



DRIVER'S CODE OF CONDUCT

(To be read in conjunction with the relevant sections of the CAMS Manual)

The HTCAV is asking each competition member to read and sign this form and return it with your 2012 membership renewal. For those who are wary of signing anything, don't worry - **by signing it you acknowledge that you have read and understood it**, nothing more. We are asking for this so we know our members have been reminded of why we go racing and what the rules are when we do.

We are friends racing our old cars for fun. There should be NO SUCH THING AS A RACING INCIDENT in our category. Car-to-car contact of any sort is NOT ACCEPTABLE, and the driver behind will be deemed responsible unless there is absolute evidence of unavoidability. In 99% of cases the driver behind controls whether or not an incident will occur.

1. RACING ROOM

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

2. PROTECTING YOUR LINE

- To protect your racing line into a corner you are allowed ONE movement to position your car.
- Multiple defensive movements across a track on a straight or approaching a corner are **considered blocking, which will not be tolerated.**
- Slower cars must stay on line while being passed.

3. OVERTAKING INTO A CORNER

'Your' corner

- At the USUAL TURN-IN POINT AND NO LATER YOU MUST have your car's front wheels level with the steering wheel of the car you are overtaking. From this point you own the corner.
- Your competitor may choose to stay on the outside of you but they MUST NOT crowd you or cut across your nose.
- If they stay alongside, you MUST give them room on the exit of the corner.

'Their' corner

- Anything less than having your front wheels level with their steering wheel coming into a corner and you MUST bail out and allow your competitor to come across in front of you. In this situation they own the corner.
- At the usual turn-in point you MUST have your car under control. Coming alongside another car with locked brakes or going too fast to stop or turn does not mean you own the corner - just the accident you will have caused.

4. RE-ENTRY ON TO THE CIRCUIT

If you go off the circuit or run wide you MUST make sure it is safe to rejoin the circuit. Wait for a marshal's signal or a clear gap in the traffic. Flick turns can cause accidents.

5. OUR SPECIAL CATEGORY

Cars 1950-1972 race together; you must gauge relative braking and handling capabilities and drive accordingly. (For example, do not cut in front of an early model Holden, Falcon or Customline or similar under brakes, it will be committed to a course of action and may not be able to avoid hitting you.) Consider variable driver capability, expect the unexpected move. Then have some fun!

I have read and understood the HTCAV Code of Conduct.

Name _____

Membership No. _____

Signature _____

Date _____