

NSWTCC

NSW Touring Car Championship



Small Car Cup

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Driving Standards

Driver conduct on the track is taken very seriously by Small Car Cup. While racing incidents can happen, malicious or aggressive driving styles will not be tolerated. The Small Car Cup has a three-strikes-and-you're-out policy. Any on-track incidents that are found to have been caused by carelessness, malice or aggression by a driver will be reported to the event stewards. Should a driver be found to be responsible for causing three on-track incidents on separate occasions, the driver's NSWTCC membership will be revoked and all circuit promoters will be notified.

We must remember that we are a group of like-minded drivers whose main aim is to compete for enjoyment, fairly and in the absence of deliberate car to car contact and/or intimidation for track position gain, and all for our mutual enjoyment. Driving standards apply on and adjacent to the racing surface itself, the paddock, marshalling area and also pit lane.

- **RACING ROOM** – Giving your competitor racing room is one of the foundation rules of racing. This rule is the basis of all for Driving Standards. At all times, you must not force your competitor off the track by squeezing or failing to give them adequate room to place and race their car.
- **BLOCKING** – Blocking causes incidents. NO blocking will be tolerated and will be penalised.
- **PROTECTING YOUR LINE** – To protect your racing line on a straight you are allowed ONE movement to position your car. Having made such a move, you cannot move back onto the racing line – that is two moves. Continuous movement across the track down the straight is considered multiple movements. HOWEVER, protecting your line in this manner (a series of single moves for multiple laps) will also constitute blocking. The above does not apply when passing slower cars, which are expected to stay on line whilst being passed.
- **OVERTAKING** – Overtaking at corners is the most likely circumstance where contact may occur. Late braking, dive-bomb moves up the inside and squeezing or crowding and/or turning-down on another driver on corner exit does not constitute acceptable conduct. Participants MUST allow sufficient room at corners and be prepared to yield to another competitor in the interests of safety even if at the cost of track position. This applies as much to overtaking cars as to those being overtaken. Be aware, it is the responsibility of the overtaking driver **and** the driver being overtaken to execute the manoeuvre safely.

ENTRY – At the USUAL TURN IN POINT of the corner (and no later), you MUST have your car's front bumper at least up to the A pillar of the car you are overtaking, whilst remaining in complete and effective control of your vehicle at all times. From this point you own the corner, but anything less and you MUST withdraw from the move without affecting the other cars progress and allow your competitor to come across in front of you. At the usual point of turn in you must also have your car under control for your move.

MID CORNER – The concept of safe overtaking does not include an out of control, dive-bomb move up the inside. Vice versa if you are up to the A pillar of the car you are passing, they must give you racing room, they can stay on the outside of you if they choose but they MUST not squeeze or crowd in on you or cut across your nose.

EXIT – If your competitor stays on the outside and alongside you, then you must give them racing room on the exit of the corner and not seek to squeeze or crowd them off the circuit in an attempt to force them to “lift off” or slow.

- **RE-ENTRY TO THE CIRCUIT** – If you go off the circuit or run wide make sure it is safe to re-join the circuit. Where possible wait for a flag marshal's direction or a clear gap in the traffic.
- **RESPECTING TRACK LIMITS** – SCC & NSWTC require drivers to respect the track limits. Gaining an advantage by driving outside the track limits is not permitted and penalties will apply.
- **AWARENESS** – All entrants are required to maintain awareness of their place in the relative scheme of an event as it progresses. Leading cars must exercise discretion in terms of lapping slower cars, and slower cars must respect the blue flag. Additionally it is expected that two or more slower cars dicing for position at the back of the field will not have their racing interfered with by a faster car lapping them. Generally you will have the speed and position to complete the overtaking manoeuvre in a straight line and minimise any interference. This calls for careful thought and quite deliberate action – difficult for some drivers it is acknowledged, BUT certainly possible. In this regard, please re-read above until you are fully conversant with what those sections are communicating.
- **CAMERAS** – The **C-of-C** or the **Driving Standards Officer (DSO)** can request any video camera footage at any time. Penalties up to exclusion from the race may be applied for non-provision of camera footage of that race when asked.
- **DISCUSSION WITH C-of-C or the DSO** – The **C-of-C** or **DSO** will speak to the driver on a one on one basis. Discussions will not include your crew, family, partner, and sponsors and will at all times be civil. You are reminded that the **COMPETITOR** is deemed responsible for the conduct/actions of his/her crew, family, partner, and sponsors.
- **PENALTIES** – Participants who incur Infringement Notices for any breaches of the NSWTC CRs by event officials and/or are the subject of a guilty finding confirmed by Event Stewards, may be excluded from race results at the event and may be excluded from the current meeting plus future meetings.