



2026 FIA TOURING CAR DRIVING STANDARDS GUIDELINES



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I INTRODUCTION

The FIA Touring Car Driving Standards Guidelines are not regulations.

At all times, the Stewards will adjudicate based upon the Regulations but will be guided by these guidelines and the experience of their Drivers Advisor in determining whether a breach is proven.

I CONTEXT OF THESE GUIDELINES

A key importance of the FIA Drivers' Commission is the desire to ensure that drivers in all categories are subjected to the same standards as would apply at the highest levels of the sport.

The core objectives of the FIA Drivers' Commission, in the publication across all championships, of driving standards guidelines is to facilitate and promote:

- Safe racing
- Hard and competitive racing
- Fair racing
- Sporting justice
- Consistency across all categories
- Standardization of driving standards and race direction operation across all categories

I BASICS

- The onus is on all Drivers and Competitors to respect the Rules at all times.
- Rules applied firmly/fairly.

I RATIONALE

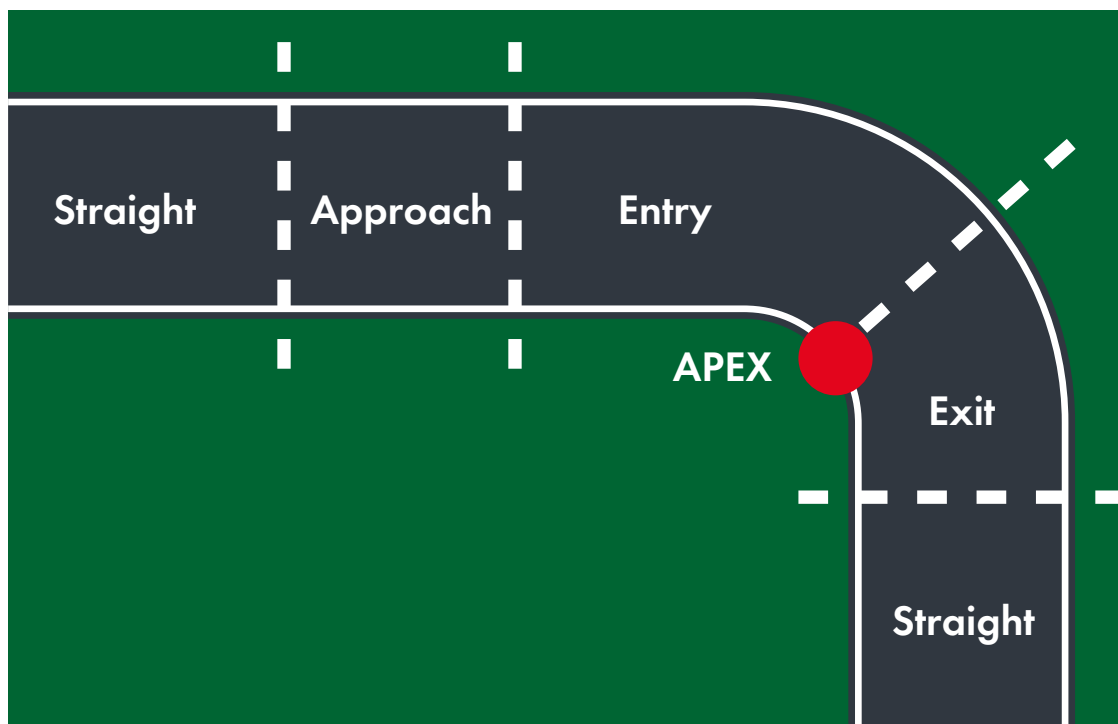
If it has been established from points A and B below, that an overtaking driver has priority, it is the responsibility of the defending driver to avoid a collision or forcing the overtaking driver off the track.

However, many incidents require subjective judgement and therefore the following important caveats apply:

- A car being overtaken, or performing an overtake, cannot simply “disappear”.
- A lock up or small steering correction does not necessarily imply a driver has lost control
- An apparent temporary loss of control, or a lock up, may be due to an attempt to avoid a collision, or simply the “laws of physics”.
- The apex may vary depending on the racing line taken and/or the nature of the corner itself.

Attention is also drawn to the important note in “Giving back a lasting advantage”, for defending drivers who leave the track whilst defending a position.

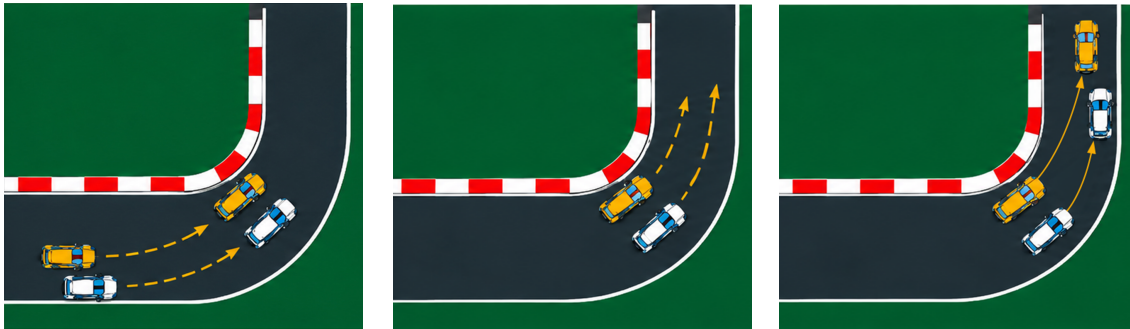
I TERMINOLOGY



CASE A. OVERTAKING ON THE INSIDE OF A CORNER

To be entitled to be given room when overtaking on the INSIDE, the overtaking car must:

1. Have its front axle AT LEAST ALONGSIDE THE MIRROR of the other car PRIOR TO AND AT THE APEX
2. Be driven in a fully controlled manner particularly from entry to apex and not have “dived in”
3. In the Stewards’ estimation, have taken a reasonable racing line and been able to complete the move whilst remaining within track limits



CASE B. OVERTAKING ON THE OUTSIDE OF A CORNER

Overtaking on the outside will always be viewed as a more difficult manoeuvre to accomplish.

To be entitled to be given room, including at the exit, when overtaking on the OUTSIDE, the overtaking car must:

1. Have its front axle AHEAD OF THE FRONT AXLE of the other car AT THE APEX
2. Be driven in a controlled manner from entry, to apex, and to exit
3. Be able to make the corner within track limits



Note:

On long radius curves, provided point (2) above is complied with, the Stewards will treat each case on its merits particularly where there is no defined apex or there are multiple apexes.

CASE C. CHICANES AND S-BENDS

The above guides for INSIDE and OUTSIDE may apply for each element of the combination.

Generally, priority will be given to the first corner element. However other factors such as the sequence of corners will be considered holistically by the Stewards when assessing the right to the corner.

IMPORTANT NOTES FOR CASES A, B & C ABOVE:

Racing is a dynamic process.

Although these guidelines indicate specific relative positions of the cars at various points, the Stewards will always look at how the situation played out in total when reviewing an incident.

For example:

- How did the cars get to the incident? (E.g. late braking, diving in, moving under braking.)
- Was the manoeuvre late or "optimistic"?
- What could the drivers reasonably see, know, or anticipate?
- Do we believe the manoeuvre could be completed on the track?
- Was there understeer / oversteer / locking?
- Was there an attempt to avoid a collision?
- Did either car release the brakes in order to attempt to gain priority
- Did someone position / handle their car in a way that contributed to the incident?
- Did the type of corner contribute to the incident? (e.g. camber, kerbs, curve, apexes)
- What were the relative tyres / tyre age / grip?

TRACK LIMITS

It is considered that respecting track limits is important for both racing fairness and safety, thus Article 2 c) Chapter IV Appendix L of ISC will be strictly enforced:

"Drivers must use the track at all times and may not leave the track without a justifiable reason. For the avoidance of doubt, the white lines defining the track edges are considered to be part of the track but the kerbs are not.

Any part of a kerb which is contained between the white lines is considered as track for the purpose of this article.

Should a car leave the track for any reason, the driver may rejoin. However, this may only be done when it is safe to do so and without gaining any lasting advantage. A driver will be judged to have left the track if no part of the car remains in contact with the track.

A driver may be reported to the Stewards should they perform any act which results in debris being brought onto the track.

A driver will be judged to have left the track if no part of the car remains in contact with the track.

Note:

Penalties for track limits infringements will be published in the Drivers' Briefing presentation and Race Director Event Notes.

In the case of an infringement in Free Practices and/or Qualifying, the lap time will be deleted, and the time of the subsequent lap if it is deemed that there could be a benefit.

For the Race, acknowledging that racing is a dynamic process, invalid lap times will be deleted and at least "three strikes" system shall normally be applied prior to issuance of a Black & White Flag or penalty. For the avoidance of doubt any invalid lap will be deleted and counted as a "strike" with the following exceptions:

- If a driver exceeds track limits following an obvious loss of control
- If a driver exceeds track limits in order to avoid a collision e.g. Typical Lap 1, Turn 1 incident
- If a driver has been considered to be "forced off" by another car (in a decision of the stewards)
- If a driver exceeds track limits and is penalised for gaining a lasting advantage or unsafe re-join
- If a driver exceeds track limits during an incident which is penalised for any other reason, e.g. if a driver exceeds track limits during an incident for which they are penalised for causing a collision
- In the context of an overtaking manoeuvre, be that failed or completed, if a driver leaves the track but clearly gains no advantage, the Stewards retain the discretion to determine that no strike will be applied

It is noted that the imposition of a "strike" remains at the sole discretion of the Stewards and that on some occasions, where it is considered a car has left the track without a justifiable reason for specific, intentional or unsportsmanlike reasons, a penalty rather than a strike may be imposed.

I IMPEDING

As stated in Article 2 e) Chapter IV Appendix L of ISC will be strictly enforced:

"It is not permitted to drive any car unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other drivers at any time."

This will apply whether any such car is being driven on the track, the pit entry or the pit lane.

I GIVING BACK A LASTING ADVANTAGE

The procedure reported in Article 2 c) Chapter IV Appendix L of ISC will be strictly applied:

"Should a car leave the track for any reason, the driver may rejoin. However, this may only be done when it is safe to do so and without gaining any lasting advantage."

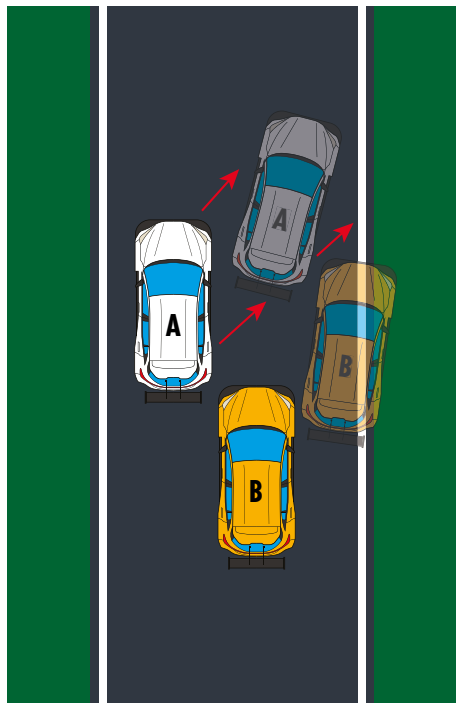
At the absolute discretion of the Race Director a driver may be given the opportunity to give back the whole of any advantage he gained by leaving the track.

Note:

If, while defending a position, a car leaves the track (or cuts a chicane) and re-joins in the same position,

it will generally be considered by the stewards as having gained a lasting advantage and therefore, generally, the position should be conceded. It will be the sole discretion of the Stewards to determine if the driver of a car is “defending a position.” See also point regarding Track Limits above.

I MOVING ON THE STRAIGHT



Appendix L, Chapter IV, Article 2b states:

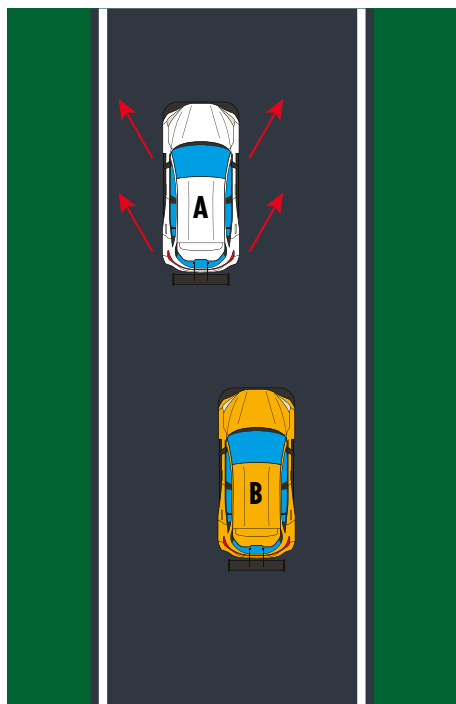
“More than one change of direction to defend a position is not permitted. Any driver moving back towards the racing line, having earlier defended his position off-line, should leave at least one car width between his own car and the edge of the track on the approach to the corner.”

“However, manoeuvres liable to hinder other drivers, such as deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are strictly prohibited. Any driver who appears guilty of any of the above offences will be reported to the Stewards.”

Note:

In this context, moves intended to break the slipstream of the following car when the following car is a safe distance behind, considering relative speeds and position on the track, may be acceptable.

I MOVING UNDER BRAKING



When defending, there must be no change in direction by the defending car, after the deceleration phase has commenced, except to follow the racing line.

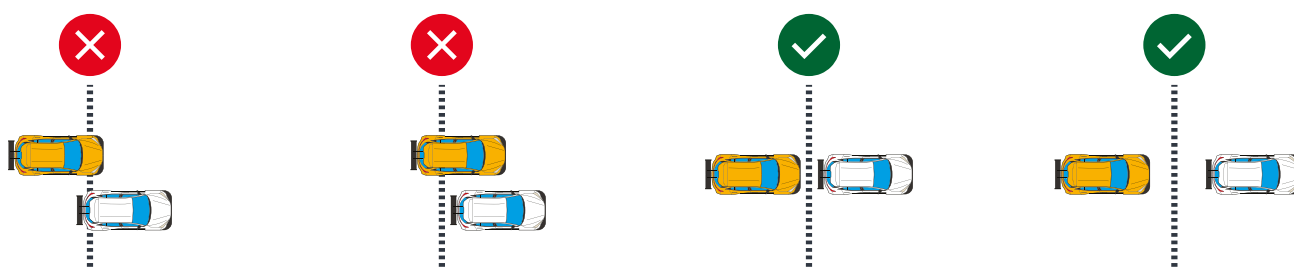
RE-JOINING THE TRACK

Maintaining racing speeds in the run-off area is not acceptable. Cars on track must not be forced to change speed or line to avoid a re-joining car.

SAFETY CAR

To avoid the likelihood of accidents before the Safety Car returns to the pits, Art 2.10.15 Appendix H of ISC will be enforced as shown below:

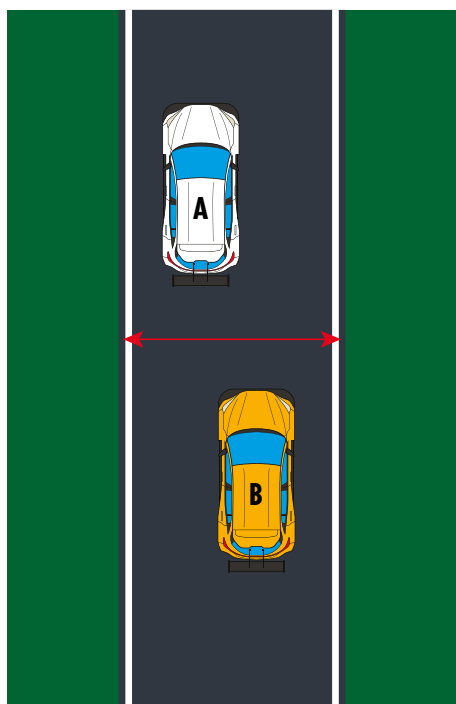
"In order to avoid the likelihood of accidents before the safety car returns to the pit lane, from the point at which the lights on the car are extinguished, drivers must proceed at a pace which involves no erratic acceleration, braking, or any other manoeuvre which is likely to endanger other drivers or impede the restart."



Note:

The actions of the lead driver in particular can have a significant impact on the safety of the restart procedure. Although the leading driver has both the right to dictate pace as well as to choose the point at which to accelerate, this does not relieve them of their responsibility to avoid creating a potentially dangerous situation as defined in the Code Appendix L Ch IV 2(e).

BLUE FLAGS



Appendix L, Chapter IV, Article 2a states:

"A car alone on the track may use the full width of the said track, however, as soon as it is caught by a car which is about to lap it the driver must allow the faster driver past at the first possible opportunity.

If the driver who has been caught does not seem to make full use of the rear-view mirrors, flag marshals will display the waved blue flag to indicate that the faster driver wants to overtake. Any driver who appears to ignore the blue flags will be reported to the Stewards."

Note:

Upon receiving a blue flag, the driver must allow the car behind to overtake at the earliest possible opportunity. Some tolerance will be allowed in order to allow the overtake to occur on the next straight section of track.

Failure to allow the overtake on the next straight section of track will likely be considered a breach. The following situation will almost certainly be considered a breach:

- If the overtake occurs after the car has passed 8 consecutive light panels or marshal posts

I YELLOW & DOUBLE YELLOW FLAGS

It is considered that respect of Yellow and Double Yellow flags is critical for safety and important for racing fairness, thus Appendix H, Article 2.5.5.b will be strictly enforced:

- A. "Single Waved Yellow Flag: Reduce your speed, do not overtake, and be prepared to change direction. There is a hazard beside or partly on the track. It must be evident that a driver has reduced speed; this means a driver is expected to have braked earlier and/or noticeably reduced speed in that sector.
- B. Double Waved Yellow Flag: Reduce your speed significantly, do not overtake, and be prepared to change direction or stop. There is a hazard wholly or partly blocking the track and/or marshals working on or beside the track. During free practice and qualifying, it must be evident that the driver has not attempted to set a meaningful lap time; this means the driver should abandon the lap..."

Note:

- The onus rests with the driver to demonstrate a sufficient reduction of speed to satisfy the rules.
- The extent of speed reduction considered acceptable may vary depending on the conditions and visibility of and through the incident.
- The requirement that a driver be prepared to stop in the case of Double Waved Yellow Flags means that the speed reduction must be significantly and noticeably greater than in the case of a Single Waved Yellow Flag.
- In evaluating compliance with the rules, the Stewards will pay close attention to the extent of driver input (throttle pedal, brake pedal, steering angle) prior to and through the incident location.
- It will be up to the driver to demonstrate to the Stewards, via the "driver input" referred to above or by the method below, that they have complied with the regulations.
- One method of demonstrating compliance (but not the only method) would be, in the case of a Single Waved Yellow Flag, an increase in the time taken to traverse the flag sector, of at least 5% compared to the driver's previous lap(s) under similar conditions.
- Similarly, one method of demonstrating a significant reduction of speed and preparedness to stop, (again, not the only method) would be, in the case of Double Waved Yellow Flags, an increase in the time taken to traverse the flag sector, of at least 15% compared to the driver's previous lap(s) under similar conditions.
- In considering what is a lap under 'similar conditions' the Stewards will take into account tyre compound, tyre condition, fuel load, energy deployment and weather conditions.
- Any car losing control under a yellow flag or double yellow flag will usually be investigated.

I APPLICABILITY OF DRIVERS' BRIEFING NOTES

- Event-specific operational details will be communicated in the Drivers' Briefing Notes. These may include, but are not limited to, track limits camera locations, pit exit direction (LHS/RHS), situations where creating a gap is restricted, and any local instructions relevant to driving standards or track safety.
- Any Race Director's instructions that are necessary to clarify how certain driving practices are expected to be observed at the specific circuit will be communicated in the Drivers' Briefing Notes.

I DOCUMENT EVOLUTION

This document is intended to evolve as stakeholder feedback and operational insights are captured to ensure it remains relative and aligned to stakeholder expectations.

Any updates to the document will be distributed to each stakeholder.

