



## Code of Conduct

### 1.0 OBJECTIVE

The Historic Touring Car Association of NSW (HTCA NSW) encourages competitive racing, but only in an environment where participants recognise the importance of the following principles:

- Safety of fellow participants
- Preservation of the vehicles
- Compliance with CAMS eligibility rules
- Enjoyment of participation

To ensure all participants understand these principles, HTCA NSW has developed a “Code of Conduct” (the Code) which sets out the particular requirements. These include guidelines on the following topics:

- Attitude
- Safety & Awareness
- Driving Conduct
- Vehicle Eligibility
- Driver Eligibility
- Enjoying the Spectacle

The Code is to be contemplated, understood and demonstrated by participants at all 5<sup>th</sup> Category events.

### 2.0 ATTITUDE

**Actions that are not aligned to a historic motorsport attitude shall not be tolerated.**

Historic motorsport is an amateur pursuit with no monetary reward offered for participation or success. As such a “win at all costs” approach is neither applicable nor acceptable in our category. This applies equally to:

- Committee and General meetings;
- on track driving standards; and
- compliance to specific vehicle eligibility rules.

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

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

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

### 3.0 SAFETY & AWARENESS

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

Our vehicles are offered concessions in regard to compliance with modern vehicle safety regulations and must be driven accordingly, with the safety of fellow participants as the primary consideration in assessing on-track manoeuvres.

The racing category spans a sixty year period of vehicle development and performance. Participants must carefully consider the significant performance differentials between vehicle makes, models, and eras, and apply this consideration when on track in both qualifying and racing environments.

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

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

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

Behaviour in the pit paddock, marshalling grid and pit lane must be in accordance with the CAMS Safety 1st Strategy.

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

### 4.0 VEHICLE ELIGIBILITY

**Vehicles that breach eligibility requirements shall not be tolerated.**

The vehicles that participate in these events are those that generally comply with vehicles from the periods described in the CAMS Manual for 5th Category historic racing prior to 1 January 1973.

The current CAMS Manual of Motorsport provides very clear guidelines with regard to vehicle specification and compliance.

Participating vehicles will be required to have a CAMS log book and/or a Certificate of Description as specified in the CAMS Graded COD Guidelines.

A fundamental expectation of historic motorsport is that participants ensure that their vehicle always complies with the eligibility rules.

Camaraderie between participants is compromised when irregularities in vehicle compliance are detected. Participants must ensure their vehicle remains in compliance by referring to the following source documents:

- CAMS Manual of Motorsport – 5th Category Guidelines
- CAMS Regulations relevant to the “Specification Year” of the vehicle
- CAMS Homologation/Recognition documents relevant to the “Specific Competition Event” within the “Specification Year” of the vehicle

CAMS require that our vehicles are presented to the correct specification, and to this end shall continue to review compliance on a random but regular basis. HTCA NSW is keen to support CAMS in

ensuring non-complaint vehicles do not participate in future events until the non-compliance issue has been rectified.

Participating vehicles may be required to be subject to an exhaust noise emission test prior to starting in an event or at any time during the event. The maximum noise emission permitted (unless a specific exemption is obtained) is 95 dB(A) measured at 30m distance whilst the vehicle is being driven under full acceleration.

## 5.0 VEHICLE CATEGORIES

Vehicle categories are:

### Group Na

Group Na is for production touring cars as recognised by CAMS and commercially available in Australia prior to 31st December 1957, with the inclusion of certain run-on models.

### Group Nb

Group Nb is for series production type touring cars manufactured prior to 31st December 1964 of which 100 of the particular model must have been produced (also known as Appendix J). This group is open to cars which were built and established a competition history either in Australia or overseas, provided the make and model was homologated with the FIA.

### Group Nc

Group Nc is for touring cars of a make and model which competed in Australia between 1st January 1965 and 31st December 1972 in either the Australian Touring Car Championship or in races specifically for the 3rd Category Group C Improved Touring Cars.

## 6.0 DRIVER ELIGIBILITY

All Drivers must be current financial members of a CAMS affiliate Car Club.

## 7.0 RACING

### DRIVING STANDARDS OBSERVERS

The appointment of an Australian Historic Motor Sport Commission approved Driving Standards Observer is compulsory at all National Historic events and is highly recommended at all other events conducted under the 5th Category regulations.

### DRIVING CONDUCT

**Contact between vehicles shall not be tolerated.**

Compared with contemporary racing, historic racing enjoys several exemptions from vehicle safety standards as apply to modern cars. These exemptions could result in a lower level of driver protection and thus the code of conduct in historic racing must recognise this situation. Drivers of faster cars shall abide by a code of conduct whereby they do not seek to improve their position in the race during the lapping of slower cars. Similarly, drivers of cars being lapped must not seek to improve their position in the race when being lapped.

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

Overtaking at corners is the most likely occasion where contact may occur. Late braking, out of control moves “up the inside” and crowding on the exit of a corner is not acceptable conduct.

Participants must allow sufficient room at corners and be prepared to yield to a competitor in the interest of safety even if at the expense of track position.

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

At some race tracks, further overtaking protocol may be introduced to the group, and all participants are expected to abide by the protocol so agreed.

#### *RACING ROOM*

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

#### *PROTECTING YOUR LINE*

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

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

#### *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 means 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.

#### *RE-ENTRY ONTO 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.

All participants must be fully aware of the supplementary regulations applicable to the specific race meeting and follow the direction of Driving Standards Observers, stewards and marshals at all times.

Particularly, a thorough understanding and observation of flag signals and starting protocol must be demonstrated at all times.

Participants involved in serious incidents shall be reported to an Australian Historic Motor Sport Commission approved Driving Standards Observer (DSO) and/or the CAMS Historic Steward and may be excluded from the current and in some cases future events.

When Historic Touring Cars participate at events that are not national level CAMS 5th Category events, HTCA NSW shall ensure that the event officials are aware of the HTCA NSW Code and they shall be asked to ensure the Code is applied.

#### QUALIFYING

In any race exclusively for historic vehicles, all starters should have qualified within a maximum lap time variation of 130%. This limitation may be varied in that starters not meeting the limitation may be permitted to run on the recommendation of the Clerk of the Course, subject to the individual approval of the Stewards of the Meeting. Regrouping of vehicles in other events should be considered as a means of achieving compliance with the 130% requirement.

#### 8.0 ENJOYING THE SPECTACLE

Spectators attend historic race meetings to enjoy the spectacle of the competition - not necessarily to contemplate lap records and finishing positions of individuals unknown to them. This is particularly true of our category - Historic Touring Cars.

When racing, participants should give consideration to “putting on a show” for the spectators who have come to see our vehicles. This may include initiatives such as agreeing with fellow participants in your racing group to demonstrate close and exciting racing with multiple position changes throughout your races.

The accolades received from spectators, officials and your team after the racing will far outweigh compromises in overall track position.

I have read this document and agree to abide by it.

Competitor Name .....

Competitor Signature .....

Date                    / / .

Event .....