



## Driver Standards – Historic Muscle Cars and Historic Saloon Cars

### Philosophy

*“Historic competition is not simply another formula in which to acquire trophies, it is a discipline apart, in which one of the essential ingredients is a devotion to the cars and to their history. Historic Motor Sport enables the active celebration of the History of the Motor Car.” FIA*

HMC and HSC are groups where the cars are the stars and many valuable and historic cars are raced for enjoyment. Protection of these cars (and all other cars) needs to be of upmost importance. As we have no trophies or prizes there should be no need to take unnecessary risks.

The responsibility rests with you the competitors driving on the track and you're the ones that must control your own driving standards and have respect for others. Damage reflects badly on our groups and also has the potential to put off new or existing car owners from participating. We want to promote our groups and to do this we need the driving standards to be at a constant high level.

Having no points or championship means that the usual methods of addressing poor driver behaviour is more challenging.

### HMC/HSC Approach

We have a Driving Standards Officer (DSO) Raymond “Crunch” Bennett, (Board Member MSNZ), who will enforce driver standards as per MSNZ Manual AND these HMC/HSC standards AND any future modifications as determined by the Directors.

Anybody whose driving is found to be outside of these standards will be instructed as to what we expect and penalties applied as per Appendix A.

Registering with HMC/HSC for any event will mean that you

1. automatically agree to follow these standards
2. accept the DSO's ruling
3. agree to abide by his decisions and waive any legal right in respect of compensation whatsoever due to any ruling.

If you cannot accept this then please DO NOT REGISTER.

### New Drivers

All new drivers will be on probation until the completion of 3 events

All drivers with 3 or less events with HMC/HSC (or a first time competitor at that particular race venue) will attend a new drivers briefing to be held after our main drivers briefing. This is compulsory to attend and failure to attend will result in removal from the grid.



## **On track behaviour**

A driver must not cause an avoidable accident and drivers must give each other “racing room” which is defined as a full car width between the subject car and the edge of the track or another car.

The responsibility for passing another car safely rests with both drivers. The overtaken driver should be aware that he/she is being passed, he/she must not impede the pass by blocking and both drivers must give each other racing room.

The driver in front has the right to choose his/her line on the track so long as it is not considered blocking. A passing driver only has the right to his own line when he can make a pass without contact or leaving the track and there is adequate room to achieve it.

Blocking – a driver may choose to protect his or her position so long as they do not block. Blocking is defined as 2 consecutive line changes on a straight to protect their position and in doing so, impede the vehicle that is trying to pass. Drivers are prohibited at all times from changing lines in a corner.

Car to Car Contact – contact between cars is not permitted.

At all times drivers should always make the decision that will avoid an accident or collision.

## **Alcohol and Drugs**

MSNZ standards have set the tolerance for breath alcohol at zero. Alcohol testing may be undertaken by the DSO at any time without notice or warning. No competitor will be allowed to compete if a positive test is given. A competitor returning a positive test will be given the opportunity to take a second test with twenty (20) minutes of the first test. Any competitor returning a second positive test will not be permitted to take any further part in the meeting on that day.

No driver or their support team or any HMC/HSC officials shall take, be affected by or have in his/her system any banned substance or alcohol during any meeting or Event. Any Driver who consumes intoxicating liquor at a meeting or Event shall be instantly excluded therefore and shall be prevented from starting or continuing in that Meeting or Event.

After the final race of any event has finished, alcohol may be consumed provided the rules of the track and the rules of the event are abided by. We ask that support crews do not consume alcohol until the final HMC/HSC race of the day has finished in case their services are required. The New Zealand Sales and Supply of Alcohol Act 2012 requires that all individuals consuming alcohol do so responsibly while maintaining orderly conduct.

It should be noted that there is zero alcohol policy at Manfield. Written authorisation needs to be received before alcohol can be bought into Hampton Downs. Other tracks and events may have their own policies. After the last race of the day alcohol may be consumed at licensed track facilities if available.

## Appendix A

### Breach of Driving Standards Penalties

Note for any breach BOTH the race penalties and after race penalties will apply. The DSO MUST apply the minimum penalty for the driver breach but can apply stricter penalties at his sole discretion.

#### **Dangerous Driving**

Dangerous Driving is where a driver behaves in a reckless and dangerous manner and endangers the health and safety of himself or any other participant. This is the most serious of all breaches of driver standards. Examples include deliberately hitting another vehicle, forcing another vehicle off the track or engaging in any physical altercation with any other person on or around the racetrack.

#### **Dangerous Driving Penalties**

During a race – immediate black flag and return to pits and the matter is reported to the CRO.

After race – Driver is banned for the current event and at the DSO's discretion, banned for further events up to a maximum of 13 months.

Any second or subsequent serious infringement in any 12 month period – Driver is banned indefinitely.

#### **Aggressive Driving**

This is when a driver behaves in an aggressive or intolerant manner and endangers other vehicles. It is less serious than dangerous driving, but still a serious breach of our driver's standards. Examples include overtaking off the track, forcing other drivers to give way where not doing so would result in damage to either vehicle, repeated blocking, threatening or abusing competitors, officials, volunteers or sponsors, disobeying red, yellow or black flags.

#### **Aggressive Driving Penalties**

During a race – immediate black flag and drive through penalty

After a race – Driver is either placed at back of grid for next race or banned for next race at DSO discretion.

Any subsequent infringement at same event – results in driver banned for the balance of event. If the action occurs during the last race of the event, then driver is either placed at back of grid for first race at the next event or banned for first race at the next HMC/HSC event they attend as a driver at the DSO's discretion.

#### **Poor Sportsmanship**

This is when a driver behaves in a selfish or poor manner and inconveniences and upsets other drivers. It is not serious like dangerous or aggressive driving but is still not acceptable during HMC/HSC events. This would be minor blocking, first corner overtaking during rolling starts, not



maintaining grid position, jump starts, sustained loss of traction that inconveniences other drivers, failing to move out of the way when your vehicle is suffering mechanical malfunction and failure to observe blue, white or black/orange flags.

### **Poor Sportsmanship Penalties**

During a race – 1<sup>st</sup> instance - display of poor sportsmanship flag (Black/white)

During a race – 2<sup>nd</sup> instance – black flag and drive through penalty.

After the race – a time or position penalties at DSO discretion for the next race (or the next event if behaviour occurs in final race).

### **Vehicle contact**

Car to Car Contact – contact between cars is not permitted and both drivers must use their best abilities to avoid any contact. The section covering on track behaviour, outlines expected behaviour, however if car to car contact occurs both parties are automatically deemed to be at fault. It is expected that parties use best endeavours to avoid any contact even if this compromises their race.

If it is considered by the DSO that the contact is severe and only one party is at fault then that party is automatically deemed to have incurred a Dangerous Driving penalty as it meant that that party behaved in such a dangerous manner, that there was nothing the other party could have done to avoid the collision.

### **Vehicle Contact Penalties**

During a race – If minor contact then display of poor sportsmanship flag (Black/white) for all parties involved.

During a race – if major contact or any 2<sup>nd</sup> instance of minor contact – black flag and drive through penalty for all parties involved.

After the race – any parties that had contact will be required to start at back of grid with further additional time, position or banning penalties at DSO discretion.

Any 2<sup>nd</sup> or subsequent contact during any event then the driver is banned for the balance of event.

Any contact in the final race will result in – both parties will be required to start at back of grid with further time or position penalties for the next HSC/HMC event they attend as a driver at the DSO's discretion

If the 2<sup>nd</sup> or subsequent contact occurs in the final race then the driver will be banned for a minimum of one event.

### **Notes**

If due to a penalty the driver must start at the back of the grid for a race and it is a handicap race, the penalty will be changed to an additional 30 sec start delay added to the competitor's time.

A driver will have been deemed to have served his penalty provided he crosses the start line after the commencement of a race, irrelevant of his finishing status.