

# DRIVING CODE OF CONDUCT GUIDELINES



## *Preamble*

**All teams and drivers must know and fully understand the rules by which incidents will be discussed and judged.**

- • Understand that tough decisions will be made.
- • Final decision rest with the umpire.
- • Sometimes you win, sometimes you lose!
- • Rules will be applied firmly but fairly.
- • Non-compliance will result in a penalty.
- • We have a **ZERO TOLERANCE** policy when it comes to abuse or offensive behaviour.

## *Overview.*

This Driving Code of Conduct Guidelines is to assist each team and driver to better understand the driving standard that will and what will not be tolerated. These are GUIDELINES only and each driving incident will be adjudicated on its merits. Illustrations and wording in this document are for information purposes and have no regulatory value. For all relevant regulations please refer to the CAMS Code of Driving Conduct.

## BLOCKING.

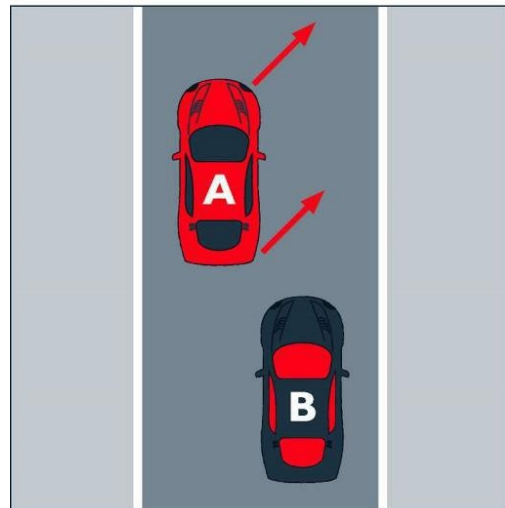
Any Driver defending their position on a straight, and before any braking area, may use the full width of the Race Track during their first move, provided no portion of the Car attempting to pass is alongside their Car (overlapping, see diagram below).

More than one change of direction to defend a position is not permitted. Manoeuvres liable to hinder other Drivers, such as deliberate crowding of a Car beyond the edge of the Race Track or any other abnormal change of direction, are not permitted.

## OVERLAPPING.

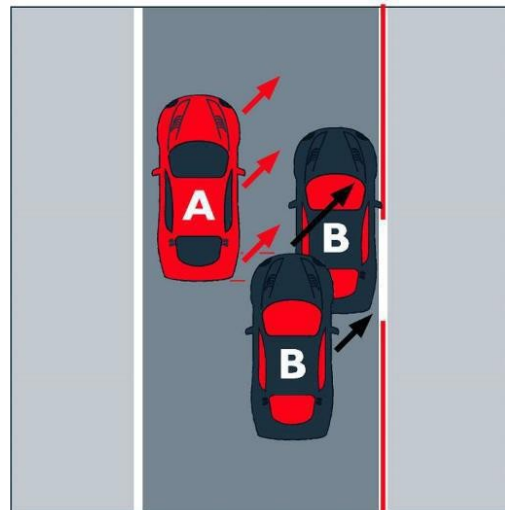
### No Overlap Exists

When no overlap exists on a straight with Car A leading Car B, Car A may move off the racing line once; to the extent of the track limits.



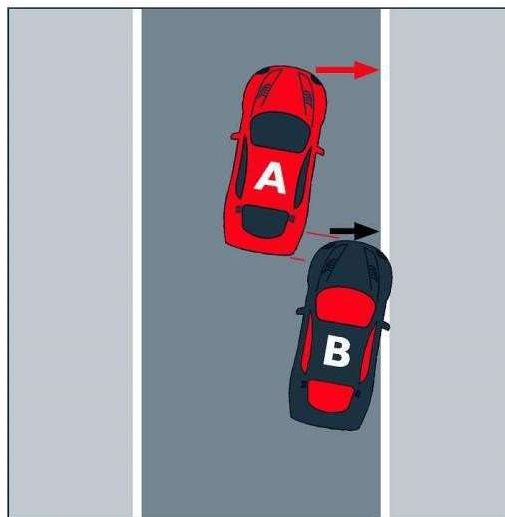
### Overlap Exists

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 not less than one car width racing room to the track edge. Car A must not cause Car B to leave the track. ie. – to cross the painted line in order to avoid contact.



## Limited Overlap

If the front of Car B has limited overlap on Car A, Car A is not permitted to force Car B outside the track limits and must allow racing room.



## CONTACT ENTERING A CORNER.

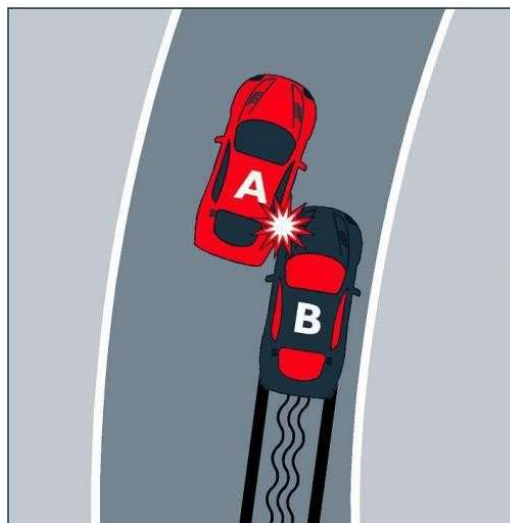
If reasonable overlap exists (in the opinion of the DSO – Driving Standards Observer) at the point of Entry (braking area and/or turn-in), the car being overtaken (Car A) must allow racing room. The car being overtaken (Car A) must not crowd (Car B) beyond the track limits or trigger contact.



## OVERTAKING & MAINTAINING CONTROL.

### Maintaining Control

In general, the onus is on the **overtaking** car to pass safely maintaining control at all times. Overtaking cars should not expect the preceding car to simply give-way. "Dive-bombing" and related contact are not considered passing safely. You cannot use another car as a brake. All drivers have a duty of care to provide fair racing room at all times.



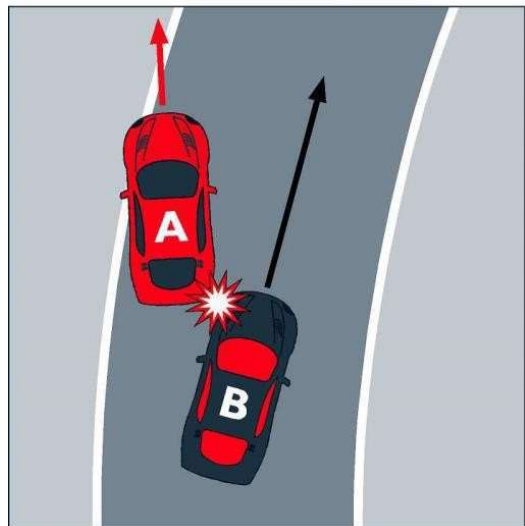
## Be Clear of Overtaken Car

The onus at all times is on the overtaking car (Car B) to be clear of the overtaken car (Car A) before attempting to cut back across in front of the overtaken car.



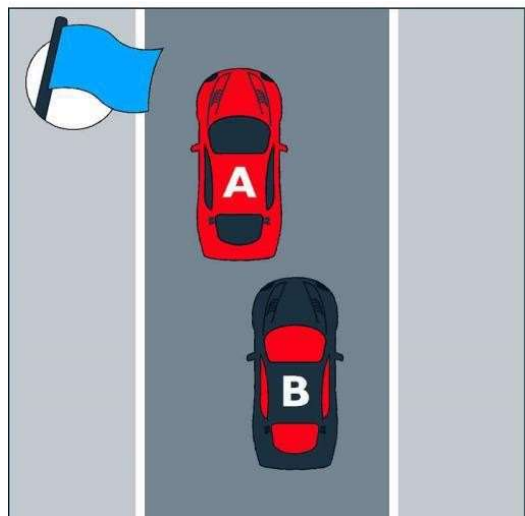
## BUMPING.

Any driver that unfairly gains an advantage or position as a result of contact with another car – a “bump and run” will be penalised accordingly



## LAPPED CARS.

A car about to be lapped (Car A) must allow the faster car (Car B) past at the first safe opportunity. Drivers may be shown a blue flag. Ignoring that blue flag may incur a penalty.



## ***TRACK LIMITS***

- Off the road (all four tyres) equals outside track limits
- Get off the throttle. Reduce/control speed
- You have no racing rights. Zero!
- A dangerous re-entry equals a penalty

Show respect to others during Qualifying. One approach during a Qualifying Lap is to have your headlights ON.

A car NOT on a Qualifying Lap, turn headlights OFF. If you impede others you will be penalised! Watch your mirrors!

## ***MENTAL APPROACH***

- Know where your fellow competitor is situated
- Use and scan mirrors at all times
- Use your peripheral vision. Do not fixate
- Plan ahead

If you can avoid an incident – do so!

Rightly or wrongly – better to avoid an incident and live to fight another day than incur damage/DNF.

## ***IMPORTANT***

Any driver that...

- Repeatedly offends
- Won't take our advice or argues
- Presents a significant risk to themselves/others ...will be penalised and/or excluded from an event!

***THANK YOU AND ENJOY OUR RACING!***

## **Reporting Incidents**

- 1. Any driver that feels they have been subject to an on track infringement or a competitor's car is non-compliant should complete an Incident Report give it to the DSO or a Committee member before the end of the race weekend (with relevant video footage).  
This should be provided with sufficient time to the DSQ or Committee Member to obtain other video footage and/or inspect cars.*
- 2. The Club will assign a person to manage the Incident Report.  
Driving Incidents will be referred to an external Driving Standards adjudicator*
- 3. Both parties will be advised, in writing, of the outcome of the Club decision including any penalties occurred.*
- 4. In the case of a car being deemed to be non-compliant the Incident Manager will ensure the rectification work is completed and confirmed in writing.*