



WA Sporting Car Club (Inc) Further Regulation 4

Racing Championship Round 6
CARCO.com.au Raceway, Perth
25th & 26th October 2025
Permit No : 6252610/01



At this Event, note the following amendments to Supplementary Regulations

Please note the below Driving Standards Guidelines will be used to evaluate this weekends Driving Standards.

MOTORSPORT AUSTRALIA

DRIVING STANDARDS GUIDELINES

These Driving Conduct Guidelines have been developed to assist Drivers and Competitors in understanding the manner in which driving matters will be adjudicated.

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

- Penalties need to be meaningful;
- Penalties need to effect, change or modify the behaviour of both Drivers and Teams;
- Penalties are actually a penalty – not an equalisation method;
- The Driving Standards Advisors' (DSA) role is *only* to provide guidance as a Subject Matter Expert to the Race Director (if appointed), Clerk of the Course and Stewards, not to apply penalties;
- Each and every incident will be dealt with on its own merits - no two incidents are the same.

BREACHES OF THE CODE OF DRIVING CONDUCT:

A *Driver* must observe the Code of Driving Conduct relating to driver behaviour on the track.

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 "Re-Address" rule permitted in other categories may not apply; however, dispensation may be considered.

THE FOLLOWING STANDARDS WILL APPLY:

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

- Not giving sufficient racing room on the exit of a corner.
- '*Bump and Run*' resulting in the loss of position/s.
- Incident resulting in the loss of position/s.

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

- Deliberate contact resulting in a major incident.
- Retaliation during or after a race causing damage.
- Multiple Careless Driving Infringements throughout a *Competition*.

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 will be advised at each *Event*.

QUALIFYING:

It is recommended that an *Automobile* on a qualifying fast lap or laps will have its head lights on.

A *Driver* that is not on a qualifying fast lap or has completed their fast lap are reminded to switch their head lights off.

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 a *Driver* on a fast lap.

A “Go Point” may be applied at some circuits, where the expectation is for *Drivers* to cease creating a buffer to surrounding *Automobiles* and start getting up to their outright qualifying pace. This point will be advised at each Round.

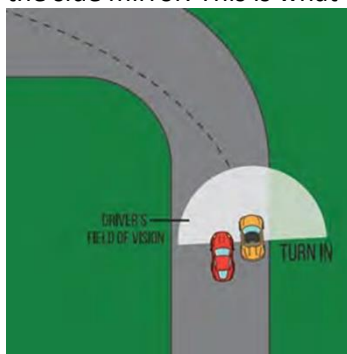
OVERTAKING - GENERAL:

Safe, successful passing is based on what *Drivers* can see. An overtaking *Automobile* bears the largest percentage of responsibility for passing safely. It is the responsibility of the overtaking *Automobile* 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.

As long as “**significant 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 *Automobile* being overtaken to (concede position) and allow racing room to the overtaking *Automobile*.

In order for the *Driver* of the *Automobile* being overtaken to be aware that the overtaking *Automobile* is alongside and that they should be given room, the overtaking *Automobile* must achieve enough overlap that the *Driver* of the *Automobile* being overtaken can see them.

As a guide, this would mean that the headlights of the overtaking *Automobile* should be at least level with the side mirror. This is what would be defined as “**significant overlap**”.



Overlap achieved.



Overlap not achieved.

From the perspective of simply pulling off a successful and clean move, *Drivers* should be aiming to be wheel to wheel with the *Automobile* being overtaking at the normal turn in point. If this is the case, the *Driver* of the *Automobile* being overtaken will be in no doubt that an *Automobile* is alongside them and filling the gap. If the *Driver* of the *Automobile* being overtaken still feels it appropriate to turn in and cause contact, the chances are that they will bounce off and penalise themselves.

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. It takes no skill for a *Driver* to simply stick the nose of their *Automobile* into a gap and hope that the *Automobile* in front somehow sees them and gives them room.

If, in the opinion of the DSA, RD and/or DRD or CotC a *Driver* attempting an overtaking manoeuvre, does not achieve adequate overlap by the turn in point and causes contact which disadvantages the *Automobile* being overtaken, the matter will be referred to the Stewards.

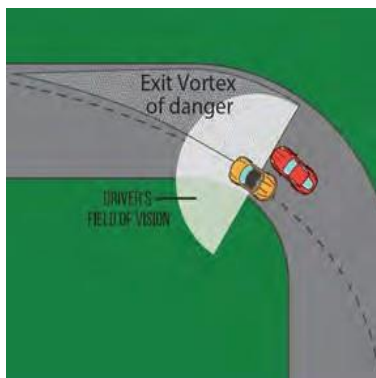
If contact is made from behind, it is generally going to be the fault of the *Driver* behind – it is the responsibility of the *Automobile* behind not to hit the *Automobile* in front, no matter how early they brake for a corner (within reason).

RACING ROOM ON THE EXIT OF A CORNER:

If an *Automobile* being overtaken manages to stay around the outside, maintains track position and still has “**significant overlap**”, they should be given racing room on the exit of the corner.

If the *Automobile* being overtaken tries to stay around the outside but is unable to maintain enough overlap and falls back towards the rear of the overtaking *Automobile*, it is their responsibility to avoid contact on the exit of the corner. **When you are overtaken, you need to know when to give up the corner.**

A reasonable overlap is considered as the headlights of the *Automobile* on the outside of the corner exit at least in line with the side mirror of the *Automobile* on the inside of the corner exit, or further.



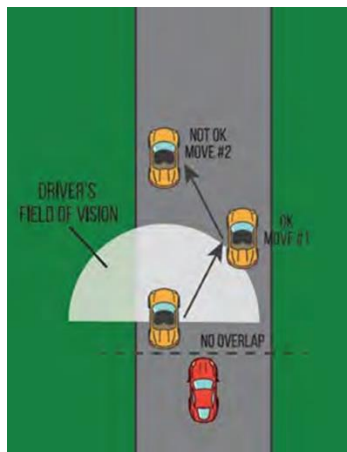
Overlap not achieved

DEFENDING:

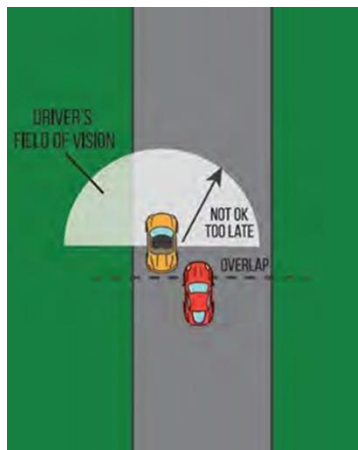
Defending your position by deviating from the conventional racing line (blocking), is only permitted on the first lap and last two laps of a Race.

A *Driver* is not permitted to alter their line in **reaction** to the *Automobile* behind. If a *Driver* is planning on defending their position, they should make this decision early so it is clear to the *Driver* behind what their intentions are.

More than 1 change of direction to defend a position is not permitted.



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 edge of the track.

Any movement to defend a position in the braking area is not permitted. Once in the braking area, the trajectory of the defending *Automobile* must remain parallel to the edge of the track.

Crowding of an *Automobile* beyond the edge of the track is not permitted at any time.