



The purpose of this document is to clarify and assist with interpretation and application of the Regulations.

Flag Observance

All flag rules must be obeyed.

Rough Driving

Any driver deemed by the Clerk of Course to be displaying rough driving may be penalised. The Clerk of Course and/or Stewards shall determine the course of action.

Passing

The responsibility for the decision to pass another car, and to do it safely, rests with the overtaking driver. The overtaken driver should be aware that he/she is being passed and must not impede the pass by blocking. A driver who does not watch his/her mirrors or who appears to be blocking another car seeking a pass may be black-flagged and/or penalised. The act of passing is initiated when the trailing car's (Car A) front bumper overlaps with the lead car's (Car B) rear bumper. The act of passing is complete when Car A's rear bumper is ahead of Car B's front bumper. "NO PASSING" means a pass cannot even be initiated. Any overlap in a NO PASSING area is considered illegal.

Pushing

The term "pushing" is defined as nose to tail (or side-of-the-nose to side-of-the-tail) contact, where the leading car is significantly knocked off of the racing line. Once the trailing car has its front wheel next to the driver of the other, it is considered that the trailing car has a right to be there. And, that the leading driver must leave the trailing driver enough "racing room." In most cases, "racing room" is defined as "at least three quarters of one car width." If adequate racing room is left for the trailing car, and there is incidental contact made between the cars, the contact will be considered "side-to-side." In most cases, incidental side-to-side contact is considered to be "just a racing incident." If, in the case of side-to-side contact, one of the two cars leaves the racing surface (involuntarily) then it may still be considered "a racing incident." (Note: The whole intent of the "wheel next to the driver" rule is to make sure that the overtaken driver sees the overtaking car.)

Pushing (exceptions)

There can be exceptions to the pushing rule. If the offending driver can prove that he/she was hit and forced into the car in front, then this may be grounds for dismissal of the charge or no action. If it can be proven that the leading car purposely or inadvertently used his/her brakes in an area that is not a normal braking zone, this may be grounds for dismissal of the charge or no action. However, if a driver brakes a little early going into a braking zone and there is contact and a push results, this is not grounds for dismissal. The trailing driver should be aware that following too closely when approaching a brake area might result in contact.

Right to the Line

The driver in front has the right to choose any line, as long as they are not considered to be blocking. The driver in front loses the right to choose his or her line when the overtaking driver has their front wheel next to the driver.

Blocking

A driver may choose to protect his or her line so long as it is not considered blocking. Blocking is defined as two (2) consecutive line changes to "protect his/her line," and in doing so, impedes the vehicle that is trying to pass with each of the two (2) consecutive movements. Drivers are encouraged to check with the Clerk of Course for a full explanation before the start of the race.

Notes:

These rules are the basis by which the Clerk of Course and/or Stewards will determine fault when two (2) or more cars are involved in an on-track incident. These rules are intended to help drivers determine when they should attempt a pass, and who may be at fault should there be an incident. The main purpose of the "¾ car width" rule is not to allow one driver to "squeeze" the other driver. The main purpose and intent is to alert the mind of the driver that is contemplating a pass that he/she may be "forced" to go two (2) wheels off-course to avoid a collision. Basically, this means that the overtaking driver must be certain that he/she can attempt the pass with room to spare, and must be prepared to take evasive action if necessary. Note to drivers: Remember that, even though you have the "right of way" it may not be smart to insist upon it. You may be involved in a collision that was not your fault, but you may end up crashing your car, sustain damage, get hurt, or at the very least be punted out of the race. The other driver may get penalties, but that will not help you fix your car, get your position back, or get you out of the hospital any faster.

Definitions**Body Contact**

Body Contact is defined as any part of a car making physical contact with another car significant enough to cause one (1) of the cars to sustain body damage or to be significantly knocked off of the racing line.

Damage

Damage from an incident is limited to the following definition: Any sheet metal, fiberglass, or other body material, deformity significant enough to cause AASA Officials to require repairs. Damage to suspension or other mechanical components are not included in this definition. Damage to plastic or vinyl bumper covers, trim pieces, splitters, marker lights; and marks from tyre rubs, are not considered damage for the purposes of this section.

Course Deviation

Course deviation is defined as: when a driver is forced to significantly deviate from the "normal" racing line as a direct result of body contact from another car. Voluntary deviation to avoid another incident is not considered deviation" for the purposes of assessing fault.

Spinning

When a driver spins or otherwise loses control over his/ her vehicle, and the car(s) following that person hits the spinning car, fault can be hard to determine. In most cases, this is considered to be a racing incident. The normal highway "following too closely" law does not apply to the racetrack. Whenever a car spins out of control, it is up to the reactions and instincts of the following drivers to brake, accelerate, or swerve in order to miss the spinning car. In most cases, the following driver that fails to avoid a spinning car and/or causes more cars to become involved, should not be held liable. About the only time that any penalties are issued in this type of situation is to the driver that spun, should this driver be on probation at the time of the spin.

Description of on-track incidents:

Figure 1

Car B is attempting to pass Car A going into a left-hand corner. There is contact between the two cars at point 2. At the point of contact Car B does not have its front wheel next to the driver of Car A, and therefore does not have a right to be there. Therefore the fault is placed on Car B.

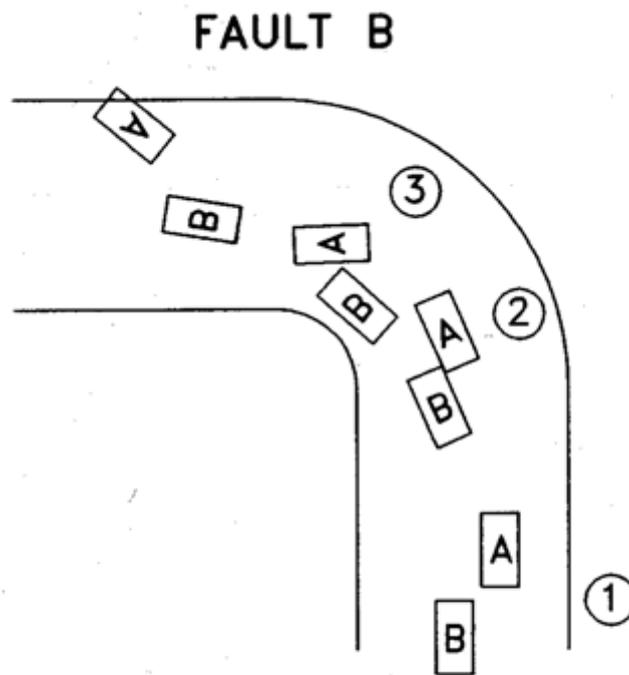


FIGURE 1

Figure 2

Car B is attempting to pass Car A going into a left-hand corner. There is contact between the two cars at point 3. Car B does have its front wheel next to the driver of Car A and therefore does have a right to be there. However, Car A leaves Car B more than enough room to make the pass. Car B has an obligation to make the pass without contact. Therefore the fault is placed on Car B.

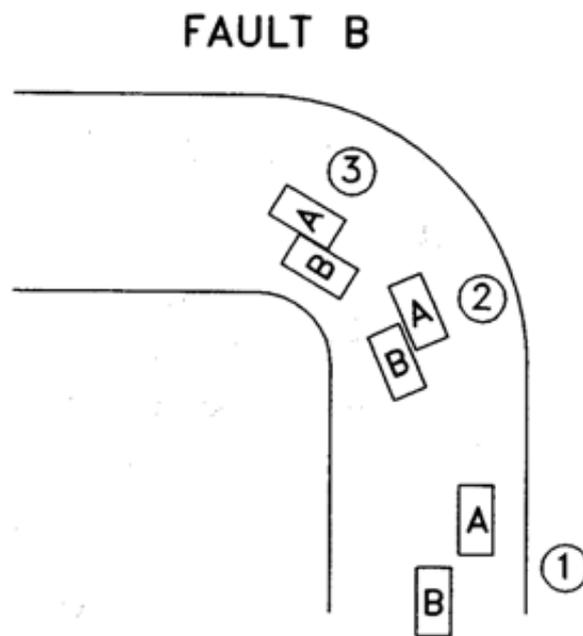


FIGURE 2

Figure 3

Car B is attempting to pass Car A going into a left-hand corner. There is contact between the two cars at point 3. Car B does have its front wheel next to the driver of Car A and therefore does have a right to be there. However, Car A does not leave Car B more than enough room to make the pass. In this case, "more than enough room" is defined as "at least $\frac{3}{4}$ of one car width." Therefore the fault is placed on Car A.

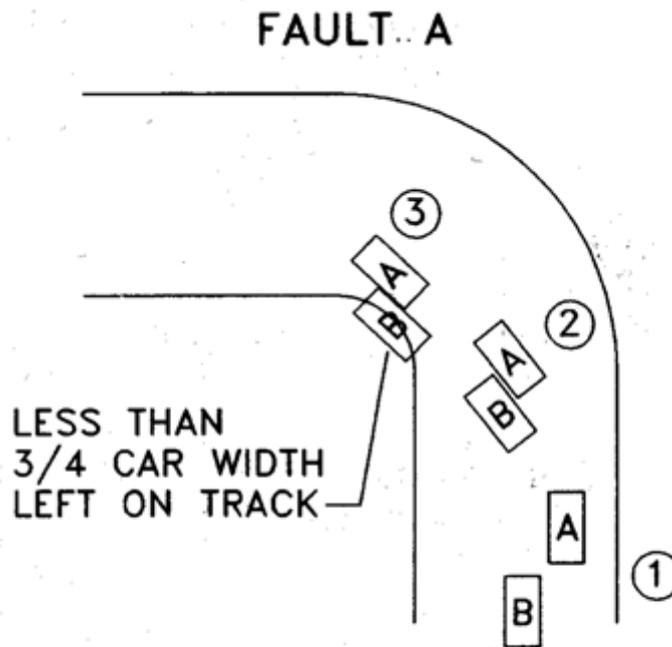


FIGURE 3

Figure 4

Car B is attempting to pass Car A going into a left-hand corner. There is contact between the two cars at point 3. Car B does have its front wheel next to the driver of Car A and therefore does have a right to be there. However, Car A leaves Car B less than one car width but more than $\frac{3}{4}$ of one car width. The driver of Car B should not have attempted to make that pass if he/she was not willing to drive into the dirt to avoid collision. The driver of Car B is at fault, however if aggrieved he/she should report the incident to the Clerk of Course. The Clerk of Course should talk to the driver of Car A for not watching his/her mirrors, as well as the driver of Car B for being at fault in the incident.

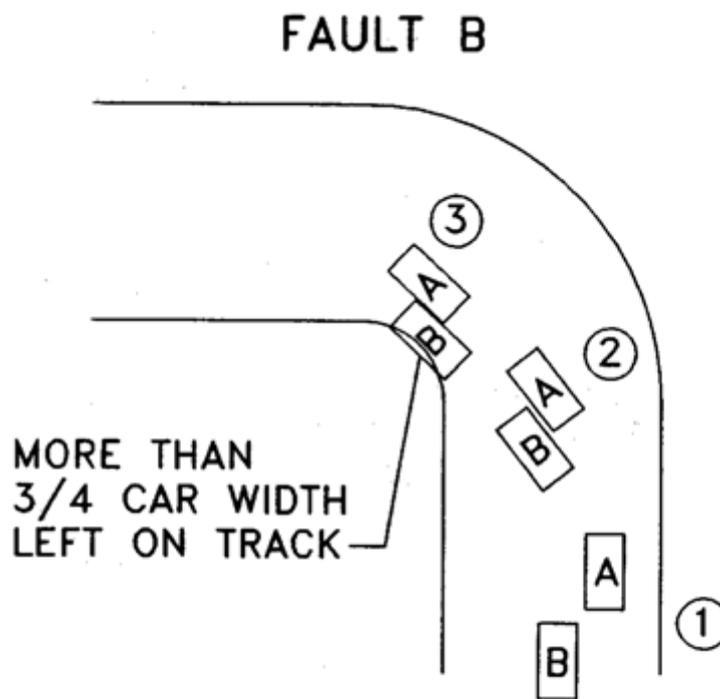


FIGURE 4

Figure 5

This is the same incident that occurred in Figure 4, however Car A is at fault for not leaving enough racing room. In most cases, $\frac{3}{4}$ of one car width would be considered barely adequate racing room. However, in this case there is guard rail or a permanent wall to the inside of the corner. Common sense would tell the driver of Car A that there would definitely be a collision if less than one full car width were left for Car B.

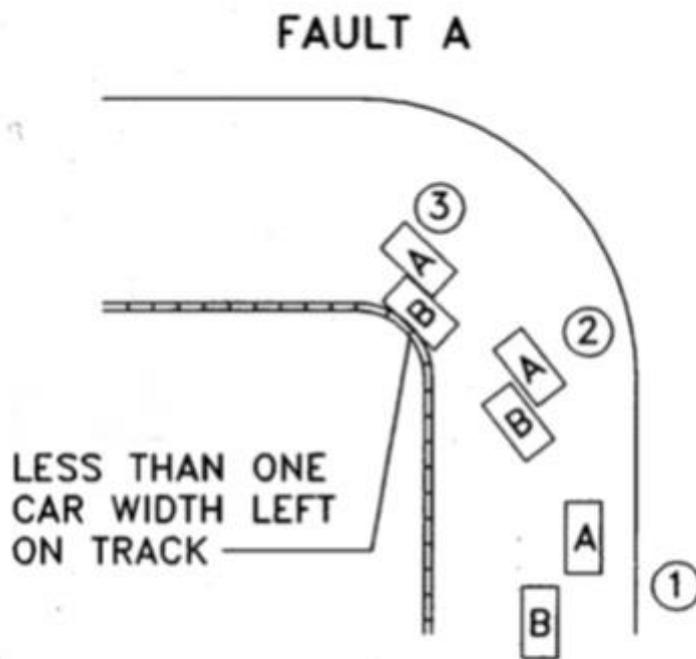


FIGURE 5

Figure 6

Car B is attempting to pass Car A going 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 attempts a last minute pass and ends up locking up all four wheels and sliding into the side of Car A. This is a collision resulting from poor judgment and overly-aggressive driving on the part of the driver of Car B.

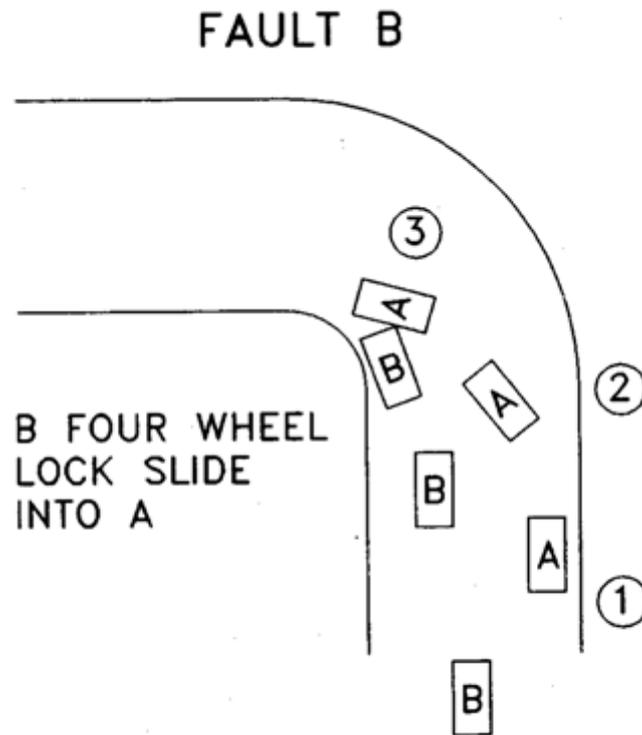


FIGURE 6

Figure 7

Car A is attempting a pass on a long straight leading to a left-hand turn. At point 2, Car A pulls alongside Car B and has a right to be there. However, by point 3 Car A falls back, where his/her front wheel is no longer alongside the driver of Car B. At point 3, Car B begins to move to the right and Car A refuses to relinquish the attempted pass. There is contact at point 4. Car A is at fault even though technically Car B hit Car A. Car A did not have his/her front wheels up even with the driver of Car B, and thus did not have a right to be there. Car B has the right to choose the line, and Car A must back out of it. Note: Car B may not be at fault in this situation, and the driver of Car A may be penalized, but Car B is still knocked out of the race. Remember that, even though you have the "right of way" it may not be smart to insist upon it.

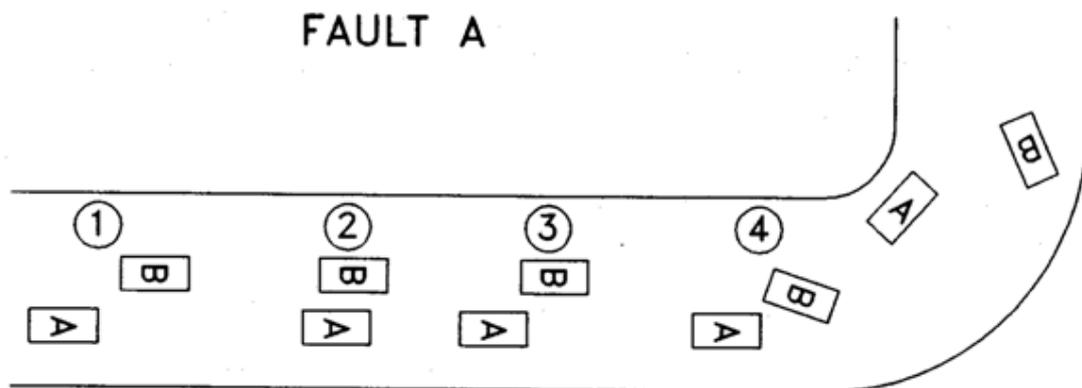


FIGURE 7

Figure 8

This is the opposite situation from Figure 7. Although the outcome is the same, the fault is reversed. Car B is attempting to make a pass. After point 4, one might assume that Car B has the right to choose his/her line as per the rules and that would mean that Car A must back out of it. However, the fault still lies with Car B. This is where things get tricky. There are two different rules that govern this situation, and it is up to the Clerk of Course to make a determination. The first rule states that Car B has a right to choose any line because Car A no longer has a wheel next to the driver of Car B. Therefore, Car A must relinquish the lead. However, there is another rule that says that the driver that is attempting to make a pass has the responsibility to complete that pass safely. In this case the overriding rule would be the latter. That is why Car B would be at fault. Car B failed to complete a safe pass. The whole intent of the "wheel next to the door" rule is to make sure that the overtaken driver sees the overtaking car. Well in this case, the driver of Car B clearly knew that Car A was there because he/she was the one making the pass.

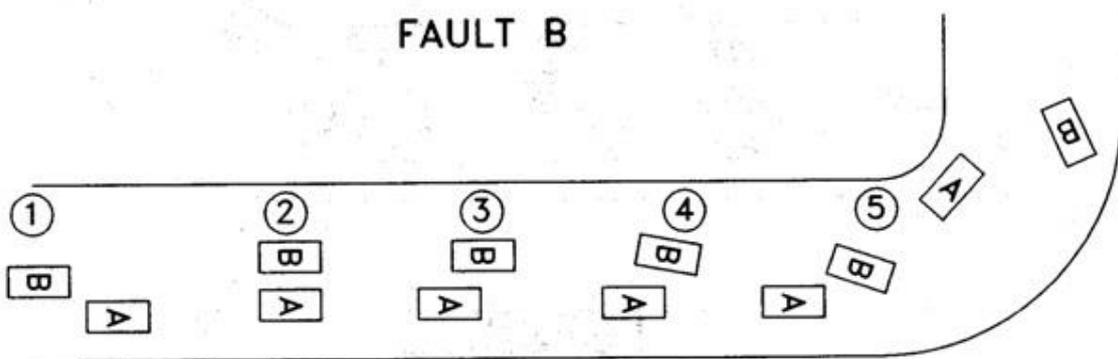


FIGURE 8

Figure 9

Car B is attempting to pass Car A on the inside of a right hand 180-degree turn. At points 3 & 4, Car B has pulled alongside Car A and clearly has a right to be there. There is no excuse for the driver of Car A not to see Car B. Therefore fault is assigned to Car A.

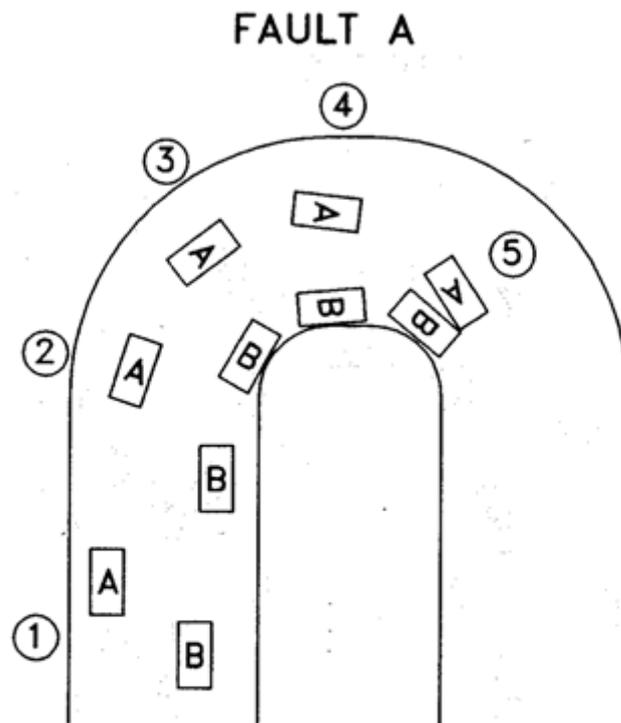


FIGURE 9

Figure 10

This is a similar situation to Figure 9, however Car A regains the lead and control of the line after point 6. Car B makes contact with the side-of-the-nose of his/her car to the side-of-the-tail of Car A, thus spinning Car A. This is clearly illegal contact. Therefore fault is assigned to Car B.

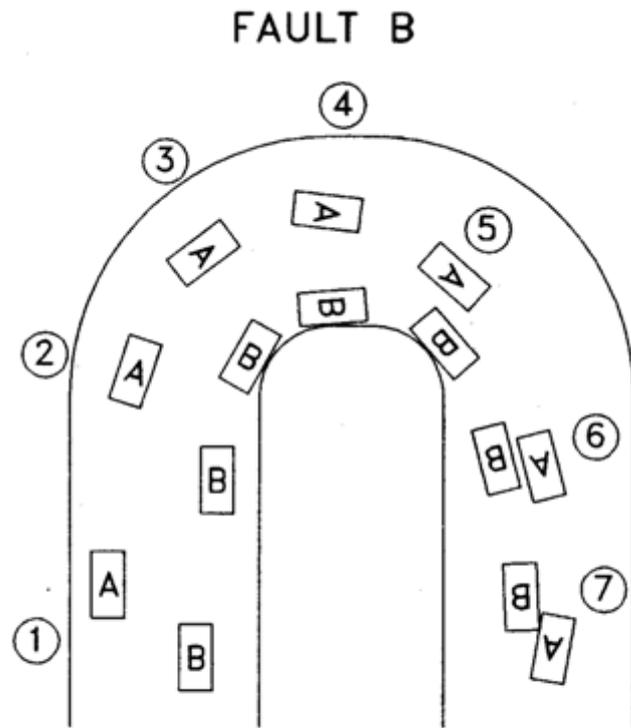


FIGURE 10

Figure 11

Car B attempts to make a pass on Car A. At Point 2, Car B now has a right to occupy that space and Car A must leave Car B racing room. Both drivers leave adequate racing room for each other. However, at Point 3 the driver of Car B loses control of the rear of his/her car. The rear of Car B makes contact with the side of Car A. This is not an uncommon occurrence, and in some circles this may be considered a racing incident. However, AASA considers the driver of Car B to be at fault for failing to properly control his/her vehicle.

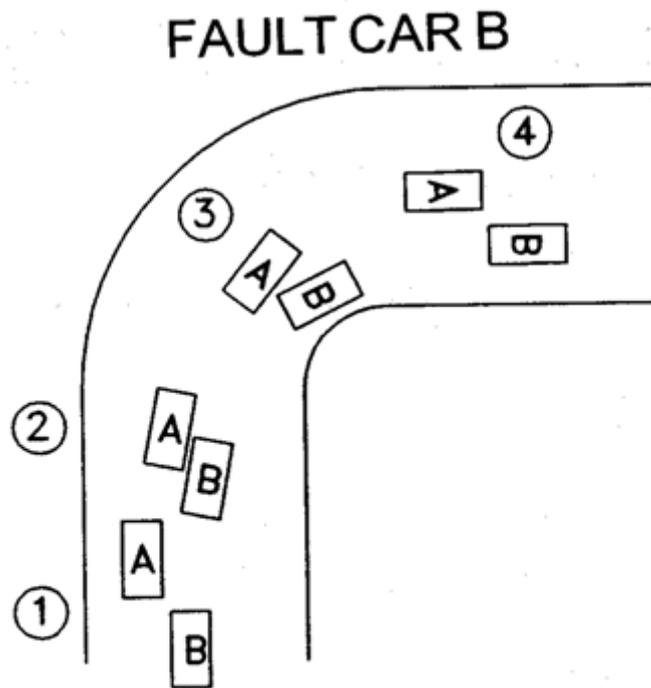


FIGURE 11

Figure 12

Car B attempts an inside pass. Car B misses the turn-in point and continues straight. The driver of Car A is expecting the pass and allows the driver of Car B plenty of room. Car A makes the assumption that Car B will turn in at the normal turn-in point. Car B does not turn in at the normal point, but Car A does, and thus Car A makes contact with Car B at Point 3. This is not an uncommon situation. Car B may have entered the turn too fast, or perhaps he/she chose not to turn in at the normal point. The turn-in point is up to each driver. The driver of Car A must not make assumptions and realize that the driver of Car B may turn in late, or may never turn in at all and simply drive straight off the track. Therefore the driver of Car A is at fault.

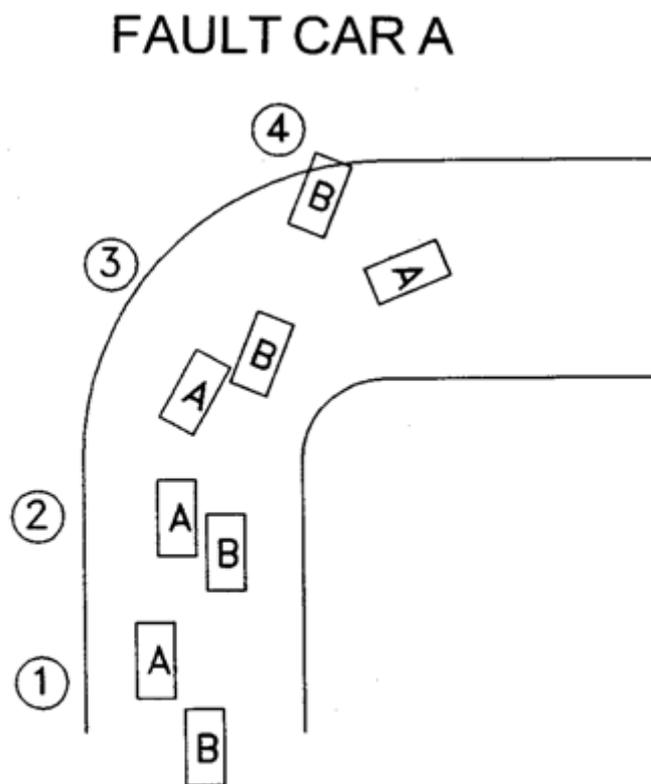


FIGURE 12