

CODE OF DRIVING CONDUCT GUIDELINES

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These guidelines have been produced as a reference for both Officials and Competitors as to how the Code of Driving Conduct as published in Schedule Z should be applied.

Drivers are encouraged to take part in close racing which displays fair and reasonable Driver Conduct of which is referred to within Schedule Z in the MotorSport New Zealand Manual.

To help facilitate that, Officials should have available to them, through the MotorSport New Zealand Manual, the appropriate standards, and frameworks and as a last resort, penalties corresponding with any breach recognising not all breaches are the same.

A few guiding principles:

1. **Right to the Racing Line:** the Driver in front has the right to choose their line on the track so long as it is not considered blocking. A passing Driver only has the right to their own line when they can make a pass without contact and there is adequate room to achieve it.
2. **Defending:** a Driver may choose to protect their position so long as they do not block. Blocking is defined as changing line to block another competitor more than once on a straight to protect their position and in doing so, impede the vehicle that is trying to pass. If a Driver chooses to change direction on a straight, they must ensure there is no overlap with the vehicle behind. Any contact that has a negative effect on the vehicle behind is prohibited. Drivers are prohibited at all times from changing lines from the entry phase of a corner.
3. **Vehicle to Vehicle Contact:** contact between vehicles when passing, resulting in any vehicle being disadvantaged or any vehicles gaining a lasting advantage is not permitted. A lasting advantage is when contact between vehicles is the only or predominant cause for a loss of position. Late diving to the inside of a corner to pass or attempt to pass is not permitted if contact with another vehicle results. Contact of a minor nature that results in no lasting advantage may not be considered a breach.
4. **Racing Room:** in the situation where a vehicle is required to give “racing room” – it is defined as a full vehicle width between the subject vehicle and the edge of the track or another vehicle.
5. **Responsibilities when Overtaking:** the onus is primarily on the overtaking driver to conduct the overtake safely.

THE CIRCUIT

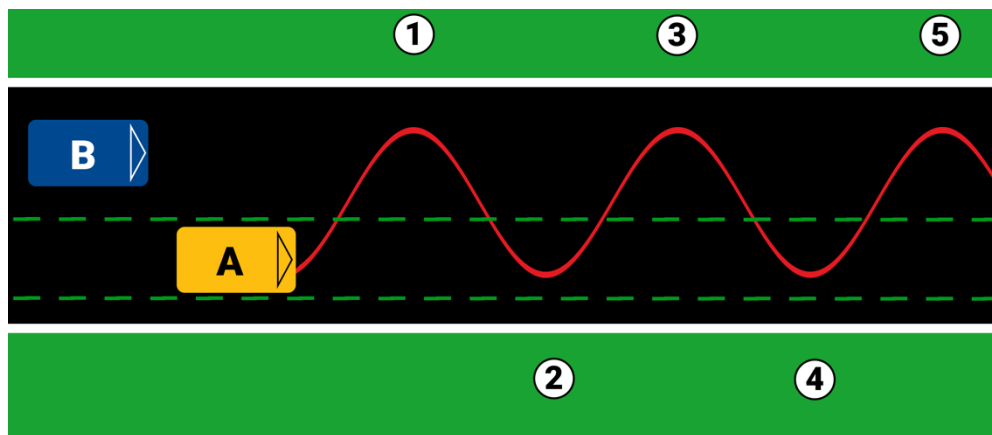
The following section will discuss the 2 key elements of the Circuit and how they should be used during racing when in close proximity to another vehicle.

STRAIGHT

A Driver is not permitted to make more than one change of direction to defend a position.

Any Driver moving back towards the racing line, having earlier defended their position off-line, should leave at least one vehicle width between their own vehicle and the edge of the circuit or another vehicle as they are on the approach to the corner if there is any overlap.

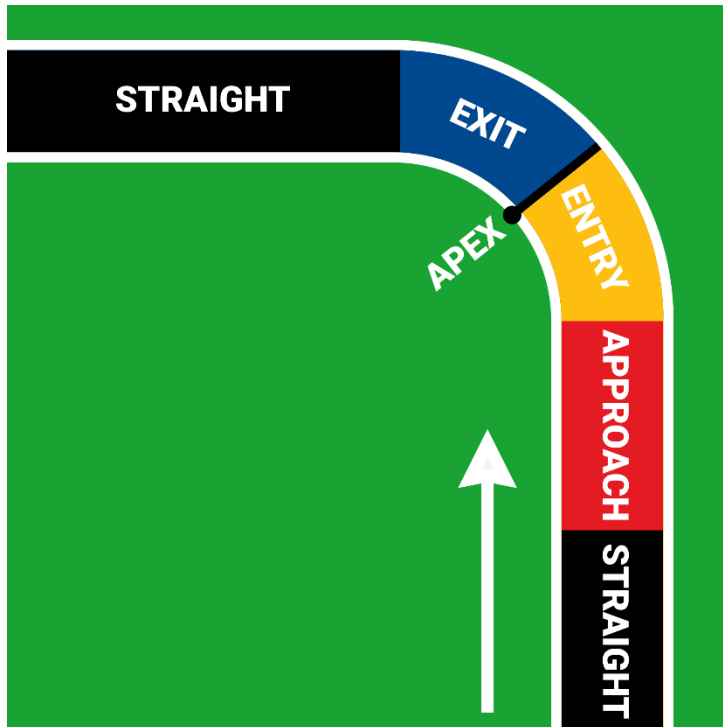
In the diagram below Vehicle A is the “defending” Driver and Vehicle B is the Driver wanting to overtake.



This illustrates the incorrect approach to this by showing Vehicle A making multiple changes in direction whilst trying to defend its position by continually weaving across the circuit in front of Vehicle B.

CORNER BREAKDOWN

It is important to have clear expectations in each “phase” of a corner when an overtake is being attempted:



Approach / Entry: The Approach starts at the point that would be considered the “normal” braking point.

A Driver defending their position should not change line under braking.

During the Approach, for an overtaking Driver making a pass to the inside of a corner, it is expected for them to be left some racing room at the apex if there is reasonable overlap – for our purposes, reasonable overlap is when any part of the overtaking vehicle’s **front** tyres are alongside any part of the other vehicles rear tyres. A reminder, racing room is at least one vehicle width at the entry phase of the corner to the edge of the circuit or another vehicle.

During the Approach, for an overtaking Driver making a pass to the outside of a corner, the same points as above remain relevant however there must also be some consideration as to whether the overtaking vehicle can realistically stay within track limits while making the pass.

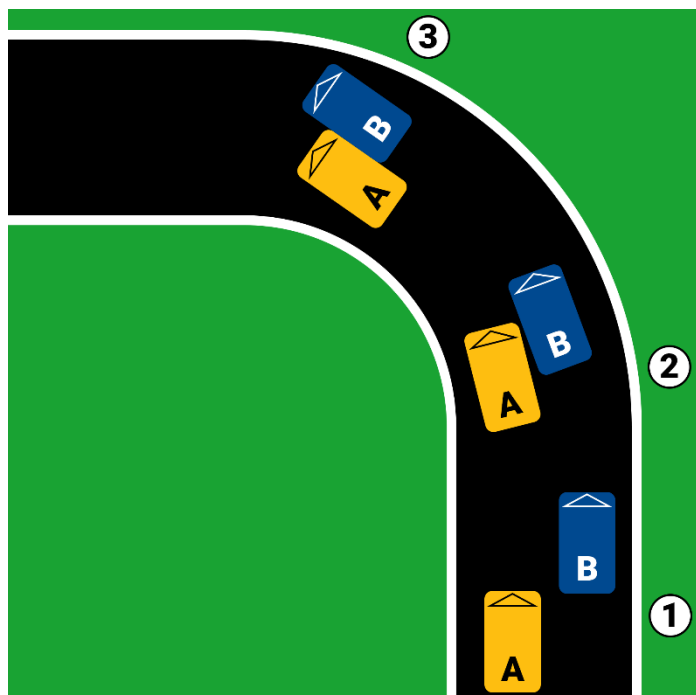
Exit:

Past the apex of the corner, there is onus on both Drivers to ensure that no other Driver who has reasonable overlap is forced off the circuit.

SCENARIOS

Below are 5 examples of different overtaking scenarios that can be used to provide some guidance on how an overtake may be reviewed if needed.

EXAMPLE 1 - No Reasonable Overlap

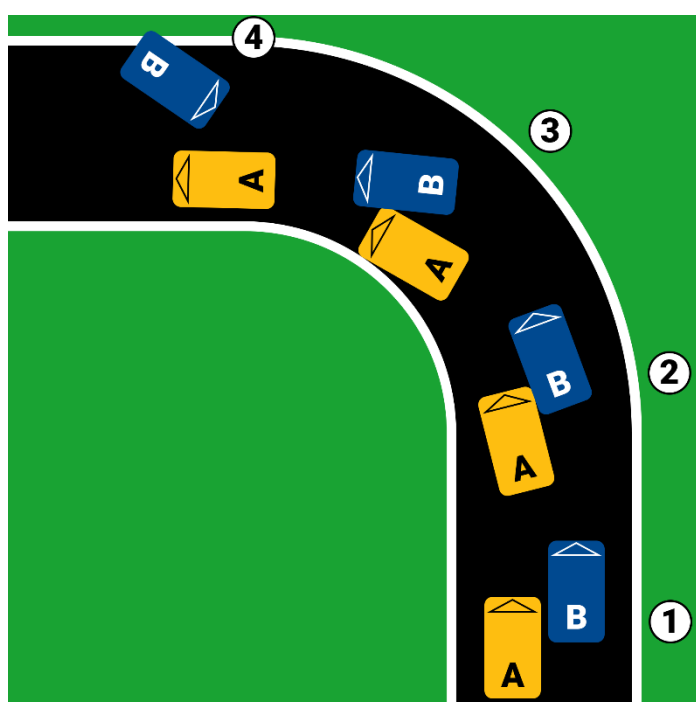


Vehicle A is attempting to pass Vehicle B going into left hand corner.

At point 1 (the approach/entry phase) there is no reasonable overlap. There is contact between the two vehicles at point 3. Vehicle B is holding his line and leaves room for Vehicle A to make the pass, Vehicle A has an obligation to make the pass without contact.

Vehicle A is at fault.

EXAMPLE 2 - Reasonable Overlap

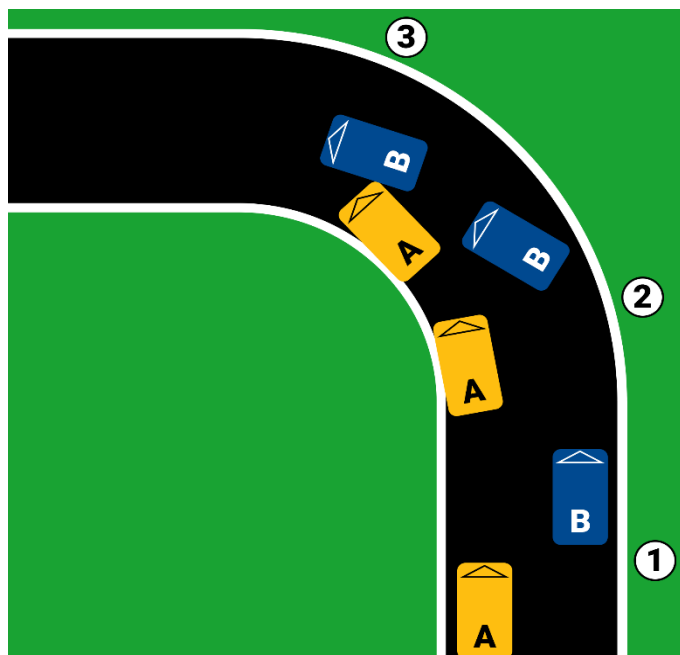


Vehicle A is attempting to pass Vehicle B going into a lefthand corner.

At point 1 (the approach/entry phase) there is reasonable overlap. There is contact between the two vehicles at point 3. At that point, Vehicle A should be left racing room at the apex of the corner by Vehicle B.

Vehicle B is at fault.

EXAMPLE 3 - Divebomb

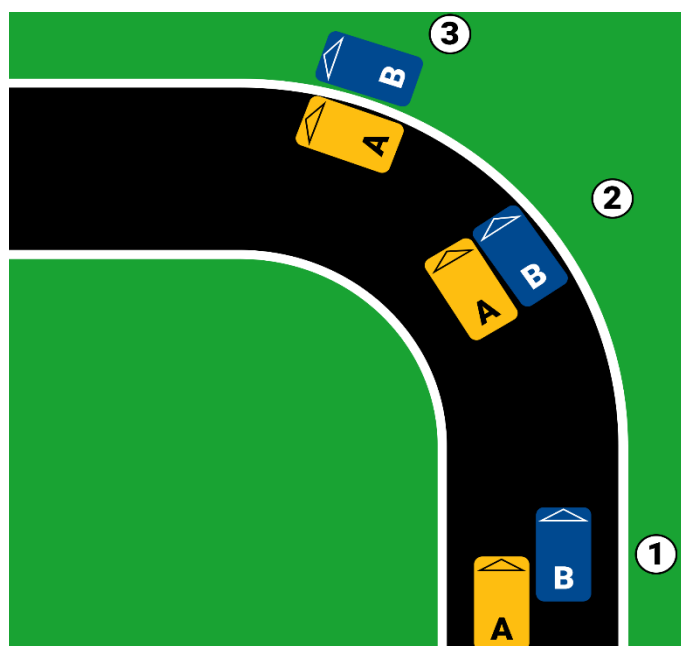


Vehicle A has attempted a late “divebomb” pass on Vehicle B into a left-hand corner.

There is no reasonable overlap at point one (the approach/entry phase), meaning Vehicle B is not obliged to leave racing room at the apex of the corner. There is contact between the two vehicles at point 3. This is a collision possibly resulting from poor judgement and over-aggressive driving on the part of Vehicle A.

Vehicle A is at fault.

EXAMPLE 4 - Forcing Another Driver off the Circuit

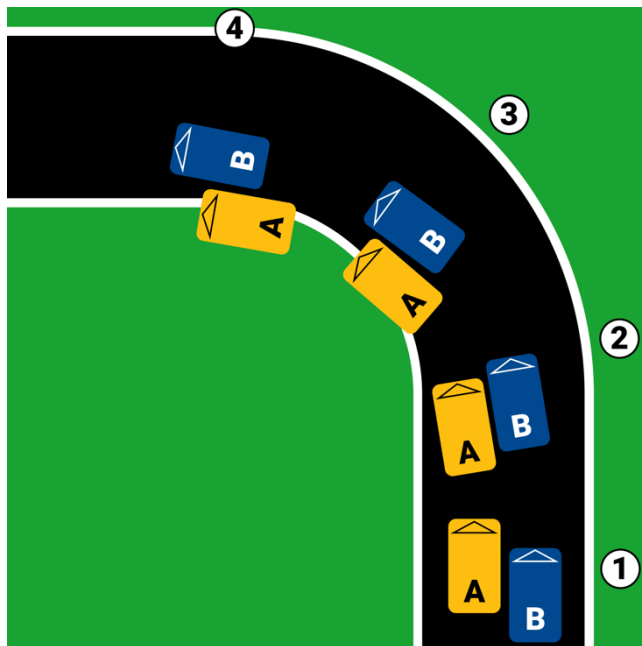


Vehicle A is attempting to pass Vehicle B going into a left-hand corner.

At point 1 (the approach/entry phase) there is reasonable overlap. Both vehicles are then required to provide each other with racing room. At point 3, Vehicle A is forcing Vehicle B off the circuit.

Vehicle A is at fault.

EXAMPLE 5 – Overtaking around the outside



Vehicle B is attempting to pass Vehicle A going into a lefthand corner.

At point 1 (the approach/entry phase) Vehicle B is positioned on the outside of the corner and there is reasonable overlap. Both vehicles are then required to provide each other with racing room. At point 3, Vehicle B is forcing Vehicle A off the circuit.

Vehicle B is at fault.

Note: MotorSport New Zealand may from time-to-time issue clarifications of the interpretation of the application of this Article.