



CIRCUIT EXCEL ASSOCIATION OF SOUTH AUSTRALIA

DRIVING STANDARDS POLICY

Version 1.0 | 19th March 2017

1. Common Sense:

If you can, AVOID an incident.

Right or wrong – you are better to avoid the incident and live to fight another day, than be on the trailer with a damaged car, going home boasting you were right!

2. Track Limits:

Track limits are defined by the painted lines on both sides of the racing surface.

If all four wheels cross fully over either side of the painted lines, you are considered as running wide and can be reported by trackside marshals. Consistent running wide runs the risk of being penalised for exceeding track limits. This includes any kerbs, ripple strips, and concrete aprons beyond the painted lines.

3. Racing Room:

Giving your competitor racing room is one of the foundation rules of racing. This rule is the basis of all 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.

Car to car contact is not permitted under any circumstances.

4. Defensive Manoeuvring:

- A driver is allowed to take a defensive line when approaching a corner, but once a line has been adopted, it must be maintained. More than one change of direction to defend a position is not permitted.
- However, protecting your position in this manner (a series of single moves for multiple laps) may also constitute blocking.
- Manoeuvres liable to hinder other drivers such as deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction are strictly prohibited.
- If any overlap exists on a straight, each driver must provide no less than one car width of racing room to the track edge. There is to be no weaving or overt blocking on the straight.

5. Overtaking Into A Corner:

- At the USUAL TURN IN POINT of the corner (and no later), you MUST have the front of your car past the B pillar of the car you are overtaking, whilst remaining in complete and effective control of your vehicle at all times.
- From this point you own the corner, but anything less and you MUST bail out of the move without affecting the other car's progress and allow your competitor to come across in front of you.
- Vice versa if you are past the B pillar of the car you are passing, they MUST give you racing room. They can position their vehicle 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 and not seek to crowd them off the circuit.
- Late braking manoeuvres ("Dive bombing"), which forces a leading car to choose between taking their rightful line or avoiding a likely collision beyond turn in does not constitute acceptable conduct.
- Remember – under the CAMS National Competition Rules, it is entirely the responsibility of the overtaking driver to execute the manoeuvre safely. Participants MUST be prepared to yield to another competitor in the interests of safety.

6. Re-Entry To The Circuit:

- If you go off the circuit or run wide, regardless of cause, drivers must exercise due care when re-entering the circuit, doing so in a safe manner and without gaining an advantage.
- Your re-entry should not impede any other traffic on the circuit, or force them to take evasive action to allow your re-entry. Nor should it result in debris being left on the racing line (such as sand or gravel).
- If necessary, wait for a clear gap in the traffic, or a flag marshal's direction.

7. Being Lapped:

- Drivers of slower cars must allow faster cars to lap them with minimum hindrance. Observe for blue flags (or light panels), watch your mirrors and if required, in a safe manner, take a safe line that is off the normal racing line so as to allow the overtaking car to pass more readily.

8. Stopped Vehicles:

- If at any time you are unable to proceed safely forward due to the mechanical condition of your vehicle, attempt to pull off the racing circuit and stop in a safe position.
- If possible, attempt to stop near any trackside marshal's post, as they will be able to better assist you in your recovery to the pits post event, and come to your aid if required.

- Only if stopped in a safe position and confident that no further danger exists from other potentially out-of-control race vehicles, should you then abandon your vehicle and proceed immediately over the first line of protection (trackside barrier/wall). If you have assessed it as being safer to remain in your vehicle, be prepared to signal that you are ok to the nearest trackside marshal.

9. Penalties:

Any single incident, repetition of serious mistakes or the appearance of a lack of control over the automobile (such as leaving the track) shall be reported to the Stewards of the Meeting and may entail the imposition of the following penalties, in order of increasing severity, at their discretion:

- Reprimand
- Fine
- Sundry penalty including time, starting position, stop/go and pit lane drive-through
- Exclusion (from the race or entire event)
- Suspension (from all CAMS sanctioned events for a set period of time)
- Disqualification (permanently from all CAMS sanctioned events)

If in-car footage is believed to exist, you must make it available to event officials if requested. It is a condition of event entry that you accept all footage remains the legal property of event organisers and CAMS.

PLEASE SIGN BELOW AND RETURN TO THE CEASA SECRETARY

Competitor Name: _____

CAMS Licence #: _____

Car #: _____

Signature: _____