

Code of conduct

Is there a need for a "code of conduct" in historic racing? Some say so, other say no. Those who say so are often those who have been involved in an accident recently, those who say no are often those who are faster than the majority.

As you are the guys who not only meet the drivers a lot but also see their cars when an accident might have taken place, the FIA Historic Motor Sport Commission would be very interested in having your views.



If you look at this picture you will be, I think, horrified. A Lotus Elan sheared a drive shaft in the start, could not move and was run into and in fact over by a rather heavy and strong touring car. The standard petrol tank of the touring car split and petrol poured over the Elan. Five cars were involved in the fire. The good news is that the driver of the Elan, who really in the hot seat escaped with some nasty burns.

But this accident, one might argue had a technical cause, the drive shaft. Yes, but to create an accident you also need somebody to run into you. Maybe the touring car driver was too keen to make a good start, maybe he was pushed from behind?

The race, by the way, was an appendix K race not in the FIA Championship. Before I change to the next picture I want you to take a good look at it once more and remember what you have seen.

In the United States they have had a code of conduct for a long time. In my opinion it is a little bit too stringent. If you go a little bit sideways the take you off the track. That would not

work so well with 250Fs, Connoughts and ERA:s, I am sure you all agree. But of course, the problem is where to draw the line...

The HGPCA who look after just that type of cars have a very good idea. They have a driver contract that starts by pointing out the risks for the drivers and the cars, underlining the fact that these cars have little or no inherent safety features. They go on tell their drivers what they already know: that some of them are better drivers than others and finish off by telling that the HGPCA will take a good look at the FIA papers of each car. Finally they ask the driver to sign the contract that means that he has agreed that he has read and understood.

Our friends in Australia show even more forward thinking. This, I think, might work other places in the world. When you offer rewards rather than punishment I am sure that you have a lot of good participation and understanding of the spirit of the sport.

The Historic Sports and Racing Car Association pf NSW have The Goodwood Prize where the Big Prize is a return trip to the Goodwood Revival plus pocket money. Drivers as well as officials are eligible. Drivers must participate in all four championships events without misbehaving, officials must work at all four meetings.

Well, that's just a few thoughts. Do no make any decisions, just think about it during 2005 and see what you can come up with for an even better future.

Gunnar Elmgren 02 Feb 2005

For free distribution



The Association is dedicated to the enjoyment and preservation of Historic Grand Prix Cars and Drum-braked Sports-cars. These cars have little or no inherent safety features. We are allowed to race on a concessional basis. Accidents not only destroy originality but put at risk the concessions under which we are allowed to race. Members are therefore required by the Association to drive in a sportsmanlike and considerate fashion in particular avoiding car contact and not indulging in 'modern' aggressive driving tactics. A Driving Standards sub committee has been appointed that will review all accidents as a matter of course and incidents and causes for complaint as they arise. Offenders will be warned and, if persistent, not invited to future HGPCA races.

It is the nature of our Association that we have members and cars of widely differing ability and performance. A degree of tolerance is expected from faster drivers and discipline by all. Any behaviour which brings or is likely to bring the Association into disrepute including abusive language and/or gestures to other competitors or officials, on or off the track, will, of course, not be tolerated.

Owners and drivers should understand that they race by the invitation of the Association only and agree to abide by the Association's rules and guidelines and conduct themselves in a considerate and sporting manner both on and off the track at all times. Owners should accept the responsibility of maintaining the original configuration and specification of their cars in accordance with its FIA papers, copies of which are held by the Association.

My signature below confirms my understanding and agreement of the above.



The Historic Sports and Racing Car Association of NSW Inc.

Presents the

HSRCA Goodwood Prize



The Prizes:

Two HSRCA jackets

Two return economy airfares to London

Entry for two to the Goodwood revival meeting 2006

SA\$5,000.00 spending money

Total value approx \$11,000.00 each.

*Two prize packages are to be awarded -
one to the competitors and one to the officials.*

To be Eligible:

Competitors: Enter and attend all four HSRCA race meetings in 2005. "Bad Boy" charges, or entry refunds will eliminate you.

Officials: Sign on and work at all four HSRCA race meetings in 2005.

The odds are fantastic!

***To be drawn at the HSRCA Christmas Party at
Wakefield Park, November 2005***

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