



HISTORIC RACING SOUTH AFRICA

CODE OF DRIVER CONDUCT

1. Preamble

Historic Racing South Africa (HRSA) has a mandatory Code of Driver Conduct, which shall be applicable to all series administered by the HRSA. The Code of Conduct has the objective to maintain and enhance the reputation, standing and good will of the HRSA. It has particular relevance to member and driver behaviour at race meetings and club functions.

2. Principles

The HRSA is an organisation that believes in honour and integrity as a basis for clean, but competitive, and respectful racing. The objectives of the HRSA include the preservation and racing of historic motor vehicles.

3. General obligations on members

Members acknowledge that it is the responsibility of each and every member to ensure that the good name of the HRSA is upheld at all events sanctioned by Motorsport South Africa, and all club events. To this end, the following is applicable:

- 3.1. HRSA members race cars must always be presented in a manner deemed acceptable by the club.
- 3.2. HRSA members shall comply with all Motorsport South Africa (MSA) requirements concerning behaviour, drug use and alcohol consumption and vehicle presentation, as defined in the current MSA Regulations.
- 3.3. HRSA members will conduct themselves with integrity and courtesy, and ensure the safety, comfort and convenience of members and guests is maintained.
- 3.4. HRSA members will conduct themselves in a manner which avoids controversy with fellow members.
- 3.5. Any member, driver or guest who acts in a way deemed to bring the club into disrepute, such as using offensive language, inappropriate behaviour, or disturbing or ruining the enjoyment of the club, may be asked to leave the event or meeting. If there is any recurrence, the offending person(s) may be banned from club membership for a period of time to be decided by the HRSA Committee.
- 3.6. Members are responsible for their own conduct as well as the conduct of any person associated with them, such as, Pit Crews, Vehicle Owners and Sponsors.

- 3.7. Most Officials, Stewards and Marshals have volunteered their services to ensure the smooth, efficient and fair conduct of the race meetings, and as such members must avoid arguing with any such officials or marshals - if any member disagrees with a ruling, they must quietly check with the Official on how the decision was reached or communicate via an HRSA committee member.
- 3.8. Members are to ensure that they always control their tempers - verbal and physical abuse of stewards or other competitors and deliberately distracting or provoking others is not acceptable or permissible behaviour.
- 3.9. Members are to ensure that they always treat all competitors as they would like to be treated, and do not interfere with, bully or take advantage of any other participant.
- 3.10. Members must avoid the use of inflammatory, coarse or derogatory language.
- 3.11. Members must ensure that drivers and crew working on race cars do so in a safe manner and using safe methods at all times - e.g. jack stands, approved fuel containers etc.
- 3.12. Members are to ensure that drivers at all times drive in both race cars and service vehicles in all areas off the track at a safe speed, and ensure that at no time traction between the tyres and road surface is broken (i.e. no wheel spinning)
- 3.13. Anyone who wishes to make a formal complaint against any member or committee member must put it in writing and hand it to the secretary of the club.

4. General driving behaviour

Members of the HRSA acknowledge that the vehicles owned and raced by fellow members are treasured possessions, and damage to these vehicles must be avoided wherever possible.

- 4.1. Any contact between competitors is deemed undesirable. To that end, on track bashing, overly aggressive blocking or any intentional action that is designed to impede another driver's progress or cause them to go off the track is not permitted. This includes but is not limited to, bumping, forcing another driver off the road either by squeezing them out or through contact intentional or not, or brake testing.
- 4.2. Any contact between two competitors that results in cars leaving the racing surface will be deemed dangerous and the competitor who causes the other competitor to leave the racing surface will be guilty, unless deemed otherwise by the CoC or HRSA committee.
- 4.3. Drivers must keep at least two wheels on the same side of his car in contact with the racing surface, this does not include curbs and areas outside any painted line marking the edge of the track, at all times. If there is no curb or coping at the edge of the track the painted line will be considered the boundary and at least two tires from the same side of the car must remain within this boundary.
- 4.4. Drivers must give fellow competitor's racing room, be aware of cars around them, and use their mirrors.

- 4.5. Drivers must note that slower cars need just as much track as faster cars. A faster car doesn't have the right to shut the gate on a slower car. If a faster car is trying to overtake a slower car, the driver of the slower car must not deliberately try to hold up the faster car as this leads to frustration and unnecessary risks in order to get past. Remember, the faster car will overtake eventually. Drivers must hold their lines and if possible, indicate on which side they wish to be passed.
- 4.6. When racing for position:
 - 4.6.1. Drivers may not shut the gate after a fellow competitor has made his move
 - 4.6.2. Drivers may only change track position once if they are defending a line - deliberate swerving is not acceptable.
 - 4.6.3. If drivers are late braking up the inside, they must always leave enough room for fellow competitor around the outside.
 - 4.6.4. If drivers feel that fellow competitors have been unfair or unsporting, they must not take justice into their own hands on the track - talk to a member of the HRSA committee first.
 - 4.6.5. Barging is not an acceptable race strategy.
 - 4.6.6. Before starting an event, drivers must familiarise themselves with the performance potential of other competitors and their cars. Should drivers fall into a slower category then they must be prepared to be overtaken and watch their mirrors to ensure that they do not become a hazard to other competitors and themselves.

5. Incidents on track

The following rules are applicable for all HRSA administered races, and apply to Historic Saloon Cars, Sports & GT, Historic Production Cars, Historic Endurance Series, Youth Program and Historic Pursuit Racing.

- 5.1. Competitors involved in incidents are required by MSA to submit a report to the Clerk of the Course (CoC) within 30 minutes of the finish of the practice, qualifying session or race. The relevant HRSA committee may, in the absence of any incident report to the CoC, request incident reports from competitors which will be referred to the CoC. MSA Circuit Racing SSR 61 applies.
- 5.2. The HMC Sporting Working Group Code of Driver Conduct shall apply to this series.
- 5.3. The CoC will apply any such penalties as may be provided for in the MSA GCR's and SSR's.
- 5.4. Competitors must undertake to race within the spirit of the regulations and CoC together with the relevant HRSA committee will be the final judge of fact.

- 5.5. In the event of an incident all parties involved will be put under observation, a yellow card will be issued to the competitor and a yellow sticker will be placed on the cars involved.
- 5.6. When a competitor is issued with a yellow card, he, she will be under observation for the following two race meetings in which he/she competes (irrespective of the season). If the competitor is penalized with three yellow cards, the second yellow automatically becomes a red card.
- 5.7. In the event of a competitor being penalized with a red card he/she will automatically be banned from competing in the following 2 race heats (an Endurance Series race will qualify as 1 heat for this clause and 5.8 below) even if it includes the second heat on the day. Should the second heat be at the start of the next meeting, the competitor will not start heat 1 and will start from pit lane for heat 2.
- 5.8. Two red cards in any one season will automatically exclude the competitor for the rest of the season. If the rest of the season has only 1 heat left the red card will be extended to the first heat of the following season.
- 5.9. Yellow and/or Red cards may be issued by the HRSA committee in their sole discretion, to competitors for reckless and /or dangerous driving, unsportsmanlike behaviour and/or contravention of MSA regulations after taking into account all the facts relating to the incident.
- 5.10. The competitor has a right of appeal to the HRSA committee within seven days of notification of the award of a card. After hearing the appeal of the competitor, the sub-committee shall have the right to change or abide by their decision. Such a decision will then become final.

I agree to be bound by the Historic Racing South Africa Code of Driver Conduct:

Name (PRINT): _____ Signature: _____

Date: _____