

Recently a document has been developed to clarify breeches of the Code of Driving Conduct. This is designed to assist with providing interpretations to assist Stewards, Clerks of the Course and Competitors when making decisions. Thanks go to the assistance provided by BMW Race Drivers Series with the development of the document.

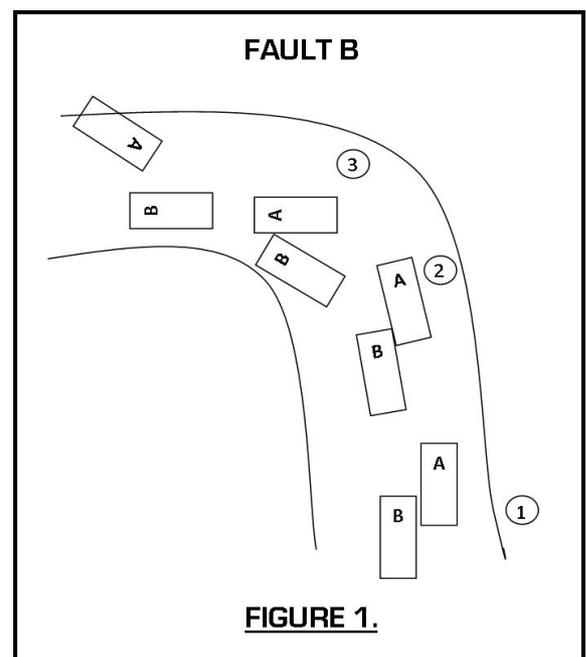
The following are guidelines to clarify situations that can occur during races. There are 2 overriding principles that apply at all times:

- Firstly, a driver must not cause an avoidable accident
- Secondly, drivers must give each other "racing room"

1. **General** – 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.
2. **Right to the Line** – 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 and there is adequate room to achieve it.
3. **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.
4. **Car to Car Contact** – contact between cars when passing, resulting in one car having an off track excursion or one car gaining an advantage is not permitted. Late diving to the inside of a corner to pass or attempt to pass is not permitted if contact with another car results.
5. **Racing Room** – in the situation where a car is required to give "racing room" - it is defined as a full car width between the subject car and the edge of the track or another car

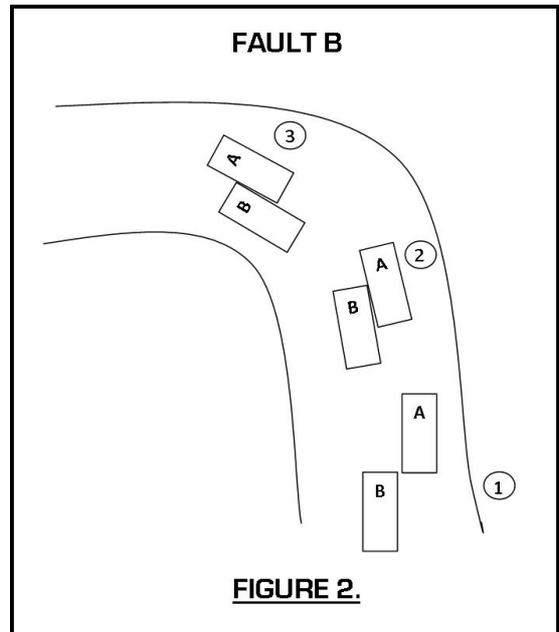
**Figure 1.**

Car B is attempting to pass car A going into a left hand corner. There is contact between the 2 cars at point 2. At that point car A has the right to his line through the corner and car B is not able to maintain their line without contact. Car B caused contact, so car B is at fault.



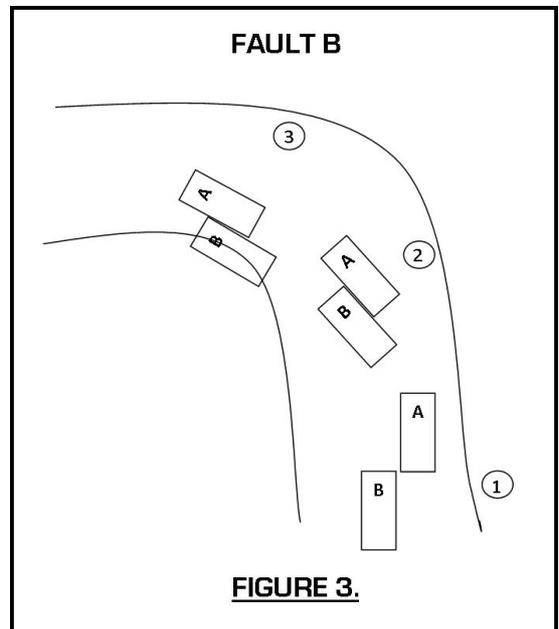
**Figure 2.**

Car B is attempting to pass Car A going into left hand corner. There is contact between the 2 cars at point 3. Car A is holding his line and leaves room for car B to make the pass, car B has an obligation to make the pass without contact, car B is at fault.



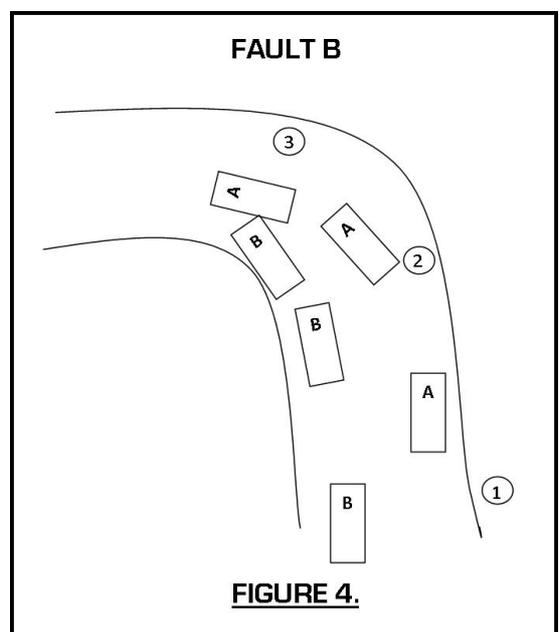
**Figure 3.**

Car B is attempting to pass car A going into left hand corner. There is contact between the 2 cars at point 3. Car A is holding the line and car B has pushed its way into a gap that isn't there. Fault lies with car B.



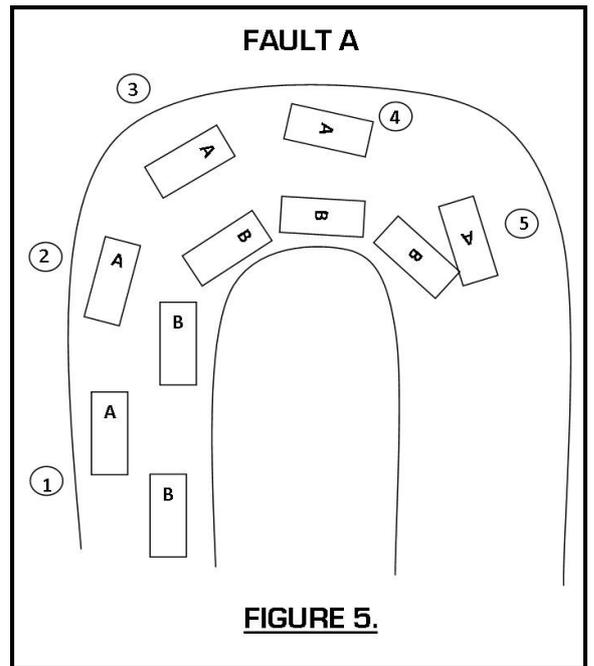
**Figure 4.**

Car B is attempting to pass car A into a left hand corner. There is contact between the two cars at point 3. Car A has already turned in and is committed to the corner. Car B is attempting a last minute pass and ends up locking all four wheels and sliding into the side of Car A. This is a collision possibly resulting from poor judgement and over aggressive driving on the part of car B. Car B is at fault.



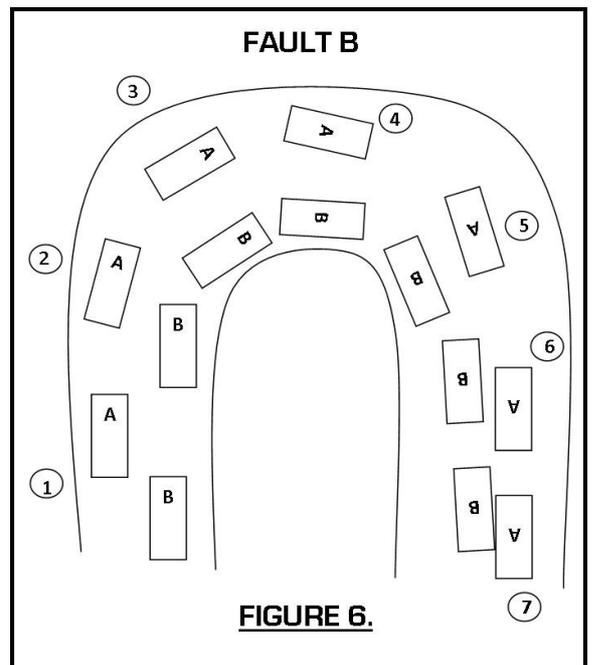
**Figure 5.**

Car B is attempting to pass car A on the inside of a tight right hand turn. At points 3 and 4, car B has pulled alongside car A and clearly has the right to be there. There is no excuse for the driver of car A not to see car B- at point 5. He has not given car B racing room. Fault lies with car A.



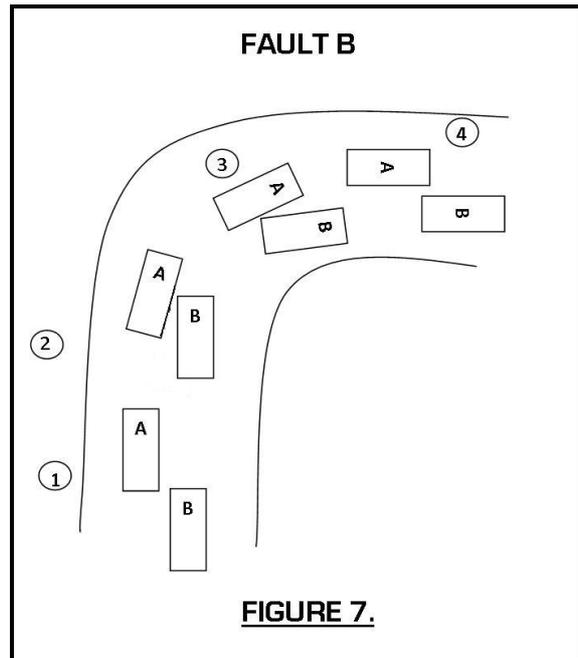
**Figure 6.**

This is similar to Figure 5; however, car A regains the lead and control of the line after point 6. Car B makes contact with the side of his nose to the rear of the tail of car A with the real possibility of spinning him causing car A to leave the circuit. Fault lies with car B for this contact.



**Figure 7.**

Car B attempts to make a pass on car A. At point 2, all is ok as both cars have racing room. However at point 3 the driver of car B loses control of the rear of his car and makes contact with the side of car A. This might normally be considered a racing incident however, it could be considered that car B was overdriving, fault would likely lie with car B as it gained an advantage through contact.



**Figure 8.**

Car B attempts to make an inside pass but misses the turn in point probably due to overdriving and continues straight ahead. The driver of car A is expecting the pass and has allowed car B plenty of room. Car A makes the assumption that car B will turn in at the normal turn in point and the result is contact at point 3. Fault is with car B.

