



Drivers' Code of Conduct

These Driving Standards Notes must be read in conjunction with all the Race Meeting Regulations and the CAMS Manual.

The following code of conduct is expected by all driver competing in Street Car events, whether they are part of the class or Invited classes running within Street Cars.

1. **RACING ROOM** – Giving your competitor racing room is one of the foundation rules of racing. This rule is the basis of all for Driving Standards. At all times you must not force your competitor off the track by squeezing or failing to give them adequate room to place and race their car.
2. **BLOCKING** – Blocking causes accidents. It is considered unsporting although tactically defending a position in the closing stage of a race by altering line once is accepted.
3. **PROTECTING YOUR LINE** – To protect your racing line on a straight you are allowed ONE movement to position your car. You cannot move back onto the racing line at the end of the straight as that is two moves. Continuous movement across the track down the straight is considered multiple movements. Protecting your line in this manner for multiple laps will constitute blocking. The above does not apply when passing slower and/or smaller class cars, which are expected to stay on line whilst being passed.
4. **OVERTAKING AT CORNERS** - At the USUAL TURN IN POINT of the corner and no later, you MUST have your car's front overlapping the "B" pillar of the car you are overtaking. From this point you have the right to continue on through the corner but still giving racing room to your competitor, anything less and you MUST bail out of the passing move without affecting the other car's progress and allow your competitor to come across in front of you. At the usual point of turn in you must also have your car under control for your move and does not include out of control moves up the inside such as dive bombing. Vice versa if you are overlapping the "B" pillar of the car you are passing, they must give you racing room, they can stay on the outside of you if they choose but they MUST not crowd in on you or cut across your nose. If your competitor stays on the outside and alongside you, then you must give them racing room on the exit of the corner.
5. **LAPPING** – Care should be exercised when lapping a slower car. Lapped drivers should use their mirrors and be aware when a passing move is about to be made, and not frustrate it. There is no need to point which side the pass should be made; that is the prerogative of the passing driver. However, if a driver about to be lapped does make such an indication, the passing driver should attempt to comply.
6. **RE-ENTRY TO THE CIRCUIT** – If you go off the circuit or run wide make sure it is safe to re-join the circuit. Wait for a flag marshal's direction or a clear gap in the traffic.

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