



Code of Conduct

OBJECTIVE

The Australian RX8 Cup Series (ARCS) is intended to be a circuit racing group for Mazda RX8's that have controlled parameters installed to promote and easily manage parity for performance and for vehicle components. The ARCS is an entry level motor sport class operated under Motorsport Australia National guidelines and requirements;

The Australian RX8 Cup Series encourages competitive racing, but only in an environment where participants recognise the importance of the following principles:

- Safety of fellow participants
- Preservation of the vehicles
- Compliance with RX8 Cup Series Regulations
- Enjoyment of participation

To ensure all participants understand these principles, RX8 Cup Series has developed a "Code of Conduct" (the Code) which sets out the requirements. These include guidelines on the following topics:

- Attitude
- Safety & Awareness
- Driving Conduct
- Vehicle Compliance
- Driver Eligibility

The Code is to be contemplated, understood and demonstrated by participants at all RX8 Cup events.

ATTITUDE

Actions that are not aligned to the spirit of RX8 Cup Series shall not be tolerated.

RX8 Cup is a “grass roots” racing series and therefore an amateur pursuit with no monetary reward offered for participation or success. As such a “win at all costs” approach is neither applicable nor acceptable in our category. This applies equally to:

- Committee and General meetings;
- on track driving standards; and
- compliance to the series regulations.

Specifically, safety, vehicle preservation and courtesy must always be demonstrated by participants.

Notwithstanding significant differences in experience and skill, our category affords the right to every participant to enjoy their racing regardless of experience.

Camaraderie between participants is paramount to the success of our category and can only be achieved if the attitude in our sport is always aligned.

Actions that compromise the safety of any participant, official or spectator shall not be tolerated.

Experienced participants are expected to demonstrate their advanced skill in safe and courteous conduct, whilst less experienced participants are expected to drive within their limits, and gradually build up their race craft from event to event.

No participant is entitled to drive outside their own limits, regardless of the performance of their vehicle.

Safe driving must extend to the pit paddock, marshalling grid and pit lane.

Behaviour in the pit paddock, marshalling grid and pit lane must be in accordance with the Motorsport Australia “Safety 1st” Strategy.

Participation in advanced driver training courses, race tuition initiatives and additional track time is encouraged to ensure all participants gain further experience in their vehicles, particularly with regard to dynamics and control.

VEHICLE COMPLIANCE

Refer to the regulations document available at <https://www.rx8cup.com.au/>

DRIVER ELIGIBILITY

All Drivers must have a current Motorsport Australia licence for circuit racing and be current financial members of the RX8 Cup Series and a Motorsport Australia affiliated Sporting Car Club.

RACING

DRIVING STANDARDS OBSERVER (DSO)

DSO is responsible for: setting the standard for safe and responsible racing.

DRIVING CONDUCT

Contact between vehicles shall not be tolerated.

The RX8 Cup Series 2020 Driving Standards Booklet is compulsory reading for all competitors. This is the anchor point for the series and its expectation of what is and is not acceptable on track.

Protocol for engaging with faster and slower vehicles in an overtaking environment must prioritise safety. Slower vehicles must maintain the racing line, and where possible acknowledge the presence of the faster vehicle and direct them past. Faster vehicles must not crowd or force slower vehicles off the racing line when passing and neither the faster nor slower vehicle should use the overtaking event to improve their track position in their racing group.

Overtaking at corners is the most likely occasion where contact may occur. Late braking, out of control moves / dive bombing and crowding on the exit of a corner is not acceptable conduct. Participants must allow sufficient room at corners and be prepared to yield to a competitor in the interest of safety even if at the expense of track position.

Faster vehicles should complete their overtaking of lapped vehicles at the exit of a corner, or on a straight, rather than attempting an overtaking manoeuvre at the entry to a corner.

RACING ROOM

Giving your competitors racing room is one of the first rules of racing. NEVER force your competitor off the track by squeezing or failing to allow them adequate track room.

PROTECTING YOUR LINE

To protect your racing line into a corner you are allowed ONE movement to position your car.

Multiple defensive movements across a track on a straight or approaching a corner **ARE CONSIDERED BLOCKING AND WILL NOT BE TOLERATED.**

PUBLICITY

Participation in our series, be it on track or in a meeting, should be conducted with courtesy at all times. Publicity about our category that could bring our officials, our competitors or our sport into disrepute through avenues such as social media will not be tolerated.