifiable reason would be things such as avoiding an incident.

CRSR Regulation: 7.4 DRIVING STANDARDS

- a. Each Driver must observe the requirements of the Code of Driving Conduct relating to Driver behaviour on the Track at all times.
- b. 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.
- c. The following driving standards will apply:
 - i. Careless Driving: Departing from the standard of a competent Driver.
 - ii. Reckless Driving: Any unintentional action by a Driver which creates a serious risk to others.
 - iii. Dangerous Driving: Any intentional action by a Driver which creates serious risk to others

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IPRA Explanation

If you are deemed to be the cause of a collision, either intentionally or unintentionally, you should expect to be penalised. Motorsport at this level should be considered a non-contact sport and as such you should always drive with avoidance of contact being a priority.

If the code of conduct is breached, there are different levels under which a breach may be judged.

A low-level breach is considered **Careless**, a Mid-level breach **Reckless**, and a high-level breach **Dangerous**. The level of breach will usually influence the severity of the penalty.

CRSR Regulation: 7.5 OVERTAKING AND CAR CONTROL

- a. An Automobile alone on the Track may use the full width of the Track.
- b. 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.

IPRA Explanation

The regulation requires that a driver being lapped must allow their vehicle to be lapped at the first possible opportunity. This does not mean that the automobile being lapped must stop racing and pull over to let the leaders through immediately when they are caught but let them pass at the first possible opportunity. Not letting the leaders past could occur if the driver being lapped feels it is unsafe to do so at that point. It is generally best for a lapped car to hold the racing line when providing passage for the lapping car to get through. It is the responsibility of the lapping car to pass safely. Do not assume the car being lapped has seen you. The lapped car does not have to immediately move over for you, so be prepared to take the necessary time to overtake safely.

- c. Overtaking, according to the circumstances, may be carried out either on the right or the left.
- d. 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.

IPRA Explanation

A driver may change direction once to defend a corner. This means that if you are on a straight heading towards the next corner, you are permitted to move to either the inside or the outside of the track once. After you have made this move, you are not permitted to move back in the other direction to block a vehicle. You are permitted to move back to the racing line but must now leave at least one automobile width to the edge of the track, even if there is no overlap.

- e. 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

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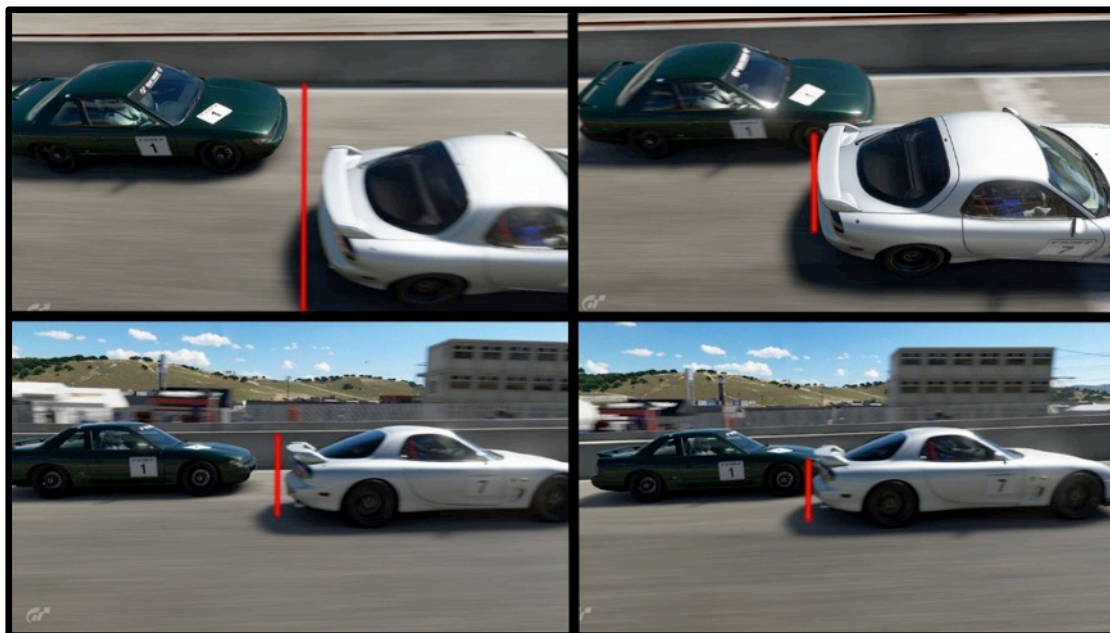
this way the Driver may not leave the Track without justifiable reason. For the avoidance of doubt, any movement to defend a position in the braking area is prohibited and once in the braking area the trajectory of the defending Automobile must remain parallel to the solid line defining the Track edge.

IPRA Explanation

The important points to take away from this statement are:

- While on the straight, if a car has **any** overlap on your car, you are not permitted to move in their direction and make contact with them. The other car does not have to move out of your way if they have **any** overlap and you are on a straight section of the track. If you are not sure if you have overlap with the car near you, it is recommended that you assume overlap and leave them room. If you make contact with a car with any overlap (ie. you move further away from the track edge on your side and make contact with a car with overlap), then you will be considered at fault.
- We also ask that drivers use common sense and recognise that this is club level racing, and if a driver starts moving across, and you only have a minimal amount of overlap, that you consider giving the driver in front a little room rather than stand your ground and allow contact to occur.
- Once in the braking area, the defending car must maintain its distance to the edge of the track and may not move to defend a position until it reaches the turn in point. To reiterate, there is to be no changing of lines for the leading car once you are in the braking area.

OVERLAP EXAMPLE IMAGE



This image shows the difference between a car having overlap, and one that does not. In the two images on the left side, there is no overlap between the green and the white car. In the two images on the right side, the Green car has overlap on the White car, and the white car would have to give racing room to the Green car at all times.

- f. 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

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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.

IPRA Explanation

If a car has any part of their vehicle alongside your car on corner exit, you must leave at least one car width from the edge of the track for it. **You cannot run a car off the track on corner exit if it has any overlap on your car.**

- g. 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.

IPRA Explanation

If you leave the track for any reason, it is your responsibility to re-join only when it is possible to do so safely, even if that means losing places, or having to wait for many cars (or the whole field) to pass. It is not the responsibility of any car still on the track to make room for you to re-join the track. If you attempt to re-join and cause an incident, then the incident will be your responsibility.

- h. It is prohibited to drive an Automobile unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other Drivers at any time.

IPRA Explanation

This regulation covers things such as brake checking another driver, intentionally drifting the car, or trying to limp home a damaged car that's speed is a danger to other drivers.

- i. It is prohibited for a Driver to unfairly gain an advantage as a result of contact to another Automobile.

IPRA Explanation

If you are the cause of contact with another driver, such as a bump under braking, or knocking them off the road and in doing so, you gain an advantage, a penalty can be applied.

- j. 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.
- k. A Driver must not consistently:
 - i. cut a corner/s by driving over the inside of kerbs or off the Track surface; or
 - ii. cut a corner which results in material or debris being brought onto the Track; or
 - iii. perform any act which results in material or debris being brought onto the Track.

IPRA Explanation

If you continually drive off the track (eg cutting a corner or running wide), a penalty can be applied.

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Getting to the Grid

Non-Championship Start

Most IPRA races use a non-championship standing start. In a non-championship standing start, cars are shown the 1-minute board in the marshalling area. From here, the field drives around the track on the Formation lap to the start grid. There are some special non-championship events (normally televised) where an alternate procedure will be followed. Please ensure that you read the supplementary regulations to be aware of the changes.

Motorsport Australia Circuit Racing Standing Regulations 6.4 Start Procedure

- a) When 1 minute remains before the formation lap, a "1 Minute" board will be displayed by an official in the marshalling area. The marshalling area will be cleared of all personnel and each Automobile's engine started.
- b) When the green flag is displayed by an official, each Automobile will leave the marshalling area for a formation lap.
- c) If an Automobile does not start, or stalls, the Driver must raise one hand high. The Automobile may be push-started by officials, or, if so directed by the officials, by the pit crew, after the rest of the field has left the marshalling area.
- d) Once Automobiles have left the marshalling area and cleared pit lane, the pit exit will be closed; each Automobile that requires a push start or is held at pit exit may start the race from pit exit, as detailed below:
 - i. During the formation lap each Automobile must maintain its starting order with the pole position Driver leading. Passing is only allowed in order to maintain formation.
 - ii. When they form up on the grid, each Automobile must stop on its allocated grid position unless held at the rear of the grid by officials.
 - iii. Drivers must not stop and break traction or do practice starts at any time during the formation lap.

IPRA Explanation

Most drivers would be familiar with this process. The questions always comes when an exception to the norm occurs. The most common issues are:

- a) A car does not reach their position in the marshalling area before the 1-minute board is displayed.
- b) A car is unable to move out of the marshalling area when requested to do so (For example the car won't start or won't go into gear)
- c) The car loses its position on the formation lap. This is commonly due to a mechanical issue with the car on the formation lap, or that the driver loses control of their car on the formation lap and loses their position.

If any of these issues occur, the driver should continue onto the formation lap staying in the position that they find themselves in. If requested by an official to start from pit lane, then the driver must not exit the pit lane onto the track and start the race from pit lane.

If you have been unable to maintain your position exiting the marshalling area or during the formation lap and arrive at the grid out of order, you may be instructed by an official to start from the rear of grid. You may find that a grid marshal on the track stops you and points you to grid on a position at the back of the field in this circumstance. If this occurs, then you must follow the

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instructions of the grid marshal and form up at the back of the grid. If you arrive at the grid out of order and are not given any further instructions by an official, then you should cautiously pass the other automobiles on the grid to take up your allocated grid position. Caution should be taken when moving through the grid as grid marshals may be on the circuit at this time. Items to note are:

- a) If you are held at the rear of the grid by a grid marshal, then you must start grid position that they ask you to, this is not the time to argue your case.
- b) Do not pass cars during the formation lap, only pass the cars once you arrive on the grid.
- c) Never take up a grid position that is not allocated to you. If you see an empty grid position, you must leave it empty.
- d) If you are not held at the rear of the grid by an official, then you must move into your allocated grid position.



In this image you can see a car driving carefully through the grid to take up their allocated position before the start of a race after they came out of the marshalling area out of order.

Yellow Flags, Red Flags and Safety Cars.

Motorsport Australia CIRCUIT RACE APPENDIX – Track Control and Flag Signalling 3.1 FLAGS

Red flag:

This will be shown waved only on instruction from the Clerk of the Course when it becomes necessary to stop a practice session or the race by other than the chequered flag. Each Driver is required to slow down immediately and proceed to the pit lane (or the place foreseen by the regulations of the Event) and must be prepared to stop if necessary. Overtaking is prohibited.

Yellow flag:

This is a signal of danger and will 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.
- 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.

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Yellow flags will be shown only at the flag post immediately preceding the hazard. In some cases, however the Clerk of the Course may order them to be shown at more than one flag post preceding an incident. Overtaking is prohibited between the first yellow flag and the green flag displayed after the incident.



IPRA Explanation

All drivers should already know and understand these common flag regulations. The problem is that sometimes a driver might not initially see the Red or Yellow flag and overtake one or more cars whilst the Red or Yellow flags are being waved. These are the important items to note in that instance:

- If you have overtaken a car and then realise that you have done so under either a Red or yellow Flags, then you should now hold your new position until after the yellow flag section has ended. Letting the driver back past or trying to force them back past is not permitted in the CRSR as there is no such thing as redressing a flag infringement.
- If you have been overtaken by another car under either Red or Yellow flags, do not attempt to overtake them back within the red or yellow flag section. Nor should you overtake the other car even if they try to slow down and let you get back past within this area. Overtaking another car under red or yellow is not permitted, even if it is to redress a mistake made by the other driver. You may end up also being penalised if you redress a flag infringement made by another driver under red or yellow flags.
- **The concept of Redressing a flag infringement does not exist – if you Overtake another driver under Red or Yellow flags for any reason, then you are likely to be penalised.**

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Protesting the results.



At times, you may feel that the actions of another driver during an on-track session may have affected your results or have contravened the regulations. If this occurs, it is the responsibility of the competitor, to bring this to the attention of the officials. Keep in mind that not all incidents are seen by officials and you should not rely on officials to make a report.

Different types of race meetings have different investigation processes. There are varying procedures between states please review regulation, supplementary regulation and speak to club/race meeting secretary or other officials if you require further clarification

Any protest at any meeting must be submitted within 30 minutes from the time that the provisional results have been published. Competitors should understand they will be required to take any video, photographic or collaborative evidence to any protests likely to the Assistant Clerk of Course (ACOC) (please check at the control tower as this duty may be delegated), who will give an opinion on the incident. If you disagree with the ACoC's opinion, then you have the option to submit a formal protest.