

Circuit Racing Driver Notes

V2.1



The Motorsport Australia Circuit Race Standing Regulations (CRSR) are developed to promote competitive and fair racing throughout Australia. With everyone driving within the rules, within their car's and their driving limits, there should be very little car-to-car contact in circuit racing.

The goal of this document is to assist Motorsport Australia circuit racing competitors in attaining a clear understanding of the Circuit Race Standing Regulations with a more detailed explanation of some of the important points from that document. Motorsport Australia expects all drivers to be respectful of fellow competitors and to drive within the regulations.

Motorsport Australia's Code of Driving Conduct.

The Motorsport Australia Circuit Race Standing Regulations (**CRSR**) is a document which contains the Code of Driving Conduct. This Code of Driving Conduct sets out the racing rules to be used when participating in most Motorsport Australia circuit racing categories. The original document can be found here: <https://motorsport.org.au/regulations/manual/race> on the Motorsport Australia Website. It is worth checking the full document itself from time to time for updates to the regulations.

It is important for drivers to understand that some racing categories have developed their own version of this Code of Driving Conduct which define the driving standards for their specific category. For example, the Formula 1 and Supercar Codes of Driving Conduct do not apply to your racing. The Code of Driving Conduct that applies to most circuit racing in Australia is found in the CRSR. Keep in mind that just because you saw a driver race in a particular way in a Formula 1 race does not mean that you are permitted to do the same thing in your Racing.



This document and a Stewards Hearing

It is worth noting that this document is only a guide to help you understand the rules as written in the CRSR. If you are called into a Stewards hearing to respond to a charge, then the words as written in the current CRSR are all that matter, not this document. The CRSR contain the rules that the Stewards will use to determine if you are guilty of a charge or not.

You should use the words in the CRSR to determine for yourself if you are guilty of a charge or not. If you are guilty of a charge by the words in the CRSR, then you should accept your guilt and the penalty. If you are not, then you should use the words in the CRSR to defend your position on the charge.

As mentioned previously in this document, some series have their own approved and published driving standards documents. If a series has an approved and published driving standards document for that series, it will override the driving standards rules in the CRSR. Be sure to know which driving standards documents apply to your racing. Your category manager should be able to confirm this for you.

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 at least one car width to the edge of the track at all times.
- 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 position exiting the Marshalling area, or during the formation lap, you are permitted to overtake cars on the formation lap to regain your position in the field. If you are still out of position by the time your automobile reaches the safety car control line, then you must immediately enter pit lane and start your race from the pit lane.

How the Code of Driving Conduct is used.

It is expected that all drivers will have read and understood the CRSR Code of Driving Conduct. If an incident occurs on track, you may be called up to explain what happened to the event stewards. 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 have been copied verbatim (shown in [Blue](#)). The document will also explain how you should 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 this document is intended to help drivers understand the CRSR. As each incident is different, the stewards are the final arbiter in the determination of fault in an incident.

CRSR Regulations related to THE TRACK SURFACE

[Each Driver must use the Track at all times and may not leave the Track without a justifiable reason. For the avoidance of doubt, any painted line defining the Track edge is considered to be part of the Track but a kerb is not. However, any part of a kerb which is contained between these painted lines is considered as Track for the purpose of this article.](#)

[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 *Driver* who performs any act which results in debris being brought onto the *Track* may be reported to the Stewards.](#)

Explanation

This part of the regulations explains how much of the track you are permitted to use.

To be considered to have left the track, all four wheels need to be beyond the painted lines bordering the track, but if you run two wheels off the racing surface and bring debris into the track you may still be penalised.

These regulations also explain that you can drive two wheels onto a kerb, but if all four wheels are on the kerb, then the vehicle is considered to have left the track.

You are not permitted to leave the track without a justifiable reason.

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 may be deemed be your responsibility.

CRSR Regulations related to GENERAL DRIVING STANDARDS

Each *Driver* must comply with the requirements of the Circuit Race Appendix, Track Control and Flag Signalling which form part of this Code of Driving Conduct.

Causing a collision, repetition of serious mistakes or the appearance of a lack of control over the *Automobile* (such as leaving the *Track*) will be reported to the Stewards and may entail the imposition of a penalty/ies up to and including *Disqualification* of the *Driver* concerned.

The following driving standards will apply;

- i. Careless Driving: Departing from the standard of a competent *Driver*.
- ii. Dangerous Driving: An action by a *Driver* which creates serious risk to others

Explanation

If you are deemed to be the cause of an incident or 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**, and a high-level breach **Dangerous**. The level of breach will usually influence the severity of the penalty.

CRSR Regulations regarding BEING LAPPED

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.

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 leader's past is appropriate if the driver being lapped feels it is unsafe to do so at that point of the circuit. It is generally considered to be best for a lapped car to hold the racing line when providing passage for the lapping car to get through, but to leave a clear gap for the passing cars.

It is the responsibility of the lapping car to pass safely, and you should 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.

CRSR Regulations regarding OVERTAKING

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

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.

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

Explanation

A driver may overtake another vehicle on either side of the other automobile. The overtaking vehicle may not leave the racing surface to complete an overtake, as doing so would normally be considered to have gained a lasting advantage from leaving the track.

It is not permitted to gain an advantage (such as passing an automobile) as the result of contact with another automobile.

CRSR Regulations regarding DEFENDING A POSITION

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

Any *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.

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.

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.

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*.

Explanation

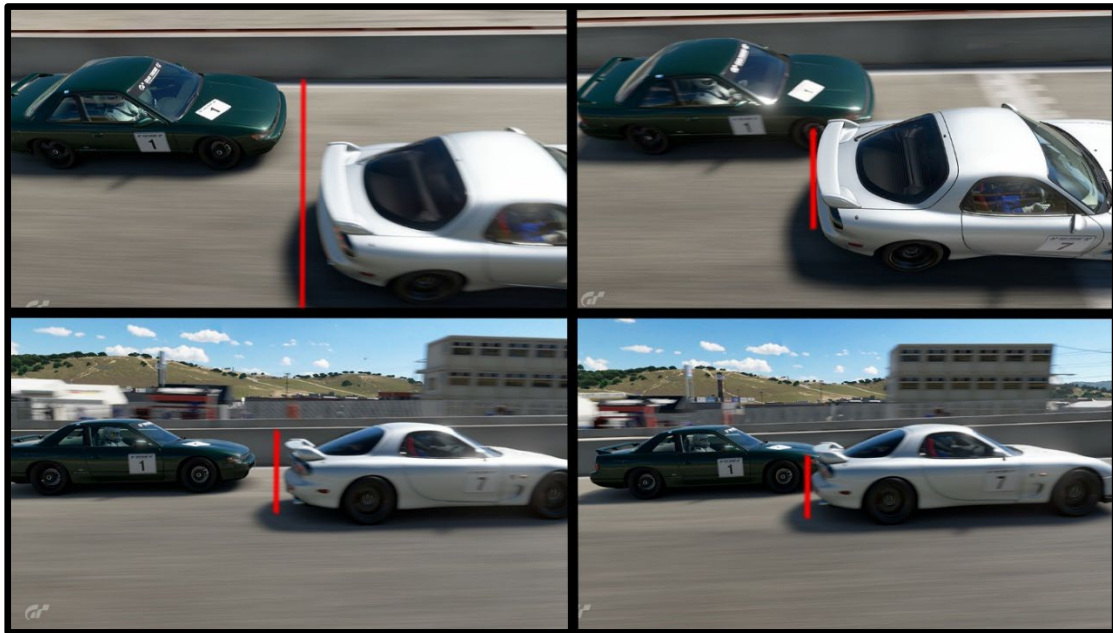
The important points to take away from these statements are:

You must at all times leave at least one automobile width between your automobile and the edge of the track if **any** overlap exists with another automobile (see image below to show what overlap means)

In the CRSR's there is no concept of an automobile having to be a specific distance alongside another automobile to be required to be left racing room. An automobile does not have to be up to the A pillar, the B pillar or any other point on another automobile. Any overlap is all the overlap that is required for another automobile to be required to be left racing room.

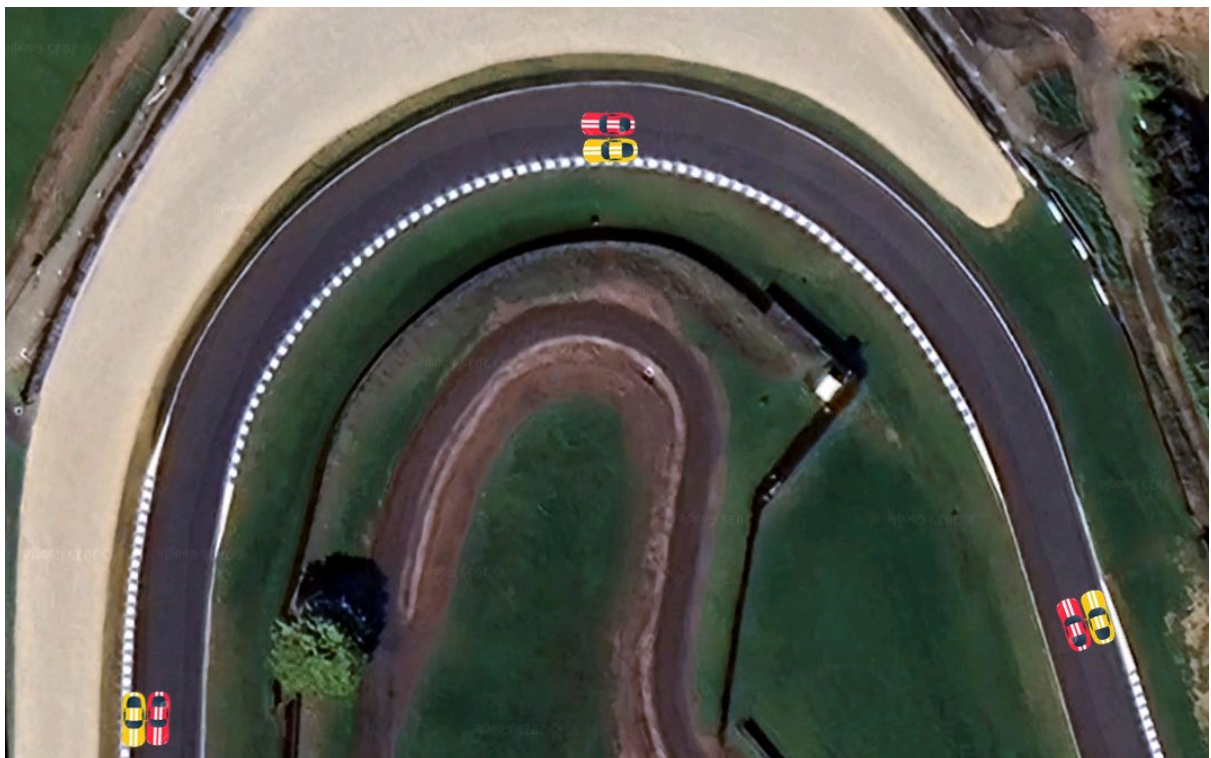
Sometimes it is difficult to be sure if an automobile has overlap with you or not. If you are not sure if you have overlap with an automobile near you, it is recommended that you assume overlap and leave the required room to the edge of the track.

OVERLAP EXAMPLE IMAGE



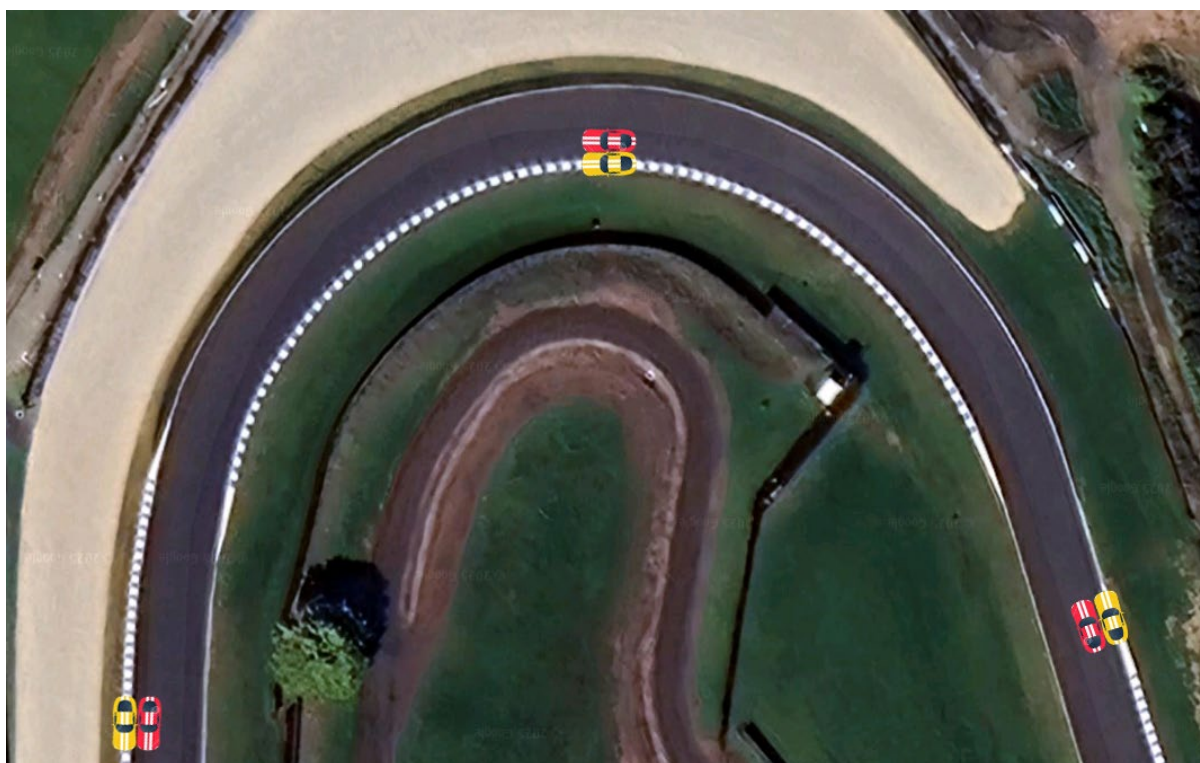
This image shows the difference between a car having overlap, and one that does not. In the two images on the left side, there is no overlap between the green and the white car. In the two images on the right side, the Green car has overlap on the White car, and the white car would have to give racing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

ENOUGH RACING ROOM EXAMPLE IMAGE



In this image, the car in RED is providing the car in YELLOW the minimum, but enough racing room. One car width from the edge of the track is the minimum room that is required when there is overlap between two cars.

INSUFFICIENT RACING ROOM EXAMPLE IMAGE



In this image, the car in RED is not providing the minimum amount of racing room whilst another car has overlap. In each of these instances, the car in Red would be considered to have broken the CRSR Driving Standards Regulations.

It is only permitted for a driver to make one change of direction when attempting to defend a position, weaving to block another competitor is not permitted.

You are not permitted to change your trajectory to defend your position once you are in the braking area. You must remain parallel to the edge of the track in the braking area when fighting for track position. Braking across the track or weaving under brakes is not permitted.

CRSR Regulations regarding DANGEROUS DRIVING

[It is prohibited to drive an Automobile unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other Drivers at any time.](#)

Explanation

This regulation prohibits driving actions such as brake checking another driver, intentionally drifting the car, or trying to limp home a damaged car that's speed has become a danger to other drivers.

Getting to the Grid

Types of race starts.

Motorsport Australia circuit racing events have one of two different start types. Championship starts and Non-Championship starts. Each of these two types of start can also be either a rolling or a standing start.

A **Non-Championship standing start** is the most common type of start used at state level events. This type of start is where the automobiles are gridded up in the Marshalling area. From the Marshalling area, the automobiles are released onto the track and drive around the track to the grid on a formation lap. When the grid is set the race is started.

A **Championship standing start** is longer start type, and more commonly used at the higher profile events. In this start type, the automobiles leave the marshalling area on a Reconnaissance lap to the grid. The automobiles form up on the grid at the end of this Reconnaissance lap. After some time, the grid is cleared, and the automobiles then start from the grid on their formation lap back to the grid again. When the grid is set, the race starts.

CRSR Regulations regarding RACE STARTS – NON-CHAMPIONSHIP STANDING START

During the formation lap:

- each *Automobile* must maintain its starting order led by the pole position *Automobile*;
- passing is only permitted in order to maintain formation; and
- any *Automobile* out of position at the Safety Car line at the *Pit Entry (SC1)* must enter the *Pit Lane* and may start from the *Pit Lane* under the direction of an official after the field has passed;

if an *Automobile* does not start, or stalls:

- the *Driver* must raise one hand high or indicate by waving to the nearest official;
- after the commencement of the formation lap and when it is safe to do so, an *Automobile* which remains may be push-started or moved to the *Pit Lane* by officials or by the pit crew if directed by officials; and
- if the *Rules* require an operative starter motor to be fitted to an *Automobile* and it is started other than by its starter motor, that *Automobile* must return to the *Pit Lane* on the next lap to demonstrate to a Scrutineer that the engine can be self-started after which it may join the race under the direction of an official after the field has passed.

a *Driver* must not stop to carry out a practice start including when leaving the marshalling area and/or at the exit of *Pit Lane*.

Explanation

Most drivers would be familiar with this process, although it changed slightly in 2022. The change mostly applies to what a driver must do when an exception to the normal start process occurs. The most common issues here 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)

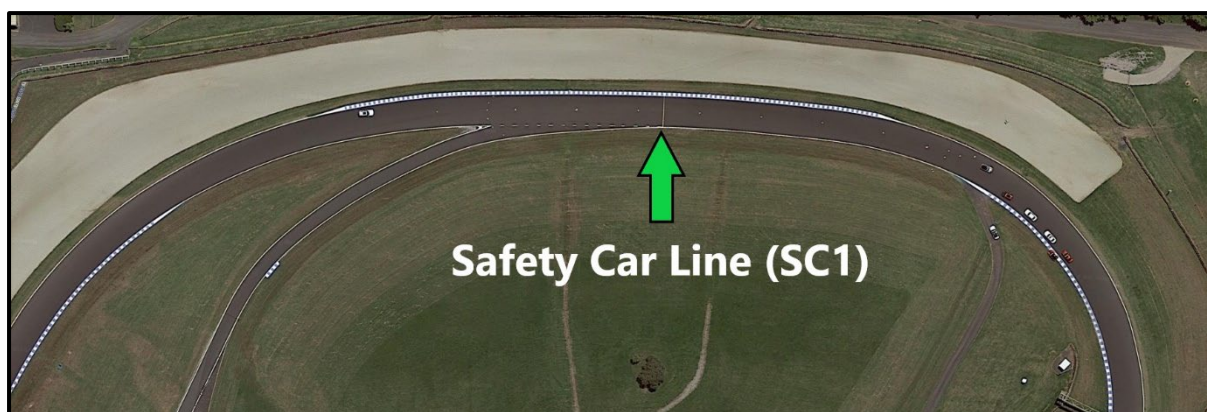
- c) The car loses its position on the formation lap. This is commonly due to a mechanical issue with the car on the formation lap, or that the driver loses control of their car on the formation lap and loses their position.

If any of these issues occur, **from the start of 2022, drivers are permitted to overtake other automobiles during the formation lap to regain their original starting position.** Other drivers already in position on their formation lap should remain alert that during your formation lap, as you may be overtaken by a car attempting to regain their starting position. Drivers are permitted to overtake on the formation lap for this purpose only.

When attempting to regain your allocated starting position, it is the responsibility of the driver doing the overtaking to do so safely. When overtaking on a formation lap, high levels of caution should be taken. It is best to assume that the driver being overtaken isn't expecting you to pass them.

If you are attempting to regain your original grid position, you must be back in your allocated position before you reach the Safety Car line at the *Pit Entry (SC1)*. If you are not in your allocated grid position as you approach this Safety car line, you must enter the pit lane and start the race from pit lane.

You are not permitted to overtake cars once you have passed the safety car line and must start only from your allocated grid position.



Example image of the safety car line at Phillip Island.

Practice starts



Practice starts are an important part of learning the technique required to race a vehicle in a standing start event. Stopping on track at any time (practice, qualifying or a race) to perform a practice start can be dangerous, and is prohibited. The following statement applies to practice starts:

PRACTICE STARTS - Unless specifically authorised, practice starts are prohibited except those made from the pit lane exit during practice or from the grid at the start of any formation lap.

Explanation

Practice starts are only permitted during practice sessions, and then only from the end of pit lane. You cannot perform a practice start leaving the marshalling area, nor at any other time on track. Practice starts are also not permitted at any time during a qualifying session. The only exception to this rule is if your event has a championship standing start, and your formation lap starts from the grid. In this instance, you are permitted to perform a practice start as you leave your grid spot for the start of your formation lap.

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.

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.



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.**

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 that you should not rely on the officials to have reported your incident.

Any protest must be submitted to the clerk to the course (or the chair of the stewards if the clerk of course is unavailable) within 30 minutes from the time that the provisional results have been published.

The process shown above is the most common method of protesting, but some race meetings may have different investigation processes in place.

It is recommended that before submitting a request for investigation that you re-read this document and ensure your understanding of the rules is in line with the incident that you are reporting.

At some events, varied judicial processes have been put in place. It is worth asking the Clerk of the Course or the Stewards for the process at that meeting if you are unsure.