

Hyundai Excel Racing Association of Victoria inc.
61 Buchanan Road Berwick Victoria 3806
ABN 73 643 290 499



Hyundai Excel Racing Association of Victoria Member Handbook

Season 2024

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1. INTRODUCTION

By applying for and being granted membership to the Hyundai Excel Racing Association of Victoria Inc. all members agree to abide by the regulations, Rules and By-Laws of the Association, the Hyundai Excel Racing Technical Regulations and the Motorsport Australia (MA) Manual of Motorsport, and support the spirit and objectives of Hyundai Excel Racing.

Members should familiarise themselves with all required regulations and by laws of both HERA and the governing body Motorsport Australia.

HERA club rules are available to members upon request.

Key requirements are outlined in the document and have been designed to ensure that all members have the opportunity to compete in a safe and clean racing environment.

Motorsport Australia has a comprehensive set of rules and regulations that all members need to be fully aware of. Below are some links to requirements that all competitors need to comply with:

- 2021 Motorsport Australia Circuit Race Standing Regulations:

https://motorsport.org.au/docs/default-source/manual/race/2021/ra01-circuit-race-standing-regs-2021.pdf?sfvrsn=e121e5ed_4

Section 7 Code of Driving Conduct provides full details on the expectations of how all competitors should conduct themselves whilst racing.

- 2021 Motorsport Australia Specification of Automobiles – Group 3E Circuit Excel:

https://motorsport.org.au/docs/default-source/manual/race/2021/ra23-group-3e-circuitexcel.pdf?sfvrsn=5fb4720d_5

2. BY-LAW No. 1 CODE OF CONDUCT

This Code of Conduct applies to:

- COMPETITORS
- DRIVERS
- MEMBERS
- PIT CREWS
- RACE PERSONNEL

Note: That any reference to the singular shall also mean reference inclusive to the plural for the purpose of this ruling/s. Any decision made by the HYUNDAI EXCEL RACING ASSOCIATION Vic. Inc. Committee, Sub-Committee or panel appointed by the Committee shall be final and no correspondence shall be entered into without the proper notification to the Association with the current Association Constitution and standing current By-Laws and guidelines.

The word Association shall include reference to it's Executive Committee, Management Committee, Committee members, Life members and General members.

The HYUNDAI EXCEL RACING ASSOCIATION Vic. Inc. shall also be known as the HERA Vic. INC.

2.1.Social Networking:

Derogatory and offensive comments made on social networks such as Facebook, Twitter, Text message and any future technologies as they become available, can bring members into disrepute. The HERA Vic. Inc. will look on this unfavourably and may impose disciplinary action as stated in By-Law 1 (4) of the HERA Vic. Inc. Code of Conduct.

2.2.Driving and Behaviour Standards:

- 2.2.1. If a member, driver or competitor of this Association believes that the driving and/or behaviour of another competitor and/or driver and/or member of their pit crew and/or race personnel is, in their opinion offensive, physical, threatening, unsporting and/or unprofessional, then that member, driver or competitor has an obligation to submit the details of the incident, in writing (by way of letter, fax/electronic transmission) no later than the end of the seventh (7) day following the event, to the Association Secretary for consideration and the committee may impose disciplinary action as stated in By-Law 1 (4) of the HERA Vic. Inc. Code of Conduct.

Any incident forwarded to the Secretary should include (if available):

- Any official documentation or reports from the Event Officials.
- Eye Witness accounts in writing and signed.
- Any race video footage of incident/s from vehicles involved or any surrounding vehicles.

- 2.2.2. If a member, driver, competitor and/or member of their pit crew and/or race personnel, of this Association, is brought before the Stewards, Race Secretary or any Official at a Race Meeting, with regards to their driving standards, or behaviour that includes offensive, physical, threatening, unsporting and/or unprofessional, the HERA Vic. Inc.



Committee may also decide to investigate the incident/s and impose disciplinary action as stated in By-Law 1 (4) of the HERA Vic. Inc. Code of Conduct, regardless of any penalties which may or may not be imposed by MA and/or the Race Meeting Officials.

2.3. Car Ineligibility

If any entrant, competitor and/or driver at any HERA Vic. Inc. racing event governed by the HERA Vic. Inc. rules and regulations has, in the opinion of a MA or Club Scrutineer or Official, run an illegal or modified component or configuration of the car outside of the rules as determined by the MA Manual of Motorsport and the Category Technical Regulations, then the Event Officials or any Association recognised authority has an obligation to report the offense to a nominated representative of the HERA Vic. Inc. Committee. It shall be determined by the authorised Association Scrutineer or Committee in general whether the breach requires immediate rectification prior to the competitor resuming competition in the event, or the possibility of an immediate time penalty, or if the breach will be dealt with at a later date. Either way, the breach must be noted in the vehicle log book.

The Association may impose disciplinary action as stated in By-Law 1 (4) of the HERA Vic. Inc. Code of Conduct, regardless of any penalties which may or may not be imposed by MA and/or the Race Meeting Officials.

Upon receipt of a written and signed complaint to the Association Secretary, (by way of letter, fax, electronic transmission) from a member, driver, competitor or club/event officials or at the Committees own discretion, the Secretary shall bring the matter up for discussion at the next Committee meeting and if the Committee decides (on a majority vote) that a member has refused or neglected to comply with the Association Rules and/or By-Laws, the Committee may by resolution impose one (1) or more disciplinary actions as set out in Rule 8 (1) of the HERA Vic. Inc. Rules.

If a member, driver or competitor receives any disciplinary action, the member, driver or competitor shall receive, in writing, as soon as practicable, a notice from the Association stating the date of the proposed meeting under Rule 8 (3) along with details of the disciplinary actions as set out under Rule 8 (4) of the HERA Vic. Inc.

3. BY-LAW No. 2 POINT SCORE FOR CHAMPIONSHIP

The procedure for the HERA Vic. Inc. point score for circuit racing will be as follows:

The Championship will be conducted over a number of rounds, as determined by the Committee, with the member dropping one (1) round (being the lowest point accumulation round). A member does not have to enter or start one of the selected rounds to choose that round as the members dropped round.

Point allocation will not be awarded on reverse grid races.

Should a member or associated race personnel be penalised for any infringement ie: eligibility or conduct (refer HERA Code of Conduct), that member cannot choose that point score round as their dropped round.

Place-getters will be awarded points in each race as per the table below. Once points for each competitor, in each race, have been determined, the competitor will then be placed into their nominated Division point score table.

The number of Divisions will depend on the number of competitors competing.

To be eligible for the HERA Vic. Inc. Championship, competitors must be current financial members of the HERA Vic. Inc. at the time of each race.

1st. Place	175 Points	4th. Place	160 Points
2nd. Place	170 Points	5th. Place	155 Points
3rd. Place	165 Points	6th. Place	150 Points

7th. Place to last place, each position will be less four (4) points.

Due to the varying number of races at different race meetings, all race points over all races shall be averaged to produce a three (3) race result. (ie: The maximum number of points a competitor can achieve at a race meeting is 525).

Should there be a tie at the conclusion of a round, the result will be determined by the finishing order of the final point score race of that meeting. Should a competitor fail to finish a race, no points will be awarded to that competitor for that race.

Should there be a tie of any positions after the championship year has concluded, a clear winner of that position shall be determined by a count-back of the number of round wins over the season and if required, the number of race wins over the season and if further required, the number of second places over the season.

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4. DRIVING INCIDENT REPORTS

4.1.Incident Report : Sandown

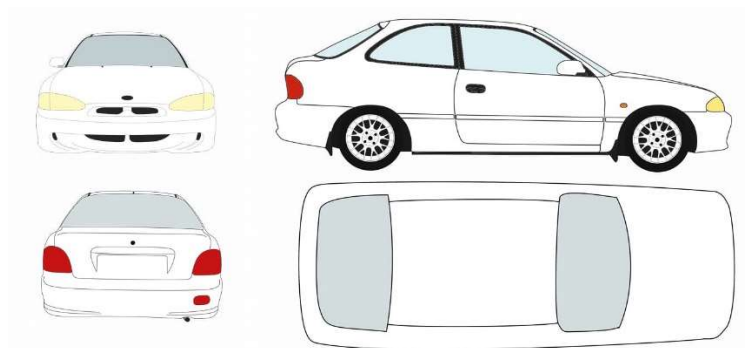
Racing Incident Report

What are the incident reports for? If you hit another car, come off the track and re-entry or cause a Safety Car.

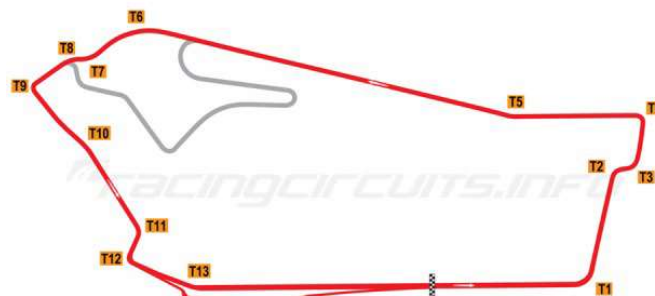
All incident reports need to be handed in NO LATER THEN ONE HOUR AFTER THE INCIDENT, and signed by the committee member of the weekend. Footage of the incident to be emailed to secheravic@gmail.com or drop box.

Name		Car Number	Track SANDOWN
Date	Time		Weather: Sunny / Rain / Other:
Please provide an explanation of the incident:			

Please mark down what part of the car has been hit with Left or Right side also



Please mark on the track the location of the incident:



Drivers Signature:	Committee Members Signature:
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4.2. Incident Report : Philip Island

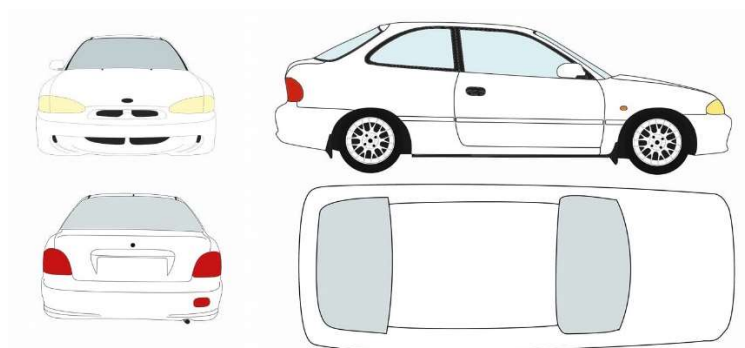
Racing Incident Report

What are the incident reports for? If you hit another car, come off the track and re-entry or cause a Safety Car.

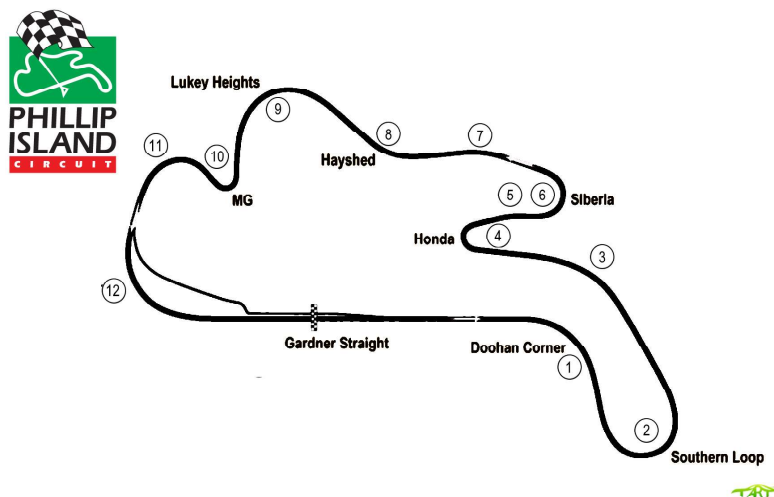
All incident reports need to be handed in NO LATER THEN ONE HOUR AFTER THE INCIDENT, and signed by the committee member of the weekend. Footage of the incident to be emailed to secheravic@gmail.com or drop box.

Name		Car Number	Track PHILIP ISLAND
Date	Time		Weather: Sunny / Rain / Other:
Please provide an explanation of the incident:			

Please mark down what part of the car has been hit with Left or Right side also



Please mark on the track the location of the incident:



Drivers Signature:	Committee Members Signature:
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4.3.Incident Report : Winton

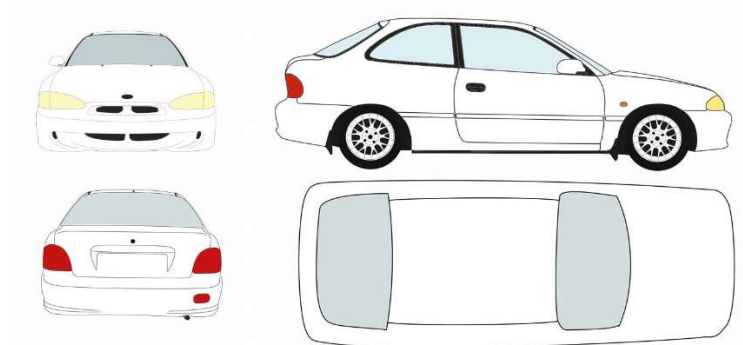
Racing Incident Report

What are the incident reports for? If you hit another car, come off the track and re-entry or cause a Safety Car.

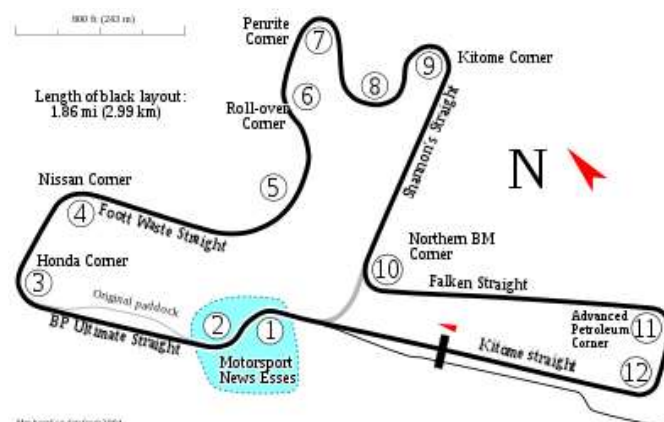
All incident reports need to be handed in NO LATER THEN ONE HOUR AFTER THE INCIDENT, and signed by the committee member of the weekend. Footage of the incident to be emailed to secheravic@gmail.com or drop box.

Name		Car Number	Track WINTON
Date	Time		Weather: Sunny / Rain / Other:
Please provide an explanation of the incident:			

Please mark down what part of the car has been hit with Left or Right side also



Please mark on the track the location of the incident:



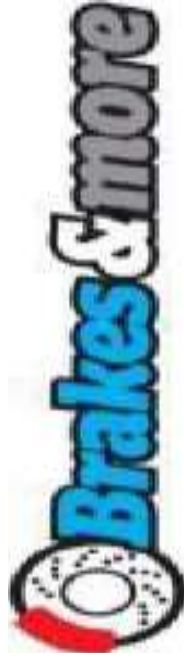
Drivers Signature:	Committee Members Signature:
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5. DRIVING STANDARDS BOOKLET

Hyundai Excel Racing Association of Victoria Inc.



DRIVING STANDARDS BOOKLET



DRIVING STANDARDS OBSERVER'S



- To uphold the Motorsport Australia (MSA) code of driving conduct
- The DSO's role is to promote fair, close and exciting racing
- Assist in making the meeting run smoothly



GUIDELINES

1. Preamble
2. Terminology
3. Definitions
4. Explanations
5. Examples
6. Situational awareness
7. Practice & qualifying
8. Driving standards

1. PREAMBLE

Important ALL singing from the same hymn sheet.

That is Drivers, DSO, MSA Stewards and the club

All **MUST** *know and understand* the rules by which incidents will be judged

Understand tough decisions will and must be made

Understand final decisions rest with the umpire

Sometimes you will win or lose





UNDERSTAND

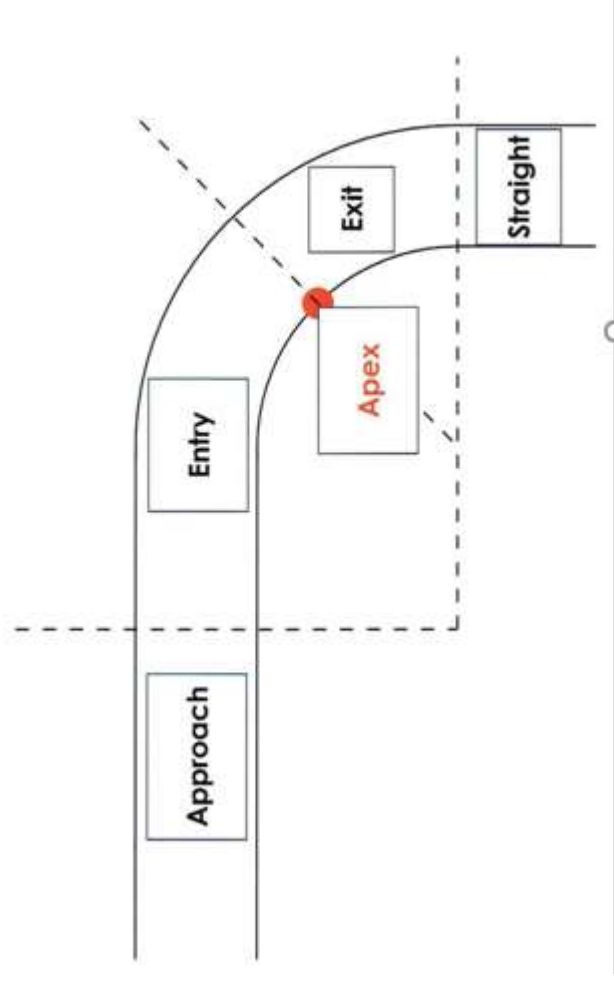
- We will always apply the rules fairly and firmly
- **ZERO TOLERANCE** – when it comes to abuse of other competitors/teams or officials
- **NON-Compliance** will result in maximum Penalties being applied
- **AVOID** an incident, if you can
- Right or wrong – you are better to avoid the incident and live to fight another day than be on the trailer going home boasting you were right.

2. TERMINOLOGY



Corner phases

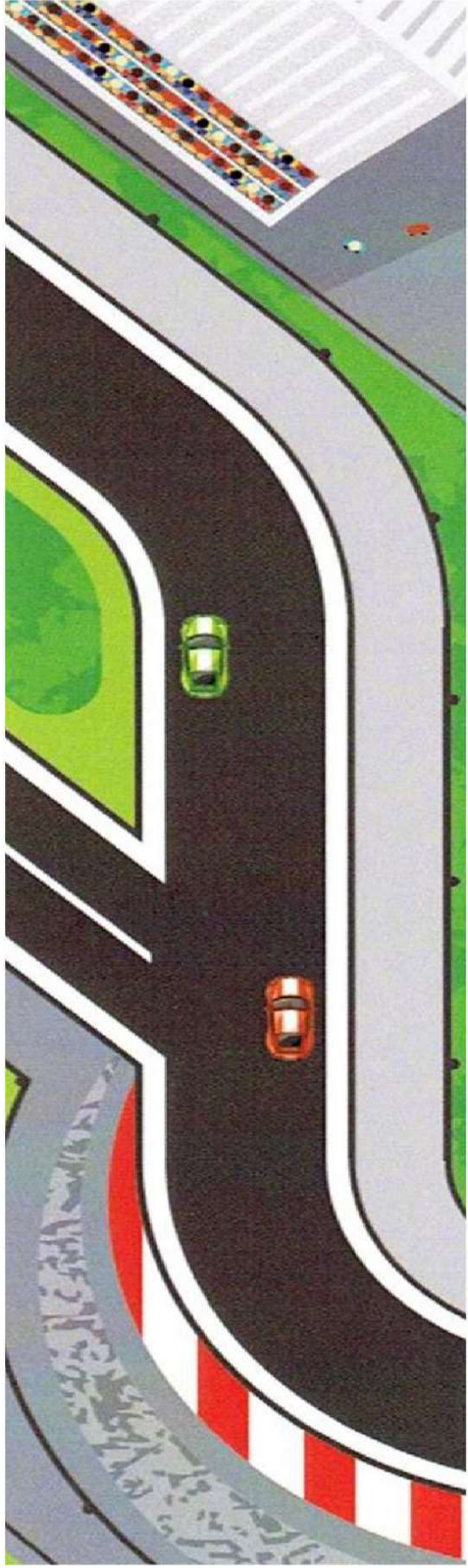
- Approach
- Entry
- Apex
- Exit



3. DEFINITIONS - TRACK



Defined by the painted lines on both sides of the race track and pit lane.



3. DEFINITIONS - STRAIGHT

The portion of the track between the exit of a turn and the entry to the next turn



3. DEFINITIONS - APPROACH

Section of the track where the car is positioned before entry



3. DEFINITIONS - ENTRY

Two parts



Braking area



Turn-in zone

3. DEFINITIONS - APEX



Clipping point(apex)

The point where the car changes from corner entry to corner exit.



3. DEFINITIONS - EXIT

Beyond Apex
Throttle being applied
Steering angle reducing.



3. DEFINITIONS – RACING LINE



Conventional position of the car on the race track

4. EXPLANATIONS

Blocking / Re-acting / Defending your position

- With the exception of the first and last lap, **blocking will not be tolerated**
- Once a driver commits to an alternative line then they must maintain that line
- Move once and only once



4. EXPLANATIONS

If a driver reacts late – i.e. moves from the racing line on approach, then the driver shall be responsible for their actions and held accountable for any incident with the following car

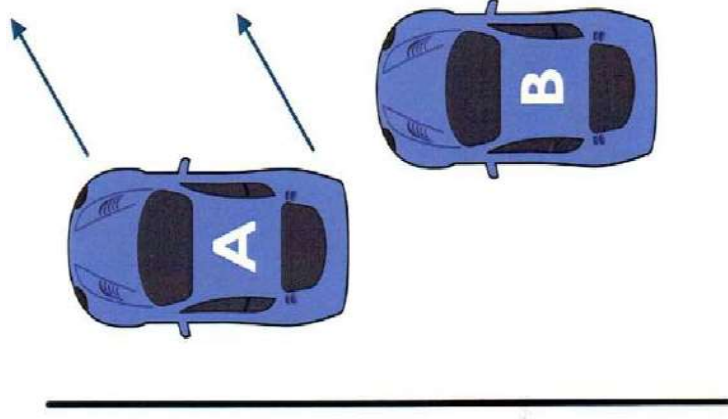
The driver in front must leave a **minimum 1 car width** for the other car

No crowding towards the inside or outside of the corners

Once the driver has committed to an alternative line, they must not interfere with the car attempting to overtake.



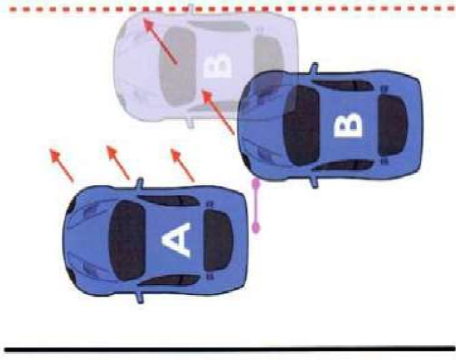
5. EXAMPLES - OVERLAPPING



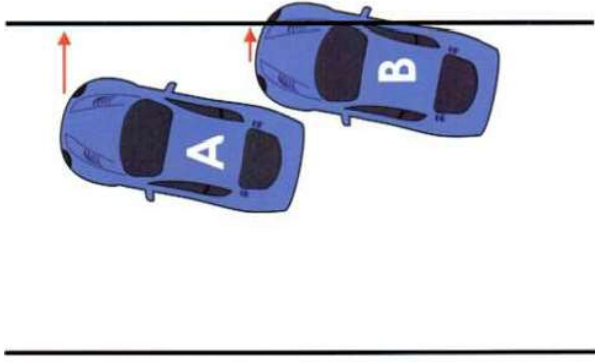
When no overlap exists on a straight

- with car A leading car B,
- Car A may move off the racing line **once** to the edge of the track limits.

5. EXAMPLES - OVERLAPPING



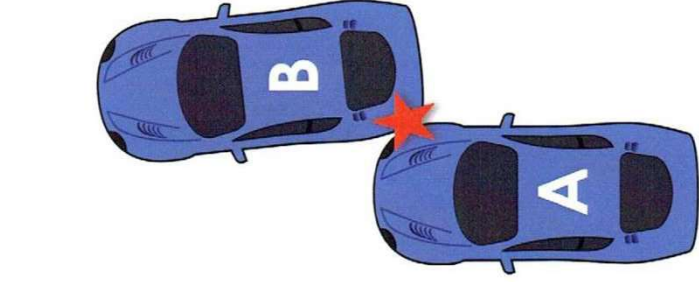
When ANY overlap exists on a straight, with Car A leading Car B, Car A may move off the racing line **once**, and must provide Car B no less than one car width of racing room to the track edge.



Car A must not cause Car B to leave the Track.

If Car B is forced off the track then penalties will apply to Car A

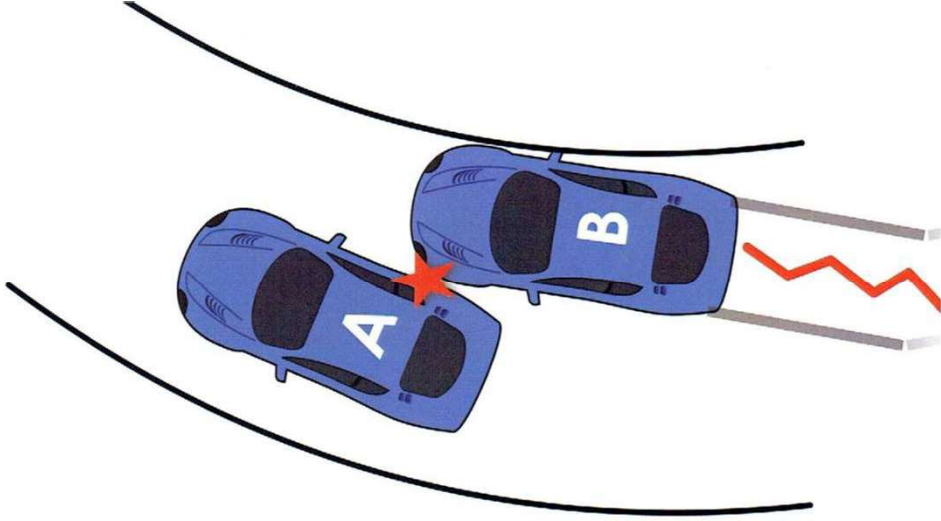
5. EXAMPLES - OVERTAKING



The onus is always on:

- the **overtaking car** (car B) to be **clear** of the **overtaken car** (car A)
- before attempting to move across in front

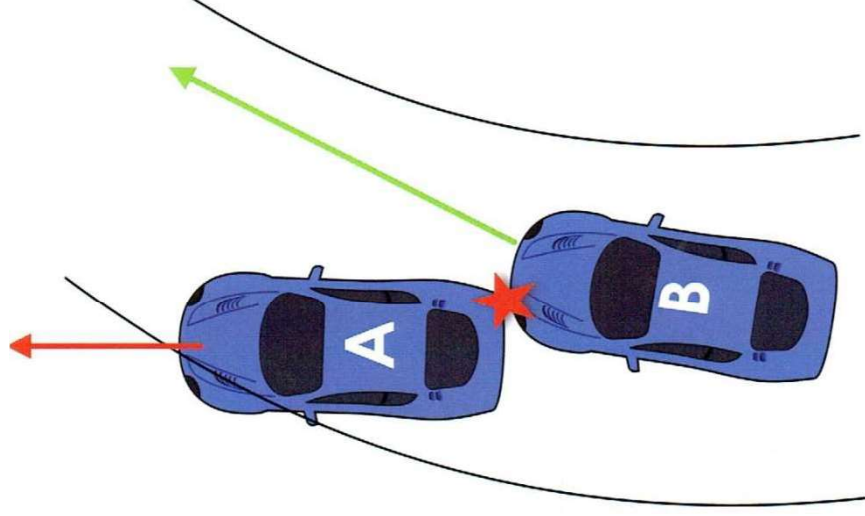
5. EXAMPLES - OVERTAKING



In General, the onus is on the overtaking car to **pass safely** and **maintain control** at all times.

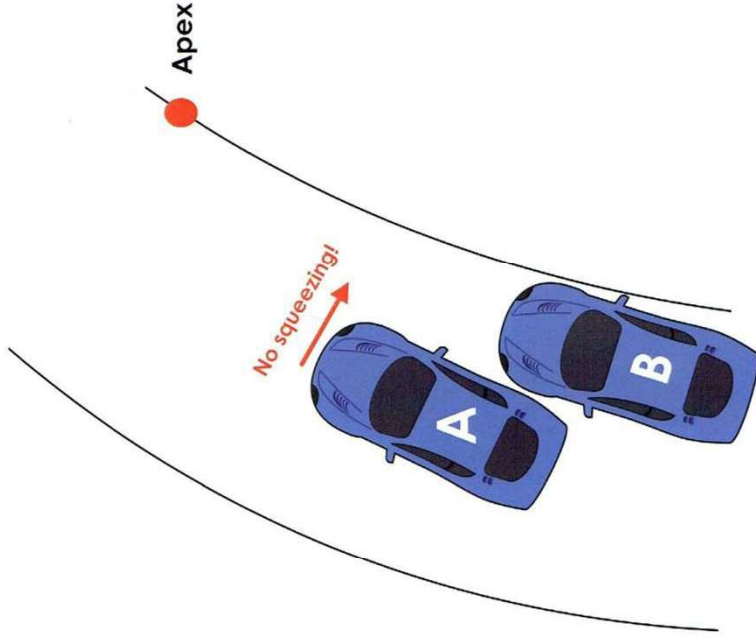
- Overtaking cars should **not expect** the preceding car to simply give way.
- **“Dive-Bombing”** and related contact are not considered as passing safely.
- You **cannot use the other car for brakes** or simply run them off the road.
- **All drivers** have a duty of care to provide fair racing room at all times.

5. EXAMPLES - BUMPING



Any driver that gains an unfair advantage or position as a result of contact with another car – a **“BUMP & RUN”** will not be tolerated and penalties will be issued

5. EXAMPLES – CONTACT ENTERING A CORNER



If reasonable overlap exists (in the opinion of the DSO) at the entry point, the car being overtaken (Car A) **must allow** racing room.

Car A must not crowd Car B beyond the track limits or trigger any contact

6. SITUATIONAL AWARENESS



- Know where your opponent is situated
- Scan your mirrors
- Use your peripheral vision

7. PRACTICE AND QUALIFYING

Show respect to others during qualifying

- Fast laps: headlights on
- Non Fast laps: headlights off
- If you impede others you **WILL BE PENALISED**

WATCH YOUR MIRRORS





8. DRIVING STANDARDS

These Driving Standards notes must be read in conjunction with Event Supplementary and Further Regulations, Race Meeting Standing Regulations and the general provisions of the 2021 Motorsports Australia Manual.

RACING ROOM – **Giving your competitor racing room is one of the foundation rules of racing.** This rule is the basis of all 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 collisions (NOTE: Macquarie defines an “accident” as an “event without apparent cause” and the consequences of blocking occur as a result of a deliberate action and therefore **CANNOT** be an “accident”). **NO** blocking will be tolerated and will be penalised. However, the following exceptions ***MAY*** apply at the discretion of the DSO or event officials.

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 at the end of the straight as 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.



8. DRIVING STANDARDS

OVERTAKING & CAR CONTROL

- At the **USUAL TURN IN POINT** of the corner (and no later), you **MUST** have your car's front wheel at least up to the steering wheel 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** bail out of the move without affecting the other car's 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 and the concept of safe overtaking does not include an out of control move up the inside. Vice versa if you are up to the steering wheel of the car you are passing, they **MUST** give you racing room. They can be on the outside of you if they choose but they **MUST NOT** crowd in on you or cut across your nose. 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 crowd them off the circuit in an attempt to force them to "lift off". Overtaking at corners is the most likely circumstance where contact may occur.
- Late braking, "out of control" moves up the inside and 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 – and this applies as much to overtaking cars as to those being overtaken – remember – under the CAMS NCR's, it is entirely the responsibility of the overtaking driver to execute the manoeuvre safely.
- **RE-ENTRY TO THE CIRCUIT** – If you go off the circuit or run wide, make sure it is safe to re-join the circuit. Wait for a flag marshal's direction or a clear gap in the traffic.



8. DRIVING STANDARDS

We must remember that we are a group of like-minded competitors whose main aim is to compete fairly with the absence of deliberate car to car contact and/or intimidation for track position gain, for our mutual enjoyment.

Participants who incur penalties for any driving infringements (including flag infringements) from event officials, may be ineligible for Championship points at the race in which the penalty was incurred, at the discretion of the DSO and/or the HERA Vic. Inc. Committee.

Participants involved in more serious incidents, especially those under MSA NCR 183 and more particularly NCR 183.ix, will be reported to the Victorian State Council Motor Racing Panel and/or be the subject of a HERA Vic. Inc. request to event stewards for penalties to be increased to include exclusion from the current and in serious cases, future events.

Driving standards apply not only on the racing surface itself, but also include the paddock area, marshall area and pit lane.

The MSA Race Meeting Standing Regulations can be found on the MSA web site and they form part of these notes. Entrants and drivers should read all sections and section 7 in particular.