

CIRCUIT RACE APPENDIX DRIVING STANDARDS GUIDELINES

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A capitalised and italicised word in this document is defined in the FIA International Sporting Code (*Code*), the National Competition Rules (*NCR*), including their Appendices or this document. Any **HEADING is for reference only and has no regulatory effect.**

THESE GUIDELINES MUST BE READ IN CONJUNCTION WITH THE CODE OF DRIVING CONDUCT

INTRODUCTION

RACING IS A DYNAMIC PROCESS: Although these guidelines indicate specific relative positions of each *Automobile* at various points, the Stewards, Race Director (if appointed), Clerk of the Course, and Driving Standards Advisor (if appointed) will always review how each incident evolved, for example:

How did the *Automobile* get to the incident? e.g. late braking, driving into the apex of the corner, moving in the braking zone, changing track conditions, brake lock.

Was the manoeuvre late or “overly optimistic”.

What could each *Driver* reasonably see, know or anticipate.

Could the manoeuvre have been completed within the *Track* limits.

Did either *Automobile* exhibit understeer, oversteer or brake locking.

Did a *Driver* position their *Automobile* in such a way that contributed to the incident.

Did the type of corner contribute to the incident e.g., camber, kerb type, S bends, curves or apexes.

Consideration of the relative grip available, the condition of the tyres and *Track*, whilst acknowledging that *Drivers* must drive to the level of grip available and cannot use it as an excuse for an incident.

GUIDING PRINCIPLES

The following key guiding principles will be used in adjudicating incidents and for the application of any penalty:

A penalty needs to be meaningful.

A penalty needs to effect, change or modify the behaviour of each relevant *Driver* and Team.

A penalty is actually a penalty – not an equalisation method.

The *DSA*'s role is **only** to provide guidance as a Subject Matter Expert to the Clerk of the Course, Race Director and Stewards, and must not apply a penalty.

Each incident will be dealt with on its own merits - no two incidents are the same.

BREACH OF CODE OF DRIVING CONDUCT

Each *Driver* must comply with the Circuit Race Standing Regulations, Code of Driving Conduct relating to *Driver* behaviour on the *Track* at all times.

Causing a collision, repetition of mistakes or the appearance of a lack of control over the *Automobile* (such as leaving the *Track*) will be considered to be a breach of the Code of Driving Conduct.

The following driving standards will apply:

CARELESS DRIVING – Departing from the standard of a competent *Driver*. Examples of what will be judged Careless Driving include:

Not giving sufficient racing room on the exit of a corner

'*Bump and Run*' resulting in the loss of a position/s

Incident resulting in the loss of a position/s

DANGEROUS DRIVING – An action by a *Driver* which creates serious risk to others. Examples of what will be judged Dangerous Driving include:

Deliberate contact resulting in a major incident

Retaliation during or after a race causing damage

Multiple careless driving Infringements throughout a race

WEAVING DURING PRACTICE, QUALIFYING AND THE FORMATION LAP

If warming tyres by the use of weaving, the *Driver* who is weaving must keep an eye on their mirrors and cease weaving if another *Driver* is approaching to overtake.

If the *Driver* behind is also weaving, they will be deemed as not attempting to overtake.

Weaving during the Formation Lap is permitted, however a point at which a *Driver* must stop weaving may be advised.

QUALIFYING

If a *Driver* is impeded or blocked in qualifying, resulting in a loss of time or aborting that lap, a penalty may be applied.

If a *Driver* is on a warm-up lap or a cool down lap, the onus is on that *Driver* to ensure they do not impede or block another *Driver* on a fast lap.

OVERTAKING - GENERAL

It is the responsibility of the overtaking *Driver* to make a safe, controlled and ultimately successful manoeuvre without significant contact. It is the responsibility of the *Driver* being overtaken to ensure that sufficient racing room is given.

It is prohibited for a *Driver* to unfairly gain an advantage as a result of contact with another *Automobile* or driving outside of the *Track* limits.

A *Driver* who performs any act which results in debris being brought onto the *Track* may be penalised.

RACING ROOM ON THE ENTRY OF A CORNER

“**Significant entry overlap**” is considered as the front (e.g. headlights) of the overtaking *Automobile* is at least level with the steering wheel¹ of the *Automobile* being overtaken. (open wheel *Automobiles* – front wheel to front wheel)

As long as “**significant entry overlap**” has been achieved by the time the *Automobiles* have reached the normal turn-in point for the corner, it is the responsibility of the *Driver* being overtaken to concede position and allow racing room to the overtaking *Automobile*.

The *Driver* of an *Automobile* attempting to overtake must earn track position and the right to be given racing room by using skill and judgement to achieve the appropriate amount of overlap.

If it is judged that a *Driver* attempting an overtaking manoeuvre does not achieve “**significant entry overlap**” by the normal turn-in point and causes contact which disadvantages the *Automobile* being overtaken, then the *Driver* attempting the overtake may be penalised.

If contact is made from behind, it is generally going to be the fault of the *Driver* behind – it is the responsibility of the *Driver* in the trailing *Automobile* not to make contact with the *Automobile* in front, no matter how early they brake for a corner (within reason).

RACING ROOM ON THE EXIT OF A CORNER

Unless “**significant exit overlap**” is mandated in the *Rules* for a particular *Competition*, if an *Automobile* manages to stay around the outside, maintains track position and still has any overlap, it must be given racing room on the exit of the corner.

“**Significant exit overlap**” will be considered as the front (e.g. headlights) of the *Automobile* on the outside of the corner exit at least level with the steering wheel¹ of the *Automobile* on the inside of the corner exit, or even further toward the front of the *Automobile* on the inside (open wheel *Automobiles* – front wheel to front wheel).

If the *Automobile* tries to stay around the outside but is unable to maintain “**significant exit overlap**” and falls back towards the rear of the *Automobile* on the inside, it is the responsibility of that *Driver* to avoid contact on the exit of the corner.

¹ As these guidelines apply to a range of different *Automobiles*, it is left to the Stewards in each particular discipline to determine whether to apply the “steering wheel” to this guideline or the “middle of the other *Automobile*”.

CHICANES AND S-BENDS

The above guidelines for racing room on the entry and exit of a corner may be applied independently for each element of the combination at the discretion of the Stewards taking into account the entire sequence.

For clarity, priority will be given to the first corner element.

DEFENDING

A *Driver* is prohibited to alter their line in reaction to the *Automobile* behind. If a *Driver* is planning to defend their position, they must make this decision early, so that their intention is clear to the *Driver* behind. **More than 1 change of direction to defend a position is prohibited.**

A *Driver* intending to defend their position on a straight and before a braking area, is permitted to use the full width of the *Track* during their first move, provided that no portion of an *Automobile* that is attempting to overtake is alongside their *Automobile* (no overlap). If there is any overlap, the onus is on the *Automobile* that is defending to give racing room.

Any *Driver* moving back towards the racing line having earlier defended their position off the normal racing line, must leave racing room on the approach to the corner (at least 1 *Automobile* width) between their *Automobile* and the *Track* edge line.

Any movement to defend a position in the braking area is prohibited. Once in the braking area, the trajectory of the defending *Automobile* must remain parallel to the *Track* edge line.

RE-ENTRY TO THE TRACK

Track re-entry must be completed with caution and without gaining a lasting advantage.

An *Automobile* re-entering the *Track* must give way to any *Automobile* on the *Track*. An *Automobile* on the *Track* must not be forced to change speed or direction to avoid an *Automobile* re-entering the *Track*.