APPENDIX P. RACING ROOM & PASSING GUIDELINES

Revised January, 2026

The Club Road Racing Program sincerely thanks Randy Pobst and Terry Earwood for developing these guidelines defining racing room and passing etiquette. Randy Pobst is a SCCA Hall of Fame member, a National Road Racing and Solo Champion, professional driver champion, and a very experienced driver's coach. Terry Earwood is a legendary Skip Barber driver instructor, professional driver champion, professional driver's coach, and is the current Driver Orientation Manager for the Trans Am Series.

The guidelines were created by Randy and Terry based on decades of racing experience and driver coaching. The guidelines represent what the Club Road Racing Program's intent is for General Competition Rules Section 6.11., Rules of the Road.

1. RACING ROOM & PASSING GUIDELINES

Safe, successful passing is based on what drivers can see. An overtaking car bears the largest percentage of *responsibility* for passing safely. *This responsibility is met and a pass is successfully completed when the overtaking car is completely, physically past the car being overtaken. Simply being ahead, while still alongside, does not absolve the driver of the overtaking car of the obligation to allow racing room to the overtaken car. At the same time, the overtaken driver must not impede or block the overtaking car but is not required to fall back as long as the driver provides racing room to the overtaking car.*

2. PERIPHERAL VISION

The overtaking car (the car attempting a pass) must get into the peripheral vision of the lead car (the car being passed) in the brake zone before the lead car turns for the corner. Once the lead car turns for the corner, it can no longer see the trailing car, because the lead car's mirrors now point outside, and the lead car is looking toward the apex.

Figure 1

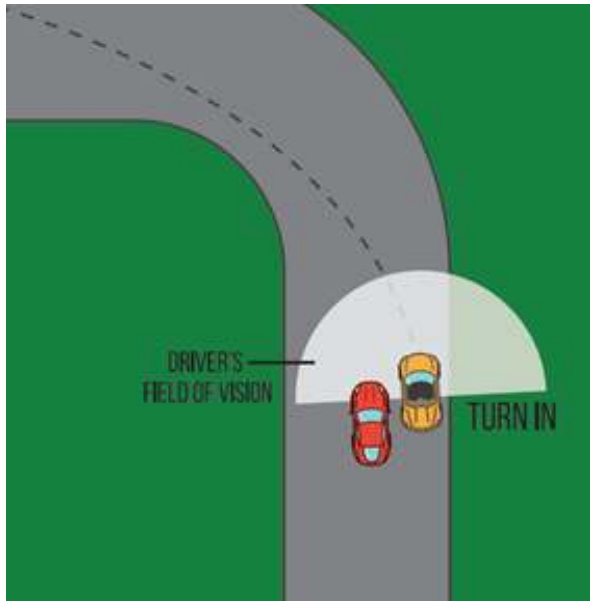


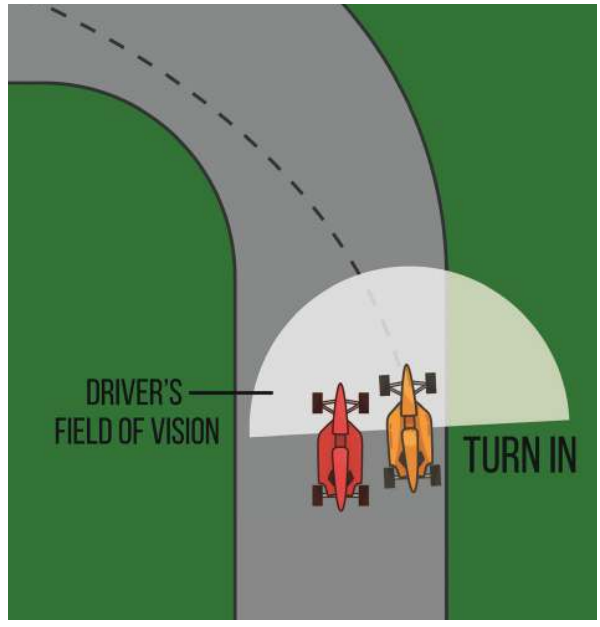
Figure 1 shows that the overtaking car has gotten up to the A pillar and into the peripheral view of the lead car before turn in. The overtaking car now has taken the line away and earned the right to racing room on the inside.

To earn the corner, the overtaking car must have its front end up to at least the A pillar post, or windshield, with the car under control, *before* the lead car turns into the corner. The goal is for the overtaking car to present itself, to arrive in the peripheral vision of the lead car, *before* it turns in.

Open Wheel and Sports Racer Overlap

An overtaking open-wheel car or sports racer should have its leading edge of the front tire up to at least the lead car's trailing edge of the front tire (within leading car peripheral vision) before the lead car begins its turn in. (Figure 2). The bodywork configuration of many new formula and sports racer prototypes almost encapsulate the driver from view by other drivers. That is why it is important to get the overtaking car that far up into the lead car's peripheral vision.

Figure 2



3. THE BLIND SPOT

Figure 3

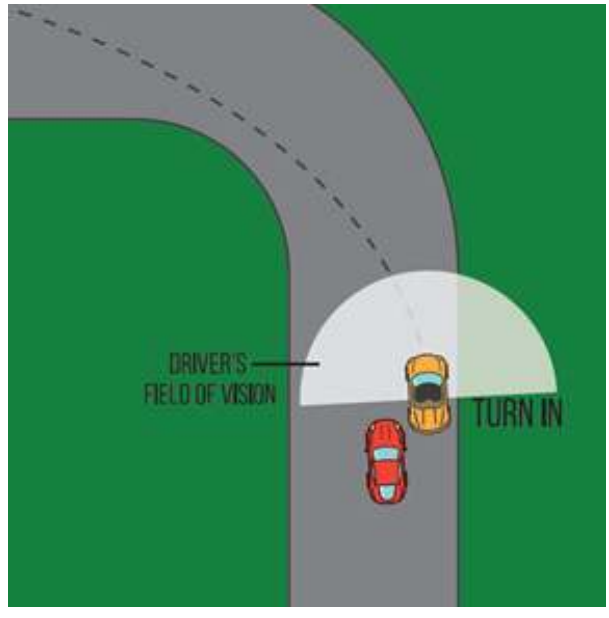


Figure 3 shows at the lead car's turn in point the overtaking car has yet to get even with the A pillar and into the peripheral vision of the lead car. The overtaking car is in a blind spot. Do not pass unless the lead car is much slower and gives racing room.

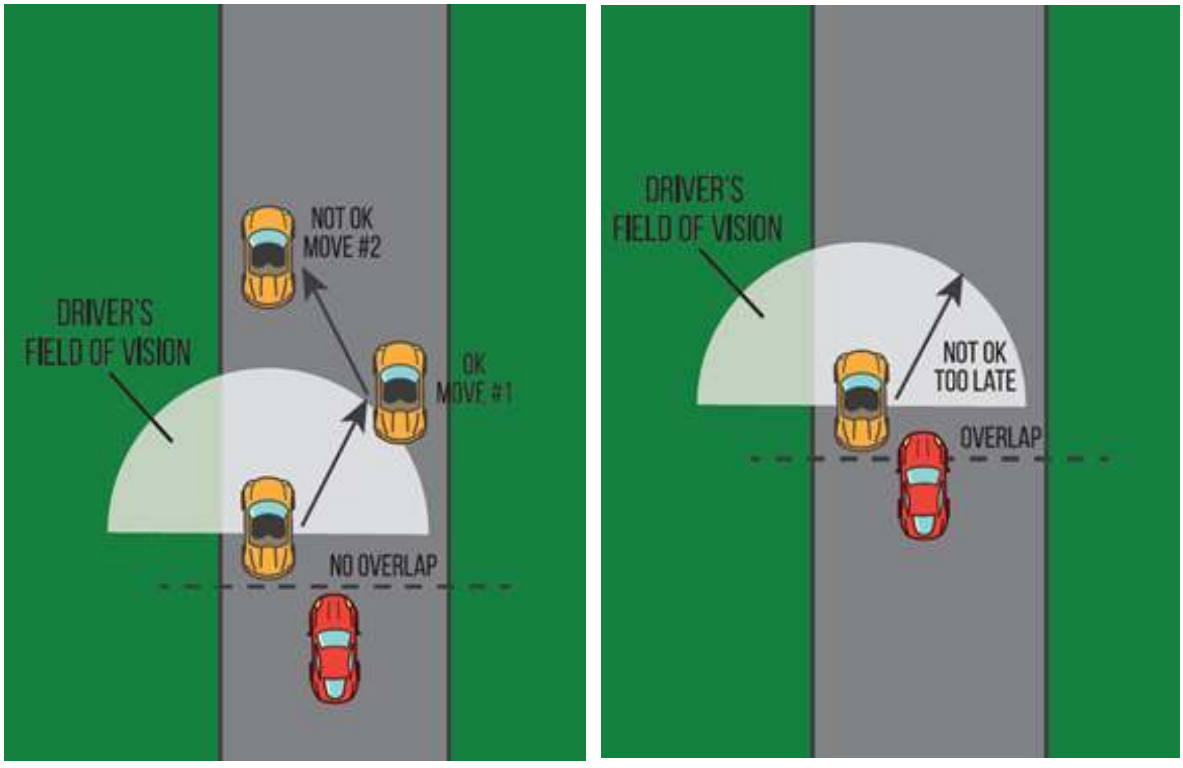
4. RACING

Should the lead car decide to 'go with them', side-by-side, then both cars must allow each other racing room, at least a car width plus six inches or so, to the edges of the racing surface. In both cases, the trailing car must be in the lead car's peripheral vision to safely hold position. If not in vision, then the trailing car must back off and follow, because the lead car cannot see it.
The biggest mistake, and a common cause of contact, is the overtaking car taking a shortcut to the apex, from that blind spot (Turn One at Road Atlanta is classic). Pull parallel to the lead car, and as close as safely possible so that the driver KNOWS you are there. Sometimes, the lead car may turn in early; therefore, the overtaking car must be under enough control to avoid contact.

5. PASSING ON THE STRAIGHTS

On straights, the lead car is allowed "one safe move". It can choose a side, but cannot move back, and cannot move over in reaction to an overtaking car if late enough to invite contact. It must leave a car's width (plus 6 inches) of racing room if the overtaking car has already committed in that direction and has achieved an overlap next to the leader. No weaving to break the draft or to block; that is more than one move. On straights, as opposed to corner entry, it is possible for the lead car to look into its mirrors and see the overtaking car, so if the overtaking car gets even a small overlap next to the lead car, the lead car must give the overtaking car room to race, and can no longer move across the track.

Figure 4

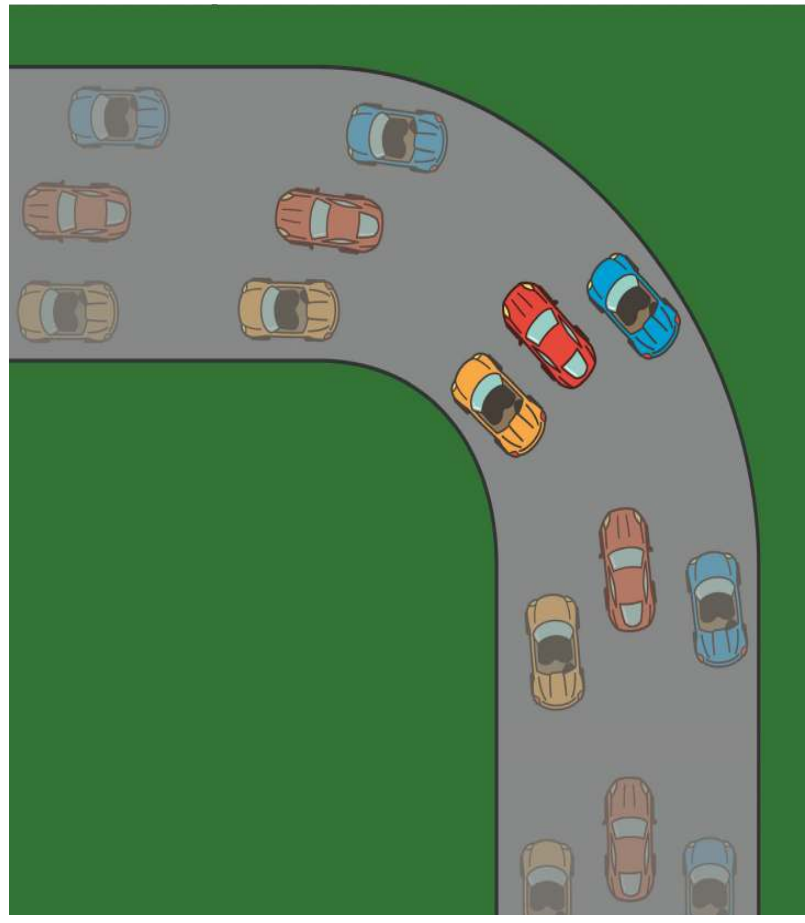


When being passed, hold your line. This means be predictable, and do not change your line to pull out of the way. 'Hold your line' does not mean take the line for the apex and turn in front when a much faster car is approaching. Be aware of faster traffic and leave a lane of racing room for them.

6. OVERLAP ON STRAIGHTS AT TURN IN

If there is continuous overlap (Figure 5) next to the lead car when the turn in point is reached, the lead car must give the trailing car room to race. The lead car can no longer move completely down to the apex. It is not ok to cut across to the apex and likely into the trailing car's nose. The car was there all the way down the straight and it is not going to suddenly disappear. There now is shared responsibility to avoid contact between the cars.

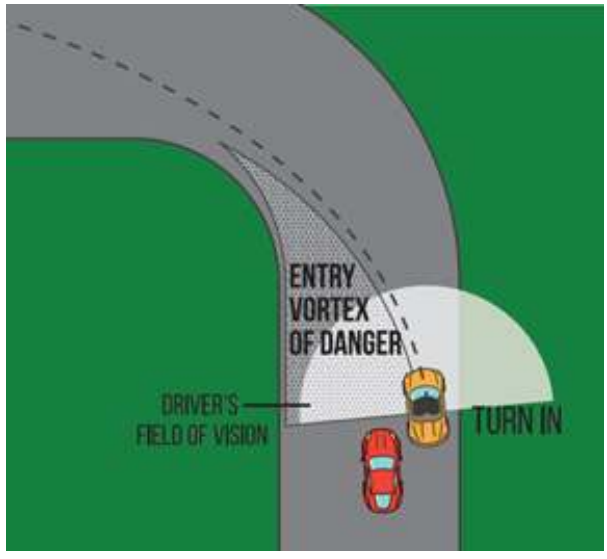
Figure 5



7. THE VORTEX OF DANGER

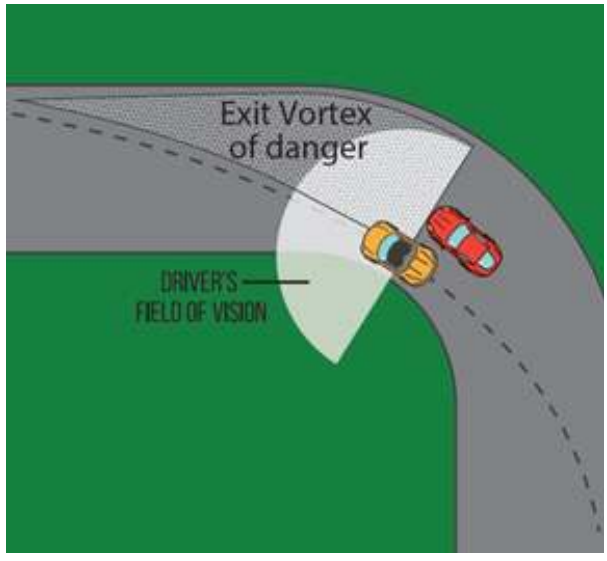
The Entry Vortex of Danger (Figure 6) is a triangle inscribed by the turn-in point of the lead car, the apex, and the inside edge of the road. Trailing car, do not take a short cut to the apex. If you do, chances are the lead car does not see you. When overtaking, keep out of the Vortex of Danger. It is too late to pass.The hole you see is closing rapidly, you are in a blind spot, there will likely be contact, and it will be your fault.

Figure 6



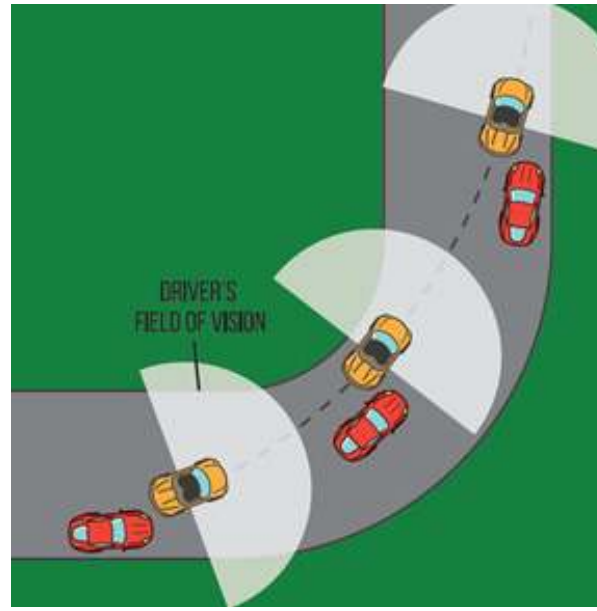
The Exit Vortex of Danger (Figure 7) is a triangle inscribed by the apex, the track-out point of the lead car, and the outside edge of the road. When attempting a pass on the outside, be aware of the Exit Vortex of Danger, and back out of it if not in the lead car's vision. It is too late to safely pass. The hole you see on the outside is closing rapidly, you are in a blind spot, there will likely be contact, and it will be your fault.

Figure 7



8. THE OUTSIDE PASS

Figure 8



On this outside pass attempt (Figure 8), the overtaking outside car never presents itself into the vision of the lead car and cannot expect it to make room for a car it cannot see at the exit of the turn. So, the outside trailing car must back off to leave racing room for the inside lead car that cannot see it and avoid the Exit Vortex of Danger. In this situation, if the outside car makes contact or runs off the road, it is most likely their fault.

Turn 5 at Road America is a prime example of where a lead car may protect its line by not using all the track on the right. The overtaking car, in this example, needs to clearly 'present theirself' in the braking zone before turn in, because the lead car is looking into the corner, not at its right mirror, and in all probability will not leave racing room at the exit. Outside passing works well when both drivers have excellent spatial awareness but is a very low percentage move in most cases.

Safe, successful passing depends on what a driver can see. Do not hit what you can see!