



Driving Standards Advisor Guidelines

NSW Production Touring Cars

Background

NSW Production Touring Cars (NSWPTC) is an amateur state based category and is a level of motorsport where the vast majority of competitors are self funded. Our members are there to enjoy their sport and would like to put their vehicles on the trailer at the end of the meeting undamaged.

There is limited technology available to review incidents in real time, unlike in professional categories. The means for NSWPTC to achieve a high driving standard within the category is to have a Driving Standards Advisor (DSA) who through coaching, review, consultation and mediation, upholds and improves the driving standards.

The purpose of these guidelines is to provide a definitive guide to assist the DSA in conducting those duties.

Objective

The DSA is engaged by NSWPTC to regulate and improve the driving standards of drivers that are competing in any NSWPTC events.

This document outlines the parameters by which the DSA operates and provides guidelines for the conduct of the role in relation to any NSWPTC race event.

Driving Standards Advisor Role

The DSA is an official position that is defined by Motorsport Australia (MA) in the Circuit Race Standing Regulations. See Attachment A for a list of pertinent regulations.

Driving Standards Advisor Duties

The DSA is to carry out the following duties:

1. Coach:

- a. provide coaching to competitors and potential competitors on the driving standards required by NSWPTC. They are to brief new competitors on what is expected prior to their first session.
- b. Ensure all drivers are aware of their requirements to have a fully functioning camera in their car for all sessions.
- c. Remind competitors of what is expected with regards to driving standards.
- d. If there are new developments or inconsistent standards in previous events, then hold a drivers briefing prior to the commencement of any session to ensure all competitors understand what is expected of them.

2. Observe:

- a. Observe all sessions and note any incidents or driving behaviour that needs follow up post session.
- b. The DSA should liaise with the Clerk of Course (CoC) as to where they would like the DSA to be located.
- c. During a session provide feedback to the CoC, if requested.
- d. Inspect vehicles on the pre-grid to check that all vehicles have cameras fitted.

3. Review:

- a. Post session investigate incidents by discussing the incident with the relevant drivers and reviewing camera footage from any vehicles involved, and/or any other vehicles.
- b. Having completed the review, determine if any further action is required. Actions may be any of the following:
 - i. Determine the incident was a racing incident and advise the competitors. This may require further consultation and mediation between the drivers.
 - ii. Determine if a driver/s is more or totally at fault, and prepare a report for the CoC. Advise the CoC if any recommended penalty is appropriate.
 - iii. Coach a competitor on inappropriate driving standards.
 - iv. Issue any warnings to competitors in accordance with driving standards warnings (see separate document).
 - v. Raise an Infringement Notice for any cameras that were not fitted or were in-operatable and pass to CoC for action.
 - vi. Produce any official Warning Forms.

4. Reporting:

- a. Produce a report for the CoC, prior to an event, of those drivers who have received a warning.
- b. Produce any reports required to the CoC relating to any incident.
- c. Raise any Infringement Notices in conjunction with the COC.
- d. Produce a post-race meeting report on any actions undertaken within 2 days post the event.
- e. Provide an update to the committee on the Warning status of any competitors at the next committee meeting.

5. Recording:

- a. Maintain a document that lists any drivers involved in an incident.
- b. Maintain a list of warnings issued.

Guidelines

The following are guidelines to help the DSA in the conduct of their duties:

1. The DSA should be conversant with the driving standards as published by MA in the Circuit Race Standing Regulations, Section 6 - CODE OF DRIVING CONDUCT and any notes or standards within our championship regulations. Where there is conflict between the different regulations confer with the CoC as to which regulations are to apply.
2. The goal of the DSA is to maintain and where necessary, improve driving standards of our drivers, without causing undue tension between competitors or the club as a whole.
3. If there is some doubt about an incident then please refer the incident to an independent committee member before applying a penalty.
4. A penalty should not be considered or seen as the first option.
5. NSWPTC considers our sport to be a non-contact sport and the goal is for close, safe racing, but we also understand that from time-to-time close racing can result in some minor contact which is sometimes unavoidable.
6. All drivers can make mistakes, even the best, so the DSA will take the history of the driver and past driving behaviour into account. The warning system will help to weed out the problem drivers.
7. The key word here is advisor, the DSA is to observe and report - they are not the police in relation to issuing penalties during a race or at the circuit. That is the role of the CoC and Stewards.
8. There is limited time at a race meeting, so the DSA needs to prioritise which investigations need to be pursued between races and which to look at later.
9. Incidents that cause significant damage or require a car to withdraw from a race should always be the first priority.
10. Incidents that result in minimal damage or do not impact significantly on the results of a race can be investigated at a later stage.
11. The driving standards and notes issued by MA, help to work out fault in an incident, however video evidence is key to reviewing the incident.
12. Video evidence from one car is often not enough to determine the cause of the incident, so the DSA should endeavour to source additional footage of the incident. For example, from the following vehicles.
13. The positions of cameras within the vehicle is key to helping with decision making. If the camera in a vehicle is not in a suitable position have the competitor move it.
14. Competitors need to provide camera footage within 30 minutes of being asked to avoid the consideration of a penalty.

Attachment A

Driving Standards Advisor Relevant Regulations

Circuit Race Standing Regulations

1.1.4 Driving Standards Advisor (DSA):

- 1.1.4.1 Will oversee the driving standards in a Championship, Cup, Trophy, Challenge or Series, or an Event and may report to the RD, DRD, Clerk of the Course and the Stewards.
- 1.1.4.2 May advise a Driver on any matter concerning the Code of Driving Conduct.

2022 NSW Motor Race Championship Sporting Regulations

1.8 CHAMPIONSHIP PERSONNEL

- (iii) Driving Standards Advisers Championship Driving Standards Advisers (DSA) may be nominated by the Motor Race Panel to observe driving standards and act as coach and are to report incidents as appropriate to the Clerk of Course at each meeting. DSA's may assist the Competitor Relations Officer with discussing a Driver's driving behaviour, without prejudice to any party. The 2022 Championship DSA is TBC.

1.12 MOTOR RACE CHAMPIONSHIP DRIVERS' CODE OF CONDUCT

- (iii) A report may be given by the Driving Standards Observers to the Clerk of Course notifying the Clerk of Course of any drivers who have not adhered to the provisions of Section 7 or the above guidelines*. This report will list drivers involved in any dangerous or unsportsmanlike procedures and will request the Clerk of Course to pay special attention to these drivers.

* This refers to the State Championship regulations, not the guidelines in this document

Appendix H, H1

- xvi. The Driving Standards Advisor (DSA) for the Championship shall be TBC