

E30 Racing Inc.



2024 E30 Racing Sporting Regulations

Approved by resolution of the E30 Racing Inc. Committee on 19 January 2024

Introduction

E30 Racing Inc. (ABN 93 432 017 512) (**E30 Racing**) is the legal entity behind E30 Racing and the BMW Drivers Cup and has sole responsibility for the approval of the regulations and representing drivers in the category.

This document (hereafter referred to as the **Sporting Regulations**) governs the BMW Drivers Cup.

The E30 Racing committee (the **Committee**) will review these Sporting Regulations prior to the start of each Championship Year. In the event of any amendment to these Sporting Regulations, the Committee will, as soon as practicable, publish to all current financial members the revised Sporting Regulations together with further information detailing the amendments.

Unless otherwise specified, any words defined in any Part of these Sporting Regulations have the same meaning in all Parts.

Objective

The E30 Racing series is a one-make racing series for the classic BMW E30 3 Series coupe or sedan from the 1980s. Predominantly based on the 325i model specifications, only limited modifications are permitted in order to provide an enjoyable, affordable entry-level touring car category. The aim is for a circuit racing series that provides close competition and an emphasis on driver ability and development rather than driver expenditure.

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Part 1: Championship Regulations

1. The Championship

- 1.1. The BMW Drivers Cup (the **Championship**) is an individual drivers championship. A Championship season will be deemed to run during a calendar year (**Championship Year**).
- 1.2. Drivers are required to adhere to all rules and regulations of E30 Racing, including:
 - a) the E30 Racing Inc. Championship Regulations (*Part 1 of these Sporting Regulations*);
 - b) the E30 Racing Inc. Driving Standards (*Part 2 of these Sporting Regulations*);
 - c) the E30 Racing Inc. Eligibility Standards (*Part 3 of these Sporting Regulations*);
 - d) the E30 Racing Inc. Technical Regulations; and
 - e) any other rules, regulations and by-laws of E30 Racing as introduced by the Committee from time to time in accordance with the Constitution of E30 Racing.

2. Entry

Drivers must hold either Full Membership or Single-event Membership of E30 Racing to be eligible to enter in any round of a Championship Year. Upon submitting an entry to any official round of a Championship, drivers are automatically entered into that Championship and will accrue points toward the Championship in accordance with these Sporting Regulations, provided the driver and their vehicle meet the eligibility requirements for E30 Racing.

3. Vehicle Numbers

- 3.1. When joining as a Full Member, a driver may nominate their preferred racing number (subject to availability).
- 3.2. The Committee maintains a register of available racing numbers and drivers should check the availability of their desired racing number and register the number with the Membership Officer prior to the commencement of a Championship Year.
- 3.3. Where possible, drivers **must** maintain the same racing number throughout a Championship Year unless required to change their number at the request of a race meeting secretary due to a number clash in the event of a mixed grid with another category.
- 3.4. The racing number “1” is reserved for the immediate past BMW Drivers Cup Champion (i.e. in the preceding year) and is not available to be utilised by any other driver. In the event that the defending champion does not compete in the Championship in the following year, or chooses not to use the racing number “1”, the number will remain reserved and will not be available to be used by any other driver.

4. Points System

The points system for the BMW Drivers Cup is as follows:

4.1. Race points

- a) For each race of a round of a Championship, points are awarded in accordance with the points table set out at regulation 4.4 to drivers based on their official finishing position (**Race Points**). At the end of a round, the Race Points earned over the round are then added up to provide an overall Race Points tally for the round (e.g. a driver who finishes first, fourth and second in the three races of a round will be awarded 25, 18 and 22 points respectively, making an overall Race Points tally of 65 points for that round).
- b) Drivers must finish a race and be classified in the official results in order to be awarded Race Points for that race. Drivers who are designated as “Did Not Start” (**DNS**) or “Did Not Finish” (**DNF**) will not earn any Race Points for that race. Drivers who are subsequently disqualified or excluded from the results of a race will also not be awarded any Race Points for that race.

4.2. **Mixed grids**

In the case of races where drivers are mixed with other categories of vehicles, Race Points will be awarded **ONLY** to eligible drivers who are driving vehicles that comply with the E30 Racing Technical Regulations, and in the order in which they finish, relative only to the other E30 race cars in that race. Any invitational vehicles or vehicles from other categories will not be included (i.e. the first driver in an E30 race car across the line will receive 25 Race Points, the next driver in an E30 race car will receive 22 points and so on until all eligible E30 drivers finishing that race have been awarded Race Points as per regulation 4.1.a)).

4.3. **Championship points**

- a) In order to maintain parity between different rounds of the championship that may have a different numbers of races within each round championship points are awarded to each driver based on their finishing position in the overall Race Points tally for the round (**Championship Points**). The Championship Points awarded for each round are quantified in accordance with the table set out at regulation 4.4 (e.g. the driver with the highest overall Race Points tally for the round will be awarded 25 Championship Points, the driver with the second highest overall Race Points tally for the round will be awarded 22 Championship Points, and so on).
- b) The Championship Points awarded to each driver for each round are added to provide the overall Championship standings. For the avoidance of doubt, in order to be awarded Championship Points for a round, a driver must have been classified as finishing at least one race in the round for which race points were earned.
- c) The method of awarding Championship Points for any endurance event/s will be confirmed once the format for any such endurance event/s are finalised.
- d) For the purpose of the calculation of the final Championship Standings at the end of a Championship Year, all drivers will “drop” their worst (lowest scoring) round result from the overall Championship points tally. Drivers are entitled to ‘drop’ a round that they did not compete at during the Championship. If, however, a driver is disqualified or excluded from a round (i.e. the whole race meeting), then that driver cannot ‘drop’ that round result as part of the calculation of the Championship standings, and will be required to ‘drop’ their next worst round result.
- e) The winner of a BMW Drivers Cup Championship will be the driver with the highest Championship Points tally in a Championship Year (after deducting the ‘dropped round’ and any other Championship Points penalties that may be applied during the Championship).

- f) In the event of a tie for the BMW Drivers Cup Championship (i.e. two or more drivers receive an equal number of Championship Points in a Championship Year), a countback will take place in accordance with the countback calculations set out in regulation 10.1 until a winner is determined.

4.4. Points Table

BMW Drivers Cup Points Table – Race Points and Championship Points

Position	Points
1 st	25
2 nd	22
3 rd	20
4 th	18
5 th	16
6 th	15
7 th	14
8 th	13
9 th	12
10 th	11

Position	Points
11 th & 12 th	10
13 th & 14 th	9
15 th & 16 th	8
17 th & 18 th	7
19 th & 20 th	6
21 st & 22 nd	5
23 rd & 24 th	4
25 th & 26 th	3
27 th & 28 th	2
29 th & 30 th	1

5. Penalties

- 5.1. Drivers may receive a Race Points and/or Championship Points penalty for a breach of the E30 Racing Technical Regulations, E30 Racing Eligibility Standards or E30 Racing Driving Standards during a Championship Year. The application of those penalties and any rights of appeal are set out in the relevant Parts of these Sporting Regulations and should be read in conjunction with these Championship Regulations.
- 5.2. Any Race Points or Championship Points penalties incurred by drivers will be applied to the Championship standings and be included in the calculation of the overall Championship. The application of Race Points or Championship Points penalties will also be noted in the round results and Championship standings published by E30 Racing as soon as practicable following the completion of a Championship round.

6. Exclusion

- 6.1. The Committee reserves the right to exclude any driver from a Championship if it forms the opinion that:
- a) the conduct of the driver (or the vehicle used by the driver) is not 'within the true spirit' of the Championship; or
 - b) the driver's continued participation or recognition in the Championship Standings would cause harm or detriment to the legitimacy of the Championship; or
 - c) the driver's continued participation or recognition in the Championship Standings would adversely affect the official sponsors of E30 Racing.

- 6.2. Where an occasion arises that necessitates a decision by the Committee on any exclusion of a driver, that driver will be provided with notice of the Committee's intention to exclude the driver from the Championship (including the ground/s on which the Committee relies for the proposed exclusion), and then provide the driver with the opportunity to make any submission he or she wishes to make to the Committee (whether in writing, orally, or both).
- 6.3. Following receipt and consideration by the Committee of any submission from the driver (or in the event that no submission is received, upon the Committee determining that the driver has been given sufficient notice of the intention to exclude them from the championship, and had a reasonable opportunity to provide any submissions), the decision as to whether the driver will be excluded from the Championship will be decided by a vote of the Committee, with a single vote cast by each committee member, and the result of the vote decided by a majority. If a committee member has a conflict of interest in the determination of the outcome of such decision, they shall abstain from the vote (the issue of whether a conflict of interest exists – whether actual or perceived – will be determined by the executive members of the Committee and that decision shall be final).
- 6.4. The decision of the Committee on the exclusion of a driver from the Championship will be final.

7. Rookie Championship

- 7.1. In addition to the BMW Drivers Cup Championship and the Legends Championship, there will also be an E30 Racing Rookie Award at the end of the Championship Year to recognise the best finishing "rookie" driver in the Championship. To be eligible to win the "**Rookie Award**", drivers must:
- a) not have competed in more than three previous official rounds of the BMW Drivers Cup in any previous years (excluding as a co-driver at any previous years' endurance round(s) of the E30 Racing Championship); and
 - b) not have previously competed in more than three official race meetings in any other Motorsport Australia or ASSA affiliated circuit-racing category at State level or higher, or any other equivalent level circuit racing category in another country (sprint meetings, track days, regularities and sprint- karting are excluded); and
 - c) hold a provisional Motorsport Australia competition licence; and
 - d) have competed in a minimum of three rounds of the Championship in the year in which they are eligible to win the Rookie Award.
- 7.2. The standings for the Rookie Award will be calculated in accordance with the BMW Drivers Cup Championship Points (as set out above), however the Rookie Award standings will be calculated on the basis of all results and there will be no 'dropped' round for the purpose of final standings for the Rookie Award.
- 7.3. Whilst the Committee will make reasonable enquiries at the commencement of each Championship Year to identify eligible drivers for the Rookie Championship, it remains the driver's responsibility to ensure they notify and confirm with the Committee their eligibility to participate in that year's Rookie Championship. Any such notification and confirmation must occur no later than the commencement of the second last round of the relevant E30 Championship Year.

- 7.4. In the event of a tie for the Rookie Award (i.e. two or more drivers receive an equal number of Championship Points in a Championship Year), a countback will take place in accordance with the countback calculations set out in regulation 10.2 until a winner is determined.

8. Legends Championship

- 8.1. In addition to the BMW Drivers Cup Championship and the Rookie Championship, there will also be an E30 Racing Legends Championship at the end of the Championship Year to recognise the best finishing “legend” driver in the Championship. To be eligible to win the “**Legends Championship**”, drivers must:
- a) be aged 50 years or over by 1 January in the relevant Championship Year;
 - b) have competed in more than three previous official rounds of the BMW Drivers Cup in a minimum of two previous years (excluding as a co-driver at any previous years’ endurance round(s) of the E30 Racing Championship); and
 - c) have competed in a minimum of three rounds of the Championship in the year in which they are eligible to win the Legends Championship.
- 8.2. The standings for the Legends Championship will be calculated in accordance with the BMW Drivers Cup Championship Points (as set out above), however the Legends Championship standings will be calculated on the basis of all results and there will be no ‘dropped’ round for the purpose of final standings for the Legends Championship. In those circumstances, the driver with the second highest points in the final standings of the Legends Championship will be declared the winner of the Legends Championship.
- 8.3. In the event a driver wins the BMW Drivers Cup Championship in a Championship Year, they are not eligible to win the Legends Championship in that same year.
- 8.4. Whilst the Committee will make reasonable enquiries at the commencement of each Championship Year to identify eligible drivers for the Legends Championship, it remains the driver’s responsibility to ensure they notify and confirm with the Committee their eligibility to participate in that year’s Legends Championship. Any such notification and confirmation must occur no later than the commencement of the second last round of the relevant E30 Championship Year.
- 8.5. In the event of a tie for the Legends Championship (i.e. two or more drivers receive an equal number of Championship Points in a Championship Year), a countback will take place in accordance with the countback calculations set out in regulation 10.3 until a winner is determined.

9. Qualifying Award

- 9.1. The driver with the most pole positions awarded in qualifying sessions during a Championship Year will be presented with the E30 Racing Qualifying Award.
- 9.2. In the event of a tie for the E30 Racing Qualifying Award (i.e. two or more drivers receive an equal number of pole positions during a Championship Year), a countback will take place in accordance with the countback calculations set out in regulation 10.4 until a winner is determined.

10. Countbacks

In the event a countback is required in respect of regulations 4.3 (Championship points), 7 (Rookie Championship), 8 (Legends Championship) or 9 (Qualifying Award), the following provisions apply.

10.1. **Overall Championship:** In the event of a tie in Championship Points at the end of a Championship Year, the higher place in the Championship will be awarded to:

- a) the holder of the greatest number of first places in all races throughout the Championship season; or
- b) if the number of first places is the same, the holder of the greatest number of second places; or
- c) if the number of second places is the same, the holder of the greatest number of third places,

and so on until a winner emerges.

10.2. **Rookie Championship:** In the event of a tie in Championship Points at the end of a Championship Year in respect of the Rookie Championship only, the higher place in respect of the Rookie Award will be awarded to:

- a) the holder of the greatest number of highest finishes in all races throughout the Championship season; or
- b) if the number of highest finishes is the same, the holder of the greatest number of second highest finishes; or
- c) if the number of second highest finishes is the same, the holder of the greatest number of third highest finishes,

and so on until a winner emerges.

10.3. **Legends Championship:** Subject to regulation 8.3 and in the event of a tie in Championship Points at the end of a Championship Year in respect of the Legends Championship only, the higher place in respect of the Legends Championship will be awarded to:

- a) the holder of the greatest number of highest finishes in all races throughout the Championship season; or
- b) if the number of highest finishes is the same, the holder of the greatest number of second highest finishes; or
- c) if the number of second highest finishes is the same, the holder of the greatest number of third highest finishes,

and so on until a winner emerges.

10.4. **Qualifying Award:** In the event of a tie at the end of a Championship Year in respect of the Qualifying Award only, the Qualifying Award will be awarded to:

- a) the holder of the greatest number of second places in qualifying across all races throughout the Championship season; or
- b) if the number of second places is the same, the holder of the greatest number of third places in qualifying,

and so on until a winner emerges.

10.5. For the avoidance of doubt, the countback processes set out in regulations 10.2 and 10.4 will not change the overall finishing position in the overall Championship of any driver.

10.6. If any countback procedure set out in this regulation 10 fails to produce a result, the Committee will nominate the winner (as relevant) according to such criteria as it thinks fit within the spirit of the relevant award.

11. Amendments to these Championship Regulations

The Committee reserves the right to revise, amend or supplement these Championship Regulations if required during the course of a Championship Year if such revisions/amendments/supplements are deemed necessary to:

- a) clarify the intention of these Championship Regulations;
- b) remove any ambiguity or inconsistency in the application and interpretation of these Championship Regulations; or
- c) to ensure these Championship Regulations continue to reflect the spirit and objectives of the E30 Racing category.

Part 2: Driving Standards

1. Introduction

This Part outlines the standards and directives for driving standards, standards for on and off-track behaviour by drivers, on and off-track incident disputes and the applicable penalty system in the context of the BMW Drivers Cup and other race meetings conducted under the auspices of E30 Racing. As members of E30 Racing, all drivers agree to be governed by these driving standards (hereafter referred to as the **Driving Standards**) and accept them unconditionally. Drivers are required to read and sign a copy of the acknowledgement at **Appendix A: Acknowledgement of Compliance** before competing in their first official session of the BMW Drivers Cup in a Championship Year. If any driver declines to sign the Acknowledgement of Compliance for any reason, they will not be eligible to receive points in any Championship.

The Driving Standards are administered by the appointed E30 Racing Driving Standards Officer and they will have the authority conferred and outlined in this Part as approved by the Committee as by-laws of E30 Racing.

The Driving Standards apply to any event in which the E30 Racing BMW Drivers Cup is being contested, irrespective of whether in its own class and grid or in a mixed grid that includes other clubs, classes or competition. The Driving Standards also apply, as necessary or appropriate, to invited guest driver/vehicles that compete within official E30 Racing events.

The Driving Standards must be read in conjunction with the following documents (as applicable to the relevant Competition Year):

- a) the Motorsport Australia Manual of Motorsport;
- b) the E30 Racing Inc. Technical Regulations;
- c) the E30 Racing Inc. Championship Regulations (*Part 1 of these Sporting Regulations*);
- d) the E30 Racing Inc. Eligibility Standards (*Part 3 of these Sporting Regulations*); and
- e) any other rules and regulations of E30 Racing as introduced by the Committee from time to time in accordance with the Constitution of E30 Racing.

Importantly, drivers should be aware that nothing contained in these Driving Standards detract from the driver's obligations imposed by the Motorsport Australia Manual of Motorsport or any other relevant policies or regulations of Motorsport Australia.

2. Objectives

The objectives of these Driving Standards are:

- a) to encourage driving to the highest standards of safety within the performance envelope of the driver, vehicle, and with recognition of the prevailing environmental conditions;
- b) to promote continued learning, improvement of driving skill and enjoyment; and
- c) to ensure drivers responsibly account for others whose skill levels, driving aspirations and purpose may be very different from their own.

By agreeing to adhere to the Driving Standards, E30 Racing members and invited guests can expect to enjoy the very best of low-cost motorsport, enjoy the company of club members' off-track, and mutual respect of drivers on track, with close, fast, and safe racing.

3. Driving Standards Officer (DSO)

- 3.1. The Driving Standards Officer is the governing authority of these Driving Standards. E30 Racing may also appoint an Assistant Driving Standards Advisor (**DSA**) to assist the DSO from time to time with the implementation and oversight of these Driving Standards.
- 3.2. The positions of the DSO and DSA will be determined by the Committee prior to a Championship Year. In the event the DSO is not able to attend an E30 Racing round, the Committee shall determine a replacement DSO prior to the relevant round.
- 3.3. In general, the DSO is responsible for the administration of the Driving Standards and the interaction with drivers in breach of the Standards and objectives. The DSA (if appointed) will support the DSO function through any means deemed as appropriate by the DSO.
- 3.4. In the event of necessary adjudication of a racing incident that could give rise to a conflict of interest (whether actual or perceived) for the DSO, the DSO will exclude themselves from consideration of the particular matter and relinquish their responsibilities (but only in respect of the matter under consideration in which a conflict of interest exists). In that case the DSO will appoint another suitably experienced member of E30 Racing to assist and/or will request the involvement of the Clerk of Course or Stewards of the meeting.
- 3.5. Any E30 Racing driver can report an incident to the DSO, who will review the facts and deliver a finding as soon as is practical. This may include referral of the report to the event's sanctioning body on-course officials. The process of raising the investigation into an incident is by way of submission of an official Incident Form. The review process by the DSO may involve interviews with drivers, reference to the event's sanctioning body on-course officials, and the use of electronic (video) evidence if available. The DSO's decision is final.
- 3.6. If for any reason a driver in an official E30 Racing event is called to the Steward's/Clerk of the Course Office, they **must** immediately advise the DSO who will accompany them to that Steward's/Clerk of Course office subject to the Race Official's permission.

4. Driving Standards Directive

- 4.1. **Drivers must** at all times, drive in a manner compatible with general safety. The DSO interpretation will be that this directive precludes drivers from unnecessary blocking, weaving, squeezing, making unnecessary contact or generally driving in a manner likely to cause damage which was otherwise avoidable. This interpretation includes deliberately driving outside the limits of the track (tarmac and kerbs).

The DSO will not tolerate less than acceptable driving standards, such as "diving-up-the inside" overtaking manoeuvres. The DSO in such circumstances will take into consideration the position of the overtaking vehicle and in particular how far along the length of the overtaken vehicle, it has progressed. In these incidents, evidence that the overtaking vehicle reached the B-Pillar of the overtaken vehicle will be taken into account. It does not necessarily excuse late overtaking lunges that result in collision.

E30 Racing is a strictly "no-contact" sport.

- 4.2. **The DSO will** consider disciplinary action if drivers are observed doing any of the following:
- a) manoeuvres liable to hinder other drivers;
 - b) unreasonable directional changes on the straights (except retention of position on the last lap);
 - c) unnecessary congestion and crowding of cars towards the inside or outside of a curve; or
 - d) any other abnormal change of direction likely to cause collision or incident, are strictly prohibited.

In all passing situations, the primary responsibility of overtaking safely is on the passing driver. It is the responsibility of every driver, including the driver(s) being overtaken, to avoid a racing collision.

- 4.3. **Blocking** is the intentional act of not allowing another driver to overtake by means of vehicle placement on any part of the track. This act will not be tolerated until the last lap of any race where the leading driver may protect their place and lead in that race.
- 4.4. **Leaning** on another car going around a corner and pushing them to the outside is strictly prohibited.
- 4.5. **Weaving** is the process of warming/heating tyres during a warm-up lap/s prior to the start of a race is permissible. This process of tyre warming is only permissible prior to the last corner leading to the straight where the race will start, i.e. start/finish line. Tyre warming such as weaving, hard braking and wheel spin on the start/finish straight when marshals are gridding up, may incur a penalty.
- 4.6. **Defensive driving** is part of racing, and generally involves protecting the inside line into a corner. Excessive moving from an inside line to the outside line (or vice-versa) on **more than one occasion** will be interpreted by the DSO as blocking. However, the act of blocking or defending a driver's position will be permitted on the final lap of a race provided it is done so safely and in a sportsmanlike manner. In that regard, all last-lap driving behaviour will be heavily scrutinised to ensure drivers comply.
- 4.7. **Drivers are to** ensure that they fully understand the definition and application of flags that assist in the safety of a motor race. A breach of a displayed flag will in all circumstances be investigated by the Clerk of Course and Stewards. In addition, the E30 Racing DSO may also investigate any breach. Both bodies have the power to enforce penalties regarding any breaches.

5. Car-to-Car Contact

Car-to-car contact is absolutely contrary to the spirit of E30 Racing. Contact made between vehicles can lead to car damage and personal injury. All incidents will be thoroughly investigated by the DSO and in most cases investigated by the sanctioning body of the event. In the instance of car-to-car contact, the driver judged to be at fault in a contact situation can expect to be penalised. These penalties vary from loss of racing points to disqualification and removal from further participation. In certain circumstances, suspension from future events may also be imposed. The DSO will not tolerate driving that involves carelessness, recklessness or negligence.

6. Driver Error

- 6.1. In some instances, a driver may be deemed as over-driving which can affect other drivers and limit racing opportunities through the creation of caution periods. Instances deemed as such are, but not limited to:
 - a) overly aggressive driving;
 - b) unsportsmanlike conduct;
 - c) reckless, careless or negligent driving; or
 - d) a "spin" which stops the forward progress of the race car.
- 6.2. In the event of an on-track spin of less than 180 degrees, a driver may continue safely without penalty. A second spin in the same session requires the driver to report to the DSO for consultation.
- 6.3. Any driver, who is determined by the DSO to create unsafe conditions for themselves or other drivers, may be subject to penalties as determined by the DSO.

7. Driver Attitude

- 7.1. Race drivers must understand and adhere to the E30 Racing Driving Standards. Drivers must always drive within their abilities and that of their vehicle/equipment. Drivers must demonstrate track courtesy with all other drivers, be they fellow E30 Racing drivers or drivers in other classes. This is especially so in congested traffic, large grid numbers and in overtaking/passing situations.
- 7.2. A driver's attitude will quickly translate into their conduct both on and off the track. Some of the most basic rules of the track are based in a driver's attitude about themselves and their fellow drivers.
- 7.3. Drivers must:
 - a) be competent enough to drive safely, competitively and always consider other drivers around them and the racing line being taken;
 - b) recognise their limitations; and
 - c) clearly understand that there is no corner, or race, important enough to put yourself or any fellow driver in danger of damage or injury.
- 7.4. E30 Racing demands an attitude of consideration and respect. It does not allow for careless, reckless or negligent racing. It does not indiscriminately shift the responsibilities of safe and courteous driving to any single driver in any racing situation. Racing attitude should foster safe competition, safe passing, and close racing.
- 7.5. Being able to get to or stay in front of the pack should be based on superior skill and not by one's willingness to race beyond their ability. Being a race driver entails acknowledging other driver's rights to compete on the track, leaving them sufficient and safe racing room and then opting and driving to a racing line applicable to you in the circumstances. Wheel-to wheel

racing necessitates dealing effectively with other drivers while still driving within your capabilities.

8. Mixed Grids and invited drivers/vehicles

In the case of a 'mixed grid' (meaning a race comprising of drivers/vehicles that are either not E30 Racing vehicles and/or not solely competing within the BMW Drivers Cup), the DSO (in consultation with any other appropriate member of the E30 Racing Inc, Committee, such as the Category Manager) will make every effort to negotiate the alignment of driving standards between the various clubs or drivers to ensure any infraction or on-track incident is dealt with in a collaborative manner with that club, group or class. In the unlikely event that alignment of driving standards cannot be achieved this will not abrogate the responsibilities and compliance of E30 Racing members and invited drivers/guests who are bound to these Driving Standards.

9. Safety and other issues to help the marshals

It is an inescapable fact that flag marshal numbers are rapidly falling. Flag marshals continually indicate that we can easily make their job easier, safer and more enjoyable. Flag marshals are volunteers and are there because they enjoy what they do and enjoy our racing. The following requirements aim to help achieve this.

9.1. Flags

Drivers are to pay attention to all race marshals' flags especially yellow flags. If you see a yellow flag, immediately reduce speed and indicate that you are slowing to following drivers by raising your hand. A waved yellow indicates that there is imminent danger. This could be a blockage of part of the track or that there may be marshals or drivers on track. You should reduce your speed significantly, be prepared to take a completely different line or even stop. You are not allowed to overtake under a yellow flag and must travel at a speed at which is safe until a green flag is waved. Lack of yellow flag discipline is a primary concern of flag marshals.

9.2. The battery master pull/kill switches

The battery master pull/kill switches must be well marked and visible so that marshals can deactivate the battery when needed.

9.3. Tow Hooks/Eyes

Ensure towing eyes are easily found on the surface of the car by painting them in a contrasting colour. Identify them with an arrow and a "TOW" sign and ensure that they are strong enough to do the job. In the event of an excursion off track, indicate to the marshals that you are ok and get yourself safely to the nearest flag point or over the wall. If you require assistance, signal this to the marshals.

9.4. Event Briefing

A briefing is held at the start of each meeting by the Clerk of Course in which all drivers are required to attend. Instructions issued by the Clerk of Course for the meeting take priority over the intention of these Sporting Regulations, but do not negate the sanctions of it.

9.5. Other matters of safety

- a) There is to be no working on cars on the track under any circumstances.
- b) On the conclusion of a race or event, wait until you have exited the track before dropping your window net or removing your helmet or belts. Keep your speed low in the pit lane and the paddock to allow for people moving around and who may not be paying attention.

- c) Please make sure that you acknowledge the marshals on the slow down lap, no matter where you finish.

10. Standard Implementation

10.1. General

- a) The DSO will work with drivers and the sanctioning body of the event accordingly to investigate all on-track incidents, whether triggered by action initiated by the Clerk of the Course, by driver complaint, or by their own observation. The DSO is empowered to call any driver to assist in its incident investigations and may supplement their own investigations by the use of course officials, electronic evidence and driver evidence where available and deemed appropriate. All members are expected to co-operate with an investigation when required to do so.
- b) Every incident will be looked at separately and arbitrated upon by the DSO with final decisions considering track conditions, weather and the experience level of those involved.
- c) It must be recognised that in racing there are no two “incidents” that are truly alike. The objective of these Driving Standards is to ensure consistent judgment and penalties are applied. To that end, the ultimate responsibility of the DSO will be in the investigation and adjudication of all incidents and delivery of all findings accordingly.

10.2. Reporting on-track incidents

- a) By definition, an on-track incident is any action which results in damage to a car (whether yours or someone else's), injury resulting from collision and driving likely to cause either damage or injury.
- b) Drivers are required to report any incident of car-to-car contact (irrespective of who the driver believes is at fault for the incident), or any other type or incident that is referred to in these Driving Standards as being an incident necessary of review by the DSO, by completing and submitting an Incident Report Form which will be available from the DSO upon request. The Incident Report Form to be utilised is the Motorsport Australia Form EP-107 “Incident Report – All Events” – see **Appendix B: Incident Report Form**.

The Incident Report Form can also be downloaded from:

https://motorsport.org.au/docs/default-source/permits/post-event/ep-107-incident-report-all-events.pdf?sfvrsn=7b8850b4_10.

- c) It is the driver's responsibility to complete the Incident Report form and submit it to the DSO within 1 hour of the completion of the event/race where the incident occurred.
- d) Where the on-track incident occurs in the last event of the meeting, the DSO must be advised verbally of the incident, and the completed Incident Report form must be submitted to the DSO within 24 hours after leaving the track.
- e) All on-track incident reports must be completed in an appropriate manner by all drivers involved. At the DSO's discretion, dispensation may be extended to drivers who are unable to meet this requirement due to circumstances beyond their control, e.g. injury caused through such on-track incident.

- f) The information provided in the form is required to facilitate both an impartial and consistent response to on-track incidents so that our sport can continue in the spirit of E30 Racing. The DSO encourages drivers to discuss any incident and DSO can provide assistance on how to complete the on-track incident report form. However, the DSO will not tolerate the lack of submission or an inappropriately completed on-track incident report form. Severe penalties may be imposed against driver(s) who refuse to fill out an incident form sufficiently to the satisfaction of the DSO.
- g) The requirement to complete an Incident Report for the DSO is separate to, and not in substitute of any requirement to provide an incident report to the race event organisers/officials (i.e. Clerk of Course, Stewards or organising/officiating body) as required by the sanctioning body of the event (e.g. Motorsport Australia or AASA).

10.3. **In-Car Video Cameras**

- a) All vehicles must be fitted with an in-car digital video recording camera, which will be provided by E30 Racing at the commencement of each event and must be handed back to E30 Racing at the conclusion of the relevant event.
- b) Cameras must be used to record every official session (i.e. qualifying and races) of a competition round in which the vehicle is entered. The camera must be affixed securely to the safety cage roll over protection structure and positioned in a location behind the driver to ensure that the driver's steering input, and a clear external view through the forward windscreen, are within the frame of the recorded vision. Video should be recorded in a common digital video file format such as MP4, MPEG, or AVI and be able to be downloaded and played on a PC.
- c) Footage from a vehicle's camera must be made immediately available upon request from the Clerk of the Course, the Stewards of the race meeting, or the DSO.
- d) If a driver is unable to produce video footage of an incident (which the DSO would expect to inform the circumstances of the incident) this is a matter which will be taken into account in making a determination and the driver may be subject to a penalty in accordance with the Points Penalty System.
- e) Drivers are permitted to copy the footage captured by E30 Racing camera supplied under this regulation 10.3. However, all footage must be left on the memory card of the camera for E30 Racing use.
- f) For the avoidance of doubt, a driver may use their own video camera in addition to the camera provided by E30 Racing. However, the positioning of any such camera must not impede the view of the E30 Racing camera.
- g) It is the driver's responsibility to ensure the battery is charged and the SD card replaced as required over a race weekend. Replacement batteries and SD cards are available from E30 Racing throughout a race weekend. A battery running flat or an SD card being full will not be accepted as an excuse for footage not being recorded.
- h) E30 Racing may make further regulations and rules in relation to the specific circumstances in which drivers are required to provide recorded video footage, and the use of such video footage, from in-car video cameras.

10.4. **Apportioning Responsibility**

The process and penalties applied, regarding apportioning responsibility, will be impartial and a consistent approach applied by the DSO. It is acknowledged that "a racing incident" can occur during competition. The following examples are provided to demonstrate expectations of driver responsibility to avoid "a racing incident". Consideration of the following examples will aid in the DSO determination and the apportionment of responsibility:

EXAMPLE 1

Scenario: Car-1 leads Car-2 at similar speeds approaching a corner.

The DSO expectation is that the driver of Car-1 will:

- a) adopt either a conventional or a defensive approach to the next corner as soon as they BEGIN the straight;
- b) not change race line at the last moment, unless protection of their lead on the last lap;
- c) check mirrors and be aware of what is around them before every turn-in maneuver; and
- d) not "slam the door" unless they are in front (by definition) of Car-2.

The DSO determination:

- a) If Car-2 were to hit the rear of Car-1, then Car-2 would be apportioned 100% responsibility.
- b) If Car-2 were to hit the rear quarter panel of Car-1, then Car-2 and Car-1 could be apportioned responsibilities of 75% and 25% respectively, **depending on events leading up to the contact.**

In most cases, the impact could cause Car-1 to spin, and Car-2 may continue with light damage, so it is obviously worth Car-1 to allow sufficient racing room if Car-2 is at least at the B-pillar or further forward alongside Car-1.

EXAMPLE 2

Scenario: Car-2 follows Car-1 at similar speeds as the corner is approached.

The DSO expectation is that the driver of Car-2 will:

- a) not dive up the inside unless it can be fully alongside before the apex;
- b) be in control and not "locked up" trying a desperate move;
- c) if unable to quite get alongside, slow down enough to let the door be slammed by Car-1 without contact; or

- d) hang-back slightly before the corner so that Car-1 can be attacked with greater corner exit speed than Car-1. That is, manage faster exit speed to catch Car-1 as the straight begins.

The DSO determination:

Deciding the amount of responsibility apportioned will be difficult as much depends on Car-2's sudden lunge factor. Contact arising from a side-by-side-battle for a corner is not the same as an overly- Optimistic and sudden lunge from way back that does not pay off. The DSO will need to take into consideration the position of Car-2 regarding the B pillar of Car-1 at the entry and the position of being fully alongside Car-1 at the apex. Remembering that Car-2 has sole responsibility in relation to passing safely, the DSO will consider:

- a) Car-1 would be apportioned between zero and 50% responsibility; and
- b) Car-2 would be apportioned between 50% and 100% responsibility.

11. Penalties

11.1. General

- a) Penalties resulting from any DSO investigation can range in severity from an official warning, exclusion from the results of a session, exclusion from the race meeting and of Championship Points penalties.
- b) A sliding scale of Championship Points Penalties that may be imposed by the DSO are outlined in **Appendix C: Points Penalty System**.
- c) Any penalties imposed by the DSO separate from, and in addition to, any penalties that may be imposed by the sanctioning/governing body running the race meeting (e.g. the Clerk of Course and Stewards).
- d) The imposition of Penalties in accordance with the Points Penalty System is at the complete discretion of the DSO who will consider all relevant circumstances, including any penalties that are imposed by the Clerk of Course or Stewards, to determine whether it is appropriate to impose a Championship Points Penalty.

11.2. On-track Incident Penalties

- a) Penalties will be imposed at the discretion of the DSO after an on-track incident has been investigated and behaviour is deemed to be at one of three levels:
 - i. **Careless;**
 - ii. **Reckless/Negligent;** and
 - iii. **Dangerous.**
- b) Any car to car contact causing loss of track position or causing damage to either vehicle will be put into two categories:
 - i. **Minor** which will receive a time penalty of up to 15 seconds and or loss of up to 10 Championship Points.

- ii. **Major** which will receive a time penalty of up to 30 seconds and or loss of up to 30 Championship Points The judgment of penalties will be made by the DSO and any appointed assistant DSO.

This is also applied to any other driving offence both on and off the track. This includes driver's behaviour in and out of the car and at the circuit (drivers must remember that they are also representatives of E30 Racing).

- c) The severity of any penalties applied will be weighted in line with the apportioned responsibility as discussed in the preceding sections of these Driving Standards.
- d) In the instance where two or more complaints are received regarding the same driver that does not involve an on-track incident, then that driver will be spoken to by the DSO. The DSO response will depend on the seriousness of the accusations or if the driver were to continue to exhibit behaviour not in line with these Driving Standards.
- e) Nothing in this regulation limits or restricts the imposition of penalties for on-track incidents by race officials (e.g. Clerk of Course or Stewards). In the event that a penalty is imposed on a driver by race officials for an on-track incident, it is likely to be unnecessary for the DSO to impose a penalty in respect of the session in which the incident occurred, but the DSO retains the discretion to impose a Championship Points penalty in accordance with **Appendix C: Points Penalty System**.

11.3. Off-track Penalties

- a) Penalties may also be allocated to a driver as a result of non-compliance with the driver responsibilities of an on-track incident as outlined in these Driving Standards. The DSO will look unfavourably on any infraction that is contrary to the intent of these Driving Standards. This extends to the professionalism of E30 Racing and the moral and ethical values of members of E30 Racing.

Example of this include:

- i. failing to adequately complete a driving incident report (see regulation 10.2);
- ii. failing to comply with a reasonable request to assist an investigation; or
- iii. unsportsmanlike behaviour to another driver, official or member of the public (e.g. intimidation, unsavoury/inappropriate conduct, or criminal behaviour).

NOTE – E30 Racing is in the public arena and domain. All associated personnel - meaning crew members, family and friends/guests that attend events with you or on behalf of E30 Racing members (whether they are financial members of E30 Racing or not) are also governed by these Driving Standards. Where the conduct of personnel associated with a member of E30 Racing contravenes these Driving Standards, the member will be held responsible and sanctioned accordingly.

12. Appeals

Appeals challenging determinations made by the DSO must adhere to following guidelines:

- a) appeals are only available to decisions concerning on-track related penalties made solely by the DSO;

- b) in the event of any determinations and/or penalties imposed by track officials (e.g. Clerk of Course, Stewards etc), then any right of appeal (if one exists) must be pursued in accordance with the rules and regulations of the sanctioning/governing body that is running the race meeting (e.g. Motorsport Australia or AASA), and may not be made to E30 Racing. In that regard, E30 Racing and all drivers are bound by the decisions of the sanctioning/governing body running the race meeting (and any subsequent appeal decision made in accordance with the rules and regulations of that body);
- c) appeals against the decision of the DSO (where such decision is made solely by the DSO) must be lodged by completing the approved Appeal notice (**see Appendix E: Notice of Appeal**);
- d) the process of an appeal against a penalty imposed by the DSO is to be governed in accordance with **Appendix F: E30 Racing Appeals Process**;
- e) all findings of the appeal process are final and binding;

No appeals will be entertained for matters concerning off-track penalties; in this instance the DSO findings are final and binding.

13. Amendments to these Driving Standards

The Committee reserves the right to revise, amend or supplement these Driving Standards during a Championship Year if such revisions/amendments/supplements are deemed necessary on the advice of the DSO or an official sanctioning body, such as Motorsport Australia or AASA. In the event of any such revisions, members will be advised accordingly.

Part 3: Eligibility Standards

1. Introduction

This Part outlines the standards and directives for eligibility standards for the application of the Technical Regulations and the applicable penalty system in the context of the BMW Drivers Cup and other race meetings conducted under the auspices of E30 Racing. As members of E30 Racing, all drivers agree to be governed by these eligibility standards (hereafter referred to as the **Eligibility Standards**) and accept them unconditionally. Drivers are required to read and sign a copy of the acknowledgement at **Appendix A: Acknowledgement of Compliance** before competing in their first official session of the BMW Drivers Cup in a Championship Year. If any driver declines to sign the Acknowledgement of Compliance for any reason, they will not be eligible to receive points in any Championship.

The Eligibility Standards are administered by the appointed E30 Racing Eligibility Officer and they will have the authority conferred and outlined in this Part as approved by the Committee as by-laws of E30 Racing.

The Eligibility Standards apply to any event in which the E30 Racing BMW Drivers Cup is being contested, irrespective of whether in its own class and grid or in a mixed grid that includes other clubs, classes or competition. The Eligibility Standards also apply, as necessary or appropriate, to invited guest driver/vehicles that compete within official E30 Racing events.

The Penalty system provided for by the Eligibility Standards is also applicable to contraventions of the E30 Racing Technical Regulations.

The Eligibility Standards must be read in conjunction with the following documents (applicable to the relevant Competition Year):

- a) the Motorsport Australia Manual of Motorsport;
- b) the E30 Racing Inc. Technical Regulations;
- c) the E30 Racing Inc. Championship Regulations (*Part 1 of these Sporting Regulations*);
- d) the E30 Racing Inc. Driving Standards (*Part 2 of these Sporting Regulations*); and
- e) any other rules and regulations of E30 Racing as introduced by the Committee from time to time in accordance with the Constitution of E30 Racing.

Importantly, drivers should be aware that nothing contained in these Eligibility Standards detract from the driver's obligations imposed by the Motorsport Australia Manual of Motorsport or any other relevant policies or regulations of Motorsport Australia.

2. Objectives

Every driver competing in a Championship Year will receive a copy of these Eligibility Standards together with the E30 Racing Technical Regulations for the relevant year. All drivers should be familiar with these specifications, together with the "General Requirements for Cars and Drivers" set out in the Motorsport Australia Manual of Motorsport.

E30 Racing has been designed with specific technical requirements to be eligible to compete within the category. In the past, allowances have been made in respect of items found (on race day) to be in

contravention of the Technical Regulations so as to ensure adequate numbers of drivers for the event. The Technical Regulations are now heavily scrutinised and if vehicle specifications and components are found to be outside of the eligibility requirements, penalties will be strictly applied.

The onus is on all drivers to ensure they are familiar with the E30 Racing Technical Regulations. Ignorance or mistake is not a valid excuse for non-compliance with the Technical Regulations. All questions in relation to the Technical Regulations should be directed to the E30 Racing Technical Officer.

3. The Eligibility Officer

- 3.1. The Eligibility Officer is the governing authority of these Eligibility Standards. The monitoring of compliance with the Technical Regulations will be the responsibility of the E30 Racing Eligibility Officer in conjunction with the Technical Officer (who will assist, if required, with the interpretation of the Technical Regulations).
- 3.2. E30 Racing may also appoint an Eligibility Advisory Sub-Committee to assist the Eligibility Officer from time to time with the implementation and oversight of these Eligibility Standards.
- 3.3. The positions of the Eligibility Officer and Eligibility Advisory Sub-Committee will be determined by the Committee prior to the commencement of a Championship Year. In the event the Eligibility Officer is not able to attend an E30 Racing round, the Committee shall determine a replacement Eligibility Officer prior to the relevant round.
- 3.4. In general, the Eligibility Officer is responsible for the administration of these Eligibility Standards and the interaction with drivers in breach of the objectives of these Eligibility Standard. Additional advisory members will support the Eligibility Officer function through any means deemed as appropriate by the Eligibility Officer.
- 3.5. The Eligibility Officer will take an impartial and a consistent approach in considering all matters of eligibility in accordance with these Eligibility Standards.
- 3.6. In the event of necessary adjudication of a breach of the Technical Regulations or other eligibility issue that could give rise to a conflict of interest (whether actual or perceived) for the Eligibility Officer, the Eligibility Officer will exclude themselves from consideration of the particular matter and relinquish their responsibilities (but only in respect of the matter under consideration in which a conflict of interest exists). In that case the Eligibility Officer will appoint another suitably experienced member of E30 Racing to assist.
- 3.7. Any E30 Racing driver can report an issue to the Eligibility Officer, who will review the facts and deliver a finding as soon as is practical. The review process by the Eligibility Officer may involve interviews with drivers, reference to the event's sanctioning body on-course officials, and any other means that the Eligibility Officer considers appropriate.
- 3.8. If for any reason a driver in an official E30 Racing event is called to the Steward's/Clerk of the Course Office in relation to an Eligibility issue, they **must** contact the Eligibility Officer who will accompany them to that Steward's/Clerk of Course office subject to the Race Official's permission.

4. The E30 Racing Technical Regulations

These Eligibility Standards are designed to enforce and uphold the E30 Racing Technical Regulations, which are to be read in conjunction with these Eligibility Standards. The Technical Regulations are

expressly adopted and form part of these Eligibility Standards. A contravention of the Technical Regulations is considered a contravention of these Eligibility Standards, and will be penalised in accordance with the Points Penalty System.

5. Sponsor Decals

- 5.1. The Series Sponsorship Decal Locations document (**Sponsor Decals Document**) provided by the Committee is to be read in conjunction with these Eligibility Standards.
- 5.2. The Committee will provide a reasonable supply of the Series sponsorship stickers free of charge to full financial members competing in a Championship Year. The acquisition and placement of sponsor decals is the driver's responsibility.
- 5.3. The required decals must be placed on a driver's vehicle prior to the start of the first official session of a round. If the required decals are not placed on the driver's vehicle, the driver will not be eligible to receive Championship Points until all sponsor decals are fitted.
- 5.4. Strict compliance with the signage requirements is necessary in order for E30 Racing to comply with its contractual obligations to sponsors, which provides sponsors with value for their investment in the club. Other compulsory sponsor signage may be announced from time to time depending on additional sponsorship agreements made during the year.
- 5.5. The Committee may revise the Sponsor Decals Document throughout a Championship Year, in accordance with any changes to club sponsorship throughout a Championship Year. In the event of any such revisions, members will be advised accordingly.

6. Standard Implementation

- 6.1. **Vehicle Inspections**
 - a) Prior to a Championship Year, the Committee will make the Eligibility Officer and a Motorsport Australia accredited scrutineer available at a 'pre-season scrutineering event' for the purpose of drivers presenting their cars for inspection.
 - b) The Eligibility Officer may, and will, inspect vehicles at any time over the course of a race meeting. *Parc Ferme* can and will be utilised when appropriate to enable the Eligibility Officer to conduct appropriate inspections. Drivers should expect that vehicles and vehicle componentry will be checked at random over a race weekend.
 - c) The Eligibility Officer may, by reasonable request, require that a driver attend a scrutineering compliance check throughout a Competition Year.
 - d) The top five drivers (overall) in a Championship Year must present to a post-season scrutineering event, as determined by the Eligibility Officer in conjunction with the Committee. The location and details of any such inspection will be provided by the Committee no later than the second last round of a Championship. Drivers should expect that any such post-season scrutineering event will take place within two weeks of the final round of a Championship.

Drivers are expected to comply with any reasonable request of the Eligibility Officer in relation to a vehicle inspection (including any requirement for a vehicle to remain under *parc ferme* conditions). Drivers who fail to follow directions by the Eligibility Officer in relation to vehicle inspections may be subject to penalties in accordance with these Eligibility Regulations

(including but not limited to exclusion from the results of preceding session if at a race meeting, or exclusion from the Championship Year if they fail to attend a scrutineering compliance check).

6.2. **Inspection Areas**

On a race weekend, the Eligibility Officer will advise drivers at the beginning of a race meeting (or so soon thereafter as reasonably practicable) of the location of the vehicle scales for the race meeting as well as any other designated area/s for vehicle inspections. This will avoid any confusion as well as enable drivers to inspect their own vehicles should they wish.

6.3. **Penalty System**

The following system will apply to contraventions of the Technical Regulations:

a) If a driver is:

- i. new to E30 Racing; or
- ii. a returning driver (after three years or more of non-participation in the BMW Drivers Cup or other related E30 Racing event);

then a '**1-warning**' system will apply. After the issuing of a non-compliant warning is issued with a driver's vehicle, if E30 Racing finds a subsequent breach or a previously advised breach which has not been addressed by the next round the member will not be eligible for Championship Points.

b) If a driver is a 'current' driver (having competed in any events in the preceding three seasons) a '**No-warning**' system to address non-compliant vehicle issues will be enforced. If eligibility issues are discovered after the commencement of any competitive sessions, the driver will be advised without repercussions however if these breaches have not been addressed by the next competitive session, penalties may apply.

c) The penalty system includes a level of discretion for the eligibility officer to moderate any penalties based on individual or extenuating circumstances.

6.4. **Post-Session Performance Enhancing Infringements**

a) Inspections conducted by the Eligibility Officer immediately following an official session or sessions (e.g. qualifying or a race) which reveal a performance enhancing technical infringement (e.g. vehicle under minimum weight, ride-height infringement, etc.) will be immediately excluded from the results of that session. In the event that such infringement is detected, and the driver excluded from the results of that session, the infringement will be communicated by the Eligibility Officer promptly to other drivers in the interests of transparency.

b) Notwithstanding the 'warnings' system referred to in regulations 6.3.a) and 6.3.b) above, if an inspection conducted by the Eligibility Officer immediately following an official session or sessions (e.g. qualifying or race) reveal a performance enhancing technical infringement (e.g. vehicle under minimum racing weight, ride-height infringement, etc.) the driver will be immediately excluded from the results of that session, irrespective of the level of experience of the driver (i.e. the warning system will not apply). In the event that such infringement is detected, and the driver is excluded from the results of that session, the

infringement will be communicated by the Eligibility Officer promptly to other drivers in the interests of transparency.

- c) Depending on the circumstances of the performance enhancing contravention of the Technical Regulations, in addition to exclusion from the results of the session, the Eligibility Officer may also impose a Championship Points penalty. Consideration will be given to relevant factors including the nature and degree of the contravention, the driver's history of contravention of the technical regulations, and any other matter that the Eligibility Officer considers relevant to a determination of an appropriate penalty.
- d) If a vehicle is found to be grossly non-compliant (a **Major Infringement**) within the Technical Regulations, the driver of that vehicle may be excluded from all results of that round of the Championship and may receive a penalty in accordance with the Points Penalty System.

6.5. **Scrutineering Compliance Check Infringements**

- a) Inspections conducted by the Eligibility Officer at the beginning of a Championship Year and prior to the first round of that Championship Year which reveals any performance enhancing technical infringement will be required to be rectified by the driver prior to attending their first round. In the event that such infringement is detected and the driver fails to remedy the infringement, regardless of the type of infringement, they will be excluded from results of all rounds until such infringement is remedied.
- b) Inspections conducted by the Eligibility Officer during the course of a Championship Year after the commencement of the first round of that Championship Year which reveal a Major Infringement (for example, but not limited to illegal engine modifications or an illegal diff ratio), the driver of the vehicle will be excluded from all previous results of the Championship Year in which they raced that vehicle, irrespective of the level of experience of the driver (i.e. the warning system referred to in regulations 6.3.a) and 6.3.b) will not apply). In the event that such infringement is detected, and the driver excluded from all previous results of the Championship Year, the infringement will be communicated by the Eligibility Officer promptly to other drivers in the interests of transparency.
- c) For the avoidance of doubt, any driver excluded from receiving points under regulations 6.5.b) above will remain excluded from receiving points in the Championship Year until the infringement has been rectified and the Eligibility Officer has confirmed that this is the case.

6.6. **Points Penalties**

- a) Penalties resulting from any Eligibility Officer investigation can range in severity from an official warning, exclusion from the results of a session, exclusion from the race meeting, exclusion from the Championship Year and Championship Points penalties.
- b) A 'sliding scale' of Championship Points Penalties that may be imposed by the Eligibility Officer are outlined in **Appendix C: Points Penalty System**.
- c) Any penalties imposed by the Eligibility Officer are separate from, and in addition to, any penalties that may be imposed by the race officials (e.g. the Clerk of Course or Stewards) or sanctioning body (e.g. Motorsport Australia or AASA) of a race meeting.

- d) The imposition of Penalties in accordance with the Points Penalty System is at the complete discretion of the Eligibility Officer who will consider all relevant circumstances, including any penalties that are imposed by the Clerk of Course or Stewards, to determine whether it is appropriate to impose a Championship Points Penalty.

7. Appeals

Appeals challenging determinations made by the Eligibility Officer must adhere to following guidelines:

- a) appeals are only available to decisions concerning penalties issued solely by the Eligibility Officer for infringements of the Technical Regulations;
- b) in the event of any determinations and/or penalties imposed by track officials (e.g. Clerk of Course, Stewards etc.), then any right of appeal (if one exists) must be pursued in accordance with the rules and regulations of the sanctioning body of the race meeting (e.g. Motorsport Australia or AASA), and may not be made to E30 Racing. In that regard, E30 Racing and all drivers are bound by the decisions of the relevant sanctioning body (and any subsequent appeal decision made in accordance with the rules and regulations of that body); and
- c) appeals against the decision of the Eligibility Officer (where such decision is made solely by the Eligibility Officer) must be lodged by completing the approved Appeal notice (**see Appendix E: Notice of Appeal**). The process of an appeal against a penalty imposed by the DSO is to be governed in accordance with **Appendix F: E30 Racing Appeals Process**.

All findings of the appeal process are final and binding.

8. Amendments to these Eligibility Standards

The Committee reserves the right to revise, amend or supplement these Eligibility Standards during a Championship Year if such revisions/amendments/supplements are deemed necessary on the advice of the Eligibility Officer. In the event of any such revisions, members will be advised accordingly.

Appendix A: Driver Acknowledgement of Compliance

I, the undersigned have been provided with, read and hereby accept and agree to be governed by the rules and requirements stated in the *[year]* Sporting Regulations.

_____ Print Name	_____ Signature	_____ Member No.	_____ Date
_____ Print Name	_____ Signature	_____ Member No.	_____ Date
_____ Print Name	_____ Signature	_____ Member No.	_____ Date
_____ Print Name	_____ Signature	_____ Member No.	_____ Date
_____ Print Name	_____ Signature	_____ Member No.	_____ Date
_____ Print Name	_____ Signature	_____ Member No.	_____ Date
_____ Print Name	_____ Signature	_____ Member No.	_____ Date
_____ Print Name	_____ Signature	_____ Member No.	_____ Date
_____ Print Name	_____ Signature	_____ Member No.	_____ Date
_____ Print Name	_____ Signature	_____ Member No.	_____ Date
_____ Print Name	_____ Signature	_____ Member No.	_____ Date

Appendix B: Incident Report Form

Incident Report All Events

EP-107



This report is to be completed and forwarded to the Clerk of the Course following any incident involving car-to-car contact, car-to-barrier contact, apparent injury to any person or possible infringement of the rules (particularly where danger has been created by the action). Additional reports (eg. Injury and/or accident reports) must be attached to this form.

DRIVER'S NAME

Office Use:

Details

REPORTED BY

DATE

 - -

TIME

LOCATION

EVENT

CATEGORY

CAR NUMBER/S

PERMIT NO.

Description of Incident and Circumstances Associated

DESCRIPTION OF INCIDENT AND CIRCUMSTANCES ASSOCIATED

DIAGRAM (USE REVERSE IF NECESSARY)

Motorsport Australia ABN: 55 069 045 665
Mail: PO Box 172 Canterbury LPO, VIC 3126
Phone: +61 3 9593 7777 Hotline: 1300 883 959
motorsport.org.au

pg. 1

Incident Report

All Events



Witness Details

WITNESS ONE

NAME
LOCATION CONTACT NO.

WITNESS TWO

NAME
LOCATION CONTACT NO.

WITNESS THREE

NAME
LOCATION CONTACT NO.

Declaration

REMARKS OR RECOMMENDATIONS

NAME AND SIGNATURE OF PERSON SUBMITTING REPORT

SIGN HERE

DATE - -

Appendix C: Points Penalty System

The table below illustrates the 'Championship Points' penalties that may be imposed by the DSO or Eligibility Officer for contraventions of the Driving Standards or Eligibility Standards and Technical Regulations.

If a driver's vehicle is found to be non-compliant with the Technical Regulations or the driver is found in contravention with the Driving Standards then in addition to any penalty that is imposed in respect of the session or race meeting in which the infringement/contravention occurs, the following Championship Points penalties may be imposed on drivers at the discretion of the DSO or Eligibility Officer.

The application of a penalty in accordance with the table below will be determined by the DSO or Eligibility Officer (as the case requires). The Points Penalty table is a 'sliding scale' depending on an assessment of the severity of the breach.

If a driver believes they have may contravened any part of these Sporting Regulations or the Technical Regulations and the driver advises the DSO or Eligibility Officer before detection of the contravention, this is also a matter that will be taken into consideration and the applicable penalty may be reduced accordingly at the discretion of the DSO or Eligibility Officer, taking into account the nature of the contravention, the timing of the disclosure by the driver and any other relevant facts the DSO or Eligibility Officer consider relevant.

E30 racing is strictly a non-contact motorsport category.

Points Penalties

Points	Nature of Infringement and examples of applicability
Exclusion from round/s or Championship Year	Maximum Penalty for Major Infringement, including: <ul style="list-style-type: none">in the case of a breach of the Driving Standards, where DSO assesses the driver behaviour to have been dangerous or grossly negligent (including but not limited to placing any other person at risk of injury) or likely to bring the reputation of E30 Racing into disrepute;in the case of a breach of the Eligibility Standards, where the Eligibility Officer assesses the breach to be deliberate or blatant, performance enhancing, or likely to bring the reputation of E30 Racing into disrepute; orin any other case where the driver has previously been penalised in the preceding two years for what is considered a moderate or major infringement.
22 – 30	Major Infringement.
20	Moderate Infringement, including: <ul style="list-style-type: none">in the case of a breach of the Driving Standards, where DSO assesses the driver behaviour to be have been careless or reckless;in the case of a breach of the Eligibility Standards, where the Eligibility Officer assesses the breach to be negligent or reckless, and where the breach has the potential to be performance enhancing, orin any other case where the driver has previously been penalised for a minor breach in the preceding two years.
15 – 18	Moderate Infringement.
7 – 10	Minor Infringement.
5	First offence for Minor Infringement, including: <ul style="list-style-type: none">in the case of a breach of the Driving Standards, where DSO assesses the driver behaviour to be have been careless but without consequence to any other drivers; orin the case of a breach of the Eligibility Standards, where the Eligibility Officer assesses the breach to be accidental, inconsequential or non-performance enhancing.

Appendix D: Penalty Notice Form

E30 Racing Inc.



Penalty Notice

Date:	Round:
Track:	
Driver:	Car No.:
Licence No.:	Logbook No.:

Breach: ☐ Technical Regulations ☐ Driving Standards ☐ Other _____

Description of breach/infringement:

This image shows a blank sheet of white paper with horizontal ruling lines. The lines are evenly spaced and extend across the width of the page. There are no margins, text, or other markings on the paper.

Penalty imposed:

☐ First warning ☐ Time penalty ☐ Points deduction

☐ Other:

E30 Racing Inc.
ABN: 93 432 017 512
Registered No. A0041160F

committee@e30racing.com.au
www.e30racing.com.au

24 Fawcner Road
Pascoe Vale VIC 3044

Penalty details (if applicable):

Signed (as relevant):

	Name	Signature
Driving Standards Officer		
Eligibility Officer		
Committee Member		

Acknowledgement by competitor:

Name

Signature

☐ Driver copy

☐ E30 Racing copy

Appendix E: Notice of Appeal

E30 Racing Inc.



Notice of Appeal

TO: The Secretary of E30 Racing Inc.

Date: _____

I, _____

name

of _____

address

being a full financial member or life member of E30 Racing Inc. and holder of Motorsport Australia licence number _____ hereby give notice of my appeal against the decision of:

☐ The Driving Standards Officer

☐ The Eligibility Officer

to impose the penalty against me set out in the Penalty Notice dated _____, the substance of which was:

Penalty details:

on the grounds that:

☐ the decision was against the weight of evidence

☐ the decision was contrary to a correct application of the applicable regulations or standards pursuant to which the decision was made

☐ the penalty applied was excessive

and in support of this appeal, make the submissions enclosed with this form.

I undertake to make payment of the appeal filing fee of \$300 to E30 Racing Inc within 48 hours of the lodgement of this Notice and understand that my failure to make payment of the filing fee will result in my appeal being struck out without adjudication and without right of reinstatement. I further acknowledge that the filing fee is non-refundable.

I agree to be bound by the appeal process outlined in the E30 Racing Driving Standards and Eligibility Standards document, and the decision on the appeal which I accept is final.

Signature _____

Print name _____

Member No. _____

Office use only:

**Date and time
appeal received** _____

Secretary signature _____

E30 Racing Inc.
ABN: 93 432 017 512
Registered No. A0041160F

committee@e30racing.com.au
www.e30racing.com.au

24 Fawcner Road
Pascoe Vale VIC 3044

Appendix F: E30 Racing Appeals Process

1. Right of Appeal

- 1.1. The right of appeal against a decision of the Driving Standards Officer or Eligibility Officer (or any individual acting in those roles in accordance with the Driving Standards and Eligibility Standards) shall lie with the driver (hereafter referred to as the **Appellant**) in receipt of such penalty provided that:
 - a) the Appellant is the subject of the decision to issue the penalty; or
 - b) the Appellant is adversely affected as a result of that decision; and
 - c) provided the driver gives notice in writing of the Appeal to the Secretary of E30 Racing within 24 hours from the date of the penalty notice being issued to the driver.
- 1.2. The right of appeal relates only to decisions which are made solely by the Driving Standards Officer or Eligibility Officer. Where decisions involving penalties are made by officials of the sanctioning body of an official E30 Racing event (e.g. Motorsport Australia or AASA), then an appeal against such decision (if a right of appeal exists) must be made to that governing body in accordance with the rules and procedures of that governing body.

2. Notice of Appeal

Notice of Appeal is given in writing by completing the “Notice of Appeal” form approved by the Committee (**see Appendix E: Notice of Appeal**).

3. Grounds for Appeal

- 3.1. An appeal against the decision to issue a penalty may proceed only on one or more of the following grounds:
 - a) that the decision was against the weight of the evidence;
 - b) an incorrect application of the applicable regulations or standards pursuant to which the decision was made; or
 - c) that the penalty applied was excessive.
- 3.2. The Appellant is required to specify the grounds on which the appeal is pursued when giving notice of the appeal to the Secretary of E30 Racing.
- 3.3. The Secretary of E30 Racing may request the Appellant to provide further and better particulars of the grounds of appeal should the notice from the Appellant fail, in the opinion of the Secretary, to sufficiently identify the grounds of appeal relied upon. The Appellant must provide a response within two days of such request.

4. Appeal Filing Fee

- 4.1. An Appellant must make payment of the appropriate appeal fee prescribed by the Committee to the official E30 Racing account within 48 hours of the lodgement of the Notice of Appeal.

- 4.2. The appeal fee is \$300.00.
- 4.3. The appeal filing fee is non-refundable, irrespective of the outcome of the appeal.
- 4.4. Failure to make payment of the appeal filing fee within the required time limit will result in the Appeal being struck out without adjudication and without right of reinstatement.

5. Status of Penalty pending hearing of Appeal

The penalty specified in the Penalty Notice shall remain in force until the appeal is determined.

6. Establishment of Appeal Tribunal

- 6.1. An appeal against the decision to issue a penalty shall be heard and determined by an Appeal Tribunal constituted by three individuals appointed by the Committee.
- 6.2. The appointment of the Appeal Tribunal by the Committee shall be on a case-by- case basis as required and shall ordinarily comprise:
 - a) one member of the Committee who did not compete in the relevant round of E30 Racing competition in which the relevant penalty was imposed; and
 - b) two individuals who do not hold membership of E30 Racing and have, in the opinion of the Committee, appropriate experience in motorsport organisation and/or the administration or enforcement of motorsport rules and regulations.
- 6.3. One of the two individuals who do not hold membership of E30 Racing will be appointed Chairman of the Appeal Tribunal. The Chairman of the Appeal Tribunal holds no additional power than the other members of the Appeal Tribunal and is appointed solely for the purpose of regulating the process.
- 6.4. In the event that there is no member of the Committee eligible to sit on the Appeal Tribunal in accordance with regulation 6.2a), then all three members of the Appeal Tribunal will be appointed in accordance with the criteria set out in regulation 6.2.b).
- 6.5. No person may sit on a hearing by the Appeal Tribunal if he/she has been involved in any way with the race or with the matter under consideration or if they have any direct or indirect interest in the outcome of the Appeal.

7. Hearing of Appeal

- 7.1. A hearing of the Appeal shall take place as soon as is reasonably practicable.
- 7.2. The Secretary of the Committee shall notify each party of the hearing.
- 7.3. Each party may attend and be accompanied by witnesses, however representation by a qualified legal practitioner is prohibited.
- 7.4. The rules of evidence do not apply to a hearing by the Appeal Tribunal and the Appeal Tribunal may inform itself on any matter as it thinks appropriate, subject to the requirements of procedural fairness.

8. Location and arrangement

A suitable room at (preferably) a neutral venue should be selected for the hearing of an appeal. Provision should be made for the tribunal members to sit together at a table with seats for the relevant parties to the appeal (i.e. the Appellant and the relevant official responsible for the issuing of the penalty notice).

9. Procedure

- 9.1. The conduct of the Appeal Hearing will be conducted with as much formality only as is required for the proper conduct of the hearing.
- 9.2. The Chairman of the Appeal Tribunal will formally announce the commencement of the hearing and announce its authority, composition, and purpose. Appearances from the parties are then taken. Whilst the Tribunal must regulate itself as it deems appropriate, to shorten proceedings the parties may at the commencement of the hearing be invited to stipulate certain facts or the admissibility of certain documents (e.g. the relevant penalty notice, any statement of reasons for the decision to issue the penalty, and the Notice of Appeal,).
- 9.3. The Appellant goes first addressing the tribunal. The Appellant should start briefly by summarising the points they wish to make and any evidence they intend to lead on the appeal.
- 9.4. The Appellant would then be invited to lead evidence, including the tendering of documents and/or calling witnesses. The Appellant may also give evidence themselves.
- 9.5. The hearing must be restricted to the grounds of appeal relied upon and the Appellant must confine his/her submissions and evidence to those grounds of appeal.
- 9.6. The respondent follows similarly; also addressing the tribunal, tendering documents and/or calling evidence.
- 9.7. The tribunal members may ask questions of the appellants and witnesses. Similarly, each party may question any witnesses who give evidence.
- 9.8. The Appellant then makes their final address if they desire to do so. No new evidence may be presented during this summary or address.
- 9.9. The respondent then makes their final address if they desire to do so. No new evidence may be presented during this summary or address.
- 9.10. The tribunal will then adjourn to deliberate privately to determine the outcome of the appeal. Ordinarily, it is expected the tribunal will be in a position to deliver its judgment on the same date of the hearing.

10. Judgment

- 10.1. The judgment by the tribunal members must be on at least a majority basis (i.e. two of the three members must be in agreement of the outcome).
- 10.2. The deliberations of the tribunal members and any split in the decision shall remain confidential and is not be announced to the parties or any other person. The tribunal only need confirm that a decision has been made and then detail that decision with appropriate reasons.

10.3. Ordinarily, the decision of the Appeal Tribunal will be announced by the Chairman and will include, as necessary, details of:

- a) whether an appeal is dismissed or upheld;
- b) if the appeal is upheld, whether it is upheld in whole or in part;
- c) if the appeal is upheld, whether any substituted penalty is imposed; and
- d) If the appeal is dismissed, whether the penalty should be increased.

11. Orders on Appeal

11.1. For the avoidance of doubt, the Appeal Tribunal may decide that a penalty appealed against be set aside, mitigated, increased, or a fresh penalty imposed.

11.2. In the event that an Appeal is dismissed, the Appeal Tribunal shall, unless it deems special circumstances exist which justify an order to contrary, order the forfeiture of the appeal fee to E30 Racing.

12. Failure to proceed with an appeal

Failure on the part of an Appellant to proceed with, or attend, an appeal hearing shall result in the appeal being automatically dismissed. In the event of such failure on the part of the appellant, the appeal fee (if paid) will be automatically forfeited to E30 Racing.

13. Other matters in relation to appeal hearings

13.1. Witnesses are presumed to be speaking the truth. They may be examined by the party calling them, and shall give evidence directly and/or by answers to question. They may not be “led” on examination by the party calling them; that is to say they may not be asked questions generally which put words into their mouths, and they must be asked non-leading questions. On cross-examination of witnesses, this does not apply. Questioning in cross-examination may take the form of “leading” or suggestions, and the opposing party is entitled to test the credibility of the other side’s witnesses. Re-examination (i.e. questioning by the witness’ own side following cross-examination) will be confined to clarification of matters raised in cross-examination.

13.2. The standard of proof for the determination of hearings before the Appeal Tribunal shall be on the balance of probabilities. Necessity of proof “beyond reasonable doubt” does not normally apply to the determination of rules of a sporting body.

13.3. The Appeal Tribunal does not have either the status or the authority of a court of law. It is expected, however, that the tribunal members and parties to an appeal will conduct themselves in a courteous and professional manner and formality will be maintained in order to ensure the integrity of the process.

13.4. Lapses from decorum, offensive or discourteous behaviour will not be tolerated and any party engaging in such conduct may be asked to leave the hearing. In the Appeal Tribunal is required to remove a party from the hearing due to such conduct, the hearing may continue in such party’s absence.

14. Result of Appeal

Following the hearing of an appeal and Judgment being given by the Appeal Tribunal, an Appellant shall be notified as soon as practicable in writing by the Secretary of E30 Racing of the outcome of the Appeal.

15. Decision of Appeal is Final

The Decision of the Appeal Tribunal shall be final and there is no further right or avenue of appeal.